



EAST KAPOLEI NEIGHBORHOOD TOD PLAN

PUBLIC REVIEW DRAFT #2

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FOR: THE DEPARTMENT OF PLANNING & PERMITTING
CITY AND COUNTY OF HONOLULU



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Table of Contents

I.	EXECUTIVE SUMMARY	1
A.	THE VISION	2
B.	CHANGES INFLUENCING THIS UPDATE	2
C.	SUMMARY OF RECOMMENDATIONS	4
1.	Honouliuli Rail Transit Station Area	4
2.	Keone‘ae Rail Transit Station Area	4
3.	Kualaka‘i Rail Transit Station Area.....	4
D.	NEXT STEPS.....	6
II.	PROJECT OVERVIEW & EXISTING CONDITIONS	7
A.	BACKGROUND/CONTEXT/EXISTING CONDITIONS	8
1.	BACKGROUND & CONTEXT.....	8
2.	HISTORIC.....	8
3.	SCENIC & NATURAL LANDMARKS.....	8
4.	CULTURAL.....	9
5.	LAND USE DESIGNATIONS	10
6.	FLOODING & SEA LEVEL RISE.....	13
B.	‘EWA DEVELOPMENT PLAN.....	14
C.	UNILATERAL AGREEMENTS (UAs)	15
D.	PROCESS	17
III.	PLAN PRINCIPLES	21
A.	MAKE THE CONNECTIONS.....	22
B.	CREATE THE ACCESS	24
C.	MIX IT UP	25
D.	CREATE GATHERING PLACES	26
E.	DEVELOP UNIQUE RAIL TRANSIT STATION AREA IDENTITIES.....	28
F.	PROMOTE A VARIETY OF HOUSING CHOICES	30
G.	CREATE A DYNAMIC URBAN ENVIRONMENT	31
H.	SUSTAINABILITY.....	32
IV.	PLAN OVERVIEW	34
V.	HONOULIULI RAIL TRANSIT STATION AREA PLAN	38
A.	OVERALL STRUCTURE	40
B.	CONNECTIVITY & CIRCULATION	41

C.	PARKS & OPEN SPACE	42
D.	LAND USE & URBAN FORM	43
VI.	KEONE'AE RAIL STATION AREA PLAN.....	44
A.	OVERALL STRUCTURE	46
B.	CONNECTIVITY & CIRCULATION	47
C.	PARKS & OPEN SPACE	48
D.	LAND USE & URBAN FORM	49
VII.	KUALAKA'I RAIL TRANSIT STATION AREA PLAN	50
A.	OVERALL STRUCTURE	52
B.	CONNECTIVITY & CIRCULATION	53
C.	PARKS & OPEN SPACE	55
D.	LAND USE & URBAN FORM	56
VIII.	ZONING RECOMMENDATIONS	57
A.	TOD SPECIAL DISTRICT	58
B.	ZONING RECOMMENDATIONS.....	58
1.	APPLICABILITY.....	58
2.	DISTRICT BOUNDARIES.....	59
3.	PERMITTED LAND USES	59
4.	DENSITY & FLOOR AREA RATIO	60
5.	MAXIMUM BUILDING AREA	61
6.	MAXIMUM BUILDING HEIGHTS.....	61
7.	COMMUNITY BENEFITS BONUS	64
8.	AFFORDABLE HOUSING REQUIREMENT	66
9.	PARKING REQUIREMENTS	66
10.	STREET STANDARDS	70
11.	YARD SETBACKS.....	78
12.	MINIMUM COMMON OPEN SPACE.....	79
IX.	PHASING AND IMPLEMENTATION STRATEGY	81
A.	PHASING SCENARIOS.....	82
B.	IMPLEMENTATION STRATEGIES	86
C.	COMMON FUNDING TOOLS	87
1.	UTILITY REVENUE BONDS.....	90
2.	GENERAL OBLIGATION BONDS.....	90

3. COMMUNITY FACILITIES DISTRICTS.....	90
4. LEASE REVENUE BONDS AND CERTIFICATES OF PARTICIPATION.....	90
5. PUBLIC-PRIVATE PARTNERSHIPS	91
6. IMPACT FEES AND CAPACITY CHARGES	91
7. PAYMENT IN LIEU OF TAXES AND TAX INCREMENT FINANCING	91
8. ASSESSMENT AND IMPROVEMENT DISTRICTS.....	91
9. GENERAL EXCISE TAX SURCHARGES.....	92
10. OTHER PROGRAMS AND FEDERAL CREDITS.....	92
11. DEVELOPER INCENTIVES.....	93

LIST OF FIGURES

Figure 1. State Land Use District11

Figure 2. Current Zoning.....12

Figure 3. Proposed Rail Transit Station Area Land Use Plan.....35

Figure 4. Honouliuli Rail Transit Station Area Land Use Plan.....39

Figure 5. Keone'ae Rail Transit Station Area Land Use Plan.....45

Figure 6. Kualaka'i Rail Transit Station Area Land Use Plan.....51

Figure 7. Proposed Height Map.....63

Figure 8. Parks Map.....80

LIST OF TABLES

Table 1 – Density and Floor Area Ratio.....61

Table 2 – Plan Principles and Possible Community Benefits Bonus.....65

Table 3 – Off-Street Parking Requirements for Dwelling or Lodging Units.....67

Table 4 – Bicycle Parking Requirements.....69

Table 5 - Implementation Matrix.....86

Table 6 – Common Public Finance Tools and Other Programs.....89

I. EXECUTIVE SUMMARY



A. THE VISION

The East Kapolei Neighborhood Transit-Oriented Development (TOD) Plan presents an opportunity to create sustainable, compact mixed use development in the ½ mile area surrounding the Honouliuli/Ho’opili, Keone’ae/University of Hawaii-West Oahu (UHWO), and Kualaka’i/East Kapolei rail transit stations. Located at the current western terminus of the 20-mile elevated rail transit line, each East Kapolei community will be connected with convenient rail transit access to downtown Honolulu. The three rail transit station areas are envisioned to be neighborhoods structured in a pedestrian-friendly environment with numerous housing, employment, educational, and recreational opportunities. Such compact, mixed use development enhanced by pedestrian amenities takes full advantage of the benefits of rail transit service.

Each of the rail transit station areas will provide for unique development opportunities and the TOD Plan aims to give each station its own identity based on the local conditions and development needs. Rail transit station area plans have been developed for each of the three rail transit stations through an inclusive community-based planning effort to ensure that the needs of the area stakeholders have been integrated into the final TOD Plan.

The Honouliuli rail transit station will service a brand new town with an integrated mix of uses for residences and employment. The Keone’ae rail transit station will facilitate UHWO’s “town and gown” university village, which requires a different mix of uses focused on students and campus life. The Keone’ae rail transit station also enhances the Department of Land and Natural Resources’ (DLNR) vision for its landholdings, primarily to create jobs, provide affordable housing opportunities, and to support its natural, cultural and recreational resource management and protection programs. The Kualaka’i rail transit station area will include the Salvation Army Kroc Center, residential and commercial uses on the properties owned by the Department of Hawaiian Home Lands (DHHL), the Ko’oloa’ula affordable rental housing complex, housing provided by the University of Hawaii (UH) with its development partners and a mixed use center near the station.

While taking into account the individual requirements for each station, the overall vision for the TOD Plan is to create an integrated, connected urban environment that fosters healthy living and community identity.

B. CHANGES INFLUENCING THIS UPDATE

The vision set forth above is based on underlying TOD principles advocating smart growth within the ½ mile areas surrounding the three rail transit stations. The original draft TOD Plan process began in October 2008 by identifying project area issues,

opportunities, and constraints. Three community workshops were held in March 2009, July 2009, and April 2010, and Public Review Draft #1 was released in April 2010.

Since the release of Public Review Draft #1, substantial changes in land use and zoning have occurred in the vicinity of the three East Kapolei rail transit stations. Over the last 10 years, East Kapolei has transformed due, in large part, to several major developments and new facilities such as the Salvation Army Kroc Center, the UHWO campus, the Ho'opili master-planned community, the Ko'oloa'ula Residential Apartments, DHHL Kānehili (residential), Ka Makana Ali'i Shopping Center, Increment IIB of Kauluokahai (DHHL East Kapolei II), the site of the Special Olympics Hawaii, Keahumoa Place Residential Apartments, and East Kapolei II Middle School. Major transportation projects during this timeframe include the completion of Kualaka'i Parkway, the connection of Kapolei Parkway between 'Ewa Beach and Kapolei, the planning and programming of widening Farrington Highway, and the construction of the Honolulu Rail Transit Project (H RTP).

With the rail transit line in place and the three rail transit stations near completion, area landowners and other stakeholders can now better visualize opportunities for TOD. Most of the land in the TOD Plan area is held by major private developers or state agencies, many of whom have recently updated their own plans, or are in the process of developing site-specific plans. For instance, UHWO has decided to retain more of their lands for campus use (up to 306 acres in order to accommodate a future campus population of up to 20,000 students), while decreasing the lands available for non-campus development.

Significant planning updates regarding TOD implementation, policies, and incentives occurred since the Public Review Draft #1 was published. These updates are discussed further in Section VIII, Zoning Recommendations, and include, but are not limited to, the following:

- Honolulu Complete Streets ordinance (Ordinance 12-15) and Design Manual (September 2016)
- Affordable Housing Requirement (Ordinance 18-10) to help address critical affordable housing shortage on O'ahu and the Affordable Housing Incentives ordinance (Ordinance 18-1), to help stimulate affordable housing production
- TOD Zoning and Special District ordinance adopted for the Waipahu Neighborhood will serve as prototype for future TOD zone changes and Special District creation at the other rail transit stations along the rail line
- Rail access projects identified, funded, and in the design or pre-construction stage such as bus bays or pullouts and completing the missing segments of the existing multi-use path along the diamond side Kualaka'i Parkway.

In sum, the significant changes in land use, policy direction, and strategies that have emerged since the completion of Public Review Draft #1 warrant this update in order to implement the vision established in the TOD Plan.



C.SUMMARY OF RECOMMENDATIONS

All three rail transit station areas will include transit plazas at the station entrances. These rail transit stations will not only be connected by the elevated rail line but also by a 100-foot wide “greenway,” otherwise known as Pu’uwai Park that crosses through the Ho’opili community below the elevated rail line. Once leaving Ho’opili, this planned active greenway will be linked to a multi-use path next to Kalo’i Gulch alongside Kualaka’i Parkway and the elevated rail line. Rail transit station areas will also integrate neighborhood open spaces in certain areas. Additional recommendations specific to each station are listed below.

1. Honouliuli Rail Transit Station Area

- Temporary surface, park-and-ride lot at the rail transit station until full rail transit operations are completed
- Pu’uwai Park, a 100-foot wide greenway, to provide a landscape buffer between the rail line and adjacent uses underneath the elevated rail line separated by landscaped median within
- Promote an active Main Street that connects the rail transit station to Ho’omohala Avenue (formerly Campus Drive)
- Medium to high density, mixed use development surrounding the rail transit station
- Lower density, mixed use development on the periphery of the TOD area

2. Keone’ae Rail Transit Station Area

- Elevated pedestrian station walkway crossing Kualaka’i Parkway
- Temporary park-and-ride mauka of Ho’omohala Avenue and west of Kualaka’i Parkway
- Bus transfer facility and 1,000 space permanent park-and-ride facility wrapped by street-fronting commercial space, mauka of Ho’omohala Avenue and diamond head of Kualaka’i Parkway
- Key Street with main street character and mixed use development along Ho’omohala Avenue (formerly Campus Drive) on both sides of Kualaka’i Parkway
- Higher density, mixed use development adjacent to the rail transit station on the Ho’opili side of Kualaka’i Parkway
- New Main Street (Road D) perpendicular to Ho’omohala Avenue one block west of the rail transit station on the UHWO side of Kualaka’i Parkway
- Medium density, mixed use development on the UHWO side respecting the landmark UHWO Library Tower
- Pedestrian and bicycle connections to Festival Street within the Ho’opili community

3. Kualaka’i Rail Transit Station Area

- Safe, convenient pedestrian connections across and alongside Kualaka’i Parkway to access DHHL neighborhoods on both sides of the Parkway, as well as to UHWO

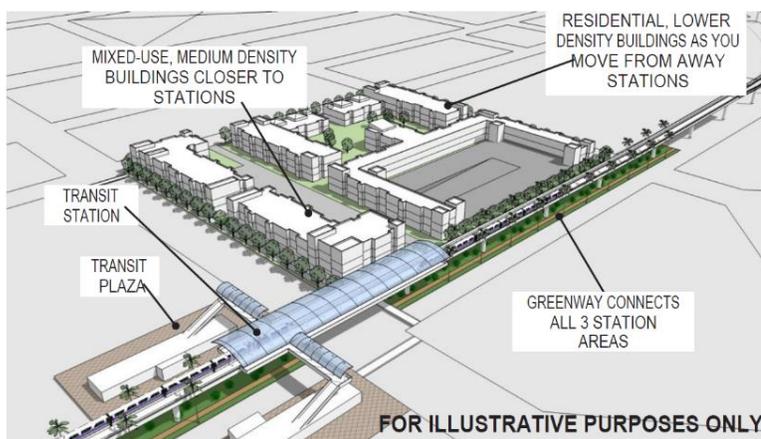
- Temporary park-and-ride lot or lots consisting of 900 spaces to support the use of the transit system for residents from ‘Ewa, Kalaeloa, ‘Ewa Beach, and Wai‘anae
- Active community uses compatible with the Salvation Army Kroc Center, East Kapolei Elementary and Middle Schools as well as the residential uses along Keahumoa Parkway
- Lower to medium density, mixed use development west of Kualaka‘i Parkway

The TOD Plan recommends changes to existing development standards to support a more intensive land use pattern. Most of the zoning is in place for UHWO and Ho‘opili. To encourage development of DLNR and DHHL lands, mixed use apartment, business, and light industrial is proposed. The more intensive mixed uses will be closest to where the roadway and transit networks can support them such as along Farrington Highway and at intersections along Kualaka‘i Parkway (see image below).

In additions to changes to the zoning, the TOD Plan recommends providing additional bonuses to developers that participate in providing community benefits. A community benefits bonus leverages a project’s development potential to incentivize improvements that meet a community’s needs, goals and objectives. It may also pay for much needed infrastructure improvements.

The TOD Plan also makes general recommendations regarding the phasing of development. This phasing will be crucial in synchronizing development to ensure the delivery of services and amenities for this emerging community are provided in a coordinated and efficient manner. Some funding strategies are also covered.

The TOD Plan document structure, following this Executive Summary, consists of eight chapters. Chapter II provides the background and context of the existing conditions at the rail transit station areas, followed by the principles that underpin TOD in this TOD Plan (Chapter III). Next, Chapters IV, V, and VI provide a more detailed overview of the TOD Plan at each of the three rail transit stations. At each rail transit station area, the TOD plan proposes opportunities to expand land uses; roadway, bicycle, and pedestrian networks; parks and open space; and development standards. Chapter VIII addresses the zoning designations, heights



A typical rail transit station area layout.



and density, and introduces the community benefits bonus. Chapter IX discusses potential development phasing, funding sources, and strategic partnerships to make TOD viable in East Kapolei in both the short- and long-term.

D. NEXT STEPS

The following steps should be taken by the City and County of Honolulu (the City) and local property owners in the near term in order to put the TOD Plan into action and ensure the framework for TOD follows the vision and principles defined by the community and embodied in the TOD Plan.

1. Determine if amendments are necessary to the 'Ewa Development Plan (DP) and submit to the Planning Commission and City Council for updated density and height recommendations, where applicable.
2. The DPP prepares TOD zoning recommendations and the creation of a TOD Special District to implement the TOD Plan and forwards to the Planning Commission and City Council.
3. The Department of Transportation Services coordinates with the Hawai'i Department of Transportation (HDOT), the Honolulu Authority for Rapid Transportation (HART) and other City agencies, as necessary, to complete the missing segments in the existing multi-use path on State owned land adjacent to the Kalo'i Gulch on the diamond head side of Kualaka'i Parkway.
4. Coordinate with the Hawaii Interagency Council for TOD to make timely infrastructure improvements necessary for new growth, especially as it complements TOD on State land.
5. Complete the environmental review process and obtain the necessary approvals to begin widening the segment of Farrington Highway, mauka of the three rail transit stations.

II. PROJECT OVERVIEW & EXISTING CONDITIONS



A. BACKGROUND/CONTEXT/EXISTING CONDITIONS

1. BACKGROUND & CONTEXT

The H RTP is a 20-mile elevated rail line with 21 rail transit stations (see image below) that will connect East Kapolei with downtown Honolulu and the Ala Moana Center. The H RTP will improve the ability of people to move in the highly congested east-west corridor. The system will feature electric, steel-wheeled trains with each train (four cars) capable of carrying 800 passengers, transporting an estimated 100,000 people each day. Development trends reported in the 2019 Honolulu TOD Demand Analysis and Market Projections indicate that approximately 60 percent of O'ahu's residential units between 2018 and 2040 will be located in the TOD rail transit station areas along the rail corridor.

2. HISTORIC

East Kapolei was historically an agricultural area consisting mainly of sugar cane plantations. Generations of people lived and worked on these plantations and the surrounding areas and this connection to the land should be acknowledged in the development of the rail transit station areas. With no historic buildings in any of the rail transit station areas, the three rail transit station sites and surrounding areas provide an important opportunity to connect new development with the area's agricultural history and plantation heritage by creating gathering places where the community can celebrate its past, present, and future.

3. SCENIC & NATURAL LANDMARKS

Various locations within East Kapolei offer important scenic landmarks including views of Kapolei, Pu'u Pālailai, Pu'u Makakilo, distant views of Pearl Harbor, downtown Honolulu, Diamond Head and the Ko'olau and Wai'anae mountain ranges. The Honouliuli Stream also serves as an important neighborhood landmark. It is the intent of the TOD Plan to preserve and enhance scenic views and natural landmarks in the rail transit station areas.



Location of the East Kapolei rail transit stations (shown in red).

4. CULTURAL

Cultural landmarks in the rail transit station areas should be clearly identified. Future development of the rail transit stations and surrounding areas should offer opportunities to create new cultural landmarks and destinations to build and reflect upon 'Ewa's rich history and surrounding geographical resources. Cultural nodes include UHWO and the Salvation Army Kroc Center, which are located near two of the rail transit stations. These nodes can serve as a catalyst to form other social and cultural nodes in the area.

With the help of an expert working group, the HART has assigned culturally authentic and accurate station names to reflect the history of each area. In addition, unique column patterns created for each of the 21 rail transit stations, which depict the historic and cultural stories of each community and ahupua'a. The column designs (shown at the bottom of the page) incorporate *mele* (songs), *mo'olelo* (legends and stories), and *wahi pana* (storied places) as sources for design inspiration.

The Honouliuli rail transit station, for example (shown left), focuses on the story of agriculture through symbols of wind, planting of the plentiful ulu trees, sea salt beds, sun, and rain, which were all significant to the agricultural history of Ho'opili.



Rail column design depicting the story of Ho'opili.



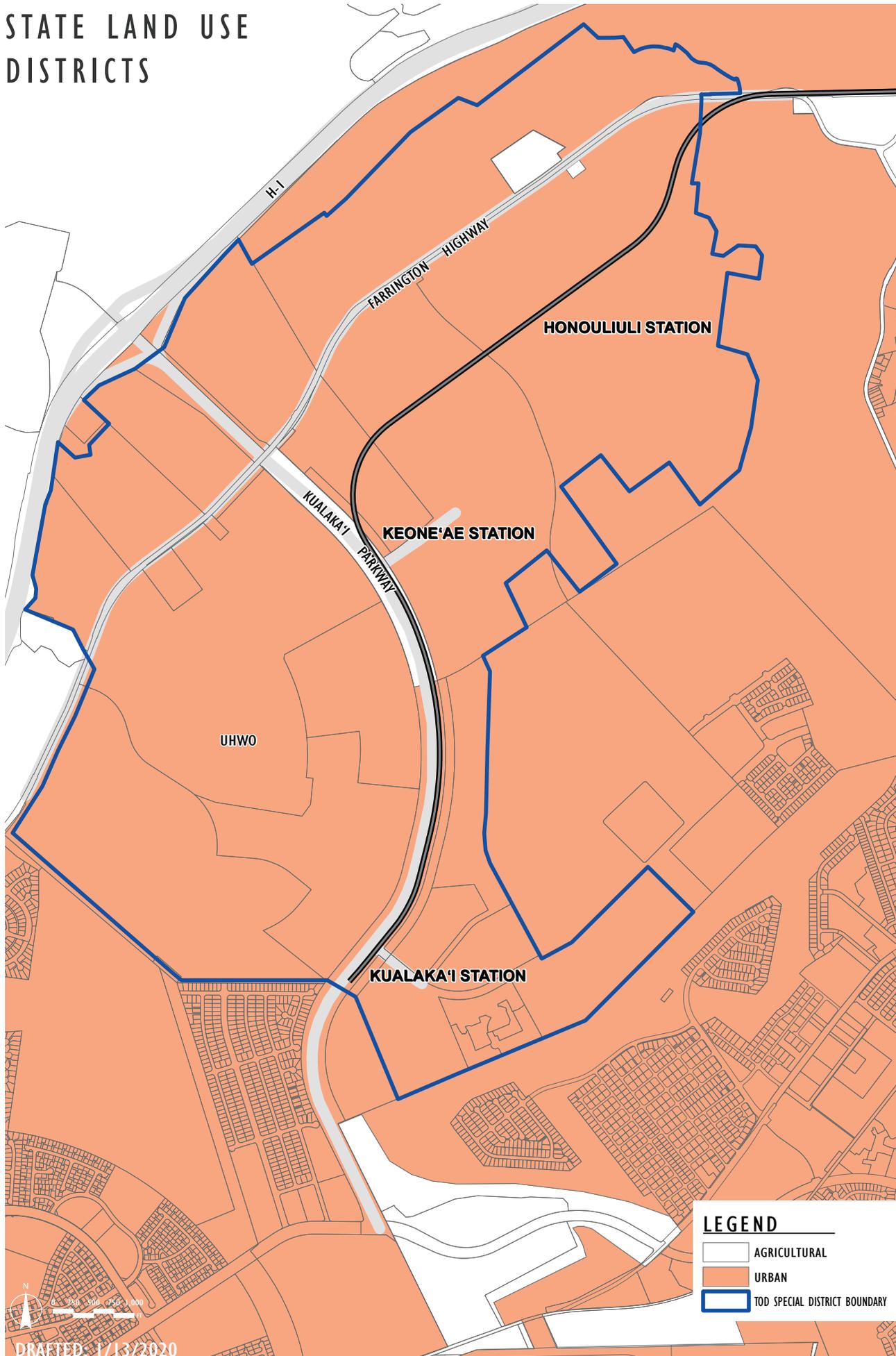
Rail column designs which are unique to each ahupua'a and rail transit station area.



5. LAND USE DESIGNATIONS

The majority of the TOD Plan area, makai of the H-1 Freeway and between Fort Weaver Road and Kualaka'i Parkway is currently within the State Land Use Urban District (see Figure 1). Parcels in the TOD Plan area that remain classified as State Land Use Agricultural District include a segment of Kualaka'i Parkway, the HECO transmission, and City pump substations along Farrington Highway. The lands on which UHWO and Ho'opili are situated have been re-zoned by the City to reflect urban uses, but the lands owned by the DHHL and the DLNR are currently zoned AG-1 Restricted Agricultural District. State agencies may request a waiver from local zoning regulations, particularly if their mission is to develop their lands on behalf of statutorily designated beneficiaries and for public purpose. If their lands are leased or sold for private development, local zoning control is in full effect. The area west of Kualaka'i Parkway, where the proposed UHWO campus expansion area will be located, is primarily zoned BMX-3 Community Business Mixed use District, with pockets of A-2 Medium Density Apartment District, P-2 General Preservation District, and R-3.5 and R-5 Resident Districts. Immediately east of Kualaka'i Parkway, where the Salvation Army Kroc Center is located, is currently zoned A-2 Medium Density Apartment District (see Figure 2).

STATE LAND USE DISTRICTS



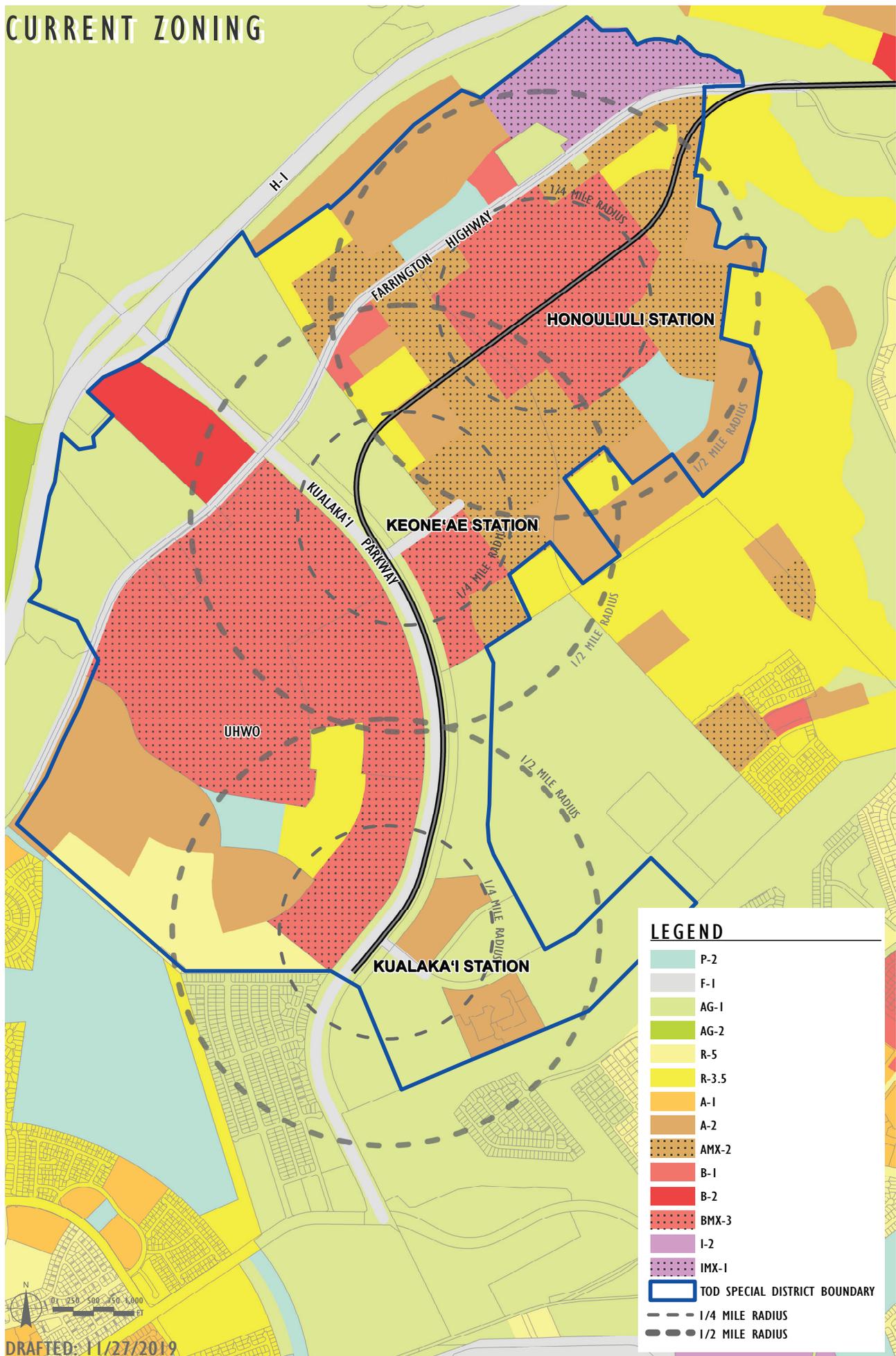
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SOURCE: STATE LAND USE COMMISSION.
 Disclaimer: This Graphic has been prepared for general planning purposes only and should not be used for boundary interpretations or other spatial analysis.

FIGURE I



CURRENT ZONING



DRAFTED: 11/27/2019

SOURCE: CITY AND COUNTY OF HONOLULU.
Disclaimer: This Graphic has been prepared for general planning purposes only and should not be used for boundary interpretations or other spatial analysis.

FIGURE 2



6. FLOODING & SEA LEVEL RISE

On July 16, 2018, Honolulu Mayor Kirk Caldwell issued Directive 18-2 to all City departments and agencies to take action that will address, minimize the risks from, and adapt to the impacts of climate change and sea level rise (SLR). Among these actions is the use of the *Sea Level Rise Guidance* and *Hawai'i Sea Level Vulnerability and Adaptation Report* in planning and programming as well as in the development and implementation of land use policies to mitigate and adapt to climate change and SLR.

According to the 3.2 feet SLR-XA model (recommended benchmark in the directive), none of the three East Kapolei rail transit stations will be exposed to chronic flooding, storm surge, or underground infiltration from SLR due to climate change. Natural drainage ways are located throughout the TOD Plan area and should be retained and improved as needed to avoid increased risk of flooding as development increases around the rail transit station areas. Landscaping and parks located around the rail transit station areas will also help to offset some increased runoff from heavy rains and “hardening” of the surrounding area from increased development.



B. 'EWA DEVELOPMENT PLAN

The 'Ewa Development Plan ('Ewa DP), adopted in 2013, outlines the vision and key components for 'Ewa's future development. The role and vision for 'Ewa, as described in the 'Ewa DP, supports the growth policies outlined in the City's General Plan for Kapolei and East Kapolei. As the location of the Secondary Urban Center, the 'Ewa DP emphasizes the need to relieve development pressures on the rural and urban fringe as well as preserve the country lifestyle. By being an area designated for future major economic activity, significant residential development touting a variety of housing type, the development of a multi-modal transportation system will give residents and workers many transportation options to choose from based on their destinations helping to prevent traffic congestion on the roadway system.

According to the 'Ewa DP, this vision will be implemented through the following:

- Protecting Agricultural Lands and Open Space
- Developing the Secondary Urban Center
- Building Master Planned Residential Communities that Support Walking, Biking, and Transit Use
- Protecting Natural, Historic, and Cultural Resources
- Providing Adequate Infrastructure to Meet the Needs of New and Existing Development

The 'Ewa DP defines a Community Growth Boundary (CGB). Its purpose is to contain all urban growth and protect outlying agricultural land and open space. This boundary is important in defining this area as the Secondary Urban Center for O'ahu. All three rail transit stations and the areas surrounding them are inside this CGB.

Development of these rail transit station areas supports the 'Ewa DP's vision of "Medium Density Apartment/Commercial Mixed Use" communities that support walking, biking, and transit use by encouraging development that use principles of community building and "place-making." Projects must take into consideration site design, streetscape treatments, open space, and landscaping along with the development of town centers or "main streets", in order to enhance individual community identities.

A major component of the 'Ewa DP is the development of a rail transit corridor to connect 'Ewa with the Primary Urban Center. This rail transit system serves as the foundation for the TOD Plan with the three rail transit stations serving as the primary activity hubs where retail, offices, personal and business services, and residential development will be concentrated. These rail transit stations will also lay the foundation for creating the unique but connected identities for each of the three rail transit station areas.

Significant to the development of the Secondary Urban Center is the UHWO campus, which is in relatively close proximity to the Keone‘ae station. The UHWO Land Use Plan (September 2014) evaluated and updated the plans for the ultimate size of the campus, recommending that the UH reserve 306 acres for campus uses to accommodate up to 20,000 students to respond to the anticipated long-term growth in the region. These numbers are subject to change as market, economic, and educational forces could play a role in affecting the future timing and size of the student and faculty population to achieve this target. However, as an institution of higher learning, the UHWO could become a significant employment center in East Kapolei.

The anticipated job growth in East Kapolei along with residential development in the TOD Plan area will create opportunities for people to live in the area in which they work. Such proximity is expected to reduce commute times and traffic congestion. The majority of ‘Ewa residents will still commute, it is projected that there will be a substantial increase in residents who both live and work in ‘Ewa. Those who still commute will have other attractive and time competitive options besides automotive/highway travel, such as rail, carpooling, and bus. The TOD Plan aims to make commuting and traveling via alternate modes of transportation as convenient as possible with appropriately located rail and bus transit stops, park-and-ride lots, access to bicycle paths and pedestrian friendly environments.

Overall, the TOD Plan implements the vision policies established by the ‘Ewa DP by providing a cohesive, responsible, and detailed vision for community building in East Kapolei.

C. UNILATERAL AGREEMENTS (UAs)

A unilateral agreement (UA) is a recorded document which encumbers the property to specified conditions, regardless of ownership change. There are two UAs guiding future development of the East Kapolei region all within proximity of the three rail transit station areas. These UAs were attached to prior zone change ordinances and contain various conditions with which a developer is required to comply.

UHWO was created with the passage of Ordinance 08-30, which re-zoned the property it is situated on into two areas: the area for the UHWO campus itself, and the other for the UHWO Non-Campus Lands, anticipated to be conveyed to a private developer. The Non-Campus Lands cover land bounded on the east by the Kualaka‘i Parkway, to the south by the DHHL Kānehili Subdivision and Kapolei Golf Course, and the UHWO campus to the north and west.

As a condition of their zoning entitlements, the Non-Campus Lands are bound by the UA which stipulates that the UH create an affordable housing program, a park master plan for the dedication of parks, a non-potable water master plan to construct a non-potable water system on the property, a

transportation master plan and roadway master plan, an urban design plan, a wastewater master plan, and other assorted improvements for the Non-Campus Lands. There is consideration that both the TOD Plan and Special District, as well as the City's Affordable Housing Requirements (AHR) could effectively substitute some, most, or all of the provisions of the UA to guide the future development of the Non-Campus Lands. The UHWO campus is also subject to the Plan Review Use (PRU) permitting process that may have benefits or disadvantages of being included in the TOD Special District.

The master-planned community of Ho'opili was re-zoned with the passage of Ordinance 15-13. The UA set forth the conditions granting the change of zoning and included an agreement to participate in an affordable housing plan, provide traffic and transportation improvements consistent with the applicable traffic impact analysis report and multi-modal improvements as recommended in its transportation management plan, as well as the preparation of drainage, water, and sewer master plans. Providing parks, meeting facilities, a day care facility, and a fire station were also conditions stipulated by the UA. Tying all these various elements together with a comprehensive set of design concepts, standards, and guidelines for Ho'opili is an urban design plan requirement in the UA.

As the TOD Plan is being updated, and since Ordinance 15-13, the master developer of Ho'opili, D. R. Horton, has expressed a desire to see higher building heights for the development, particularly closest to the Honouliuli and Keone'ae rail transit stations. Changing the height limits, even as bonus height, will require an amendment to the 'Ewa DP.

D. PROCESS

Successful TOD depends on participation and broad-based support from government, residents, businesses, community organizations, landowners, developers, and the financial sector. Successful TOD projects include careful listening of the needs and concerns of all parties that result in a common set of goals. The TOD Plan reflects the coordinated effort of all stakeholders.

The TOD planning process began in October 2008 by identifying project area issues, opportunities, and constraints. Public Review Draft (PRD) #1 was initially published in 2010.

The TOD Plan has been developed through a community based, multi-step, integrated effort, which has included task force workshops and community workshops to provide the project team with critical information and feedback to develop the TOD Plan in a responsive manner. The Task Force included local property owners, developers, neighborhood board members, and other community stakeholders (see images below). Based on the workshops, the design team refined the proposed alternatives and vision presented in the PRD #1. All interested parties were able to actively participate in the design process, including the creation of draft rail transit station area alternatives, refinements of the proposed alternatives, and development of a Preferred Rail Transit Station Area Land Use Plan.



Photo from a Task Force Workshop, 2009



Photo from a Task Force Workshop, 2009

With input from project stakeholders, the project team then developed recommendations on phasing and implementation. PRD #1 was released in April 2010 to allow the public to comment on the Draft. The final Task Force and Community Workshops were held in April 2010, with a subsequent presentation to the City Council (see timeline below).

However, around the time that PRD #1 was published, many of the major state and private landowners in East Kapolei had also begun developing their own detailed master plans for their lands surrounding the three rail transit stations. In order to better reflect the updated plans of the major surrounding property owners, further consideration of the PRD #1 was postponed until the master plans were finalized and approved (the UHWO Long-Range Development Plan Update process began in



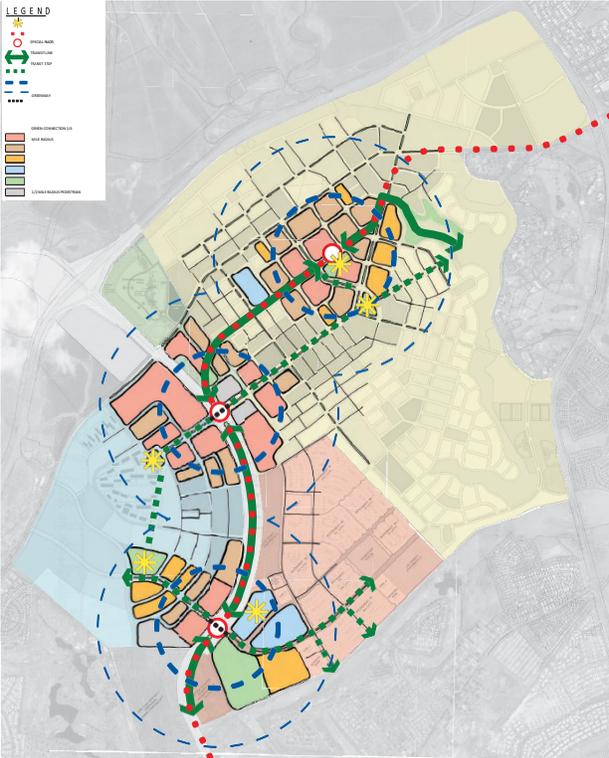
PROJECT OVERVIEW & EXISTING CONDITIONS

2017 and is ongoing). This PRD #2 aims to build upon the 2010 PRD #1 to address the significant land use changes in East Kapolei, as well as to incorporate the equally significant changes to TOD policies, implementation, and other relevant planning policies that have been approved since 2010.

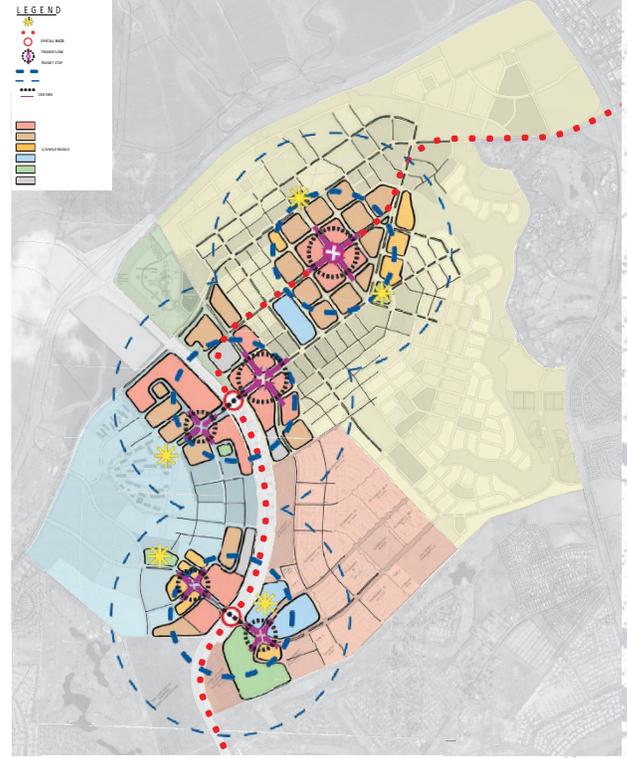


Timeline for production of the 2010 TOD Plan

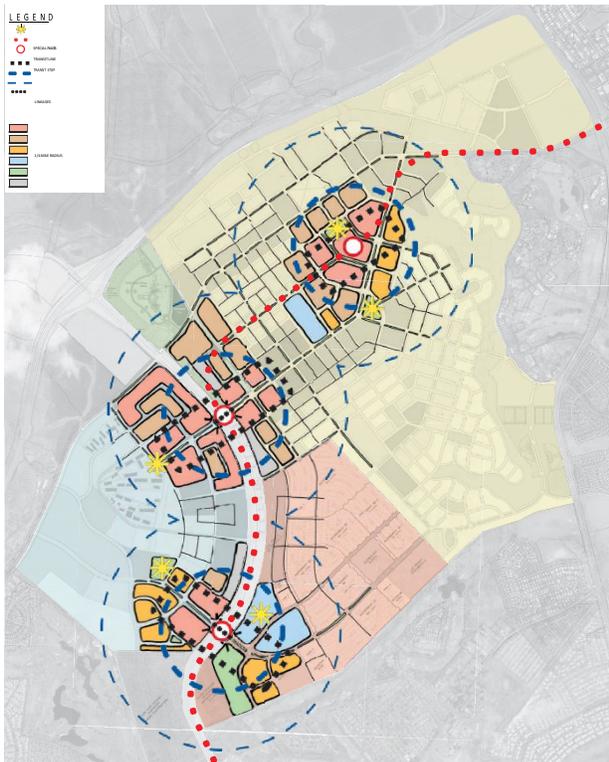
DRAFT ALTERNATIVES PRESENTED AT TASK FORCE WORKSHOP 2



Draft Alternative A | Greenways



Draft Alternative B | Centers



Draft Alternative C | Integration

The three draft alternatives on this page represent the initial big ideas that helped to form the proposed rail transit station area Land Use Plans. Each alternative features a different TOD planning concept that was adapted and incorporated into the PRD #1 including compact, mixed use development, vibrant urban-type centers, open space, and a linear park and multi-use path along the rail line. The Preferred Rail Transit Station Area Land Use Plan in PRD #1 represents an integration of many ideas borne out over an intensive, community-based planning process.

PROJECT OVERVIEW & EXISTING CONDITIONS

In the years since the PRD #1 was completed and community workshops were held, land use in East Kapolei has changed dramatically and, in part, so have the City's TOD Special District regulations (see Ordinance 17-54 and the TOD Special District Guidelines [June 2018]). Thus, an update to the PRD #1 and community review were necessary to address the existing and planned uses in East Kapolei that were not included in PRD #1. This updated PRD #2 aims to connect the previous visions and identities for each rail transit station area from prior drafts of the TOD Plan with updated landowner development plans and TOD zoning recommendations that will better inform development standards around the three rail transit stations.

The updated project timeline (see timeline below) will pick up from the efforts of the earlier planning work and allow an additional community workshop, neighborhood board meetings, public comments, and consultations with area stakeholders to produce a Draft Final Plan for review and approval by the Planning Commission and City Council. Drafting of zone changes for properties within the TOD Special District and an amendment to the 'Ewa DP are also planned to coincide with the Draft Final Plan for simultaneous review by the Planning Commission and City Council.

UPDATED PROJECT TIMELINE



Project Timeline

III. PLAN PRINCIPLES



During the first meeting held in 2008, the following principles were generated and highlighted as key elements to integrate into the TOD Plan. The principles reflect the priorities and values of the broad cross section of the population that participated in the planning process. In concert, the following strategies will create a responsible, creative, and attractive place to live, work, play, study, and shop. The PRD #2 also adds sustainability as a principle.

A. MAKE THE CONNECTIONS

To create the greatest community benefit from the introduction of rail transit, it is important to carefully integrate it into the existing transportation network with connections to and accessibility from surrounding land uses (where people live and work), as well as with other 'Ewa communities and regional destinations. This is especially important for the walking environment which is needed for completion of all trips and is sensitive to indirect, out-of-the-way connections. Safe pedestrian connections across Kualaka'i Parkway will be essential to the success of rail transit station area neighborhoods on both sides of this regional roadway. Tying adjacent neighborhoods together with high-quality sidewalks, frequent cross-walks including mid-block crossings where higher pedestrian traffic is anticipated, and providing efficient access to rail and bus transit are also essential elements that factor in making these connections. Finally, to enhance community character, the design of the areas around the rail transit stations need to announce that people are welcome, are cool and comfortable with tree-lined streets, and that adjacent streetscapes offer potential vibrant places for celebrating history, culture, and art.



Example of a bicycle and pedestrian trail separated from vehicle roadways.

Vehicular traffic will remain a significant part of daily travel in the future. While this TOD Plan emphasizes travel choices for all modes of travel, it recognizes the importance of ensuring connections for vehicles as well. While the grid layout road pattern in Ho‘opili will complete the road network upon build-out on that side of Kualaka‘i Parkway, connecting to the surrounding neighborhoods, namely the DHHL subdivisions to the south and west, would foster better access and encourage more walking and bicycling.

On the UHWO side of Kualaka‘i Parkway, new streets are integral to connecting Farrington Highway to Kualaka‘i Parkway for convenient access to the campus and Non-Campus Lands. A pedestrian bridge across Kualaka‘i Parkway is incorporated as part of the Keone‘ae rail transit station design. At this time, an at-grade crossing of Kualaka‘i Parkway at the Kualaka‘i rail transit station is provided.



Example of pedestrian connections to transit areas



B. CREATE THE ACCESS

It is important to create multi-modal and interconnected communities to give residents, workers, students, and visitors, of all ages and abilities, access to a range of transportation choices so that they can choose the most direct, efficient, and economical way for them to travel. The individual rail transit station area plans ensure that rail and bus transit, paratransit, cars, bikes and pedestrians are accommodated in comfortable and convenient ways. New streets, paths and trails will be developed in order to accommodate pedestrians, bicyclists, park-and-ride drop-offs, buses, and local through traffic. Likewise, increasing the number of connections shortens the distances for people to access goods, services, and activities.



Cyclists using a bike lane along King Street in Honolulu.



A campus shuttle vehicle with bike racks.

C. MIX IT UP

Encouraging a diverse mix of uses (residential, offices, retail shops, restaurants, entertainment) around each rail transit station area will lead to the creation of vibrant, walkable communities that are attractive to residents and visitors. A compact, mixed use land use pattern improves access between housing, jobs, and services by shortening travel distance. Rather than driving several miles to a grocery store for example, a resident in a TOD neighborhood might walk a few blocks, avoiding the need to drive in potentially congested conditions or finding a parking place at the destination. To encourage walking, medium to higher density development should be concentrated within a 1/4 mile from each of the transit stations (see images below). The higher density will help facilitate affordable housing, generate pedestrian activity, and the various uses will ensure that the area is busy at different times of the day and week. With greater density, residents and visitors should be able to walk to a number of destinations and accomplish a lot within a smaller area (and rely less on cars).



A key pedestrian street adjacent to mixed use developments.



A pedestrian area surrounded by active, mixed uses.



D. CREATE GATHERING PLACES

The introduction of rail transit provides the opportunity to create gathering spaces at each of the rail transit stations. Public gathering spaces should be free and inviting to all, and if properly designed, give residents a sense of place and neighborhood, connection to local cultures, and sense of ownership. They can occur in many ways but the principal venues include:

- **Transit plazas:** Outside the station areas, transit plazas can include place-making features such as landscaping, public art, informational signage, and displays will help celebrate the uniqueness of each community. The plazas can also serve as locations for community and special events. Limited commercial uses could be made available to serve the convenience needs of rail transit riders.
- **Streets:** The pedestrian environment on streets can act as neighborhood focal points where sidewalk cafes, spaces for events, gathering places for conversation, places to enjoy art, and window shopping create an active, vibrant public environment. Two Festival Streets in the Honouliuli and Keone‘ae rail transit station areas will be specifically created for this purpose.



An active pedestrian street with casual gathering and seating areas.

- **Community-Based Parks:** Two district and four neighborhood parks will be located within the TOD Plan area. All but one will be located in the vicinity of the Honouliuli and Keone‘ae rail transit station areas. The other will be on the Non-Campus Lands of UHWO in proximity of the Kualaka‘i rail transit station. Parks are typically great community gathering places for active and passive athletic events, recreational pursuits, picnicking, family gatherings, and hosting other special events.

- Linear Urban Park: Pu‘uwai Park, a 100-foot wide greenway in the core TOD area of Ho‘opili is intended to serve as a landscape buffer between the rail line and adjacent uses. Its other benefit, as an open space, will be to serve as a community gathering place offering a variety of seating areas, recreational space, and space for community gardens. Connecting to Pu‘uwai Park, adjoining multi-use paths will provide access to other neighborhood gathering spaces.



A casual gathering place with seating.



E. DEVELOP UNIQUE RAIL TRANSIT STATION AREA IDENTITIES

Each of the rail transit station areas is intended to have its own identity, based on local conditions and development needs. For example, each rail transit station area has been researched by HART to ascertain the predominant Hawaiian place name for the area. The column designs also were chosen to recognize aspects of the area's past and its importance in Hawaiian culture. Such knowledge could inspire owners or developers to incorporate some aspects of this localized identity into the names of their business, some architectural design elements on their buildings such as murals or signage, and possibly choosing to locate there because of the products they want to sell. For example, an owner may want to open a fish market at a rail station area because the rail transit area has been identified as once being the area known for its fishponds. How much each business or resident contributes will add up to shape and reinforce this continued sense of identity with the past. Linking together such a diverse collection of destinations will provide an unrivaled experience in which to immerse themselves, by giving them a wider choice of opportunities to interact, explore, and enjoy the features, characteristics, and services to be found at each destination. The following is a glimpse into how each rail station area may serve rail transit ridership and what they might find there.

Honouliuli Rail Transit Station – The Honouliuli rail transit station area will be a “local, mixed use village” (see image, below), with a vibrant mix of uses including housing, offices, retail, restaurants, entertainment, personal services, nearby schools, and parks. A unique feature of this rail transit station is the future development of Pu‘uwai Park, a 100-foot wide greenway, adjacent to the rail line offering an unparalleled opportunity to create an eclectic blend of passive and active recreational and open space amenities near this rail transit station.

Keone‘ae Rail Transit Station – The Keone‘ae rail transit station will be a “campus gateway” for the UHWO (see image on following page) with a “University Village” community that is welcoming and accessible and creates a feeling of *ho‘okipa* (hospitality) towards students, faculty, staff, visitors, and the community. Both sides of Kualaka‘i Parkway will be anchored by a “main street” style of a compact mix of commercial/residential uses. This rail transit station also serves as a focal point for TOD development of nearby State-owned lands. Possible land uses being considered include business mixed use, industrial mixed



Example of a local, mixed use village.

use (employment center) and a place for affordable housing. The Non-Campus Lands of UHWO will primarily serve the function of a work and living environment with recreational activities provided as needed. With its close proximity to the H-1/Kualaka'i Parkway interchange, this rail transit station will draw ridership from Makakilo, Kapolei West, Ko'Olina and the Wai'anae Coast.



Current UHWO campus located near the Keone'ae rail transit station.

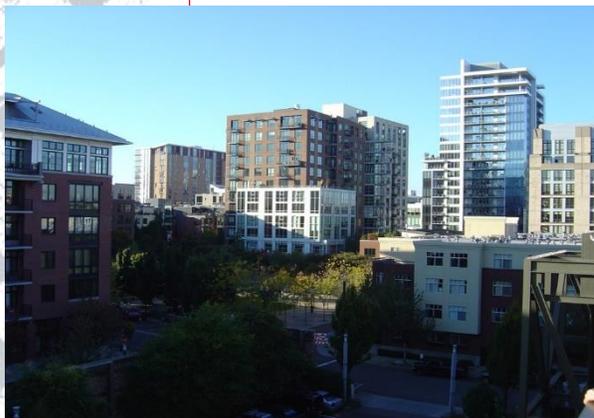
Kualaka'i Rail Transit Station – The Kualaka'i rail transit station will be a “community use” station. It will draw ridership from 'Ewa, Kalaeloa, 'Ewa Beach, and Kapolei, including users of the Salvation Army Kroc Center, and other surrounding uses such as the Non-Campus Lands of UHWO.



F. PROMOTE A VARIETY OF HOUSING CHOICES

The TOD Plan calls for a variety of housing choices in order to meet the needs of a diverse mix of residents. Student housing, senior housing, live/work housing, multi-family housing and single-family housing both for sale and rent, will be provided to encourage diverse, mixed-income communities. An integral component of fostering these diverse communities is the availability of affordable housing, especially for families, in addition to mixed use developments within the three rail transit station areas. Car ownership places a heavy financial burden on many families, and siting affordable housing near rail transit allows less dependence on personal automobiles as the primary form of transportation from home to work and schools. The cost of providing parking also drives cost of housing higher, making affordability a challenge. Near the rail transit stations, housing will be in the form of medium density to high density, multi-family developments. Also envisioned are mixed use buildings with mostly apartments or condos over ground-floor active uses, such as retail, offices, restaurants, community services, etc., similar to the image shown on the bottom left of the page. Blocks within ½ mile of the rail transit stations may also include low-density apartments, townhouses, and single family neighborhoods, similar to the image shown on the bottom right of the page, but will be further from the rail transit stations.

Having a community that is comprised of many different residents contributes to its overall health. A dynamic community is one where a variety of people can invest their time and energy into making contributions, strengthening community social bonds, and growing a sense of shared responsibility. Providing people with a neighborhood that they can be proud of and feel responsible for generates a healthy, productive community.



Example of medium to higher density developments.



Example of lower density apartments.

G. CREATE A DYNAMIC URBAN ENVIRONMENT

Each of the previously stated principles will contribute to the overall success of the area, resulting in a dynamic urban environment. A dynamic urban environment encourages residents and visitors to actively utilize the amenities provided in the rail transit station areas and the pedestrian activity will enliven the streets, thus reducing automobile usage and strengthening community social bonds (see images below).

Streets will be designed to be pedestrian friendly, and be organized by a well-connected street network with small blocks sizes, frequent intersections, and no long dead-end streets. They will provide a safe and comfortable environment for pedestrians to move around the rail transit station area. The rail transit station areas will be designed primarily for pedestrians but also provide safe, comfortable, and convenient access for bicycles, passenger pick-up and drop-off, and connecting bus and rail transit.



Public amenities that facilitate safe and comfortable pedestrian use



Farmer's market creating active pedestrian use in an urban environment.

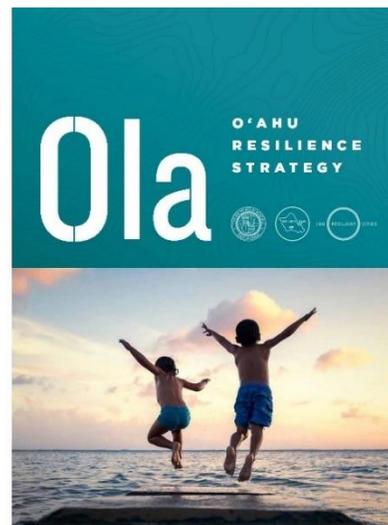


H. SUSTAINABILITY

Encouraging sustainable communities is essential for future growth around the three rail transit stations. Sustainability strives for balance between economic prosperity, social and community well-being, and environmental stewardship. The previously stated TOD Plan principles support sustainable economic activities through uses that provide opportunities for job creation as well as commercial and other active uses within each rail transit station area. Incorporating mixed uses with a variety of housing options and accessible community resources also supports sustainable social equity for residents and visitors and lays the foundation for sustaining diverse communities. Concentrating density around the rail transit stations can encourage sustainable growth of economic and social activities from improved accessibility and more interactions at the pedestrian level. Walking and bicycling are also healthy for the individual and the environment, improving both personal and public health with no adverse impacts to the environment.

Sustainable practices to address environmental stewardship, especially related to building and design include: reducing impervious surfaces, using green infrastructure to absorb and treat more stormwater, planting of more trees, overall energy efficiency, water conservation, and transportation options that reduce fossil fuel consumption.

Energy consumption, greenhouse gases, and air pollution can be reduced if communities are designed to include as many elements of “live, work, play, study and shop,” in close proximity to each other so that trip lengths are shorter and trips to other key destinations can be made using walking, bicycling, or public transit.



Cover of the Ola O'ahu Resilience Strategy report

Higher building densities also allow for more efficient use of existing energy, water, and waste infrastructure as well as easier implementation of energy and water efficient fixtures. Areas with higher density may also have more efficient recycling and waste collection programs as opposed to sprawling, lower density areas with a greater number of collection points.



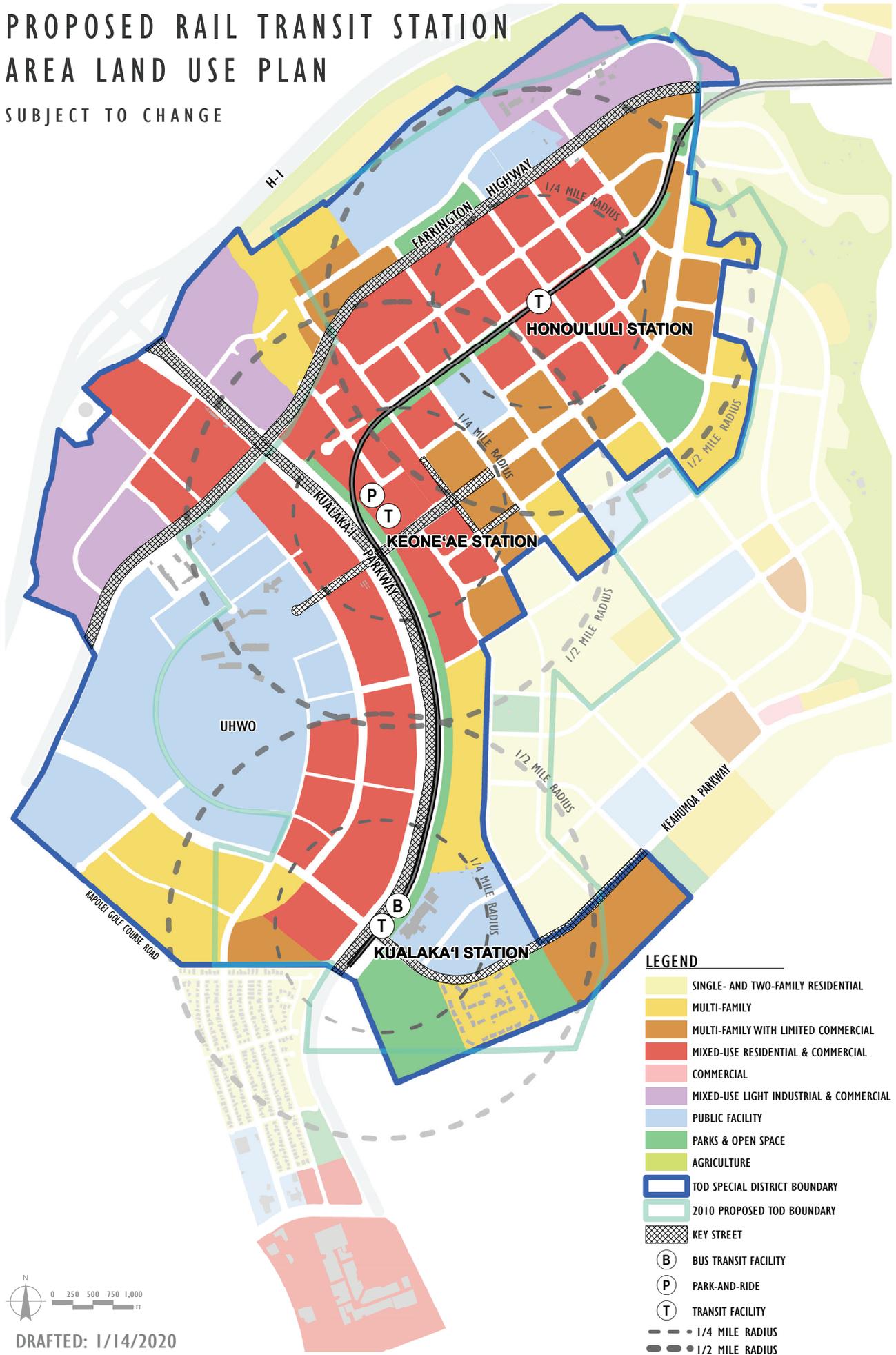
A retention basin incorporated into park landscaping.



IV. PLAN OVERVIEW

PROPOSED RAIL TRANSIT STATION AREA LAND USE PLAN

SUBJECT TO CHANGE



- LEGEND**
- SINGLE- AND TWO-FAMILY RESIDENTIAL
 - MULTI-FAMILY
 - MULTI-FAMILY WITH LIMITED COMMERCIAL
 - MIXED-USE RESIDENTIAL & COMMERCIAL
 - COMMERCIAL
 - MIXED-USE LIGHT INDUSTRIAL & COMMERCIAL
 - PUBLIC FACILITY
 - PARKS & OPEN SPACE
 - AGRICULTURE
 - TOD SPECIAL DISTRICT BOUNDARY
 - 2010 PROPOSED TOD BOUNDARY
 - KEY STREET
 - B BUS TRANSIT FACILITY
 - P PARK-AND-RIDE
 - T TRANSIT FACILITY
 - 1/4 MILE RADIUS
 - 1/2 MILE RADIUS



DRAFTED: 1/14/2020

SOURCE: CITY AND COUNTY OF HONOLULU, DHHL, DLNR, DR HORTON, UHWO.
Disclaimer: This Graphic has been prepared for general planning purposes only and should not be used for boundary interpretations or other spatial analysis.

FIGURE 3



PLAN OVERVIEW

The TOD Plan envisions three vibrant neighborhoods along the rail line at the Honouliuli, Keone‘ae, and Kualaka‘i rail transit station areas. The TOD Plan focuses higher density development around each station in order to create highly walkable and diverse village centers. These core areas provide the foundation for each of the rail transit station area’s unique but integrated identities.

The Honouliuli rail transit station area is envisioned as the “local, mixed use town center,” drawing ridership from Ho‘opili and parts of ‘Ewa, while the Keone‘ae rail transit station area is the “campus gateway,” drawing ridership from Makakilo, Kapolei West, Ko‘Olina and the Wai‘anae Coast, and the Kualaka‘i rail transit station area is the “community use station,” drawing ridership from ‘Ewa, Kalaeloa, and ‘Ewa Beach. The areas beyond a ¼ mile from the rail transit stations have less intense but still active and diverse development since they are within walking distance of the transit station. This supports the idea of “stepping down” the development in both building height and density to be compatible with the less dense, residential neighborhoods beyond a ½ mile of the rail transit station areas. Within the TOD Plan framework, overall feasibility of development in these areas will be determined by market and economic conditions.

The Pu‘uwai Park greenway and adjoining multi-use path system will provide natural elements and connectivity between the stations. Nearby parks and open space will allow for community gathering, and help foster community identity. Further, these open spaces will connect Hawai‘i residents and visitors to the unique natural beauty and cultural resources that the area has to offer, such as farmers’ markets, cultural festivals, hula performances, and community gatherings and events.

The TOD Plan not only intends to connect people to natural and open spaces but also to the developed areas radiating from the stations. Streets are designed to support pedestrian activity, along with bicycles and low speed traffic. The density and diversity of uses contribute to this pedestrian environment and the unique character of place.

Development of schools, churches, and other community and civic uses should be promoted within walking distance of the stations. As an example, Ho‘opili has sites reserved for five new Department of Education (DOE) schools: three elementary, one middle, and one high school. These five schools are uniquely located since the Ho‘opili development includes smaller pedestrian-friendly blocks. It should be noted that the proposed DOE East Kapolei High School is within a ½ mile of the Honouliuli rail transit station, providing students, faculty and staff alternatives to automobile usage to access the campus.

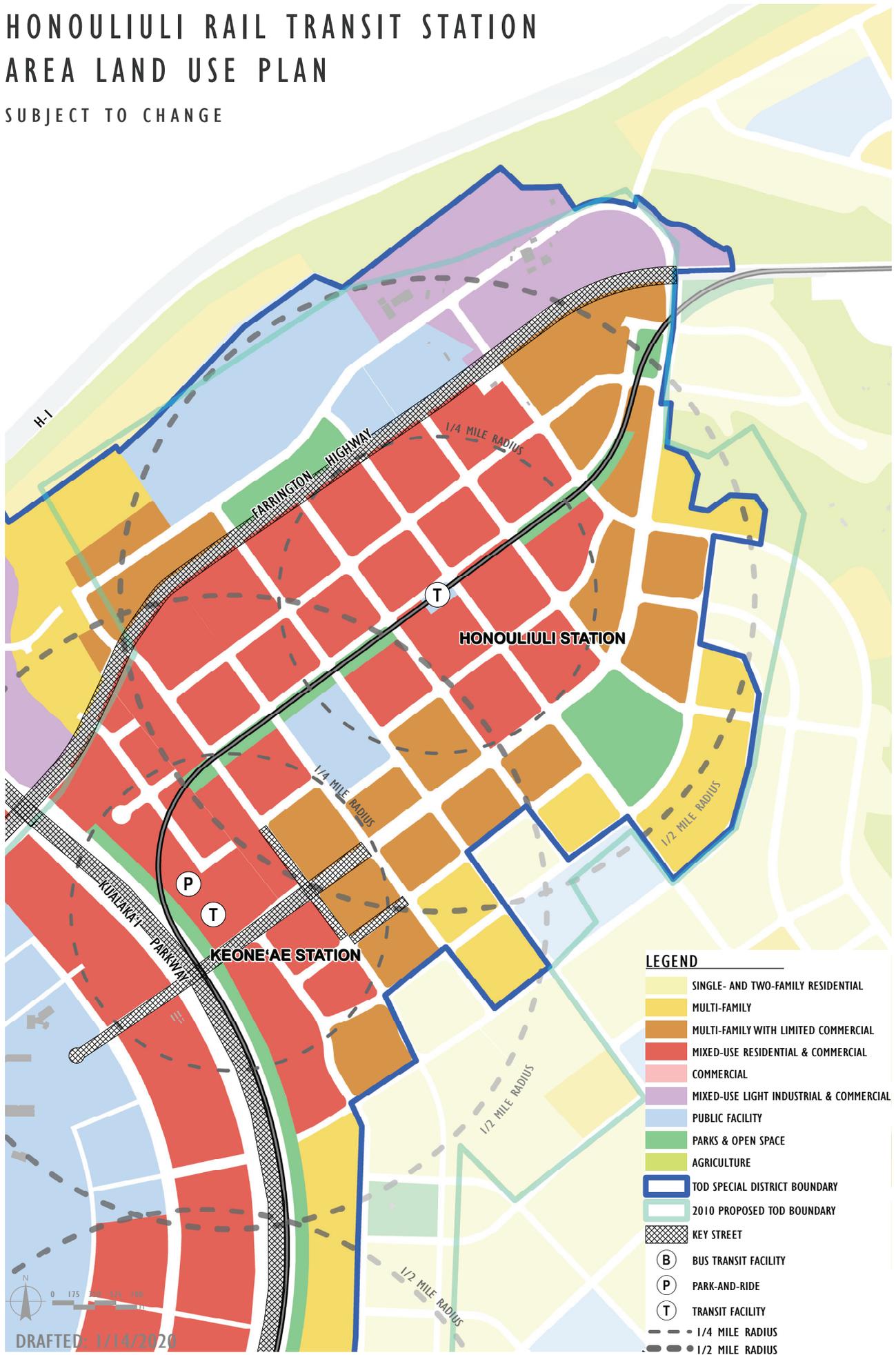
Currently, with the exception of UHWO lands situated west of and the master-planned residential community of Ho’opili east of Kualaka’i Parkway, most of the State-owned (DLNR and DHHL) lands in the TOD Plan area are zoned AG-1 Restricted Agriculture. In order to achieve the principles and overall vision of the TOD Plan, zone changes to State-owned lands, where necessary (DHHL controlled lands are statutorily exempt from City and County zoning) will need to change to either apartment mixed use, business mixed use, or industrial mixed use. Recommended changes to help enable the vision are described in Section VIII, Zoning Recommendations. Land uses illustrated on the Proposed Rail Station Area Land Use Plan (Figure 3) are intended to be illustrative in nature and fit within the recommended zoning changes.



V. HONOULIULI RAIL TRANSIT STATION AREA PLAN

HONOULIULI RAIL TRANSIT STATION AREA LAND USE PLAN

SUBJECT TO CHANGE



DRAFTED: 1/14/2020

- LEGEND**
- SINGLE- AND TWO-FAMILY RESIDENTIAL
 - MULTI-FAMILY
 - MULTI-FAMILY WITH LIMITED COMMERCIAL
 - MIXED-USE RESIDENTIAL & COMMERCIAL
 - COMMERCIAL
 - MIXED-USE LIGHT INDUSTRIAL & COMMERCIAL
 - PUBLIC FACILITY
 - PARKS & OPEN SPACE
 - AGRICULTURE
 - TOD SPECIAL DISTRICT BOUNDARY
 - 2010 PROPOSED TOD BOUNDARY
 - KEY STREET
 - B BUS TRANSIT FACILITY
 - P PARK-AND-RIDE
 - T TRANSIT FACILITY
 - 1/4 MILE RADIUS
 - 1/2 MILE RADIUS

SOURCE: CITY AND COUNTY OF HONOLULU, DHHL, DLNR, DR HORTON, UHWO.
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FIGURE 4



A. OVERALL STRUCTURE

The Honouliuli rail transit station area will be a local, mixed use community. Stepping out of the rail transit station, a rail transit rider will see an active rail transit plaza with kiss-and-ride areas, taxi and rideshare drop offs, bus stops, within a bicycle- and pedestrian-friendly environment. A little further away in the mauka direction, a denser urban core, or town center, will host a lively commercial district bustling with active retail uses on the ground floor such as bakeries, flower and coffee shops, business and personal service establishments, offices, restaurants, and outdoor cafes. Above the commercial uses, a variety of medium- to high-density housing and income groups will enjoy an active lifestyle suited to their retail and service needs. These are situated on a grid-patterned street network with narrower, mid-block access points. Behind the street curbing, an array of benches and seating areas, quality sidewalk paving, and appropriate landscaping will create great places for people to socialize, view artwork, and attend events contributing to the identity and place-making of the Honouliuli rail transit station.

The area surrounding the Honouliuli rail transit station will provide a supportive neighborhood of medium-density residential uses whose diverse resident mix will enjoy convenient access to the rail transit station, a compact mix of uses, open spaces, linear park, and activities in the town center. Ho'opili will have a unique identity as a walkable, sustainable urban neighborhood for O'ahu (see illustration below).



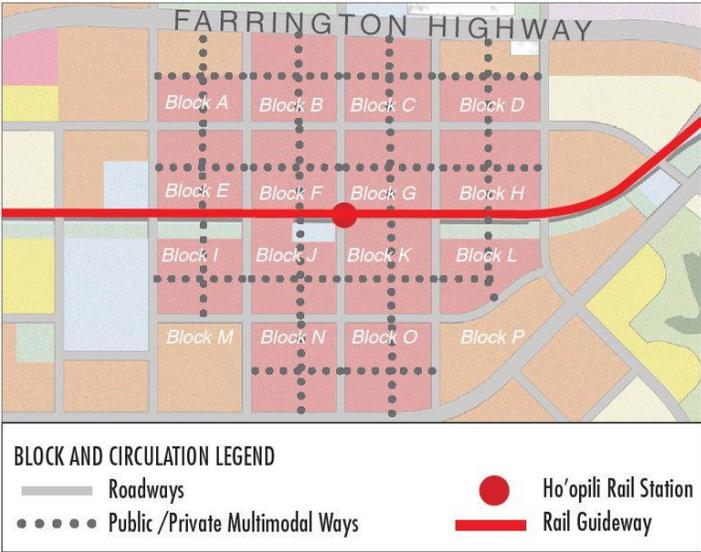
Rendering from the Ho'opili Urban Design Plan of a dynamic, walkable community near the Honouliuli rail station.

B. CONNECTIVITY & CIRCULATION

The development surrounding the Honouliuli rail transit station will be organized in a grid layout with smaller blocks created by mid-block access points to improve pedestrian-scale connectivity. Streets will be designed to accommodate multi-modal transportation and prioritize safety for pedestrians and cyclists. The street network will be designed to provide many connections to major roadways and prioritize networks of local and connector streets over cul-de-sacs (see illustration below). Street networks within the rail transit station area will also be designed to connect to other local street networks beyond 1/2-mile of the Honouliuli rail transit station in order to provide better connectivity to the rail transit station area from 'Ewa and other areas of Ho'opili makai of the station.

Bus transfer facilities in connection with the rail transit station will allow for easy transfer between different modes of transportation. Bus routes will include both regional lines and short community circulators. Kiss 'n rides will allow for easy drop offs, and the Pu'uwai Park greenway and connecting multi-use path will offer an alternate way for bicyclists and pedestrians to reach the Keone'ae and Kualaka'i rail transit station as well. In the Diamond Head direction, a trail extension could link up to the Pearl Harbor Historic Trail (PHHT), connecting East Kapolei with neighboring Waipahu, and West Loch and points eastward.

The Honouliuli rail transit station will have a temporary park-and-ride that will provide up to approximately 344-571 parking stalls at full build-out. This park-and-ride is expected to serve commuters from the greater 'Ewa region and will remain at this rail transit station only until the rail transit line has been extended to the Ala Moana Center.



Conceptual illustration from the Ho'opili Urban Design Plan of a general block pattern and circulation layout (for illustrative purposes only).



C. PARKS & OPEN SPACE

The Honouliuli rail transit station area integrates several types of parks and open spaces. First, the Pu'uwai Park greenway acts as a linear park connector between the East Kapolei rail transit station areas allowing people to access them with a multi-use path. In addition, the 100-foot width of the Pu'uwai Park greenway will serve as linear park to host both active and passive activities from gatherings for picnics, social events, farmer's markets, bicycling and walking, to reading and relaxing. Other amenities may include play and exercise equipment, pavilions, and picnic tables (see illustration below). Adjacent residences will have direct access to this open space, thus further enhancing one's connection to the natural environment.



Rendering of a linear park adjacent to the Honouliuli rail station from the Ho'opili Urban Design Plan.

D. LAND USE & URBAN FORM

Land uses shown on Figure 4 are recommended within the Honouliuli rail transit station area TOD zone. The Honouliuli Rail Transit Station Area Plan carefully integrates several land uses and the station itself, from medium- to higher-density, mixed use buildings to open spaces and lower density housing. The areas adjacent to the rail transit station are envisioned as a medium- to higher-density, mixed use town center to help establish the individual identity of this neighborhood. The primary area of active ground floor uses should be in close proximity to the rail transit station to create a dynamic pedestrian-oriented environment with the station as the nucleus.

The active ground floor uses should continue beyond the immediate rail transit station area and town center to support a pedestrian-friendly, mixed use neighborhood (see illustration on the following page). Specific blocks should have semi-private open spaces or a neighborhood open space/parks to allow for gathering, recreation and relaxation. Medium- and lower-density mixed use buildings should be concentrated within a 10 minute walking distance of the Honouliuli rail transit station (within approximately a ½ mile radius of the rail transit station) to encourage rail transit ridership and a pedestrian-oriented community.

Commercial mixed uses will be concentrated closer to the rail transit station in order to provide accessibility to a variety of business and employment options. Businesses and job centers will be attracted to locations closest to the rail transit stations because of their accessibility along the rail transit corridor, heavier pedestrian traffic, as well as for employees who would prefer not to commute by single-occupancy vehicles, carpooling, and finding and then paying for parking. Medium- and higher-density apartment mixed use may also extend southwest toward the Keone‘ae rail transit station, where the rail transit station TOD zones overlap. Building orientations and frontages in the mixed use areas should be sited and designed to create a vibrant, pedestrian-oriented environment.

Pedestrian-friendly streets will be a continued focus outward from the rail transit station as the land uses transition from mixed use to primarily live-work residential so that people feel safe and are encouraged to walk throughout the area. Also planned is a “Festival Street”, a slow-speed street block shared by pedestrians, cyclists, and vehicles. To create a public space for social activities and play, the Festival Street can be closed off to vehicular travel in order to host a variety of activities such as street festivals, farmer’s markets, and outdoor concerts.

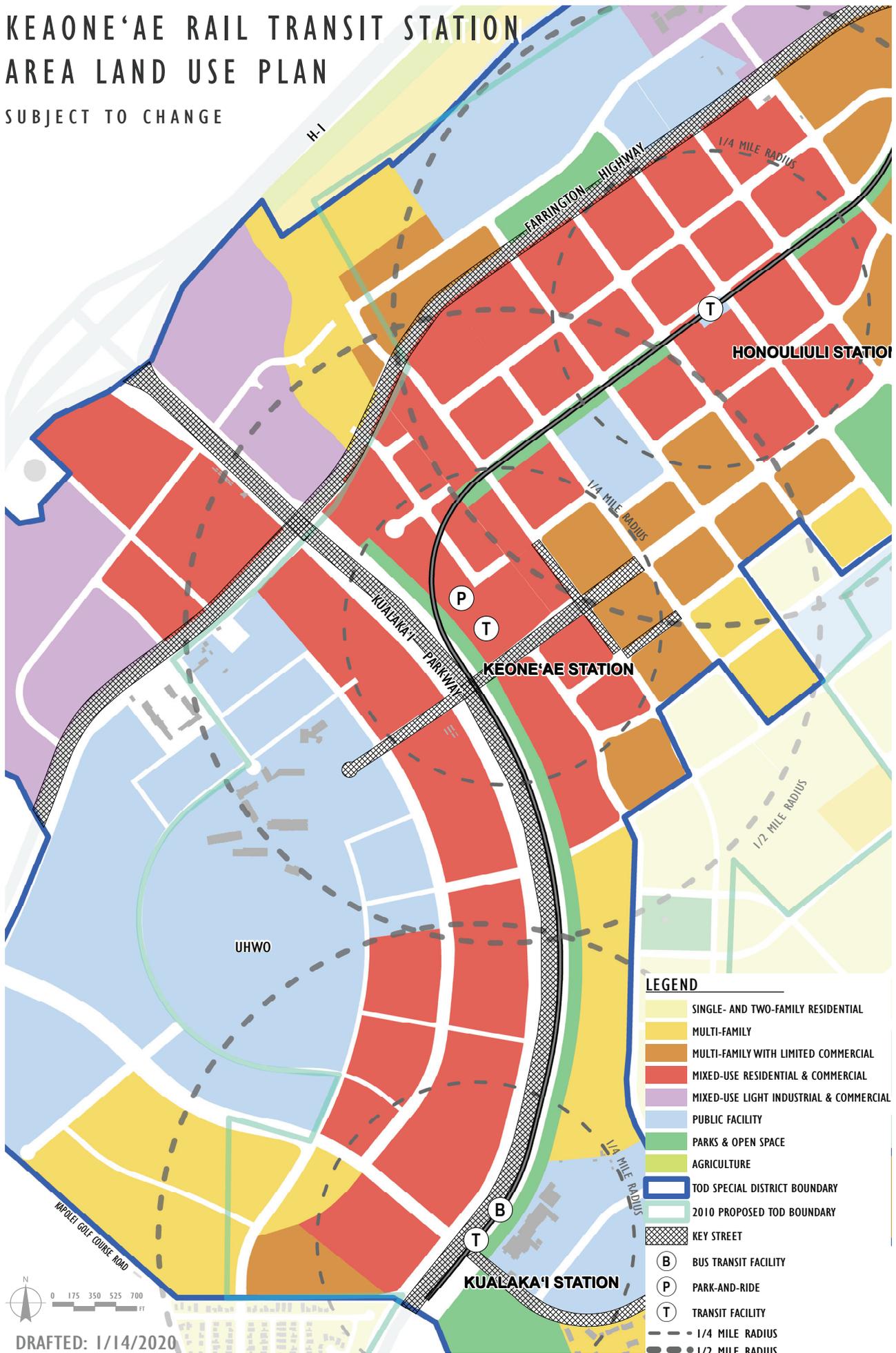


Rendering of a pedestrian-oriented Main Street from the Ho‘opili Urban Design Plan.

VI. KEONE'AE RAIL STATION AREA PLAN

KEAONE'AE RAIL TRANSIT STATION AREA LAND USE PLAN

SUBJECT TO CHANGE



LEGEND

- SINGLE- AND TWO-FAMILY RESIDENTIAL
- MULTI-FAMILY
- MULTI-FAMILY WITH LIMITED COMMERCIAL
- MIXED-USE RESIDENTIAL & COMMERCIAL
- MIXED-USE LIGHT INDUSTRIAL & COMMERCIAL
- PUBLIC FACILITY
- PARKS & OPEN SPACE
- AGRICULTURE
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- 2010 PROPOSED TOD BOUNDARY
- KEY STREET
- B BUS TRANSIT FACILITY
- P PARK-AND-RIDE
- T TRANSIT FACILITY
- 1/4 MILE RADIUS
- 1/2 MILE RADIUS



DRAFTED: 1/14/2020

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FIGURE 5



A. OVERALL STRUCTURE

The Keone'ae rail transit station area will be a campus gateway to UHWO that will serve as a destination for students, workers, shoppers and residents. Although the actual rail transit stop is located across Kualaka'i Parkway, an access to the transit stop or "touchdown" is located on the UHWO Non-Campus Lands. The touchdown will be connected by a pedestrian walkway over the intersection allowing for safe, easy access to the rail line and is located within an area designated as the University Village at the corner of Ho'omohala Avenue (formerly called Campus Drive or East-West Road) and Kualaka'i Parkway. The University Village could accommodate campus expansion and/or a mix of land uses, including retail, office, and residential uses (including student housing), to foster a "town and gown" interaction with a "main street" style atmosphere.

Mauka of the Keone'ae rail transit station, near the intersection of Kualaka'i Parkway and Farrington Highway, rail transit will serve UHWO's Office Park, an area designated as a global think tank, promoting a synergy between academia and industry. Likewise, key State landholdings near this intersection are planned for industrial mixed use, business employment opportunities and affordable housing sites.

Diamond head of Kualaka'i Parkway, a 1,000 space park-and-ride and bus transfer center is planned on the land mauka of Ho'omohala Avenue. The park-and-ride facility should be wrapped with retail uses on the ground floor to mask the parking with office and/or residential spaces on the upper floors facing the street. Adjacent businesses and a range of housing types, including an affordable apartment housing complex across the street called The Element, will cause an active, main street-like corridor to emerge. Pedestrian-friendly features and a planned Festival Street, a slow-speed street block shared by pedestrians, cyclists, and vehicles, can be closed off to vehicular travel in order to host a variety of activities such as street festivals, farmer's markets, and outdoor concerts which will help create a dynamic, active urban neighborhood at this rail transit station.



A gathering place at the current UHWO campus near Keone'ae rail transit station.

B. CONNECTIVITY & CIRCULATION

The connections between the park-and-ride and bus transfer facilities at the Keone'ae rail transit station are critical for safe, comfortable access to reach the UHWO campus and surrounding destinations at this rail transit station. Intended to serve drivers from Kapolei and the Wai'anae Coast, as well as for the surrounding community, easy vehicular access to reach the planned permanent 1,000 space park-and-ride facility, transit riders should find easy connections that are direct links preferably separated from traffic and augmented by wayfinding signage, ample lighting, and other comfort amenities. One example includes a planned pedestrian bridge over Kualaka'i Parkway to connect the rail station with a temporary 300-space surface park-and-ride on the UHWO side of the Parkway. This bridge will provide a safe pedestrian crossing. In addition, as enrollment at the campus increases, it may be necessary to provide a bus shuttle system between the campus and rail transit station. Additional City bus routes may also be considered to improve connections to and from surrounding areas.

Kualaka'i Parkway and Farrington Highway will serve as the regional arterials in the area. Over time, as the master-planned community of Ho'opili and the UHWO campus and Non-Campus Lands are developed, a local street network is planned in a relatively grid-like pattern with smaller blocks will emerge. These developments were approved with TOD in mind; therefore, the planned streets and roadways will provide pedestrian, bicycle, and automobile connections that are convenient and coordinated with existing and planned public transportation services. At the Keone'ae rail transit station, the multi-modal circulation network will be enhanced with bicycle parking, bikeshare stations, vehicular parking, carpooling, a passenger drop-off and pick-up area, and bus transit connections.

The Pu'uwai Park linear greenway and multi-use path connecting the three rail transit stations and points beyond, will allow greater regional access for bicyclists and pedestrians alike.



A campus shuttle with bike racks.



C. PARKS & OPEN SPACE

The combination of the multi-use path extending alongside Kalo'i Gulch between the Keone'ae and Kualaka'i rail transit stations will serve as a linear park and corridor of open space. On the UHWO campus, plans call for a Village Green and a large open space called the "Great Lawn" which is recommended in the TOD Plan to be open to the public. As an organizing element for the campus and non-campus land, it will serve as a major activity node for university events.

Other gathering spaces will be located on retail streets in the form of small plazas, wide sidewalks, seating areas and cafes (see image below). These important elements will help strengthen the sense of community in this new neighborhood and foster positive interactions between residents, students, and visitors.



Open pedestrian areas adjacent to retail and other active uses.

D. LAND USE & URBAN FORM

Near the Keone‘ae rail transit station area, mixed use zones of higher building densities, land uses, compact designs, and building locations preferably within ¼ mile of the rail transit stations are the principles underpinning this TOD Plan. Appropriately sized and designed spaces for the establishment of retail shops, personal service establishments, restaurants, financial institutions, medical, and professional offices all contribute to a high level of pedestrian activities during the day and night around the rail transit station.

The TOD Plan envisions a “main street” type density providing active ground-floor uses supported by medium to higher-density residential development. Residential uses should provide for a diversity of housing types, incomes, and family sizes (except for any campus student housing) within close proximity to each other. Building frontages should face the street, except for along “Road D” on UHWO’s Non-Campus Lands which will be inwardly focused (away from Kualaka‘i Parkway), with primary entrances and facades facing towards pedestrian-oriented streets. Buildings and open space should also be configured to take advantage of public amenities and view opportunities of the Waianae and Ko‘olau mountain ranges. Such orientation should respect the prevailing trade-wind pattern as well as the site’s other environmental conditions in order to capitalize on opportunities for alternative energy and natural solutions.

Generally, the height of buildings in the rail transit stations will “step down” to lower heights and density the further one moves away from the rail transit station.



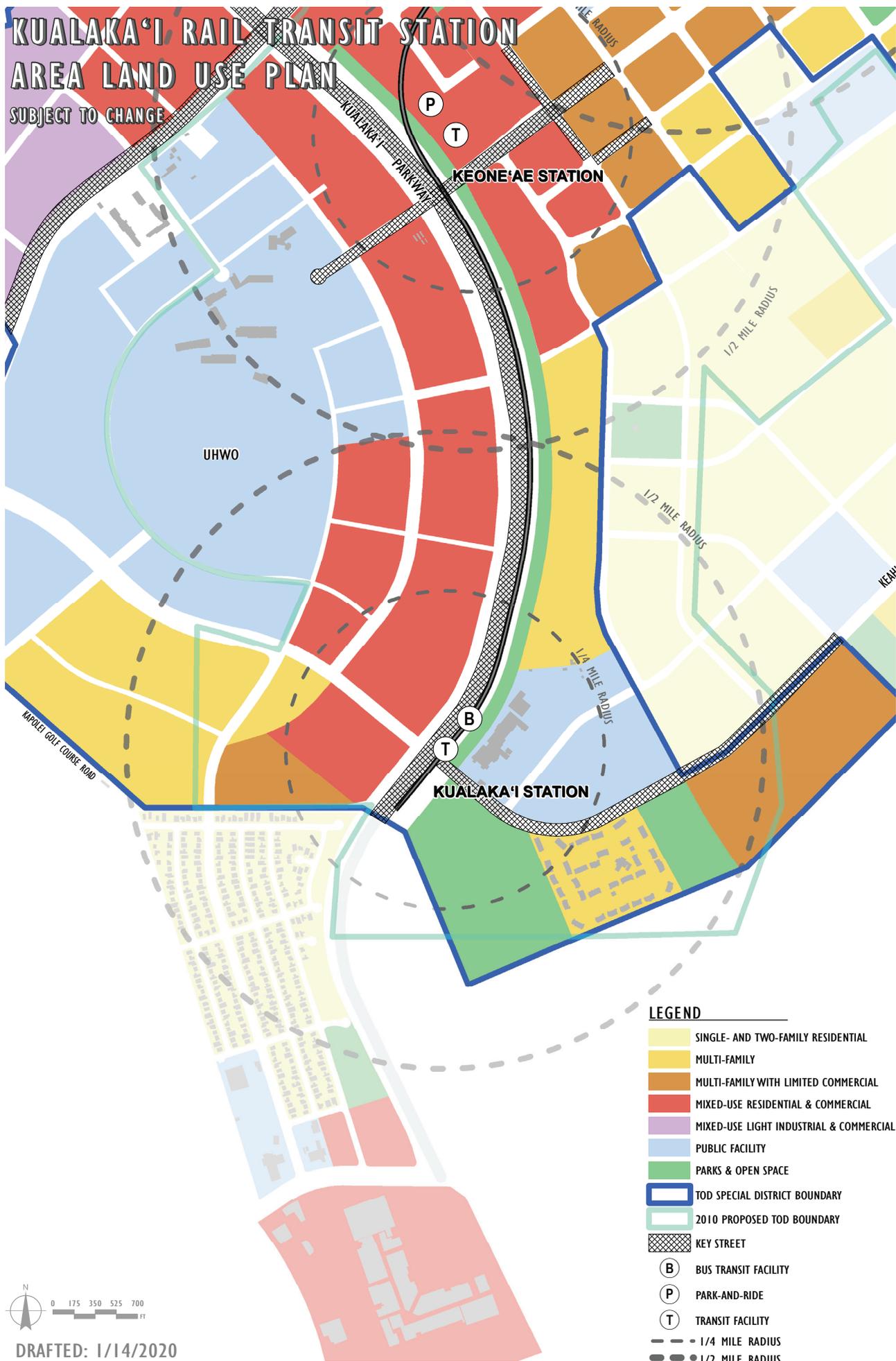
Food trucks line a street in Portland, Oregon.



VII. KUALAKA'I RAIL TRANSIT STATION AREA PLAN

KUALAKA'I RAIL TRANSIT STATION AREA LAND USE PLAN

SUBJECT TO CHANGE



LEGEND

- SINGLE- AND TWO-FAMILY RESIDENTIAL
- MULTI-FAMILY
- MULTI-FAMILY WITH LIMITED COMMERCIAL
- MIXED-USE RESIDENTIAL & COMMERCIAL
- MIXED-USE LIGHT INDUSTRIAL & COMMERCIAL
- PUBLIC FACILITY
- PARKS & OPEN SPACE
- TOD SPECIAL DISTRICT BOUNDARY
- 2010 PROPOSED TOD BOUNDARY
- KEY STREET
- B BUS TRANSIT FACILITY
- P PARK-AND-RIDE
- T TRANSIT FACILITY
- 1/4 MILE RADIUS
- 1/2 MILE RADIUS



DRAFTED: 1/14/2020

SOURCE: CITY AND COUNTY OF HONOLULU, DHHL, DLNR, DR HORTON, UHWO.
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FIGURE 6



A. OVERALL STRUCTURE

The Kualaka'i rail transit station will be a "community use" station. It will draw ridership from 'Ewa, Kalaeloa, 'Ewa Beach, and Kapolei areas. The Non-Campus Lands of UHWO provide the most land available for development in the vicinity of the Kualaka'i rail transit station. However, DHHL has several single-family residential projects awaiting construction with some lands available for apartment mixed use development fronting Kualaka'i Parkway. One middle school is planned within ½ mile of this rail transit station.

The UHWO Non-Campus Lands in the Kualaka'i rail transit station area are envisioned to be a place to live, learn, work, shop, and play. They will provide a walkable community for families seeking a place for their children to be within walking and biking distance to educational facilities. Those who reside and work in the UHWO Non-Campus Lands will enjoy the benefits of a new community. With proximity to the UHWO campus, learning, employment, and cultural opportunities will emerge. Access to the two rail transit stations, Keone'ae and Kualaka'i, will be within easy walking distance.



Open gathering spaces with multi-modal access in Kagoshima, Japan.

B. CONNECTIVITY & CIRCULATION

Pedestrian connections are planned between the station and with surrounding neighborhoods on either side of Kualaka'i Parkway. Because this rail transit station is currently the western terminus of the rail transit system, multi-modal connections at this station are also critical for enhancing overall transit ridership. To facilitate multi-modal access to this transit station, connections by bus, bicycle, walking, and shared-use transportation improve access between adjacent land uses and the rail transit station. Commuters will be served by large park-and-ride facilities, a multi-use path along Kualaka'i Parkway next to Kalo'i Gulch, and a bus transit center. Pedestrians from the nearby DHHL Kanehili subdivision can exit on the Kualaka'i Parkway side of their development through openings in the perimeter wall to cross at the Keahumoa intersection to get to the Salvation Army Kroc Center. Pedestrians will be able to access this rail transit station from the Kanehili subdivision, but the safest pedestrian connection to cross Kualaka'i Parkway will be with an elevated walkway.

A 900-space, surface park-and-ride lot for the Kualaka'i rail transit station will be located on the UHWO side of Kualaka'i Parkway. In the Honolulu High-Capacity Transit Corridor Final Environmental Impact Statement (FEIS), the site for this lot was directly mauka of the Kanehili subdivision. In recent years, the HART has approached the UHWO creating 3 separate, 300-space lots and relocating them to sites adjacent to a future road planned between Farrington Highway and Kualaka'i Parkway that will intersect with Keahumoa Parkway. The initial location, adjacent to the subdivision, falls within an Air Installation Compatibility Use Zone (AICUZ). An AICUZ is a designated area within the vicinity of military air fields (Kalaeloa Airport and US Coast Guard: Air Station Barbers Point) where heights and development are limited to protect the health, safety, and welfare of those living nearby as well as preserving the defense flying mission. Such restrictions on that location could compromise the ability to build a multi-story, park-and-ride facility in the future. Currently, the area is used as a temporary stormwater detention basin.



Ample Bike parking in Japan.



KUALAKA'I RAIL TRANSIT STATION AREA PLAN

The TOD Plan includes the City's plans for Kualaka'i rail transit station access improvements that will provide for future bus stops with pullouts on both sides of Kualaka'i Parkway at its intersection with Keahumoa Parkway. While the FEIS envisioned an elevated platform and walkway to cross Kualaka'i Parkway, 'value-engineering' for the rail transit project called for at-grade crossings on an interim basis. Plans call for enhanced pedestrian crossing signage and a widened median 'refuge' at the mauka crosswalk over Kualaka'i Parkway. Bike and pedestrian facilities at the rail transit station will provide safe and comfortable access and circulation to the adjacent Salvation Army Kroc Center and surrounding residential neighborhoods.



Bus and rail transit connection.

C. PARKS & OPEN SPACE

Both the multi-use path and Kalo'i Gulch along Kualaka'i Parkway play an important role in providing open green space at the Kualaka'i rail transit station area. Unlike the other two rail transit stations, the Kualaka'i rail transit station is near a large natural preservation area makai of the station (Abutilon Contingency Reserve Area). This natural preservation area is intended to provide a habitat for the endangered Red Ilima (*Abutilon menziesii*) but, as open space, will also preserve views and one's connection to the natural environment.

On the UHWO side of the Kualaka'i rail transit station area, a community park is proposed in the makai portion of the Non-Campus Lands adjacent to the DHHL Kānehili subdivision. The park will serve as the southern terminus of the Kalo'i Greenway. The park will provide for active recreational activity including grass fields, a recreation pavilion, and hard courts.



Source: <http://augustexplorations.blogspot.com>

Open gathering area at Kamehameha V Post Office Alan Sanford Davis Park on Merchant street in downtown Honolulu.

D. LAND USE & URBAN FORM

Land uses shown on Figure 6 are recommended within the Kualaka'i rail transit station area. Major developments existing within the vicinity of the Kualaka'i rail transit station include: the UHWO, the Salvation Army Kroc Center, Special Olympics Hawaii site, Ko'oloa'ula Residential Apartments, DHHL Kānehili residential subdivision, Increment IIB of Kauluokahai (DHHL East Kapolei II), Keahumoa Place Residential Apartments, and the East Kapolei II Middle School.

Mixed use development in this rail transit station area should be developed to promote an active, vibrant streetscape and include commercial activity on the frontage of most streets with provide distinctive, vibrant public spaces at the ground level. Buildings should be oriented toward the street although buildings on UHWO's Main Street ("Road D") will face this street, rather than Kualaka'i Parkway. In this instance, maintenance and other "back-of-the-house" activities should be carefully screened from public view at the street level. Relatively smaller block sizes are recommended in this neighborhood with a street network configured at approximately 300 to 400 feet in length. These recommendations are preliminary and the actual pace of future development will be dependent upon current market and economic conditions for each land use, as well as compatibility with existing and proposed developments in the surrounding area.



Medium density, mixed use residential buildings in Seattle, Washington.

VIII. ZONING RECOMMENDATIONS



A. TOD SPECIAL DISTRICT

The TOD Special District is intended to ensure the implementation of the community vision for the rail transit station areas through zoning standards that enable and promote TOD. Section 21-9.100 of the Land Use Ordinance (LUO) establishes the TOD Special District with appropriate land use standards and regulations for those areas around the H RTP stations. Per the LUO, Section 21-9.100-6, the objectives of a TOD Special District are to:

- Promote an appropriate mixture and density of activity around the rail transit stations to improve transit ridership and the use of multi-modal transportation;
- Allow for more intense and efficient use of land for the mutual reinforcement of public investments and private development;
- Support transit by ensuring connectivity and convenient access, while limiting conflicts among vehicles, pedestrians, bicycles, and transit operations;
- Establish standards for buildings and sites that provide quality urban design that attracts and encourages pedestrian activity;
- Provide streetscape amenities that create a comfortable environment for pedestrians, bicyclists, and other uses, such as walkways, street furniture, street trees, and human-scale architectural features;
- Promote an appropriate mix of housing types, including affordable housing and rental housing;
- Promote quality publicly accessible and usable spaces, parks, and gathering places; and
- Contribute positively to the economic enhancement of the area and the city, particularly with regard to providing a broad mix of uses, diverse housing, and diverse employment opportunities.

In addition, the TOD Special District Design Guidelines further explain and illustrate how to comply with the TOD Special District regulations.

B. ZONING RECOMMENDATIONS

1. APPLICABILITY

TOD Special District regulations are mandatory and the regulations will supplement and/or modify the underlying zoning district regulations. A property owner must follow the provisions of the TOD Special District in order to develop their property. In doing so, the property may take advantage of modified densities, heights, yards and parking requirements but may also be subject to project specific conditions. The current underlying zoning at UHWO and Ho'opili are essentially serving as interim regulations while the TOD Plan and implementing zoning for the TOD Plan are prepared and become adopted.

TOD Special District permits are not necessary if the Special District goals and objectives are fully incorporated into other regulatory mechanisms, such as PRUs. For example, the UHWO is approved under an existing PRU permit; however, given the change in the university's enrollment growth strategy and to reflect a proposed campus Long-Range Development Plan, the university will likely be preparing a new PRU application. In the meantime, any major or minor modifications to the PRU can incorporate the same language until the new PRU is approved. The purpose of this structure is to streamline the review process, while not compromising the ability for TOD. Regulations to allow for this option should be established, as they do not currently exist.

As a condition to receive their current zoning, the Non-Campus Lands of UHWO and all of Ho'opili are governed by their respective UAs. Each UA required the formulation of an urban design plan (UDP). While the creation of the TOD Special District adds a specific set of standards for TOD, there may be some overlap with the required UDPs. A streamlined process is recommended for projects subject to an UDP, such as an administrative process so applicants address the UDP as part of their TOD Special District application, or a modification to the exiting UA condition requirements. However, the UDPs should not be eliminated because they may cover additional land outside the TOD Special District boundary depending on phasing and/or content not covered by the TOD Special District regulations.

2. DISTRICT BOUNDARIES

The recommended TOD Special District boundaries around each rail transit station area take into account various distances from the rail transit station, natural topographic barriers, property lines, extent of market interest in development, planned land uses, and the overall benefits of transit, including the potential to increase transit ridership.

TOD rail transit station areas are the parcels of land around rail transit stations subject to the TOD development regulations. These areas are generally within approximately 1/2 mile of the stations, which is roughly the distance of a 10-minute walk from the station. The areas will likely be developed sooner and should include allowances for larger building forms and higher-intensity mixed use, employment and residential options.

3. PERMITTED LAND USES

The TOD rail transit station areas are planned for a mix of complementary land uses in a compact, mixed use setting. Complementary land uses are those that offer goods and services at different times of the day and week and provide a consolidated "one-stop" area for people to live, work, shop, study, and participate in entertainment and community activities in close proximity to one another. Complementary land uses located in a neighborhood designed to accommodate pedestrians, bikes, buses, and trains, reduce dependence on the automobile and, thereby, the need for standard provisions of parking. This is consistent with the TOD Plan principle of "Mixing It Up" in the core rail transit station areas.



Within the TOD Special District, permitted and prohibited uses are proposed to be similar to those set forth under the existing BMX-3 community business mixed use District. Per the LUO, Section 21-9.100-7, permitted uses and structures are enumerated in Table 21-3, except as provided below:

- In the business mixed use district, the ground floor of buildings facing a key street; public open space, or transit station must be designed and used for active ground floor activities, as defined in the LUO, Section 21-9.100(c), for at least 80 percent of the ground-floor building frontage. On corner lots, this requirement must be met on each key street-facing façade.
- In the apartment mixed use district, the ground floor of the building frontage facing any key street, public open space, or transit station must be designed and used as residential dwelling units or active ground floor activities, as defined in the LUO, Section 21-9.100(c). On corner lots, this requirement must be met on each key street-facing façade.
- Up to 10 dwelling units may be permitted per zoning lot above the ground floor in the IMX-1 industrial commercial mixed use district, subject to a TOD Special District permit. Accessory caretaker dwellings do not require a TOD Special District permit.

Within the TOD Special District, to encourage an increasingly popular ‘Live-Work’ lifestyle which is found to be well-suited to Multi-Family with Limited Commercial environments, it is recommended that the list of permitted neighborhood-oriented commercial uses be incorporated into the zoning needed to help implement the TOD Plan. Since the LUO is currently in the process of being updated, it may be appropriate to have these types of commercial uses included as part of that update rather than a separate amendment.

4. DENSITY & FLOOR AREA RATIO

Floor area ratio (FAR) is a measure of floor area to overall site area and is used to define building intensities. Current underlying zoning allows FARs in the proposed TOD Special District areas within the range of 0.9-2.5. It is recommended that the upper end of existing underlying FARs remain in the TOD Special District. Per LUO, Section 21-9.100-8, the maximum FAR throughout a TOD Special District is prescribed by the underlying zoning district, unless modified through a TOD Special District permit or Planned Development-Transit (PD-T) permit, through which an applicant may seek approval to exceed the base FAR up to a maximum FAR as follows:

Table 1 – Density and Floor Area Ratio

	B-2 and BMX-3 Districts	Apartment and AMX Districts	Industrial and IMX Districts
Base FAR	2.5	Refer to the LUO, Table 21-3.3	Refer to the LUO, Table 21-3.5
Maximum FAR with Major TOD Special District Permit	3.5	1.2 x Base FAR	1.2 x Base FAR
Maximum FAR with PD-T Permit	7.0	2.0 x Base FAR	2.0 x Base FAR

Allowing a higher FAR in certain areas helps to promote the TOD Plan principle of “Providing a Variety of Housing Choices” in the rail transit station areas as well as the intent of the TOD Special District FAR regulations to focus more intense development in the TOD rail transit station areas.

5. MAXIMUM BUILDING AREA

TOD is most efficient when buildings optimize lot coverage (e.g. through structured parking with wrap around retail uses) in order to create active, urban street edges. Generally, buildings set far back from the street within large open spaces or surface parking lots should be avoided. In some cases, larger buildings will have greater setbacks. In these cases, smaller liner buildings should be developed adjacent to the sidewalk to create an attractive pedestrian environment.

With this in mind, the maximum building area specified in the LUO, Section 21-9.100-5 (a) (2), is recommended for the TOD Special District.

6. MAXIMUM BUILDING HEIGHTS

New buildings in the rail transit station areas should generally be taller near the station and step down in height further from the station. Rail transit stations should serve as focal points and hubs for more intense development. Within certain station areas, landmarks, such as the UHWO library tower on the UHWO campus, should be considered in order to create neighborhood focal points from certain vantage points and from view corridors. The recommended maximum building heights (including bonus heights) by rail transit station area are as follows:

Honouliuli Rail Transit Station

- Generally, buildings in the Honouliuli rail transit station area (within 1/4 mile of the rail transit station area) should not exceed 120 feet.

Keone‘ae Rail Transit Station

- Generally, buildings in the Keone‘ae rail transit station area should not exceed 120 feet.

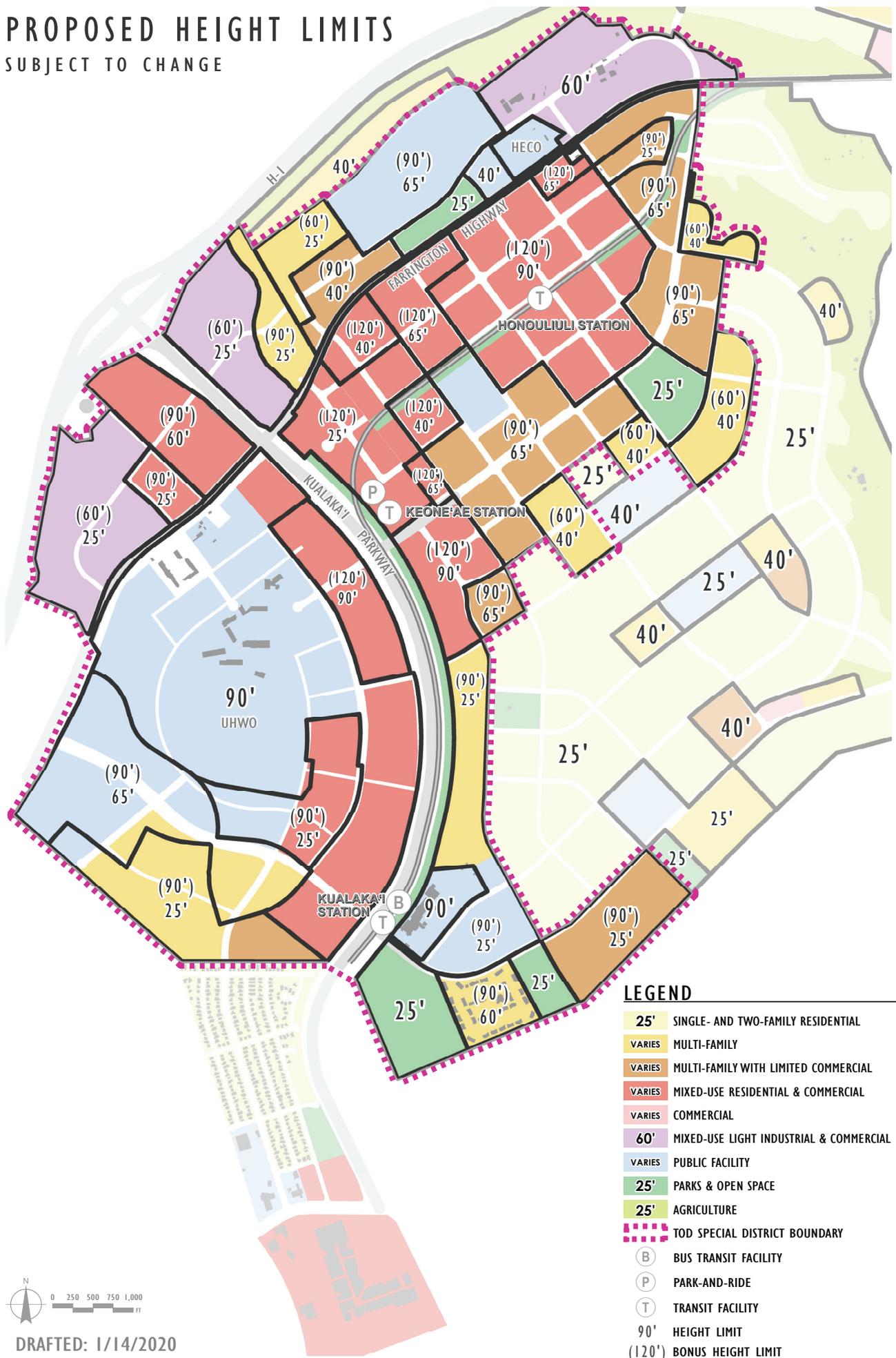
Kualaka'i Rail Transit Station

- Generally, buildings in the Kualaka'i rail transit station area (within 1/4 mile of the rail transit station), west and east of Kualaka'i Parkway should not exceed 90 feet. Parks and single-family residentially zoned land will have a maximum height of 25 feet.

According to the 'Ewa DP, building heights are set at 90 feet, except in Kapolei and Ko'Olina. An amendment to the 'Ewa Development Plan is necessary to increase the maximum building height to 120 feet. All new heights should be in the form of bonus heights which will require a community benefits bonus, described in the next section.

PROPOSED HEIGHT LIMITS

SUBJECT TO CHANGE



LEGEND

- 25' SINGLE- AND TWO-FAMILY RESIDENTIAL
- VARIES MULTI-FAMILY
- VARIES MULTI-FAMILY WITH LIMITED COMMERCIAL
- VARIES MIXED-USE RESIDENTIAL & COMMERCIAL
- VARIES COMMERCIAL
- 60' MIXED-USE LIGHT INDUSTRIAL & COMMERCIAL
- VARIES PUBLIC FACILITY
- 25' PARKS & OPEN SPACE
- 25' AGRICULTURE
- TOD SPECIAL DISTRICT BOUNDARY
- B BUS TRANSIT FACILITY
- P PARK-AND-RIDE
- T TRANSIT FACILITY
- 90' HEIGHT LIMIT
- (120') BONUS HEIGHT LIMIT



DRAFTED: 1/14/2020

SOURCE: CITY AND COUNTY OF HONOLULU, DHHL, DLNR, DR HORTON, UHWO.
 Disclaimer: This Graphic has been prepared for general planning purposes only and should not be used for boundary interpretations or other spatial analysis.

FIGURE 7



7. COMMUNITY BENEFITS BONUS

The use of a community benefits bonus (CBB) is one of several development policies that should be used both to shape the growth and development in the East Kapolei TOD Neighborhood rail transit station areas and to realize community values and goals. In their most basic form, CBBs are a means by which new development is authorized to exceed a baseline level of FAR and/or building height in exchange for providing support for community goals. Per the LUO, Section 21-9.100-9(e), community benefits must be proposed in a TOD Special District permit application to justify the bonus height and density, or to mitigate the impacts related to the modification of TOD Special District development standards.

The CBB should be used to support community principles in East Kapolei. The provision of affordable and workforce housing and the principle of “Promote a Wide Variety of Housing Choices” in the rail transit station areas are very important goals for the community and, therefore, should be included as a baseline for participation in any CBB program. A bonus could be provided if more affordable housing is built than the baseline required amount, as established by the City’s AHR. Per Ordinance 18-10, there is a different AHR for TOD Special District projects seeking bonus height or density, or both. If affordable dwelling units are being provided as a community benefit, those units must be in addition to the base AHR for TOD Special District projects.

Additionally, a major principle of the TOD Plan is to “Create Gathering Places.” Public open space becomes increasingly important as people begin to use the rail transit and the station areas as central gathering places. The CBB could be used to provide for public spaces in all three rail transit station areas.

Other community benefits that may be achieved through this program could include:

- Pedestrian connectivity and streetscape improvements beyond minimum standards
- Encourage green building, including LEED certification
- Space for non-profit organizations or DOE schools in office buildings or non-school buildings
- Public art
- Cultural facilities (e.g. visitor centers and museums)
- Community gardens and community center (including public swimming pools)
- Dog parks
- Bikeshare infrastructure

Table 2 – Plan Principles and Possible Community Benefits Bonus

Possible Community Benefits*	Make the Connections	Create the Access	Mix it Up	Create Gathering Places	Develop Unique Station Area Identities	Promote a Variety of Housing Choices	Create a Dynamic Urban Environment	Sustainability
Affordable Housing			X			X		
Complete the Linear Park Greenway under Rail Line	X	X						X
Pedestrian Connectivity	X	X					X	X
Streetscape Improvements	X	X					X	X
Green Buildings								X
Spaces for Non-Profits			X					
Spaces for DOE Schools			X				X	X
Public Art				X	X		X	
Cultural Facilities			X	X	X		X	
Community gardens			X	X				X
Dog Parks			X	X				
Public Swimming Pools				X				
Bikeshare infrastructure		X						X
*This is not to imply that the list of community benefits is complete and/or final. The benefits listed are for illustrative purposes only.								

8. AFFORDABLE HOUSING REQUIREMENT

The City's current AHR is established by Ordinance 18-10, which requires certain projects intended for for-sale residential use to contribute to the affordable housing supply by either constructing new dwelling units, substantially rehabilitating existing dwelling units, or providing improved land for affordable housing. The AHR is set forth in Ordinance 18-10, which provides a range of options for the provision of affordable dwelling units. In addition, the TOD Special Districts allow for bonus density and/or height for the provision of affordable housing that exceeds the AHR.

For TOD Special District projects seeking bonus height and/or density, the required provision of affordable housing, as a percentage of the total number of dwelling units in the principal project, is 15 percent for rental units (for households earning 80% and below of the area median income [AMI]), and varies from 10 to 30 percent for affordable housing units that are for sale (for households earning 120% and below of the AMI), depending on affordability period and whether they are provided on-site or off-site. For projects that are not seeking bonus heights and/or density, the AHR is lower. Other affordable housing incentives, such as exemptions and fee waivers, are available through Ordinance 18-1 to help offset costs of developing certain types of affordable housing projects. Per ordinance, most incentives will expire June 2027 (except for real property tax waivers for rental projects). Ordinance 19-8 also establishes a temporary program to accelerate the construction of affordable rental housing in the apartment and business mixed use zoning districts by relaxing certain zoning and building code standards and offering certain financial incentives. The TOD Special District may also help incentivize affordable housing through relaxation of certain development standards such as the reduction of required parking.

The AHR doesn't apply to properties with UAs that already address affordable housing. This type of UA exists in the Keone'ae and Honouliuli rail transit station areas. These properties are also excluded from the incentives of Ordinance 18-10.

9. PARKING REQUIREMENTS

Off-street parking requirements in the TOD Special District are specified in the LUO, Section 21-9.100-8(c) (1), efforts were taken by the DPP to analyze the current parking requirements to see if less resources could be devoted to this transportation and housing infrastructure. The TOD Plan supports a reduction in the required number of off-street parking spaces in order to reflect lower auto ownership in the TOD Special District from increased transit ridership. Even other travel modes, such as carshare and Uber/Lyft can support reduced requirements. Implementing a coordinated approach that decreases the total number of new surface parking for new development also reduces the overall negative impacts on the local natural environment and supports the City's environmental sustainability goals lessening urban runoff and transporting pollutants such as gas, oil, grease, and heavy metals to

our local waters and aquifers, reduces the cost of development, and makes more efficient use of the land.

Reducing required parking also helps to promote the TOD Plan principle of “Promote a Variety of Housing Choices” in the rail transit station areas. Reducing parking can lower overall construction costs, which in turn can result in the improved financial performance of a project, increase affordable housing, and allow for higher intensity development.

Recommended parking requirements in the TOD Special District are based on type of use. There are no minimum off-street parking requirements for non-residential uses. Minimum parking requirements for residential dwelling units are as follows:

Table 3 – Off-Street Parking Requirements for Dwelling or Lodging Units

Off-Street Parking Requirements for Dwelling or Lodging Units	
Floor area of unit	Requirement
300 sq. ft. or less	0
301-600 sq. ft.	0.5
601-800 sq. ft.	0.75
Over 800 sq. ft.	1

As the three rail transit station areas become walkable, mixed use areas, the goal of an overall parking strategy is to optimize the utilization of parking resources, facilitate desired new development, support and improve access for customers, residents, employees, and freight in a cost-effective manner, and support a “park once and walk strategy that reduces traffic and increases pedestrian activity. Parking management seeks to ensure that the available parking supply is optimized and efficient to meet local needs. This can be achieved through “right sized” parking shared parking, on-street parking, in-lieu fees, joint public-private partnerships, and non-vehicular modes of travel such as bicycle parking.

Right Sizing Parking Requirements

Right sizing parking requirements seek to set parking minimums, and maximums, that balance parking demand and supply, and take into consideration the cost of development and overall space available for parking. In particular, minimum parking requirements have a significant impact on the overall cost of development and the resulting development footprint. Over time, as the use of rail transit becomes more familiar and popular, it is expected that a higher proportion of residents, employees, and visitors usage will use transportation modes other than driving alone, leading to a situation where today’s expected parking requirements may need to be adjusted downward more commensurate with desired and expected levels of parking demand.

In certain TODs, it may be appropriate to implement maximum parking standards. Typically, maximum parking standards are equal to 125% of the minimum required amount, based on research from other communities. Maximum parking limits can



be imposed for certain uses based on the size of their projects with the TOD Special District Permit but it is recommended that the rail transit station areas within this TOD Plan establish one maximum parking standard that would apply to smaller projects.

Shared Parking & District Parking

Shared parking is publicly or privately-owned parking that is used by two or more distinct land uses without conflict. The success of shared parking depends on the specific uses on adjacent properties and the interaction between them. In addition, shared parking could benefit local projects by allowing them to better utilize their sites with the provision of parking off site. Shared parking would also allow for scalability should projects determine they do not need as much parking after rail transit is in operation.

In particular, shared parking works best when adjacent land uses have different peak activity periods (e.g., an office building and a cinema).

District parking is the large-scale application of shared parking and is usually implemented in urban commercial and retail areas using multiple common parking facilities. District parking can be particularly beneficial to new development, as it can reduce the marginal costs of new construction. District parking can also provide publicly or privately-managed spaces for commuter park-and-ride use.

In order to provide a shared or district parking resource and facilitate the “right sizing” of private segregated parking in the TOD Plan area, it is recommended that local property developers be introduced to the concept of a shared or district parking resource and investigate its potential within the three rail transit station areas.

On-Street Parking

On-street parking is essential to creating Main Street retail environments and in promoting the Plan principle of “Mix It Up.” By providing on-street parking along public and private streets, the more intense TOD uses in the rail transit station areas will have less need for on-site structured and surface parking. However, on-street parking should be regulated (e.g., pay meters, time limits, or permits), especially near commercial uses to ensure availability.

On-street parking also provides an important buffer between the sidewalk/pedestrian realm and the auto travel lanes, thereby making the pedestrian realm feel safer and more comfortable. Ideally, the street right-of-way is sufficient to include a bike-lane in either direction as well.

The spaces could be on both public and private streets and would be available for all uses in the area. In some instances, along certain corridors, the provision of on-street parking is a “holding” pattern until the full street right-of-way is needed for improved circulation and accommodation of more modes of transportation in accord with Complete Streets concepts.

In-Lieu Fees

The City does not have an adopt in-lieu fee program for parking, but other jurisdictions who do, allow developers to contribute cash in lieu of providing parking themselves. Funds then become dedicated toward funding shared public parking facilities within a rail transit station. Often, the in-lieu fee is less than the cost of providing parking directly, and supports the development of a shared parking resource, where each public space can serve multiple users and multiple land uses throughout the day, resulting in higher turnover and usage.

Joint Public-Private Partnerships

Joint public-private parking partnerships are often found within mixed use neighborhoods and seek to reduce the costs of jointly developed private office, retail, or residential uses, or the development can serve to defray some of the public cost of in developing a shared parking facility. These public-private partnerships can occur through a variety of arrangements, including: 1) sale or lease of land or air rights not needed for parking to accommodate supporting private use; 2) private mixed use development sales or leases back the parking portion of the development, and 3) through an authority of special purpose entity created to provide parking.

Bicycle Parking

To help foster a multi-modal transportation network, the rail transit station areas should include secured bicycle parking for workers, shoppers, students, and residents. Bicycle parking should be located at the rail transit stations and may include bike storage facilities and lockers. It is required that developments in the TOD rail transit station areas provide bicycle parking areas according to the requirements set forth in the LUO, Section 21-6.150, which states that both short- and long-term bicycle parking must be provided whenever new floor area, a new dwelling unit, or a new parking structure is proposed.

Table 4 – Bicycle Parking Requirements

	Short-Term Bicycle Parking	Long-Term Bicycle Parking
Non-Residential Uses	1 space for every 2,000 square feet of floor area or portion thereof or 1 space for every 10 vehicle spaces or portion thereof, whichever is greater	1 space for every 12,000 square feet of floor area or portion thereof or 1 space for every 30 vehicle spaces or portion thereof, whichever is greater
Residential Uses	1 space for up to 10 units and thereafter 1 space for every 10 units or portion thereof	1 space for every 2 dwellings or lodging units

Providing bikeshare infrastructure is recommended for projects seeking additional density and/or height through the TOD Special District permit.

10. STREET STANDARDS

A. Transit-Oriented Community Street Network

Places where people take transit are places where people walk or bike. Every transit trip starts and ends with a walking trip, and places where walking and biking are comfortable and appealing have a larger catchment area for transit patrons who can access the system on foot or bicycle. For non-transit riders, active, walkable streets are one element of a “park once” district, where walking is possible between multiple destinations.

The ‘Ewa DP states that “the transportation system should provide adequate access between residences and jobs, shopping and recreation centers in ‘Ewa as development occurs. Reduce reliance on the private passenger vehicle by providing supporting facilities and amenities for pedestrian, bicycle and public transit use, including the use of bike trails and the provision of bicycle racks at commercial centers, bicycle storage facilities at employment centers and bus shelters and bus stops” (Section 4.1.6). The TOD Plan supports the ‘Ewa DP through the TOD principle of “Create the Access.” The local street network should accommodate automobiles while also encouraging the use of rapid transit, buses, bicycling, walking and other non-automobile forms of transport that are safe and convenient – namely, there should be a local network of “Complete Streets.”

Complete Streets are part of a transportation and design approach that aims to create a comprehensive, integrated network of streets that are safe and convenient for all users whether traveling by foot, bicycle, transit, or automobile, and regardless of age or ability. Complete Streets move away from streets designed with a singular focus on automobiles toward a design approach that is context-sensitive, multi-modal, and integrated with the community’s vision and sense of place. The end result is a road network that provides safe travel, promotes public health, and creates stronger communities.

The City has committed to Complete Streets solutions that improve safety, accessibility, and comfort for all users, encourage physical activity, and reflect community needs and character. The Honolulu Complete Streets Ordinance was signed into law in 2012 as Ordinance 12-15, Revised Ordinances of Honolulu, Chapter 14, Article 33, establishing the Complete Streets policy for the City. In 2016, the City finalized its Complete Streets Design Manual and created a Complete Streets Program Administrator position to move toward implementation of improvements that make O‘ahu’s streets and neighborhoods safe and inviting for all users, regardless of age or ability. For instance, in Ho‘opili, the street network is designed to provide multi-modal connectivity through managed block sizes, a grid system layout, and connections to major regional roadways. The street organization will create easy pedestrian access

throughout the neighborhoods by creating a diverse, interconnected selection of routes to maximize connections to commercial centers and parks using the gridded block system. The street network will also establish a hierarchy of streets to address a variety of functions, such as multi-modal use, as well as traffic capacities in order to improve circulation. Streets will be designed with consideration for public safety, ease of maintenance, and environmental sustainability.

The TOD Plan recommends a number of new streets in order to help create a highly connected street network. These streets allow users to circulate freely and provide a structure for neighborhood development. Streets within the TOD rail transit station areas should have frequent intersections and should not contain long stretches or dead ends.

It is recommended that new public or private streets be created on large parcels when land is redeveloped in order to provide this level of connectivity. Smaller block sizes between 300'-350' in length are ideal but not always realistic throughout all of the TOD Special District. In such cases, blocks created by new streets should be a maximum of approximately 500' in length between intersections. Certain locations may have larger blocks, such as within the UHWO campus which follows a more traditional "cloistered environment" development style used for universities. In cases like these, it is also recommended that new developments contribute to a network of internal pedestrian and bicycle pathways connecting to public streets.

To ensure development of a transit-oriented community street network, subdivisions of land for redevelopment purposes should be incorporated into the TOD Special District regulations. Having regulations and review are particularly important within the undeveloped areas that characterize the East Kapolei rail transit station areas.

B. TOD Street Characteristics

Breaking the street system into smaller components helps highlight the characteristics that define a pedestrian supportive environment. The City has provided further guidance on these street characteristics through its Complete Streets Design Manual, which also covers the following recommendations:

- **The Auto Travel Corridor:** The recommended number of through travel lanes in neighborhood TOD streets is two (one in each direction). Some streets will also have turn lanes at intersections. It is recommended that all new streets in the TOD Special District be two-way. In general, these streets should have traffic volumes less than 20,000 vehicles per day along with speed limits of 20-25 mph or less, typically with on-street parking. Exceptions to this are Farrington Highway, Ho'omohala Avenue, Keahumoa Parkway, and Kualaka'i Parkway, which are much wider and will continue to carry a high volume of vehicles and have a higher speed limit. According to the City Department of Design and



Construction, the design of the Farrington Highway widening will involve four through lanes plus turning lanes, while preserving the right-of-way (ROW) for six lanes. This decision will be based on the multi-modal/complete streets plans.

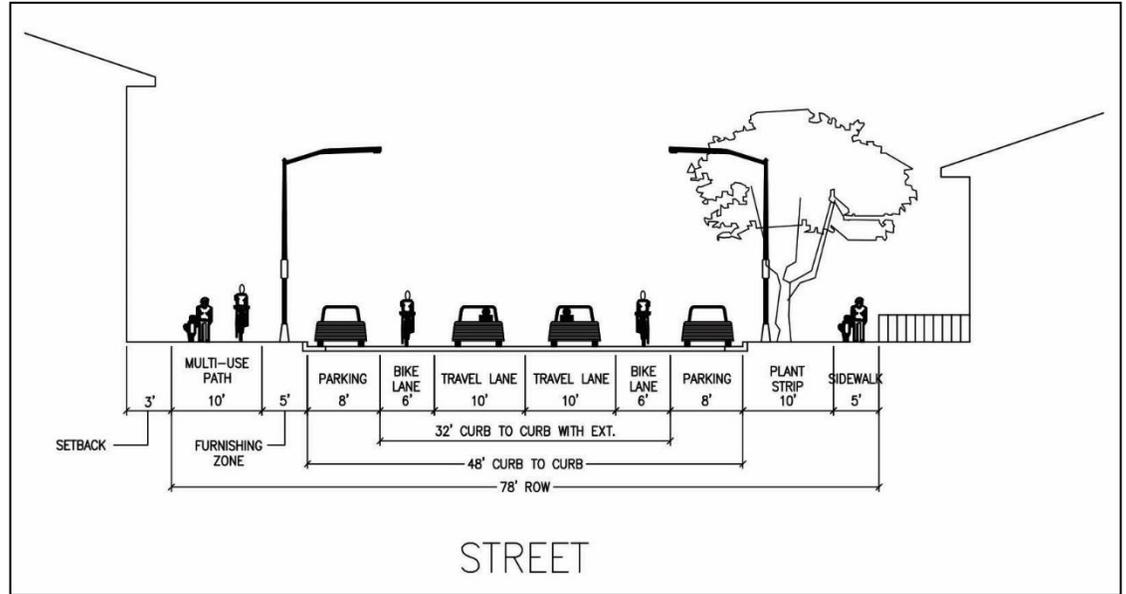
- **The Parking Zone:** The area between the auto travel corridor and the pedestrian zone should be reserved for on-street parking and bike lanes, where designated. It is recommended that neighborhood TOD streets provide on-street parking on both sides in a parallel configuration.
- **The Landscape Zone:** This includes the space between the on-street parking or outside travel lane (where no on-street parking exists) and the pedestrian sidewalk zone. This area helps to provide a buffer from motor vehicle traffic. The landscape buffer should include street trees and other landscape features at the pedestrian level. The new Main Streets and Avenues, being key features of the TOD Plan, should receive special landscape treatment that also consider larger tree canopies to provide shade in these areas with high foot traffic. Wider landscape zones are recommended where higher vehicular speeds are present.
- **Bicycle Facilities:** New neighborhoods in TOD areas provide an opportunity to build a complete bicycle system of safe bicycle facilities that enables a broad array of the population to bicycle safely and comfortably to key destinations. A network of high comfort facilities including separated cycle track providing physical separation from automobiles and incorporating green bicycle lanes that highlight potential conflicts and encourage caution for drivers and bicyclists, and between bicyclists and pedestrians, will attract a wide variety of users and encourage increased bicycle ridership. Bicycle ridership will also be supported by access improvements, including bicycle parking, bicycle sharing programs, and bicycle education and encouragement.
- **The Pedestrian Zone:** This area includes the sidewalks which serve the through movement of pedestrian traffic. This may also include the front setbacks of ground-floor uses. These front setback areas should include outdoor seating and cafes in retail locations and attractive landscaping and entry walks in multi-family and office locations. Wider pedestrian zones between 8' and 12' are recommended in the TOD Special District and in very active areas with large concentrations of pedestrians. Providing adequate shade in these pedestrian areas should also be a priority to create a comfortable environment, which can be addressed with trees or umbrellas in outdoor gathering areas.
- **Festival Streets:** This pedestrian-oriented street provides space for outdoor dining areas, diagonal parking, colored/textured pavement, and will be closed to traffic on multiple occasions for open air markets and community events. Two festival streets, approximately one block in length, are planned in Ho'opili. One will be located in the Honouliuli rail transit station area, one block makai of the rail line

(Road 5 between Roads C and D), and the other in the Keone'ae rail station area on Road F between Roads 2 and 3).

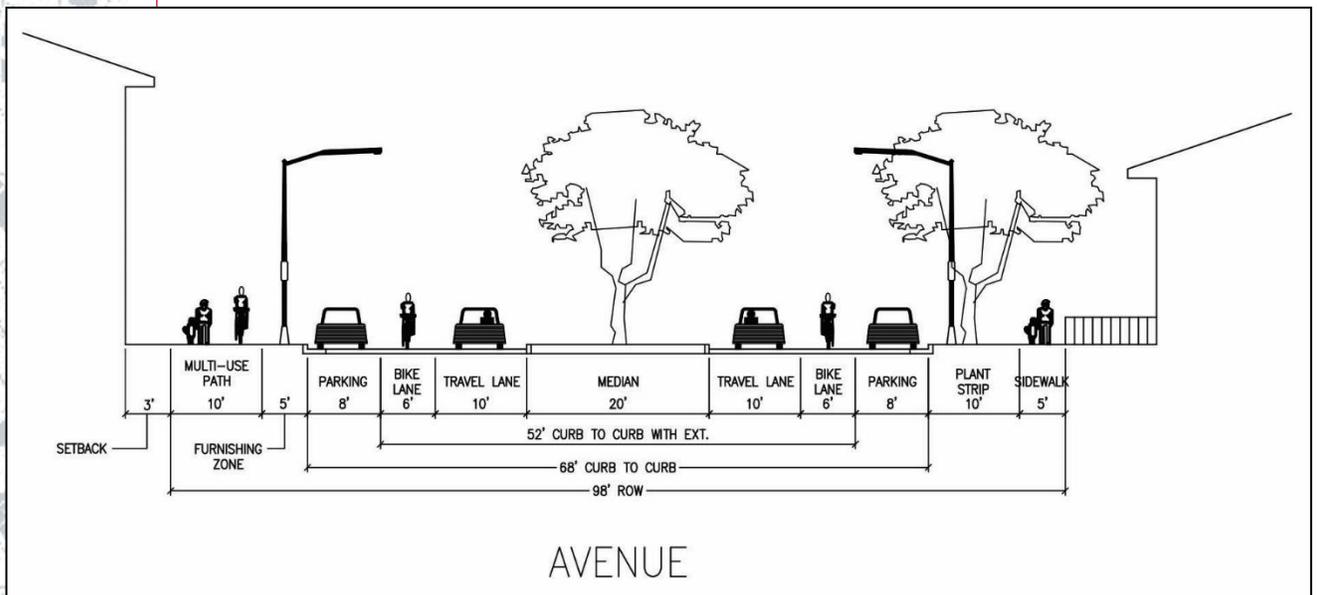
- **Key Streets:** Key streets are distinguished as being the most vital to facilitate a walkable, vibrant, and economically active neighborhood in direct vicinity of the rail transit station. Building along these streets shall be designed and used for active commercial and residential uses at the street level. A key street defines and regulates development that fronts the street. Kualaka'i Parkway, Farrington Highway, Keahumoa Parkway, and Ho'omohala Avenue on both sides of Kualaka'i Parkway (formerly Campus Road) and two blocks of Road 2, one block mauka and one block makai of Ho'omohala Avenue are designated as key streets in the TOD Plan area (as shown on Figure 3). More key streets will likely need to be designated as development progresses.
- **Adjacent Land Use:** Comfortable, safe sidewalks alone do not make a place a pedestrian destination. To generate foot traffic, land uses must be highly mixed, reasonably dense, and adequately designed. Some combination of residential, retail, restaurant, personal and business services, civic and employment uses must be present on ground floors within a contiguous area. Buildings in the TOD Special District must also be oriented to the street with transparency that shows active uses at ground level, among other design considerations, per the LUO, Section 21-9.100.8.



ZONING
RECOMMENDATIONS



78' Right-of-Way "Street" Section



98' Right-of-Way "Avenue" Section

C. Pu‘uwai Park – the Greenway Corridor

Pu‘uwai Park, the greenway corridor is a 100-foot wide planned linear corridor that extends along the rail transit line with the TOD core area surrounding the Honouliuli rail transit station. The area below and adjacent to the rail transit line should also include a paved multi-use (bicycle and pedestrian) path along with community gardens, small trees, flowers, landscaping and areas for public art. As the greenway corridor ends at the edge of the Ho‘opili community, it is envisioned that it will connect to an existing multi-use path that also runs beneath and alongside the elevated rail line on the diamond head side of Kualaka‘i Parkway. The multi-use path, coupled with the Kalo‘i Gulch drainage channel, will lengthen the greenway corridor past the Keone‘ae rail transit station and down to the Kualaka‘i rail transit station and Salvation Army Kroc Center.



Rendering of a greenway along Kualaka‘i Parkway (for illustrative purposes only).



Example of a greenway path separated from vehicle roadways.



D. Bicycle Circulation

The Ho'opili bicycle network will serve both commuter and recreational trips. These include on-street striped bicycle lanes for access to community destinations and multi-use paths for alternative routes linking to regional facilities. The bicycle network will provide connections to all schools and parks within Ho'opili as well as the two nearest rail transit stations (Honouliuli and Keone'ae stations), in addition to bicycle parking facilities at each destination. Types of bicycle paths being considered within the Ho'opili street network include bike lanes, bike sharrows, and multi-use pathway is recommended within the Pu'uwai Park greenway. An interconnected network of bicycle routes are proposed for all of the major roadways on the UHWO campus and the Non-Campus Lands.

The bicycle system should continue to evolve as development around the three rail station areas progress to provide:

- A complete, connected network of safe, physically separated from vehicles, cycling facilities
- A dense network of on-street facilities, not physically separated from vehicles but with a designated space in the street corridor, such as bike lanes
- Abundant access to bicycles through supporting programs and facilities, i.e., bicycle parking and bike sharing.

E. Green Streets

It is recommended that "green street" principles be adopted to support the TOD Plan principle of "Sustainability". A green street is defined as a street that uses vegetated facilities to manage stormwater runoff at its source. A green street is a sustainable stormwater strategy that meets regulatory requirements and resource protection goals by using a natural systems approach to manage stormwater, reduce flows, improve water quality and enhance watershed health.

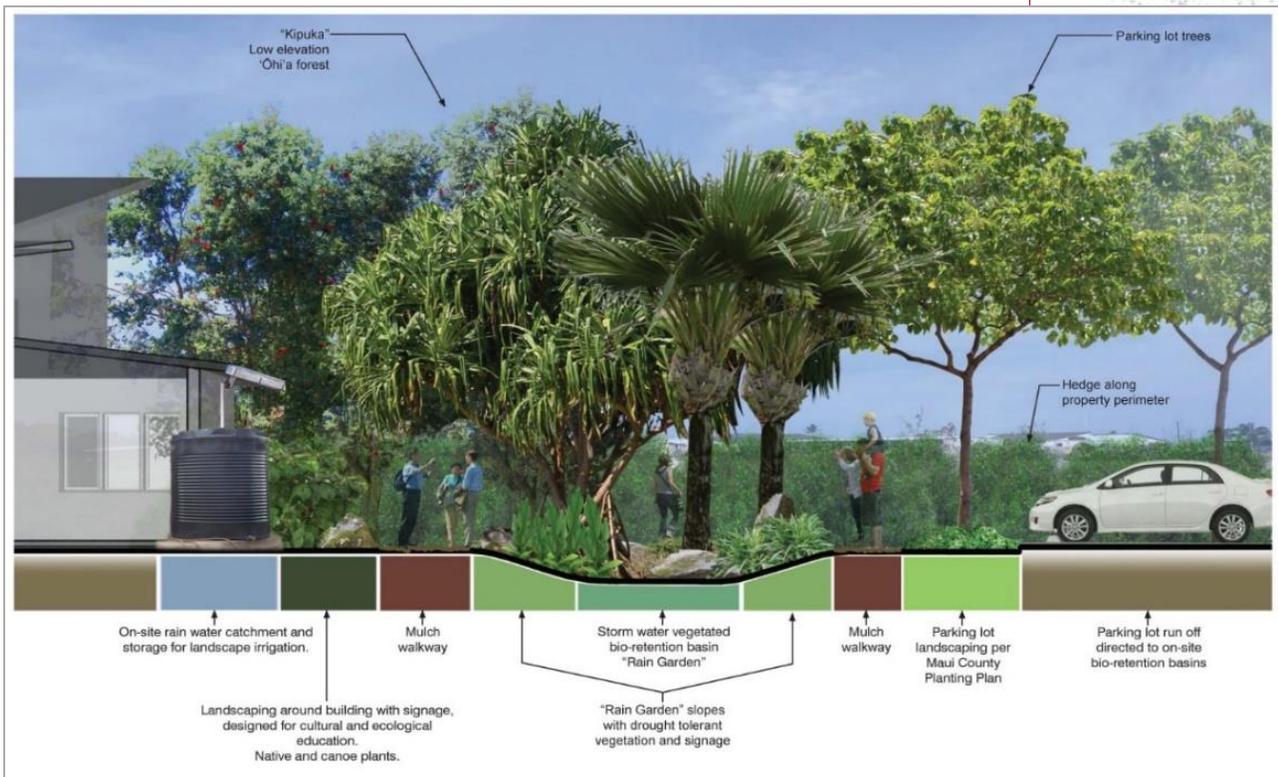
Green streets have the potential to:

- Reduce polluted stormwater entering Honouliuli Stream and Kalo'i Gulch compared to conventional design;
- Divert stormwater from the sewer system and reduce basement flooding, sewer backups and combined sewer overflows to Pearl Harbor;
- Increase urban green space;
- Improve air quality and reduce air temperature;
- Reduce impervious surfaces so stormwater can infiltrate to recharge groundwater and decrease surface water run-off;
- Reduce demand on the City's sewer collection system and the cost of constructing expensive pipe systems; and
- Address requirements of federal, state and City regulations to protect public health and restore and protect watershed health.



A bioswale integrated into landscaping.

Further examples of green street benefits and best management practices include the “U.S. Environmental Protection Agency Greening Iwilei and Kapalama Report” (see the City’s website at <http://www.honolulu.gov/tod/>). The City Department of Facility Maintenance also has a Stormwater Utility Advisory Group that is investigating the establishment of a “stormwater fee” based on the amount of impervious surfaces on properties. Both resources, when enacted, will help, in part, to create more green streets in East Kapolei.



General concepts of green street design.

11. YARD SETBACKS

Minimum and maximum front yard setback requirements are specified in the LUO, Section 21-9.100-8(a) (3), depending on whether a development parcel is located on a key or non-key street. Yard setbacks are illustrated in the LUO, Figures 21-9.3 and 21-9.4. Yards should foster an attractive pedestrian environment while relating directly to the principles of “Create Gathering Places” and “Create a Dynamic Urban Environment.”

Front yards in the rail transit station areas should foster a strong pedestrian-oriented character with the following recommendations:

- New buildings should generally maintain a frontage with the building face adjacent and parallel to the front yard along streets and should address or open directly on to the sidewalk. Small variations in yards should be used to create small open spaces, delineate pedestrian pathways and emphasize main building entries;
- Front yards for buildings with retail uses on the ground floor should include additional pedestrian space and seating areas. It is recommended that outdoor dining and cafes be allowed in both public sidewalk/right-of-way and the TOD Special District within the front yards in order to encourage an active, vibrant pedestrian environment. Retail uses on the ground floor should have a higher degree of transparency with storefront windows;
- Front yards for buildings with residential uses on the ground floor should include landscaping and entry walks along with porches and lanais within the yard. Small transparent fences should be allowed to help delineate public and private space within the front yards;
- Front yards for buildings with industrial uses on the ground floor should include landscaping along with ground floor windows along the front facades wherever possible in order to avoid blank walls along the street;
- Buildings within the rail transit station areas should avoid blank walls facing streets or pedestrian pathways;
- To avoid the appearance of top-heavy buildings, development should step back on upper levels for both residential and office uses; and
- Front yards on university and college campuses and technical schools outside of industrial zones will be dictated by their PRU approvals.

The recommended minimum side and rear yard setbacks in the TOD rail transit station areas are to conform to the underlying zoning districts.

12. MINIMUM COMMON OPEN SPACE

The TOD Plan includes a series of new open spaces in the three East Kapolei rail transit station areas. These open spaces are intended to reflect the principle of “Create Gathering Places.” Open spaces help to establish an identity and focus for new developments, as well as provide an important recreational resource for the surrounding community. Parks, plazas, and other public open spaces should be sited and designed to be versatile, secure, and easily maintained.

The open spaces should provide passive recreational space with benches, landscaping and tables, as well as children’s play areas. Within the TOD Special District, 15 open spaces, two elementary schools, one middle school, one high school, Special Olympics Hawai’i, and the Salvation Army Kroc Center, are already planned and will act as destination points for residents, students, and visitors.

Unless directly adjacent to a neighborhood park or transit plaza, it is recommended that new residential and mixed use developments of over 30 units provide a minimum of 35% common open space on-site. This open space should be public or semi-private (shared use by building residents) and may include podiums, courtyards, accessible roof areas, grass yards, ball courts, transit plaza areas, and arcades. It is recommended that developments of less than one acre in size be exempt from providing on-site open space in order to make development of smaller properties more feasible.



PARKS MAP

SUBJECT TO CHANGE



LEGEND

- PARKS
- TOD SPECIAL DISTRICT BOUNDARY
- B BUS TRANSIT FACILITY
- P PARK-AND-RIDE
- T TRANSIT FACILITY
- 1/4 MILE RADIUS
- 1/2 MILE RADIUS



DRAFTED: 1/13/2020

SOURCE: CITY AND COUNTY OF HONOLULU, DHHL, DLNR, DR HORTON, UHWO.
 Disclaimer: This Graphic has been prepared for general planning purposes only and should not be used for boundary interpretations or other spatial analysis.

FIGURE 8



IX. PHASING AND IMPLEMENTATION STRATEGY



A. PHASING SCENARIOS

In accordance with the 'Ewa DP, phasing needs to be carefully orchestrated to support the vision for 'Ewa. Appropriate phasing will maximize the effect of investment in infrastructure, guiding development in critical areas and public investment, incorporating the TOD Plan priorities and evaluating progress. The TOD Plan is phased in such a way that it respects the guidelines laid out by the 'Ewa DP.

The H RTP is a top priority in the 'Ewa DP, and the TOD Plan is based on the development of such a corridor. Below is a sample phasing program for a prototypical block that uses the rail transit system as a baseline. The phasing strategies can be applied to any rail transit station area as development occurs and as appropriate. The TOD Plan also recommends opportunities for joint development at the rail transit station areas between property owners and public agencies in order to help fulfill the overall community vision.

PHASE 1

Phase 1 is the opening of the three rail transit stations currently under construction. Blocks adjacent to the rail transit stations may be used as surface park-and-rides facilities to serve users of the rail transit line. These surface lots may only be temporary but should be landscaped as much as possible to enhance user satisfaction and reduce the heat island effect that can occur with large paved areas. In addition, street trees should be planted during the first developed portion of the "main street" to help create a pleasant walking environment for pedestrians. Crosswalks and sidewalks will be provided as appropriate at this time, as well as possibly lining the perimeter of the parking lot with food trucks or other pop-up businesses to ensure "activity on the street."



Phasing Strategies, Phase 1 (for illustrative purposes only).

PHASE 2

Over time, as TOD is attracted to the areas surrounding the rail transit stations, surface parking lots will become 'underutilized' given the increase in their overall market value. In response, Phase 2 produces the first mixed use building on the primary corner of the lot closest to the rail transit station area. This building will act as an anchor and catalyst for the area. The remainder of the site will remain a surface parking lot (possibly with pop-up businesses along the perimeter) to serve both the building tenants and the transit riders until further development becomes economically feasible.

Riders utilizing the rail transit stop will help to support the shops, restaurants, and other tenants of the building as the riders move from the rail transit station to the parking lot beyond.



Phasing Strategies, Phase 2 (for illustrative purposes only).



PHASE 3

As market conditions warrant, Phase 3 expands upon Phase 2 by adding a second building extending facades along the street that begin to resemble characteristics of a “main street.” This street will cater to pedestrians with an active ground floor, including services, retail, restaurants and cafes. The ‘main street’ will help to establish the rail transit station area’s identity and provide an amenity for residents, visitors and workers.

In addition, Phase 3 also includes the development of residential-only buildings perhaps situated behind or to the side of the fronting ‘main street’ mixed use buildings. The residents of these buildings will help to support the businesses in the mixed use buildings. This will be an attractive place for potential residents because of its proximity to services, shops, restaurants and transit. The residential units closest to the rail transit station will be at a premium because of the amenity of nearby rail transit service.

Additional amenities to the growing neighborhood may also be provided. Landscaping, trees, gathering spaces, and pedestrian connections to support safe, comfortable, pedestrian-friendly streets throughout the neighborhood.



Phasing Strategies, Phase 3 (for illustrative purposes only).

PHASE 4

Phase 4 represents full build-out. The entire block is complete and the surface parking has been replaced by more residential and mixed use buildings and an optional parking structure that will serve the entire site as well as rail or bus transit riders. The full build-out block represents a dynamic and cohesive development. The residents support and are attracted by the mixed use 'main street' which is fully developed and active. A vibrant, pedestrian-oriented streetscape awaits visitors, users of the transit line and residents. In addition, any plazas, courtyards, or other open spaces may provide residents and visitors with a public or semi-private space to pause and relax, to eat their lunch, or meet friends and family.



Phasing Strategies, Phase 4 (for illustrative purposes only).



B. IMPLEMENTATION STRATEGIES

TABLE 5 - IMPLEMENTATION MATRIX

	Dev	HART	DDC	DFM	DPR	DPP	DTS	DOT	UHWO
Transit plazas at station		L				S	L		
Greenway beneath and adjacent to the elevated rail transit line	L		S	S	S	S	S		
Integrate neighborhood open spaces	L		L			L			
Create new local streets to improve connectivity and circulation	L		S	S		S	S		
Construct bicycle and pedestrian paths in the TOD Special Districts	L		S	S		S	L		
Accommodate outdoor dining and pedestrian amenities in the public sidewalk areas	L			S		L	S		
Transit plazas on both sides of Kualaka'i Pkwy to serve Keone'ae rail transit station	S					S	L		
Elevated pedestrian walkways crossing Kualaka'i Pkwy		S					L	S	S
Multi-Use path adjacent to Kualaka'i Pkwy			S		S		L	S	
Bus transfer facility mauka of Ho'omohala Avenue			S	S			L		
Park-and-Ride facility on the mauka side of Ho'omohala Avenue		L					L		

L = Lead Agency

S = Supporting Agency

Dev – Developer or Landowner (Public or Private)
 HART – Honolulu Authority for Rapid Transportation
 DDC - Department of Design and Construction
 DFM - Department of Facility Management
 DPR - Department of Parks and Recreation

DPP - Department of Planning and Permitting
 DTS - Department of Transportation Services
 DOT - Department of Transportation
 UHWO - University of Hawaii - West Oahu

C. COMMON FUNDING TOOLS

Successful implementation of TOD in East Kapolei will require, on both private and public lands, costly upgrades to various regional infrastructure, including drainage solutions, multi-modal connectivity, and utility systems addressing electrical, sewer and water needs of the planned developments.

In order to fund such improvements in a timely manner and, therefore, be poised to realize the values created by transit service, State and City entities are exploring a variety of financing tools and other incentives. Public investments in a transit area may be in the form of developing or paying for the additional or enhanced infrastructure necessary to support the higher densities and quality of life factors targeted by TOD. Needed infrastructure is also supported when the public sector enables special financing tools or lends its preferential financing abilities to private sector players who may ultimately implement the infrastructure. Particularly in under-served areas, such investments send a signal to the private sector that the area has development potential and improve the physical and economic attractiveness of the area for private investment.

This section provides an introduction to various tools commonly used to fund public and regional infrastructure and notes some other incentives that governments can offer to encourage private sector contributions.

OVERVIEW

Tools for funding public infrastructure are diverse and expanding. They should be thought of as four broad and overlapping categories that identify where the funding comes from. See the subsequent sections for further information on each of the examples cited.

Note that there will be overlap between the different categories of funding described below. For instance, a revenue bond may be considered a new source of funds if such bonds are funded by increased rates or fees or it can be considered a revenue diversion if the revenue that is used to pay back the bond comes from existing rates or fees.

Revenue diversion

One funding approach is to divert taxes or fees that would have otherwise gone to a general fund, and commit them to a special use, generally for a defined period. Most often, this is applied to taxes or fees expected to be generated by the new development that is to be enabled by the improvements. Revenue bonds, Payments in Lieu of Taxes (PILOTs) and Certificates of Participation (COPs) are examples.

New revenues

Other mechanisms create new sources of revenue, adding new costs or fees to projects or properties that are considered to benefit from the improvements. Community Facility Districts (CFDs), Improvement Districts (IDs) and impact fees are examples.

Outside funding

Some mechanisms, such as GO bonds, Public-Private Partnership (P3) structures, and grants, bring outside (non-local and/or non-governmental) funds to the table, which may or may not need to be paid back via a financing mechanism.

Developer incentives

In addition to facilitating the funding of needed infrastructure, governments can offer a variety of tax and other incentives to encourage desired developments in TOD zones. These generally involve the forgiveness of tax or other revenues by the public sector and thus are an indirect funding mechanism. Such programs are most often targeted at affordable housing but may also support infrastructure development.

Financing approaches

Where public funds are to be used, their financing can be considered in two categories. Depending on the options for infrastructure available, the needs of the community and the tolerance of the electorate, public financing often takes the form of a “pay-as-you-go” measure, long-term borrowing, or a combination of the two.

- With the pay-as-you-go approach, government spends revenues from general appropriations or a dedicated funding source. This funding source, which can include property taxes, general excise tax (GET) set-asides, real estate transfer taxes and one-time impact fees or even fines and budget surpluses, can be attractive to debt-resistant constituents and public officials. Pay-as-you-go means year-by-year accountability and no borrowing costs. However, it also means that the revenue may not all be available when projects are actually needed. For example, the amount of pay-as-you-go funds collected to date may not be sufficient to pay for a large capital project that is needed in the near-term.
- Borrowing presents its own set of opportunities and obstacles. On the opportunities side, government-sponsored debt can provide a community with the revenue and flexibility it needs up-front to fund large-scale infrastructure projects, at borrowing rates that are lower than those available to the public sector. Bonds are typically paid off over 30 years with tax-exempt interest rates. Financing charges are part of the package, however, and convincing constituents and/or public officials of the merits of incurring debt can be challenging.

Often, the two techniques are combined to take advantage of the most attractive elements of both methods. In this scenario, the revenues will contribute toward certain projects over time as well as used to pay debt service on bonds that have been issued to bring in up-front cash to pay for projects needed in the near-term.

The sections below provide brief descriptions of common public finance tools and other programs. In addition, the table below summarizes the funding buckets (i.e., new revenue source, diversion of revenues, or outside revenue source/developer incentive) for each type of mechanism.

Table 6 – Common Public Finance Tools and Other Programs

New Revenue Source	Diversion of Revenues	Outside Revenue Source/Developer Incentive
<ul style="list-style-type: none"> • Utility Revenue Bonds (if bonds are funded by increased rates or fees) 	<ul style="list-style-type: none"> • Utility Revenue Bonds (if bonds are funded from existing rates or fees) 	<ul style="list-style-type: none"> • Public Private Partnerships • Other programs and federal credits
<ul style="list-style-type: none"> • General Obligation Bonds (if bonds are funded by a new or increased revenue source) 	<ul style="list-style-type: none"> • General Obligation Bonds (if bonds are funded by an existing revenue source) 	<ul style="list-style-type: none"> • General Obligation Bonds
<ul style="list-style-type: none"> • Community Facilities Districts 		
<ul style="list-style-type: none"> • Lease Revenue Bonds and Certificates Of Participation (if bonds are funded by a new or increased revenue source) 	<ul style="list-style-type: none"> • Lease Revenue Bonds and Certificates Of Participation (if bonds are funded by an existing revenue source) 	
<ul style="list-style-type: none"> • Impact Fees and Capacity Charges • A Districts and Improvement Districts 	<ul style="list-style-type: none"> • Payment In Lieu of Taxes and Tax Increment Financing 	
<ul style="list-style-type: none"> • General Excise Tax (if it is a tax increase) 	<ul style="list-style-type: none"> • General Excise Tax (if using the existing tax) 	

1. UTILITY REVENUE BONDS

Revenue bonds typically address the capital needs of utility facility development, and are instruments floated by a municipality or public utility operator that are secured by a specific and related revenue source. For instance, water rates that consumers pay for utilizing water facilities/services can be used to underwrite utility revenue bonds to develop new wells, tanks or transmission facilities. Likewise, rates charged for sewer use can underwrite revenue bonds to support development of wastewater facilities.

2. GENERAL OBLIGATION BONDS

State and City governments may also float GO bonds. GO bonds differ from revenue bonds in that they do not tie the infrastructure financing to a specific and related source of income, but rather the repayment of the bonds must be assured by the “full faith and credit” of the issuing jurisdiction. Government’s ability to issue GO bonds is limited by a cap on the amount of total outstanding GO bond debt in relationship to its general fund revenues. For the State, GO bonds must meet approval by the Legislature, while for the City, terms are outlined by the Director of Finance.

3. COMMUNITY FACILITIES DISTRICTS

A Community Facilities District (CFD) encompasses a defined area that must be authorized by the County Council to levy special taxes to finance the construction, reconstruction or acquisition of certain designated capital facilities (infrastructure). These future revenues are typically used to issue a bond to support improvements up-front. The special taxes are in addition to the other property taxes otherwise paid by property owners and must be approved by affected owners (if protests are received from owners of more than 55% of land, or from more than 55% of landowners, then they cannot proceed with formation of the CFD).

Once approved, the new special taxes will appear on the City property tax bills of the parcels included in the CFD boundary. In Hawai’i, the resort community of Kukui’ula was the first to form a CFD in 2008 and subsequently issue bonds in 2012. Additional bonds are expected to be issued in December 2019.

4. LEASE REVENUE BONDS AND CERTIFICATES OF PARTICIPATION

A Lease Revenue Bond or Certificate of Participation (COP) is a bond or certificate that is repaid by income generated by lease revenues on public lands being used for a particular project. COPs do not rely on property taxes and hence may be somewhat easier to implement than certain other approaches.

5. PUBLIC-PRIVATE PARTNERSHIPS

A public-private partnership (P3) is a contractual agreement between a public agency and a private entity to deliver a service or facility that benefits the general public, while also generating private revenues that support the private party's interest. P3 structures generally assign a major share of the risks of design, financing, building, operating and/or maintaining a public facility to the private party in exchange for a negotiated share of revenues from the public facility operation and/or private development rights to related areas. In Kapolei, the James Campbell Company and the State Department of Transportation have executed a P3 for a complex of highway interchanges in Kapolei, and UHWO is considering a P3 to fund expansion of the university campus. Likewise, the Aloha Stadium Authority and the HART are considering P3 proposals for their projects.

6. IMPACT FEES AND CAPACITY CHARGES

Impact fees and capacity charges are fees that may be imposed on new developments by a public agency to mitigate the impacts of the new development on infrastructure needs of that agency. A development impact fee must be supported by a needs assessment study and approved through City Council Ordinance. The fee is typically collected from the builder or developer at the time of building permit issuance. Examples include impact fees charged by the BWS for new residential and commercial developments. At the state level, the DOE charges an impact fee on new residential development in the Leeward District, including East Kapolei.

7. PAYMENT IN LIEU OF TAXES AND TAX INCREMENT FINANCING

Payment-In-Lieu-Of-Taxes (PILOT) is a method of “value capture” that essentially diverts taxes which would have otherwise been paid by a private entity, and directs them to fund a particular infrastructure development or operations. PILOTs require an agreement between a private entity and possibly multiple public entities. PILOT programs often work in conjunction with P3 structures where a private development is occurring on public lands.

One type of PILOT often used on the U.S. mainland is known as Tax Increment Financing (TIF). TIF “captures” the additional property taxes generated by private development projects to finance the up-front public development costs. These funds could provide the necessary amenities to help spur development in targeted locations. Both PILOTs and TIFs divert property taxes to be used toward a specific project(s). However, TIF has not been implemented in Hawaii due to regulatory concerns.

8. ASSESSMENT AND IMPROVEMENT DISTRICTS

The State of Hawai'i, Hawai'i Community Development Authority has authority to assess special assessments for various improvements and infrastructure and to

issue bonds backed by these assessments in areas it oversees, such as Kaka’ako. The City has authority to assess special assessments for certain water, sewer, and street improvements and to issue bonds backed by these assessments in defined areas.

Assessment districts may also take the form of a Special Improvement Districts (SIDs) or Business Improvement Districts (BIDs). SIDs and BIDs generally address the development or maintenance of supplemental facilities and improvements such as landscaping and park facilities. For instance, the unique street standards in Waikīkī are supported by the Waikīkī BID.

9. GENERAL EXCISE TAX SURCHARGES

The State of Hawai’i has recently permitted counties to adopt a surcharge on the State’s GET at a rate no greater than 0.5%. The City was first to enact this surcharge, adopting a 0.5% surcharge that is effective from January 1, 2007, to December 31, 2020. This surcharge is currently limited by State Legislation to supporting capital and operating costs of the City’s mass transit project.

10. OTHER PROGRAMS AND FEDERAL CREDITS

Other sources of financing include grants and loans such as from:

- Private foundations
- The Transportation Infrastructure Finance and Innovation Act (TIFIA)
- The State’s Dwelling Unit Revolving Fund (DURF)
- Rental Housing Revolving Fund
- Federal Transit Administration (FTA) Small Starts/New Starts programs
- US Department of Housing and Urban Development (HUD), Community Development Block Grant (CDBG), HOME, and HTF grant programs

There are also various federal tax credit programs such as:

- Opportunity Zones – A program created in 2017 that allows investors to re-invest unrealized capital gains into identified geographic areas in exchange for tax deferral and other benefits.
- Low Income Housing Tax Credits (LIHTC) – A long-standing federal program with funds administered by the states that supports low income housing development by allowing investors to claim income tax credits.
- HMMF Tax-Exempt Bonds
- New Market Tax Credits – A program that provides various incentives to direct investment to qualifying, distressed communities.

11. DEVELOPER INCENTIVES

While not a means of generating financing for projects, tax abatement programs likewise encourage new TOD development by exempting the property tax or other payments for a period of time or offering density bonuses in exchange for meeting certain TOD goals. Examples include the real property tax exemptions granted for local income rental housing on Oahu.

