

City and County of Honolulu



Implementation

Infrastructure & Current Projects

September 19, 2013

What we'll talk about today

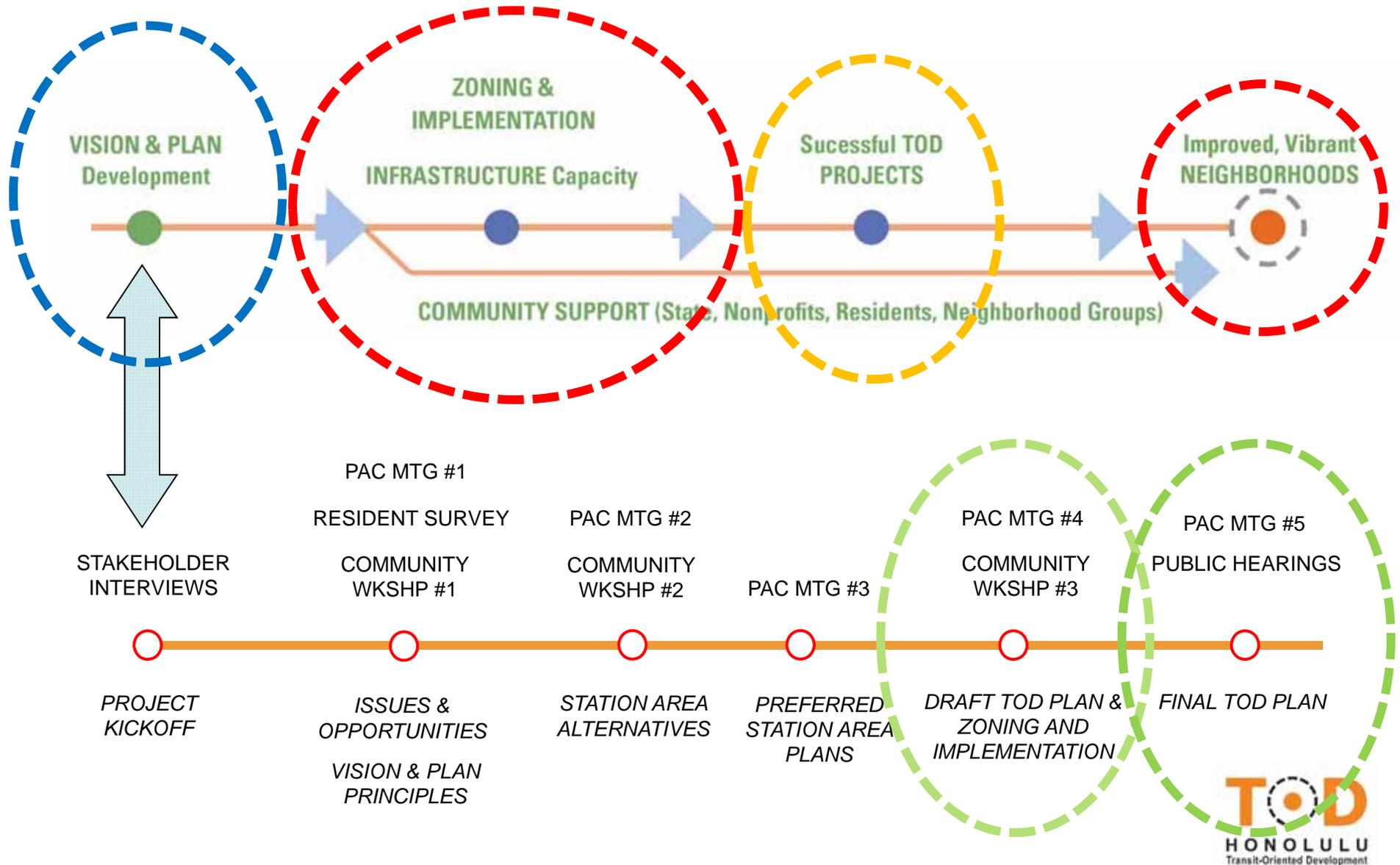
- Background and overview
- Draft implementation strategy
- Sub-cabinet/agency presentations
 - Opportunities for overlap and leverage
- Pending/upcoming projects
- Potential catalytic projects
- TOD Symposium (*Sat. Nov 16, NBC*)

Where we came from

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



Where we are – and where we're going



Where we're going

Create choices and a high-quality, healthy urban lifestyle

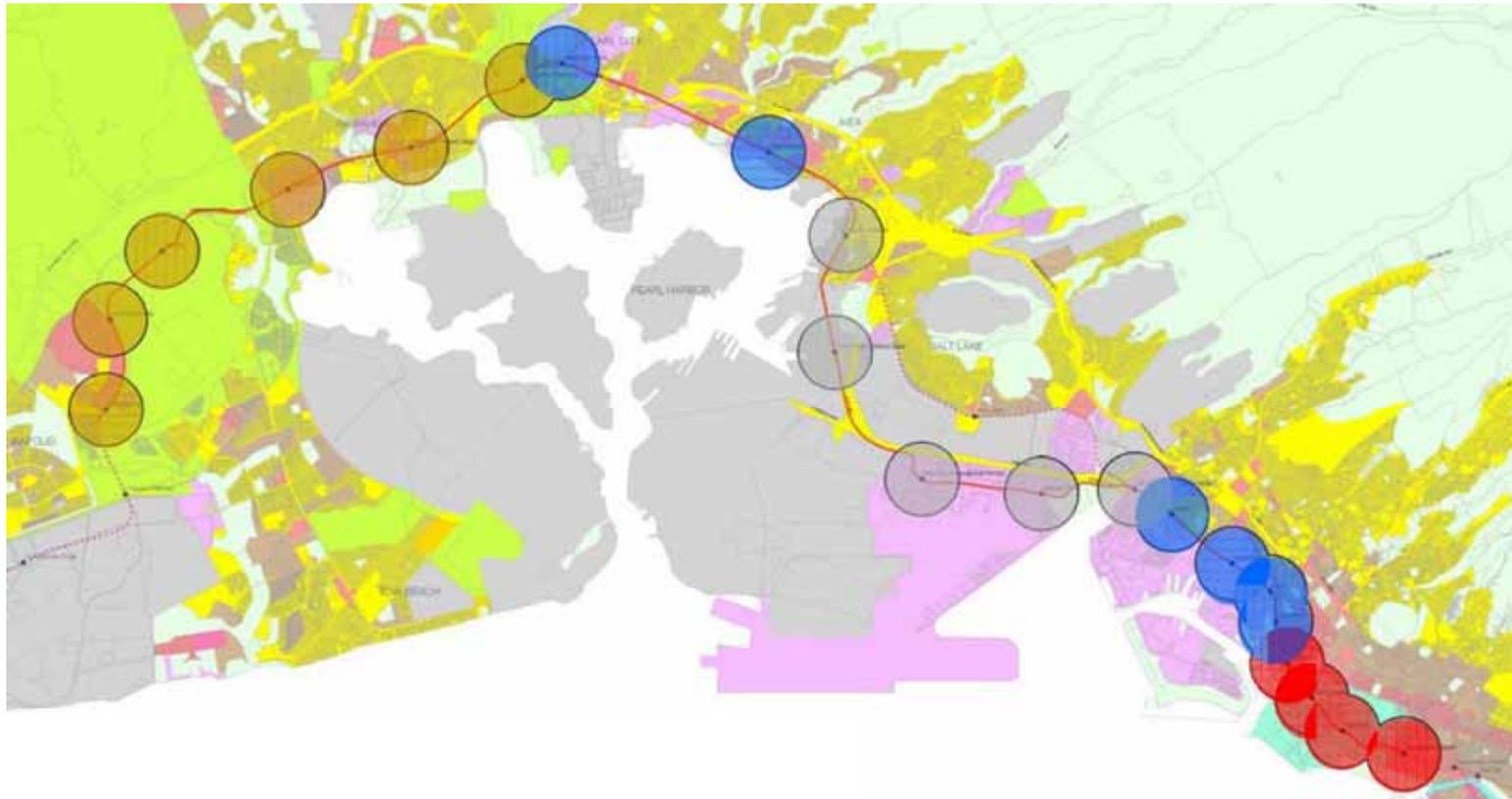
- Series of walkable, diverse, age-friendly neighborhoods
- Each station area has own unique identity
- Connect homes with jobs, goods, services & parks
- Scale of new development fits community context
- Revitalize older communities



It's about people and their neighborhoods



It's about people and their neighborhoods



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

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



Draft Implementation Strategy

Developing the strategy

- Review agency initiatives, needs, resources
- Analyze and refine the TOD Plans
- Identify overlapping needs and opportunities
- Leverage partner resources and initiatives
- Identify short term and long term priority areas
- Identify potential catalytic projects
- Get public, partner, and Council input

Draft implementation strategy

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

Draft implementation strategy

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

Coupled with

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



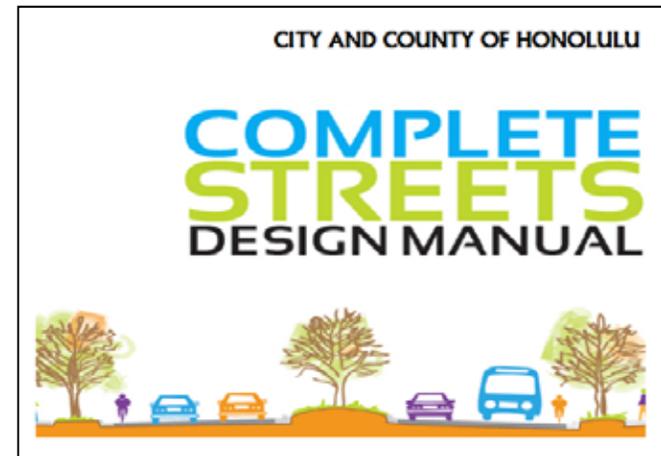
Draft implementation strategy

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



Draft implementation strategy

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



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

Draft implementation strategy

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

Draft implementation strategy

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

Private Investment near Rail

(as of 2009)

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

Private sector will invest in TOD if conditions are right.



Washington Marriott at the Metro Center – Washington DC

Private Investment near Rail



Hollywood/Vine Station – Los Angeles



Waterfront Station – Washington DC



Busch Stadium - St. Louis



Coordination with partners

Build on existing partnerships

TRANSIT - HART

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

TOD - DPP

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



Build on existing partnerships

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

Opportunities and issues

- Airport and Aloha Stadium
- Other State-owned and Federal land
- Planned State and Federal facilities
- Financial tools
 - revolving loan fund
 - District & special area funding
 - Targeted & coordinated grants
 - State % of GET tax



Department presentations

Focus on use of existing/pipeline resources,
overlap and leveraging opportunities

Department TOD strategies

- DTS – Intermodal Connections and Complete Streets
- BWS – Water Systems and Supply
- ENV – Effects of TOD on the Wastewater System
- BFS – Financing Options
- Housing – Housing Choices for All
- DIT – Broadband and TOD

Future: DPR, DDC, DFM: Maintaining the Public Realm

DPP: Codes and Zoning



Intermodal Connections and Complete Streets

Department of Transportation Services

Michael Formby

TOD Infrastructure

Create choices and a high-quality urban lifestyle

- ✓ For the City, the most important “choice” is residents, tourists and business travelers choosing to ride rail
 - ✓ Good news: Rail expands transit ridership levels
 - ✓ Key Challenge and Goal: Facilitate and encourage increased transit ridership through:
 - 1) Efficient, seamless intermodal connections (TheBus, TheHandi-Van, Auto, Bike, Pedestrian)
 - 2) Common fare media & technology (Smart Card)
 - 2) Complete Streets designs that encourage rail ridership

TOD Infrastructure

- ✓ April 2013: Established DTS/HART/OTS working group
- ✓ Efficient and seamless intermodal operations
 - 1) Bus routes and connections with Rail
 - 2) Transit centers/transit connections at Rail stations
 - 3) Common fare media/technology, IT and telecommunications
- ✓ Sep 2013: Consultant hired to conduct a Multimodal Transit Fare Collection study
 - ✓ 1) Implement a next generation transit fare collection system for TheBus and TheHandi-Van that will be compatible with Rail.
 - ✓ 2) Survey fare collection technology/systems, including those utilized at peer multimodal systems.

TOD Infrastructure

- ✓ Efficient and seamless intermodal connections also contemplate:
- ✓ Consistent, mindful and smart Complete Streets designs

Complete Streets are safe, comfortable and convenient for travel for everyone, regardless of age or ability – motorists, public transportation riders, bicyclists and pedestrians.

- ✓ Focus not only on transit/motor vehicle access and connections, but:
 - 1) Easy access and accommodations for the Disabled
 - 2) Convenient pedestrian access with welcoming and comfortable streetscape
 - 3) Bike access with bike facilities (bike lanes/paths, bike storage, Bike Share)

TOD Infrastructure

CITY AND COUNTY OF HONOLULU

COMPLETE STREETS DESIGN MANUAL



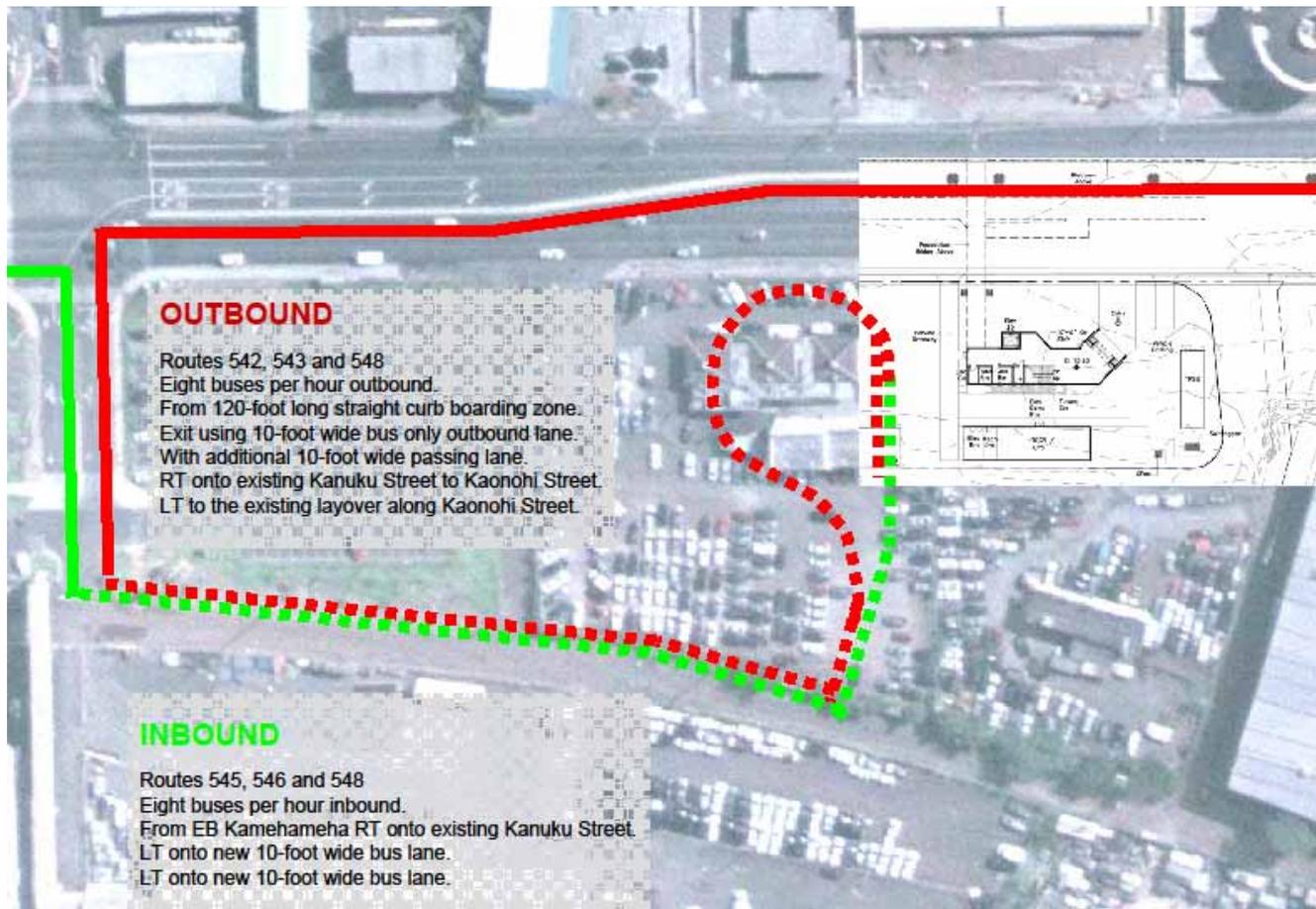
TOD Infrastructure

- ✓ Intermodal connections at a transit system level



TOD Infrastructure

- ✓ Intermodal connections at specific rail stations - PearlrIDGE



TOD Infrastructure

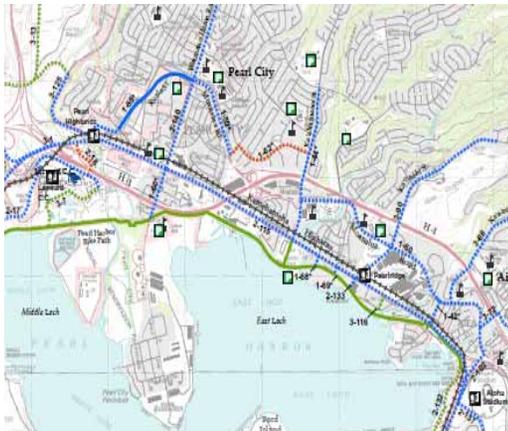
- ✓ Pedestrian paths with welcoming and comfortable streetscape



TOD Infrastructure



- ✓ Bike access with bike facilities (bike lanes/paths, bike storage, Bike Share)
 - ✓ Oahu Bike Plan revised August 2012
 - ✓ Integrate the Rail transit stations into a regional bike network
 - ✓ New bike lanes, connections to existing paths/lanes
 - ✓ TOD plans enlarge the regional bike network
 - ✓ Plans incorporate bike storage facilities and Bike Share



TOD Infrastructure

Remove the barriers to people riding Rail

or

Create an environment that encourages people to ride Rail

The City's goals, executed by the DTS team and our partners:

Promote all **multimodal options**

Make the connections **seamless**

Keep the system **on time**

Provide **common fare media**

Ensure **cost efficient** operations

Provide **excellent way finding**

Create a **comfortable environment** *Mahalo!*



Water Systems and Supply Infrastructure

Board of Water Supply

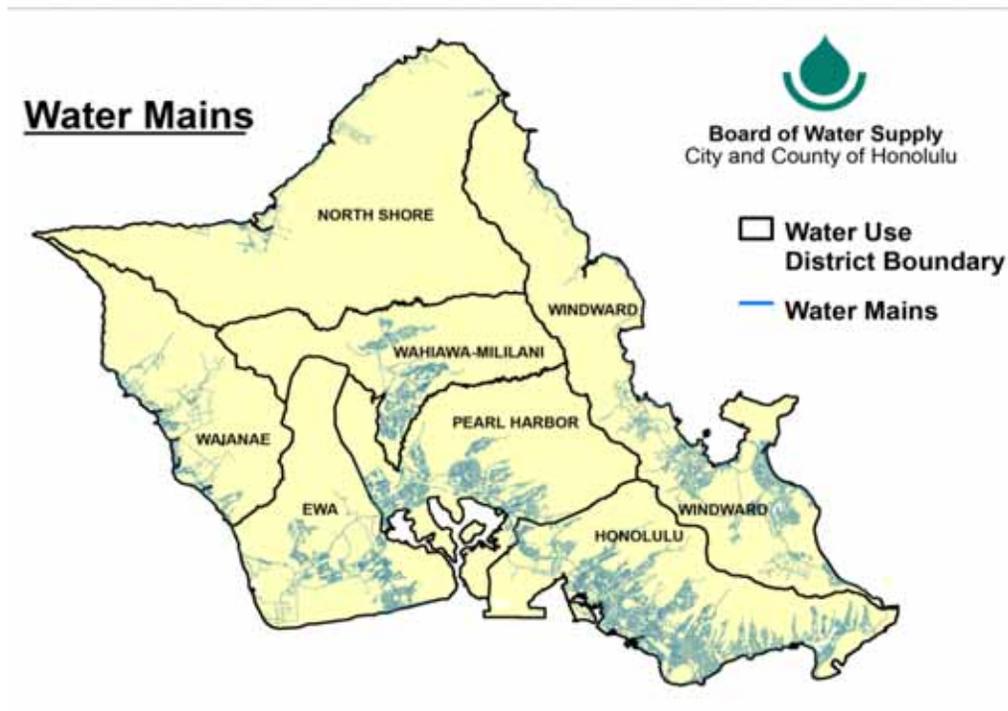
Ernie Lau

WATER FOR LIFE

Safe and dependable water now and into the future



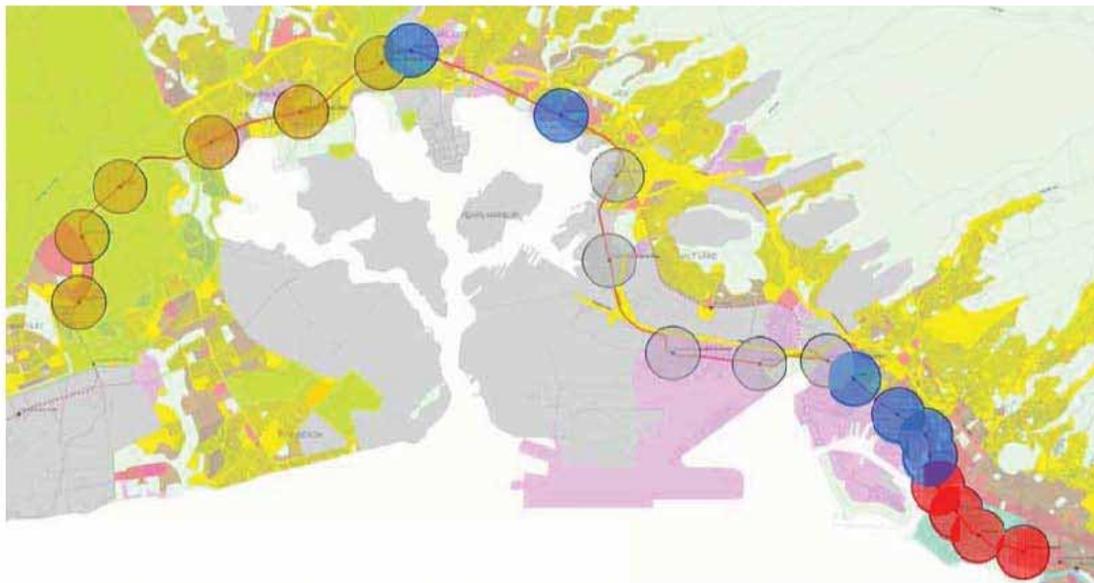
Board of Water Supply
City and County of Honolulu



- The rail corridor crosses 5 water systems (215, 228, 285, 277 & 180)
- The water systems in South Oahu are extensive and integrated but aging
- The systems have available but limited capacity and there are no development restrictions at this time



Station Area Character



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

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

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

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

- The Major Urban Centers and Urban Neighborhoods (blue & red dots) will have the most impacts on the area's aging water system infrastructure
- Estimated water demand is about 17 mgd, (Excludes Ewa, Aloha Stadium to Lagoon)



Water Availability

- Water availability will be confirmed when the building permit applications are submitted for review and approval.
- The developer will be required to pay the applicable BWS Water System Facilities Charges
- Water systems improvements may be required as determined by BWS on a case-by-case basis
 - TOD projects are responsible for localized distribution system upgrades

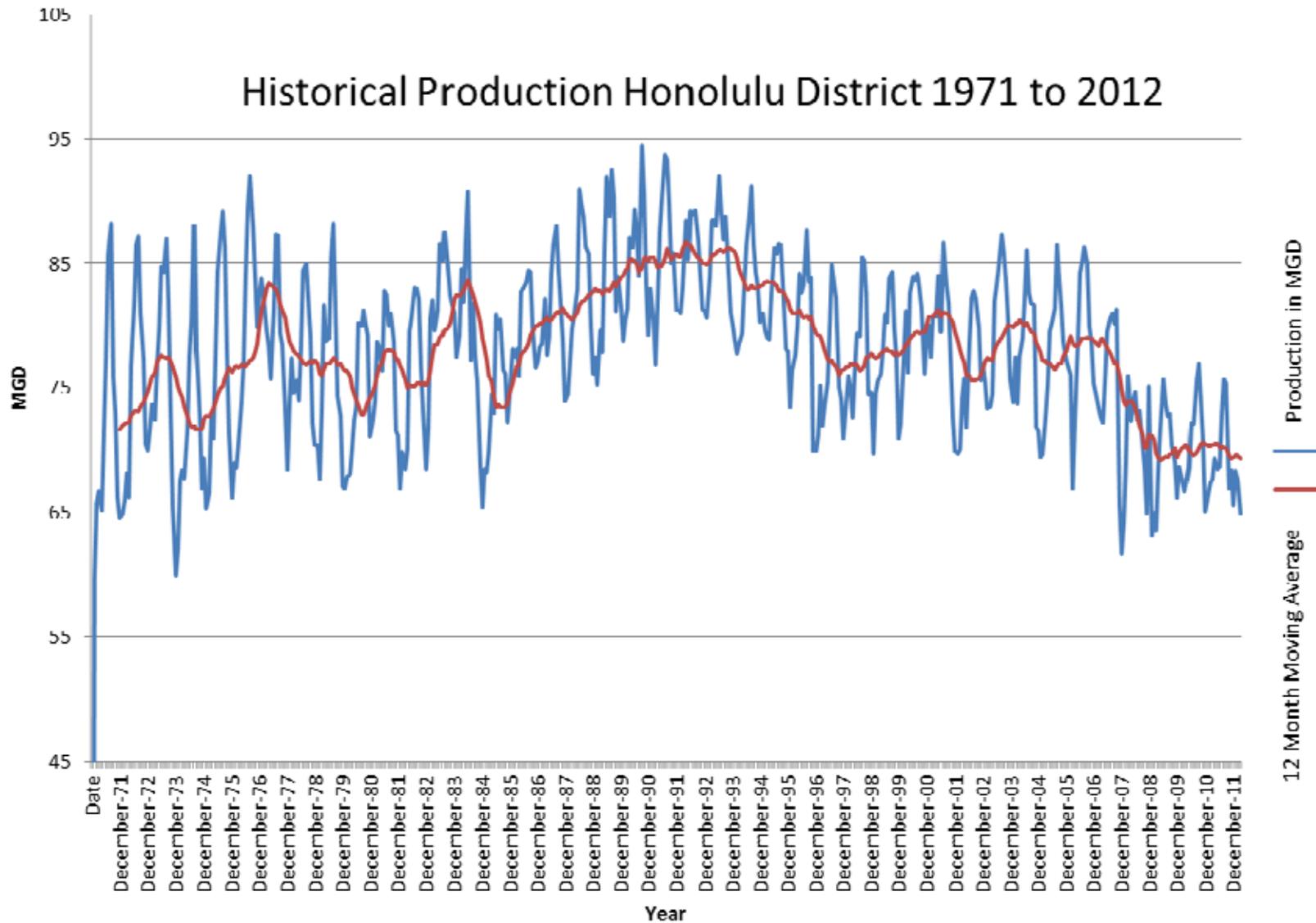
WATER FOR LIFE

Safe and dependable water now and into the future



Board of Water Supply
City and County of Honolulu

Historical Production Honolulu District 1971 to 2012



WATER FOR LIFE

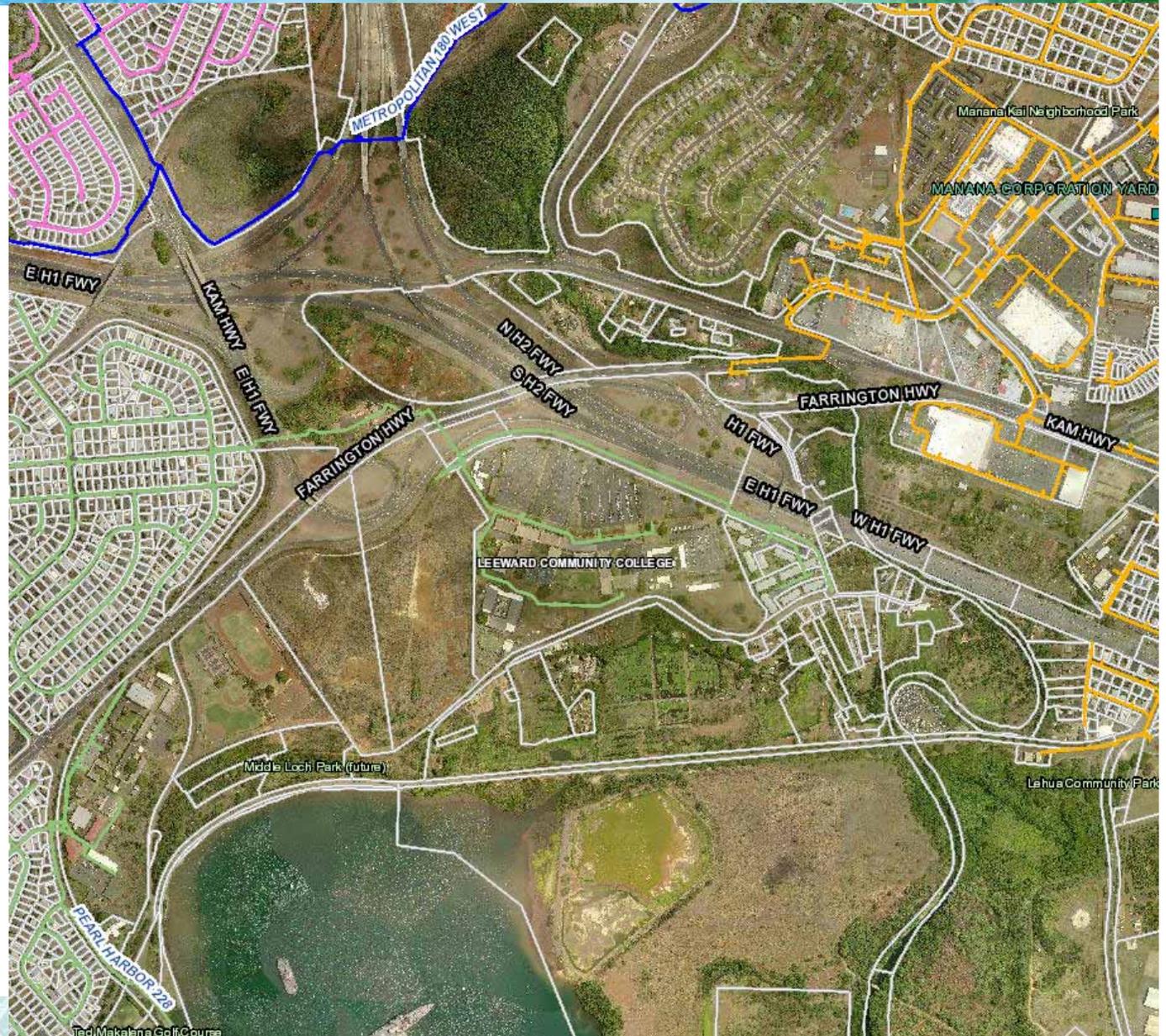
Safe and dependable water now and into the future



Board of Water Supply
City and County of Honolulu

Leeward CC

- Single pipeline feed to LCC limits reliability
- May need to loop pipeline from Waipio Pt. Access Road
- Water master plan required to size new pipelines





Pearlridge

8. Pearl Ridge Station



Aerial view of Pearl Ridge Station area with 1/4 mile, 2000' and 1/2 mile radii

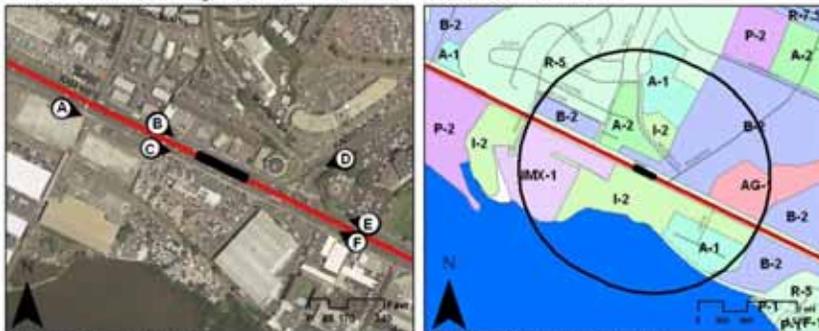
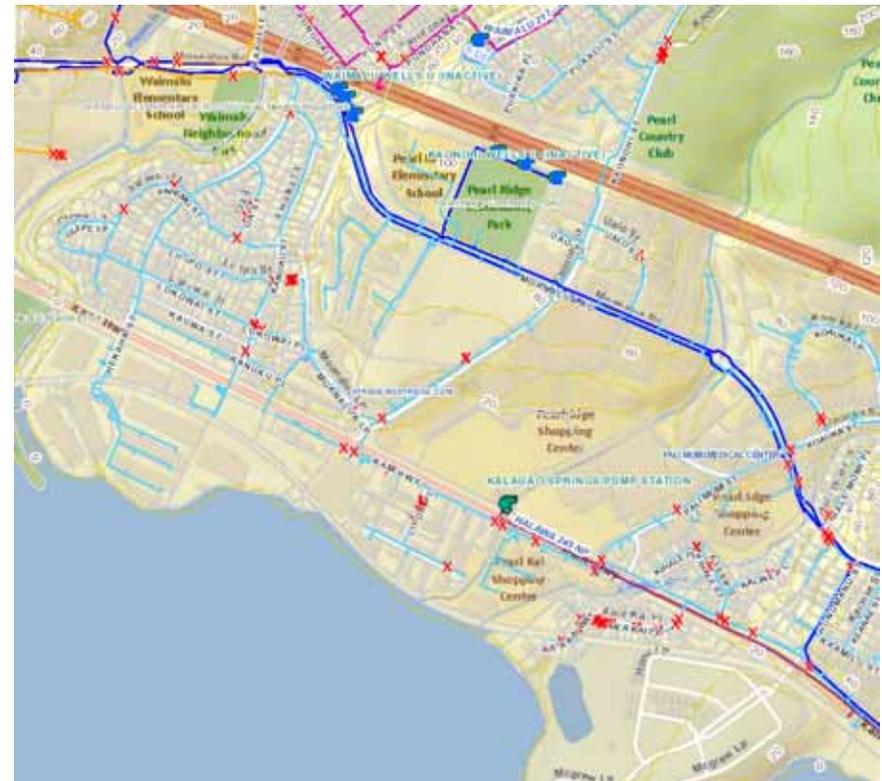


Photo Locations and Headings

Pearl Ridge Station area with zoning



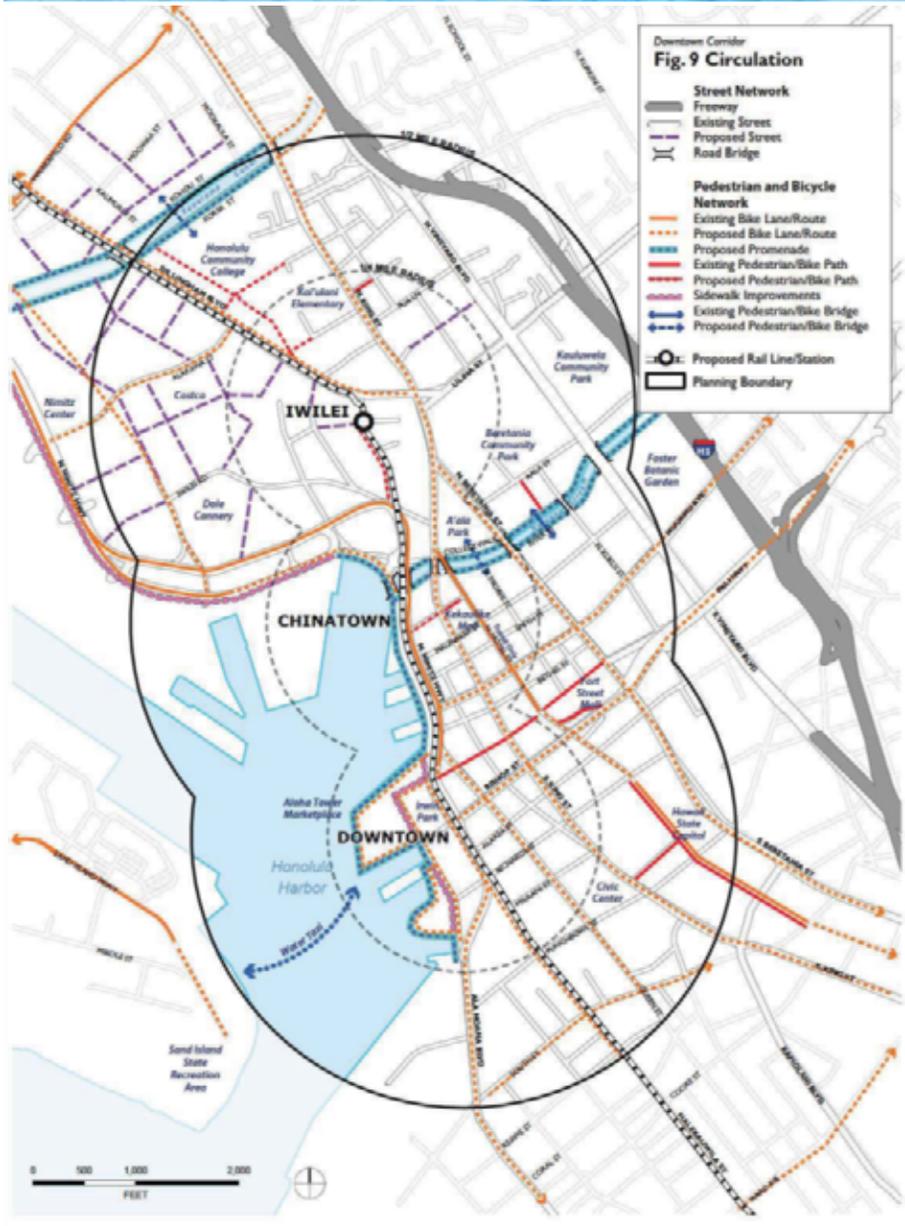
- Kaonohi-Aiea-Halawa 277' has limited source capacity
- Utilize Kalauao Nonpotable Water where feasible
- Pipelines are aging, installed 1960-70's
- TOD projects responsible for localized distribution system upgrades

WATER FOR LIFE

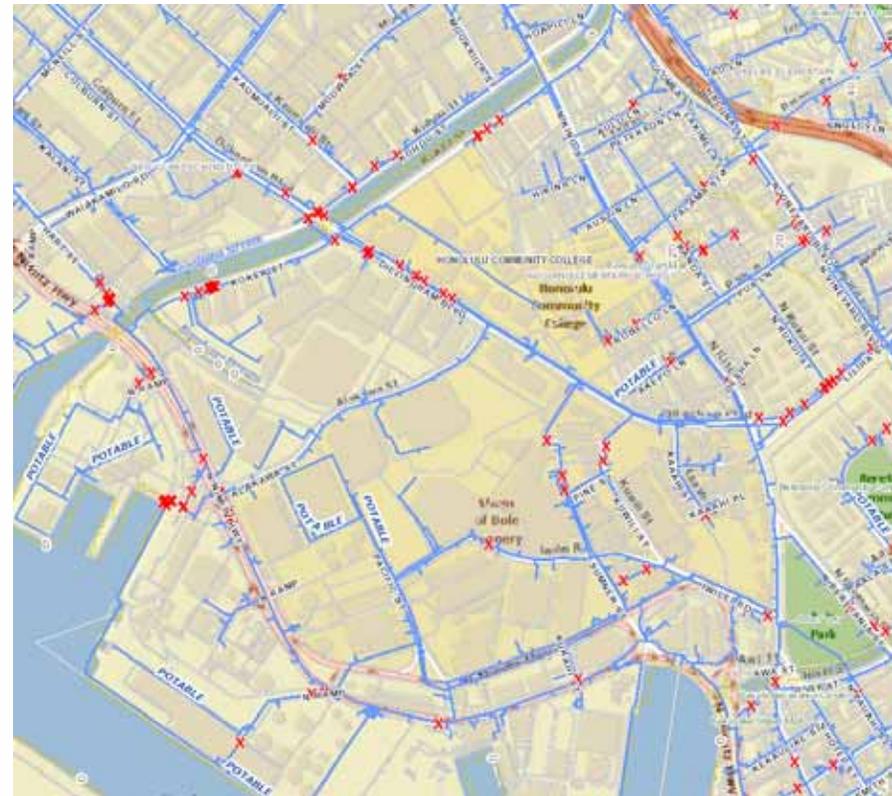
Safe and dependable water now and into the future



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Iwilei Stations



- Pipelines are aging some installed 1930's.
- BWS may require upsizing of old pipelines as needed.
- New Roadways require water master plans to size pipelines for domestic and fire protection

WATER FOR LIFE

Safe and dependable water now and into the future



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Kaka`ako Station

20. Kaka`ako Station

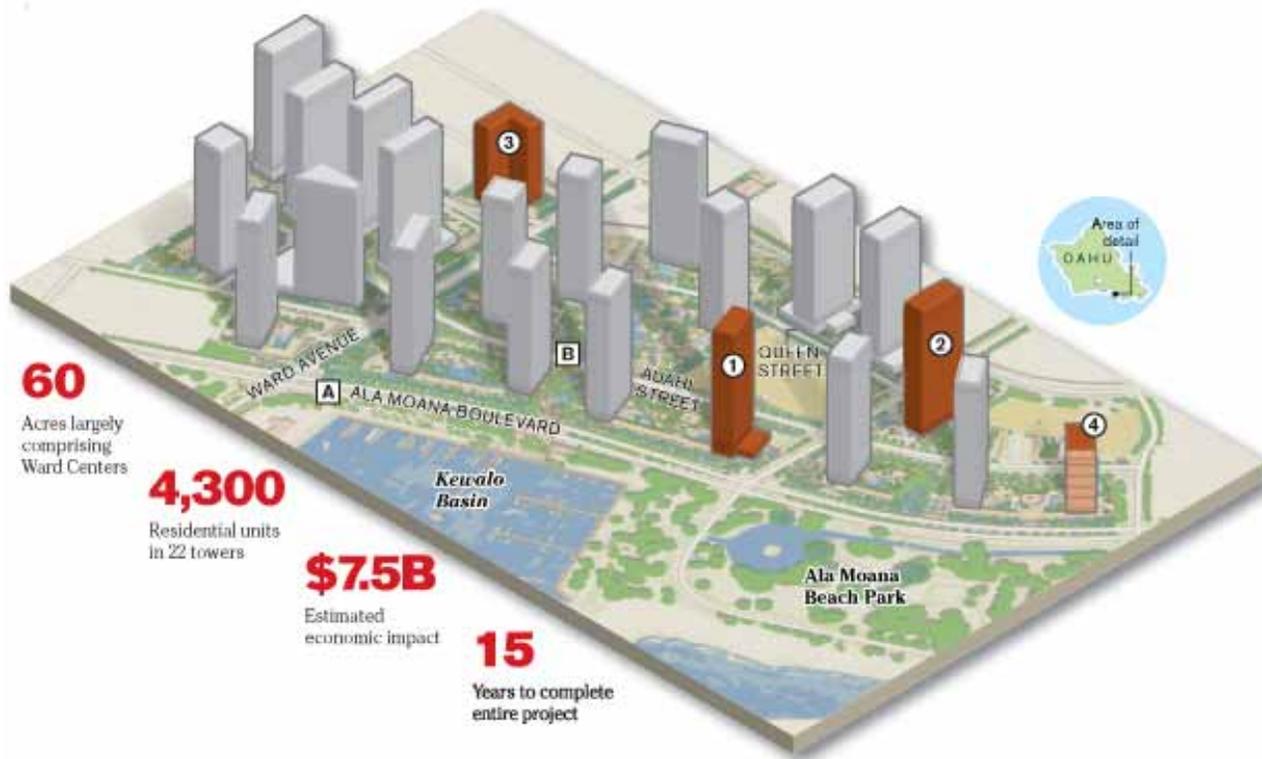
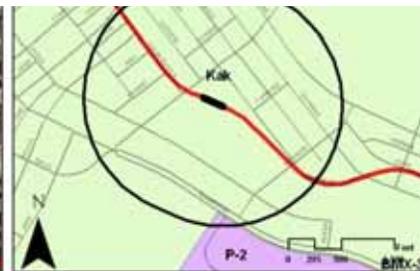


Photo Locations and Headings

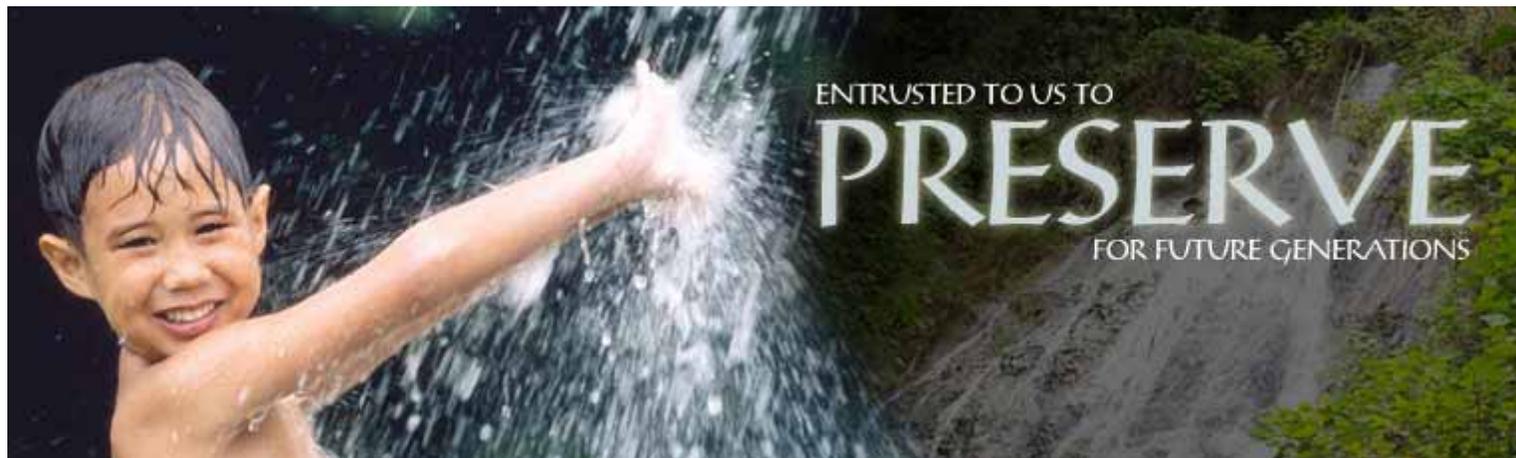


Kaka`ako Station area with zoning

- Pipelines are aging some installed in 1900, 1930-40's.
- BWS may require replacing and upsizing of old pipelines.
- BWS replacing Ala Moana W12" in 6-yr CIP. Will upsize for Kaka`ako growth of 8 mgd



Mahalo and Aloha





Effects of TOD on the Wastewater System

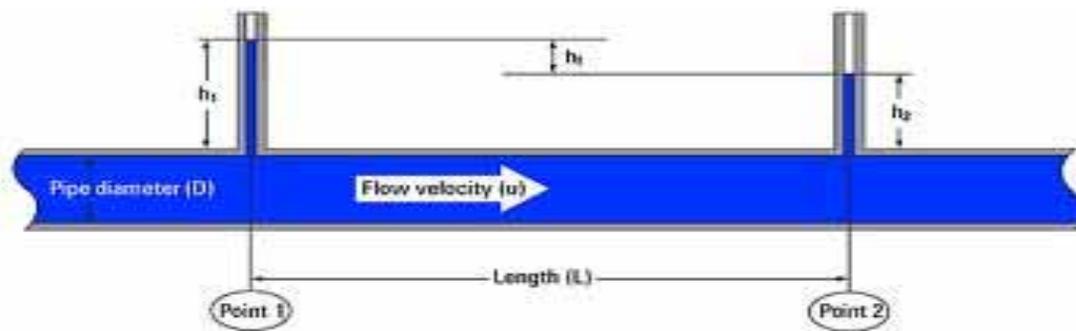
Collaborative Relationship of TOD and Global Consent Decree

Department of Environmental Services

Lori Kahikina

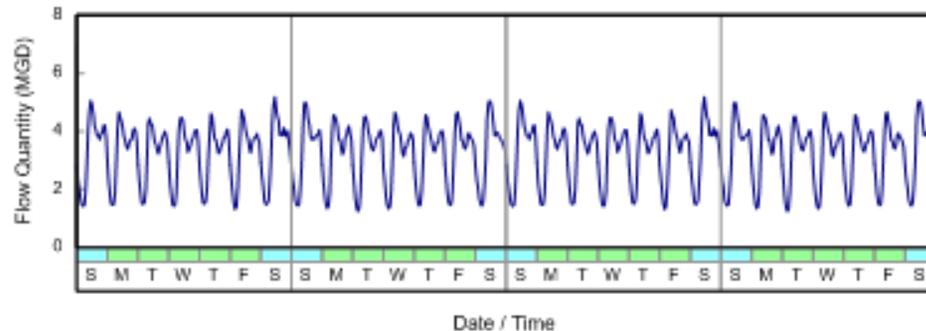
CITY'S NEW FLOW MODEL

- 1995 Flow Model is conservative
- 2013 Flow Model has been adopted by the City
 - More accurate
 - Less conservative
 - Dynamic
- New model allowed additional projects to connect to the existing wastewater system with minimal or no upgrades



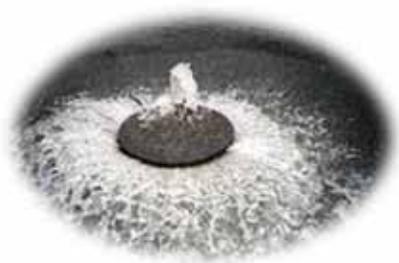
ADDITIONAL INFORMATION TO UPDATE NEW FLOW MODEL

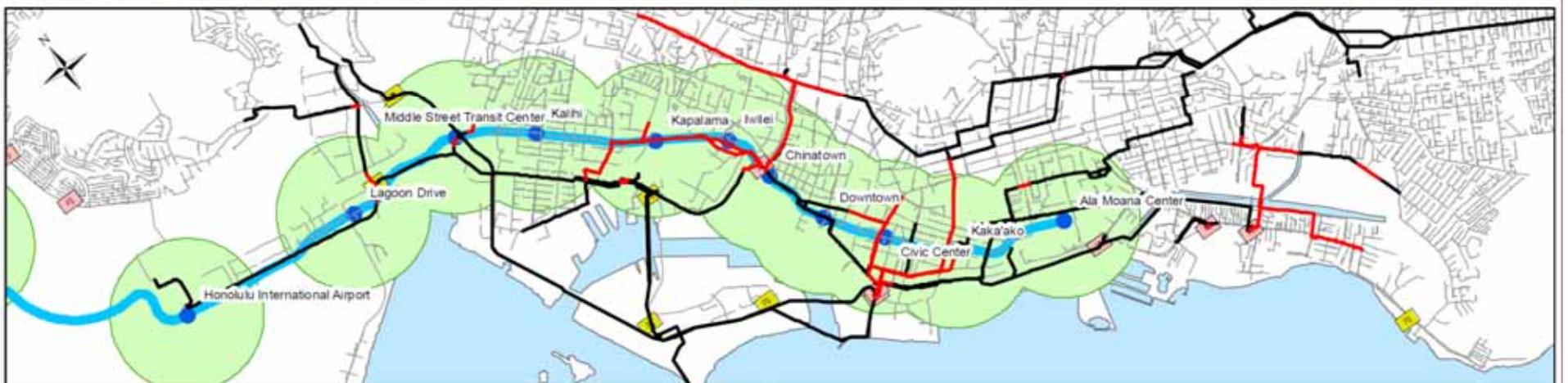
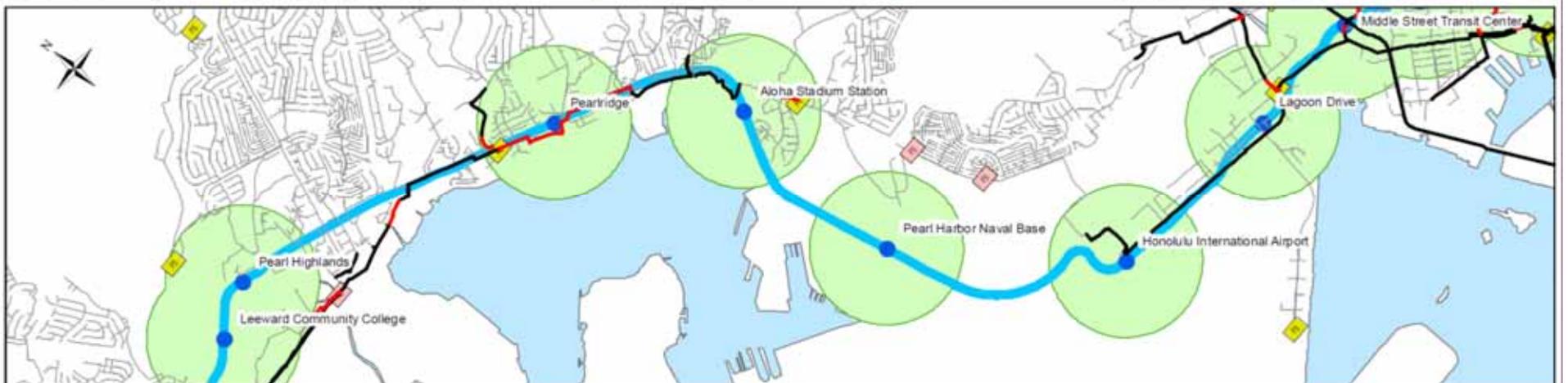
- Density information along TOD
- Projected flow information along TOD at the parcel level
- Pacific Resource Partnership projection along rail alignment
- Projects from major developers
 - Howard Hughes
 - HCDA
 - General Growth
 - Others



CURRENT CAPACITY ISSUES (SOLIDS AND LIQUIDS)

- Sand Island Wastewater Treatment Plant (SIWWTP) Digester is already at capacity
- Current capacity issues are depicted as red lines
 - As additional information provided, map will be updated
- Assumptions include:
 - Only pipes >24" were identified
 - 5-year storm
 - Full-pipe is considered surcharging
 - Projects on a red line or cause a red line will be denied by DPP





INTEGRATING GLOBAL CONSENT DECREE (GCD) AND TOD

- ◉ GCD is the City's priority and may not address all of the capacity issues, but the City will be integrating TOD capacity requirements whenever possible
- ◉ If the City knows in advance the TOD flow projections and project schedule, GCD related projects can be upsized to accommodate the additional capacity
 - Cannot upsize arbitrarily due to odor and corrosion issues
- ◉ Some of the GCD projects may simultaneously benefit TOD
 - Awa Pump Station projects will address Iwilei/China Town red lines
 - Waipahu Force Main projects will address the Pearl Ridge red lines



INTEGRATING GCD/TOD AND OTHER OPPORTUNITIES

- ◉ As City realizes cost savings from GCD Rehabilitation & Replacement projects, it can be applied to capacity projects
- ◉ If relief lines are required and follow the rail route, cost savings can be realized from planning items already completed by rail (i.e. archaeology)
- ◉ Second Digester construction begins the end of this year and completed in 2017 to add solids capacity at SIWWTP
- ◉ Planning funds included in FY14 to analyze TOD capacity requirements



FUTURE CAPACITY PLANNING

- ◉ The City will be developing a plan to evaluate wastewater capacity issues for the next 20 years
- ◉ An immediate solution is not required but the City needs to be vigilant in analyzing capacity issues
- ◉ A possible long-term alternative is a large 15' diameter tunnel (est \$600M) being considered from Beach Walk PS to SIWWTP eliminating 4 PS and capacity issues along that route





TOD Financing and Incentive Tools

Budget and Fiscal Services
Nelson Koyanagi

City Financed

- ❖ **Revenue Bonds**
- ❖ **General Obligation Bonds**
- ❖ **Private Activity Bonds**
- ❖ **Tax Incremental Financing (TIF)**

Developer Financed

- ❖ **Developer fees and contributions**
 - ❖ Impact fees
 - ❖ Infrastructure reimbursement agreement
 - ❖ Developer contributions (community benefits)
 - ❖ Other

***Financed by Property Owners
within a District***

- ❖ **Special Improvement District**
 - ❖ Includes Business Improvement District

- ❖ **Community Facilities District**

Other Financing Alternatives

- ❖ **Public – Private Partnerships**
 - ❖ Contractual agreement between a public agency and a private-sector entity who share in delivering infrastructure for the use of the general public
- ❖ **Special Fund**
 - ❖ Contributions from developers to pay for TOD related costs
 - ❖ City may also make contributions
- ❖ **Affordable Housing**

Developer Incentives

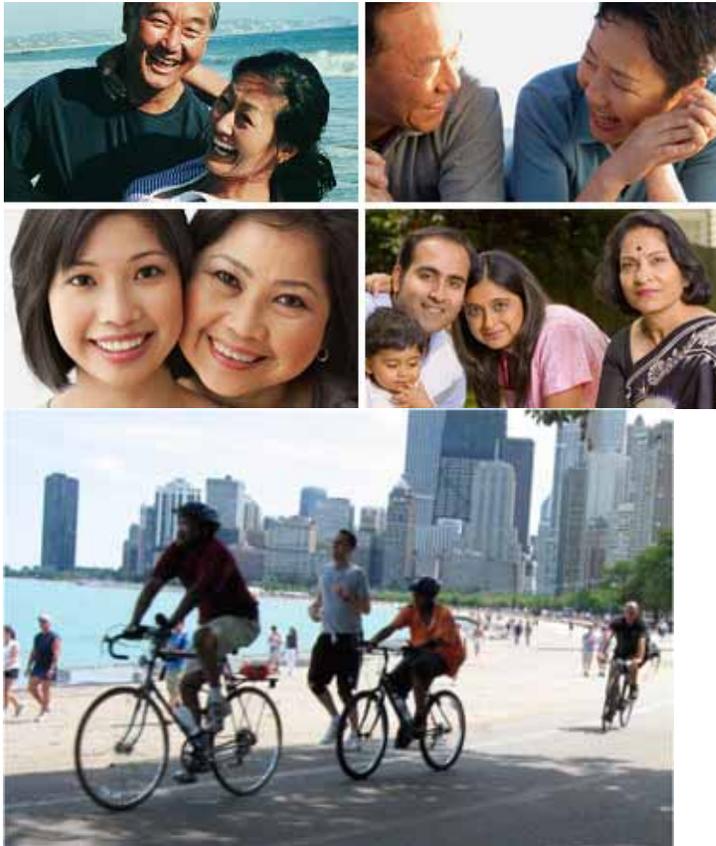
- ❖ **Zoning Incentives** (historically awarded to developers)
- ❖ **Real Property Tax**
 - ❖ City has complete authority and control over real property taxes



Housing Choices for All

Office of Housing
Jun Yang

Housing Choices



Housing opportunities for families at different stages of their lives

Housing Choices



Apartment
Rental

Home
Ownership

TOD is Access

TOD or Transit Enhanced Communities built around the basic ability to live / work / play near major transit hubs

All sectors of our population should have access to keep our communities vibrant



TOD is Access



- Young professionals
- Early families
- Seniors

- University students
- Those seeking urban living

Housing Needs

- Housing units: 340,910
- Housing need: 18,013 units (2011-2015)
- By 2040: 130,000+ new residents
 - Approx. 78,000 new homes needed

Current Housing Policy

- Current City policy triggers development of housing for the workforce through:
 - Unilateral Agreement (Reso 09-241, CD1)
 - Real Property Tax Exemption (ROH 8-10.21)
 - State Laws Governing Affordable Housing (i.e., HRS 201 H)
 - CDBG + HOME Funds
 - Section 8 Program

Current Housing Policy

Unilateral Agreement (Resolution 09-241, CD1)

- Triggered by Zone Change when initiated by developer
- Works best with Greenfields and large open space
- May not be as effective for infill development
- Affordable Housing is one component
- Limited term of affordability
- Short supply of housing units

Current Housing Policy

Real Property Tax Exemption (ROH 8-10.21)

- Incentive to create RENTAL housing
- Minimum of 15 years
- For incomes at or below \$78,300 for a family of 4 (80% AMI)

HRS 201 H Expedited Process

- Developments exempt from statues, ordinances, charter provisions, and rules

TOD Area Housing Policy

Exploring strategies:

- Corridor-wide inclusionary zoning policy
- Incentives to build rental units
- relaxing certain requirements (i.e. parking)
- working group of non-profit and for-profit developers and housing advocates
- Revolving loan fund (rehab)



Broadband and TOD

Department of Information Technology

Mark Wong

What is Broadband?

Broadband is high-speed networking delivered through DSL, cable, fiber, wireless, or satellite

Download times for a 100MB file



Service	Speed	Time
64kb Dialup	64 kbps	3.47 hours
T-1	1544 kbps	8.63 Minutes
DSL	7 Mbps	1.86 minutes
Ethernet	10 Mbps	1.33 minutes
Gigabit	1 Gbps	0.84 seconds
Fiber	10 Gbps	0.08 seconds

Economic Development



Broadband enables local communities to develop, attract, retain and expand job-creating businesses and institutions.

Educational Benefits



Provides students and teachers with access to resources such as photos, videos, music, animations, interactive lessons and oral history collections.

Public Safety



Wireless broadband is essential to the interoperability of police, fire, health and other government entities that protect the public from both day-to-day and crisis situations.

Applications for Broadband



Telework



Tele/Video-conferencing



Public Safety



4G/LTE cellular service



Wi-Fi



Cloud Computing



eCommerce



eGovernment



Disaster Recovery



Distance Education



Telemedicine



Television and Video

Transit-enhanced neighborhoods

- Telework Center
- Community Meeting Space
- Data Center
- Classroom
- Video Production Studio
- Video Conference Center
- Branch Office
- Innovation Center
- Banking Center
- Electronic Kiosk
- Medical Clinic
- Training Center

Expanding Broadband Capacity



- Honolulu Rail Transit will allow the city to expand capacity over one-thousand fold
- Ribbons of fiber will be run inside the guideways
- Fiber must be terminated and spliced at each station

Deploying Broadband

- Fiber could be leased to carriers or businesses
- Wi-Fi could be offered throughout a TOD zone
- Cellular sites can be connected with fiber
- Allocate space near or in transit stations for broadband switching equipment
- Provide adequate conduit from the transit station to the street

Executive Summary

- Broadband can play a significant role in developing and revitalizing communities
- There are significant economic, educational, and public safety benefits realized by increasing the capacity and reach of broadband
- The city can greatly facilitate the deployment of broadband by embedding fiber in the transit system
- Broadband can be a source of revenue to the city
- Broadband needs to be integral to the planning of transit enhanced neighborhoods



Pending/Upcoming Projects

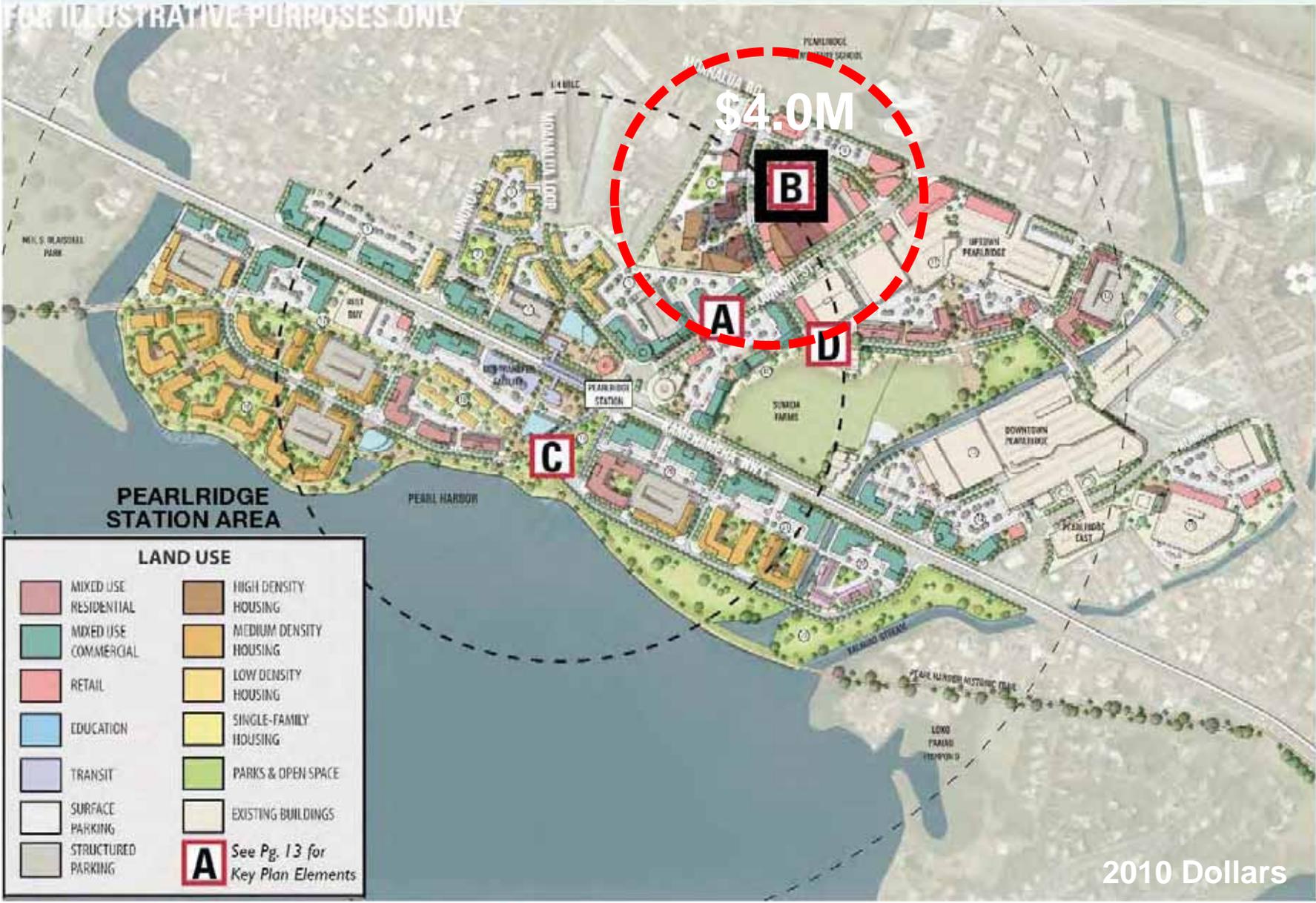
Pending/Upcoming Projects

Projects being initiated or modified by developers

- Live Work Play Aiea (old Kam Drive-In)
- East Kapolei: Ho'opili zone change, UHWO
- Sam Koo property (Ala Moana station)
- KS 'SALT' project (complete streets in Kakaako)
 - City coordinating with HCDA and Developer

B. DEVELOPMENT OF KAMEHAMEHA DRIVE-IN CATALYST SITE

FOR ILLUSTRATIVE PURPOSES ONLY



B. DEVELOPMENT OF KAMEHAMEHA DRIVE-IN CATALYST SITE

Live Work Play Aiea

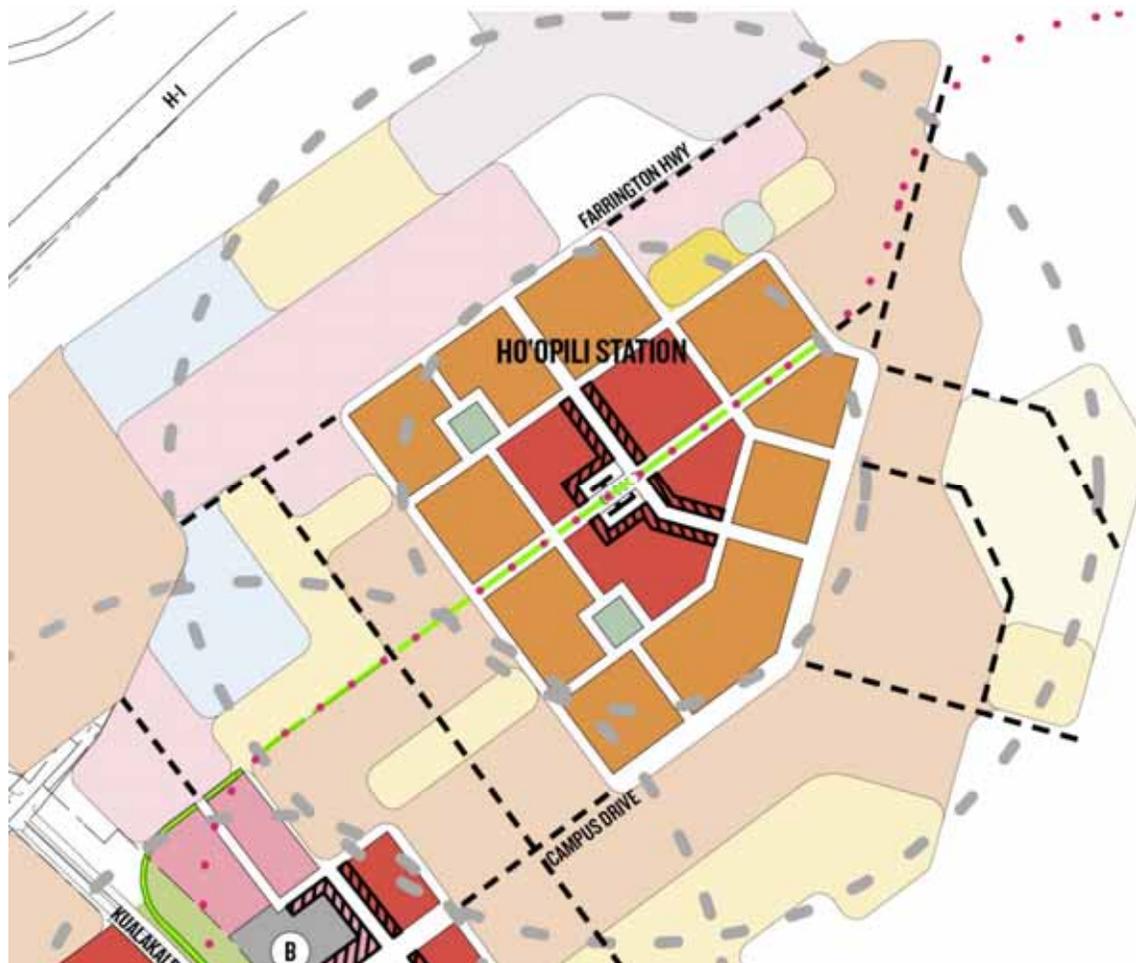


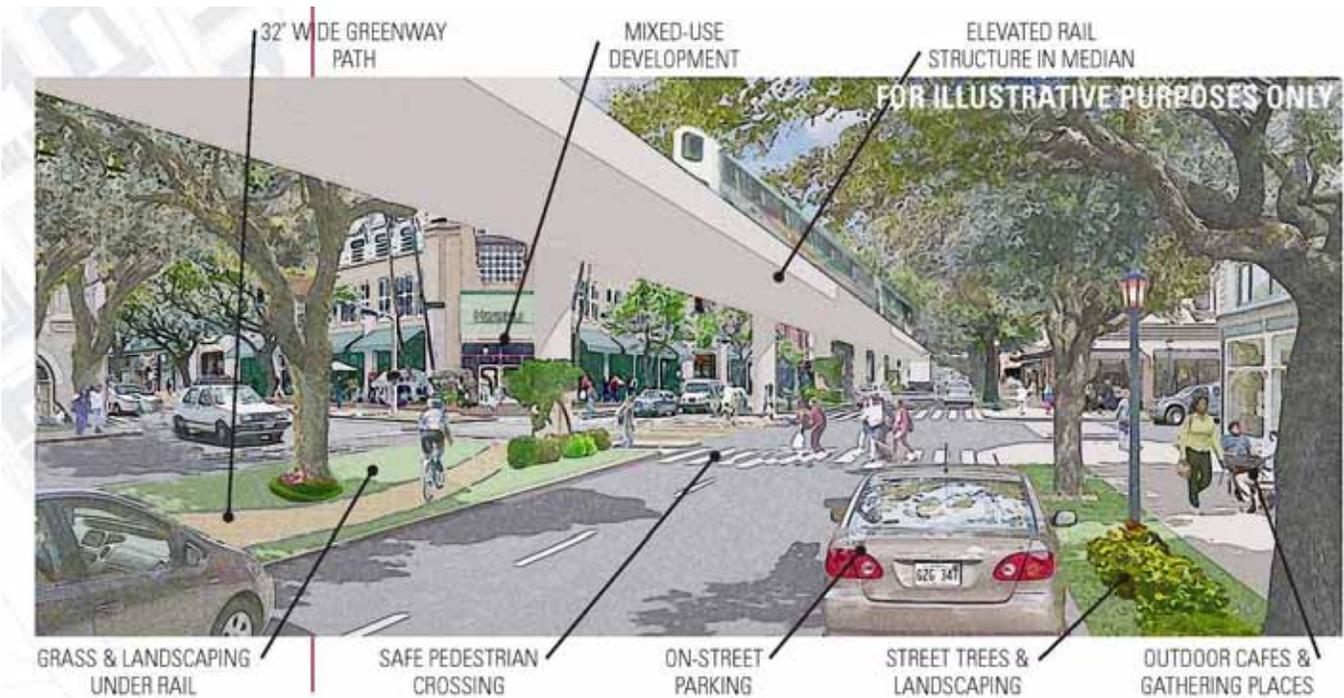
AIEA-PEARL CITY | NEIGHBORHOOD TOD PLAN

**VAN METER
WILLIAMS
POLLOCK**

Ho'opili Station, East Kapolei

“Local, Mixed Use Village”



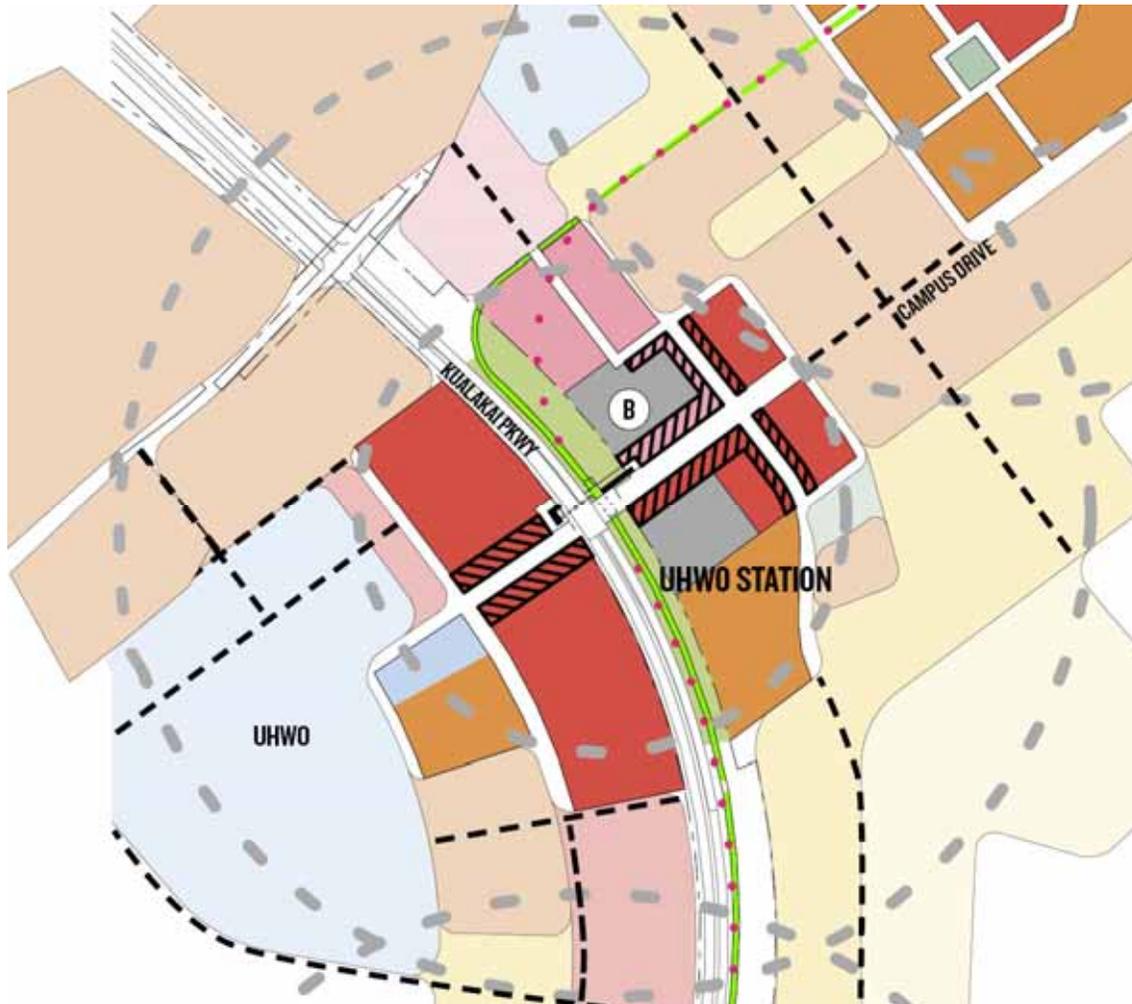


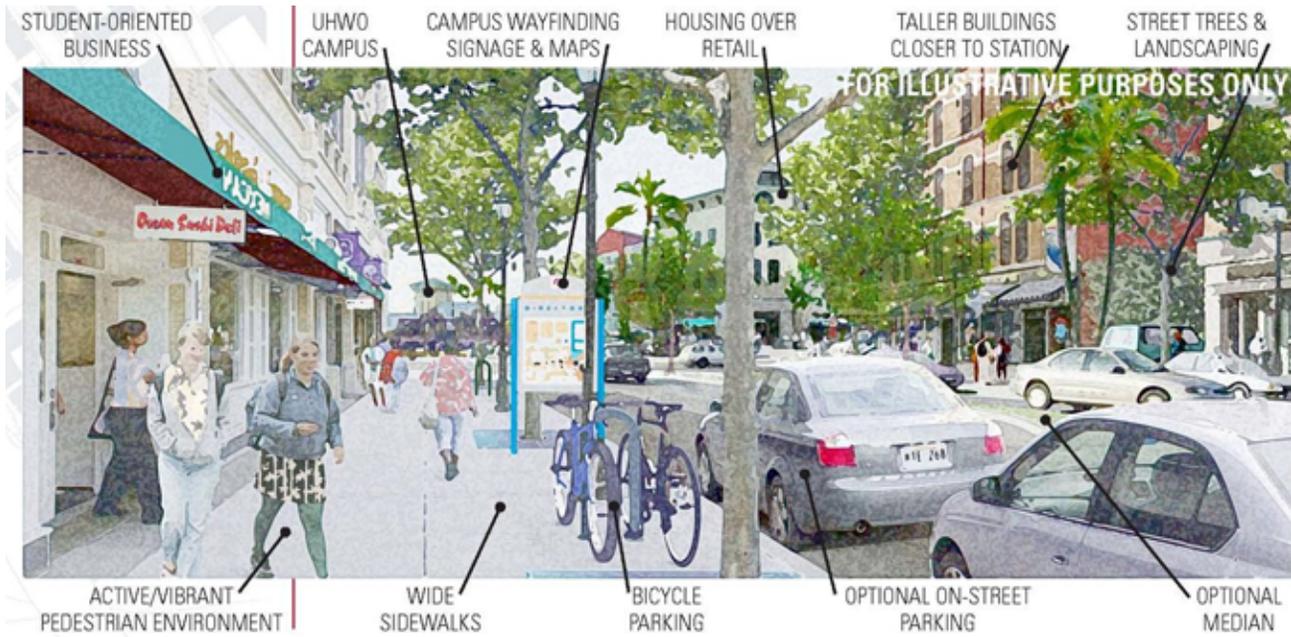
Ho'opili Station, East Kapolei



UH West Oahu Station Area

“Campus Gateway”





Salt at Kaka'ako



Salt at Kaka'ako





Potential Catalytic Projects

What is a Catalytic Project?

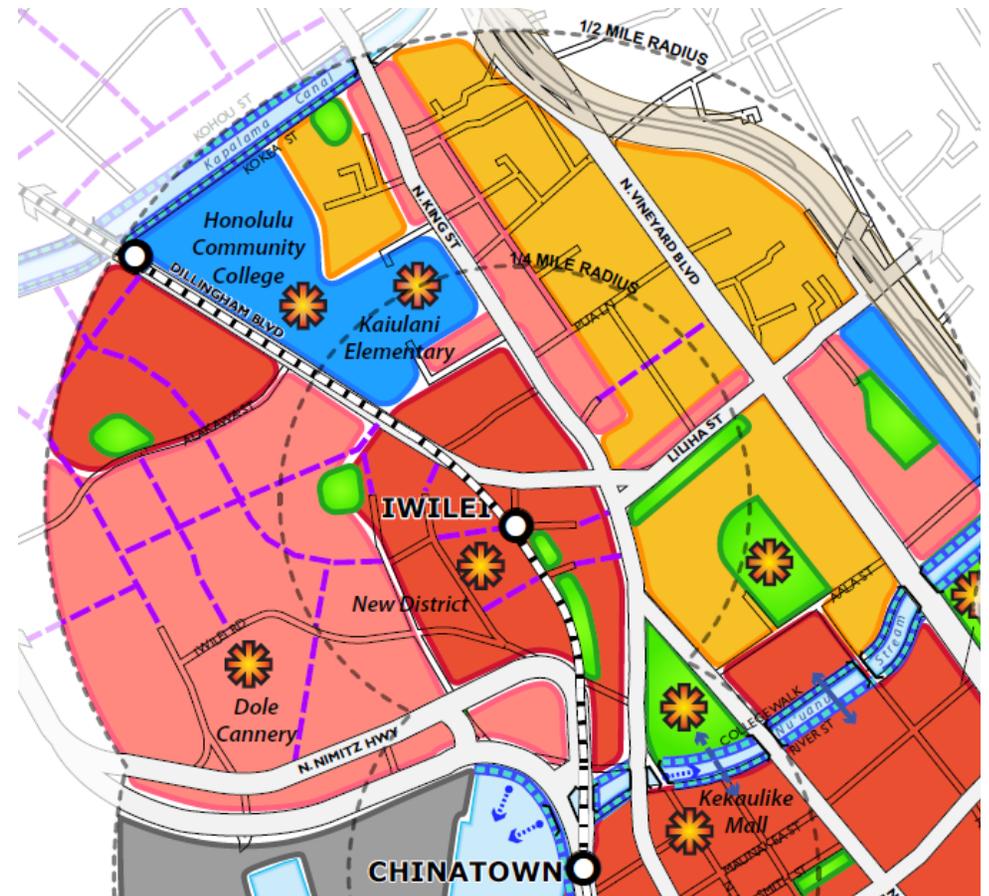
- **Likely to 'catalyze' other projects** to happen in same area; a seed, target or magnet for others
- **Limited area** - often a few blocks of streetscape, projects on both sides of a street, or all 4 corners
- **Can be inspiring/iconic**, or just 'good projects' that 'prove the market'
- **Can be major private/public investment** (long-term) or **smaller-scale street or park improvements** (short-term)

What is a Catalytic Project?

- Based on the vision and ideas from neighborhood TOD Plan public workshops and stakeholders
- Sub-cabinet and partners are analyzing areas of need and available resources to identify potential publicly-sponsored catalytic investments
- Need to balance geographically and across project types
- Working with partners (private and public) to see how to target and leverage their resources

Potential for TOD

- Varies by station area
- Depends primarily on:
 1. land availability
 2. market strength
- Public interventions may be needed to help realize TOD that does not “pencil out”
- Infrastructure capacity needs to be available or expanded



Potential Catalytic Projects

- Revitalization of 'Blueways'
 - Canals, rivers, 'daylighting' drainage pipes
 - Kapalama Canal, River St, Waipahu
- Trail connections and park improvements
- Complete Street improvements (several)
 - Short-term/ jump start projects, 'Main Streets'
- Blaisdell Center redevelopment
- Ala Moana station area placemaking and circulation
- Bikesharing initiative

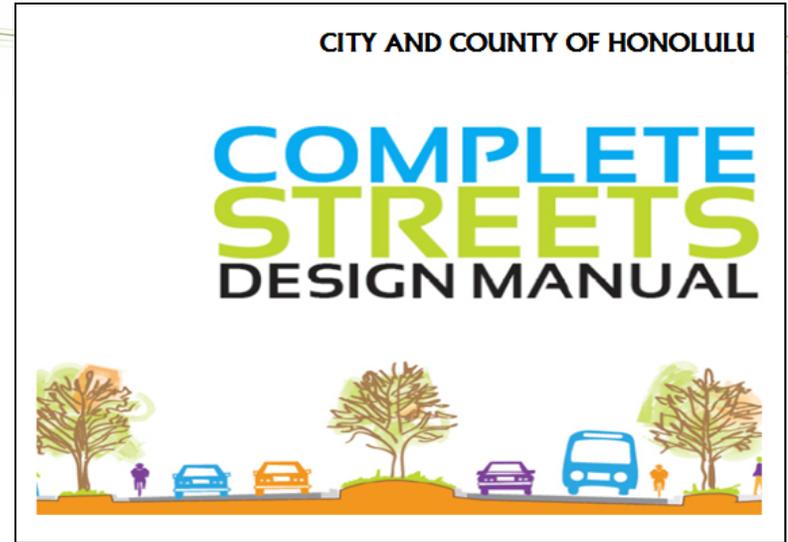
Complete Streets



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



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



Plan View



Complete Streets



Complete Streets



Kapalama Canal



Restoration of Kapakahi Stream, Waipahu



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

Restoration of Kapakahi Stream, Waipahu



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

River Street, Chinatown



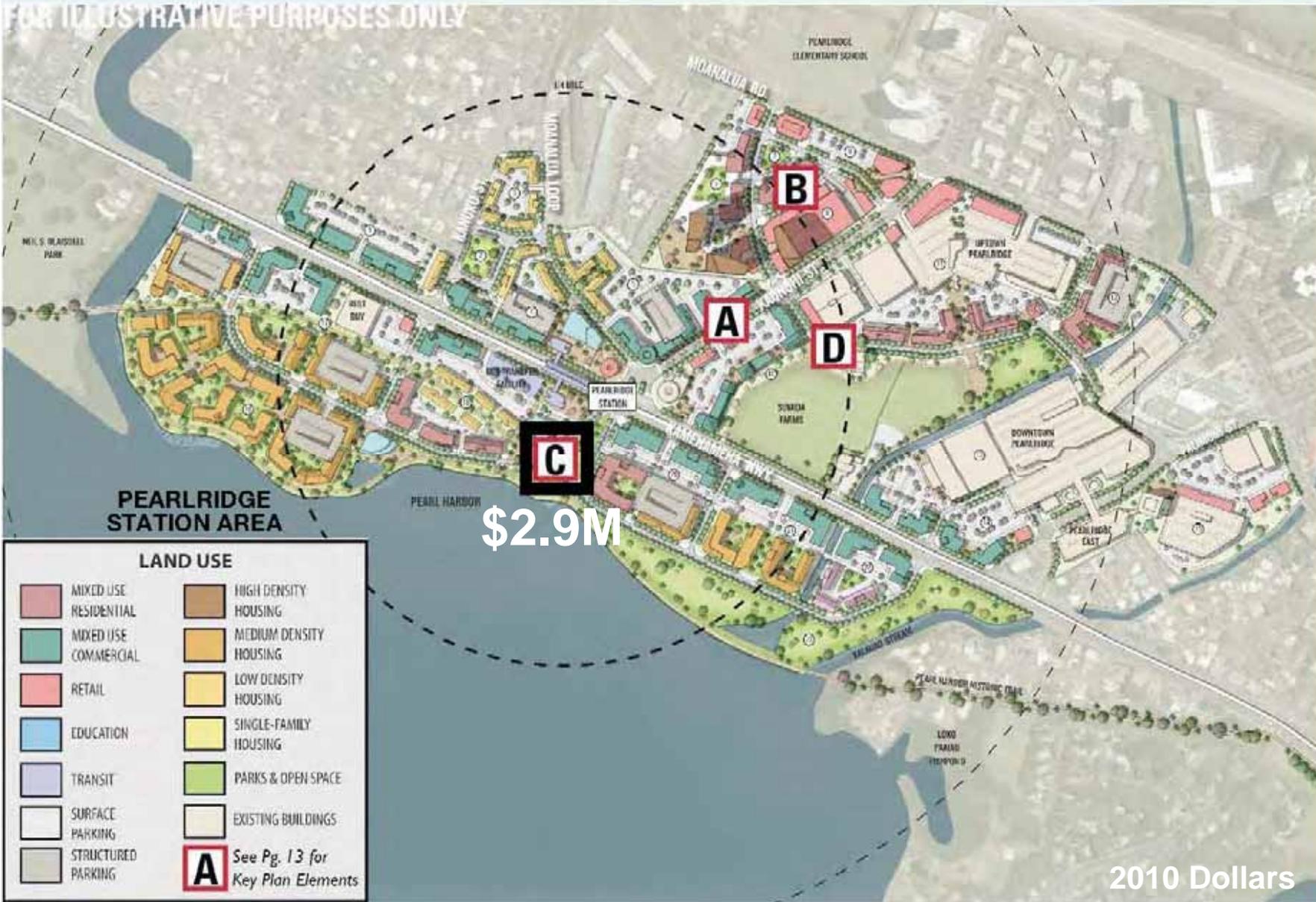
C. PEARL HARBOR OPEN SPACE AND TRAIL CONNECTIONS

For Illustrative Purposes Only



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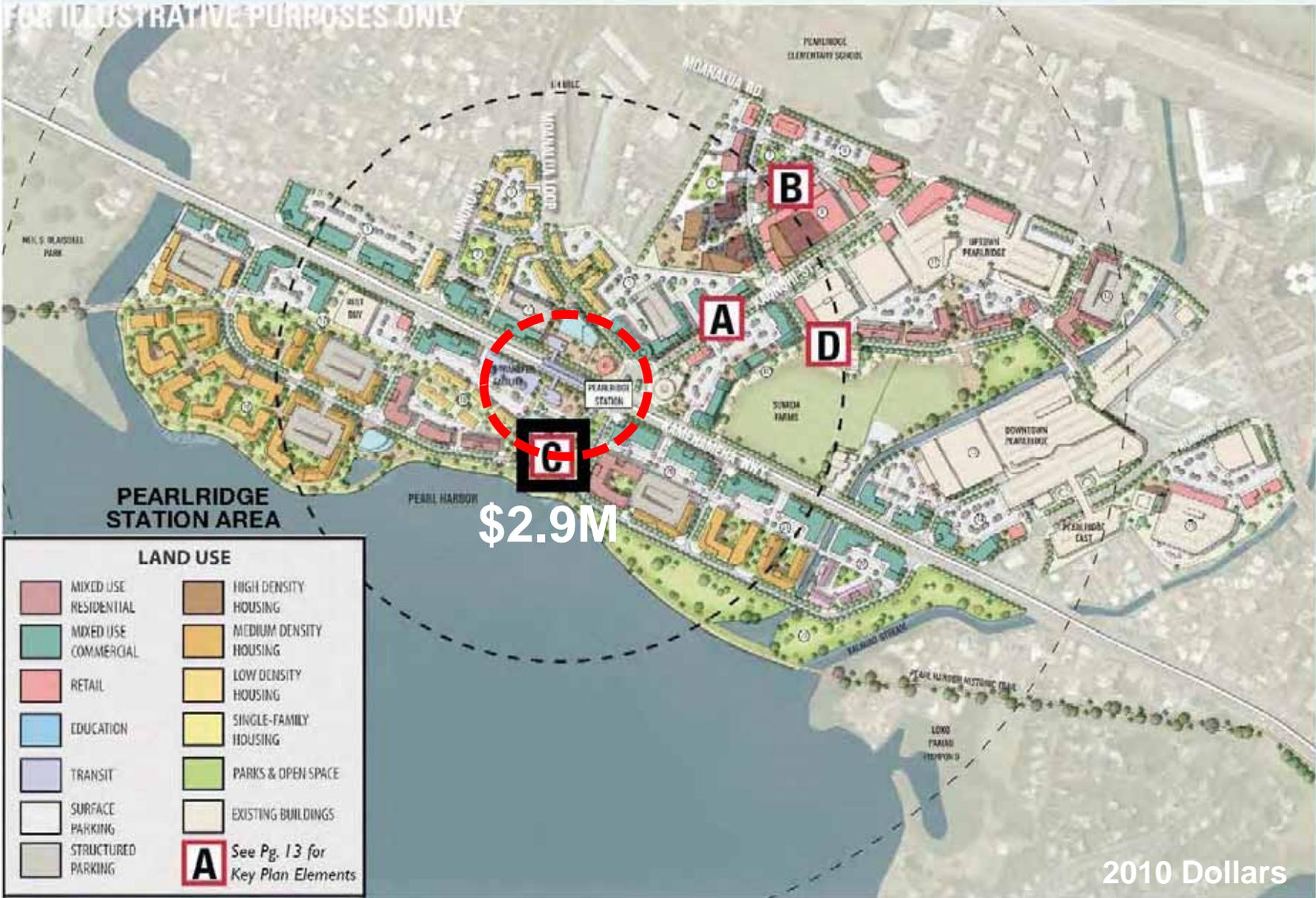
FOR ILLUSTRATIVE PURPOSES ONLY



2010 Dollars

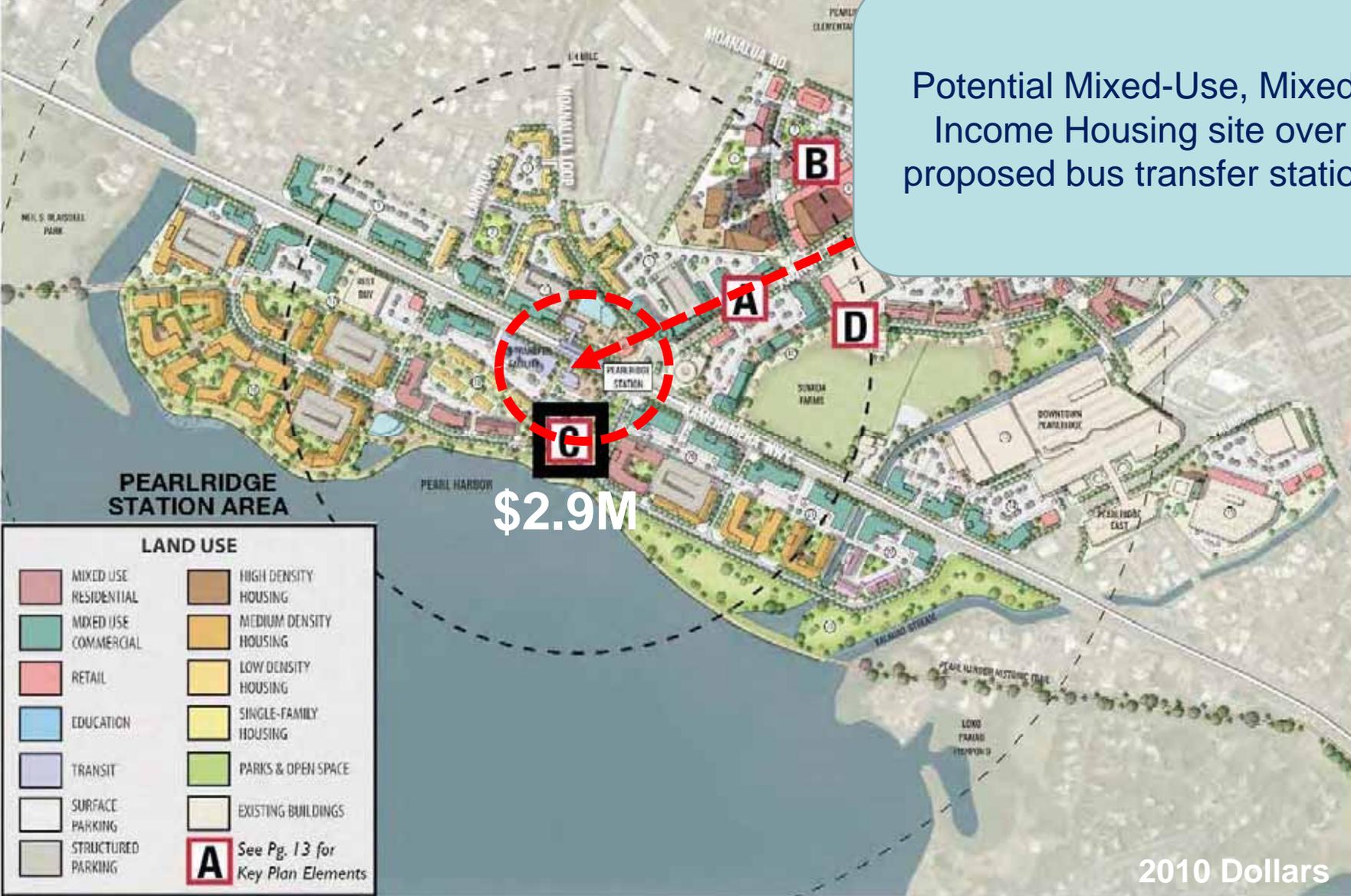
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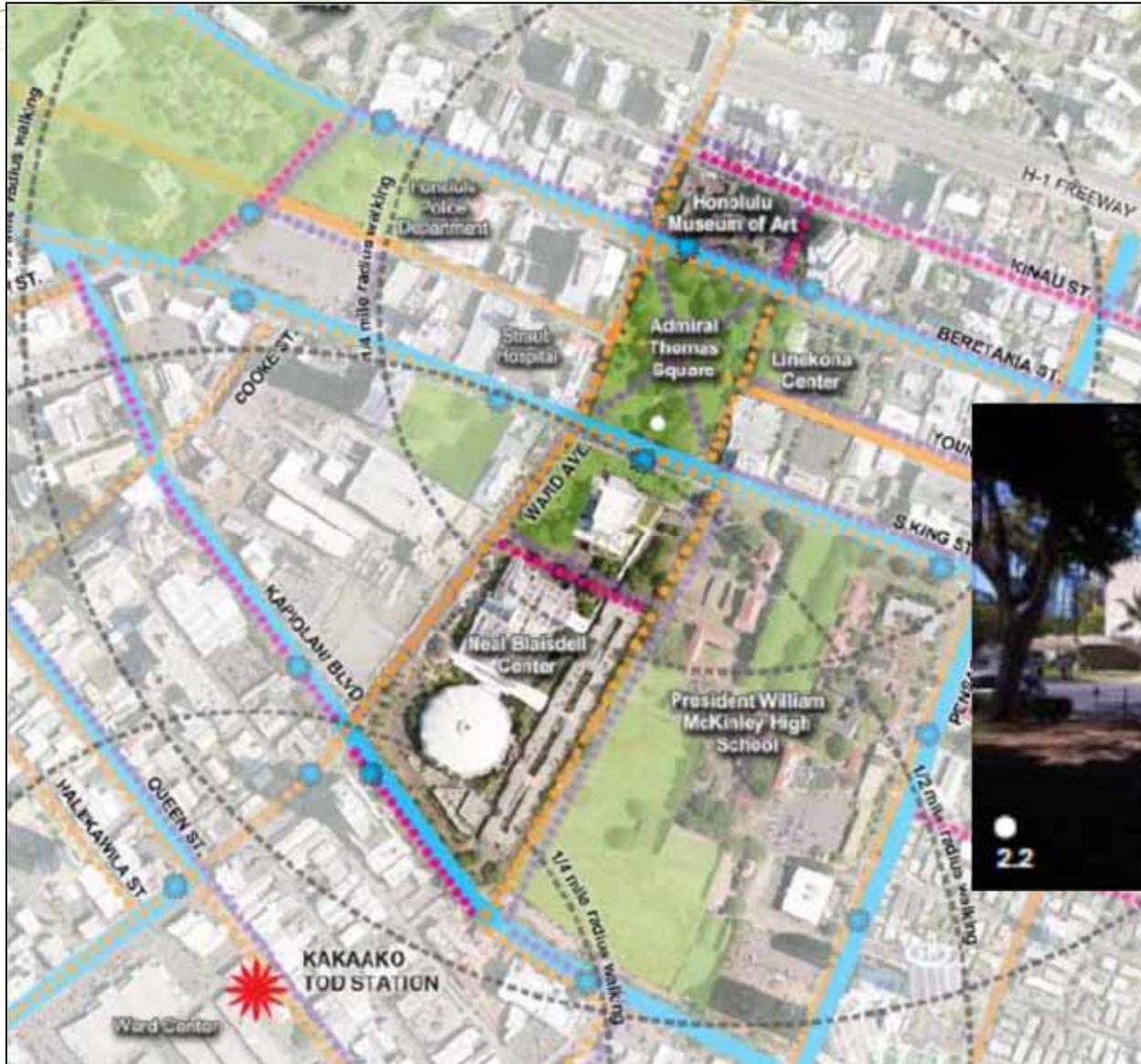
Potential Mixed-Use, Mixed-Income Housing site over proposed bus transfer station

\$2.9M

LAND USE	
	MIXED USE RESIDENTIAL
	MIXED USE COMMERCIAL
	RETAIL
	EDUCATION
	TRANSIT
	SURFACE PARKING
	STRUCTURED PARKING
	HIGH DENSITY HOUSING
	MEDIUM DENSITY HOUSING
	LOW DENSITY HOUSING
	SINGLE-FAMILY HOUSING
	PARKS & OPEN SPACE
	EXISTING BUILDINGS
	See Pg. 13 for Key Plan Elements

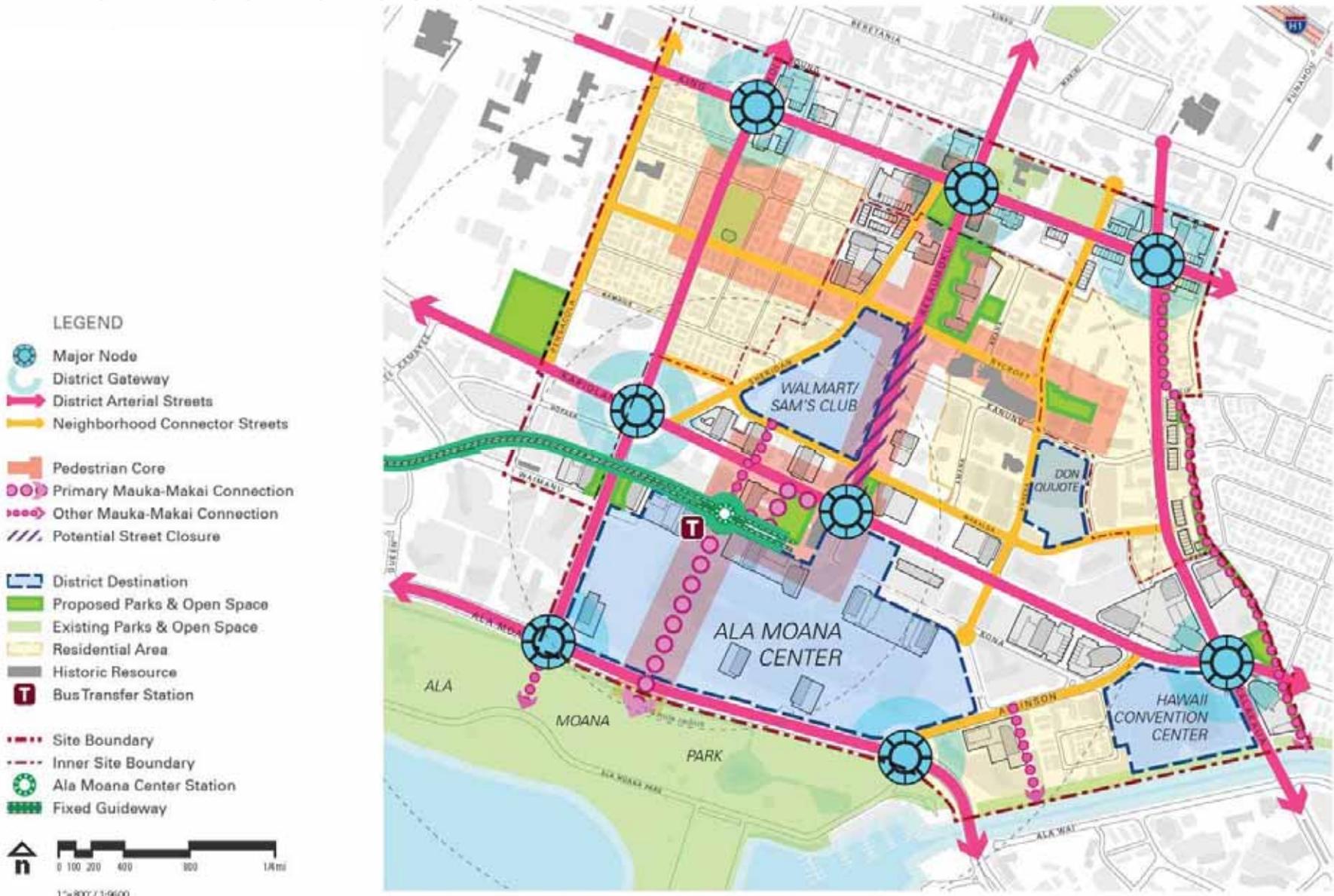
2010 Dollars

Blaisdell Center Redevelopment



Ala Moana Station Area

DISTRICT CHARACTER



Ala Moana Station Area



Ala Moana Station Area – UH class



Ala Moana Station Area – UH class

Scheme 1: The DISTRICT

HE'E
step 1

- A heart
- Connecting
- Circulation
- An Experience
- Way Finding
- Adaptable

The image displays a conceptual urban plan for the Ala Moana Station Area. The plan is overlaid on a grayscale aerial photograph of the city grid. A central orange-shaded area represents the 'heart' of the district. From this heart, several green-shaded paths branch out, connecting to various brown-shaded nodes. These nodes are labeled with letters: 'A' is located near the heart, 'B' is at several peripheral nodes, and 'C' is at a node further south. The plan also shows a network of dashed lines representing circulation routes. To the right of the main map, three smaller images provide visual context: the top image shows a perspective view of a green bridge or walkway crossing a highway; the middle image shows a top-down view of a complex, organic building footprint; and the bottom image shows a view of a tall skyscraper in a cityscape.

Ala Moana Station Area – UH class



Ala Moana Station Area – UH class



Ala Moana Station Area – UH class

Culture & Community

- Spaces that serves the community
- A place where culture flourishes
- Spaces that make up this area:
 - Farmer's market
 - Grocery Stores
 - Satellite City Halls
 - Satellite Police Stations
 - Amphitheater/Stage



Ala Moana Station Area – UH class

Kipuka
Combined Lifestyle & User Experience



Bikesharing





Upcoming work & next steps

Codes and Zoning



- Reviewing/comparing Draft Neighborhood TOD Plans and Land Use Ordinance for needed updates/amendments
- Comparing Plans with each other to balance uniformity of standards with unique community character
- Require projects to meet performance standards and guidelines, such as :
 - building facades, siting, & street-level design
 - height & density
 - multimodal access to station, revised parking standards
 - seek equitable development, income & age diversity
 - Address noise & air quality, water quality, social compatibility
 - avoidance of nuisance conditions

Parks and Open Space

- Maintaining the Public Realm
 - A Collaboration between DPR, DDC, DFM
 - Parks long range planning
 - Sustainable open space, parks, and street tree policies and maintenance strategies



What's Next?

- Joint HCDA-City Council TOD Workshop?
- Finalize and adopt Neighborhood TOD Plans
- Implement zoning (LUO changes)
- Implement other incentive tools
- More defined partner roles in TOD
- Develop catalytic projects
- TOD Symposium (*Sat Nov 16 at NBC*)

Upcoming City Council Actions

- Adoption of individual Neighborhood TOD Plans (resolution)
- Permanent funding for TOD Division (ordinance), 2014
- Adoption of TOD zoning maps (ordinance), 2014-2015
- Adoption of LUO amendments (ordinance), 2015
- Annual adoption of CIP to support TOD initiative (ordinance)
- Adoption of new financing tools (ordinances), 2014-2015
- Adoption of TOD Affordable Housing Policy (new resolution)



Mahalo!

www.todhonorolulu.org

