



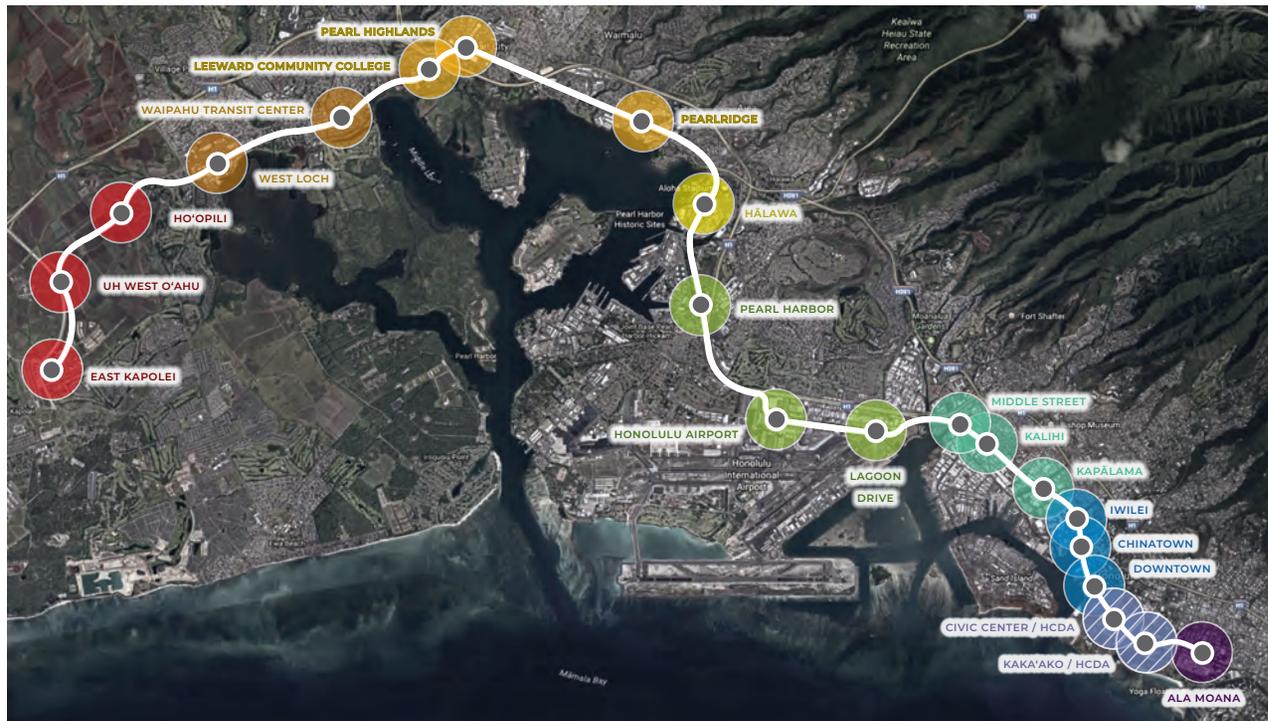
live. work. connect

In conjunction with the Honolulu Rail Transit project, the City and County of Honolulu is planning for **transit-oriented development (TOD)** around the future rail transit stations. TOD refers to compact, mixed-use development within $\frac{1}{4}$ to $\frac{1}{2}$ mile, or a five to ten-minute walk, of a rail station. This form of urban development takes advantage of and helps build transit ridership—creating more options for where we live and how we travel.

TOD results in a mix of housing choices, employment and commercial opportunities, and new recreational spaces. The ability to walk, bike, and take transit for our daily travel needs can also reduce household transportation costs and our dependence on the automobile.

TOD is about enhancing the neighborhoods around the stations and increasing the number of people who live and work within easy walking distance. Focusing our island's future growth along the rail corridor will help curb development on rural and agricultural lands and improve the efficiency of government services and infrastructure. The City's commitment to TOD demonstrates that rail is not just about moving people, it is about creating a more sustainable future for O'ahu.





The City is working to ensure that growth in the rail corridor proceeds in concert with the vision and goals of each rail station community. Neighborhood TOD plans have been developed to guide new development and plan for orderly growth and improved accessibility around the stations. These plans are each unique to their context, as highlighted below. The TOD Plans, and the projects that grew out of them, have been developed through extensive community engagement, including public workshops, stakeholder meetings, community surveys, business and student outreach, and more.



● AIRPORT AREA

The Pearl Harbor, Daniel K. Inouye International Airport, and Lagoon Drive Stations will serve residents and visitors alike. The area is envisioned as the gateway to Hawai'i and a premier employment center. The rail stations, along with associated bus and bicycle upgrades, will improve access, allowing for more concentrated infill development. TOD zoning will diversify employment and convenience retail options in the area and improve the pedestrian environment.



● KALIHI

While the Kalihi Station area will likely remain stable following the introduction of rail transit, the Middle Street and Kapālama Station areas have great potential for transformation with projects underway such as the State's modernization of the O'ahu Community Correctional Center and the revitalization of Kapālama Canal. The Kapālama/Iwilei area in particular is anticipated to change over the coming decades from a light industrial and commercial district into a mixed-use urban community anchored by Honolulu Community College. The Middle Street Station will also continue to serve as a major transit center.



● DOWNTOWN

While largely built out, the Downtown and Chinatown Station areas will benefit from new infill development and ongoing livability improvements. The Chinatown Action Plan and Complete Streets Program will serve to catalyze these changes, focusing on streets and placemaking, cleanliness, safety, as well as events/activities and park improvements. The Iwilei Station area will see significant shifts from existing industrial/commercial uses to more residential and mixed-use opportunities. The redevelopment of Mayor Wright Homes, along with regional infrastructure upgrades, will catalyze this new TOD district.



● CIVIC CENTER - KAKA'AKO (HCDA)

The neighborhood around the Civic Center and Kaka'ako Stations is under the jurisdiction of the Hawai'i Community Development Authority (HCDA). TOD in this area is planned as high-rise mixed-use development to support O'ahu's population growth within Honolulu's urban core. The ongoing Blaisdell Center Master Plan is underway to support this new population and quality of life islandwide.



● ALA MOANA

The Ala Moana Center Station is the current terminus for the rail project. This high-rise urban district will continue to serve as a regional destination and gathering place for residents and visitors. Passengers will be able to transfer to buses to reach Waikiki and the University of Hawai'i at Mānoa.

● EAST KAPOLEI

The East Kapolei Neighborhood TOD Plan presents a framework for buildout of three station areas that are part of the long-term plan to create a "second city" in Kapolei. These stations will provide access for future developments like Ho'opili, as well as existing residents with park-and-ride facilities and a bus transit center. The UH-West O'ahu Station area will continue to grow as a campus and urban community.

● WAIPAHU

The Waipahu Neighborhood TOD Plan covers the Waipahu Transit Center and West Loch Station areas. The TOD vision for these stations is to retain and strengthen the historic character of Waipahu, while encouraging appropriate mixed-use development. The Waipahu Town Action Plan prioritizes near-term implementation actions including pedestrian and bicycle facilities, wayfinding and placemaking, safety, and economic development.

● 'AIEA - PEARL CITY

With its existing resources and destinations, the 'Aiea-Pearl City area is central to the island's TOD goals. With TOD, Leeward Community College could become more than just a daytime campus, and Pearlridge and Pearl Highlands Station areas could become livable mixed-use communities with improved housing, employment, retail, and recreational choices. The Pearl Highlands Station will also serve as a major transit center for residents 'ewa and mauka of the TOD areas.

● HĀLAWA/ALOHA STADIUM

The Aloha Stadium Station will provide high-quality transit access to nearby retail and housing, military facilities, the Pearl Harbor Historic Sites, and Stadium events. A replacement stadium is also proposed by the State of Hawai'i in conjunction with new TOD that may include housing, hotels, offices, retail, entertainment, and sports-related uses. There are also efforts underway to extend the Pearl Harbor Historic Trail to this station area to improve regional bicycle access.



Since 2007, the City has engaged with citizens, landowners, businesses, and community organizations to develop TOD plans for each station area. Infrastructure projects, new land use regulations, affordable housing policies, and development incentives are now being developed and implemented to ensure each community is able to develop according to those visions. The following are just a few efforts underway to help support TOD:

- The City is adopting mixed-use zoning and new land use regulations for each station area to require urban site design, active streetscapes, affordable housing, and usable public space in exchange for higher development densities.
- The City is implementing an islandwide housing strategy to stimulate the production and retention of affordable and workforce housing, with a focus on rental housing and TOD areas.
- The City is aggressively pursuing complete streets and station access projects to improve sidewalks, bicycle facilities, and bus transit connections in the station areas.
- The City is investing over \$1.5 billion in critical infrastructure to accommodate anticipated growth, including wastewater, water, drainage, and parks.
- The City and State are coordinating infrastructure planning and new development on publicly owned lands.



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