



EAST KAPOLEI NEIGHBORHOOD TOD PLAN

PUBLIC REVIEW DRAFT

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PREPARED BY:
VAN METER WILLIAMS POLLACK

**VAN METER
WILLIAMS
POLLACK** LLP



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EXECUTIVE SUMMARY



A. THE VISION

EXECUTIVE SUMMARY

The Plan provides a vision for:

- Transit oriented development for the Ho'opili, UHWO and East Kapolei Stations
- Vibrant community development

The East Kapolei Neighborhood TOD (transit-oriented development) Plan presents a very unique opportunity to create a sustainable, responsible and integrated community for Oahu. Located along the proposed transit line that will connect downtown Honolulu with the East Kapolei region, Ho'opili, University of Hawaii at West Oahu (UHWO) and East Kapolei stations are each envisioned as transit-oriented development sites that provide a series of transportation options for residents, workers and visitors alike. All three sites are envisioned as compact, pedestrian friendly environments that provide numerous housing, employment and recreational opportunities. Each station plan has been developed through an inclusive community-based planning effort to ensure that the needs of the area stakeholders have been integrated into the Preferred Station Area Plan.

The goal of the Plan is to foster more livable communities that take full advantage of the benefits of transit; specifically, reducing transportation costs for residents, businesses and workers. Transit-oriented design uses land more efficiently and provides more walkable, healthier, economically vibrant neighborhoods, safe bicycling environments, convenient access to daily household needs and the enhancement of local culture, history, and character. The commute times and traffic congestion in the area have become a very pronounced problem, and the Plan aims to reduce the pressure on the existing roadways by encouraging alternative modes of transportation by making them an easy, convenient choice. The Plan also aims to provide jobs along with housing to reduce the distance residents need to travel to their places of employment.

Each of the station areas provides for unique development opportunities. The Plan aims to give each station its own identity based on the local conditions and development needs. Ho'opili Station will be a brand new "town" with an integrated mix of uses for residents and employment. UHWO Station will cater to the university scene and would therefore require a different mix of uses focused on students. Finally, the East Kapolei Station area will include the Kroc Center, housing for the campus and a mixed-use center near the station.

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

B. SUMMARY OF RECOMMENDATIONS

1. Ho'opili Station

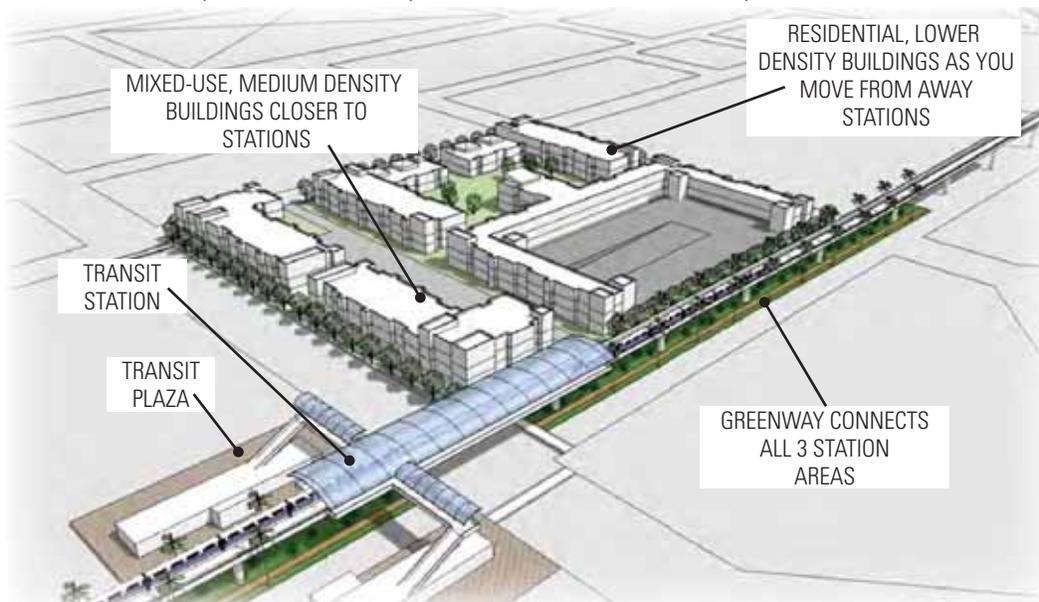
- Transit plazas at station
- Greenway beneath the elevated rail
- Integrate neighborhood mini parks
- Promote an active Main Street that connects the station to Campus Drive
- Medium, mixed-use development surrounding the station
- Lower, mixed-use developed on the periphery of the TOD area

2. UHWO Station

- Transit plazas on both sides of Kualakai Parkway
- Elevated pedestrian walkways crossing Kualakai Parkway (formerly North-South Road) and Campus Drive
- Greenway beneath elevated rail
- Active uses along Campus Drive on both sides of Kualakai Parkway
- New Main Street perpendicular to Campus Drive one block diamond head of station
- Bus transfer facility mauka of Campus Drive
- Park 'n ride on both sides of Campus Drive
- Medium, mixed-use development adjacent to station

3. East Kapolei Station

- Greenway adjacent to Kualakai Parkway, beneath elevated rail
- Active uses west of East-West Road
- Bus transfer facility mauka of station
- Pedestrian walkways across Kualakai Parkway and East-West Road
- Medium density, mixed-use development west of Kualakai Parkway



Typical Station Area Layout

EXECUTIVE SUMMARY

Recommendations include:

- Transit plazas at stations
- A greenway connecting all 3 stations

C. NEXT STEPS

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

1. Work with Rapid Transit Division (RTD) of the Department of Transportation Services (DTS) and other City agencies to design the greenway below the elevated rail.
2. Ensure state land use designation changes from agricultural to urban.
3. Develop incentives for TOD at each station area.
4. Implement TOD zoning recommendations.



PROJECT OVERVIEW & EXISTING CONDITIONS



PROJECT OVERVIEW & EXISTING CONDITIONS

- Plan area projected to grow faster than the rest of Oahu
- More intense development can be expected within 1/4 mile of the transit stations

A. BACKGROUND/CONTEXT/EXISTING CONDITIONS

I. BACKGROUND & CONTEXT

The Honolulu Rail Transit Project is planning a 20-mile elevated rail line that will connect West Oahu with downtown Honolulu and Ala Moana Center. The system will feature electric, steel-wheeled trains each capable of carrying more than 300 passengers and will transport about 100,000 people each day. Ultimately the system will be expanded to improve the ability of people to move in the highly congested east-west corridor between Kapolei and the University of Hawaii at Manoa. Over sixty percent of Oahu's population currently lives within the area served by this corridor, and is expected to grow faster than the rest of Oahu.

East Kapolei is west of Pearl Harbor, located on both sides of Kualakai Parkway between the H-1 Freeway and the Ewa Villages Golf Course/Ewa Villages and between Fort Weaver Road and the Kapolei Golf Course. The East Kapolei Neighborhood TOD Plan focuses on three proposed transit stations: Ho'opili, University of Hawaii - West Oahu and East Kapolei.

Public investment in transit can create the impetus for the development around the three East Kapolei station areas. A greater amount of development can be expected within the 1/4 mile transit radius because this area is within a comfortable walking distance from the station and has greater visibility from the station. Development will be less intensive moving outward toward the 1/2 mile radius due to the greater walk distances. Large, under utilized sites, owned by landowners interested in redevelopment, serve as catalysts for change. The Alternatives that have been developed as a result of this planning process focus primarily on the areas in closer proximity of the stations while transitioning to the planned lower density neighborhoods surrounding these areas.

2. HISTORIC

The East Kapolei region was historically an agricultural area consisting mainly of sugar cane plantations. Generations of people have lived and worked in this area and connection to the land should be acknowledged in the development of the station areas. The sites provide an important opportunity to connect new development with the history of the island, plantation heritage, local culture and the surrounding areas by creating gathering places where the community can celebrate its past, present and future.

There are no historic buildings standing in any of the station areas.

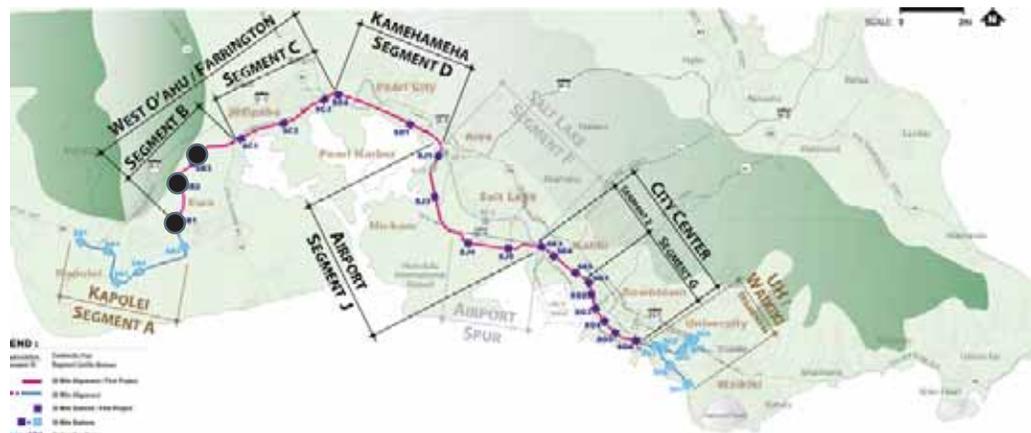


FIGURE 1 - Transit Station Locations

PROJECT OVERVIEW & EXISTING CONDITIONS

3. SCENIC & NATURAL LANDMARKS

Various locations offer important scenic landmarks including views of Kapolei, Palailai, Makakilo pu'u, distant views of Pearl Harbor, downtown Honolulu, Diamond Head and the Ko'olau and Waianae mountain ranges. Existing streams and gulches also serve as important neighborhood landmarks. It is the intent of the Plan to preserve and enhance scenic views and natural landmarks in the station areas.

4. CULTURAL

There are no existing cultural landmarks in the station areas. New cultural nodes including UHWO, the Kroc Center, schools and parks will be located around the stations. These areas will provide new cultural destinations for residents and visitors alike. Each station area should reflect and reference Ewa's history and surrounding resources and attributes.

5. EXISTING ZONING

The majority of the Plan area, makai of H-1 and between Fort Weaver Road and Kualakai Parkway is currently zoned AG-1 (Restricted Agricultural District). The area west of Kualakai Parkway, where the proposed UHWO campus will be located, is primarily 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). Diamond Head of Kualakai Parkway, where the Kroc Center will be located is currently zoned A-2 (Medium Density Apartment District).

- Plan will protect scenic views and natural landmarks
- Existing zoning is primarily agricultural



View towards downtown/
Diamond Head

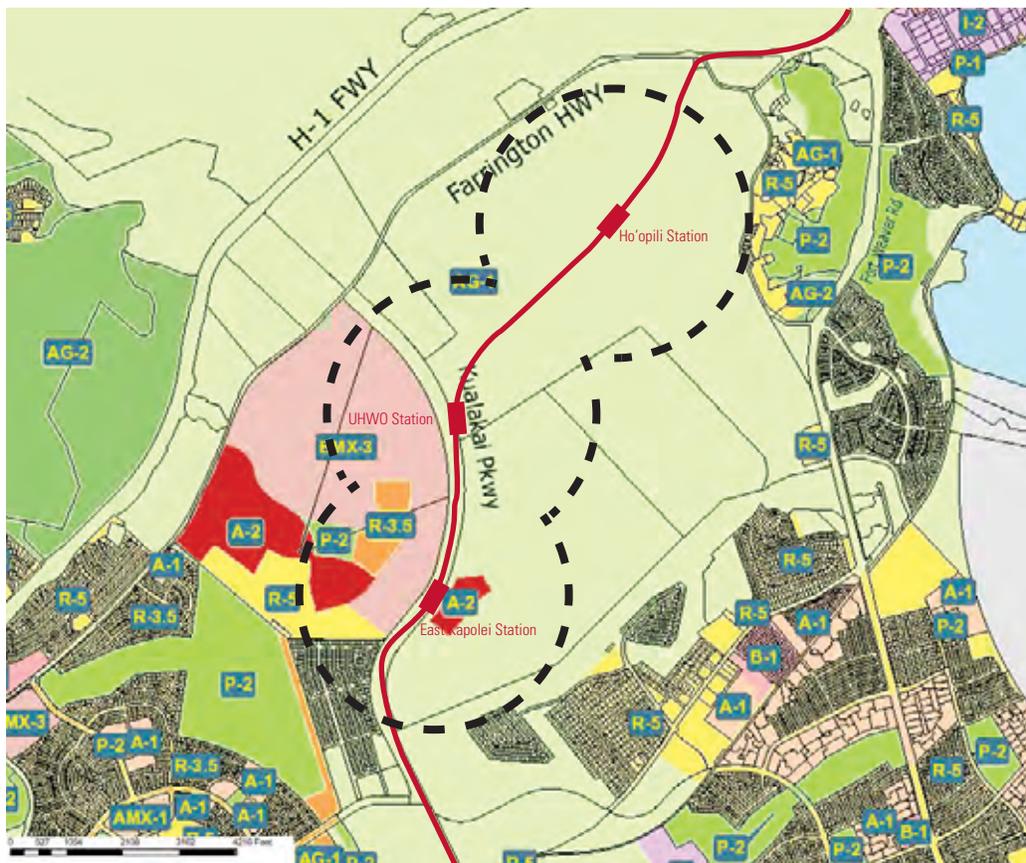


FIGURE 2 - Existing Zoning

PROJECT OVERVIEW & EXISTING CONDITIONS

The Ewa Development Plan:

- Creates a secondary urban center in East Kapolei
- Focuses high density development around the rapid transit line
- Creates a public greenway running beneath the elevated rail

B. EWA DEVELOPMENT PLAN

The Ewa Development Plan outlines the vision and key components for Ewa's future development. The plan provides for significant residential development with a variety of housing types from affordable units to single family homes. Locating a wide variety of jobs and housing in close proximity to one another should reduce commute times and encourage people to utilize alternative modes of transportation. This may relieve urban development pressures on rural and urban fringe areas, as well as preserve the country lifestyle.

According to the Ewa Development Plan, 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 plan defines an Urban Growth Boundary which protects agricultural land and open space. All three of the stations are located within an Urban Growth Boundary. Within the Boundary, Ewa will be built around a regional system of open spaces linked together by greenways. Establishing a network of communities "within a garden" will enable residents to have easy access to the ocean, beaches, and pedestrian and bicycle paths. The plan supports community building and place making, not just project development. The plan calls for open space, architectural design, streetscape treatments, and landscaping that facilitate individual community identities.

A major component of the Ewa Plan is the development of a rapid transit line connecting Kapolei to the Primary Urban Center. This transit line serves as the foundation for the East Kapolei Neighborhood TOD Plan. The transit stops serve as the primary activity hubs for each of the station areas. This is where retail, commercial, and multifamily housing will be concentrated. By developing high-density, high-traffic uses around the stations, residents and visitors will be encouraged to use non-automotive modes of transportation such as transit, walking and bicycling. This mixed-use development will make the streets attractive, safe and enjoyable for pedestrians. These stations will lay the foundation for creating the unique but connected identities of each of the three transit station areas.

A public greenway will run beneath the elevated rail, connecting all three transit stops in East Kapolei. This greenway, accessible to both pedestrians and bicyclists, supports the Ewa Development Plan vision for a Regional Open Space Network connecting planned and existing communities.



PROJECT OVERVIEW & EXISTING CONDITIONS

The University of Hawaii West Oahu campus, which falls within the East Kapolei Neighborhood TOD Plan area, will provide many of the jobs in East Kapolei. It is expected to have 7,600 students and 1,040 staff and faculty by 2025. The plan aims to connect the campus with the transit line via a shuttle service and a pedestrian friendly Main Street.

The increase in job growth in the area will allow for workers to live in the area in which they work, thus reducing commute times and traffic congestion. Even though the majority of Ewa residents will still be commuting, it is projected that there will be a substantial increase in residents who both live and work in Ewa from 17% recorded in the 1990 Census to 46% by 2030. Those who still commute will have other attractive and time competitive options besides automotive/ highway travel, such as rail, carpooling, and bus. The East Kapolei Neighborhood TOD Plan aims to make commuting and traveling via alternate modes of transportation as convenient as possible with appropriately located transit stops, park 'n ride lots, access to bicycle paths and pedestrian friendly environments.

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

C. PROCESS

PROJECT OVERVIEW & EXISTING CONDITIONS

Community based design includes:

- Task force workshops
- Community outreach
- Integrating feedback into the overall plan

Successful transit-oriented development depends on participation and broad-based support from government, residents, businesses, community organizations, landowners, developers and the financial sector. Responsible TOD projects follow careful listening and feedback of the concerns and needs of all invested parties that result in a common set of goals. The East Kapolei Neighborhood TOD Plan reflects the coordinated effort of all interested parties.

The East Kapolei Neighborhood TOD Plan was developed through a community based, multi-step, integrated effort. It included Task Force Workshops and Community Workshops which gave the project team critical information and feedback to develop the Plan in a responsive manner. The Task Force included local property owners, developers, neighborhood board members and other community leaders. Based on the work done during the workshops, the design team was able to refine the Alternatives and Plan vision. All interested parties have had the ability to actively participate in the design process.

The process began in October of 2008 by identifying project area issues, opportunities and constraints. Then through a series of workshops the creation of Draft Station Area Alternatives, refinements of the Alternatives and the development of the Preferred Station Area Plan occurred. With input from project stakeholders, the project team then developed recommendations on phasing and implementation. The Public Review Draft was released in April of 2010 to allow the public to comment on the Draft. The final Task Force and Community Workshops are scheduled for April 2010, with a subsequent presentation to the City Council.



Draft Alternatives Presented at Task Force Workshop 2

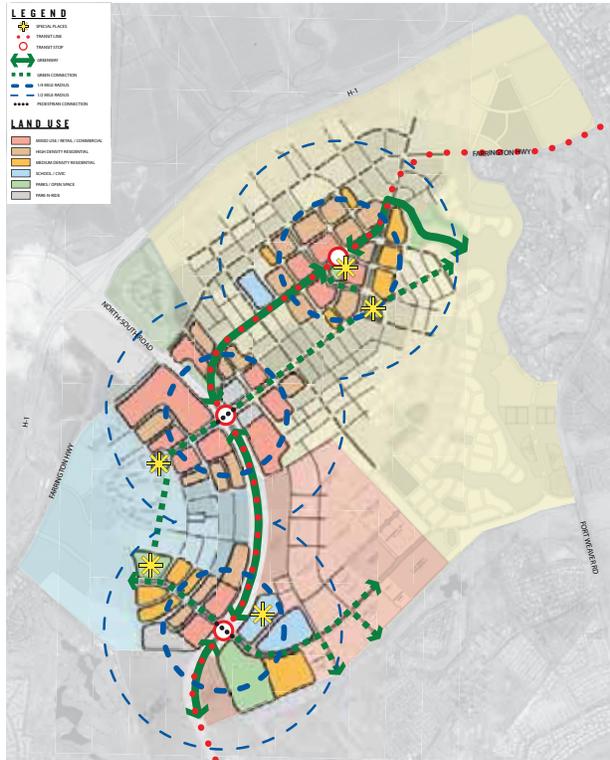


FIGURE 4 - Draft Alternative A | Greenways

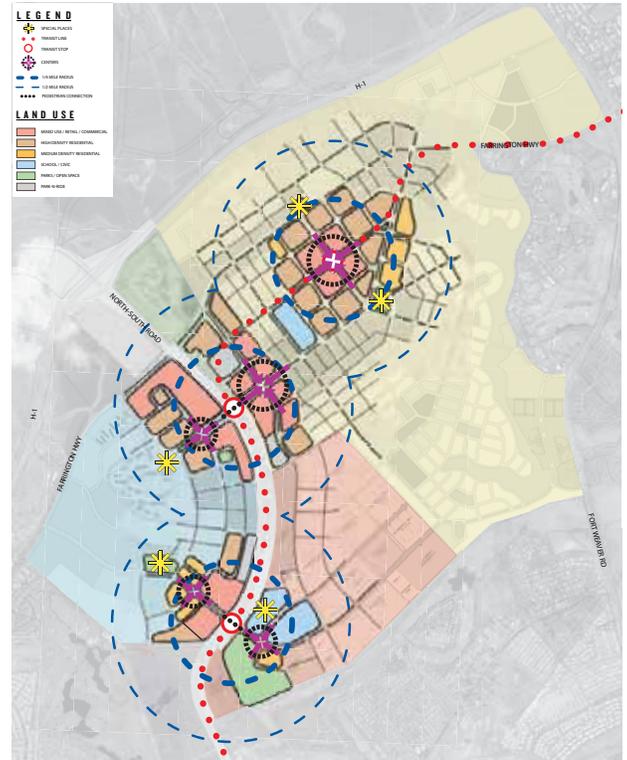


FIGURE 5 - Draft Alternative B | Centers

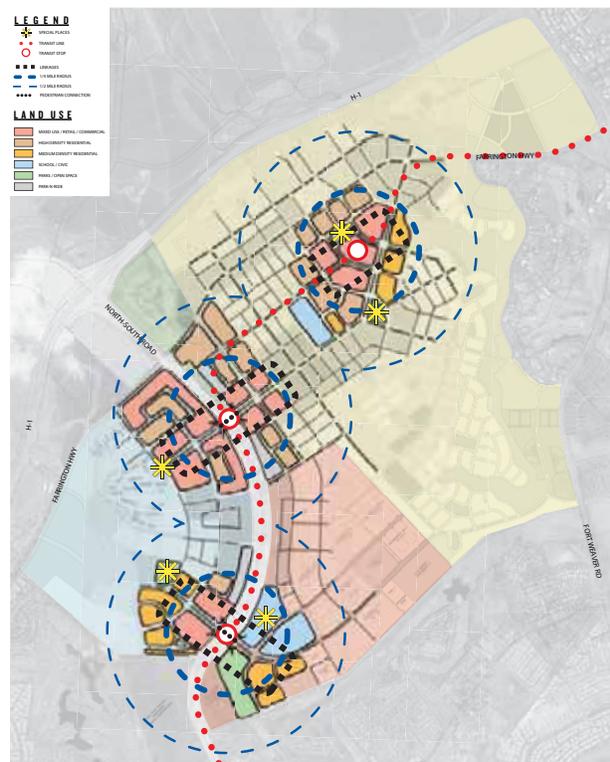


FIGURE 6 - Draft Alternative C | Integration

The three Draft Alternatives on this page represent the initial big ideas that helped to form the Preferred Station Area Plan. These include connecting the three station areas with a greenway running below the rail line and creating neighborhood centers around the rail stations. The Preferred Station Area Plan represents an integration of many ideas flushed out over an intensive, community-based planning process.





PLAN PRINCIPLES



During the first Task Force Meeting, the following principles were generated and highlighted as key elements to integrate into the 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, and play.

A. MAKE THE CONNECTIONS

To create the greatest community benefit from the introduction of rail transit, it is important to carefully integrate transit into the communities and design the station and the development around the stations to connect, rather than divide, neighborhoods. Connections to regional open space and greenways will link residents of East Kapolei with other Ewa communities and regional recreational resources. Safe pedestrian connections across Kualakai Parkway will be essential to the success of station area neighborhoods on both sides of this regional roadway. Finally, the design of the areas around the stations need to reflect a spiritual connection to Ewa's unique culture and history to promote visitor and resident pride and sense of ownership. This will be facilitated by creating gathering places for celebrations of history, culture and art.

PLAN PRINCIPLES

- Integrate transit into communities
- Connect regional open space



B. CREATE THE ACCESS

It is important to create multi-modal and interconnected communities to give residents and visitors a range of transportation choices so that they can choose the most direct, efficient, and economical way for them to get around. The station area Plan ensures that transit, buses, 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 'n ride drop-offs, buses and local through traffic.



PLAN PRINCIPLES

- Create multi-modal, interconnected communities

C. MIX IT UP

PLAN PRINCIPLES

- A diverse mix of uses creates a more vibrant community
- Density allows for a pedestrian friendly environment

It is important to create a diverse mix of uses in the station area because it will create a vibrant community attractive to residents and visitors and will encourage residents and visitors to park their automobiles and walk between the different shops, attractions, and restaurants. Within a 1/4 mile from each of the transit stations, medium density development will occur. The higher density will help generate pedestrian activity, and the various uses will ensure that the area is busy at different times of the day and week. People should be able to walk to a number of destinations and accomplish a lot within a small area. Enabling pedestrians to exit a transit station, their home or place of business and be able reach a variety of places after a short walk creates highly desirable communities.



D. CREATE GATHERING PLACES

The introduction of rapid transit provides the opportunity to create great public spaces at the stations. Great public spaces are free to all, and if properly designed, give residents and visitors a sense of pride, aloha spirit, connection to local culture, and ownership.

Higher surrounding densities, a mix of uses, good management, and public amenities will ensure that the transit stations become gathering places for the host communities. Streets are public spaces as well and can act as neighborhood focal points. The streets in active retail areas will serve as neighborhood gathering places and will feature cafes and outdoor seating in order to create an active, vital public environment.

The transit greenway and neighborhood mini parks are the defining community gathering places and major open space features in the Plan. The greenway and neighborhood mini parks will provide a variety of gathering places from small shady seating areas to ball courts and community gardens.

Transit plazas are located adjacent to all three stations. These plazas will be active gathering places, used primarily by riders coming and going to the rail stations. The transit plazas will be the gateways to the station areas and include place-making features such as landscaping, public art, informational signage and displays celebrating the uniqueness of each community. The plazas can also serve as locations for community events.



PLAN PRINCIPLES

- Create great public spaces
- Introduce cafes with outdoor seating
- The greenway and parks will also serve as gathering places

F. DEVELOP UNIQUE STATION AREA IDENTITIES

PLAN PRINCIPLES

- Create a unique identity for each station area

This principle recognizes the uniqueness of each station area in the East Kapolei region. Each of the stations will be developed to serve different purposes, include different uses and attract a different mix of residents and visitors. Linking together a diverse collection of unique destinations will maximize the benefit of the transit system to the riders by giving them a wider choice of destinations and attractions.

- **Ho’opili Station** - The Ho’opili Station area will be a “local, mixed-use village.” It will be a neighborhood center as well as a destination on both the transit line and the greenway.
- **UHWO Station** - The UHWO Station will be the “campus gateway” for the UHWO. The area surrounding the UHWO Station will be a destination for people from all over Oahu including faculty, students, workers, shoppers and residents.
- **East Kapolei Station** - The East Kapolei Station will be a “community use” station. It will draw ridership from users of the The Salvation Army’s Kroc Community Center and will also serve as a major bus transfer area and park ‘n ride location.



Ho’opili Station Vision



UHWO Station Vision - Campus Gateway

F. PROMOTE A VARIETY OF HOUSING CHOICES

The Plan calls for a variety of housing choices, and the station area neighborhoods will attract a wide variety of residents. Student housing, senior housing, live/work, multi-family housing and single family housing, for both sale and rent, will be provided. Within the 1/4 mile TOD (transit-oriented development) areas, housing will be in the form of medium density, multi-family developments along with mixed-use buildings with apartments or condos over ground-floor retail. Blocks beyond the TOD zone but within the larger 1/2 mile TIZ (transit-influenced zones) areas may also include low-density townhouses, apartments, and single family environments.

Having a community that attracts many different types of residents contributes to its overall health. A dynamic community is one that a variety of people can invest their time and energy into and feel as though their contribution makes a difference and helps to strengthen communal bonds and responsibility. Providing people with a neighborhood that they can be proud of and feel responsible for generates a healthy, productive community.

PLAN PRINCIPLES

- Medium-density, mixed-use developments within 1/4 mile TOD areas
- Low-density developments within 1/2 mile TOD areas



G. CREATE A DYNAMIC URBAN ENVIRONMENT

PLAN PRINCIPLES

- Streets will be designed with pedestrians in mind
- Implement “green streets”
- Streets will be designed to conserve water and reduce pollution

By adhering to all of the Plan principles, the East Kapolei Neighborhood TOD Plan aims to create a dynamic urban environment. Each of the previously stated characteristics will contribute to the overall success of the area. A dynamic urban environment encourages residents and visitors to actively utilize the amenities provided in the station area and engage in life on the street, thus reducing automobile usage and strengthening community social bonds.

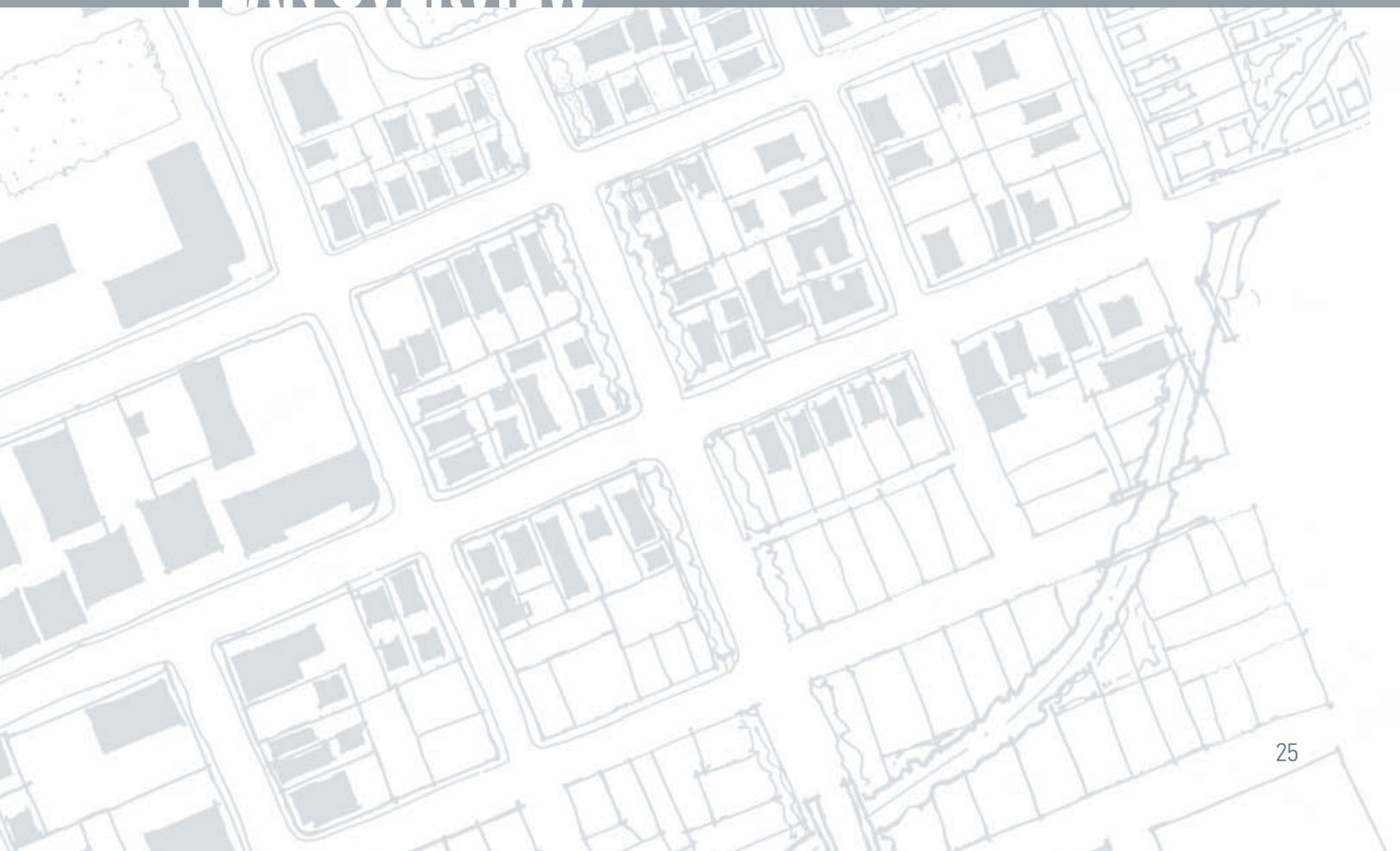
Streets will be designed to be pedestrian friendly. They will provide a safe and comfortable environment for pedestrians to move around the station area. The station areas will be designed to cater to pedestrians but also allow for transit, bicycles and automobiles. Streets will be organized in a well connected network with small block sizes, frequent intersections and no long dead-end streets.

In addition, the streets will be “green streets” meaning they feature trees, planted medians and landscaping to capture stormwater. “green streets” have the potential to reduce the amount of polluted stormwater entering streams, recharge ground water, decrease surface water run-off and reduce demand on the City and County’s sewer system.

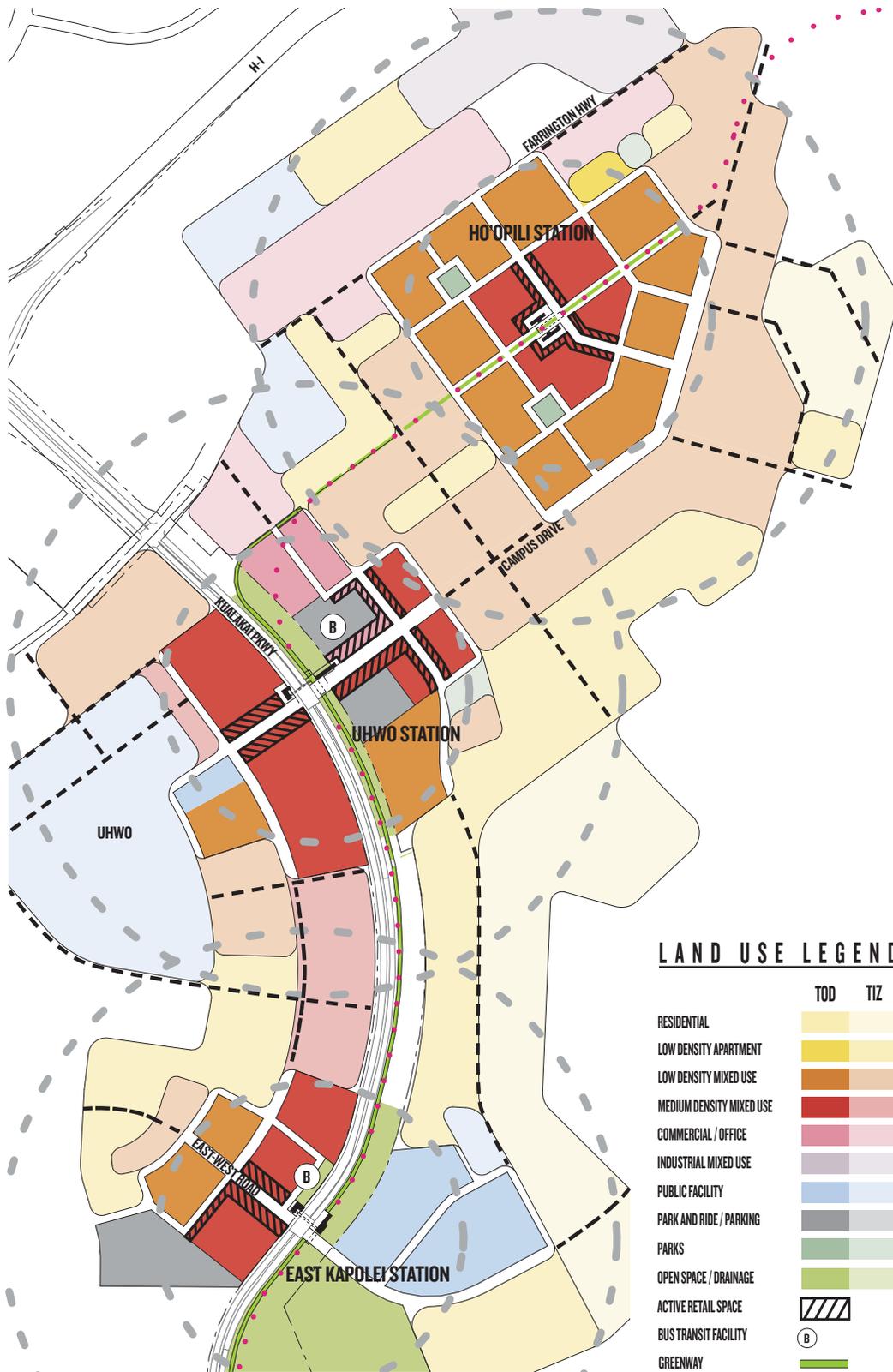




PLAN OVERVIEW



Preferred Station Area Plan



LAND USE LEGEND

	TOD	TIZ
RESIDENTIAL	[Light Yellow]	[Light Yellow]
LOW DENSITY APARTMENT	[Yellow]	[Yellow]
LOW DENSITY MIXED USE	[Orange]	[Orange]
MEDIUM DENSITY MIXED USE	[Red]	[Red]
COMMERCIAL / OFFICE	[Pink]	[Pink]
INDUSTRIAL MIXED USE	[Light Purple]	[Light Purple]
PUBLIC FACILITY	[Light Blue]	[Light Blue]
PARK AND RIDE / PARKING	[Grey]	[Grey]
PARKS	[Green]	[Green]
OPEN SPACE / DRAINAGE	[Light Green]	[Light Green]
ACTIVE RETAIL SPACE	[Hatched Box]	[Hatched Box]
BUS TRANSIT FACILITY	[Circle with B]	[Circle with B]
GREENWAY	[Green Line]	[Green Line]

A. OVERVIEW

The East Kapolei Neighborhood TOD Plan envisions three vibrant nodes along the proposed transit line at Ho'opili, UHWO and East Kapolei. The plan focuses intensity within a 1/4 mile (TOD) of each station in order to create highly walkable and diverse village centers. These core areas provide the foundation for each of the station area's unique but integrated identities. Ho'opili is seen as the "local, mixed use village," while UHWO is the "campus gateway" and the East Kapolei is the "community use station." The areas between 1/4 mile and 1/2 mile from the stations (TIZ) 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 intensity to be compatible with the less dense, residential neighborhoods surrounding the station areas.

To further connect the three stations, a greenway will run below the transit line. This greenway path will provide natural elements and connectivity between the stations. Parks and open space are also located within walking distance of the greenway to continue the network of public green space. Open space plays an important role in the Plan as it allows for community gathering and community identity. Further, it fosters people's connection to the natural areas of Oahu. Connecting to what is uniquely Hawaii helps visitors and residents appreciate the natural beauty and cultural resources that the area has to offer such as local agriculture, cultural festivals, traditional hula, and community events.

The Plan not only intends to connect people to natural and open space 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. It allows residents and visitors to travel to many destinations by foot, rather than automobile. Building scale and the proposed design guidelines respond to the needs of the pedestrian in order to further foster a comfortable, walkable community. Buildings will be local in character and appealing at the pedestrian scale meaning plenty of clear glass with awnings and other shade devices on the first floor, recessed entries and no long, unbroken solid facades.

OVERVIEW

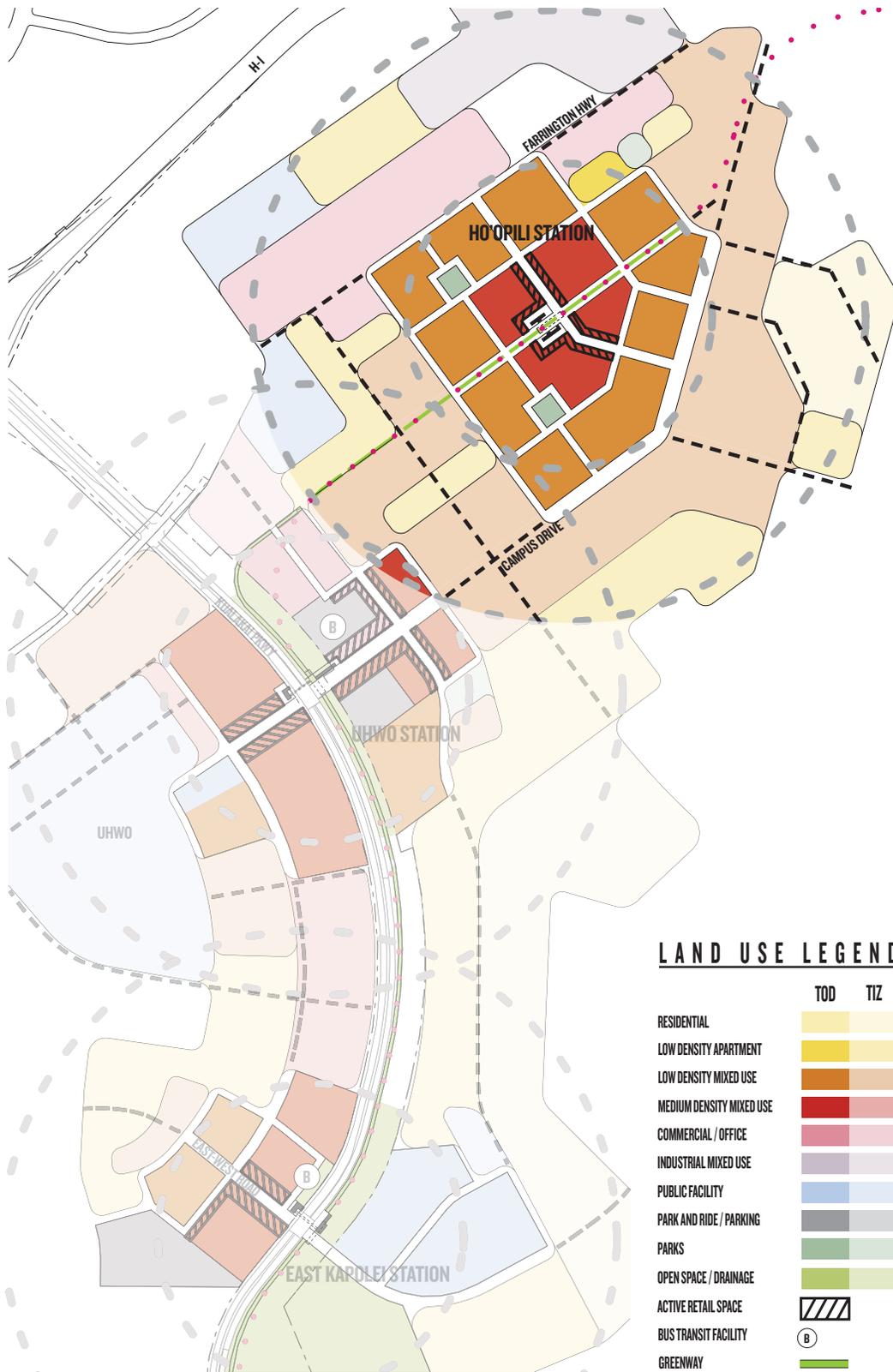
- Focus intensity within 1/4 mile of each station
- Step down development away from stations
- Greenway runs below the transit line





HO'OPII STATION AREA PLAN





LAND USE LEGEND

	TOD	TIZ
RESIDENTIAL	[Light Yellow]	[Light Yellow]
LOW DENSITY APARTMENT	[Yellow]	[Yellow]
LOW DENSITY MIXED USE	[Orange]	[Orange]
MEDIUM DENSITY MIXED USE	[Red]	[Red]
COMMERCIAL / OFFICE	[Pink]	[Pink]
INDUSTRIAL MIXED USE	[Purple]	[Purple]
PUBLIC FACILITY	[Blue]	[Blue]
PARK AND RIDE / PARKING	[Grey]	[Grey]
PARKS	[Green]	[Green]
OPEN SPACE / DRAINAGE	[Light Green]	[Light Green]
ACTIVE RETAIL SPACE	[Hatched Pattern]	[Hatched Pattern]
BUS TRANSIT FACILITY	[Circle with B]	[Circle with B]
GREENWAY	[Green Line]	[Green Line]

A. OVERALL STRUCTURE

The Ho’opili Station area will be a local, mixed-use community. The neighborhood consists of an active transit plaza with kiss-and-ride areas, taxi drop offs, bus stops, and a bicycle and pedestrian friendly environment. To facilitate this environment, the plan includes active retail uses on the ground floor with outdoor cafes, benches and seating areas, attractive paving and appropriate landscaping. Public art and water features will contribute to the identity and place making of Ho’opili Station. The station area will provide active gathering space for residents and visitors.

The area surrounding Ho’opili Station will be a neighborhood center as well as a destination on both the rail line and greenway. Ho’opili will have a unique identity as a walkable, sustainable urban neighborhood for Oahu.

HO’OPILI STATION AREA PLAN

- Local, mixed-use community
- Active retail uses on the ground floor
- Pedestrian friendly



FIGURE 9 - Conceptual Illustration - Ho’opili Station (looking mauka)

B. CONNECTIVITY & CIRCULATION

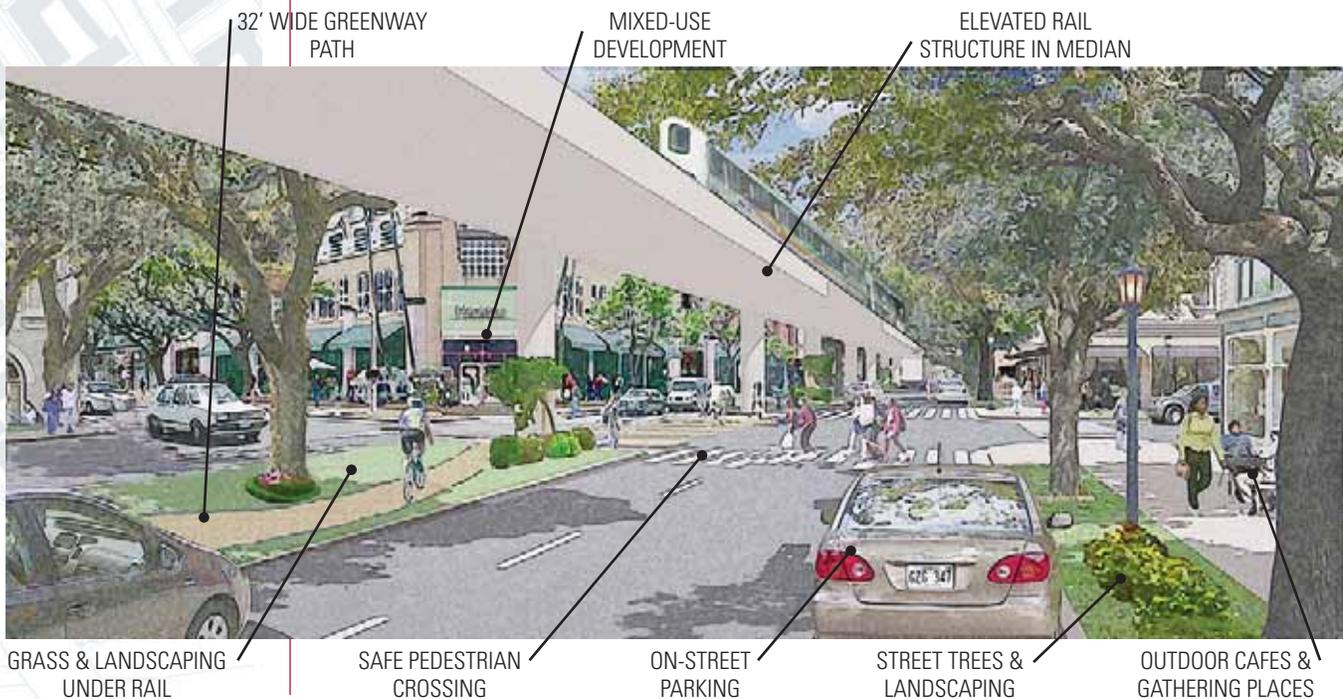
HO'OPILI STATION AREA PLAN

- Greenway corridor serves as primary connector
- Easy transfer between different modes of transportation

The greenway corridor serves as the primary artery connecting the three station areas. The heart of the greenway is envisioned as a wide landscaped median beneath the elevated rail with low-speed neighborhood streets on either side. The corridor would include a paved bicycle and pedestrian path along with small trees, flowers, landscaping and public art.

The greenway is a unique amenity to East Kapolei and could be designed in a way to reflect the culture and traditions of the area. On the diamond head side of the greenway, the bike and pedestrian pathway could be graded to descend into the natural Kalo'i Gulch area and out to Old Fort Weaver Road. From there, a connection to the Pearl Harbor Historic Trail is possible. The Pearl Harbor Historic Trail would connect the East Kapolei area with neighboring Waipahu, West Loch and the greater region.

The bus and transit stations 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 greenway bike path will offer an alternate way to reach the transit station.



C. PARKS & OPEN SPACE

To support the principle of “communities within a garden” introduced by the Ewa Development Plan, the Ho’opili station area integrates several types of parks and open space. As mentioned before, the greenway acts as a natural connector between the station areas allowing people to enjoy its path and landscaping.

In addition to the greenway, the Ho’opili station area has a series of semi-private and public open spaces. The courtyards of the mixed-use blocks will be landscaped and inviting spaces for residents and workers. From windows and balconies people will also be visually connected to the natural environment.

Neighborhood mini parks will serve the general community. These parks will be connected through landscaped areas in medians and on streetscape to the greenway. Adjacent residences will have direct access to this open space thus further enhancing one’s connection to the natural environment. The parks will be designed in such a way to encourage both active and passive activities from gatherings, sports to reading and relaxing. They may also feature play equipment, weather protection, picnic tables and other amenities.

HO’OPILI STATION AREA PLAN

- Contains a series of semi-private and public open spaces
- Parks connected through landscaped areas

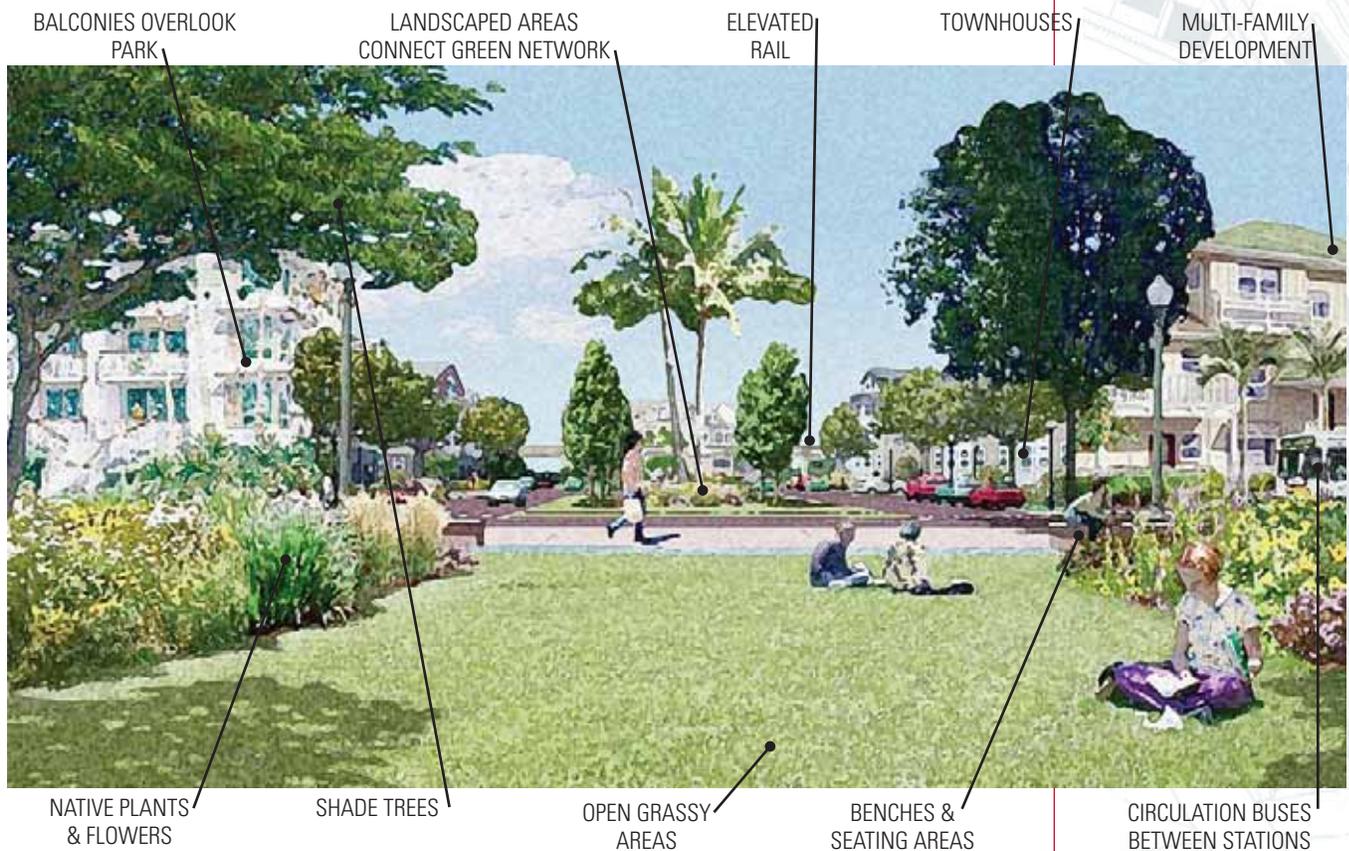


FIGURE 11 - Conceptual Illustration - Ho’opili Mini Park towards Elevated Rail

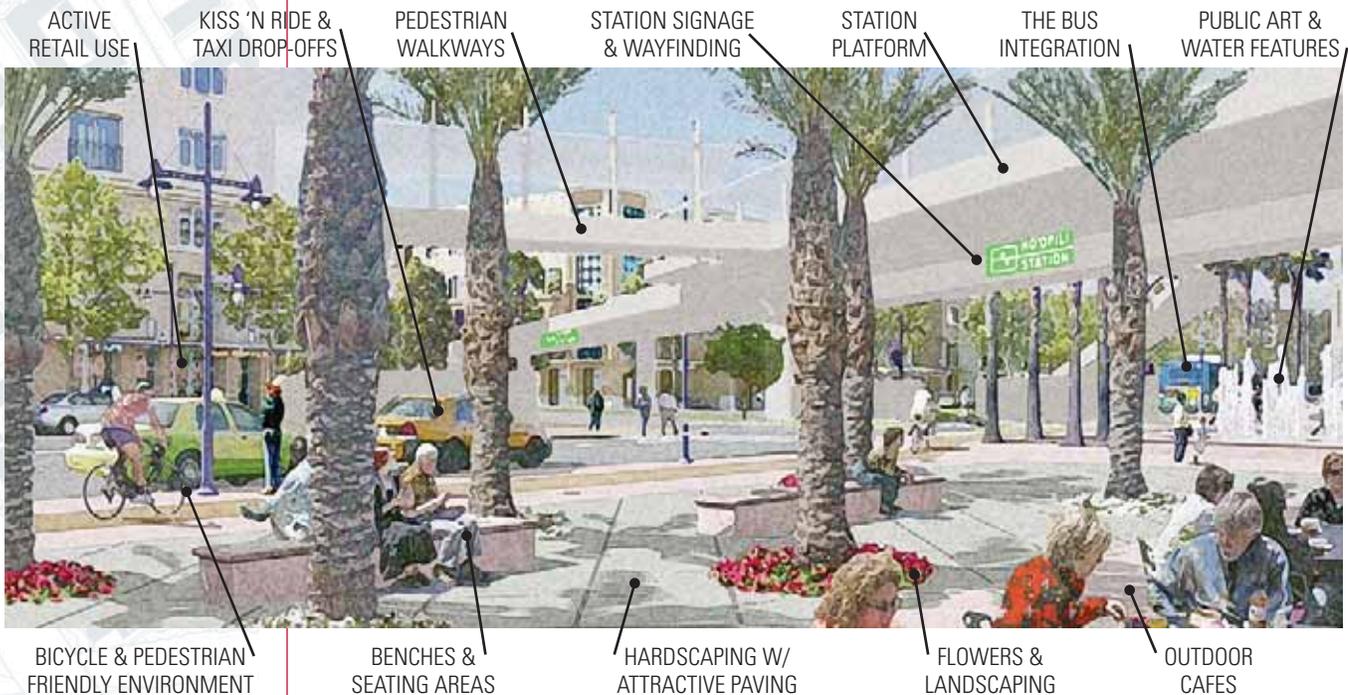
D. LAND USE & URBAN FORM

HO'OPILI STATION AREA PLAN

- 4-6 story buildings at station area, stepping down to 2-4 stories
- Active retail uses on the ground floor

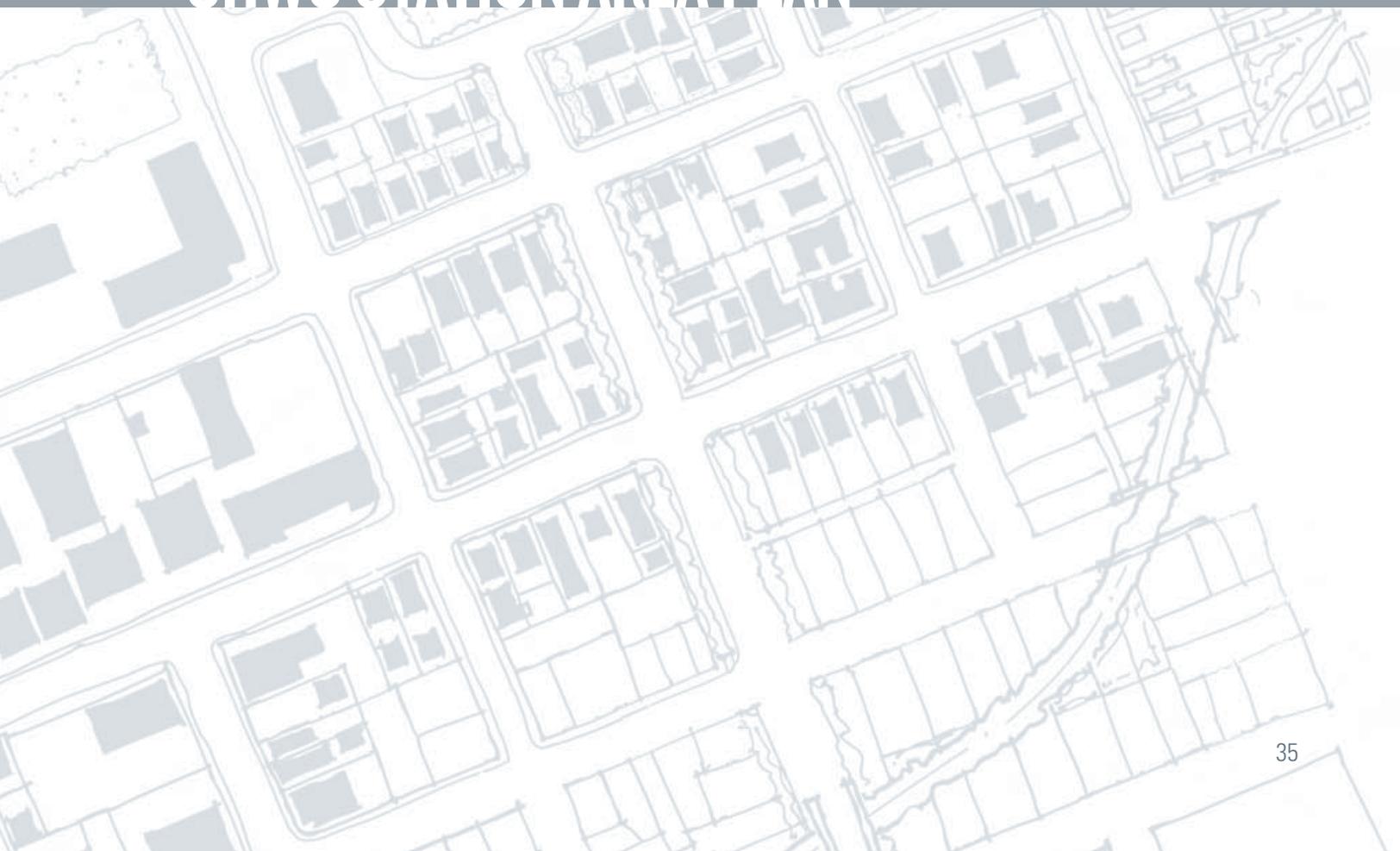
The Ho'opili Station area plan carefully integrates several land uses with the station itself, from medium-density, mixed-used buildings to parks and lower density housing. Adjacent to the transit station is a medium-density, mixed-use town center that will help establish the individual identity of this neighborhood. The primary artery of active ground floor retail runs perpendicular to the station to create a dynamic pedestrian-oriented streetscape. The station, therefore, serves as the nucleus for development.

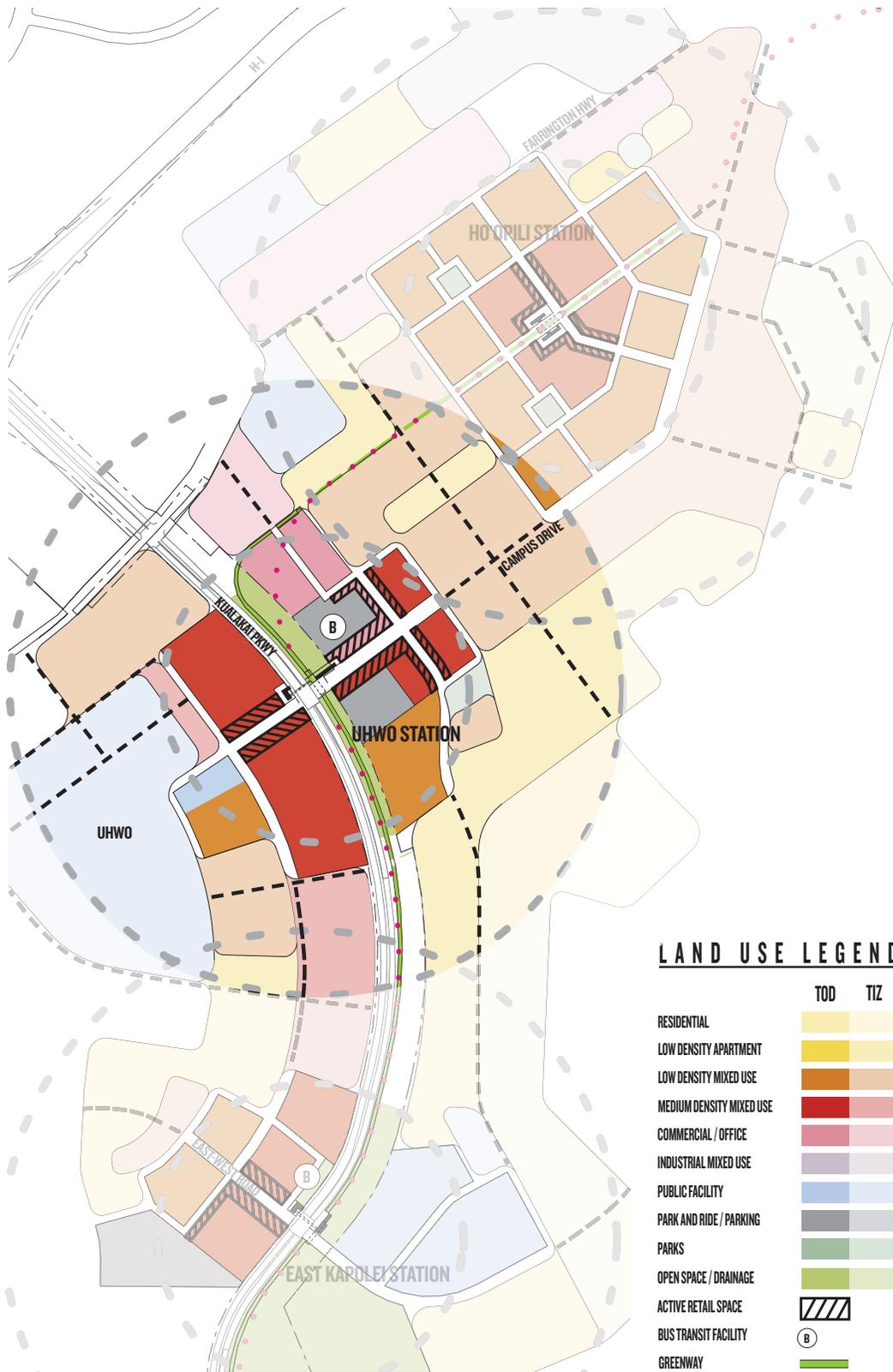
The active ground floor retail will continue beyond the immediate station area and town center to facilitate a pedestrian friendly, mixed-use neighborhood. Specific blocks will have semi-private open space or a neighborhood mini park to allow for gathering, recreation and relaxation. This area will include mixed-use buildings between 4-6 stories. The buildings will step down to 2-4 stories in more residential areas. At full build-out, the area within 1/4 mile of the Ho'opili Station will contain approximately 2,300 dwelling units along with 308,000 square feet of commercial/office/retail space. Buildings and building heights in the mixed-use areas will be scaled to create a vibrant, pedestrian oriented environment. Pedestrian friendly streets will continue outward as the land use transitions from primarily mixed-use to primarily residential so that people will feel safe and be encouraged to walk throughout the area.





UHWO STATION AREA PLAN





LAND USE LEGEND

	TOD	TIZ
RESIDENTIAL	[Light Yellow]	[Light Yellow]
LOW DENSITY APARTMENT	[Yellow]	[Yellow]
LOW DENSITY MIXED USE	[Orange]	[Orange]
MEDIUM DENSITY MIXED USE	[Red]	[Red]
COMMERCIAL / OFFICE	[Pink]	[Pink]
INDUSTRIAL MIXED USE	[Purple]	[Purple]
PUBLIC FACILITY	[Blue]	[Blue]
PARK AND RIDE / PARKING	[Grey]	[Grey]
PARKS	[Green]	[Green]
OPEN SPACE / DRAINAGE	[Light Green]	[Light Green]
ACTIVE RETAIL SPACE	[Hatched]	[Hatched]
BUS TRANSIT FACILITY	[B]	[B]
GREENWAY	[Green Line]	[Green Line]



FIGURE 13 - UHWO Station Land Use Plan

A. OVERALL STRUCTURE

The UHWO Station area will be a campus gateway to UHWO that will serve as a destination for people from all over Oahu including students, workers, shoppers and residents. The UHWO Station will integrate the greenway. Campus Drive which connects the UHWO campus with the station area will be connected by a pedestrian walkway over the intersection allowing for safe, easy access to the rail. Campus Drive will have student oriented businesses and create an active, Main Street gathering space for faculty, students, commuters and shoppers. There will be multi-modal access pathways throughout the area to ensure the maximum influence and benefit of the TOD.

UHWO STATION AREA PLAN

- Serves as a campus gateway
- Campus Drive will feature student oriented businesses



FIGURE 14 - Conceptual Illustration - UHWO Station (looking west)

B. CONNECTIVITY & CIRCULATION

UHWO STATION AREA PLAN

- Greenway will provide greater regional bike and pedestrian access
- Provide easy access to transit for commuters

As the greenway hits Kualakai Parkway, it could continue makai either under the elevated rail or in the larger drainage area on the Diamond Head side of the road. The greenway will allow greater regional bike and pedestrian access to the communities surrounding the transit stations. This bike connection can provide a larger amenity and access route for the UHWO and the destinations to which it connects including the Salvation Army's Kroc Community Center and communities within Phase II of the Department of Hawaiian Home Lands' East Kapolei project makai of Kualakai Parkway. With this concept, the physical width of Kualakai Parkway can be used as a connector, not a divider, between neighborhoods. This access will be essential to both recreational and commuter cyclists.

The park 'n ride facility at the UHWO Station will serve drivers from Kapolei and the Waianae Coast and should be accommodated in structures or on surface lots adjacent to the station. Parking structures should be wrapped with retail uses on the ground floor, and office and/or residential spaces on the upper floors facing the street to mask the parking.

It will be essential, especially in the early years of rail operations, to provide easy vehicular access for drivers from the Kapolei and the Waianae Coast, as well as those from the Ewa and Ewa Beach areas. The Plan provides park 'n ride locations at both the UHWO and East Kapolei Stations. Over time, people will gradually utilize alternate modes of transportation more frequently as they become more comfortable with rail transit and the area develops in a pedestrian and bicycle friendly manner.

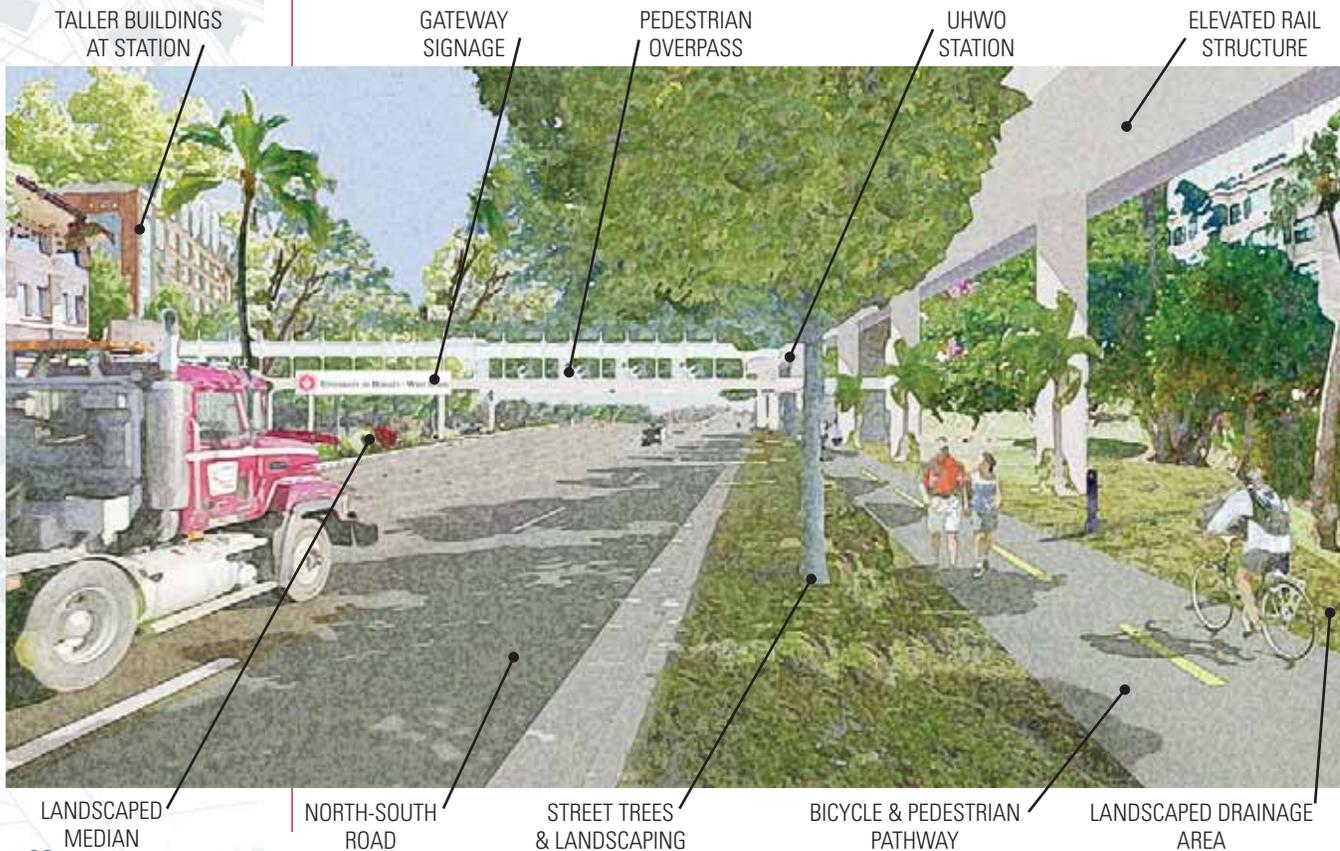


FIGURE 15 - Conceptual Illustration - Kualakai Parkway Greenway towards UHWO Station

C. PARKS & OPEN SPACE

The greenway acts as a connector for all of the landscaping and open space network located in the plan area. It will also serve as a connector between important destination points. For example, within a block from the greenway will be five mini parks, two elementary schools and the Kroc Community Center.

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

UHWO STATION AREA PLAN

- The greenway will connect various destination points



FIGURE 16 - Conceptual Illustration - Ho'opili "Main Street" near UHWO Station

D. LAND USE & URBAN FORM

UHWO STATION AREA PLAN

- Station served by two park 'n rides
- 6-8 story buildings on the Ho'opili side of the station
- 4-5 story buildings on the UHWO side of station
- Residential buildings step down to 2-4 stories

Adjacent to the station, there will be higher density development featuring active ground floor retail, housing, and offices. This area will also have two park 'n ride facilities to serve the large number of student and employee commuters. The station will also be accessible via the greenway's multi-use path running along Kualakai Parkway, which connects all three of the stations in the East Kapolei Neighborhood Plan.

In addition to Campus Drive, the UHWO Station area creates a second Main Street one block Diamond Head of Kualakai Parkway. Mixed-use buildings directly adjacent to the station should be 6-8 stories on the Ho'opili side of the station and 4-5 stories on the UHWO side of the station to highlight this as an activity center and provide definition to the wide, fast-moving thoroughfare of Kualakai Parkway. In addition, the increased building heights signify the importance of the campus and create a visible landmark for people. These buildings will be inwardly focused (away from Kualakai Parkway) with primary entrances and facades facing towards pedestrian-oriented streets.

Residential buildings should step down to 2-4 stories in other areas. The DLNR property mauka of the transit station has the opportunity to provide employment uses in 3-6 story office buildings adjacent to the elevated rail and Kualakai Parkway. At full build-out it is anticipated that the area within 1/4 mile of the UHWO Station could contain approximately 2,400 dwelling units along with 509,000 square feet of commercial/office/retail space.

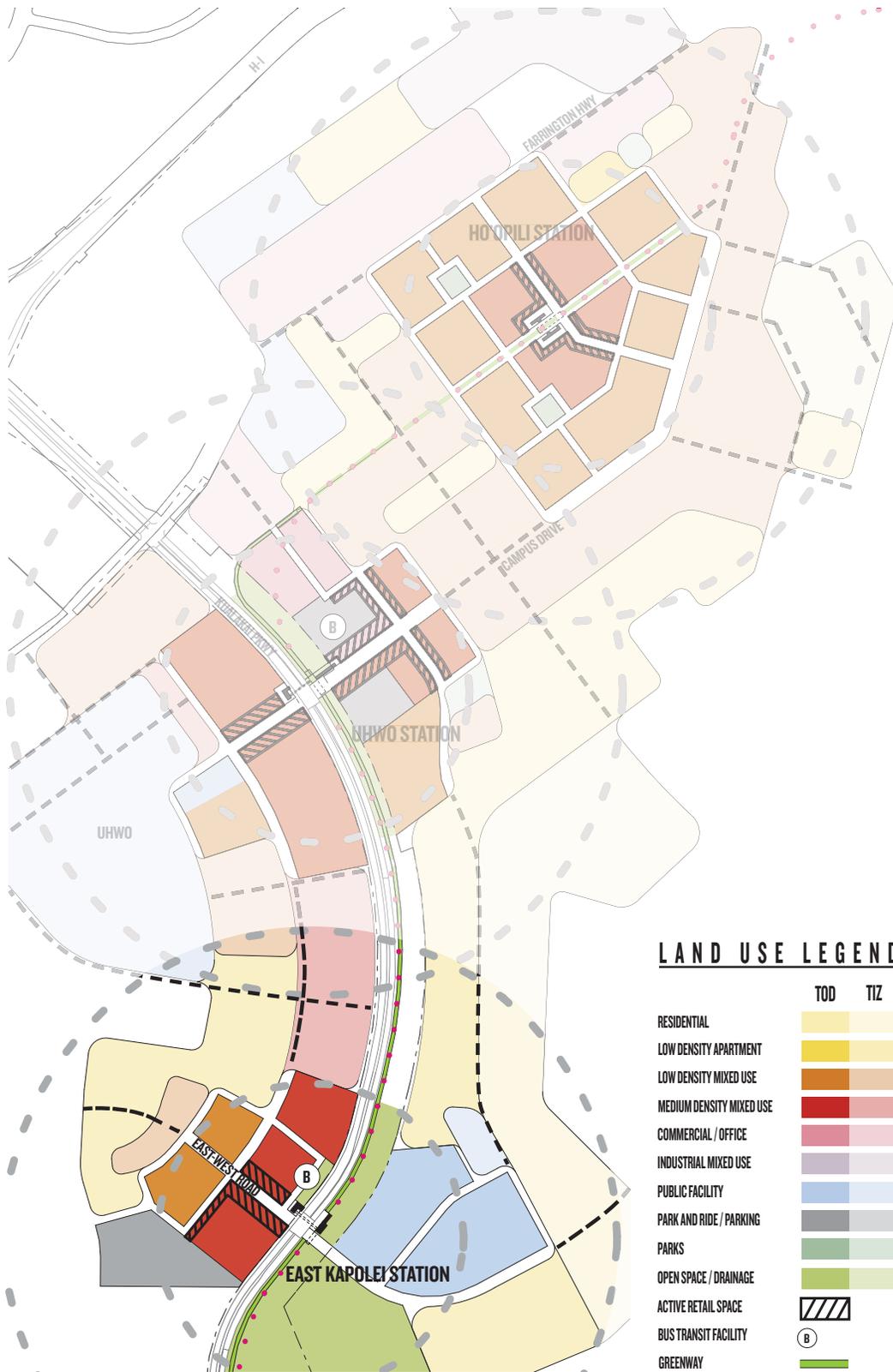


FIGURE 17 - Conceptual Illustration - Ho'opili Drive towards UHWO Campus



EAST KAPOLEI STATION AREA PLAN





LAND USE LEGEND

	TOD	TIZ
RESIDENTIAL	[Light Yellow]	[Pale Yellow]
LOW DENSITY APARTMENT	[Yellow]	[Light Yellow]
LOW DENSITY MIXED USE	[Orange]	[Light Orange]
MEDIUM DENSITY MIXED USE	[Red]	[Light Red]
COMMERCIAL / OFFICE	[Pink]	[Light Pink]
INDUSTRIAL MIXED USE	[Purple]	[Light Purple]
PUBLIC FACILITY	[Blue]	[Light Blue]
PARK AND RIDE / PARKING	[Grey]	[Light Grey]
PARKS	[Green]	[Light Green]
OPEN SPACE / DRAINAGE	[Light Green]	[Very Light Green]
ACTIVE RETAIL SPACE	[Hatched]	[Hatched]
BUS TRANSIT FACILITY	[B]	[B]
GREENWAY	[Green Line]	[Green Line]



FIGURE 18 - East Kapolei Station Land Use Plan

A. OVERALL STRUCTURE

The East Kapolei Station will be a “community use” station. It will draw ridership from users of the Kroc Community Center and will also serve as a major bus transfer area and park ‘n ride location. A pedestrian overpass will connect the station with the neighborhood allowing for safe, easy access. Commuters will be served by a large parking structure for the park ‘n ride, a bike path along Kualakai Parkway and a large bus transit center. Coordinating several modes of transportation in a cohesive plan will reduce congestion, pollution and commute times.

EAST KAPOLEI STATION AREA PLAN

- Draw riders from Kroc Community Center
- Serves as a major bus transfer area



FIGURE 19 - Conceptual Illustration - East Kapolei Station

B. CONNECTIVITY & CIRCULATION

EAST KAPOLEI STATION AREA PLAN

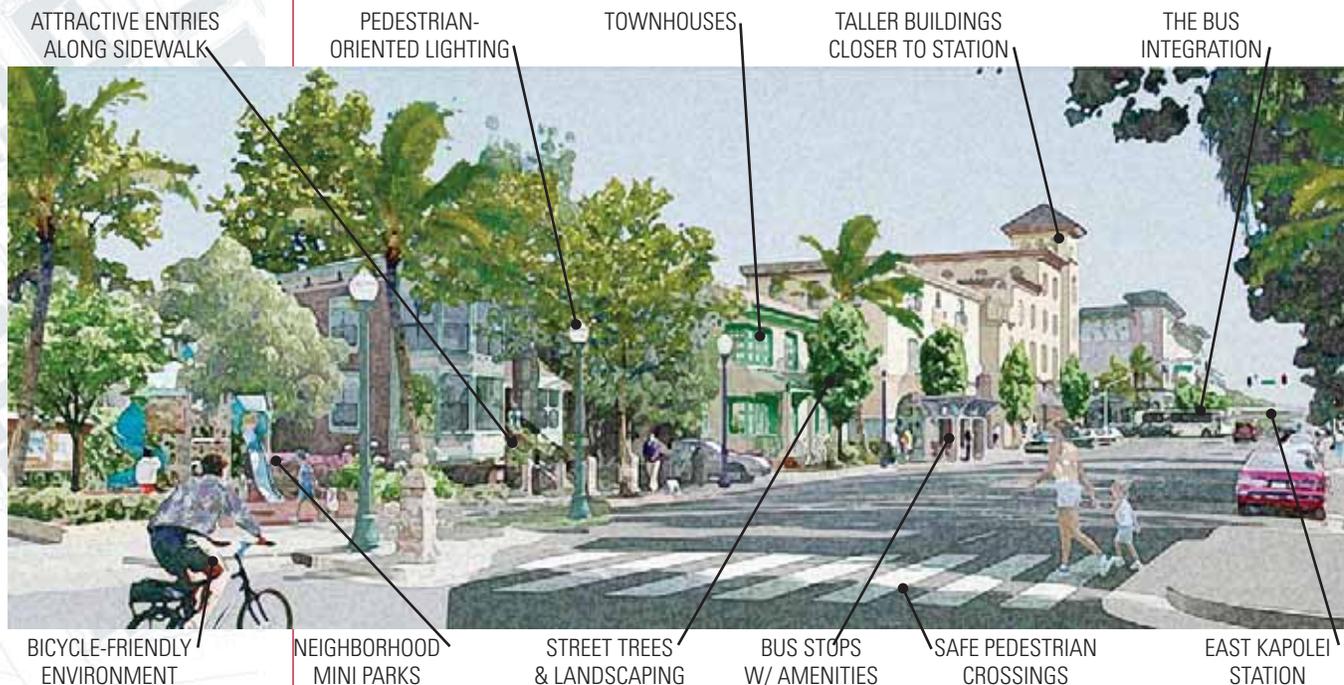
- Provides easy access for drivers from Kapolei and the Waianae Coast
- Station served by park 'n ride facility

Just as the elevated rail will act as a regional spine for more local transit operations, the green corridor can act as the backbone for the green network. Within a block from the green corridor will be five mini parks, two elementary schools and the Kroc Community Center, all of which will act as destination points for local riders and pedestrians.

It will be essential, especially in the early years of rail operations to provide easy access for drivers from the Kapolei and the Waianae Coast as well as those from the Ewa and Ewa Beach areas. The plan provides park 'n ride locations at both UHWO and East Kapolei Stations.

The Plan includes a park 'n ride at East Kapolei Station to serve Ewa and Ewa beach residents. It is likely that this park 'n ride, located on the UHWO side of Kualakai Parkway will be a surface lot, at least for the short term. Opportunities for shared commuter and student parking are considered.

The Plan includes a major bus transit facility at the East Kapolei Station. This bus transit area should be located off-street on the UHWO side of Kualakai Parkway within a section of the parcel designated as a park 'n ride. This location will help to provide strong access and circulation for both buses and cars in the station area. Pedestrians will be able to access the facilities via an elevated walkway over Kualakai Parkway.



C. PARKS & OPEN SPACE

The bike path and greenway along Kualakai Parkway plays an important role in connecting the green space of the East Kapolei Station Area to the other two stations in the Plan. Unlike the other two stations, the East Kapolei Station is adjacent to a large natural preservation area makai of the station. This natural preservation area will not only help preserve the natural habitat of the endangered Red Ilima (*Abutilon Menziesii*) but also enhance views and one's connection to the natural environment.

Semi-private open space, located within the mixed-use blocks, will provide places for residents, workers and visitors to enjoy the outdoors. In addition, these spaces can act as venues for gathering and community events. People will have to opportunity to enjoy an attractively landscaped green space within the urban environment.



EAST KAPOLEI STATION AREA PLAN

- Station area is adjacent to a large, natural preservation area
- Semi-private open spaces provide outdoor areas for residents, workers & visitors

EAST KAPOLEI STATION AREA PLAN

- 3-4 story buildings on the UHWO side
- Residential buildings step down to 2-4 stories

D. LAND USE & URBAN FORM

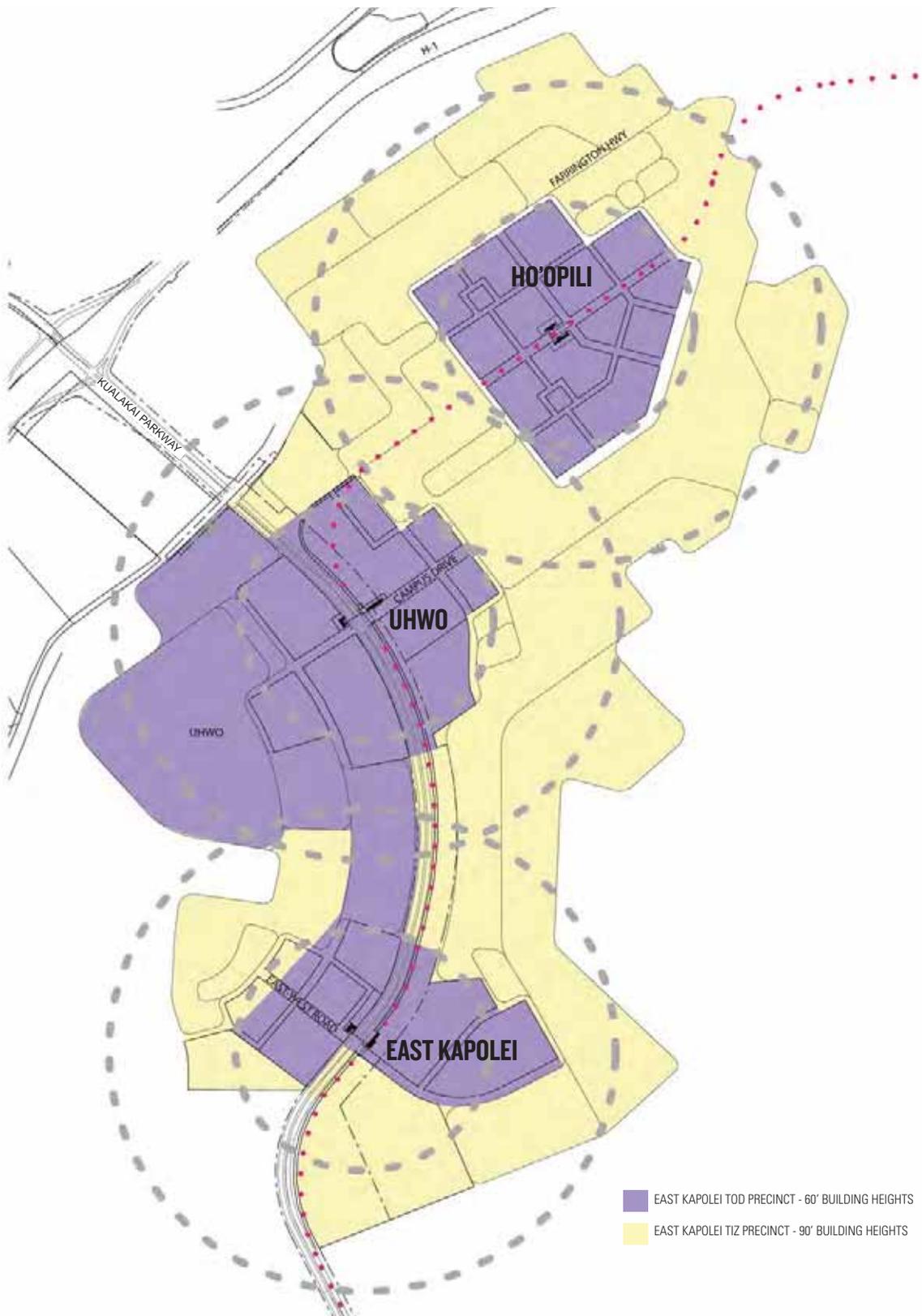
The East Kapolei Station area should include 3-4 story mixed-use buildings on the blocks immediately adjacent to Kualakai Parkway on the UHWO side. However, these buildings will be internally focused on Main Street rather than Kualakai Parkway. This means that the primary entrances and facades will face Main Street rather than Kualakai Parkway. Residential buildings a block from Kualakai Parkway should be 2-4 stories tall. Residential development on the property makai of the Kroc Community Center should be 2-4 stories. At full build-out it is anticipated that the area within 1/4 mile of the East Kapolei Station could contain approximately 990 dwelling units along with 83,000 square feet of commercial/office/retail space.





ZONING RECOMMENDATIONS





EAST KAPOLEI TOD PRECINCT - 60' BUILDING HEIGHTS
 EAST KAPOLEI TIZ PRECINCT - 90' BUILDING HEIGHTS

FIGURE 21 - TOD & TIZ Zoning Precincts

TOD SPECIAL DISTRICT

The TOD special district is intended to ensure the community vision for the station areas through zoning standards that enable and promote transit-oriented development.

I. APPLICABILITY

Special district regulations are mandatory, not optional. The proposed TOD Special District regulations may supplement or modify the underlying zoning district regulations. If any TOD Special District regulation conflicts with any provision contained in Article 3 of the LUO (Establishment of Zoning Districts and Zoning District Regulations), the more restrictive regulation takes precedence. A property owner must follow the provisions of the TOD Special District in order to develop property. In doing so, the property may be subject to different permitted and conditional uses, modified densities and building heights, modified yards and modified parking requirements. To take advantage of such increased entitlements, additional design-related criteria may be required. All applications are subject to design review.

2. DISTRICT BOUNDARIES

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

The TOD, or transit-oriented development, precincts are generally within 1/4 mile of the stations, or in areas with greater development potential. The areas will likely be developed sooner and should include larger building forms and higher-intensity mixed-use, employment and residential options.

The TIZ, or transit-influenced zone, precincts are located beyond the TOD core, between 1/4 mile to 1/2 mile from the stations and should be less intense by nature. Properties within the TIZ precincts will most likely redevelop over a longer time frame and should include smaller buildings that “step down” to meet surrounding lower density neighborhoods.

3. PERMITTED LAND USES

The TOD area should contain a mix of complementary uses. 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 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 train, reduce dependence on the automobile, and thereby the need for standard provisions of parking. This is consistent with the principle of “Mixing It Up” in the core 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. The TOD regulations would not eliminate the requirement for discretionary permit approval, including Plan Review Use (PRU) approval for certain uses, such as for colleges and universities as specified in the LUO.

ZONING RECOMMENDATIONS

- Special district regulations are mandatory, not optional
- TOD precincts are generally within 1/4 mile of the stations
- TIZ precincts are generally within 1/2 mile of the stations

ZONING RECOMMENDATIONS

■ Permitted and prohibited uses are similar to standards for the City's BMX-3 zone

PERMITTED IN BOTH TOD & TIZ PRECINCTS

- Dwellings, multifamily
- Group living facilities
- Special needs housing for the elderly
- Business services
- Cabarets
- Catering establishments
- Convenience stores
- Dance or music schools
- Data processing facilities
- Eating establishments
- Financial institutions
- Home occupations
- Laboratories, medical
- Laboratories, research
- Medical clinics
- Neighborhood grocery stores
- Office buildings
- Office, accessory
- Personal services
- Photographic services
- Photographic processing
- Photography studios
- Plant nurseries
- Real estate offices
- Retail, accessory
- Retail establishments
- Travel agencies
- Veterinary establishments
- Boarding facilities
- Consulates
- Duplex units
- Motion picture & television production studios
- Art galleries & museums
- Colleges, business
- Day-care facilities
- Hospitals
- Meeting facilities
- Public uses & structures
- Schools, business
- Schools; elementary, intermediate & high school
- Schools, language
- Schools, vocational, technical, industrial, & trade
- Woodwork shops, machine shops or other similar features
- Theaters
- Universities, colleges
- Commercial parking lots & garages
- Joint use parking facilities
- Parking facilities
- Broadcasting stations
- Historic structure, use of
- Bars, nightclubs, taverns
- Roomers/rooming
- Trade or convention center
- Off-site parking facilities
- Off-site joint development
- Amusement & recreation facilities, indoor

PERMITTED IN TIZ PRECINCTS/
NOT PERMITTED IN TOD PRECINCTS

- Self-storage facilities
- Dwellings, detached, one-family
- Dwellings, detached, two-family
- Centralized mail & package handling facilities
- Food manufacturing & processing
- Home improvement centers
- Manufacturing, processing & packaging, light
- Plant nurseries
- Dwellings, owner's or caretaker's accessory
- Repair establishments
- Warehousing
- Wholesaling & distribution
- Recreational facilities, outdoor
- Automobile service stations
- Car washing, mechanized
- Heliports
- Helistops
- Antennas, receive only
- Utility installations, Type A
- Utility installations, Type B

PROHIBITED LAND USES

- All "agricultural" uses
- All "animal" uses
- Farm dwellings
- Vacations cabins
- Dwellings for cemetery caretakers
- Base yards
- Explosive & toxic chemical manufacturing, storage & distribution
- Freight movers
- Heavy equipment sales & rentals
- Linen suppliers
- Manufacturing, processing & packaging, general
- Maritime-related vocational training, sales, construction
- Petroleum processing
- Port facilities
- Publishing plants for newspapers, books & magazines
- Repair establishments, major
- Resource extraction
- Salvage, scrap & junk storage & processing
- Storage yards
- Waste disposal & processing
- Wholesale & retail establishments dealing primarily in bulk materials delivered by or to ship or by ship & truck in combination
- Amusement facilities, outdoor non-motorized
- Amusement facilities, outdoor motorized
- Golf courses
- Cemeteries & columbaria
- Prisons
- Airports
- Truck terminals
- Antennas, broadcasting
- Wind machines

ZONING
RECOMMENDATIONS

- All permitted uses should apply the design guidelines of the Ewa Development Guidelines

ZONING RECOMMENDATIONS

- Underlying FARs should remain and the maximum FAR should be raised to 3.5 as a Community Benefits Bonus within the TOD precincts
- Minimum FAR of 0.50 for TOD precincts may be appropriate
- Maximum Building Area should not be regulated

5. DENSITY & FLOOR AREA RATIO

According to the Ewa Development Plan, allowable building density around transit hubs should accommodate 25-90 dwelling units per acre.

Current underlying zoning allows floor area ratios (FARs) in the TOD Special District areas within the range of 0.9-2.5 (or up to 3.5 with open space bonus). Overall intensities proposed in the Draft Plan fall within this range. It is recommended that existing underlying FARs remain in both the TOD and TIZ Precincts.

Allowing a higher FAR in certain areas helps to promote the Plan principle of “Providing a Variety of Housing Choices” in the station areas. The intent of the Special District FAR regulations is to focus more intense development in the TOD precincts and less intensity in the TIZ precincts. It is recommended that within the TOD precincts, the underlying maximum FAR may be raised to 3.5 as a Community Benefit Bonus.

6. MAXIMUM BUILDING AREA

Transit-oriented development is most efficient when buildings optimize lot coverage in order to create active, urban street edges and opportunities for structured parking. Buildings set far back from the street within large open spaces or surface parking lots should be avoided. With this in mind, it is recommended that the maximum building area (coverage) standard not be regulated for the East Kapolei TOD Special District. This is consistent with the standard for the B-1, B-2, BMX-3, and BMX-4 zones.

7. MAXIMUM BUILDING HEIGHTS

New buildings in the station areas should generally be taller near the station and step down in height further from the station. Stations should serve as focal points and hubs for more intense development.

According to the Ewa Development Plan, allowable building heights around the transit stations should not exceed 90 feet. The building heights developed through the East Kapolei Neighborhood TOD process for the three TOD precincts are consistent with this standard.

Recommended maximum building heights in the Ho’opili Station area are as follows:

- Buildings in the TOD Precinct should not exceed 90 feet.
- Building heights in the TIZ Precinct should not exceed 60 feet.

Recommended maximum building heights in the UHWO Station area are as follows:

- Buildings in the TOD Precinct, east and west of Kualakai Parkway should not exceed 90 feet.
- Building heights in the TIZ Precinct should not exceed 60 feet.

Recommended maximum building heights in the East Kapolei Station area is as follows:

- Buildings in the TOD Precinct should not exceed 90 feet.
- Buildings in the TIZ Precinct should not exceed 60 feet.

- Kualakai Parkway Height Allowance Overlay - Due to the scale of Kualakai Parkway, buildings that front it will be allowed taller height limits. Consideration should be given to allowing up to 120 feet as an incentive to providing community benefits. This area is envisioned as a campus gateway, and the increased building height can serve as a celebration of the importance and energy of UHWO.

8. COMMUNITY BENEFITS BONUS

The use of a Community Benefits Bonus (CBB) is one of several development policies that can be used both to shape the growth and development in the East Kapolei Station areas, and to realize community values and goals. In their most basic form, Community Benefits Bonuses 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. A well-defined, but flexible, Community Benefits Bonus program for transit-oriented development in East Kapolei has the potential to provide a more predictable, efficient and equitable process for development interests and more direct and meaningful benefits to the community. Comparative research shows that Community Benefits Bonus programs tend to follow accepted trends of growth within a community. Therefore, higher FARs and building heights are not discouraged but rather leveraged. A Community Benefits Bonus also offers the ability to balance a mix of services that support growth and sustainable development.

The primary purpose of the Community Benefits Bonus should be to support community principles in East Kapolei, as well as Oahu as a whole. The provision of affordable and workforce housing in East Kapolei and the principle of “Promote a Wide Variety of Housing Choices” in the station areas are very significant goals for the community and, therefore, should be included as a baseline for participation in any Community Benefits Bonus program. Additionally, a major principle of the Plan is to “Create Gathering Places.” Public open space becomes increasingly important as people begin to make the station areas their home. The Community Benefits Bonus could be used to provide for public spaces in all three station areas.

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

- Child and elder care facilities
- Pedestrian connectivity and streetscape improvements beyond minimum standard
- Encourage green building, including LEED certification
- Space for non-profit organizations
- Public art
- Cultural facilities; eg. visitor’s centers, museums, community centers.

ZONING RECOMMENDATIONS

- Buildings in the TOD precincts should not exceed 90 feet
- Buildings in the TIZ precincts should not exceed 60 feet
- CBB will help shape growth and realize community values and goals
- CBB provides a more efficient development process and benefits to the community

ZONING RECOMMENDATIONS

- A CBB system should be reviewed and updated over time to meet the changing needs and wants of the community

Bonus systems are widely accepted and an integral part of many present day zoning and planning initiatives in urban locales throughout the US. If well prepared and managed, they offer the opportunity for a city to achieve desirable public benefits/amenities. A comprehensive bonus program that is clearly spelled out in the Land Use Ordinance (LUO) and provides for flexibility are more understandable and easier to implement than those of a more complex nature and more subjective in character. Municipal staff can administer the more simplified “as-of-right” bonus benefits/amenities expeditiously, while more complex amenities require extensive development review. As the community’s needs evolve over time, the bonus system should be reviewed and updated to meet the changing needs and wants of stakeholders.

The following individual cities have developed different versions of Community Benefits Bonuses, usually premised on a community’s specific priorities and needs.

- Miami offers incentives to encourage street level retail.
- Anchorage provides incentives for climate-controlled courtyards.
- Cincinnati gives incentives for historic preservation.
- San Francisco offers zoning bonuses to encourage rooftop observatories.
- Seattle allows downtown residential buildings higher than 8 stories if developers contribute to an affordable housing fund at a certain cost per additional square footage/height.
- Austin is developing a model for a Community Benefits Bonus as a “menu” system where developers can earn additional square footage for their buildings by providing certain predefined community benefits including parks, open space and other urban amenities.
- Tysons Corner has developed a basic matrix for community benefits as a way to achieve a livable, walkable community.
- San Diego is currently in the final stages of approving new municipal codes with incentives relating to workforce/affordable housing, urban open space and employment uses.

Bonus incentive awards need to relate to the quality and value of the amenities desired and/or needed by a community or specific area. If the program becomes the criteria for determining bonus awards, it may result in greater subjectivity, raising the level of expertise and time required to administer the program. This could also lead to the increased likelihood that the awards will not be as equitable as initially envisioned.

Some benefits/amenities are simpler to qualify, value and administer than others. Many cities are separating administrative functions based on the level of review necessary in granting the bonuses. Bonuses for easily quantifiable amenities can be made available on an “as-of-right” basis and approved without extensive site plan review. The key is that the proposed project demonstrates it will incorporate the bonus benefit/amenity and meet minimum design guidelines. For those benefits/amenities requiring consideration as part of complex design criteria, bonus incentive approvals will need to undergo more extensive site plan review.

9. AFFORDABLE HOUSING RECOMMENDATIONS

The current affordable housing requirements for the City and County of Honolulu require that 30% of the residential units in all new developments, which are approved by zone change, must be affordable with:

- 10% affordable to low income households (earning no more than 80% of area median income);
- 10% affordable to low-moderate income households (earning between 81% and 120% of area median income); and
- 10% affordable to gap group households (earning between 121% and 140% of area median income).

The lands around the UHWO Station and the East Kapolei Station are subject to these affordable housing requirements as a condition of zoning approved for the site in 2008. It is expected that a similar condition will be required for the Ho'opili Station area when its urban zoning designation is approved. In addition, as a result of the TOD Special Districts regulatory overlay, incentives may be offered for development of affordable housing around the transit stations, including both subsidies and relief from strict development standards like parking ratios.

It is recommended that the City and County of Honolulu develop the following affordable housing requirements in a TOD Special District:

- 20% of all housing (for sale and rental) above 29 units shall be affordable @ 80% of the area's AMI.
- As a Community Benefits Bonus for developers who provide 25% affordable housing (at 80% of the area's AMI), an increase of FAR from 2.5 to 3.5 should be granted, along with an increase in building height from 60' to 90'.

These incentives would provide flexibility within the TOD Special District. They would also encourage smaller developers and landowners (1 acre or less) to redevelop their properties around transit without the burden of providing affordable housing, thus making these small, incremental infill projects more feasible.

ZONING RECOMMENDATIONS

- 20% of all housing above 29 units shall be affordable in the TOD precinct
- Developers should receive higher densities and building heights for providing 25% affordable housing

ZONING RECOMMENDATIONS

- Parking requirements should be reduced in both the TOD and TIZ precincts
- TOD precinct requirements are consistent with BMX-4 zone

10. PARKING REQUIREMENTS

The Plan recommends a reduction in the required number of off-street parking spaces in order to reflect lower auto ownership in transit-oriented districts, as well as the destructive impact on urban quality of tremendous amounts of poorly placed surface parking lots. Parking requirements should be reduced to encourage transit ridership, lessen urban runoff, reduce the cost of development and make more efficient use of the land.

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

Recommended parking requirements in the TOD precincts are consistent with parking requirements in the existing BMX-4 Central Business Mixed-Use District.

Recommended parking requirements in the TOD and TIZ precincts are based on type of use. Requirements for housing, office and retail uses are lowered, while those for industrial remain consistent with existing standards.

Parking requirements should allow on-street parking to fulfill requirements for all uses except primary residential (guest parking can be on-street).

Required parking in the TOD precincts:

Use	Parking Requirement
Multi-Family Dwelling	1 per unit
Auditoriums	1 per 300sf
Business Services	1 per 500sf
Eating & Drinking Establishments	1 per 300sf of drinking area over 1,500sf plus 1 per 400sf of kitchen and other areas
Financial Institutions	1 per 600sf over 4,000sf
Hotels	1 per 4 units
Medical Clinics	1 per 600sf over 4,000sf
Medical Laboratories	1 per 600sf over 4,000sf
Meeting Facilities	1 per 300sf
Offices, Other	1 per 600sf over 4,000sf
Personal Services	1 per 600sf over 4,000sf
Retail, Other	1 per 600sf over 4,000sf
Sales	1 per 1,200sf

Required parking in the TIZ precincts:

Use	Parking Requirement
Multi-Family Dwelling	Plus 1 guest parking stall per 10 units
Less than 800sf	1 space
Between 800sf-1,200sf	1.5 spaces
1,200sf and over	2 spaces
Commerce & Business	1 per 500sf
Business Services	1 per 500sf
Convenience Stores / Food & Grocery Stores	1 per 400sf
Data Processing Facilities	1 per 800sf
Eating & Drinking Establishments	1 per 300sf
Shopping Center	1 per 400sf
Dwellings, Detached, Duplex	2 per unit plus 1 per 1,000sf over 2,500sf
Hotels	1 per unit
Industrial	1 per 1,500sf
Repair Establishments, Minor	1 per 500sf
Wholesaling & Distribution	1 per 1,000sf
Recreation Facilities	1 per 200sf
Art Galleries, Museums, Libraries	1 per 400sf
Auditoriums, Meeting Facilities & Theaters	1 per 75sf of assembly space
Day-Care Facilities	1 for each 10 care recipients of design capacity
Schools: Elementary & Intermediate	1 for each 20 students of design capacity plus 1 per 400sf of office floor space
Schools: High, Language, Vocational, Business, Technical & Trade	1 for each 10 students of design capacity plus 1 per 400sf of office floor space
Automobile Service Stations	3 per repair still
Broadcasting Stations	1 per 400sf

ZONING RECOMMENDATIONS

- Maximum parking standards equal to 125% of the minimum requirements may be appropriate
- On-street parking should count as required parking for multi-family, retail and restaurant uses
- Shared parking should be promoted
- District parking could provide publicly or privately managed spaces for commuter park 'n ride use

II. MAXIMUM PARKING STANDARDS

In certain transit-oriented developments 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.

It is recommended that East Kapolei should not have a maximum parking standard until transit systems matures.

12. ON-STREET PARKING

It is recommended that on-street parking in both the TOD and TIZ precincts be counted towards the required guest parking spaces for the multi-family housing as well as the required off-street spaces for restaurant and retail uses. The spaces could be on both public and private streets and would be available for all uses in the area.

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 station areas will have less need for on-site structured and surface parking.

On-street parking also provides an important buffer between the sidewalk and pedestrian realm and the auto travel lanes, thereby making the pedestrian realm more safe and comfortable.

13. SHARED PARKING & PARKING DISTRICTS

Shared parking is publicly and/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 the site and the interaction between them. 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 public or privately managed spaces for commuter park and ride use. Many districts allow developers to contribute cash in lieu of providing parking themselves. It is recommended that a parking district be coordinated in each of the three station areas.

14. BICYCLE PARKING

To help foster an inter-modal transportation network, bicycle parking should be provided in secure areas for workers, shoppers and residents in the station areas. Bicycle parking should be located at transit stations and may include bike storage facilities and lockers. It is recommended that development in the TOD precincts provide bicycle parking areas holding the equivalent of 10% of the required auto parking.

15. STREET STANDARDS

A. Transit-Oriented Community Street Network

The Ewa Development Plan 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 Plan supports the 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.

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 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 both the TOD and TIZ precincts 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 blocks between 300’-350’ in length are ideal but not always realistic. Blocks created by new streets should be a maximum of approximately 500’ in length between intersections. It is also recommended that new developments provide internal pedestrian pathways connecting to public streets.

ZONING RECOMMENDATIONS

- Bicycle parking areas should hold the equivalent of 10% of the required auto parking
- Every transit trip starts and ends with walking
- Create an overall connected street network
- Limit block length to 500 feet



ZONING RECOMMENDATIONS

B. TOD Street Characteristics

Breaking the street system into smaller components helps highlight the characteristics that define a pedestrian supportive environment.

- **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 both the TOD and TIZ precincts 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, Campus Drive and Kualakai Parkway, which are much wider and will continue to carry a high volume of vehicles and have a higher speed limit.
- **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 Plan, should receive special landscape treatment. Wider landscape zones are recommended where higher vehicular speeds are present.
- **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 are recommended in the TOD precincts and in very active areas with large concentrations of pedestrians.
- **Adjacent Land Use:** Sidewalks alone do not make a place into a pedestrian destination. To generate foot traffic, land uses must be highly mixed and reasonably dense. Some combination of residential, retail, restaurant, personal and business services, civic and employment uses must be present within a contiguous area.

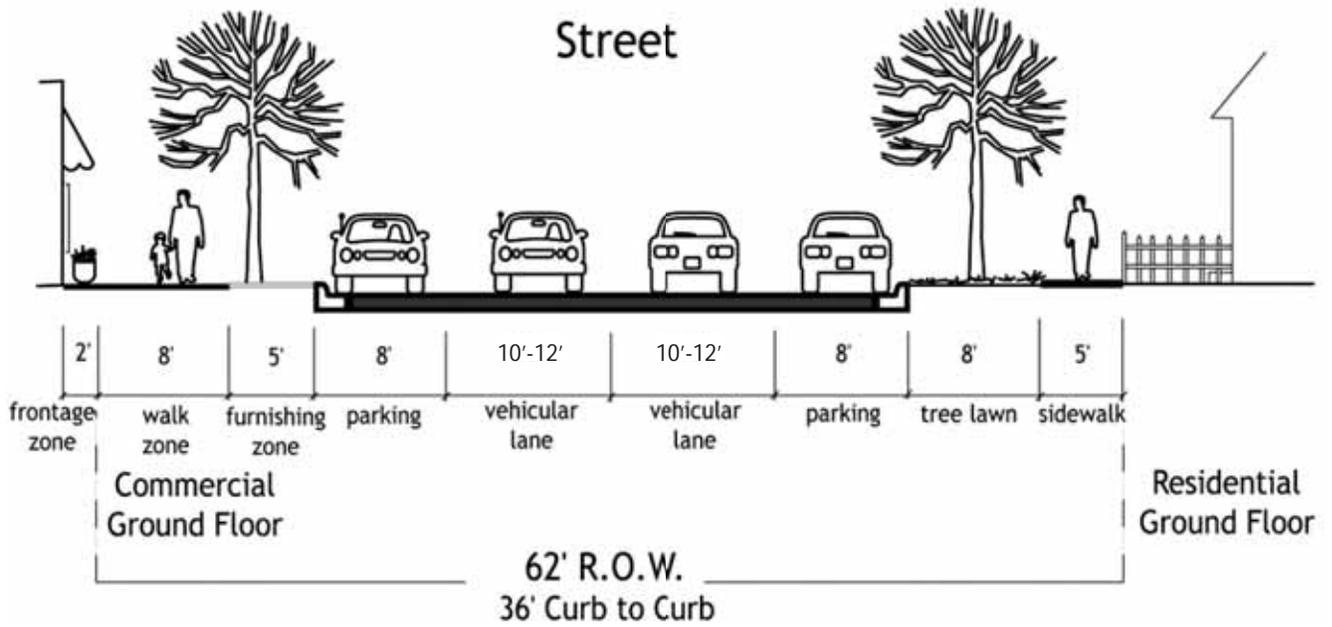


FIGURE 22 - 62' Right-of-Way "Street" Section

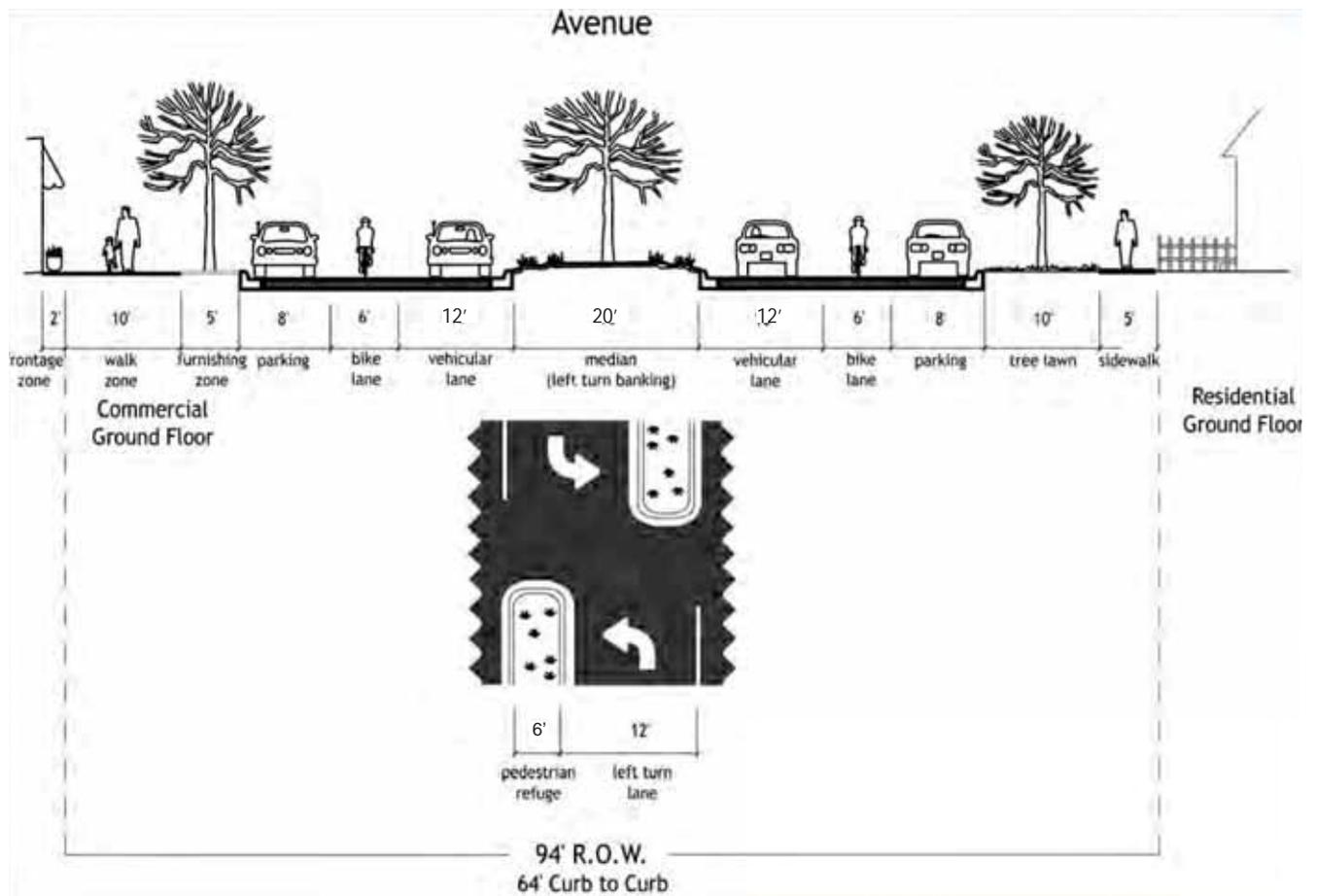


FIGURE 22 - 94' Right-of-Way "Avenue" Section

**ZONING
RECOMMENDATIONS**

C. Green Rail Corridor

It is recommended that a greenway be integrated into the transit corridor. Within the Ho'opili TIZ precinct, the greenway is envisioned as an approximately 10'-20' wide landscaped median beneath the elevated rail with low-speed neighborhood streets on either side. The corridor would include a paved bicycle and pedestrian path along with small trees, flowers, landscaping and public art. As the green rail corridor approaches Kualakai Parkway, it could continue makai either under the elevated rail or in the larger drainage area on the Diamond Head side of the road.



Greenway through Ho'opili



D. Bicycle Circulation

Streets should be designed with bicyclists of all levels in mind. Signed routes should be incorporated along many of the streets in the TOD Special Districts in order to allow mauka-makai and Diamond Head-Waianae bicycle traffic flow. Special considerations should be given to streets that connect directly to the transit stations. The off-street bicycle path in the green rail corridor should also be developed.

E. Green Streets

It is recommended that green street principles be adopted. 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 East Kapolei's streams and ultimately Pearl Harbor
- Divert stormwater from the sewer system and reduce basement flooding, sewer backups and combined sewer overflows to Pearl Harbor
- Reduce impervious surface so stormwater can infiltrate to recharge groundwater and decrease surface water run-off
- Increase urban green space
- Improve air quality and reduce air temperature
- Reduce demand on the City and County's sewer collection system and the cost of constructing expensive pipe systems
- Address requirements of federal and state regulations to protect public health and restore and protect watershed health



Green Street - Portland, OR



Green Street with Stormwater - Portland, OR

ZONING RECOMMENDATIONS

Recommended Front Yards:

- 5' for building with retail services on the ground floor
- 10' for buildings with residential, office or industrial on ground floor

Recommended Side and Rear Yards:

- 5' for detached dwelling units
- 10' for attached dwelling units

16. FRONT YARD SETBACKS

Yards should foster an attractive pedestrian environment while relating directly to the principle of “Create Gathering Places” and “Create a Dynamic Urban Environment.” The recommended front yard standards proposed for the East Kapolei TOD Special District are generally consistent with existing standards set forth in the BMX-3 Mixed-Use District.

Front yards in the station areas should foster a strong pedestrian-oriented character. The recommended minimum front yards in both the TOD and TIZ precincts is 10' for buildings with residential, office or industrial on the ground floor, and 5' for buildings with retail on the ground floor.

- 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 the TOD and TIZ precincts within the front yards in order to encourage an active, vibrant pedestrian environment. Retail uses on the ground floor should have a high degree of transparency with storefront windows along with recessed building entries and glass doors.
- Front yards for buildings with residential uses on the ground floor should include landscaping and entry walks along with porches and stoops 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 in order to avoid blank walls along the street.
- Buildings within the 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 and include large lanais with transparent railings for both residential and office uses.

16. SIDE YARD SETBACK

The recommended minimum side yard in both the TOD and TIZ precincts is 5' for detached dwelling units, 10' for multi-family dwellings and 0' for all other uses. When a side yard adjoins a residential, apartment or apartment mixed-use district, there shall be a side yard which conforms to the yard requirements for dwelling use of the adjoining district.

17. REAR YARD SETBACK

The recommended minimum rear yard in both the TOD and TIZ precincts is 5' for detached dwelling units, 10' for multi-family dwellings and 0' for all other uses. When a rear yard adjoins a residential, apartment or apartment mixed-use district, there shall be a rear yard which conforms to the yard requirements for dwelling use of the adjoining district.

18. MINIMUM COMMON OPEN SPACE

The Plan proposes a series of new open spaces in all the station areas. These open spaces are intended to reflect the principle of “Create Gathering Places.” Parks help to establish an identity and focus for new developments, as well as providing an important resource for the surrounding community. Parks, plazas and other public spaces should be sited and designed to be versatile, secure and easily maintained.

The predominant form of new open spaces in the Plan are the neighborhood “mini parks” and the greenway. A mini park would generally be smaller than existing neighborhood parks in the Ewa region. The mini parks should provide passive recreational space with benches, landscaping and tables, as well as children’s play areas. Within a block from the greenway will be five mini parks, two elementary schools and the Kroc Center, all of which will act as destination points for residents 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 and arcades. It is recommended that developments of less than 1 acres in size shall be exempt from providing on-site open space in order to make development of smaller properties more feasible.

ZONING RECOMMENDATIONS

- Minimum Common Open Space for developments over 30 units:
 - 35%
 - Developments less the 1 acre shall be exempt
- Parks help to establish an identity for developments



Ho’opili Mini Park towards Elevated Rail





PHASING & IMPLEMENTATION STRATEGY



PHASING & IMPLEMENTATION

Phase 1:

- Build and open transit station
- Blocks adjacent to station will serve as surface parking lots

A. PHASING STRATEGY

In accordance with the Ewa Development Plan, 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 Plan priorities and evaluating progress. The East Kapolei Neighborhood Plan is phased in such a way that it respects the guidelines laid out by the Ewa Development Plan.

The High-Capacity Transit Corridor is a top priority for the Ewa Plan, and the East Kapolei Plan is based on the development of such a corridor. Below is a sample phasing program for a prototypical block at the Ho'opili Station that uses the rapid transit system as a baseline. However, the phasing strategies can be applied to each of the station areas as development occurs.

PHASE I

Phase 1 begins with the construction and opening of the transit station. Blocks adjacent to the station may be used as surface parking / park 'n rides to serve users of the transit line. These surface lots will be attractively landscaped to enhance user satisfaction and reduce the heat island effects that can occur with large paved areas. In addition, street trees will be added to the first portion of the "Main Street" to be developed. To help create a pleasant walking environment for pedestrians, crosswalks and sidewalks will be provided at this time.



PHASE 2

Phase 2 introduces the first mixed-use building on the primary corner of the station area. This building will attract businesses, and residents. It will act as an anchor and catalyst for the area. The remainder of the site will remain a surface parking lot to serve both the mixed-use building and the transit riders until further development can occur.

There will be residences or office space available on the upper floors of the building, while the first floor begins to establish the vibrant, pedestrian friendly streetscape with attractive storefronts and cafes. The riders utilizing the transit stop will help to support the first business tenants as they move from the station to the parking lot beyond.



FIGURE 25 - Phasing Strategies, Phase 2

PHASING & IMPLEMENTATION

Phase 2:

- Develop first mixed-use building adjacent to station

PHASING & IMPLEMENTATION

Phase 3:

- Construct and open the second mixed-use building
- Construct and open the first residential building

PHASE 3

Phase 3 adds a second mixed-use building extending the “Main Street” facade. This street will cater to the pedestrian with an active ground floor including retail, restaurants and cafes. The “Main Street” will help to establish the station area’s identity and provide an amenity for residents and workers.

In addition, Phase 3 also develops the first residential-only building. The residents of this building 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 shops and transit. The residences closest to the transit station will be at a premium because of the amenity that it provides, not only with the rail service but also to the greenway running below the elevated transit line. The greenway will establish an early connection between the neighborhoods being developed along the transit line and further reinforce the principles of both the Ewa Development Plan and East Kapolei Neighborhood TOD Plan.

The greenway is also fully developed at this phase with landscaping, trees and the complete bikeway. People utilizing the bikeway will be connected to each of the station areas in the East Kapolei Neighborhood TOD Plan and can easily travel from one “Main Street” to the next thus fostering the critical regional connection.



FIGURE 26 - Phasing Strategies, Phase 3

PHASE 4

Phase 4 represents full build-out. The entire block is complete and the surface parking has been replaced by more residential buildings and a parking structure that will serve the entire site as well as 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, the courtyards will provide residents with their own semi-private green space, or, if they chose, they can utilize one of the nearby neighborhood parks.

PHASING & IMPLEMENTATION

Phase 4 (full build out):

- Build remaining residential buildings
- Parking now provided by a semi-enclosed parking structure



FIGURE 27 - Phasing Strategies, Phase 4 - Full Build-Out



PHASING & IMPLEMENTATION

■ At full build-out 11,640 jobs are expected

B. EXPECTED EMPLOYMENT

The new retail and office jobs created in the station areas are expected to range from entry-level positions that require few skills and provide incomes of less than \$25,000 per year to management and highly skilled professional jobs paying over \$100,000 per year. At full development, a net increase of about 11,640 jobs is anticipated within the East Kapolei Neighborhood.

Including:

■ Commercial (2 jobs per 1,000 square feet)	10,600 jobs
■ Industrial (1.5 jobs per 1,000 square feet)	1,200 jobs
■ UHWO (faculty and staff)	<u>1,040 jobs</u>
	11,640 jobs

C. IMPLEMENTATION STRATEGIES

The following chart outlines the key planning elements in the Plan and the lead and support agencies for each element.

I. IMPLEMENTATION MATRIX

Ho'opili Station

	BWS	BFS	DDC	DFM	DPR	DPP	DTS	ENV
Transit plazas at station						○	●	
Greenway beneath the elevated rail			●	○	●	○	●	
Integrate neighborhood mini parks			●			●		
Create new local streets to improve connectivity and circulation			○	○		●	○	
Non-buildable easement								
City acquisition of land								
Incentives for private assembly of land and construction								
Construct bicycle and pedestrian paths in the TOD special districts			○	○			●	
Construct on private land								
Construct in the public ROW								
Diagonal parking to activate mixed-use areas		○	●			●		
Add to existing ROW								
Accommodate in front yards on private properties								
Count on-street parking towards satisfying LUO requirements								
Accommodate outdoor dining and pedestrian amenities in the public sidewalk area				○		●		

UHWO Station

	BWS	BFS	DDC	DFM	DPR	DPP	DTS	ENV	DOT	UHWO
Transit plazas on both sides of Kualakai Pkwy							●			
Elevated pedestrian walkways crossing Kualakai Pkwy							●		○	○
Elevated pedestrian walkways crossing "Campus Drive"							●			○
Greenway beneath the elevated rail			●	○			●			
Greenway adjacent to Kualakai Pkwy			●	○	●		●			
Bus transfer facility mauka of "Campus Drive"							●		○	○
Park and ride facilities on both sides of "Campus Drive"			●				●			
Create new local streets to improve connectivity and circulation			○	○		●	○			
Non-buildable easement										
City acquisition of land										
Incentives for private assembly of land and construction										
Construct bicycle and pedestrian paths in the TOD special districts			○	○			●			
Construct on private land										
Construct in the public ROW										
Diagonal parking to activate mixed-use areas		○	●			●	○			
Add to existing ROW										
Accommodate in front yards on private properties										
Count on-street parking towards satisfying LUO requirements										
Accommodate outdoor dining and pedestrian amenities in the public sidewalk area				○		●				

East Kapolei Station

	BWS	BFS	DDC	DFM	DPR	DPP	DTS	ENV	DOT	UHWO
Greenway adjacent to Kualakai Pkwy			●	○	●	○	●			
Bus transfer facility mauka of station						○	●			
Elevated pedestrian walkways crossing Kualakai Pkwy						○	●		○	○
Elevated pedestrian walkways crossing East / West Road						○	●		○	
Create new local streets to improve connectivity and circulation			○	○		●	○			
Non-buildable easement										
City acquisition of land										
Incentives for private assembly of land and construction										
Construct bicycle and pedestrian paths in the TOD special districts			○	○			●			
Construct on private land										
Construct in the public ROW										
Count on-street parking towards satisfying LUO requirements										
Accommodate outdoor dining and pedestrian amenities in the public sidewalk area				○		●				

- - Lead Agency
- - Support Agency

- BWS - Board of Water Supply
- BFS - Department of Budget and Fiscal Services
- DDC - Department of Design and Construction
- DFM - Department of Facility Management

- DPR - Department of Public Relations
- DPP - Department of Planning and Permitting
- DTS - Department of Transportation Services
- ENV - Department of Environmental Services

- DOT - Department of Transportation
- UHWO - University of Hawaii - West Oahu

PHASING & IMPLEMENTATION

- The most frequently used tools by planning agencies to leverage TOD include density bonuses and relaxation of parking standards
- Funds for station area planning, infrastructure and on-the-ground improvements are most important to local planning agencies
- According to developers, TOD performs better than most products

Financing Issues - BFS (Lead Agency) and DPP (Support Agency)

Consider public incentives as a means for implementing the above recommendations and for encouraging development in the TOD Special Districts

- Tax Increment Financing
- Community Facilities Districts
- District Improvement Financing
- Parking Improvement Districts
- Business Improvements Districts
- Real Property Tax "Rollback"
- Real Property Tax Abatement or Holiday
- State Aid:
 - County Revolving Loan Fund for Infrastructure
 - Grants for TOD
 - Third Party Review Grants
 - Accelerated Depreciation for TOD Projects

I. TRANSIT AGENCIES - SURVEY

The national survey of US transit agencies revealed that besides standard zoning, the most frequently used tools used by planning agencies to leverage TOD are funding for station area planning and ancillary capital improvements; the introduction of density bonuses, sometimes used to encourage the production of affordable housing units; and the relaxation of parking standards. Next in the order of frequency of usage have been land-based tools like land purchases on the open market and assistance with land assemblage. For the most part, planning agencies have applied these tools, meaning that their role in leveraging TOD has been mainly limited to economically depressed or blighted neighborhood settings. Because of the higher risk involved, redevelopment tools have often been accompanied by other funding sources, sometimes with a dozen or more participants involved in the process.

Implementation strategies that are procedural in nature, like expediting entitlement reviews and excluding TODs from concurrency requirements, have been applied less often in practice and are also viewed by public-sector interests as less effective than other measures in jump-starting TOD.

2. ULI - SURVEY

TOD implementation starts with a vision, cultivated from broad-based public input, and proceeds to strategic station area planning backed by appropriate zoning and regulations, as well as policy incentives. This section is a summarization of a section from a report by the Urban Land Institute (ULI) entitled, *Transit-Oriented Development in the United States: Experiences, Challenges and Prospects* (2004). This report includes a survey of transit agencies, local planning agencies, developers and banks and lenders on what they see as the most productive tools and strategies for TOD implementations.

3. LOCAL PLANNING AGENCIES - SURVEY

In terms of what Metropolitan Planning Organizations (MPOs), state Departments of Transportation (DOT) offices and the federal government might do to help implement TODs, respondents from the local levels stated loudly and clearly that what they need most is money - specifically for strategic station area planning, infrastructure and on-the-ground improvements. Smart-growth legislation that targets state infrastructure and urban renewal grants to transit station areas (which currently exists in the state of Maryland) is also looked upon favorably by local interests. Regulations like concurrency requirements, on the other hand, generally received low grades among survey respondents from the local level.

4. DEVELOPERS - SURVEY

Ultimately, TOD is an outcome of one or more developers putting up their money, or the money of lenders and investors, to create a new urban form around transit stations. To a large degree, interviews by the ULI reveal that developers have a positive view of TOD as a viable and growing market niche. When asked to rate the overall financial record of TOD, interviewed national developers on averaged scored it as a 5 on a scale of 1 to 7, indicating that they think it preforms better than most products.

Developers were especially optimistic about the prospects of TOD in areas where traffic congestion continues to worsen and there is pro-TOD political sentiment. This certainly seems to apply to East Kapolei, where rush hour traffic on the H-1 has reached almost continual gridlock.

While there were substantial areas of agreement among developers who were interviewed, a number held conflicting views of certain elements of TOD. One example is parking. On the one hand, many developers relate to the idea that parking standards should be lowered to the degree that significant numbers of residents, shoppers and workers ride transit. On the other hand, many have been reared on the principle that parking is an effective marketing tool and can sometimes make or break a project. Regardless, most favor leaving the decision of how much parking to provide to the private sector. Developers feel that they know the market best and will take advantage of cost savings when justified.

On balance, many developers feel that being near major transit stops is advantageous to the degree that it provides rent premiums. Some also feel that being close to transit can improve the ability to secure equity finance, particularly for certain product types in pioneering locations (e.g. office development in suburban locations).

Most developers realize that more is needed than spatial proximity, however. Making sure that the walk between a project and a station portal is safe and reasonably attractive matters to many. Putting in complementary land uses, like convenience shops and service retailers, is particularly important to TOD home builders. Overall, the survey showed that the incentives most commonly provided by the public sector - planning funding, density bonuses, relaxed parking standards, and capital funding - are not necessarily those most valued by private sector - such government incentives provided to developers should be carefully chosen to make sure they are of high value

PHASING & IMPLEMENTATION

- Proximity to transit can improve the ability to secure equity financing
- Banks and lenders typically look at each project based on its individual merits
- Factors that enhance the connection of a parcel to a rail station are likely to make TODs more attractive to lending institutions



and will prove effective in spurring TOD, especially in uncertain times. Nonetheless, developers realize that regardless of what they think, access to funds is often dependent upon the views of lenders. While many developers embrace TOD as a concept, when it comes to securing conventional debt financing, there was a general agreement that TOD offers little help. Loan decisions, they noted, are governed by fundamentals, not urban-planning concepts. Interviewed lenders echoed this sentiment.

5. BANKS & LENDERS SURVEY

Most of the interviewed lenders had difficulty pinpointing the positive and negative factors that influence whether they invest in a TOD because banks, they contend, look at each project based on its individual merits. Dealing with the innate market characteristics of TOD - notably, mixed-use projects with the advantage of being near transit - is generally viewed as the best way to market the TOD product to the lending community. Factors that enhance the connection of a parcel to a rail station - such as direct and attractive pathways, well-lighted and secure portals and a strong degree of public commitment backed by infrastructure improvements like burying utilities and upgrading road access - are as likely to make TODs all the more attractive to lending institutions.

Interviews suggest that joint development projects are more difficult to finance than neighborhood-scale TODs. This is partly due to guilt by association - the fact that the project is directly tied, symbolically and figuratively, to a transit facility seems to detract from its value. The bureaucratic component of joint development projects, involving government institutions that are not always driven by the profit motive, makes some lenders uneasy as well.

D. FINANCING NEW PARKS, STREETS & URBAN INFRASTRUCTURE

The City & County of Honolulu requires park space dedication for all residential developments of more than one dwelling unit. In case these requirements (350 sf per single-family unit and 110 sf per multi-family unit) do not provide for the amount of park and open space called for in this plan, additional financing options are available.

Tools for raising park and open space revenues at the local level are diverse and expanding. In some cases, usual options, such as local income tax and cell phone tax, are being tapped. In other cases, traditional revenue sources, such as the sales and property tax, are being broadened. In Nevada for example, the state legislature recently authorized Carson City to impose a quarter-cent “quality of life” sales tax for park development and maintenance and open space acquisition. Private maintenance and management of park space is also gaining popularity as a means to provide high quality spaces in residential and commercial developments.

Depending on the options for infrastructure available, the needs of the community and the tolerance of the electorate, local 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 assessments, sales tax set-asides, real estate transfer taxes and even one-time environmental fines and budget surpluses, can be attractive to debt-resistant voters and public officials. Pay-as-you-go means year-by-year accountability and no borrowing costs. It also means relatively small annual revenues (sometimes too small to pay for large capital projects) and funding that can be difficult to sustain as the politics and leadership of a community changes.

Borrowing presents its own set of opportunities and obstacles. On the opportunities side, it can provide a community with the revenue and flexibility it needs up-front to fund large-scale park and open space projects, the cost of which is less today than it will be tomorrow. Bonds are typically paid off over twenty years with low, tax-exempt interest rates. Financing charges are part of the package, however, and convincing voters of the merits of incurring debt can be challenging. General obligation bonds usually require voter approval - sometimes by two-thirds of the electorate.

Often, the two techniques are combined by bonding pay-as-you-go funds in order to bring in more up-front cash. These revenue bonds, which are less often subject to voter approval requirements than general obligation bonds, can combine the most attractive elements of both methods.

Many taxing tools are increasingly being supplemented with non-tax sources such as user fees and impact fees, as well as different types of special taxing districts. With these techniques, the level of service can be increased according to special needs or the willingness or ability of park users to pay.

PHASING & IMPLEMENTATION

- Local park financing often takes the form of a pay-as-you-go, measure, long-term borrowing or a combination of both

PHASING & IMPLEMENTATION

- Public policies and tools need to channel development to transit stations
- Funding mechanisms commonly used for shared parking include bond financing and tax finance

E. COMMON TOD FUNDING TOOLS

Successful TOD can only be achieved if supported by public policies and tools that channel development to transit station areas and encourage redevelopment and reuse of land for activities that generate pedestrian activity. Public investments in a transit area, particularly in under served areas, 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.

A number of public incentives exist for encouraging development and redevelopment near transit. These include sharing infrastructure development cost, providing for brownfield remediation and adopting District Improvement Financing (DIF) and Tax Increment Financing (TIF) districts. The public sector can also market tools such as location efficient mortgages for people buying homes near transit. Many of these tools innovatively pool public resources for the purpose of funding projects that benefit communities. The city is currently analyzing possible incentives for TOD development through a separate Value Capture Report. The following are a list of some of these possible incentives.

I. FUNDING MECHANISMS FOR SHARED PARKING FACILITIES

Shared parking is publicly and/or privately owned parking that is used by two or more separate land uses without conflict. Shared or district parking is an important element of the East Kapolei Neighborhood Plan and has the added benefit of potentially providing public or privately managed spaces for commuter park 'n ride use.

Funding mechanisms commonly used for shared parking facilities include:

- Bond Financing
 - Municipal backing
 - No backing
 - Institutional / corporate backing
 - Payment in lieu of taxes backing
- Tax Financing
 - Additional assessments on private property
 - Payment from municipal tax revenues
- Other
 - Payment in lieu of parking
 - Hybrids - bonds/cash/rents
 - Developer incentives - Include public parking in private decks in exchange for lower overall parking requirement
 - Urban Enterprise Zone - Special Improvement District
 - Bond Redevelopment Area District

2. TAX INCREMENT FINANCING

Tax Increment Financing (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. For more on this tool, see the Value Capture Report prepared by Jones Lang LaSalle for the City and County of Honolulu.

3. COMMUNITY FACILITIES DISTRICT

A Community Facilities District (CFD) is formed to finance the construction, reconstruction or acquisition of certain designated capital facilities (infrastructure) and/or to finance public services by levying special taxes which appear on the property tax bill of the parcels included in the CFD.

4. DISTRICT IMPROVEMENT FINANCING

District Improvement Financing (DIF) is an economic development tool that can provide towns and cities with a means to fund needed infrastructure improvements to attract business growth and/or housing development. A DIF allows a municipality to fund capital improvements using bond financing. The bonds are financed by the future real estate tax increases for an entire district. Choosing to commit to the DIF financing is a local decision. This mechanism does not create a new tax; rather, it is a way to direct and possibly accelerate the natural growth in real estate taxes from the development in a designated area to the payment needed for infrastructure.

5. LOCATION EFFICIENT MORTGAGES

A Location Efficient Mortgage (LEM) is a new type of mortgage that rewards households with lower transportation expenses by allowing them to qualify for larger loan amounts. LEMs enable more households to purchase a home while giving incentives to live in areas that are well-served by transit. Enabling this program would allow a wider range of people to live in transit-supported neighborhoods, potentially increasing transit ridership.

5. TAX ABATEMENT

Tax abatement programs encourage new TOD development by forgiving the property tax payments for a period of time. Extending this program to designated areas around transit station areas, could foster housing development in these areas.