



# EAST KAPOLEI NEIGHBORHOOD TOD PLAN

## Executive Summary - D R A F T

As most transit trips begin and end as walking trips, the area within easy walking distance of a transit station is where development opportunities can take advantage of and encourage transit ridership. Such transit-oriented development (TOD) may be the redevelopment of existing facilities or new development and should be designed with an emphasis at the pedestrian scale—mixing residences, employment, shopping, and services.

**JUNE 2015**

**TOD**  
HONOLULU

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# THE PLANNING FOR RAIL TRANSIT

## What is Honolulu Rail Transit?

The Honolulu Rail Transit system will serve 21 stations between East Kapolei and Ala Moana Center. Over 60% of Oahu's population currently lives within this transit corridor, and the population in the corridor is projected to continue to grow faster than the rest of Oahu.

Rail transit provides an opportunity to help reduce the growth of traffic congestion by taking cars off the road; improve travel reliability; shorten travel times for most riders between home and work; and increase transportation options by transit, bicycle, and on foot.



## How Can We Prepare for It?

The Department of Planning and Permitting is currently preparing neighborhood transit-oriented development (TOD) plans to help integrate land use and transportation planning around the rail stations in anticipation of the rail project completion in 2019. The plans address opportunities for new development and orderly growth and improved accessibility around the stations.

Each plan begins by looking at lands within one-half mile of the proposed transit stations. Land use, mobility, urban form and open space elements are addressed in every plan but result in different outcomes in different neighborhoods, including TOD district boundaries that relate to topographic and other physical parameters.

Successful TOD depends on participation and support from government, residents, businesses, community organizations, landowners, developers, and the financial sector. Good TOD projects increase transit ridership and respond to community concerns, needs and goals.

Each community must determine what type of TOD will work best given its specific assets, growth and population trends, transportation, infrastructure, and social needs. Development happens as the result of private investment. The role of government is to provide the policy ground rules, define and offer strategic incentives, ensure that adequate infrastructure is available, and engage the community in helping direct private investment into public benefit.

# EAST KAPOLEI NEIGHBORHOOD TOD PLAN

## What are the Objectives of the Plan?

The East Kapolei Neighborhood TOD (transit-oriented development) Plan presents a unique opportunity to create a sustainable, responsible and integrated community for Oahu. Located along the proposed rail 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 will provide a series of transportation options for residents, workers and visitors alike. All three sites are envisioned as compact, pedestrian friendly environments that will 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.

## PROJECT TIMELINE



## How Was the Plan Developed?

The East Kapolei Neighborhood TOD Plan was developed through a community based, multi-step, integrated effort.

The process began in October of 2008 by identifying project area issues, opportunities and constraints. With input from project stakeholders and the community, the process developed recommendations on zoning, implementation, and revisions to the Land Use Ordinance, including TOD special district regulations. The East Kapolei Neighborhood TOD Plan builds upon the recommendations of the Ewa Development Plan and area urban design plans.



# THE VISION:

The overall **vision** is for an integrated, connected urban environment that fosters **healthy living** and **cultural identity**. Neighborhoods will include **transportation options** for residents, workers and visitors alike, and all three station areas are envisioned as compact, **pedestrian friendly** environments that will provide numerous **housing, employment and recreational opportunities**.

## Guiding Principles for East Kapolei TOD Neighborhoods

### 1. MAKE THE CONNECTIONS



Integrate transit into the communities and design and guide development to connect neighborhoods. Connections to regional open space and greenways will link residents with other Ewa communities and recreational resources. Safe pedestrian connections across Kualakai Parkway will be essential to the success of neighborhoods and mobility on both sides of the Parkway.

### 2. CREATE THE ACCESS

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 to get around. The TOD Plan recommends that transit, buses, cars, bikes and pedestrians are accommodated in comfortable and convenient ways. New streets, paths and trails are encouraged to accommodate pedestrians, bicyclists, park and ride drop-offs, buses and local through traffic.

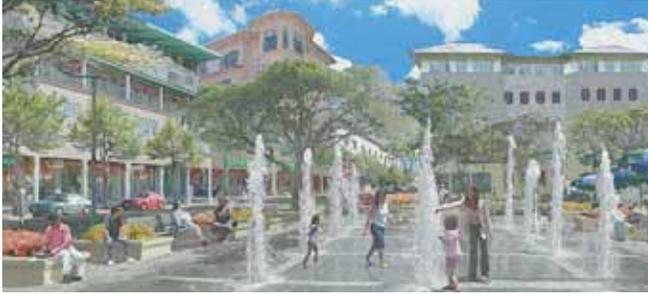


### 3. MIX IT UP



Create a diverse mix of uses and vibrant communities attractive to residents and visitors, that will also 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 help generate pedestrian activity, and the various uses will ensure that the area is busy at different times of the day. Enabling pedestrians to exit a transit station, their home or place of business and be able reach a variety of places, creates highly desirable communities.

## 4. CREATE GATHERING PLACES



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, creating an active, vital public environment.

## 5. DEVELOP UNIQUE STATION AREA IDENTITIES

Recognize 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 businesses.



## 6. PROMOTE A VARIETY OF HOUSING CHOICES



Student housing, senior housing, live/work, multi-family housing and single family housing, for both sale and rent, will provide housing options. Nearest the stations, 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 further away, but within the larger 1/2 mile areas, may also include low-density townhouses, apartments, and single family environments.

## 7. CREATE A DYNAMIC URBAN ENVIRONMENT

Encourage 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 organized in a well connected network with small block sizes, and frequent intersections. Pedestrian-friendly and bike-friendly streets will provide a safe and comfortable environment for moving around the station area.



# COMMUNITY CHARACTER

The TOD Plan Concept Map illustrates the vision and guiding principles for the Plan, including generalized land uses, conceptual park locations, key destinations, neighborhood structure, and connections. The proposed land uses, which are described in detail in the Plan, would provide the foundation for development around the three East Kapolei stations.

## 1. Ho'opili Station

- Small 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

*Mixed-use designations accommodate a range of uses, including residential, shopping, employment, and community services, that support neighborhood vibrancy at various times of the day and week.*



## 2. UHWO Station

- Small transit plazas on both sides of Kualakai Parkway (formerly North-South Road)
- Elevated pedestrian walkways crossing Kualakai Parkway
- 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 and diamond head of Kualakai Parkway (temporary bus facility ewa of Kualakai Parkway)
- Park and ride on both sides of Campus Drive diamond head of Kualakai Parkway
- Medium, mixed-use development adjacent to station



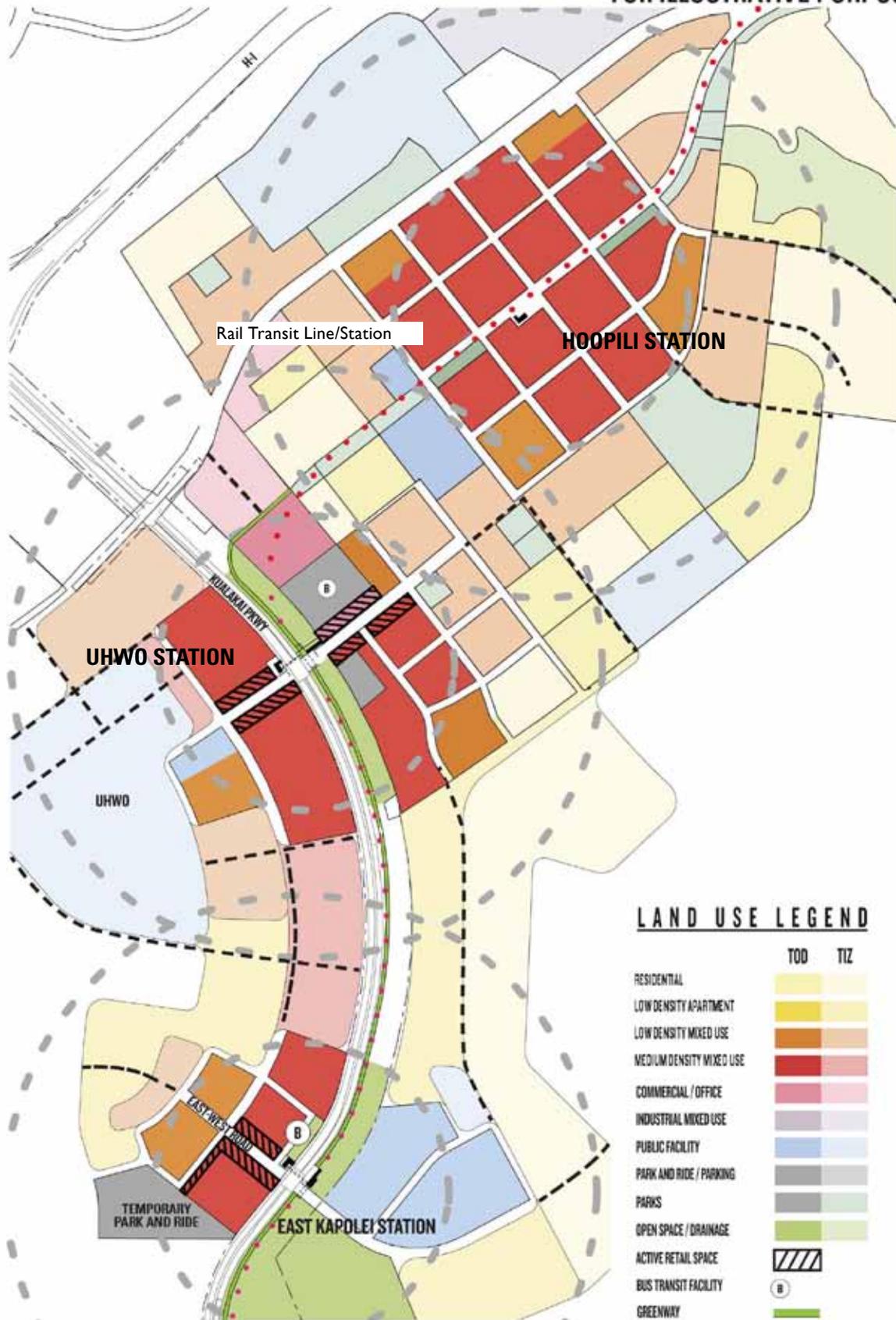
## 3. East Kapolei Station

- Greenway adjacent to Kualakai Parkway, beneath elevated rail
- Active uses along the proposed East-West Road, ewa of Kualakai Parkway
- Bus transfer and park and ride facility that will promote the use of the transit system for residents from Ewa, Kalaeloa, and Ewa Beach
- Pedestrian walkways across Kualakai Parkway
- Medium density, mixed-use development west of Kualakai Parkway



# TOD PLAN CONCEPT

FOR ILLUSTRATIVE PURPOSES ONLY



# TOD ZONING

The Neighborhood TOD Plans serve as the basis for TOD zoning proposals. Existing zoning and regulations will be modified or replaced based on recommendations contained in the TOD Plan.

## Common Recommendations Include:

### Land Uses

*In most areas, the TOD zoning will allow uses similar to the BMX-3 Community Business Mixed-Use District, allowing for a range of office, retail, business services, as well as multifamily dwellings. Where industrial mixed-use is proposed, the zoning will allow uses similar to the IMX-1 Industrial-Commercial Mixed Use District, allowing light industrial, commercial uses, and limited residential.*

### Building Heights & Density

*Height limits vary based on land use patterns, community objectives, and market considerations. Within the East Kapolei TOD areas, it is recommended that existing floor area ratios (FAR) remain, with higher FARs to 3.5 allowed, if community benefits are provided.*

### Affordable Housing

*For residential projects with ten or more units, affordable housing requirements are recommended, with an emphasis on rental housing.*

### Parking

*Reduced parking requirements are being recommended, allowing exemptions in certain situations, and requiring bicycle parking.*

### Yards

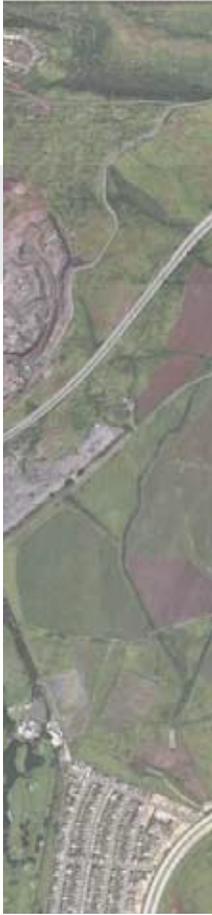
*Yards should contribute to an active, pedestrian-oriented environment. Establishing maximum front setbacks would place building facades close to the sidewalk and help create outdoor “rooms” that include the street.*

### Publicly Accessible Open Space

*New developments on parcels of 20,000 square feet or larger should provide publicly accessible plazas or parks or contribute an equivalent value toward public park improvements within the station area.*

### Building Design

*The ground floors of buildings should be designed at the pedestrian scale and provide transparent storefronts to activate street frontages.*

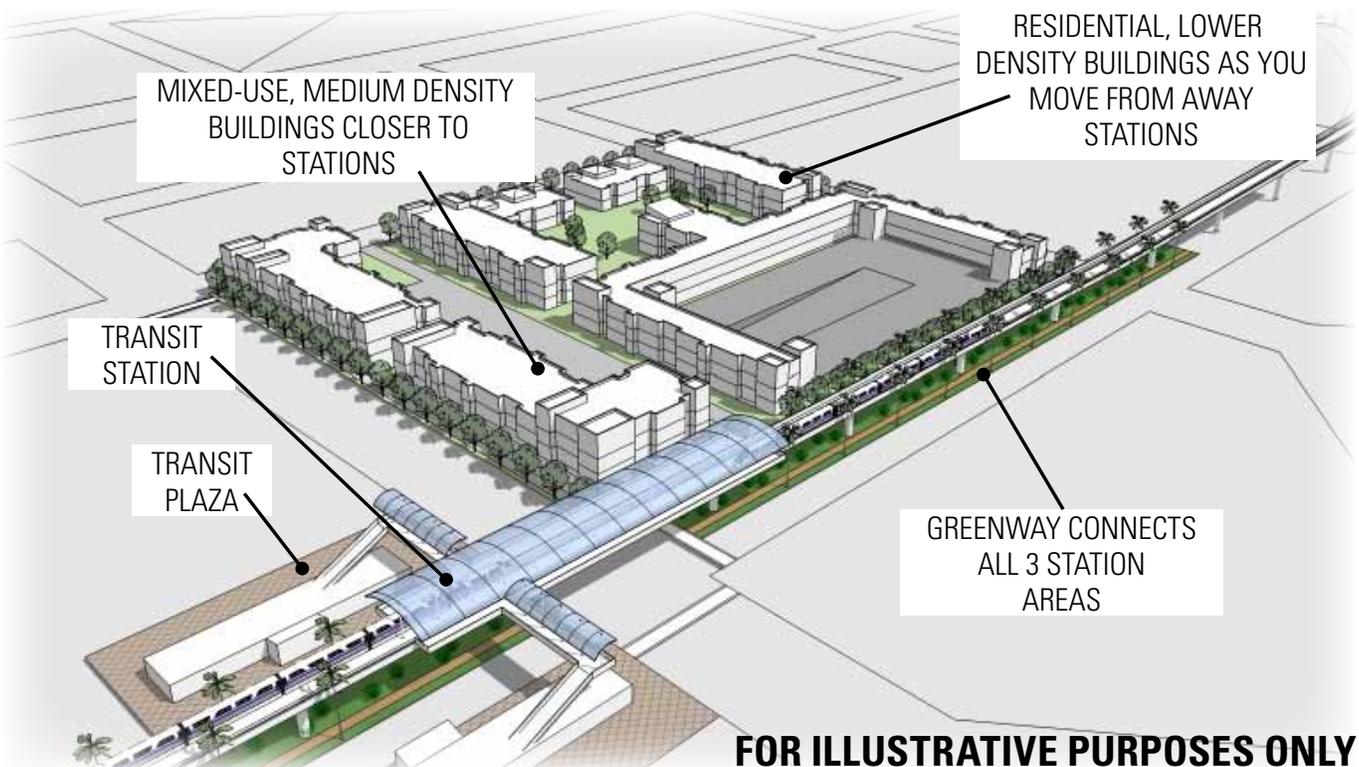




## PHASING

The sketches below are illustrative and intended to show that TOD does not occur overnight; rather it matures and evolves over time. The actual sequencing of development depends on numerous factors, including the real estate market, the availability of financial incentives, and the interest of individual property owners. It will take several decades, even generations, for full “build-out.”

The first phase is the construction of the train station and complementary changes in bus routes. The first developments are likely to be very close to the stations and on a larger property. Later phases will see additional infill development, including more outlying and smaller properties. With less parking needed, surface parking lots are replaced with mixed-use buildings and parking garages to support the new uses.



**FOR ILLUSTRATIVE PURPOSES ONLY**

## HOW AND WHEN WILL THE PLAN BE IMPLEMENTED?

The Plan works together with the City's other regulatory documents, including the Land Use Ordinance, to outline the vision, policies, and specific regulations for new development, while providing enough flexibility to allow land owners and applicants to make decisions based on market demands and economic conditions. It is anticipated that most new development and support infrastructure will be privately funded. Some development may take place in the short-term

in advance of or soon after the rail is fully operational in 2019; other development projects and improvements may take as many as 20 or 30 years to come to fruition. The City is preparing zoning regulations that will create a TOD Special District to explicitly promote TOD and help implement the Plan's vision. In addition, the Plan suggests funding mechanisms and priorities for regional support infrastructure.

## NEXT STEPS

The following steps should be taken in the near-term in order to put the TOD Plan into action and ensure that future TOD and neighborhood improvements follow the vision and principles defined by the community.

- Acceptance of the East Kapolei Neighborhood TOD Plan by the City Council
- Adoption of the East Kapolei Neighborhood TOD Special District zoning regulations
- Identification of incentives for TOD and funding sources at the City, State and federal levels
- Partnerships with property owners interested in developing according to the Plan
- Identification and advancement of short-term (3-5 years) public improvement projects in the station areas

### For More Information on the City's TOD Program:

Please visit [www.todhonolulu.org](http://www.todhonolulu.org) or call 768.8000

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