

“Celebrate Waipahu”

Waipahu Neighborhood TOD Plan

Final Plan

April 2014



Prepared for:
City and County of Honolulu
Department of Planning and Permitting

Prepared by:
Van Meter Williams Pollack

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RESOLUTION

APPROVING THE WAIPAHU NEIGHBORHOOD TRANSIT-ORIENTED DEVELOPMENT (TOD) PLAN.

WHEREAS, the Revised Ordinances of Honolulu (ROH) Sections 21-9.100 through 21-9.100-4 of the Land Use Ordinance, enacted by Ordinance 09-4, establish a procedure for the creation of special districts known as transit-oriented development (TOD) zones, and accompanying development regulations, around rapid transit stations to encourage appropriate transit-oriented development; and

WHEREAS, ROH Section 21-9.100-2 provides that for each TOD zone, a neighborhood TOD plan shall be approved by the Council and shall serve as the basis for the creation or amendment of a TOD zone and the TOD development regulations applicable thereto; and

WHEREAS, plans for the Honolulu rail transit project call for two transit stations in Waipahu--one near the intersection of Farrington Highway and Mokuola Street, and another near the intersection of Farrington Highway and Leoku Street; and

WHEREAS, the Department of Planning and Permitting (DPP) and its consultant, Van Meter Williams & Pollack, have prepared the Waipahu Neighborhood TOD Plan to serve as the basis for the creation of TOD zones around the Farrington/Mokuola and Farrington/Leoku rapid transit stations; and

WHEREAS, the process of creating the Waipahu Neighborhood TOD Plan was inclusive, open to residents, businesses, landowners, community organizations, government agencies, and others; and

WHEREAS, the process considered population, economic, and market analyses and infrastructure analyses, including capacities of water, wastewater, and roadway systems; and

WHEREAS, the Waipahu Neighborhood TOD Plan does not ignore past planning for Waipahu, but builds on the objectives of the Waipahu Town Plan (1995) and the Waipahu Livable Communities Initiative (1998); and

WHEREAS, the Waipahu Neighborhood TOD Plan is consistent with the Central Oahu Sustainable Communities Plan established by ROH Chapter 24, Article 5; and

WHEREAS, the Council desires to approve the Waipahu Neighborhood TOD Plan; now, therefore,



RESOLUTION

BE IT RESOLVED by the Council of the City and County of Honolulu that, pursuant to ROH Section 21-9.100-2(f), the Council hereby approves the Waipahu Neighborhood TOD Plan (April 2014) attached hereto as Exhibit A and incorporated herein by this reference; and

BE IT FURTHER RESOLVED that, pursuant to ROH Section 21-9.100-3(a), the Director of the DPP is directed to submit to the Planning Commission, within 120 days of the adoption of this Resolution, a proposed ordinance establishing TOD zones for the Farrington/Mokuola and Farrington/Leoku rapid transit stations in Waipahu, and the TOD development regulations applicable thereto; and

BE IT FINALLY RESOLVED that copies of this Resolution be transmitted to the Mayor, the Director of the Department of Planning and Permitting, and the Honolulu Authority for Rapid Transportation.

INTRODUCED BY:

Ernest Martin (B/R)

DATE OF INTRODUCTION:

February 20, 2014
Honolulu, Hawaii

Councilmembers

CITY COUNCIL
CITY AND COUNTY OF HONOLULU
HONOLULU, HAWAII
CERTIFICATE STATUS

RESOLUTION 14-47, CD1

Introduced: 02/20/14 By: ERNEST MARTIN (BR)

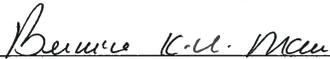
Committee: ZONING AND PLANNING

Title: RESOLUTION APPROVING THE WAIPAHU NEIGHBORHOOD TRANSIT-ORIENTED DEVELOPMENT (TOD) PLAN.

Voting Legend: * = Aye w/Reservations

02/20/14	INTRO	THIS RESOLUTION IS A REINTRODUCTION OF RESOLUTION 13-5 WHICH WAS FILED ON JANUARY 15, 2014 PURSUANT TO ROH SECTION 1-2.5 WHICH SETS A ONE YEAR FILING PERIOD ON PENDING RESOLUTIONS.
02/27/14	ZONING AND PLANNING	CR-68 – RESOLUTION AND PROPOSED CD1 REPORTED OUT OF COMMITTEE FOR SCHEDULING OF A PUBLIC HEARING.
03/01/14	PUBLISH	PUBLIC HEARING NOTICE PUBLISHED IN THE HONOLULU STAR-ADVERTISER.
03/12/14	COUNCIL/PUBLIC HEARING	CR-68 ADOPTED. PUBLIC HEARING CLOSED AND RESOLUTION REFERRED BACK TO COMMITTEE ON ZONING AND PLANNING. 9 AYES: ANDERSON, CHANG, FUKUNAGA, HARIMOTO, KOBAYASHI, MANAHAN, MARTIN, MENOR, PINE.
03/20/14	ZONING AND PLANNING	CR-83 - RESOLUTION REPORTED OUT OF COMMITTEE FOR ADOPTION AS AMENDED IN CD1 FORM.
04/16/14	COUNCIL	CR-83 AND RESOLUTION 14-47, CD1 WERE ADOPTED. 9 AYES: ANDERSON, CHANG, FUKUNAGA, HARIMOTO, KOBAYASHI, MANAHAN, MARTIN, MENOR, PINE.

I hereby certify that the above is a true record of action by the Council of the City and County of Honolulu on this RESOLUTION.


BERNICE K. N. MAU, CITY CLERK

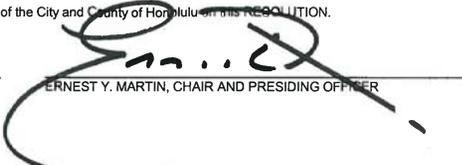

ERNEST Y. MARTIN, CHAIR AND PRESIDING OFFICER

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I. Executive Summary

Executive Summary

The Plan provides a vision for:

- Neighborhood improvements
- Urban development that takes advantage of transit

A. The Vision

The people of Oahu are making an important investment in their future by funding a fixed guideway rail system connecting Waipahu with the City of Kapolei to the west and with the Primary Urban Center to the east. This system will provide a viable alternative to the private automobile while promoting the opportunity to create new compact walkable districts and improving existing neighborhoods through infill development. In order to capitalize on this tremendous opportunity and financial investment, development around future rail transit stations needs to be focused, balanced and well-planned.

The Waipahu Neighborhood Transit-Oriented Development (TOD) Plan is the first in a series of focused community-based planning efforts led by the Honolulu Department of Planning and Permitting for future station areas along the rail transit line. The Plan focuses on the areas within one-half mile and one-quarter mile of the proposed transit stations and is intended to provide a vision for neighborhood improvements and future urban redevelopment adjacent to the Farrington / Leoku and Farrington / Mokuola transit stations (also known as West Loch Station and Waipahu Transit Center Station, respectively). It is the goal of the Plan to foster more livable communities that take advantage of the benefits of transit; specifically, reducing transportation costs for residents, businesses and workers while improving mobility and circulation in the station areas for all modes of travel. While taking advantage of more efficient use of land, TOD can provide more walkable, healthier, economically vibrant neighborhoods, safe bicycling environments, convenient access to daily household needs and enhancement of local character.



Transit Plaza at Farrington / Mokuola Station



Festival Market Place Plaza and Daylit Stream

B. Summary of Recommendations

1. FARRINGTON / MOKUOLA

- Add transit plazas and pedestrian improvements on Farrington Highway
- Encourage the revitalization of the “Old Town” area
- Encourage the restoration of Kapakahi Stream with a stream walk to Pouhala Marsh and Pearl Harbor Historic Trail
- Encourage the day-lighting of Kapakahi Stream and the creation of a Festival Market Place Plaza, connecting to Hawaii’s Plantation Village
- Add neighborhood mini parks and new open spaces adjacent to infill development
- Add infill multi-family housing throughout the station area
- Encourage infill mixed use and retail along Waipahu Depot Road, Farrington Highway and Waipahu Street
- Encourage the consolidation of parking and the identification of short-term commuter parking areas

2. FARRINGTON / LEOKU

- Add transit plazas and pedestrian improvements on Farrington Highway
- Encourage a “main street” along Leole Street with mixed-use development connecting station and Pearl Harbor
- Encourage infill mixed use and retail development along Farrington Highway
- Encourage a gateway office development at Fort Weaver Road and Farrington Highway
- Add live/work buildings makai of Farrington Highway
- Add infill multi-family housing throughout station area
- Encourage the redevelopment of affordable housing makai of Farrington Highway
- Encourage the restoration of the drainage canal between Leokane and Leole Streets as a natural greenway
- Add neighborhood mini parks and open space adjacent to infill development
- Encourage the consolidation of parking and the identification of short-term commuter parking



Leole “Main Street” Mixed-Use Environment



Neighborhood Mini Park and Live/Work Buildings

Executive Summary

The Recommendations were developed through a community process that included:

- **Advisory Committee meetings**
- **Community Workshops**
- **A property owner and business owner open house**

Executive Summary

C. Next Steps

The following steps should be taken by the City and County in the near-term in order to put the Plan into action and to ensure the framework for transit-oriented development and neighborhood improvements follows the vision and principles (Principles, Page 19) defined by the community.

1. ADDRESS THE FLOODING ISSUES AT FARRINGTON / MOKUOLA

- Substantial redevelopment cannot occur without new flood control measures
- Historic and cultural resources as well as existing homes and businesses are at risk

2. CREATE THE WAIPAHAU TOD ZONING REGULATIONS

- Codify the Plan recommendations
- TOD zoning will provide predictability and incentives for quality redevelopment

3. IDENTIFY INCENTIVES AND FUNDING SOURCES AT THE CITY, STATE AND FEDERAL LEVELS

- Funding sources need to be identified for public improvements
- Identify possible funding mechanisms such as tax increment financing and district parking scenarios

4. WORK WITH PROPERTY OWNERS THAT ARE INTERESTED IN REDEVELOPING ACCORDING TO THE PLAN

- Identify a City point-person to deal with transit-oriented development proposals
- Help to facilitate property exchanges and joint development

5. IDENTIFY SHORT-TERM (3-5 YEARS) PUBLIC IMPROVEMENT PROJECTS IN THE STATION AREAS

- Mitigate removal of the Farrington Highway median trees with landscaping under the rail guideway and new trees on existing streets perpendicular to Farrington Highway
- Prioritize stream clean-up and restoration of existing open spaces and amenities
- Develop bicycle and pedestrian paths on existing streets that connect directly– to the transit stations in collaboration with the Oahu Bike Plan and Pearl Harbor Historic Trail Master Plan
- Identify possible locations for temporary transit parking within both station areas



II. Project Overview and Existing Conditions

Waipahu Neighborhood TOD Plan



FIGURE 1 - Proposed Station Locations



A. Background and Context

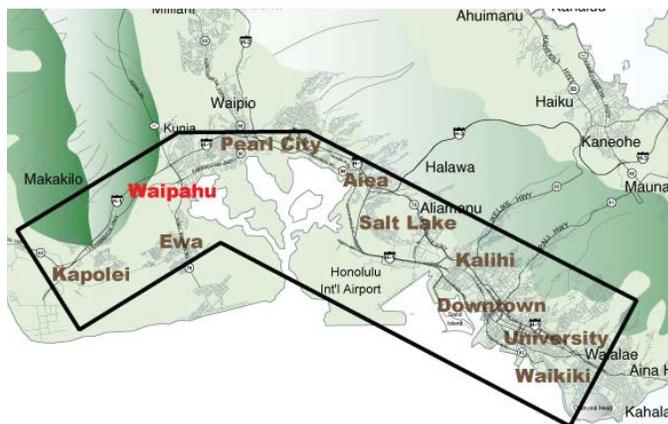
The purpose of the Honolulu Rail Transit Project is to provide high-capacity transit service between East Kapolei and Ala Moana Center, with future extensions to Kapolei, the University of Hawai'i at Manoa and Waikiki. Over sixty percent of Oahu's population currently lives within the area served by this corridor. This area is projected to continue to grow faster than the rest of Oahu.

Waipahu is located just mauka of Pearl Harbor along the H-1 Freeway between the fast-growing Ewa region and the Primary Urban Center. The Waipahu Neighborhood TOD Plan focuses on two proposed transit stations at the intersections of Farrington / Leoku and Farrington / Mokuola Streets.

The public investment in transit can create the impetus for changes and neighborhood improvements around both Waipahu station areas. A greater amount of change can be expected within the one-quarter mile transit radius with change being less intensive moving outward toward the one-half mile radius. Large, under-utilized sites owned by landowners interested in redevelopment can be major catalysts of change. Typically, single-family neighborhoods and areas with small parcel sizes and a large number of land owners are least effected by change. Areas also less affected are community-oriented open spaces, historic buildings and other cultural places. The alternatives that have been developed as a result of this planning process focus primarily on the areas of change in closer proximity of the stations, while attempting to blend seamlessly with single-family neighborhoods and other areas of preservation.

Project Overview and Existing Conditions

- **Waipahu is ideally situated between the fast-growing Kapolei area and the Primary Urban Center**
- **A greater amount of change can be expected within the 1/4 mile transit radius**



Waipahu Location on Transit Corridor



Hawaii's Plantation Village looking towards smokestack

Waipahu

Neighborhood TOD Plan

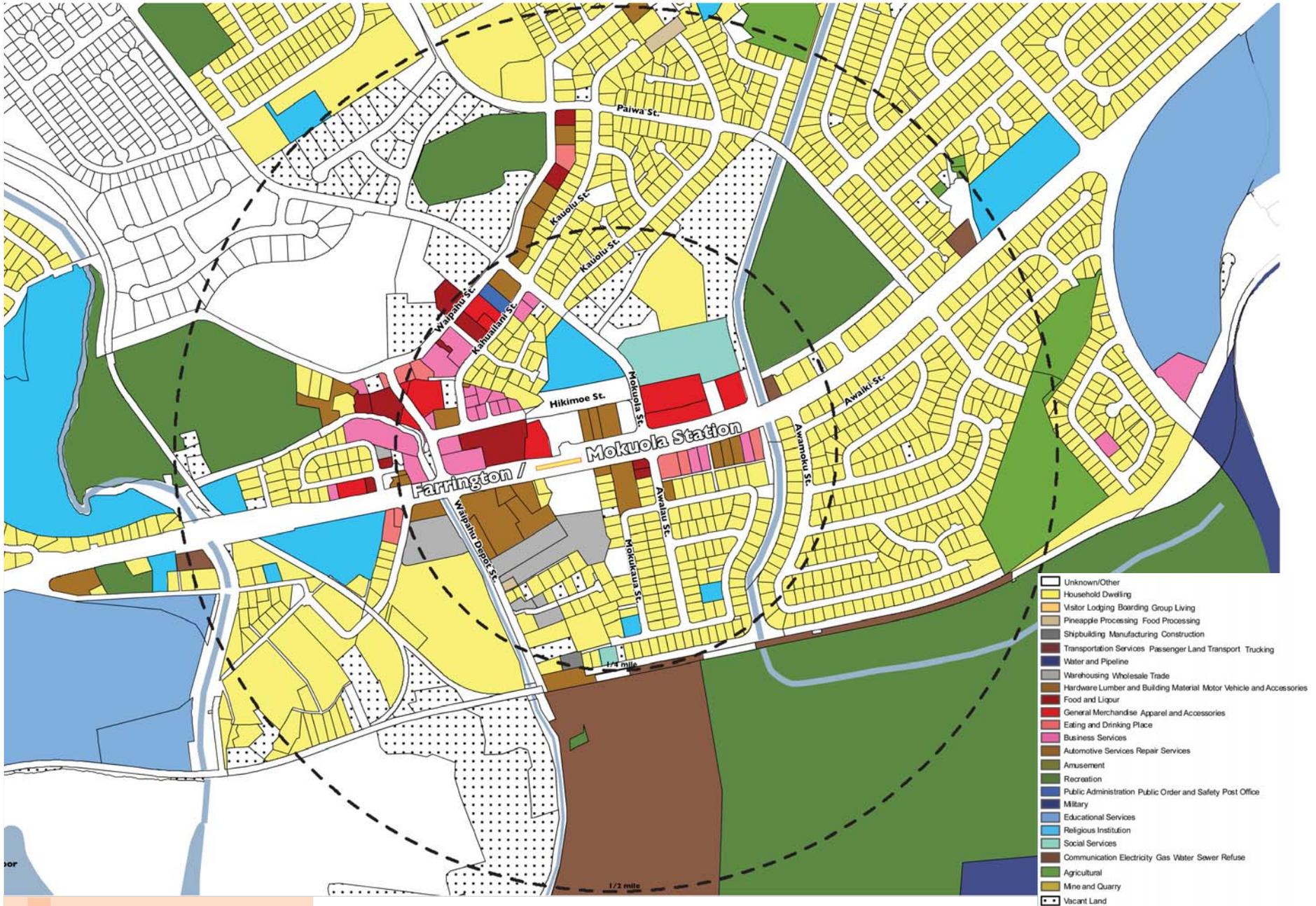


FIGURE 2 - Farrington / Mokuola Existing Land Uses
 Map is Based on C&C of Honolulu, Land Use File Data (1998)



B. Farrington / Mokuola Land Use and Context

Of the two station areas, the Farrington / Mokuola area contains a greater mixture of uses and a more fine-grained street and block network. This area is defined by its plantation town character with the Waipahu Sugar Mill smokestack acting as an icon for the neighborhood. Several historic buildings line Waipahu Depot Road mauka of Farrington. Within 1/4 mile of the Farrington / Mokuola station, the existing land use consists primarily of small retail centers, business service, single- and multi-family residential, auto service and civic uses. The Waipahu bus transfer station, civic center and library are approximately 500 feet from the proposed station. The land uses within one-quarter and one-half mile of Farrington / Mokuola include primarily single-family neighborhoods along with several gathering places and destinations.

The Hawaii Plantation Village, Leeward YMCA, Filcom Center and Waipahu's parks and open spaces such as Waipahu District Park, Hans L' Orange Park and Ted Makalena Golf Course draw visitors from a wide radius. These cultural amenities help to make Waipahu unique and should be preserved and enhanced. The Waipahu Neighborhood TOD Plan will seek to build on these cultural amenities, preserving and respecting the past, while creating a vibrant community for the future.

Project Overview and Existing Conditions

- Defined by historic plantation character
- Contains a wide variety of cultural amenities that serve the entire region



Waipahu Depot Road towards smokestack



Waipahu Festival Market Place

C. Farrington / Leoku Land Use and Context

Fort Weaver Road, a major arterial, marks the ewa border of Waipahu. Fort Weaver Road is elevated above Farrington Highway as it nears the interchange with the H-1 Freeway, creating a substantial physical landmark, visual barrier and defining edge to the station area. This intersection and the surrounding area act as a major gateway to Waipahu and has significant locational advantages for new commercial and office development.

Within one-quarter mile of the Farrington / Leoku station, the existing land use consists primarily of retail, light industrial and auto service uses. The industrial area makai of Leonui Street covers over 50 acres and hosts over 1.8 million square feet of industrial space. On the mauka side of Farrington Highway are two large shopping centers and a number of smaller fast food restaurants. Leolua Street marks a noticeable transition into a multi-family neighborhood. On the makai side of Farrington there are currently a number of auto dealers and service uses. Along Leowaena, Leole and Leoleo Streets heading makai towards Pearl Harbor, the businesses are primarily light industrial and warehousing.

The land uses within one-quarter and one-half mile of Farrington / Leoku are similar to those closer to the station with the exception of a large single-family neighborhood mauka of Waipahu Street and ewa of Kaihuopalaai Street towards Fort Weaver Road. There is also a small, densely packed multi-family neighborhood directly adjacent to the light industrial area along Pupukahi Street.

Project Overview and Existing Conditions

- Defined by commercial center character
- Currently an important employment center for the region with approximately 3.4 million s.f. of commercial and light industrial space



Area contains mixture of uses



Auto-oriented uses dominate the station area

Waipahu

Neighborhood TOD Plan

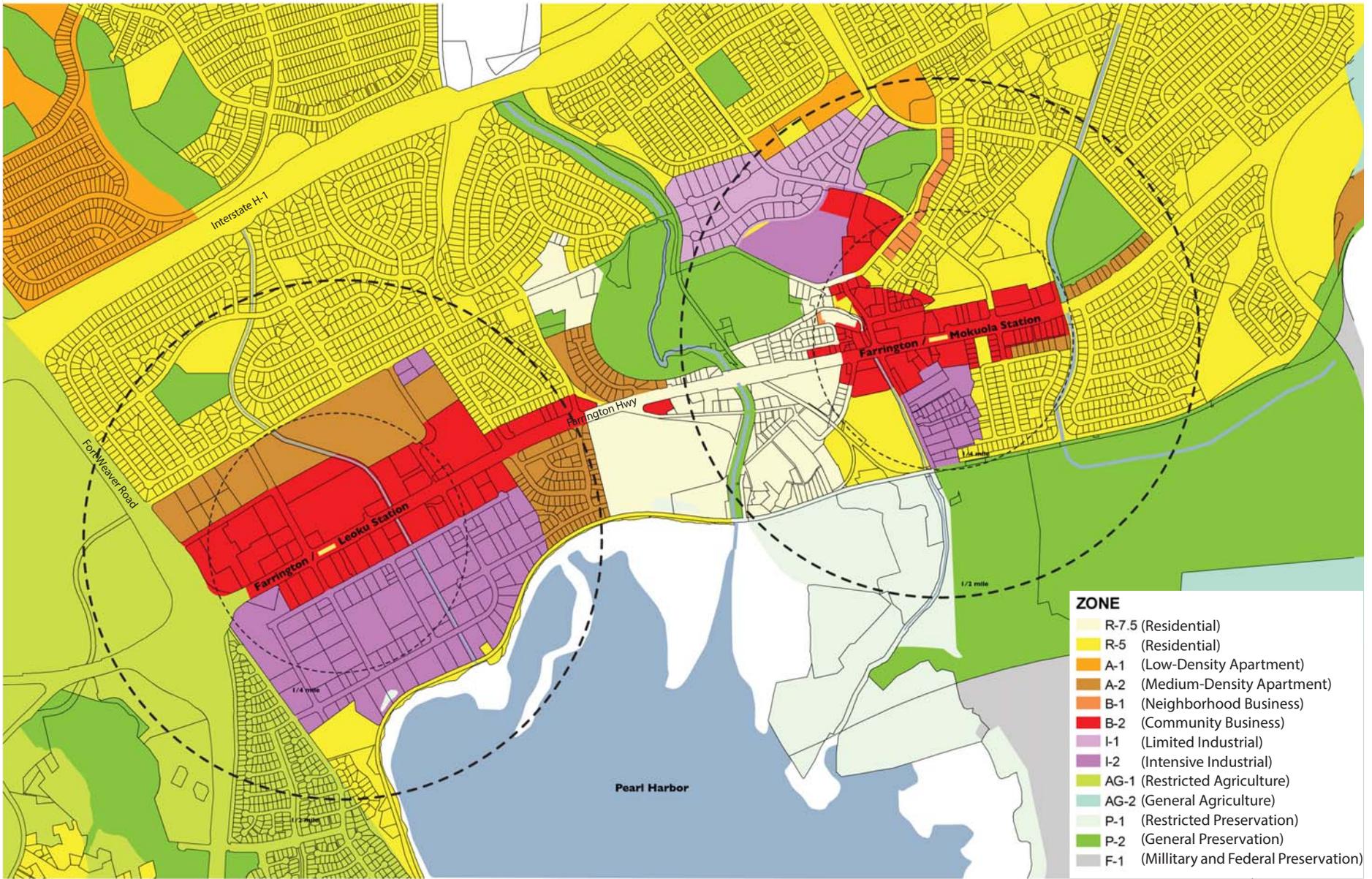


FIGURE 4 - Existing Zoning Designations



D. Existing Zoning Regulations

The parcels directly surrounding both of the station areas are designated B-2 (Community Business District) which is intended to provide areas for community-wide business establishments, serving several neighborhoods. To the makai side of the B-2 zones at the Leoku Station area are large areas designated I-2 (Intensive Industrial District) which is intended to provide areas for the full range of industrial uses necessary to support the city. In the Mokuola station area, areas makai of the B-2 zones and diamond head of Waipahu Depot Road are currently zoned I-2 (Intensive Industrial District). The I-2 District is intended to be located away from residential communities where certain heavy industrial uses would be allowed.

The Farrington / Leoku Station consists of several large residential areas designated A-2 (Medium Density Apartment District) which is intended to provide areas for medium-density, multifamily dwellings. Within one-half mile of both station areas there are several large single-family neighborhoods designated R-5 and R-7.5 (Residential District) which are intended to provide areas for urban residential development along with open space areas designated P-1 (Restricted Preservation District), P-2 (General Preservation District) and AG-1 (Restricted Agricultural District).

Project Overview and Existing Conditions

- The majority of property within 1/4 mile of the proposed transit stations is currently zoned for commercial, industrial, apartment and residential (single-family) uses.



The B-2 Community Business District contains a number of shopping centers



The I-2 Intensive Industrial District contains a number of light industrial businesses

Project Overview and Existing Conditions

- Areas within transit nodes would be the center of mixed-use, medium-density residential and commercial development
- Farrington / Mokuola is defined as a Regional Town Center
- Farrington / Leoku identified as a commercial and light industrial area

E. Central Oahu Sustainable Communities Plan

The Central Oahu Sustainable Communities Plan (SCP) (December 2002) consists of policies and guidelines to guide land use and infrastructure decisions in a manner consistent with applicable General Plan provisions. According to the General Plan, development in Central Oahu is intended to relieve development pressures in the island's remaining urban-fringe and rural areas and to meet housing needs not readily provided in the Primary Urban Center. The General Plan envisions Central Oahu accommodating approximately 17 percent of the island's population by the year 2025. As of 2010, the actual population was 168,539 or 17.7 percent. TOD could shift up to 1,500 and 3,000 dwelling units to the area around the Farrington/Mokuola and Farrington/Leoku stations, respectively, from other areas. Using an average household size of 3.35, the population in the station areas could increase by 15,000. However, it is important to note that this increase will be market driven, and will occur incrementally over many years.

The SCP's goal to revitalize Waipahu includes encouraging moderate density housing and commercial development at the two transit nodes. Both nodes are envisioned as having shops, entertainment, restaurants, offices, and residences within convenient walking distance of the stations. The objective is a land use pattern that would allow Waipahu residents to reduce their use of personal vehicles - using transit for longer trips and walking or biking for shorter trips.

Farrington / Mokuola Station. The SCP identifies the station areas as a Regional Town Center offering a range of shopping and dining options, civic activities, and municipal services for the region, as well as professional, business and industrial services. Economic revitalization and infill development are promoted in the Old Town Commercial Area along Waipahu Street and Waipahu Depot Road, maintaining the historic character of the area. The TOD Plan, with its goal to celebrate Waipahu, is consistent with these SCP policies, promoting commercial opportunities and residences, while respecting the cultural and historic identity and scale of the traditional Waipahu Town - blending new with the old.

Farrington / Leoku Station. The SCP calls for residential and commercial mixed use in the area, with predominantly medium-density apartments with retail activities at the ground level. The SCP recognizes the existing industrial area makai of Farrington Highway, where small lots should be made available for small industrial businesses which serve the residential and commercial areas, but these uses should not be located on the main commercial streets. The TOD Plan recommends Live/Work area that create a dynamic neighborhood with a mixture of employment and housing. Office, research and non-noxious light industrial uses would co-exist in an urban neighborhood with other unique uses, such as loft apartments, art studios and galleries.

F. Previous Plans and Studies

1. WAIPAHU LIVABLE COMMUNITIES INITIATIVE

The Waipahu Livable Communities Initiative (May 1998) includes a transit-oriented focus as an opportunity to revitalize the older areas of Waipahu.

The Initiative identifies both the Farrington / Leoku and Farrington / Mokuola station sites as major transfer points in the public transportation network. Major transfer points provide identifiable locations for transit functions and are located where a number of existing or proposed routes converge. The Initiative identifies future potential for both station areas to develop into major transit stations with accompanying mixed urban uses in the surrounding area.

2. WAIPAHU TOWN PLAN

The Waipahu Town Plan (December 1995) presents a vision for Waipahu as a harmonious blend of the old and the new. Within the framework of this vision, Waipahu's Old Town would retain and embrace its cultural plantation heritage.

The Plan identifies the Farrington / Leoku Station site as a commercial anchor while the Farrington / Mokuola site is not specifically designated. Just ewa of the Farrington / Mokuola site, the area around the intersection of Farrington and Waipahu Depot Road is designated as a pedestrian-oriented Old Town commercial district with thematic architecture, specialty stores, restaurants, goods and services. Existing businesses are encouraged to revitalize their building facades and new businesses encouraged to infill into the area.

Project Overview and Existing Conditions

- Old Town should retain and embrace Waipahu's cultural plantation heritage
- Farrington / Leoku is identified as a Commercial Anchor



Historic buildings along Waipahu Street



Auto-dominated area at Farrington / Leoku

Project Overview and
Existing Conditions



Alt A - "The Village"



Alt B - "Great Street"



Alt C - "Old Town"

FIGURE 5 - Farrington / Mokuola Draft Station Area Alternatives



Alt A - "The Gateway"

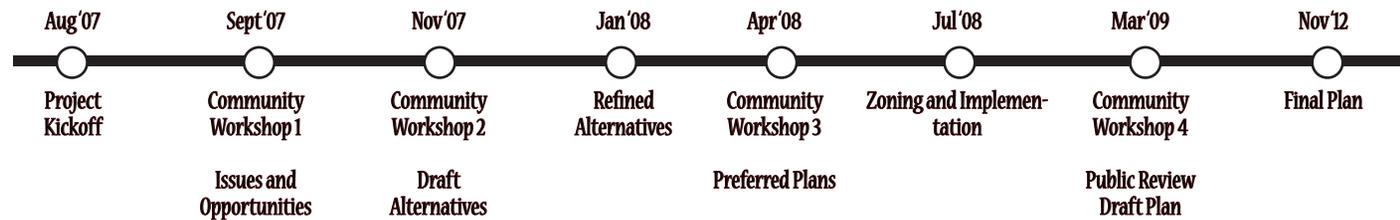


Alt B - "The Center"



Alt C - "Canal Walk"

FIGURE 6 - Farrington / Leoku Draft Station Area Alternatives



Project Timeline

G. Process

Successful transit-oriented development depends on participation and broad-based support from government, residents, businesses, community organizations, landowners, developers and the financial sector. Good TOD projects follow careful listening of all concerns and needs by all parties that result in a common set of goals.

The Waipahu Neighborhood TOD Plan has been developed through a community-based effort including community workshops, Advisory Committee meetings and a property and business owner open house. The Advisory Committee, comprised of individuals from a diverse range of interests and affiliations, has been essential as a guiding group and a sounding board for the City's planning team. The Committee has also networked with the larger Waipahu community, encouraging attendance and participation at the community workshops.

Beginning in August 2007, the planning process has included identification of issues, opportunities and constraints, the creation of Draft Station Area Alternatives, refinements of the Alternatives, and development of Preferred Station Area Plans. The Plan also makes recommendations on phasing, implementation, and revisions to the Land Use Ordinance (LUO), including TOD special district regulations for the areas around the two Waipahu stations.

Project Overview and Existing Conditions

Community Outreach Included:

- Advisory Committee meetings
- Community Workshops
- Property owner and business owner open house



Community workshops



Advisory committee meetings

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III. Plan Principles - Celebrate Waipahu

Plan Principles - Celebrate Waipahu

- Principles were developed through community process
- “Celebrating Waipahu” recognizes the neighborhood’s potential

A. Celebrate Waipahu!

The following principles were developed with community stakeholders, neighborhood residents and property owners through the Neighborhood Plan process. They are intended to serve as overall objectives for both the Plan and the Special District regulations. Recommendations made in this Plan relate to these important principles.

The overall theme of the Waipahu TOD Neighborhood Plan is to “Celebrate Waipahu!” This theme reflects Waipahu’s unique role and character in the overall Honolulu region and recognizes that transit-oriented development has the potential to improve the public’s general perception of Waipahu through the emphasis of existing cultural and natural resources, economic development, neighborhood improvements and strengthening the quality of residential developments.



Historic Heritage at Hawaii’s Plantation Village



Community Events and Local Culture

B. Maintain the Local Character of the Place

This principle recognizes the character of the neighborhoods surrounding the Waipahu transit stations.

1. FARRINGTON / MOKUOLA - OLD TOWN

The Farrington / Mokuola station area reflects Waipahu's heritage as a former sugar plantation town with an impressive collection of cultural and community resources, including the Filcom Center, Hawaii's Plantation Village, the Leeward YMCA, the Waipahu Library and Hans L'Orange Park. This area also contains a number of attractive historic buildings, mostly along Waipahu Depot Road and Waipahu Street. With a few exceptions, the Old Town area is generally low-rise in character and contains a wide range of uses. The historic sugar mill smokestack, now incorporated into the Leeward YMCA, is a landmark for the Old Town area.

2. FARRINGTON / LEOKU - COMMERCIAL CENTER

The location of the Farrington / Leoku station area has helped it become an important retail, service and employment center for Central Oahu. The Farrington / Leoku area is the gateway to Waipahu for people coming from western Oahu. The Commercial Center has seen more recent development, is generally low- and mid-rise in character and is lacking historic buildings, community resources and gathering places. The Plan and Special District Regulations seek to maintain the neighborhood's role as an employment center, enhance this area's ability to attract commercial and residential uses and emphasize the Waipahu gateway character of the area.

Plan Principles - Celebrate Waipahu

- The Old Town is the recognized historic heart of Waipahu
- The Commercial Center is a newer, retail and employment center



Historic photograph of Old Town area along Waipahu Depot Road



Businesses along Farrington Highway in the Commercial Center

Plan Principles - Celebrate Waipahu

- **Emphasize network of green spaces, linking existing larger parks with new neighborhood open spaces**
- **Celebrate the “land of gushing waters”**
- **Reconnect the neighborhood to Pearl Harbor**

C. Enhance the “Green Network”

This principle emphasizes the creation of a network of green spaces and linkages through the station areas. This green network should include parks, paths, trails and shaded neighborhood streets in order to soften development and provide opportunities for residents to feel more connected to the natural environment.

In Hawaiian, Waipahu means the “land of gushing waters.” Water has always been important to this area, from the ancient Hawaiians to the sugar plantation era. This principle recognizes the important link between the station area neighborhoods and the streams, marshes and Pearl Harbor shoreline.

Waipahu has several important parks and open spaces such as Waipahu District Park, Hans L ‘Orange Park and Ted Makalena Golf Course that provide residents and visitors both passive and active recreational opportunities. Other areas such as Pouhala Marsh and the Pearl Harbor Historic Trail have the potential to be important amenities for residents. Currently the most under-utilized resource in Waipahu is the Pearl Harbor shoreline. Buildings in both station areas turn their backs to the waterfront, and there are very few access points for pedestrians to reach the shore. The Shoreline Park and Preservation Area proposed in the Pearl Harbor Trail Master Plan (May 2001) along the entire shoreline in Pearl Harbor’s West Loch and Middle Loch is intended to restore the shoreline in Waipahu to public use, provide active and passive recreation facilities, and help create the Pearl Harbor Historic Trail, a pedestrian path, bikeway, and restored historic train system running from Rainbow Marina near Aloha Stadium to the Waianae Coast.



Lack of open space in the Farrington / Leoku Station area



Using existing waterways as public amenities

D. Create a Safe, Pedestrian-First Environment

Providing a safe, convenient and attractive pedestrian environment in the neighborhoods within and around the station areas is a major principle of the Plan. Based on field analysis, sidewalks are provided along less than a third of the streets within one quarter mile of the Farrington/Mokuola Station. An improved and connected street system would enhance circulation by providing increased route options. Many of the existing sidewalks in both station areas are partially or completely obstructed by planters, utility poles and other objects that hinder safe pedestrian movement. Over ninety percent of the roads within one-quarter mile of the Farrington / Leoku station have sidewalks on both sides of the street, with an average width of between four to six feet. Current development configurations in the area are typically auto-oriented. The introduction of high-capacity transit can be the impetus to creating a true pedestrian-first environment.

Plan Principles - Celebrate Waipahu

- Provide safe, convenient and attractive pedestrian environment
- Development in the station areas should be oriented to the pedestrian
- New streets and pathways will help to connect homes with transit, jobs, retail and services



Many streets in the station areas are lacking pedestrian amenities



Creating a pedestrian-first environment in the station areas

Plan Principles - Celebrate Waipahu

- **Mixture of housing choices and price ranges**
- **Maintain the quantity of affordable housing**
- **Many residents living near transit may reduce the number of cars they would normally own, resulting in overall household savings**

E. Provide Mixed-Income Housing

This principle emphasizes a mixture of housing choices around the transit station which include a variety of price options, housing types and unit sizes to support a wide range of households such as singles, small and large families, empty nesters, students and seniors. Due to its location and surroundings, Waipahu is a relatively affordable neighborhood and attracts many immigrant families. Much of this affordable housing is located in out-dated apartment buildings from the 1960s and 1970s, many needing extensive repairs and rehabilitation. A main goal of this principle is to maintain the quantity of affordable housing in the station areas while improving the overall housing stock in mixed-residential developments. Many residents living near the transit stations may reduce the number of cars they would normally own and operate—possibly owning one car instead of two. A portion of the resulting savings in transportation costs can be applied to servicing a mortgage or paying rent on a home that may be larger and have more amenities than they would otherwise be able to afford. The future mix of housing types near the transit stations is expected to be more diverse than is currently the case. The new households are expected to include:

- College-age students (singles, roommates, couples)
- Young couples, with and without children
- Established families, with and without children
- Retirees (singles and couples)
- Families at various income levels (low, moderate, high, etc.)
- Families with various types of workers (entry-level, laborers, professionals, etc.)



Much of the existing affordable housing was built in the 60s and 70s



Affordable housing should be integrated into mixed-income areas

F. Inter-Modal Transportation Network

The new transit stations are part of a larger inter-modal transportation network that should be created in the surrounding neighborhoods. New streets, paths and trails should be developed in order to accommodate pedestrians, bicyclists, kiss and ride drop-offs, buses and local through-traffic.

There is a need for identifying and developing pedestrian ways and bikeways to connect the existing residential areas with the proposed stations. Bike paths need to be clearly defined and separated bikeways developed to increase usage and safety along major streets and corridors. The shoreline bike path needs to be integrated with other mauka areas of Waipahu and the station locations.

For Waipahu residents, transportation benefits of the transit system will include:

- Better access to jobs in communities along the transit line.
- Faster rush-hour commutes.
- Increased mobility for residents who may not drive or have access to a vehicle.
- Reduced expenditures on transportation for families who can reduce vehicle ownership and/or use.
- Reduced energy consumption for transportation.

Plan Principles - Celebrate Waipahu

- Station areas currently have limited connectivity to surrounding neighborhoods
- New streets, paths and trails should be developed



The existing bus transfer area on Hikimoe Street



The station areas will have a variety of transportation options

- **Active, village-like character in station areas**

- **Many older neighborhoods in Honolulu are good examples of mixed-use villages**

G. Create a Mixed-Use Village-Like Setting in the Core Areas

Transit-oriented development has the potential to create mixed-use, village-like settings in the core areas (especially within one-quarter mile) of the stations. Honolulu has a collection of pre-World War II neighborhoods, such as Chinatown, Kaimuki and Kapahulu, that were developed as mixed-use villages where people could live, work and play without the need for long car drives. The Preferred Station Area Plan focuses on allowing and promoting the type of land uses and building forms that will help to create this active, vibrant village-like character.

Benefits of new commercial and mixed-use development near the transit stations will include a broader choice of goods, restaurants and services in Waipahu, including:

- Convenience and specialty stores catering to area residents and commuters.
- Fast food, ethnic, gourmet, and other restaurants.
- Specialized medical doctors, dentists, accountants, attorneys, personal-service providers, etc.



Farrington Highway is currently suburban in character



A mixed-use village setting is active and inviting

An architectural rendering of a city street scene. In the background, a large, multi-story building with a prominent clock tower stands. The building has a light-colored facade and a dark roof. The clock tower is a square structure with a circular clock face. To the left, a traffic light hangs from a curved pole. In the foreground, a crosswalk with white stripes is visible on a dark road. Several pedestrians are walking across the crosswalk. The scene is set under a clear blue sky with some light clouds. The overall style is a realistic architectural illustration.

IV. Farrington / Mokuola Station Area Plan

Waipahu Neighborhood TOD Plan

For Illustrative Purposes Only

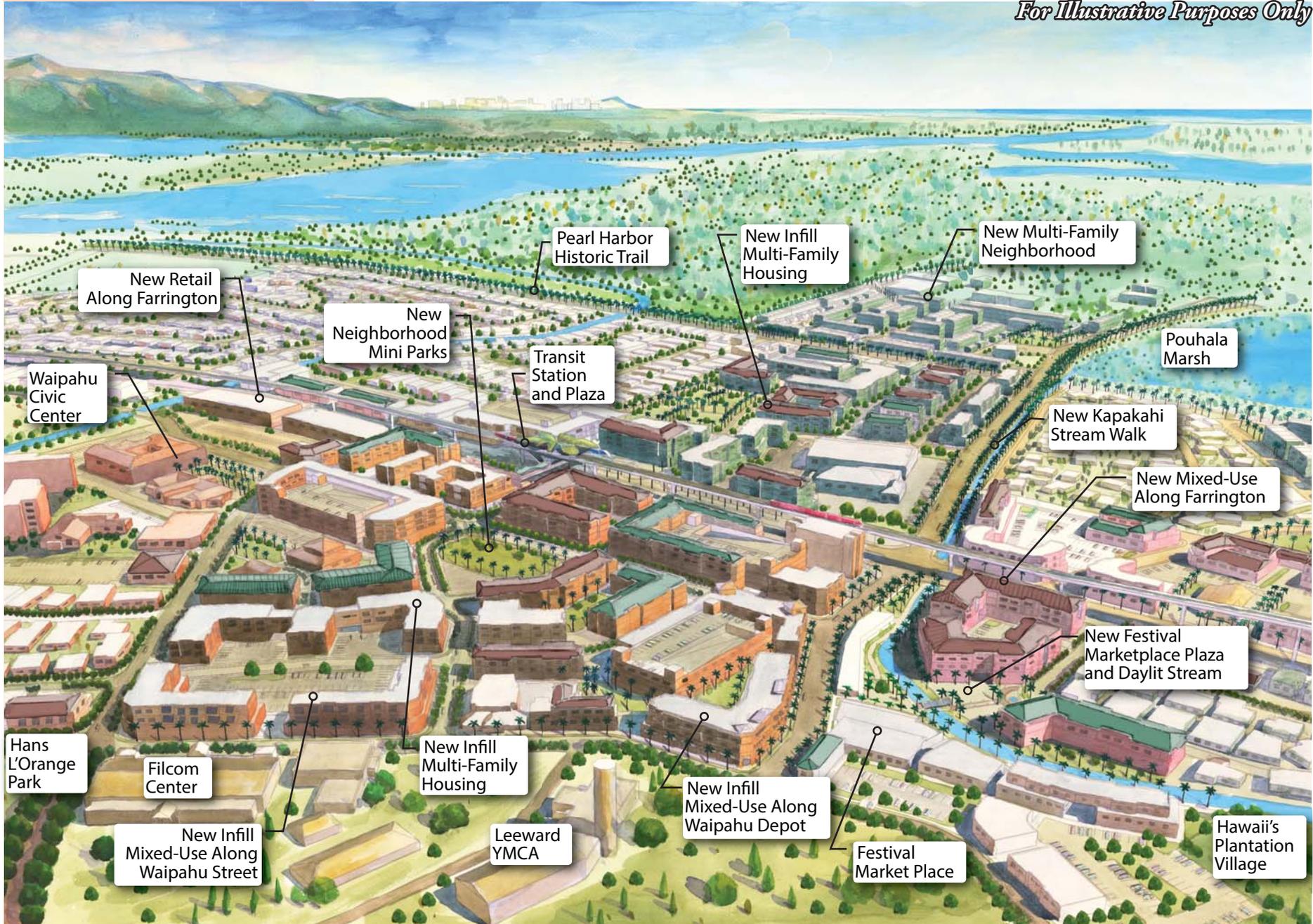


FIGURE 7 - Farrington / Mokuola Overall Structure - Looking Diamond Head towards Downtown Honolulu

A. Overall Structure

The Farrington / Mokuola Station Area Plan will include a new transit station on Farrington Highway. This station will provide a node for higher density, mixed-use development. The Plan focuses intensity within one-quarter mile of the station in order to create a highly walkable, attractive village center. This area includes the core of the Old Town of Waipahu and will provide amenities such as convenience shopping, day care, restaurants and park space.

The Plan focuses on strengthening the historic core of Waipahu through incremental redevelopment along Waipahu Depot Road and along both sides of Farrington Highway. These areas would retain their historic low-rise character while providing new retail, office and residential opportunities in a walkable, mixed-use setting. Existing historic buildings would be restored through reinvestment. One block diamond head from Waipahu Depot Road, areas have been designated for high-density residential development which will help to provide activity on the streets, customers for local shops and restaurants and ridership for the transit system. High-intensity uses adjacent to the proposed station on Farrington highway will maintain overall commercial square footages in new buildings while providing additional transit-oriented housing.

The Plan's vision promotes the restoration of Kapakahi Stream and the creation of an adjacent stream walk for bicyclists and pedestrians. This stream walk will lead mauka across Farrington into a new Festival Market Place Plaza where the stream will be uncovered and restored to serve as a community focal point. The stream walk will continue mauka to Hawaii's Plantation Village, linking it with the Old Town area, the transit station and the Pouhala Marsh.



The Old Town should have an active village-like character



The Kapakahi Stream walk will help to connect the neighborhood

Farrington / Mokuola Station Area Plan

- **Strengthening the historic core**
- **Infill housing, retail and mixed use development**
- **Connecting the neighborhood through the Kapakahi Stream Walk**



FIGURE 8 - Farrington / Mokuola Connectivity Diagram

B. Connectivity and Circulation

The goal of Waipahu is to be a transit-oriented, connected community where residents can live, work, learn, shop and play. The multi-modal circulation network should connect all aspects of the community and provide usable transportation options for people of all ages, abilities and socioeconomic backgrounds. The public street network provides the threads that weave together neighborhoods.

A major element of the Plan includes the creation of an urban transit boulevard along Farrington Highway near the proposed station. The two-block long urban transit boulevard will have the elevated transit line in the center median, through-traffic lanes on either side of the transit line, separated lanes for local traffic and drop-offs, wide sidewalks and parking adjacent to new mixed-use buildings.

A series of new streets on either side of Farrington Highway is also proposed. These streets improve the overall connectivity network for autos, bicyclists and pedestrians while creating a more urban block network that is ideal for redevelopment. Streets in Waipahu should have the following characteristics:

- Good emergency service access (fire, police, ambulance)
- Safe streets – where residents, especially children and the elderly, are safe
- Green streets – trees, landscaped medians, reduced stormwater run-off
- Corridors planned and designed for use by all modes – transit, walking, bicycling, autos
- Well-connected network – small blocks, frequent intersections, no long, dead-end streets



Pedestrian-first environment



Connectivity for all modes of transportation

Farrington / Mokuola Station Area Plan

- Usable, attractive transportation options
- Transit system as backbone of connectivity network
- Boulevard option along Farrington Highway at transit station

Farrington / Mokuola Station Area Plan

- Transit will provide a viable alternative to the private automobile
- Pedestrian village character and fine-grained neighborhood scale

1. TRANSIT

The high-capacity transit system will provide a viable alternative to the private automobile while promoting the opportunity to create new compact walkable neighborhoods and improving existing neighborhoods through infill development. The transit system will be the future connectivity “backbone” for Waipahu, and it should be efficient, convenient and easily accessed by pedestrians, bicyclists, bus riders and auto drivers. Express and local feeder buses will serve commuters from neighboring communities. These commuters will also become potential customers for businesses near the station. Please refer to the Draft EIS for the Honolulu High-Capacity Transit Corridor Project for more information on the planned rail transit facilities.

2. PEDESTRIANS

By focusing development, open space and street improvements in a centralized area surrounding the transit station, a pedestrian village character can be created. By encouraging development with appropriate scale and design elements along with new streets and pathways, the fine-grained scale of the neighborhood will encourage residents and pedestrians to stroll and spend time at restaurants, cafes and mini parks. This concept expands upon existing developments in the area, including the Waipahu Festival Market Place as well as the historic plantation town character to create an indoor / outdoor shopping and living environment that will be unique to Waipahu.



The Transit System will be the backbone of the connectivity network



Pedestrian village character near stations

3. BUSES

Waipahu currently has very high bus transit ridership. With the creation of the high-capacity transit system, the Farrington / Mokuola area will also be served by a network of buses, helping to connect residents to the transit station. These buses will typically travel on major streets and will help connect neighboring communities with the station area.

4. AUTOS / PARKING

Areas adjacent to the station on both sides of Farrington should accommodate kiss-and-ride drop-offs and pick-up of transit riders. In terms of commuter parking, no large public park-and-rides are currently being developed with the construction of the transit system in Waipahu. As the station area redevelops, there may be an opportunity to incorporate parking structures that could be privately owned to provide parking for new uses as well as commuter parking on a paid basis. Development of these structures and an overall shared parking policy could help to facilitate a parking district in the station area. Structured parking will allow a more pedestrian-oriented land pattern. The total demand for private structured parking in the station areas is unknown at this time and will become more apparent once the transit system is operational.

In the short-term and to encourage ridership from residents that live beyond walking distance to the station, it is recommended that the City identify possible locations for temporary transit parking within one-half mile of the station. New and existing streets, as shown in Figure 8, are designed for on-street parking. On-street parking will help to support retail uses while at the same time providing convenient, short-term guest parking for residential uses.



Buses will help to connect the neighborhood to the Transit Station



On-street parking should be provided in retail areas

Farrington / Mokuola Station Area Plan

- Buses should connect into and support the high-capacity transit system
- Parking structures may be developed by private property owners to help support overall neighborhood parking needs
- The City should identify possible locations for temporary surface commuter parking near the station

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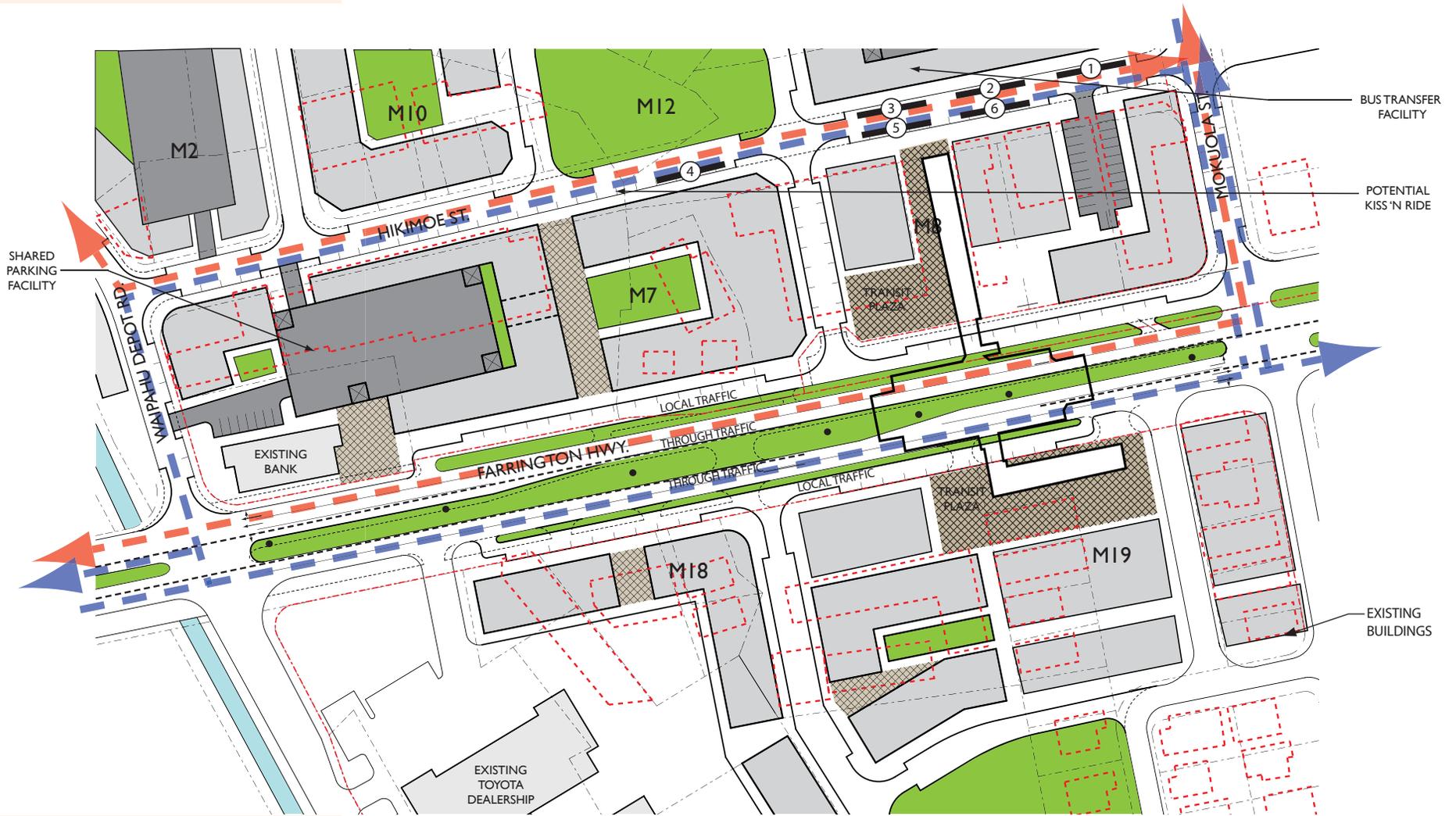


FIGURE 9 - Farrington / Mokuola Station Boulevard Concept and Station Area Diagram

- EXISTING CURB
- EXISTING PROP. LINES
- TRUNK BUS ROUTES
- EXISTING R.O.W.
- EXISTING BLDG.
- RAIL FEEDER ROUTES
- BUS POSITION

For Illustrative Purposes Only

**Farrington / Mokuola
Station Area Plan**



FIGURE 10 - Conceptual Illustration of Boulevard Concept at Farrington / Mokuola Station

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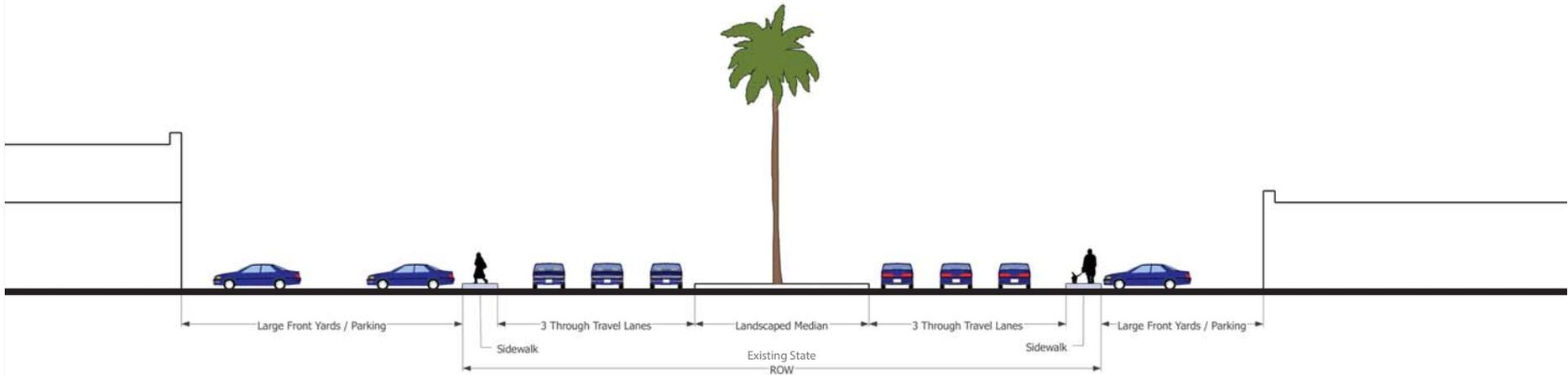


FIGURE 11 - Farrington Highway - Typical Non-Boulevard Condition (Dimensions and Conditions Vary By Location)

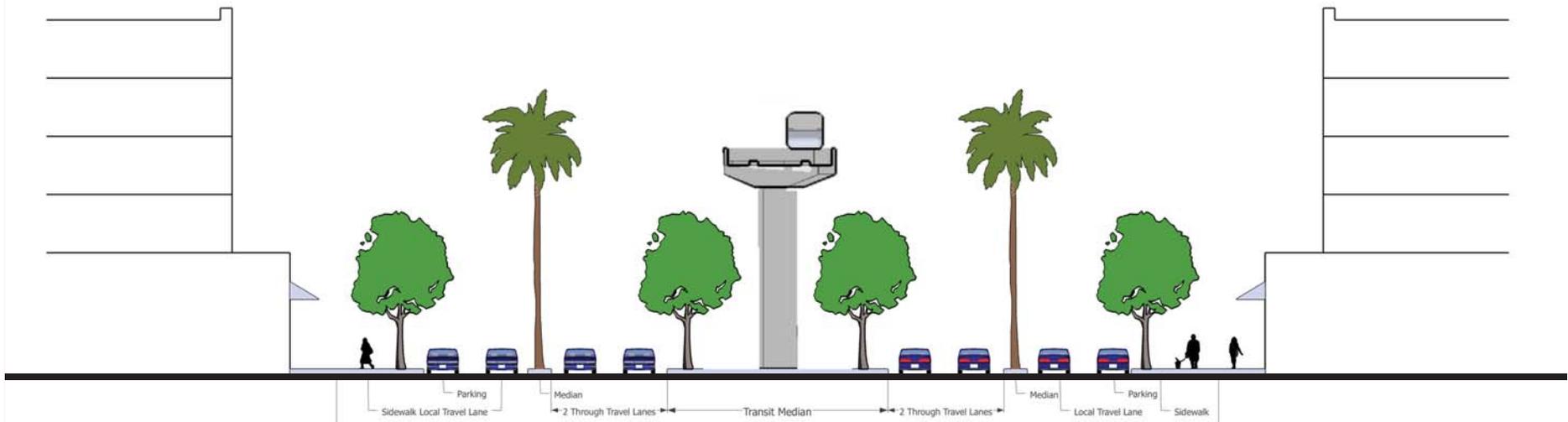


FIGURE 12 - Farrington Highway - Boulevard Concept (Dimensions and Conditions Vary By Location)

5. BOULEVARD CONCEPT

An urban transit boulevard is proposed between Waipahu Depot Road and Mokuola Street as shown in Figure 9. The concept described is flexible based on the exact location of the transit stations. In this concept, the transit station stop will occur just diamond head of mid-block where new through-streets are being proposed as shown on Figure 8. The proposed transit plazas would be located on blocks M8 and M19.

By creating a short boulevard near the transit station, local traffic can be separated from through-traffic while providing slower speeds and a safer pedestrian environment adjacent to the stations. A boulevard treatment will also help to provide space for kiss-and-ride drop-offs and short-term convenience parking for commercial uses. The Mokuola Station area includes an existing frontage road along the mauka side of Farrington Highway. Most of this area can be easily configured into a larger boulevard concept. On block M7, however, the right-of-way (ROW) would need to be widened by 30-feet from centerline of the transit median to a new parallel parking curb. Further ewa on block M7, the ROW shifts making the ROW widening at 18-feet to the new parallel parking curb. On the makai side of Farrington along blocks M18 and M19, the existing ROW of 60-feet is the same as the new parallel parking curb. Though the ROW will need to be widened on the mauka side of Farrington Highway, in the alternative shown, no existing buildings would have to be demolished in order to locate the stations or plazas.

Farrington / Mokuola Station Area Plan

- **A boulevard treatment on Farrington Highway can provide slower speeds and a safer pedestrian environment adjacent to the stations**
- **Through-traffic capacity can be maintained while creating local lanes adjacent to commercial development**

Waipahu

Neighborhood TOD Plan

For Illustrative Purposes Only



FIGURE 13 - Farrington / Mokuola Parks and Open Space Diagram



C. Parks and Open Space

Open space networks are an important system within any well-planned community. They occur in both the public and private realms of a community and offer opportunities for both active and passive recreation. They provide inter-linked “green” corridors for non-motorized movement within the community, and where literal open spaces do not exist, the street becomes the connector - another type of “open space.”

In the Farrington/Mokuola Station area, a unique, major open space opportunity exists along the Kapakahi Stream. This linear waterway is envisioned with a multiuse pathway that accommodates bicycles and pedestrians, for both recreational and commuter uses.

Existing community open spaces include Hans L’Orange Park and the Waipio Soccer Park. These larger open spaces should be better connected into the neighborhood by the proposed Kapakahi Stream Walk and the Pearl Harbor Historic Trail, allowing residents to walk or bike to the parks.

The Plan recognizes the importance of the trees that were planted within the median of Farrington Highway. With development of the elevated rail system in the median of Farrington Highway, these trees have been removed/relocated. To mitigate this impact, the Plan recommends that the area below the rail guideway be landscaped and new trees be planted on existing streets perpendicular to Farrington Highway.

Farrington / Mokuola Station Area Plan

- An open space network can provide a green corridor for non-motorized movement within the community



Parks should provide community gathering areas



Streets should also function as open space

Farrington / Mokuola Station Area Plan

- Mini parks should act as neighborhood centers
- The transit plaza should be an active front door to Waipahu

1. MINI PARKS

Mini parks, typically between one and two acres in size, are proposed throughout the Farrington / Mokuola Station Area. These parks act as neighborhood centers and can contain a wide variety of uses including playgrounds, picnic areas, fountains, dog runs, community gardens and shaded areas for relaxation and quiet reflection. Each resident in the TOD areas should eventually be within a short two-block to three-block walk from a mini park. Mini parks are typically ringed with houses, apartments, shops and community facilities such as churches and libraries. The active uses surrounding neighborhood parks help to increase the sense of safety and vitality for area residents.

2. TRANSIT PLAZAS

Small transit plazas are proposed for both sides of Farrington at the station. These plazas will be active community gathering spaces and “entry doors” to the neighborhood. The transit plazas should be located at the touchdown points of the elevated transit system, near the intersection of Farrington and Mokuola Streets. These plazas will act as “outdoor rooms” for important community events and activities and should be of adequate size for gathering. The transit plazas should be primarily hardscape in design and should be ringed by mixed-use buildings with retail on the ground floor and housing above. The retail surrounding the plazas will help to create an active, vibrant “village-like character.” Uses within the transit plazas should include outdoor cafes, musical performances and art shows.



Building should orient to open spaces



The transit plaza will serve as an entry point to waipahu

3. KAPAKAHI STREAM AND POUHALA MARSH

Restoring and cleaning the Kapakahi Stream along with the creation of a Stream Walk is an important element to the Plan. The stream will be recreated as a positive community amenity and a direct open space link from the station area to the Pouhala Marsh and Pearl Harbor Historic Trail. New uses along Waipahu Depot Road will front directly onto the stream and will feature outdoor restaurants and cafes that will help to activate the space and create a unique stream-side neighborhood for Waipahu. This Stream Walk will lead mauka across Farrington into a new Festival Market Place Plaza where the stream will be uncovered to serve as a community focal point. The Stream Walk will continue mauka to Hawaii's Plantation Village, effectively linking it with the Old Town area, the transit station and the Pouhala Marsh.

4. FESTIVAL MARKET PLACE PLAZA

The Festival Market Place Plaza, located in the center of the Old Town area, should act as an “outdoor room” for important community events and activities. The Plaza should be primarily hardscape in design and ringed by mixed-use buildings with retail on the ground floor and housing above. The retail surrounding the plaza will help to create an active, vibrant gathering place for Waipahu. Uses within the Plaza should include outdoor cafes, farmers markets, musical performances and art shows. The Plaza should include an assortment of benches and seating areas, fountains sculptures and landscaping.

Farrington / Mokuola Station Area Plan

- Restoring and daylighting the Kapakahi Stream is a major element of the Plan
- The Festival Market Place Plaza should help to create an active, vibrant gathering place for Waipahu



Kapakahi Stream should be restored as a public amenity



The Festival Marketplace Plaza should be a community gathering place

Waipahu

Neighborhood TOD Plan

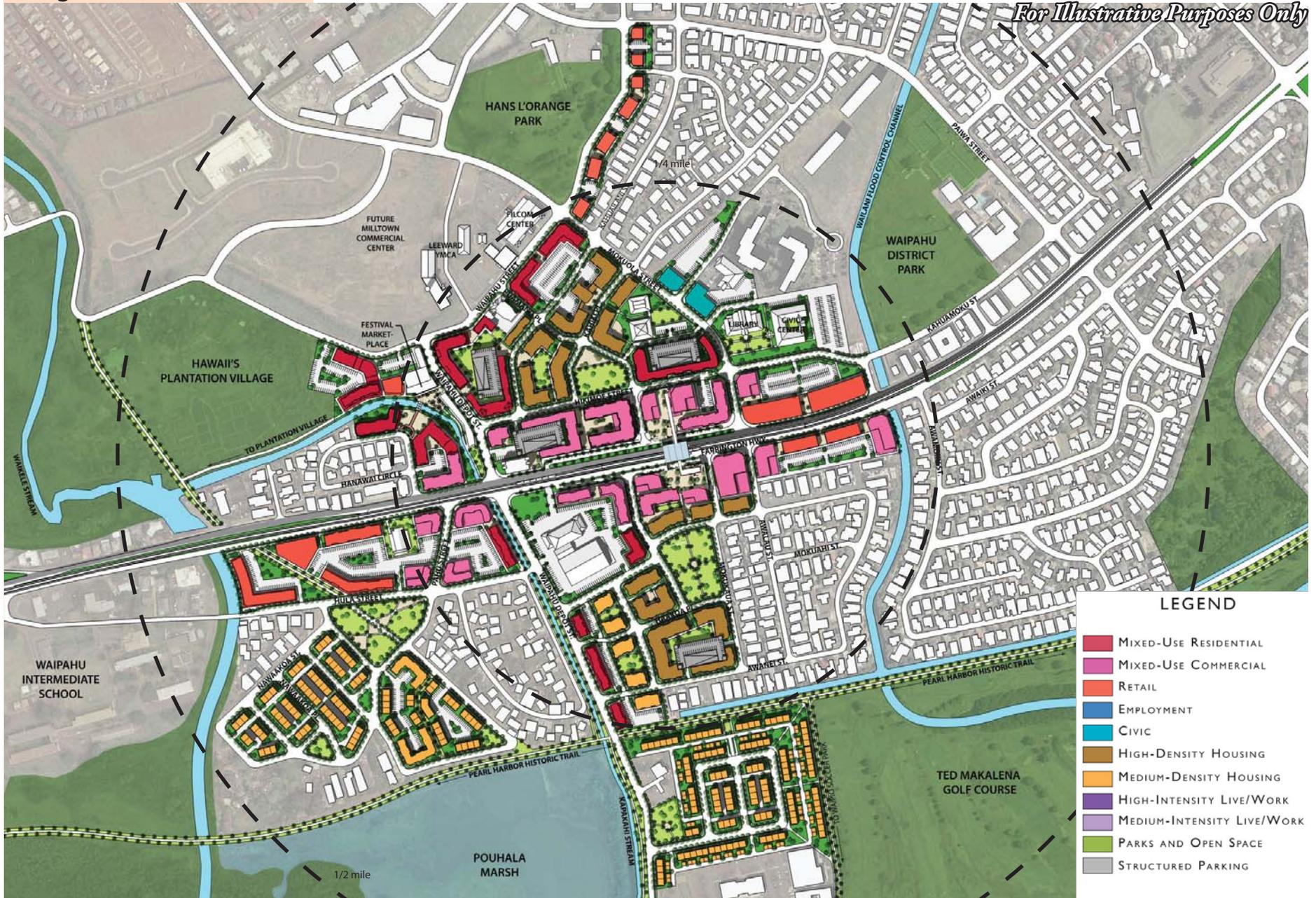


FIGURE 14 - Farrington / Mokuola Illustrative Plan



D. Land Use and Urban Form

The illustrative Plan for Farrington / Mokuola is intended to show the community’s desired land use patterns, urban design concepts, connectivity and open space improvements and is not meant to be parcel-specific. The designation of the area around the Farrington / Mokuola station as a transit-oriented development implies the intent to create a place that supports a pedestrian-oriented center with a compact land use pattern. Higher density land uses are concentrated nearest to the station area to encourage and support walking and transit use, and to maximize access between housing and jobs.

The bullets to the right show the net changes in commercial/industrial square footages and residential unit counts that are within the community defined “areas of change.” These “areas of change” are mostly within the one-quarter mile radius of the transit station, although some areas are within the one-half mile radius.

The program for the Farrington / Mokuola Station Area is based on an overall gross floor-area-ratio (FAR) of 1.04 and is focused on the concept of retention of commercial/industrial square footages with a corresponding increase in the number of dwelling units within a five- to ten-minute walk of the station. The maximum allowable FAR is currently 2.5, and with open space bonuses it increases to 3.5. The proposed redevelopment does not exceed what is currently allowed, though permitted uses will need to be adjusted in the TOD Special District Zone (Zoning Overview, page 65.)

While commercial/industrial square footages generally remain stable, the buildings that house these businesses will be newly developed in a more urban, pedestrian-friendly form. The long-term balance of housing and employment uses are market-driven and will likely be adjusted over time. This Plan creates a framework to allow for this long-term flexibility.

Farrington / Mokuola Station Area Plan

By 2030:

- **Residential: net increase of approximately 1,520 units**
- **Commercial / industrial: existing inventory to be replaced with new buildings and the amount of space to remain unchanged at approximately 971,000 square feet**
- **Approximately 70 percent of newly developed space will be for residential uses, and 30 percent will be for commercial/industrial uses**



A mixture of uses will help to revitalize Old Town



The daylit Kapakahi Stream will connect the neighborhood

Farrington / Mokuola Station Area Plan

- New housing will help support neighborhood services
- Medium- and higher-density housing opportunities exist both mauka and makai of Farrington Highway

1. HOUSING

New higher-density housing should be developed within one-quarter mile of the transit stations. This housing will help support neighborhood retail and services while also providing ridership for the transit system. Higher-density housing should be in the range of 30 - 100 dwelling units per acre (du/ac). Residents will be able to live a less car-dependent lifestyle, while being able to walk to shops, cultural facilities and parks. Higher-density residential areas are planned about one to two blocks from the transit station on both the mauka and makai sides of Farrington Highway. Each of these new areas should be focused around a new neighborhood mini park which will help to provide greenspace for the area while also functioning as neighborhood gathering spaces. Higher-density housing should be primarily in the form of stacked flats with structured parking.

Outside of the one-quarter mile TOD area, the Plan focuses on the creation of new housing opportunities at a density lower than in the TOD precinct. Directly makai of the Pearl Harbor Historic Trail, a new waterfront residential neighborhood has been designated that will allow people to live next to and enjoy the Pouhala Marsh, the Ted Makalena Golf Course, the Waipio Soccer Park and the amenities of the station area. Another medium-density residential neighborhood is designated in the area between Hula Street and the Pearl Harbor Historic Trail. Medium-density housing should be primarily in the form of townhouses and garden apartments and should generally be in the range of 12 - 30 du/ac.

The new homes near the Waipahu transit station are expected to offer a wider choice of sizes, amenities and prices than is currently the case for Waipahu's homes. Based on local economic analysis, homes are likely to range from small studio apartments for singles to 3 bedroom/2 bath multi-family homes for larger families. Prices and rents are expected to range from affordable to luxury levels.



Higher density residential neighborhoods support transit



New medium-density residential near Pearl Harbor

2. MIXED-USE

Mixed-use refers to the combining of retail/commercial and/or service uses with residential or office use in the same building or on the same site. Certain buildings in Waipahu will have a vertical mixture of uses with the above floors used for residential or office use and a portion of the ground floor for retail/commercial or service uses. Mixed-use development helps to create vibrant, urban neighborhoods with a diverse collection of residents, shoppers and workers. Historical precedents for mixed-use development on Oahu are abundant and include some of the most-cherished places on the island including downtown Honolulu, Chinatown, Kapahulu, and Kaimuki.

Mixed-use commercial development should be located along Farrington Highway, especially adjacent to the transit station. In order to help strengthen the neighborhood's historic core, mixed-use residential development should be located along Waipahu Depot Road both mauka and makai of Farrington, as well as along Waipahu Street across from the YMCA and Filcom Center. These areas should be planned to integrate with the scale and character of the existing historic buildings.

Farrington / Mokuola Station Area Plan

- **Mixed-use buildings will help to create vibrant, urban neighborhoods**
- **Residential mixed-use areas should help to strengthen the historic core along Waipahu Street and Waipahu Depot Road**



Mixed-use areas provide active, vital retail environments



Residential mixed-use development in the historic core

Farrington / Mokuola Station Area Plan

- Retail areas should be located along Farrington Highway
- Retail areas should contain a mix of complementary uses and services

3. RETAIL

Areas along Farrington Highway diamond head of Awalau Street and ewa of Pahu Street should retain their retail character. If mixed-use development isn't viable in these areas, they have the potential to become more vibrant retail and restaurant zones. When redeveloped, these areas should bring new buildings all the way up to the sidewalk and place the parking in the rear to help encourage an active, attractive pedestrian space. Restaurant uses should encourage outdoor seating along the sidewalk or in designated plaza areas.

Retail buildings in the station areas should contain a mix of complementary uses and services. Complementary uses are those that offer goods and services at different times of the day, 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.



Retail uses should be pedestrian-oriented, with storefronts along streets



Restaurant areas should include outdoor seating options

4. CIVIC

The Farrington / Mokuola area currently includes a variety of community facilities including the Filcom Center, Waipahu Civic Center, Waipahu State Library and Leeward YMCA. These areas should be better integrated into the neighborhood through open space and streetscape improvements. Expanding on these existing community facilities, areas are designated for future civic uses. These facilities could possibly include churches, day care, community centers, post offices, fire and police stations and senior centers. The larger facilities will serve as important neighborhood focal points and should be located along Mokuola Street and within walking distance to the transit station. Smaller facilities such as churches and community centers may be located throughout the station areas.

5. SCHOOLS

The Waipahu Neighborhood TOD Plan sets up a framework and long-term vision for the transit areas. Schools are recommended as permitted uses in both TOD and Transit-Influenced Zones (TIZ) (see Zoning Recommendations). It is recommended that the creation of new schools be evaluated as future development proposals occur.

Farrington / Mokuola Station Area Plan

- Civic uses should be promoted along Mokuola Street



Civic uses should be located near transit



Churches can be located throughout the station areas

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An architectural rendering of a city street scene. In the background, a large, multi-story building with a prominent clock tower stands. The clock tower is a square structure with a circular clock face near the top. The building has a mix of light and dark tones. To the left, there are trees and a street lamp with a traffic light. In the foreground, a crosswalk with white stripes is visible on a dark road. Several people are walking across the crosswalk and on the sidewalks. The overall scene is bright and clear, suggesting a sunny day.

V. Farrington / Leoku Station Area Plan

Waipahu Neighborhood TOD Plan

For Illustrative Purposes Only

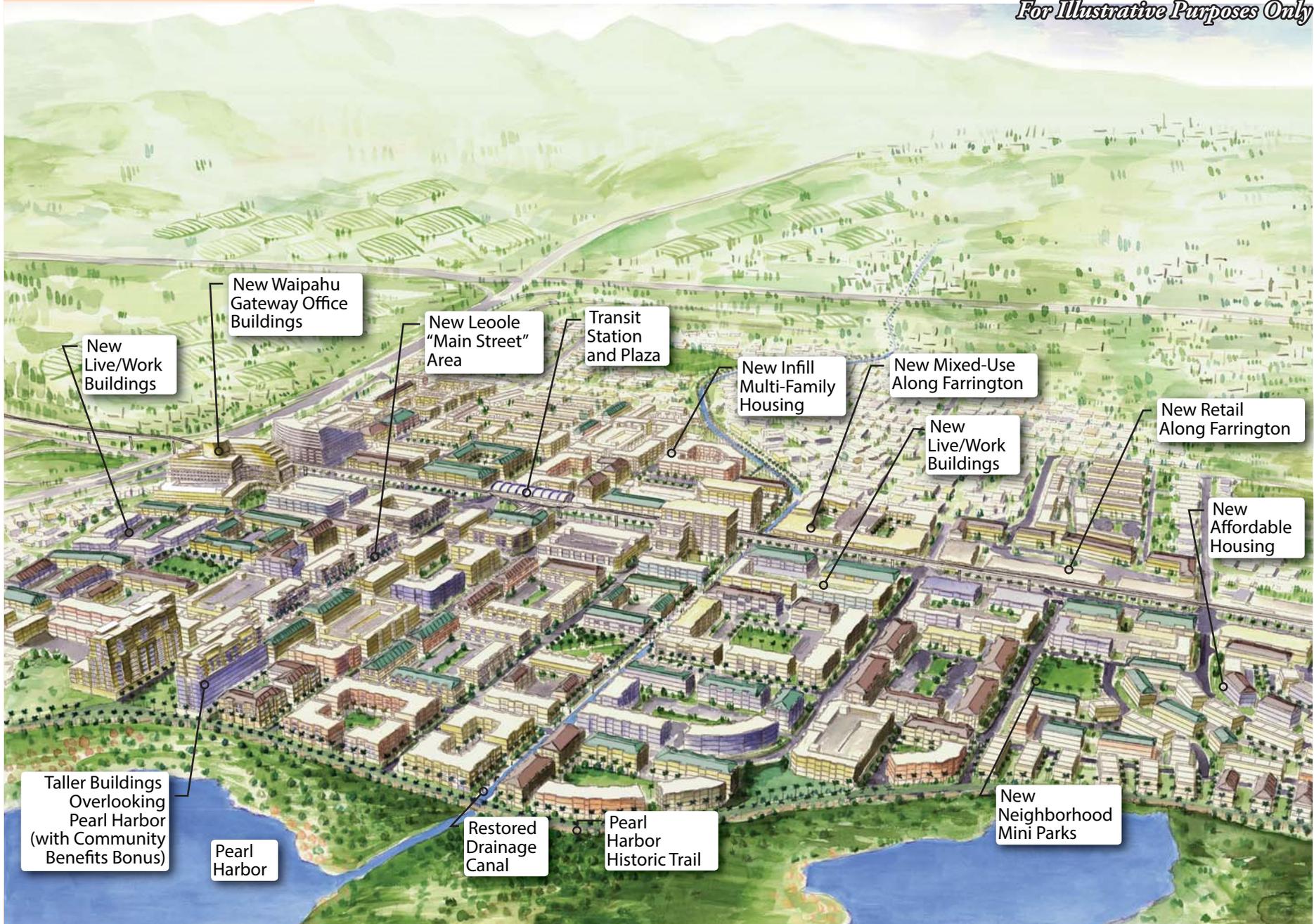


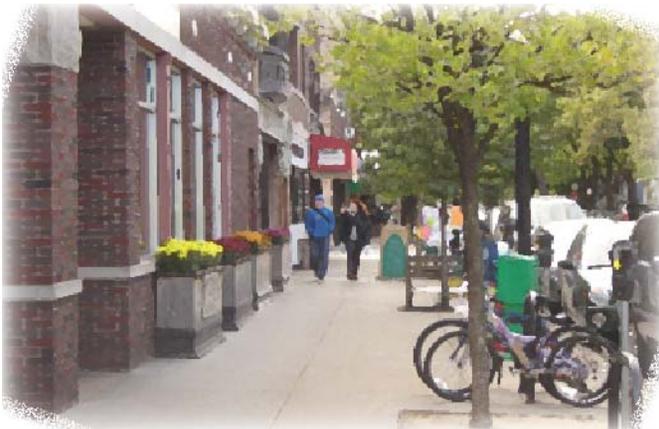
FIGURE 15 - Farrington / Leoku Overall Structure - Looking Mauka

A. Overall Structure

In the Farrington / Leoku Station area, development intensity will be concentrated adjacent to the proposed transit station and along Farrington Highway. In addition, a new mauka-makai pedestrian-oriented “Main Street” will be focused along the existing Leoku Street one block mauka of Farrington and along Leole Street four blocks makai of Farrington terminating on a new public open space at Pearl Harbor. The “Main Street” along Leole will be lined with mixed-use buildings with active ground floor uses including shops, restaurants and offices. A vibrant and attractive Leole Street will lead residents and visitors makai to the Pearl Harbor Historic Trail and the waterfront. Farrington Highway will keep its current role as a commercial center and will also be lined with mixed-use buildings that will be developed at a slightly larger scale and footprint given the width and character of the highway. The creation of “landmark” buildings on the sites diamond head of Fort Weaver Road and near the station will help to emphasize the gateway nature of the Plan.

Farrington / Leoku Station Area Plan

- **Development concentrated adjacent to the transit station, along Farrington Highway and Leole Street**
- **The creation of landmark buildings in key locations to serve as a gateway to Waipahu**



Leole Street will be vibrant and attractive



New employment uses will be focused near Fort Weaver Rd.

Waipahu Neighborhood TOD Plan



FIGURE 16 - Farrington / Leoku Connectivity Diagram

B. Connectivity and Circulation

An important principle is the creation of an inter-modal transportation network that connects all aspects of the community, and provides transportation options for people of all ages, abilities and socioeconomic backgrounds. The public street network provides the threads that weave together neighborhoods and should be pedestrian-friendly places. Creating a pedestrian-first environment is one of the most important principles developed during the community process.

Redevelopment of the station area into a vibrant, pedestrian-oriented environment will likely occur in stages after the new transit system has proven its overall effectiveness. To encourage ridership from residents that live beyond walking distance to the station, it is recommended that the City identify possible locations for temporary transit parking within one-half mile of the station.

A major element of the Plan includes the creation of an urban transit boulevard along Farrington Highway near the proposed station. The two-block long urban transit boulevard will have the elevated transit line in the center median, through-traffic lanes on either side of the transit line, separated lanes for local traffic and drop-offs, wide sidewalks and parking adjacent to new mixed-use buildings. An illustration of this concept is shown in Figure 17 on Page 56.

A series of new streets are proposed on either side of Farrington Highway. These streets improve the overall connectivity network for autos, bicyclists and pedestrians while helping to create a more urban block network that is ideal for redevelopment.

Farrington / Leoku Station Area Plan

- A safer more attractive pedestrian environment
- Transportation options for people of all ages, abilities and backgrounds



Streets should have wide sidewalks and pedestrian amenities



The Pearl Harbor Historic Trail will provide off-street bike routes

Farrington / Leoku Station Area Plan

- Transit will provide the opportunity for new compact walkable neighborhoods
- A pedestrian village character can be created in the station area

1. TRANSIT

The proposed Honolulu Rail Transit system will promote the opportunity to create new compact walkable neighborhoods through infill development while also providing a viable alternative to the private automobile. It is important that the transit system as the future connectivity “backbone” for Waipahu is efficient and convenient and that it can be easily accessed by pedestrians, bicyclists, bus riders and auto drivers. Bus service to the station will draw commuters from Royal Kunia, Village Park, West Loch Estates, ‘Ewa Villages, ‘Ewa Gentry, Ocean Pointe, ‘Ewa Beach, and Iroquois Point. These commuters will also become potential customers for businesses near the station. Please refer to the Final EIS for the Honolulu High-Capacity Transit Corridor Project for more information on the planned rail transit facilities.

2. PEDESTRIANS

The Farrington / Leoku area is currently an auto-dominated zone. By focusing development, open space and street improvements in a centralized area surrounding the transit station, a pedestrian village character can be created. By encouraging development with appropriate scale and design elements along with new streets and pathways, the fine-grained scale of the neighborhood will enable residents and pedestrians to stroll and spend time at restaurants, cafes and mini parks. Sidewalk improvements, retail buildings with sidewalk storefronts and traffic calming measures are all concepts that are recommended to help create a pedestrian-first environment. Sidewalks adjacent to residential should be at least 6-feet wide. Sidewalks adjacent to retail or mixed-use development should be between 10-16 feet wide.



Elevated transit as the future “backbone” for Waipahu



The station area should be a pedestrian-first environment

3. BUSES

An off-street bus transit center is planned adjacent to the makai entrance to the Farrington / Leoku transit station. The station area and surrounding neighborhoods will be served by a network of buses, helping to connect residents to the transit station. These buses will typically travel on major streets and will help provide connectivity and integration with neighboring communities and the station area. The transit center should accommodate four bus positions for 60-foot buses. These TheBus positions are for routes making timed connections. Each route requires a dedicated “off-street” position. Bus arrivals and departures all occur during the same time span to assure transfers by passengers. These transfers occur on a central platform to provide safe walk connections amongst all buses. The four bus positions at the Leoku station transit center could be along a straight curb or in a sawtooth configuration. The total curb length required will be about 90 feet per single bus position without a sawtooth. The extra curb space is required so buses have proper clearance and sight distances to arrive and leave their positions. The sawtooth requires about 60 lineal feet with an eight-foot wide tooth.

4. AUTOS / PARKING

In terms of commuter parking, no large public park-and-rides are currently being developed with the construction of the transit system in Waipahu. The Plan provides areas adjacent to the station on both sides of Farrington for kiss-and-ride drop-offs and pickups of transit riders. The plan also proposes locations for parking structures that could be privately developed to provide parking for new uses as well as commuter parking on a paid basis. Development of these structures could help to facilitate a parking district around the station to provide shared parking compatible uses.

Farrington / Leoku Station Area Plan

- Buses should provide connectivity and integration with neighboring communities
- The City should identify possible locations for temporary surface commuter parking near the station
- On-street parking should be located on existing and new streets in the station area



TheBus will provide internal neighborhood circulation access



On-street parking should be located throughout the station area

For Illustrative Purposes Only

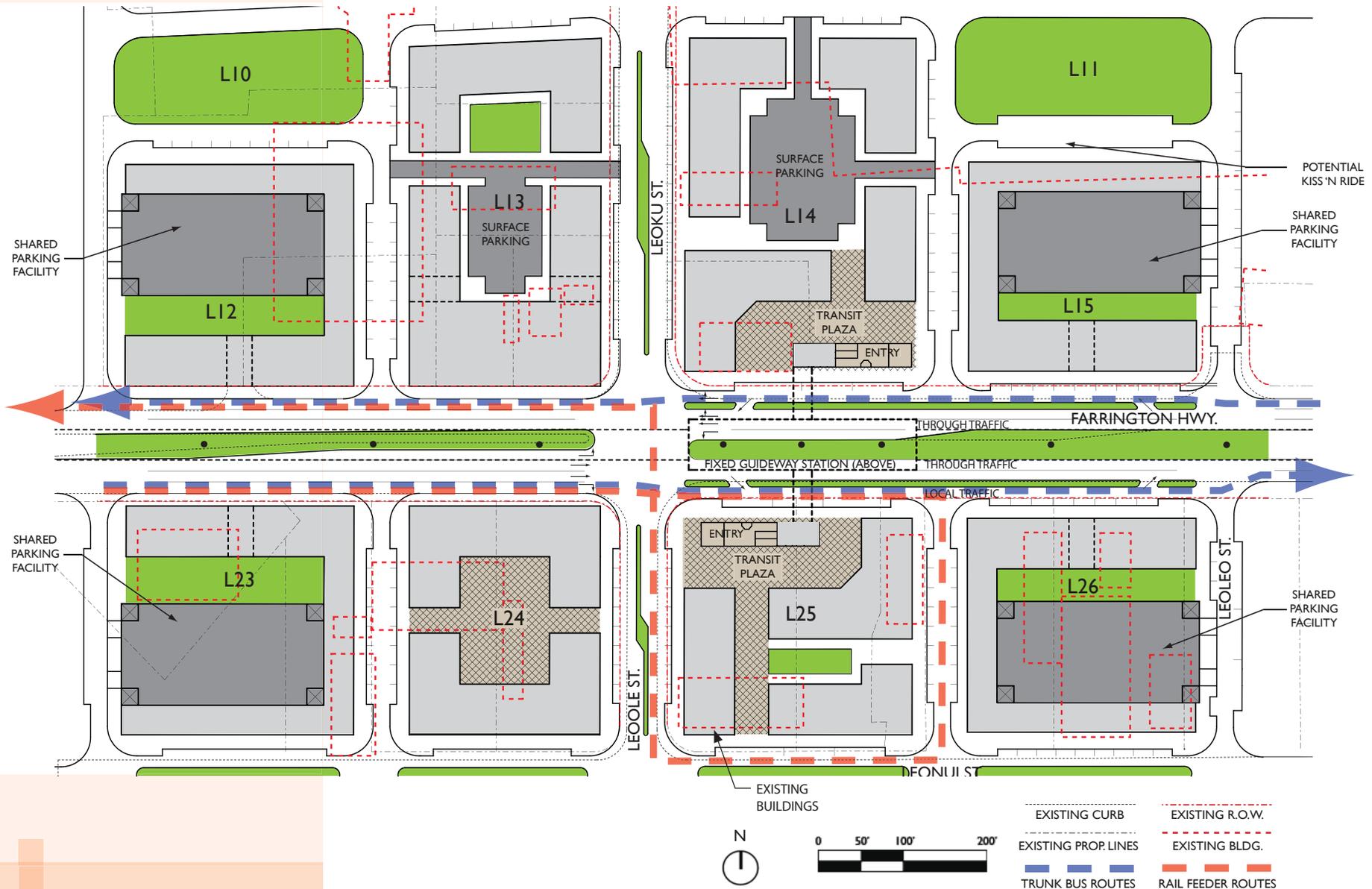


FIGURE 17 - Farrington / Leoku Station Boulevard Concept and Station Area Diagram

In the short-term and to encourage ridership from residents that live beyond walking distance to the station, it is recommended that the City identify possible locations for temporary transit parking within one-half mile of the station.

On-street parking is recommended on all new and existing streets in the station area. On-street parking will help to support retail uses while at the same time providing convenient short-term guest parking for residential uses.

5. BOULEVARD CONCEPT

The Plan is proposing a boulevard condition between Leoku/Leole Streets and Leoleo Street. The concept described is flexible based on the exact location of the transit stations. The transit station stop will occur just diamond head of Leoku/Leole Street on Farrington Highway. The transit plazas will touch down on blocks L14 and L25 as shown in Figure 14.

By creating a short boulevard near the transit stations, local traffic can be separated from through-traffic while at the same time providing slower speeds and a safer pedestrian environment adjacent to the stations. A boulevard treatment will also help to provide space for kiss-and-ride drop-offs and short-term convenience parking for retail uses. In order to implement the proposed boulevard condition, the existing ROW would need to be widened approximately 11-feet from Leoku Street to Leoleo Street. On the mauka side of Farrington, the ROW would need to be widened approximately 3-feet from the existing ROW to new parallel parking curb. On the makai side of Farrington, the ROW would need to be widened approximately 9-feet from the existing ROW to the new parallel parking curb. In the alternative shown, no existing buildings would have to be demolished in order to locate the stations or plazas. See Figures 11 and 12 for an existing and proposed cross-section of Farrington Highway and the boulevard concept.

Farrington / Leoku Station Area Plan

- **A boulevard treatment on Farrington Highway can provide slower speeds and a safer pedestrian environment adjacent to the stations**
- **Through-traffic capacity can be maintained while creating local lanes adjacent to commercial development**

Waipahu

Neighborhood TOD Plan

For Illustrative Purposes Only



FIGURE 18 - Farrington / Leoku Parks and Open Space Diagram



C. Parks and Open Space

Reconnecting the neighborhood to the waterfront is a major element of the Farrington / Leoku Station Area Plan. The Pearl Harbor Historic Trail and wetlands will become a major amenity for a new medium- and high-density residential neighborhood adjacent to the shoreline. Several small mini parks will be located throughout the area. They will act as green gathering spaces in a neighborhood that is currently lacking open space. The existing canal between Leoleo and Leokane Streets will be restored as a natural greenway providing drainage, while becoming a positive element of the community. Green “fingers” will terminate streets running makai from Farrington, and will provide access to the waterfront and Pearl Harbor Historic Trail. In addition, view corridors will be established, helping to further tie the community to the Harbor.

The Plan recognizes the importance of the trees that were planted within the median of Farrington Highway. With development of the elevated rail system in the median of Farrington Highway, these trees have been removed/relocated. To mitigate this impact, the Plan recommends that the area below the rail guideway be landscaped and new trees be planted on existing streets perpendicular to Farrington Highway.

Farrington / Leoku Station Area Plan

- Reconnecting the neighborhood to Pearl Harbor is a major element of the Plan
- Various other open spaces will help to create a green network



A true live/work neighborhood should have several small parks



Paths through development should connect larger open spaces

Farrington / Leoku Station Area Plan

- New mini parks should be between one and two acres in size
- The transit plazas should be active community gathering spaces

1. MINI PARKS

The Plan recommends a series of new one- and two-acre mini parks to act as neighborhood centers throughout the Farrington / Leoku Station Area. These parks can contain a wide variety of uses including playgrounds, picnic areas, fountains, dog runs, community gardens and shaded areas for relaxation and quiet reflection. Mini parks are typically ringed with houses, apartments, shops and community facilities such as churches and libraries. The active uses surrounding neighborhood parks help to increase the sense of safety and connectedness for area residents. Each resident in the TOD areas should eventually be within a short 2-3 block walk from a mini park.

2. TRANSIT PLAZAS

Transit plazas should be located at the touchdown points of the elevated transit system, near the intersection of Farrington and Leoku Streets. These plazas will be active community gathering spaces and the new “entry doors” to the neighborhood. The plazas should be vibrant areas and should be used to host important community events and activities and should be of adequate size for gathering. Uses within the transit plazas should include outdoor cafes, musical performances and art shows. The transit plazas should be primarily hardscape in design and should be ringed by mixed-use buildings with retail on the ground floor and housing above. The retail surrounding the plazas will help to create an active, vibrant “village-like character.”



Mini parks should serve as community gathering places



Transit plazas should be primarily Hardscape in nature

3. DRAINAGE CHANNEL

Restoring and cleaning the drainage channel between Waipahu Street and Pearl Harbor is a key recommendation. The channel could be de-channelized and landscaped to create a positive community amenity and a direct open space link from the station area to the Pearl Harbor Historic Trail. The channel is currently fronted by light industrial uses that have no direct relationship to the waterway. As redevelopment occurs along the channel, new uses should be set back to provide public open space and the channel should be cleaned and/or restored to provide a more natural setting for community use.

4. PEARL HARBOR WATERFRONT

Currently, the Farrington / Leoku area turns its back to Pearl Harbor. The light industrial uses in the area have no relationship with the waterfront and public access and views are severely limited. The Pearl Harbor Historic Trail Master Plan effort detailed the potential of the waterfront and the Pearl Harbor Historic Trail to serve as regional amenities. This effort led to the potential designation of the Pearl Harbor Historic Trail as a “world-class heritage and recreational corridor that enhances communities from ‘Aiea to Nanakuli.” This Plan recognizes the importance of the Pearl Harbor Historic Trail and focuses on creating a new live/work neighborhood adjacent to the trail while creating new access points and view corridors to Pearl Harbor.

Farrington / Leoku Station Area Plan

- The drainage canal could become a linear open space connection between Pearl Harbor and the transit station
- The Plan focuses on creating a live/work neighborhood adjacent to the Pearl Harbor waterfront



The drainage canal should be restored as a natural area



The Pearl Harbor waterfront should be a community amenity

Waipahu

Neighborhood TOD Plan

For Illustrative Purposes Only



LEGEND

- MIXED-USE RESIDENTIAL
- MIXED-USE COMMERCIAL
- RETAIL
- EMPLOYMENT
- CIVIC
- HIGH-DENSITY HOUSING
- MEDIUM-DENSITY HOUSING
- HIGH-INTENSITY LIVE/WORK
- MEDIUM-INTENSITY LIVE/WORK
- PARKS AND OPEN SPACE
- STRUCTURED PARKING

FIGURE 19 - Farrington / Leoku Illustrative Plan



D. Land Use and Urban Form

The illustrative Plan for Farrington / Leoku is intended to show the community's desired land use patterns, urban design concepts, connectivity and open space improvements and is not meant to be parcel-specific. The appropriate scale, design and siting of buildings will help to encourage the creation of a lively neighborhood center with shops and open space around the new transit station, while the careful design of the streets and the pedestrian realm will support the pedestrian and create a recognizable identity for the place.

The bullets to the right shows the net changes in commercial/industrial square footages and residential unit counts that are within the community defined "areas of change." These "areas of change" are mostly within the quarter-mile radius of the transit station, although some areas are within the half mile radius.

Floor Area Ratio is the total building square footage (building area) divided by the site size square footage (site area). Existing allowable floor area ratios (FAR) for the area are within a range of 0.9 - 3.5 (with open space bonus). The proposed redevelopment falls within this range, though height limits and allowable uses will need to be refined. The program for the Farrington / Leoku Plan is based on an overall FAR of 1.32 and is focused on the concept of retention of commercial/industrial square footages with a corresponding increase in the number of dwelling units within a 5-10 minute walk of the station.

The long-term balance of housing and employment uses are market-driven and will likely be adjusted over time. While commercial/industrial square footages generally remain stable, the buildings that house these businesses will be newly developed in a more urban, pedestrian-friendly form. The Plan creates a framework to allow for this long-term flexibility.



Light industrial uses can be maintained in livework areas



Mixed-use development will provide housing and retail

Farrington / Leoku Station Area Plan

By 2030:

- **Residential: net increase of approximately 3,000 units**
- **Commercial / industrial: net increase of approximately 49,000 square feet in new buildings, with about 75 percent developed as commercial space and 25 percent as industrial space**
- **Nearly 60 percent of newly developed space will be for residential uses, and approximately 40 percent will be commercial/industrial uses**

Farrington / Leoku Station Area Plan

- **New housing will help support neighborhood services**
- **Affordable Housing should be redeveloped in the station area**

1. HOUSING

New high-density housing should be developed within a quarter-mile of the transit stations. This housing will help support neighborhood retail and services while also providing ridership for the transit system. Higher-density housing should be in the range of 30 - 100 dwelling units per acre (du/ac). New residents will be able to live a less car-dependent lifestyle while being able to walk to shops, cultural facilities and parks. Higher-density housing should be located between Waipahu Street and Farrington Highway, along Leokane Street, and at the foot of Leoleo Street. Higher-density housing should be primarily in the form of stacked flats with structured parking.

Outside of the quarter-mile TOD area, improvements focus on redeveloping several blocks of multi-family housing by recreating the affordable housing in context with a mixture of additional housing types for all incomes. Medium-density housing in these areas should be in the range of 12-30 du/ac. In the areas makai of Farrington Highway, medium-density housing should be located along the Pearl Harbor waterfront diamond head of Leoleo Street and along Pupukahi and Pupuphi Streets. In areas mauka of Farrington Highway, new medium-density housing should be located mauka of Leolua Street and along Leowahine Street. Medium-density housing should primarily in the form of townhouses and garden apartments.

For projects requiring a zone change, the City requires that ten percent of the homes in new projects be affordable to families earning 80 percent or less of median income, and another 20 percent of the homes must be affordable to families earning 81 percent to 120 percent of median income. The remaining 70 percent of the homes may be sold or rented at market prices.



Medium-density housing should be located along Pupukahi Street



Affordable housing should be redeveloped in the station area

2. MIXED-USE

Mixed-use development is characterized by the combining of retail/commercial and/or service uses with residential or office use in the same building or on the same site. Mixed-use development helps to create vibrant, urban neighborhoods with a diverse collection of residents, shoppers and workers. Certain buildings in Waipahu will have a vertical mixture of uses as a single structure with the above floors used for residential or office use and a portion of the ground floor for retail/commercial or service uses.

Commercial mixed-use development is proposed along Farrington Highway from Leowaena Street to Leokane Street. This area has the most potential as a commercial and employment center given its current use and its location near the transit station.

Residential mixed-use development is proposed along the new Leole “Main Street” from Leonui Street to Pearl Harbor. Residential mixed-use areas are also designated along Leonui Street and Pupukupa Streets a block in from the transit station. By combining residential uses on the upper floors with retail or service uses below, a mixed-use village-like character can be promoted.

Farrington / Leoku Station Area Plan

- Mixed-use buildings will help to create vibrant, urban neighborhoods
- Commercial-mixed use can help the Farrington / Leoku area maintain its commercial center character



Mixed-use development should be created along Farrington Highway



Mixed-use buildings will help to create a village-like character

Farrington / Leoku Station Area Plan

- Retail areas should contain a mix of complementary uses and services
- Shopping areas should orient to the street to help create vibrant outdoor spaces for community interaction

3. RETAIL

Retail buildings in the station area should contain a mix of complementary uses and services. Complementary uses are those that offer goods and services at different times of the day, 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. Areas along Farrington Highway diamond head of Leokane Street should retain their retail character to become more vibrant retail and restaurant zones.

The Farrington / Leoku station area should continue to have a mixture of local mom-and-pop stores and larger national chains. By orienting buildings to the street, these shopping areas will create vibrant outdoor spaces for community interaction. Shops and restaurants should have minimal front yards and should provide outdoor cafes, attractive seating areas, shade canopies and storefront windows to ensure a pleasant pedestrian experience.

4. LIVE/WORK

The industrial area makai of Leonui Street covers over 50 acres and hosts over 1.8 million square feet of industrial space. Over time, some of the industrial activities along Leoku Street may have to relocate in order to redevelop the area into residential and commercial mixed-use. It is envisioned that these changes will first occur in the areas closest to Farrington Highway and the transit station.



Cafes can serve as neighborhood gathering spaces



Retail parking should be screened from pedestrian view

Farrington / Leoku Station Area Plan

- Live/Work uses should be integrated into the existing light industrial neighborhood makai of Farrington Highway
- Employment uses should be focused at the Waipahu Gateway area

Blocks makai of Farrington and diamond head and ewa of Leole Street have been designated as medium- and high-intensity live/work which will help to create a neighborhood with a mixture of employment and housing. The live/work blocks will help to maintain jobs in the area by allowing and promoting office, research and non-noxious light industrial uses in an urban neighborhood along with other unique uses such as loft apartments and condos, artist studios and galleries. Housing in this district will be mixed-income and could be tailored towards the workforce as well as the “creative class” of artists, artisans and students (possibly attending University of Hawaii West Oahu). This mixture of employment and housing will help improve and diversify the overall character and uses of the neighborhood.

5. EMPLOYMENT

The majority of Ewa residents continue to work in the Primary Urban Center (PUC) and this has caused massive traffic jams and long commute times. Areas directly adjacent to Fort Weaver Road along Farrington Highway have been designated as employment uses, thus helping Waipahu achieve a balance between jobs and housing. This employment center serves as a gateway into Waipahu, while enjoying proximity to the transit station and convenient access and visibility from Fort Weaver Road and the H-1 Freeway.

6. SCHOOLS

The Waipahu Neighborhood TOD Plan sets up a framework and long-term vision for the transit areas. Schools are recommended as permitted uses in both TOD and TIZ precincts (see Zoning Recommendations). It is recommended that the creation of new schools be evaluated as future development proposals occur.



New light industrial uses should fit a mixed-use neighborhood



Employment uses should be concentrated near Fort Weaver Road

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An aerial photograph of a city street intersection. A prominent crosswalk with white stripes is visible in the foreground. Pedestrians are walking across the street. In the background, there are several multi-story buildings, including a large, light-colored building with a central tower and a clock face. A traffic light is visible on the left side of the street. The overall scene depicts a vibrant urban environment.

IV. Zoning Recommendations

Waipahu

Neighborhood TOD Plan

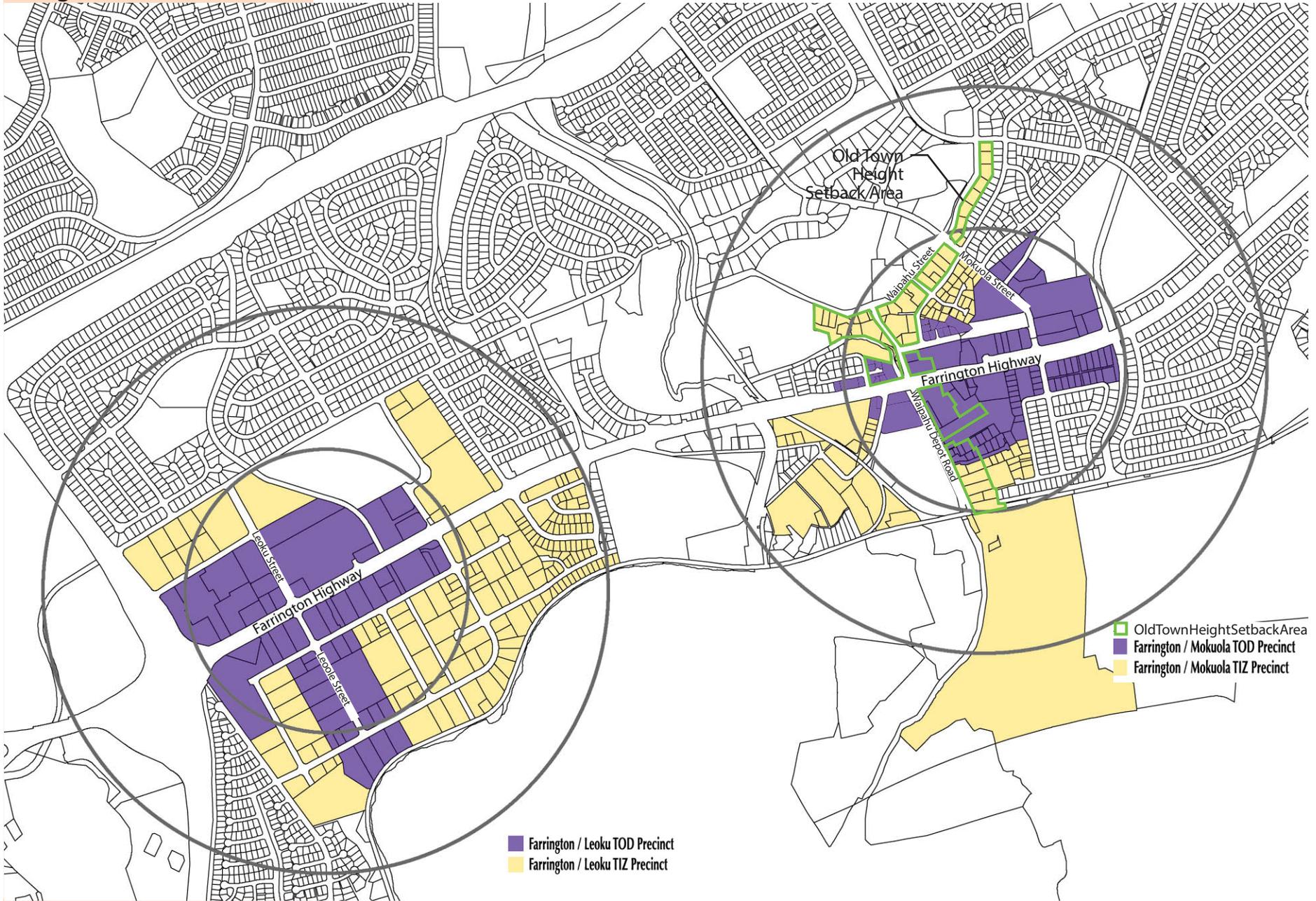


FIGURE 20 - TOD and TIZ Zoning Precincts



Zoning Recommendations

- **Special District regulations are mandatory, not optional**
- **TOD Precincts are generally within 1/4 mile of the stations**
- **TIZ Precincts are generally between 1/4 - 1/2 mile of the stations**

A. TOD Special District

1. 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.

2. DISTRICT BOUNDARIES

The recommended Special District boundaries around each transit station take into account distance from the transit station, natural topographic and man-made barriers, extent of market interest in redevelopment, existing land uses and the overall benefits of transit including the potential to increase transit ridership. At the start of the Plan process, “areas of preservation” were established which included predominantly single-family neighborhoods along with existing historic buildings and community amenities such as the Filcom Center and the Leeward YMCA. Even though these buildings are within one-half mile of the transit stations, they are intended to retain their current uses and forms. Areas within a one-half mile of the transit stations that are likely to be redeveloped over time were designated “areas of change.”

The TOD Special District includes four subset precincts, each with its own regulations. The TOD or Transit-Oriented Development Precincts are generally within quarter-mile of the stations, or in areas with greater development potential. These areas will likely be redeveloped sooner and should include larger building forms and higher-intensity mixed-use, employment and residential projects.

The TIZ or Transit-Influenced Zone Precincts are located beyond the TOD core, between a quarter-mile to one-half mile from the stations and should be less intense in nature. Properties within the TIZ Precincts will most likely redevelop over a longer time frame and should include smaller buildings that “step down” to surrounding lower density neighborhoods.

Zoning Recommendations

- Permitted and prohibited uses are similar to standards for the City's BMX-3 zone
- All permitted uses should apply the design guidelines of the Waipahu Town Plan and Waipahu Livable Communities Initiative

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 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 that has been designed to accommodate pedestrians, bikes, buses and trains reduce dependence on the automobile and, thereby, the need for standard parking provision. This is consistent with the Plan principle of Creating a Mixed-Use Village-Like Setting in the Core 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 exclusion of auto-oriented uses should also be considered, including automobile service stations, drive-thru facilities, and self-storage facilities. However, in response to the community’s strong support of the existing Servco Auto facility along Farrington Highway, automobile sales and rentals should continue to be allowed. Light industrial uses similar to those allowed under the existing IMX-1 Industrial-Commercial Mixed Use District should also be allowed in the proposed Live/Work areas.

The TOD regulations would not eliminate the requirement for additional approvals or conditions for certain uses (Conditional Use Permits, Plan Review Use, etc.). To ensure appropriate form and design for a Mixed-Use Village-Like Setting, all permitted uses should apply the design guidelines of the Waipahu Town Plan and Waipahu Livable Communities Initiative.

Zoning Recommendations

- **Current allowable FARs: 0.9 - 2.5 (or up to 3.5 with open space bonus)**
- **Underlying FARs should remain and the maximum FAR should be raised to 3.5 as a Community Benefits Bonus within the TOD Precinct**
- **Minimum FAR of 0.5 for TOD Precincts may be appropriate**
- **Maximum Building Area should not be regulated**

4. FLOOR AREA RATIO

According to the Central Oahu SCP, allowable building density around transit hubs should accommodate 25-90 dwelling units per acre. This is consistent with densities proposed in the Waipahu Neighborhood TOD Plan.

Current existing underlying allowable floor area ratios (FARs) in the TOD Special District areas are within the range of 0.9 - 2.5 (or up to 3.5 with open space bonus). Overall intensities proposed in the Waipahu Neighborhood TOD 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 Mixed-Income Housing 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 Precinct, the underlying maximum FARs may be raised to 3.5 as a Community Benefits Bonus.

Existing properties have typically been developed at FARs well under the maximum standard with low-rise buildings and large surface parking lots. In order to promote quality transit-oriented development, minimum FAR of 0.5 for TOD Precincts may be appropriate.

5. MAXIMUM BUILDING AREA

Transit-oriented development is most efficient when buildings can optimize lot coverage in order to create active, urban street edges and to create 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 Waipahu TOD Special Districts. This is consistent with the standard for the B-1, B-2, BMX-3 and BMX-4 zones.

6. 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. The principle of Maintaining the Local Character of the Place dictates that building heights in the

Zoning Recommendations

Maximum Building Heights:

- **Farrington / Mokuola TOD Precinct - 60 feet**
- **Farrington / Mokuola TIZ Precinct - 45 feet**
- **Old Town Height Setback - 10 Feet upper story (over two stories)**
- **Farrington / Leoku TOD Precinct - 60 feet (up to 90 feet with Community Benefits Bonus)**
- **Farrington / Leoku TIZ Precinct - 60 feet**

Farrington / Mokuola TOD Special District should be lower to reflect the existing context of the “Old Waipahu Town” and its smaller-scale development. The Farrington / Leoku area’s local character as a “commercial center” dictates higher allowable building heights to promote economic development, employment and new housing growth.

Recommended maximum building heights in the Farrington / Mokuola Station Area are as follows:

- Building heights in the TOD Precinct should not exceed 60 feet.
- Building heights in the TIZ Precinct should not exceed 45 feet.
- Where a zoning lot in a TOD/TIZ Precinct adjoins a zoning lot in a residential district, the residential district height setback shall be applicable at the buildable area boundary line of the adjoining side of the TOD/TIZ Precinct zoning lot.
- Within the Old Town Height Setback Area as shown on Figure 20, the top floor of buildings over two stories should be stepped back a minimum of 10 feet in order to lessen the building’s perceived height from the sidewalk.

Recommended maximum building heights in the Farrington / Leoku Station Area are as follows:

- Building heights in the TOD Precinct should not exceed 60 feet, or up to 90 feet in exchange for a Community Benefits Bonus
- Building heights in the Farrington / Leoku TIZ Precinct should not exceed 60 feet.

7. COMMUNITY BENEFITS BONUS

The use of a Community Benefits Bonus is one of several development tools that can be used both to shape growth and redevelopment in the Waipahu 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 Waipahu has the potential to provide both 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 and thus higher FARs and building heights are not discouraged but

leveraged. Another advantage that a Community Benefits Bonus offers is 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 both the Waipahu neighborhood as well as the City as a whole. The provision of affordable and workforce housing in Waipahu and the principle of Providing Mixed-Income Housing In the Station Areas is a very significant goal for the community, and therefore should be included as a baseline for participation in any Community Benefits Bonus program. A major principle of the Plan is to Enhance the Green Network. Public open space becomes increasingly important as more people make the station areas their home. The Community Benefits Bonus could be used to provide for new open spaces for public use in both the Farrington / Mokuola and Farrington / Leoku station areas.

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

- Child and elder care facilities
- Pedestrian connectivity and streetscape improvements
- Encouraging green building, including LEED certification
- Historic preservation
- Space for non-profit organizations
- Public art
- Cultural facilities

Bonus systems are widely accepted and are an integral part of many present day zoning and planning initiatives in urban locales throughout the United States. 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 LUO and provides for flexibility is more understandable and easier to implement than those of a more complex, subjective nature. As the community's needs evolve over time, the bonus system should be reviewed and updated to meet the changing needs and wants of the community.

Zoning Recommendations

Community Benefits Bonus Program:

- Will help to shape growth and redevelopment and realize community values and goals
- Provides a more efficient development process and benefits to the community

Zoning Recommendations

• A Community Benefits Bonus system should be review and updated over time to meet the changing needs and wants of the community

• If a Community Benefits Bonus program becomes too complex, the criteria for determining the bonus awards may result in greater subjectivity, making it difficult to administer

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 eight 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 earn additional square-feet for their buildings by providing certain predefined community benefits including parks and 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 complex, the criteria for determining bonus awards may result in greater subjectivity, raising the level of expertise and time required to administer the program. This could also lead to increased likelihood that the awards will not be as equitable as initially envisioned.

It is recommended that the City define a Community Benefits program for TODs along the proposed rail line to help meet both local and regional goals while stimulating development and redevelopment opportunities.

8. AFFORDABLE HOUSING RECOMMENDATIONS

In some places, such as the City of Denver, the policy for affordable housing (for-sale only, and at 80 percent Area Median Income (AMI)) is implemented through re-zoning of properties to allow residential uses. The policy in Denver regulates that 20 percent of the units above 29 units must be affordable. The City, through its Blueprint Denver Master Plan, encourages re-zoning around most of the transit stops to a high density mixed-use zone that was crafted for this purpose. The enablers are: density increase,

Zoning Recommendations

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

significant parking reduction, open space reduction, etc. It's rather easy to rezone near transit, and rather difficult to rezone in an area that is not transit served. The City of Boulder policy requires all new residential development (for sale only) above 10 units to provide 20 percent affordable housing. This "inclusive zoning" is city wide and does not address the "enablers."

Because affordable housing is a regional issue, it is recommended that the City and County of Honolulu develop a framework of new affordable housing requirements in TOD Special Districts. Standards for affordable housing around TOD should build off of the following recommendations:

- Twenty percent of all housing (for sale and rental) above 29 units shall be affordable at 80 percent of the AMI.
- Developers who provide 25 percent affordable housing (at 80 percent of the AMI) should receive a community benefits bonus of an increase of FAR from 2.5 to 3.5, and an increase in building height from 60-feet to 90-feet (in the Leoku TOD Special District)

These bonuses will provide flexibility within the TOD Special District. This recommendation will also encourage the smaller developer and landowner (acre and less) to redevelop their property around transit without the burden of providing affordable housing, thus making these smaller, incremental infill developments feasible.

9. PARKING REQUIREMENTS

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

Reducing required parking also helps to promote the Plan principle of Providing Mixed-Income Housing in the station areas. Reduced parking can lower overall construction costs, which in turn can result in improved financial performance of projects, more affordable housing and promote higher-intensity development.

Zoning Recommendations

- **Maximum parking standards equal to 125 percent of the minimum requirement may be appropriate in the future**
- **On-street parking should count as required guest parking for multi-family, retail and restaurant uses**

It is recommended that parking requirements in the TOD Precincts be consistent with parking requirements in the BMX-4 Central Business Mixed Use District.

It is recommended that parking requirements in the TIZ Precincts be consistent with standards in Table 21-6.1 of the Land Use Ordinance, based on type of use, although requirements for housing, office and retail uses be lowered.

10. MAXIMUM PARKING STANDARDS

Existing commercial properties have typically been developed with an abundance of surface parking. In order to promote quality transit-oriented development, maximum parking standards may be appropriate in the future. Typically, maximum parking standards are equal to 125 percent of the minimum required amount, based on research from other communities. It is recommended that maximum parking requirements not be applied at the present time. Maximum parking standards should be considered once the rail line is in operation between East Kapolei and Downtown Honolulu.

11. 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 multi-family housing, as well as the required off-street spaces for retail and restaurant uses. These spaces would 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 Creating a Mixed-Use Village-Like Setting in the Core Areas. 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 helps to promote the Plan principle of Creating a Safe, Pedestrian-First Environment by providing a buffer between the sidewalk and pedestrian realm and the auto travel lanes.

**Zoning
Recommendations**

- **Parking requirements should be reduced in both the TOD and TIZ Precincts**
- **TOD Precinct requirements are consistent with BMX-4 zone**
- **Shared parking should be promoted**
- **District parking could provide publicly or privately managed spaces for commuter park and ride use**
- **Bicycle parking areas should hold the equivalent of 10 percent of the required auto parking**

12. SHARED PARKING AND PARKING DISTRICTS

Shared parking is publicly and/or privately owned parking that is used by two or more separate land uses without conflict. The success of shared parking depends on the specific uses on the site and the interaction of uses. In particular, shared parking works best when adjacent land uses have different peak activity periods (e.g., an office building and cinema) It is recommended that the Plan principle of Creating a Mixed-Use Village-Like Setting in the Core Areas be promoted through the use of shared parking.

District parking is the large-scale application of shared parking, and is usually implemented in urban commercial and retail areas using multiple common parking facilities. District parking can be particularly beneficial to new development, as it can reduce the marginal costs of new construction. District parking can also provide publicly or privately managed spaces for commuter park and ride use. Many districts allow developers to contribute cash in lieu of providing parking themselves. It is recommended that a parking district be coordinated in both the Farrington / Leoku and Farrington / Mokuola TOD Precinct areas.

13. BICYCLE PARKING

In order to help to 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 the transit stations and could include bike storage facilities and lockers. It is recommended that new development in the TOD Precincts provide bicycle parking areas holding the equivalent of 10 percent of the required auto parking.

14. YARDS

Yards should foster an attractive pedestrian environment while relating directly to the principle of creating a Mixed-Use Village-Like Setting in the Core Areas. The recommended yard standards proposed for the Waipahu TOD Special Districts are generally consistent with standards set forth in the BMX-3 Community Business Mixed Use District.

Zoning Recommendations

Recommended Side yards:

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

Recommended Rear yards:

- 5 feet for detached dwelling units
- 10 feet for attached dwelling units
- 0 feet for all other uses

Front yards in the station areas should foster a strong pedestrian-oriented character.

- 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 onto the sidewalk. Small variations in yards should be used to create small open spaces, delineate pedestrian pathways and to 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 or attractive railings 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, new development should generally step back on upper levels and include large lanais with transparent railings for both residential and office uses.
- It is recommended that developments within the Waipahu TOD Special District include significant landscaping in the side and rear yards/buffers when directly adjacent to single-family homes.

15. MINIMUM COMMON OPEN SPACE

The Plan proposes a series of new open spaces in both station areas. These open spaces are intended to reflect the principle of Enhancing the “Green Network.” Parks help to establish an identity and focus for new developments, as well as provide an important resource for the surrounding community. Parks,

Zoning Recommendations

- Unless directly adjacent to a park or transit plaza, it is recommended that new residential developments larger than one acre provide a minimum of 35 percent common open space on-site

plazas, and other public spaces should be sited and designed to be versatile, secure and easily maintained.

The predominant form of new open space proposed in the Plan is the “mini park.” Mini parks are generally smaller than existing larger neighborhood parks such as Honowai and Hans L’Orange Parks and should provide both passive recreational space with benches, landscaping and tables, along with children’s play areas.

Unless directly adjacent to a park or transit plaza, it is recommended that new residential and mixed-use developments of over 30 units provide a minimum of 35 percent 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 acre in size be exempt from providing on-site open space in order to make redevelopment of smaller properties more feasible.

B. Design Guidelines

The goal of design guidelines is to expedite the planning review process by clearly stating the City’s desires for quality design of transit-oriented developments. Guidelines should be specific enough to be able to guide development, and flexible enough to encourage creative design solutions. The existing design guidelines included in the Waipahu Town Plan and Waipahu Livable Communities Initiative should act as the design guidelines for the Waipahu TOD Special Districts, with the exception of the following recommended changes:

1. WAIPAHU TOWN PLAN

General Urban Design Principle (page 5-1):

The scale and sense of Waipahu as a small town shall be preserved.

This is consistent with the Waipahu TOD Plan’s principle for Maintaining the Local Character of the Place and the the recognition of the Farrington/Mokuola station area as “Old Town Waipahu.” This urban design principle, however, should be modified to support the Waipahu TOD Plan’s vision for the Farrington / Leoku station area as a “Commercial Center” with a higher intensity of uses and as the gateway to Waipahu.

Zoning Recommendations

• Unless superseded by these recommendations, existing design guidelines included in the Waipahu Town Plan and Waipahu Livable Communities Initiative should act as the design guidelines for the Waipahu TOD Special Districts

Old Town Commercial Area (page 5-10):

Buildings shall be limited to two or three floors in height in keeping with the area’s historic scale and to preserve views of existing mill structures.

In order to encourage reinvestment in the area, maximum allowable heights in the Farrington / Mokuola TOD and TIZ Precincts that are within the Old Town Commercial Area should be 60-feet (five stories) and 45-feet (four stories), respectively, if height setbacks at the street are provided for structures exceeding three stories in height. In addition, the Preferred Plan in the Waipahu Town Plan should be revised to add the two parcels on the east side of Waipahu Depot Road between Hikimoe Street and Farrington Highway to the Old Town Commercial Area.

2. WAIPAHU LIVABLE COMMUNITIES INITIATIVE

Waipahu Town Core (page III-9):

Limit building heights to two stories in accordance with provisions of the LUO.

In order to facilitate reinvestment in the area, maximum allowable heights in the Farrington / Mokuola TOD and TIZ Precincts that are within the Old Town Commercial Area (as defined in the Waipahu Town Plan) should be 60-feet (five stories) and 45-feet (four stories), respectively, if height setbacks at the street are provided for structures exceeding three stories in height.

3. CENTRAL OAHU SUSTAINABLE COMMUNITIES PLAN

Medium-Density Apartment Guideline (page 3-59):

Building heights should not exceed 60 feet.

This guideline should be modified to state that maximum allowable heights in the Farrington / Mokuola TOD and TIZ Precincts that are within the Old Town Commercial Area (as defined in the Waipahu Town Plan) should be 60-feet (five stories) and 45-feet (four stories), respectively. Within the Old Town Height Setback Area as shown on Figure 20, the top floor of buildings over two stories should be stepped back a minimum of ten feet in order to lessen the building’s perceived height from the sidewalk. In the Farrington / Leoku TOD Precinct, building heights should not exceed 60 feet, or up to 90 feet in exchange for a Community Benefit Bonus.



VII. Phasing and Implementation Strategy

Waipahu

Neighborhood TOD Plan

For Illustrative Purposes Only



EXISTING CONDITIONS



PHASE 1
 • TRANSIT STATIONS / PLAZAS



PHASE 2
 • LARGER PROPERTIES (GREATER THAN 1/2 ACRE)
 PRIMARILY OWNED BY SINGLE LANDOWNERS
 NEAR THE STATION
 • CURRENTLY VACANT PROPERTIES



PHASE 3
 • LARGER PROPERTIES (GREATER THAN 1/2 ACRE)
 ALONG FARRINGTON HIGHWAY
 • PROPERTIES WITH BUILDINGS BUILT
 PRIMARILY BETWEEN 1959 - 1970



PHASE 4
 • PROPERTIES ALONG FARRINGTON HIGHWAY
 FARTHER FROM THE STATION
 • PROPERTIES WITH BUILDINGS BUILT
 PRIMARILY BETWEEN 1970 - 1980



PHASE 5
 • RESIDENTIAL DEVELOPMENT ON PERIPHERY
 OF STATION AREAS
 • FINAL PLAN BUILDOUT

A. Phasing Strategy

The following describes private redevelopment scenarios and identifies and prioritizes infrastructure and other public improvement projects needed to support the Waipahu Neighborhood TOD Plan. This includes an overall phasing, order-of-magnitude cost estimates (all in 2008 dollars), and identification of responsible agencies, if known, for public improvements. The phasing is meant to show desired future scenarios and is not a directive towards private property owners.

1. PHASE ONE

Phase One focuses on the public development of the elevated transit system, including the transit structure in the median of Farrington Highway, the two transit stations at Farrington / Leoku and Farrington / Mokuola and possibly the transit plazas surrounding the stations. Phase One of the Plan could be realized without any private redevelopment before, or at the time of, the station construction. With transit arriving in Waipahu, residents will have a new way to get to and from Downtown Honolulu and the Kapolei areas. Construction of the transit system may have a negative short-term impact on some businesses in the area, while the long-term increased transit access should benefit businesses within walking distance of the stations. Bus transit routes are likely to change with the arrival of rail transit and auto circulation around the stations may also be modified.

Infrastructure and Public Improvements:

- Transit plazas – Estimated at \$4,000,000 (The development of transit plazas are not included in the current rapid transit project.)
- Landscaping improvements on Farrington Highway – Unknown Cost
- Optional: Farrington Highway boulevard configuration – Estimated at \$22,700,000
- TOTAL ESTIMATE: \$26,700,000 (not including transit stations)

2. PHASE TWO

Phase Two focuses on private redevelopment of larger properties within a quarter-mile of the transit stations. As shown in other places, redevelopment will typically occur in areas closest to the amenity of transit first and then filter out to the periphery of the station area. Private redevelopment is most likely to occur on currently vacant properties, large properties (greater than one-half acre) and properties owned by more progressive developers. Phase Two also should include new flood control measures at Farrington / Mokuola Station in order to create a viable, safe zone for redevelopment.

Phasing and Implementation Strategy

- **Phase One: development of transit system and stations**
- **Phase Two: private redevelopment of larger properties within 1/4 mile of the transit stations along with flood control measures**

Waipahu

Neighborhood TOD Plan



EXISTING CONDITIONS



PHASE 1
 • **TRANSIT STATIONS / PLAZAS**



PHASE 2
 • **LARGER PROPERTIES (GREATER THAN 1/2 ACRE) PRIMARILY OWNED BY SINGLE LANDOWNERS NEAR THE STATION**
 • **CURRENTLY VACANT PROPERTIES**



PHASE 3
 • **LARGER PROPERTIES (GREATER THAN 1/2 ACRE) ALONG FARRINGTON HIGHWAY**
 • **LEOLE "MAIN STREET"**
 • **PROPERTIES WITH BUILDINGS BUILT PRIMARILY BETWEEN 1959 - 1970**



PHASE 4
 • **PROPERTIES ALONG FARRINGTON HIGHWAY FARTHER FROM THE STATION**
 • **PROPERTIES WITH BUILDINGS BUILT PRIMARILY BETWEEN 1970 - 1980**



PHASE 5
 • **RESIDENTIAL DEVELOPMENT ON PERIPHERY OF STATION AREAS**
 • **FINAL PLAN BUILDOUT**

Phasing and Implementation Strategy

- **Phase Three: private redevelopment of properties that were built primarily between 1959 - 1970**

With new private redevelopment should come the public development of a few new parks in both station areas. These public amenities will be important in creating a true mixed-use neighborhood. Restoration of Kapakahi Stream in the Mokuola Station area has the ability to create a new neighborhood amenity and gathering place for the community. Phase Two is likely to occur within five to ten years of the opening of the transit system.

Infrastructure and Public Improvements:

- Flood Control in Farrington / Mokuola Station area – Estimated at \$20,000,000. Oahu RC&D.
- Approximately 2,400 linear feet of new streets in Farrington / Leoku Station area (could be public or private) – Estimated at \$4,800,000 (not including possible property acquisition costs)
- Approximately 800 linear feet of new streets in Farrington / Mokuola Station area (could be public or private) – Estimated at \$1,600,000 (not including possible property acquisition costs)
- Approximately 30,000 square feet of new parks in Farrington / Leoku Station area (could be publicly or privately financed) – Estimated at \$1,400,000 (not including possible property acquisition costs)
- Approximately 45,000 square feet of new parks in Farrington / Mokuola Station area (could be publicly or privately financed) – Estimated at \$1,800,000 (not including possible property acquisition costs)
- Pouhala Marsh and Kapakahi Stream restoration and walkway – Estimated at \$3,800,000 (proposed in Watershed Based Plan for Kapakahi Stream 2006). City & County of Honolulu / Hawaii Nature Center / Oahu RC&D / State of Hawaii.
- TOTAL ESTIMATE: \$33,400,000

3. PHASE THREE

Phase Three focuses on private redevelopment of larger properties along Farrington Highway with the most commercial development potential. At the same time, properties in both station areas with buildings that were built primarily between 1959 and 1970 have potential for private redevelopment. At the time of Phase Three, these buildings may be between 55 – 60 years old, past their average lifespan. When buildings reach this point, property owners may wish to redevelop with a mixture of uses and at higher densities as allowed under the Waipahu TOD Special Districts.

With new private redevelopment should come the continued public development of parks and possibly new streets in both station areas. These public amenities will be important in creating a true mixed-use neighborhood. Phase Three is likely to occur within 10 to 15 years of the opening of the transit system.

Phasing and Implementation Strategy

- **Phase Four: private redevelopment of properties that were built primarily between 1970 - 1980**

Infrastructure and Public Improvements:

- Approximately 6,500 linear feet of new streets in Farrington / Leoku Station area (could be public or private) – Estimated at \$13,000,000 (not including possible property acquisition costs)
- Approximately 3,200 linear feet of new streets in Farrington / Mokuola Station area (could be public or private) – Estimated at \$6,400,000 (not including possible property acquisition costs)
- Kahuamoku Street Bridge over Waipahu Flood Control Channel – Estimated at \$8,000,000
- Pupukupa Street Bridge over drainage channel – Estimated at \$8,000,000
- Approximately 50,000 square feet of new parks in Farrington / Leoku Station area (could be publicly or privately financed) – Estimated at \$2,300,000 (not including possible property acquisition costs)
- Approximately 220,000 square feet of new parks in Farrington / Mokuola Station area (could be publicly or privately financed) – Estimated at \$10,100,000 (not including possible property acquisition costs)
- Creek daylighting in front of Waipahu Festival Marketplace (could be publicly or privately financed) – Estimated at \$500,000
- **TOTAL ESTIMATE: \$48,300,000**

4. PHASE FOUR

Phase Four focuses on private redevelopment of larger properties along Farrington Highway further from the stations. At the same time, properties in both station areas with buildings that were built primarily between 1970 and 1980 have potential for private redevelopment. At the time of Phase Four, these buildings may be between 50 – 55 years old, past their average lifespan. At this point, property owners may desire to redevelop in order to take advantage of development opportunities within the TOD Special District. Phase Four is likely to occur within 15 to 20 years of the opening of the transit system.

Infrastructure and Public Improvements:

- Approximately 1,700 linear feet of new streets in Farrington / Leoku Station area (could be public or private) – Estimated at \$3,400,000 (not including possible property acquisition costs)
- Approximately 1,000 linear feet of new streets in Farrington / Mokuola Station area (could be public or private) – Estimated at \$2,000,000 (not including possible property acquisition costs)
- Approximately 90,000 square feet of new parks in Farrington / Leoku Station area (could be publicly or privately financed) – Estimated at \$4,100,000 (not including possible property acquisition costs)
- **TOTAL ESTIMATE: \$9,500,000**

5. PHASE FIVE

Phase Five focuses on private redevelopment of smaller properties along the periphery of station areas, within one-half mile of the transit stations. The influence of the transit stations themselves may be less pronounced in these areas, but redevelopment nearer to the stations may have a stimulating effect on properties further away. Areas close to Pearl Harbor may see a greater likelihood of redevelopment once the Pearl Harbor Historic Trail is improved. With the Harbor as an amenity, waterfront residential neighborhoods can become more viable and desirable.

Phase Five is likely to see the continued public development of new parks and streets in both station areas. The parks may be more neighborhood-serving in nature, and may be developed in context with new private residential development. Phase Five is likely to occur within 20 to 25 years of the opening of the transit system.

Infrastructure and Public Improvements:

- Approximately 5,000 linear feet of new streets in Farrington / Leoku Station area (could be public or private) – Estimated at \$10,000,000 (not including possible property acquisition costs)
- Approximately 3,600 linear feet of new streets in Farrington / Mokuola Station area (could be public or private) – Estimated at \$7,200,000 (not including possible property acquisition costs)
- Approximately 50,000 square feet of new parks in Farrington / Leoku Station area (could be publicly or privately financed) – Estimated at \$2,300,000 (not including possible property acquisition costs)
- Approximately 50,000 square feet of new parks in Farrington / Mokuola Station area (could be publicly or privately financed) – Estimated at \$2,300,000 (not including possible property acquisition costs)
- TOTAL ESTIMATE: \$21,800,000

Phasing and Implementation Strategy

- **Phase Five: private redevelopment of properties on periphery of station area**

Phasing and Implementation Strategy

- At full development, a net increase of about 1,180 jobs is anticipated within the Waipahu transit station areas
- The most frequently used tools by transit agencies to leverage TOD include density bonuses and relaxation of parking standards

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 1,180 jobs is anticipated within the Waipahu transit station areas.

C. Implementation Strategies

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 sections from a report by the national organization 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 implementation.

1. TRANSIT AGENCIES - SURVEY

The national survey of U.S. transit agencies revealed that, besides standard zoning, the most frequently used tools introduced 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 relaxation of parking standards. Next in the order of frequency of usage are land-based tools like land purchases on the open market and assistance with land assemblage. For the most part, redevelopment 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. LOCAL PLANNING AGENCIES - SURVEY

In terms of what Metropolitan Planning Organizations (MPOs), state Department 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.

3. 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 form of urbanism around transit stations. To a large degree, interviews by ULI reveal that, nationally, 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 developers on average scored it as a 5 on a scale of 1 to 7, indicating that they think it performs better than most products.

Developers were especially optimistic about the prospects of TOD in areas where traffic congestion continues to worsen and there is a pro-TOD political sentiment. This certainly seems to apply to Waipahu, 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).

Phasing and Implementation Strategy

- **Funds for station area planning, infrastructure, on-the-ground improvements are most important to local planning agencies**
- **According to developers, TOD performs better than most products**
- **Proximity to transit can improve the ability to secure equity finance**

Phasing and Implementation Strategy

- 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

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 homebuilders. 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.

4. BANKS AND 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 under grounding utilities and upgrading road access— are 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 a project is directly tied, literally 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 and Urban Infrastructure

Tools for raising park and open space revenues at the local level are diverse and expanding. In some cases, unusual options, such as the local income tax and the 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.

Depending on the options 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 and Implementation Strategy

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

Phasing and Implementation Strategy

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

E. Common TOD Financing 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 underserved areas, send a signal to the private sector that the area has development potential and improves 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 costs, providing for brownfield remediation, and adopting District Improvement Financing (DIF) and Tax Incentive 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 following are a list of some of these possible incentives.

1. 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 Waipahu Neighborhood TOD Plan and has the added benefit of potentially providing public or privately managed spaces for commuter park-and-ride use.

Funding mechanisms commonly used for shared parking facilities include:

- Bond Financing
 - o Municipal backing
 - o No backing
 - o Institutional / corporate backing
 - o Payment in lieu of taxes backing
- Tax Financing
 - o Additional assessments on private property
 - o Payment from municipal tax revenues

- Other
 - o Payment in lieu of parking
 - o Hybrids – bonds / cash / rents
 - o Developer incentives – include public parking in private decks in exchange for lower overall parking requirement
 - o Urban Enterprise Zone – special improvement district
 - o Redevelopment area 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.

3. COMMUNITY FACILITIES DISTRICT

Community facilities districts (CFD) are 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 for needed infrastructure.

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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.

6. 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.

F. Implementing Agencies

The following tables outline the implementation options described in the Plan and identify the City agencies that should be responsible for moving forward with the important public improvements.

Key to Agency Abbreviations

- BWS: Board of Water Supply
- BFS: Department of Budget and Fiscal Services
- DDC: Department of Design and Construction
- DFM: Department of Facilities Maintenance
- DPR: Department of Parks and Recreation
- DPP: Department of Planning and Permitting
- DTS: Department of Transportation Services
- ENV: Department of Environmental Services

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Project Recommendation/ Implementation Options	Partnering Agencies							
	BWS	BFS	DDC	DFM	DPR	DPP	DTS	ENV
	● = Lead agency ○ = Supporting agency							
MOKUOLA AREA FLOOD CONTROL								
Fund and initiate studies to remove portions of Waipahu from the Floodway District. Options: <ul style="list-style-type: none"> Extend a portion of the Waikele Stream concrete channel makai to the mangrove. Connect Kapakahi and Waikele Streams. Improve the flow of Kapakahi Stream by widening the drainage box under Farrington Highway in conjunction with daylighting a portion of Kapakahi Stream fronting the Waipahu Festival Marketplace. 			●	○		○		○
WATER IMPROVEMENTS								
Desalinization facility adjacent to the Campbell Business Park as a new source of potable water.	●							
Mokuola Station Area: <ul style="list-style-type: none"> Additional water source requirement of 0.50 MGD (implementation in two years or less). Additional water storage requirement of 0.75 MGD (no current plans for additional reservoir). 	●							
Leoku Station Area: <ul style="list-style-type: none"> Additional water source requirement of 1.25 MGD (implementation in two years or less). Additional water storage requirement of 1.90 MGD (no current plans for additional reservoir). 	●							
WASTEWATER IMPROVEMENTS								
Major renovation of the Waipahu Pumping Station and an additional force main or replacement force main to convey sewage from the Pumping Station to the Honouliuli Wastewater Treatment Plant.			○					●
Upgrades to the Kunia Pumping Station (hardware modifications) to provide additional pumping capacity.			○					●
Need for relief gravity sewer from the Leoku Station area to the Kunia Pumping Station.			○					●

FIGURE 23 - Implementing Agencies : Mokuola Area Flood Control, Water Improvements and Wastewater Improvements

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Project Recommendation/ Implementation Options	Partnering Agencies							
	BWS	BFS	DDC	DFM	DPR	DPP	DTS	ENV
	● = Lead agency ○ = Supporting agency							
STREETS AND CIRCULATION								
<p>New frontage roads (urban boulevards) along Farrington Highway within two blocks of the transit stations (one block in either direction).</p> <p>Options:</p> <ul style="list-style-type: none"> • State Department of Transportation (supporting agency). • Road widening setback. • Non-buildable easement. • City acquisition of land. 			○	○		○	●	
<p>Create new local streets to improve connectivity and circulation.</p> <p>Options:</p> <ul style="list-style-type: none"> • Non-buildable easement. • City acquisition of land. • Incentives for private assembly of land and construction. 			○	○		●	○	
<p>Upgrade or construct bicycle and pedestrian paths in the TOD Special Districts:</p> <ul style="list-style-type: none"> • On streets that connect directly to the transit stations. • Between the Mokuola touchdown and the Hikimoe Street bus transit center. • Off-street bicycle paths along stream corridors and the Pearl Harbor Historic Trail. <p>Options:</p> <ul style="list-style-type: none"> • Construct on private land. • Construct in the public right-of-way. 			○	○			●	
<p>New congregate, off-site parking in both the Leoku and Mokuola TOD Special Districts.</p> <p>Options:</p> <ul style="list-style-type: none"> • Parking Improvement District, similar to Kaimuki, Kailua, and Downtown. • Private assembly of land and construction. 		○	○	○			●	
<p>Diagonal parking to activate the Main Street concept on Leole Street, from Leonui Street to Leokane Street (three blocks).</p> <p>Options:</p> <ul style="list-style-type: none"> • Add to existing right-of-way to create 60-foot widths. • Accommodate in front yards on private properties. 		○	●			●	○	
<p>Count on-street parking in the TOD Special Districts on both public and private streets toward satisfying Land Use Ordinance (LUO) requirements.</p> <p>Options:</p> <ul style="list-style-type: none"> • Meter stalls to discourage long-term parking. 		○				●		

FIGURE 24 - Implementing Agencies : Streets and Circulation

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Project Recommendation/ Implementation Options	Partnering Agencies							
	BWS	BFS	DDC	DFM	DPR	DPP	DTS	ENV
	● = Lead agency ○ = Supporting agency							
PARKS AND OPEN SPACE								
New “mini parks,” smaller than existing neighborhood parks, would provide passive recreational space with benches, landscaping and tables, as well as children’s play areas. Parks would have a minimum dimension of 100-feet in each direction in order to provide a functional community open space. Options: • City acquires land. • Private sector develops as a Community Benefit Bonus.			●	○	●	○		
Redevelop the existing canal between Leokane and Leoleo Streets as a natural greenway/bikepath by providing additional width and intermediate benches to accommodate a variety of flows.			●	○	●		●	○
GATEWAY AND PLACE-MAKING FEATURES								
Create a Gateway feature near the Leoku transit station. Options: • Mayor’s Office of Culture and Arts (supporting agency). • Use the transit project’s public art fund.			●	○				
Create a Waterfront Park at the makai terminus of Leoleo Street. Options: • City acquires land. • Private sector develops as a Community Benefit Bonus.			●	○	●	○		
FRONT YARD AND SIDEWALK								
Accommodate outdoor dining and pedestrian amenities in the public sidewalk area.				○		●		
AFFORDABLE HOUSING								
Maintain or increase the quantity of affordable housing in the station areas. Options: • City Department of Community Services (supporting agency). • Mandatory affordable housing for developments in TOD Special Districts. • Use of a Community Benefits Bonus as a means by which new development is allowed to exceed a baseline level of Floor Area Ratio (FAR) and/or building height in exchange for providing support for community goals, such as affordable housing. • Provide loans and grant incentives.		●				●		●

FIGURE 25 - Implementing Agencies : Parks and Open Space, Gateway and Place-Making Features, Front Yard and Sidewalk and Affordable Housing

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FINANCING ISSUES – BFS (Lead Agency)

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

- Tax increment financing
- Community facilities districts
- District improvement financing
- Parking improvement districts
- Business improvement 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
- Allow revenues from parking meters to be earmarked for streetscape improvements in Waipahu only
- Expand the boundaries of the existing Waipahu Enterprise Zone (Old Oahu Sugar Mill site).

FIGURE 26 - Implementing Agencies : Financing Issues

