



Harrison Rue

Community Building
& TOD Administrator

Department of Planning
& Permitting,
City & County of
Honolulu

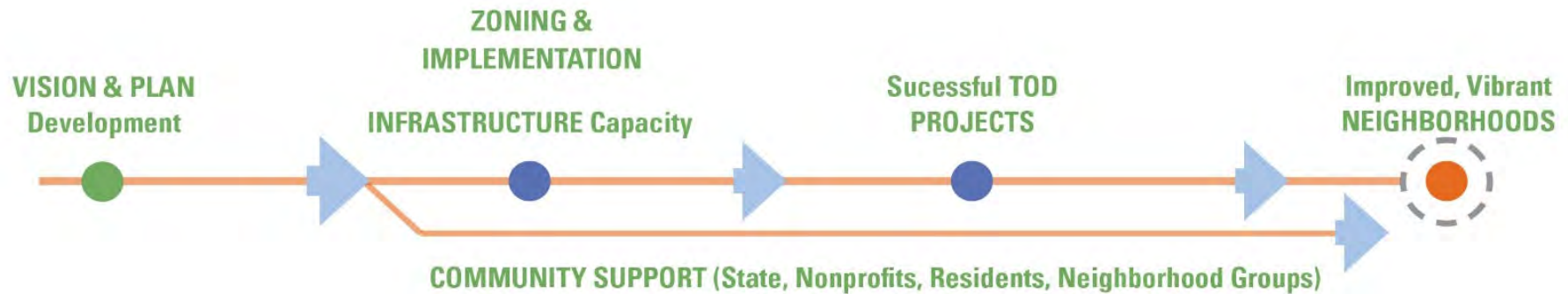
Harrison leads the implementation of transit-oriented development (TOD) strategies around Honolulu's 20-mile rail line, including neighborhood TOD plans, codes and ordinances, financial tools, infrastructure investments, catalytic projects, connectivity and placemaking, climate adaptation, and affordable housing. A former builder, he has hands-on experience in most construction trades, green building, construction management, and housing policy. He has decades of experience in smart growth and sustainability, transportation and transit, TOD, scenario and corridor planning, climate mitigation and adaptation, and public participation. Rue has developed integrated plans, programs, policies, training, and implementation strategies at the rural, urban, regional, state, and federal level. As founder of the Citizen Planner Institute, he created inclusive planning processes and training materials on sustainability and smart growth, and led hundreds of workshops for communities and agencies across the US. As a principal at ICF, Rue led development of several guidebooks for FHWA's livability initiative; developed tools, training, and technical assistance for EPA's smart growth program and the HUD sustainable communities program; and helped develop health and transportation web tools for US DOT, HUD, and CDC. He wrote EPA's Guide to Smart Growth and Active Aging, and led post-disaster long-term recovery planning efforts in South Florida, Houston, and Iowa.

Transit-Oriented Development TOD Neighborhood Plans and Zoning Harrison Rue, TOD Administrator Tim Streitz, Lead TOD Planner

Hawaii Interagency TOD Council
April 22, Earth Day, 2022



Honolulu's TOD Program



- High-density, mixed-use development near rail stations
- TOD planning/ community outreach
- Rezoning of lands around each station, with added height and density available
- Infrastructure, complete streets, finance tools and incentives
- Catalytic projects
- Affordable housing strategy and investments
- State Interagency TOD Council

Honolulu's TOD Vision

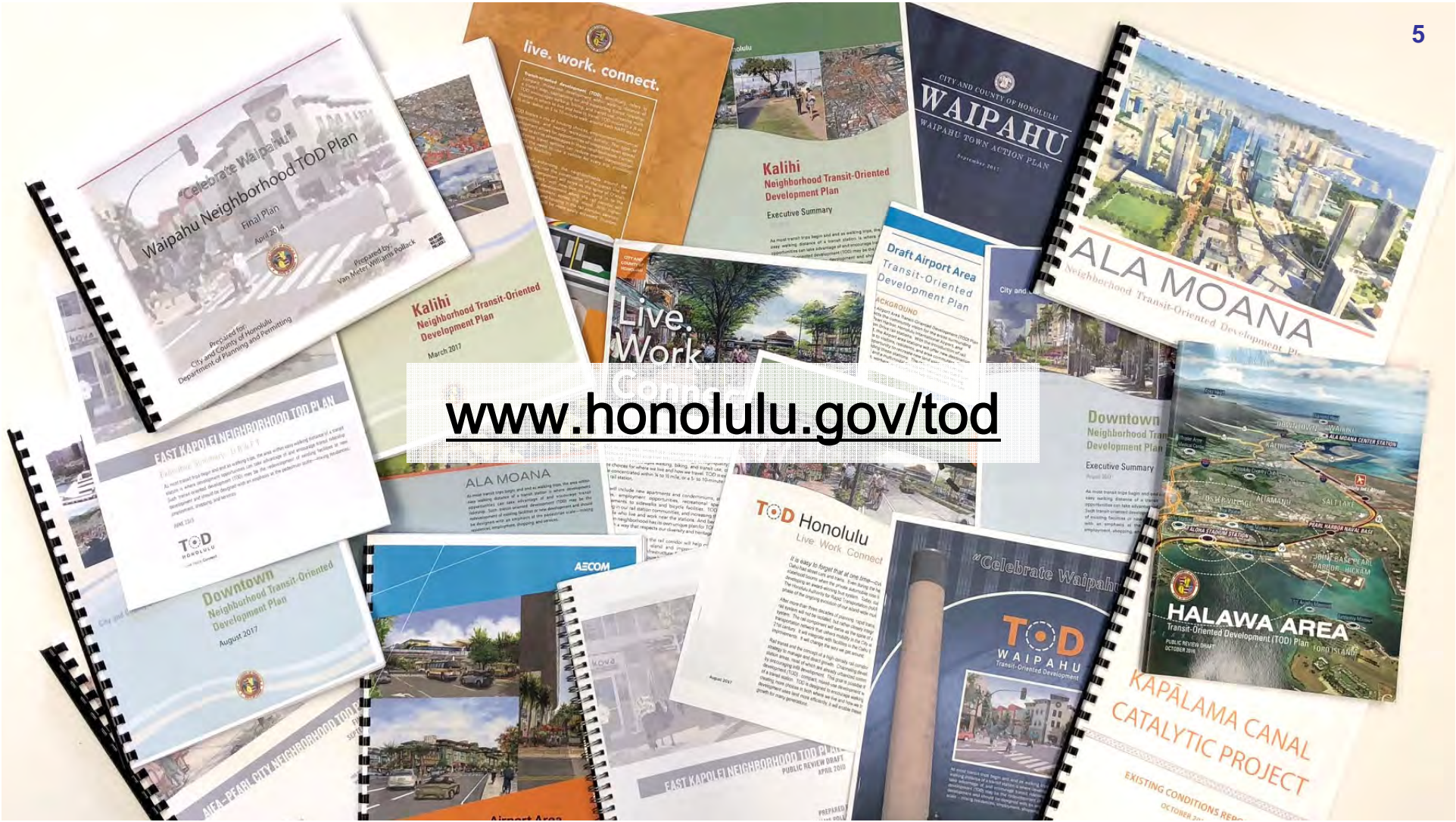
Create choices and a high-quality, healthy urban lifestyle

- Series of walkable, healthy, age-friendly neighborhoods
- Connect people with jobs, homes, goods, services & parks
- Station areas have their own unique identity
- Scale of new development fits community context
- Revitalize older communities



Neighborhood TOD Plans

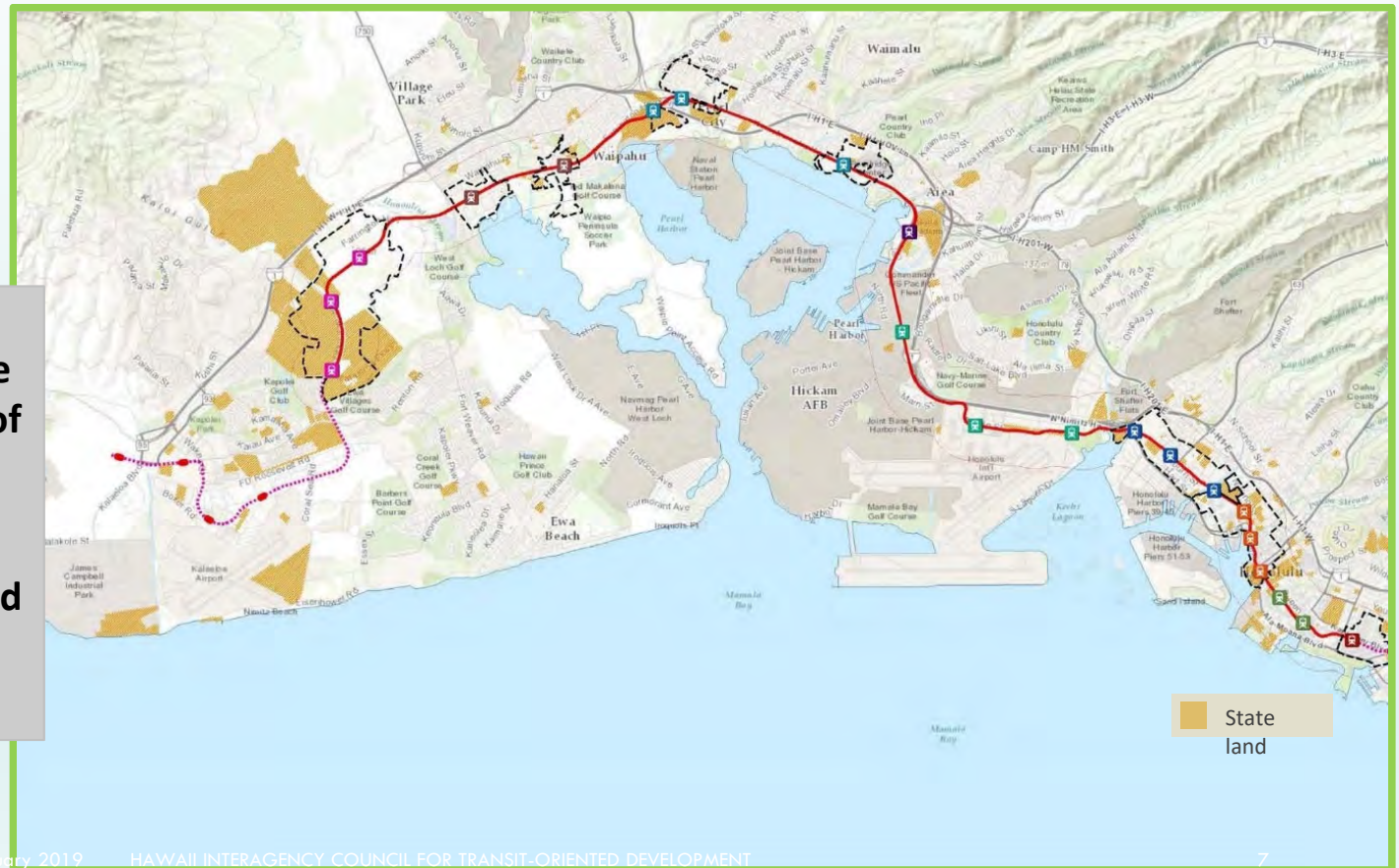




www.honolulu.gov/tod

TOD Opportunities: State Lands Along Rail

- 1,900 + acres of State lands within ½ mile of rail transit stations
- ~29 State TOD-related projects identified

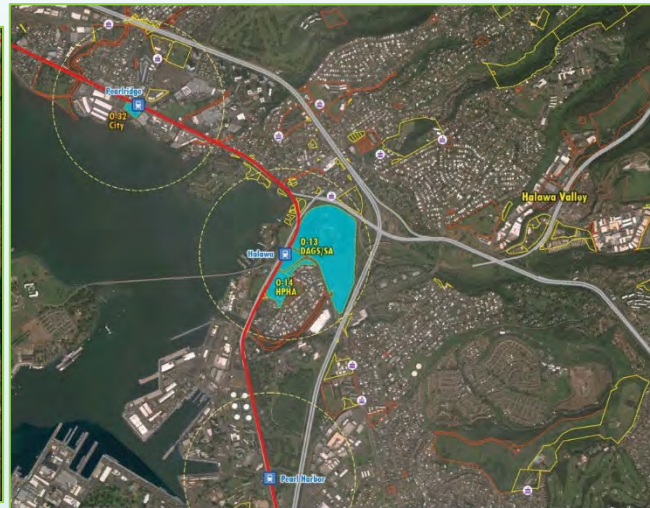


State TOD Implementation Plan

Priority Areas



East Kapolei



Halawa-Stadium



TOD Housing Potential



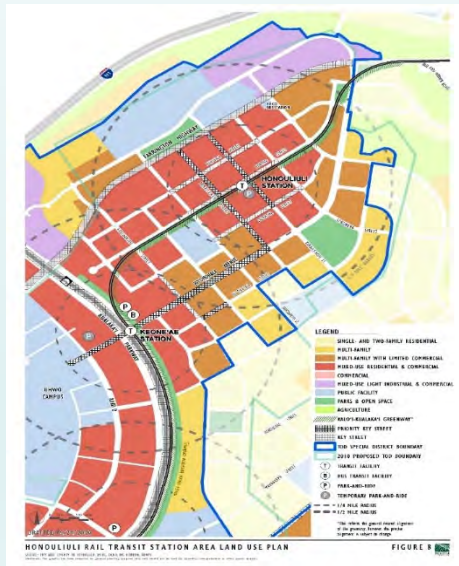
Honouliuli Station

Ho'opili



East Kapolei Station Areas

Honouliuli (Ho'opili) Station Area Plan



Keone'ae (UH West O'ahu) Station Area Plan

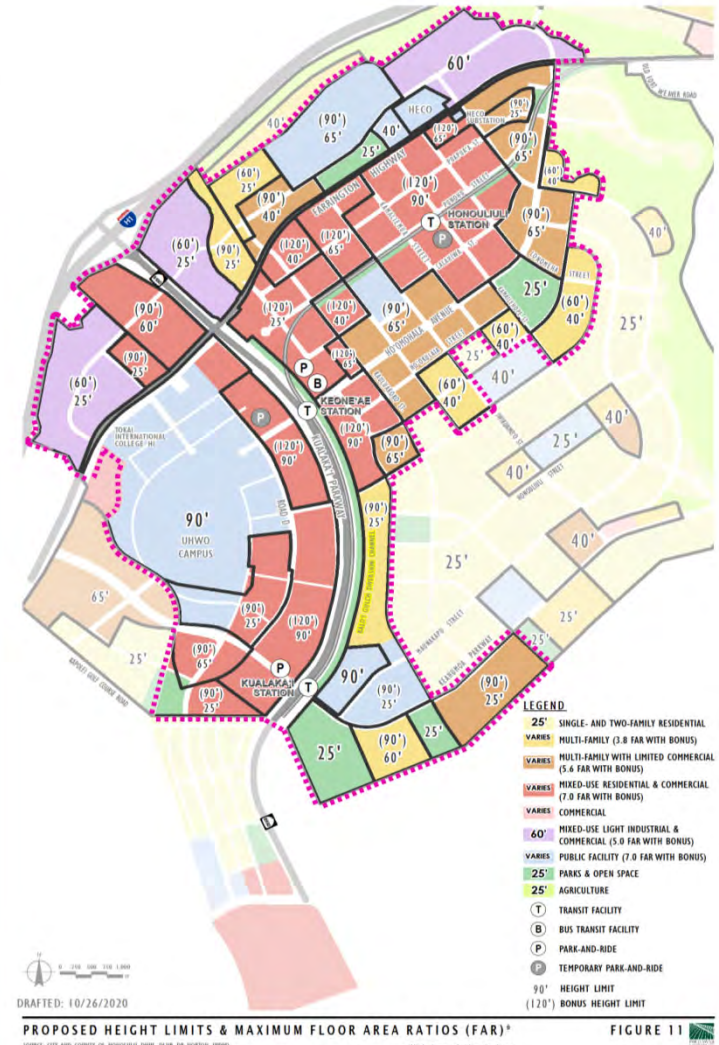


Kualaka'i (East Kapolei) Station Area Plan



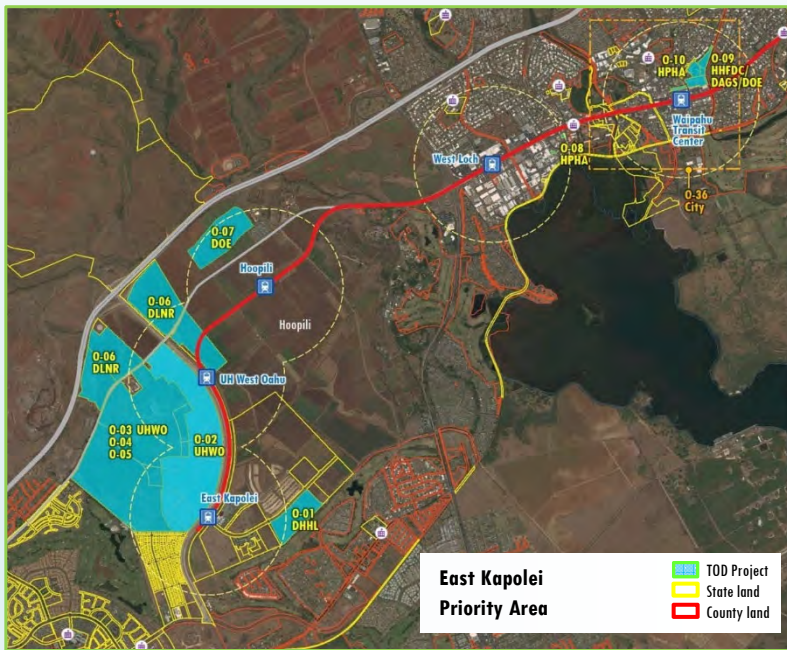
Proposed Height Limits and Maximum Floor Area Ratios (FAR)

- ▶ Bumped up the Height Limits in the Vicinity of the Stations (Max 120 feet) with Community Benefits
- ▶ Market studies showed little demand for higher heights/density in near term
- ▶ Estimated Infrastructure Cost to Support to full build out \$2.5 B
- ▶ Much of infrastructure provided by master developers



TOD Opportunities: State Lands Along Rail

East Kapolei



Kauluokahai Increment II-A TOD

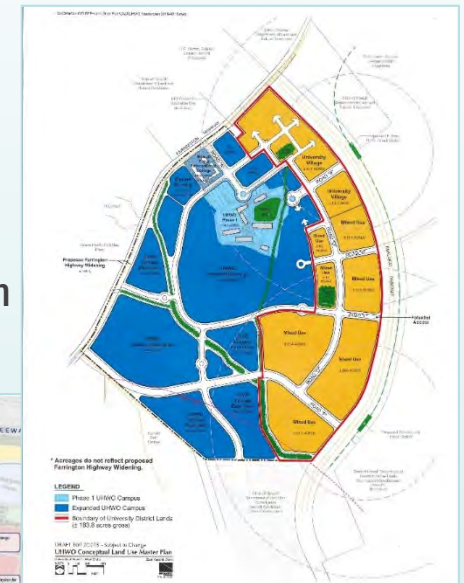
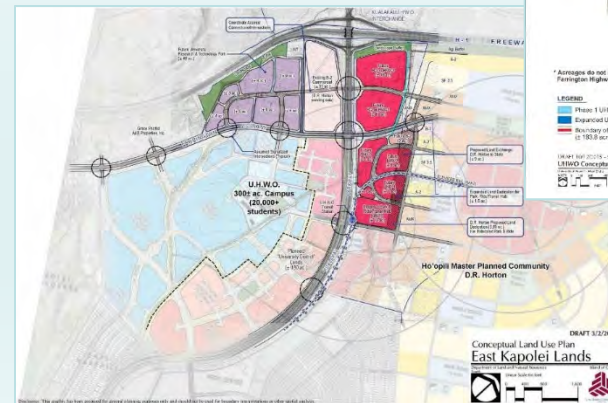
UHWO University Village

UHWO LRDP & TOD Infrastructure

UHWO Multi-Campus Housing Plan

DLNR East Kapolei Parcels Master Plan

East Kapolei High School



Hālawā Station

Aloha Stadium



Hālawā Area TOD Plan

Plan Concepts

- Stadium Visibility along Hwy
- Mixed Use Gateway at Station
- Salt Lake Blvd Redirection
- 200-300 Room Hotel
- Critical Mass
- Bike and Ped Improvements
- Transportation Improvements
- Parking Strategy



Hālawā Area TOD Plan

Adopted TOD Plan

- Sets flexible framework for more detailed Stadium-area plan (in phases) by selected development team
- Heights were increased at request of state agencies per their team’s master planning & market analysis

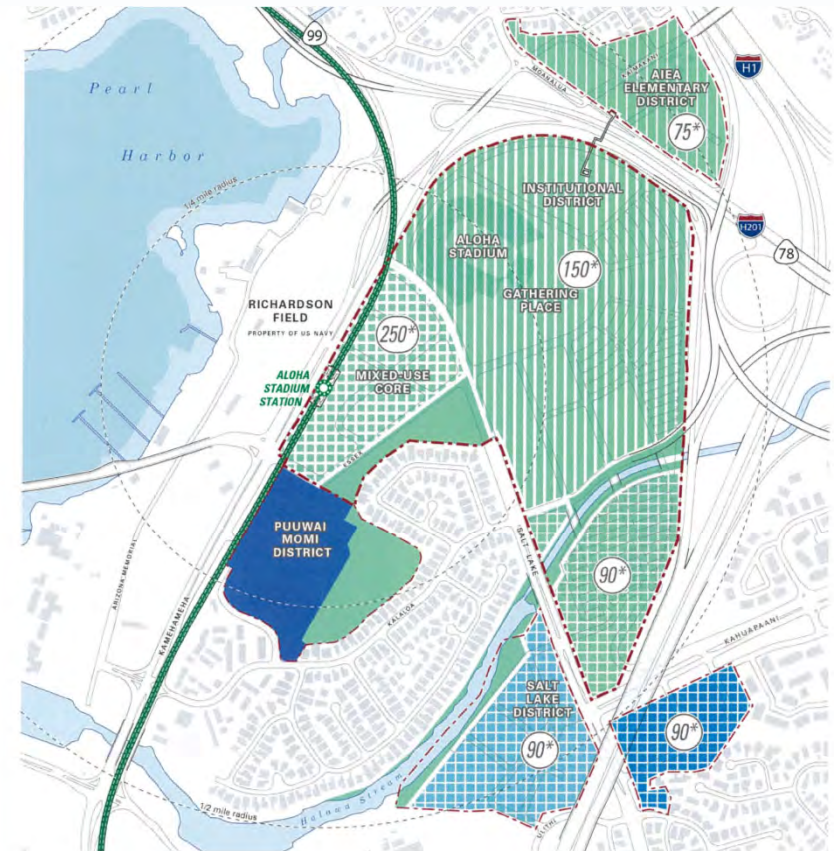
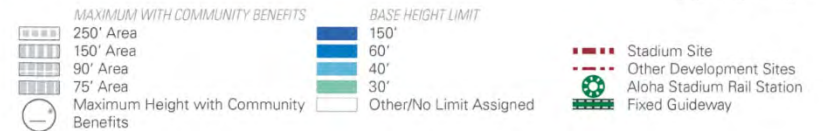


FIGURE 4-3: BUILDING MAXIMUM WITH COMMUNITY BENEFITS



TOD Opportunities: State Lands Along Rail

Aloha Stadium Redevelopment
Puuwai Momi Homes



Halawa-Stadium



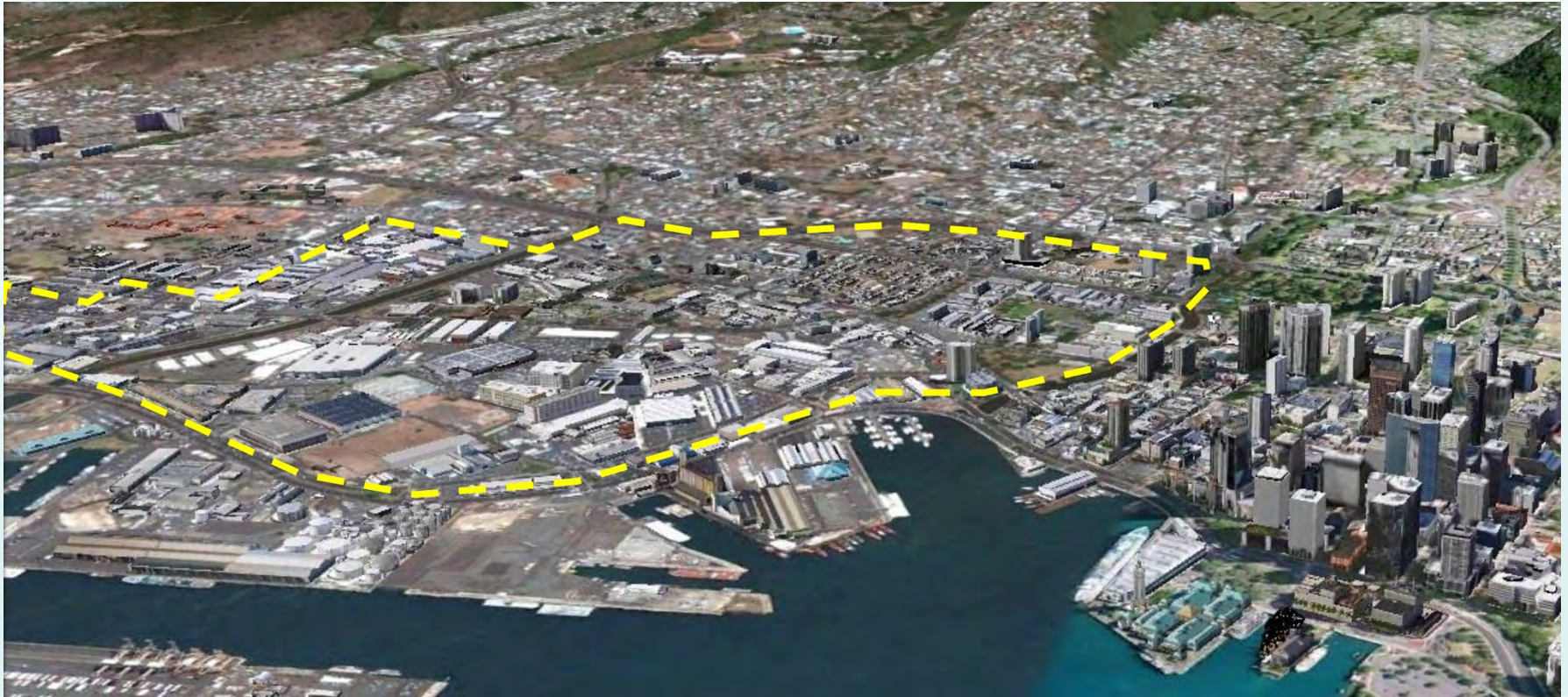
Iwilei and Kapālama Station Areas



- Industrial district ⇨ mixed-use neighborhood
- Largest potential for new housing in the rail corridor
- Easy walking distance to downtown Honolulu
- City and State are investing in utilities, streets, & parks

Iwilei and Kapālama Area - Existing

20



Iwilei and Kapālama Area - Hypothetical



80% buildout; for illustrative purposes only.

Iwilei and Kapālama Area – 2020 update



Updated to reflect current assumptions for higher density on more properties

Kapālama Canal Linear Park

MAKAI CANAL
nature park



view looking makai

CENTRAL CANAL
gathering place



view looking makai

MAUKA CANAL
community terrace



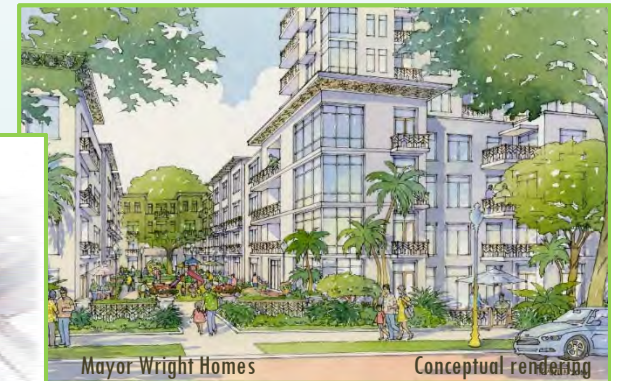
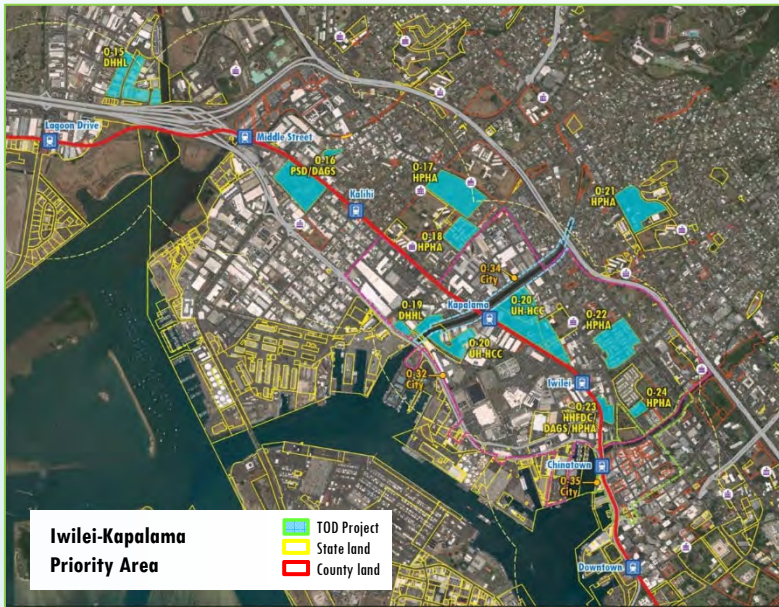
view looking mauka



TOD Opportunities: State Lands Along Rail

Iwilei-Kapalama

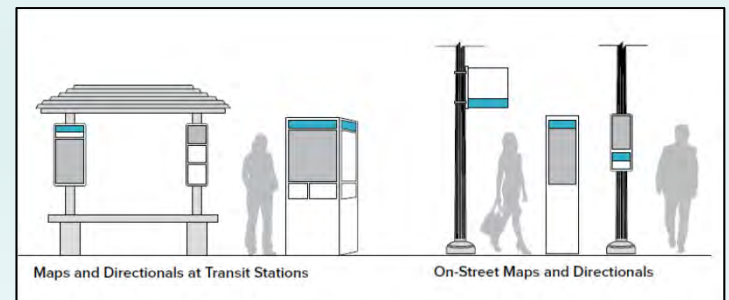
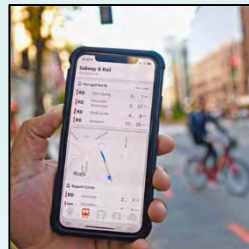
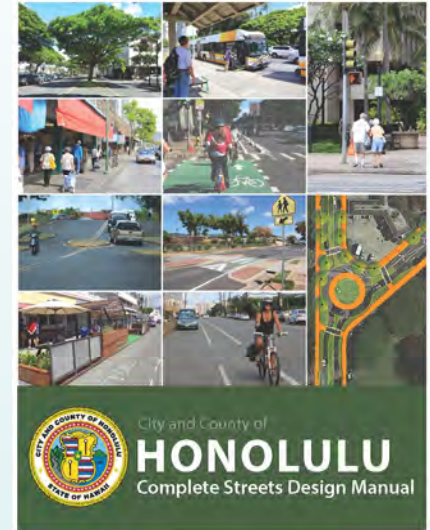
Mayor Wright Homes Redevelopment
 DHHL Kapalama Project
 Liliha Civic Center
 UH Honolulu Community College
 OCCC Redevelopment



Conceptual rendering

Mobility & Connectivity

- Streets are the City's most usable, largest accessible public space – and cost-effective
- Complete Streets projects & design manual
- Rail access projects (planned and built)
- Biki bikeshare implemented and expanded
- Expanding bike lane network & bus priority lane
- Guidelines for bikeshare, carshare, parklets
- TOD Street Tree Plans
- TOD Wayfinding Master Plan
 - Neighborhood signage system
 - Developing wayfinding/transit app



State and County Alignment on TOD Priorities—Projects and Funding

Several related cooperative efforts to identify/align City infrastructure needs with TOD on state lands and private development

- **Neighborhood TOD Plans** (City) – ID'd infrastructure gaps/needs
- **TOD Corridor Infrastructure Needs Assessment** (City) - 2017
- **Iwilei/Kapalama Infrastructure Needs Assessment** (City) - 2018
- **State TOD Strategic Plan** (OPSD/TOD Council) - 2018
- **State TOD Planning & Implementation Project** (OPSD/TOD Council) - 2020
- **Iwilei-Kapalama Infrastructure Master Plan** (HHFDC) - Current
 - Executed IGA between City and State to work together on the plan and finance strategy
- Upcoming **TOD Infrastructure Finance Project** (TOD Council & 4 Counties)
- DPP is also working on policy updates and infrastructure assessments to **expedite housing projects in urban areas outside TOD zones.**

Adding housing in existing shopping areas



Example: Liliha Street

Key TOD Takeaways

- Many opportunities to transform the rail station neighborhoods
 - Also State lands; State TOD Strategic Plan
- Single coordinated City-County government for entitlements, permits, infrastructure, etc.
- Adopted TOD plans, zoning
- Significant public infrastructure investments will catalyze more development; city and state working together
- Public and policymaker support for TOD policies, projects and improvements
- State and City-owned properties are targeted for development
- Upcoming interim rail service will support more development, but increased activity is expected timed to full service

For more information



City and County of Honolulu

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