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.
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
TOD Zoning Changes

Special District allows for mixed land uses: AMX, BMX, IMX

Oahu’s federal Opportunity Zones are mostly around TOD zones, making them more attractive to potential OZ fund investors.
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

Iwilei-Kapalama
TOD Housing Potential

[Diagram showing TOD housing potential for various locations with numbers ranging from 2,220 to 10,600]
Honouliuli Station
Hoʻopili
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
DR Horton - Hoʻopili
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
Hālawa Station
Aloha Stadium
Hālawa 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
Hālawa 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
TOD Opportunities: State Lands Along Rail

Aloha Stadium Redevelopment
Puuwai Momi Homes

Halawa-Stadium

Halawa-Stadium Priority Area

TOD Project
State land
County land

Conceptual rendering

Conceptual rendering
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
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

DHHL Kapalama

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 (planed 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

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