State of Hawaii

Strategic Plan for Transit-Oriented Development

Hawaii Interagency Council for Transit-Oriented Development

Prepared Pursuant to Act 130, Session Laws of Hawaii 2016 by

Office of Planning
and
Hawaii Housing Finance and Development Corporation
Department of Business, Economic Development and Tourism
State of Hawaii

December 2017 *(Revised August 2018)*

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FOREWORD

The *State of Hawaii Strategic Plan for Transit-Oriented Development* was prepared pursuant to Act 130, Session Laws of Hawaii (SLH) 2016. Act 130 established the Hawaii Interagency Council for Transit-Oriented Development (TOD Council) to coordinate TOD planning statewide. One of the TOD Council's primary responsibilities is to "develop and implement a State strategic plan for TOD, including mixed-use and affordable and rental housing." (Hawaii Revised Statutes § 226-63(b)(2)).

The Plan is an initial assessment of TOD opportunities statewide for public lands and facilities and identifies key TOD initiatives in each county. It will serve to guide the implementation of TOD projects, including mixed-use and affordable and rental housing projects, on State lands in each county, and to guide State-county collaboration on TOD and directed growth strategies.

Prepared by the State Office of Planning
and the Hawaii Housing Finance and Development Corporation
with assistance from staff of the State and county agencies of the Hawaii Interagency Council for Transit-Oriented Development

The Plan is posted at
https://planning.hawaii.gov/wp-content/uploads/State-TOD-Strategic-Plan_Dec-2017-Rev-Aug-2018.pdf

Web Resources

Hawaii Interagency Council for Transit-Oriented Development
http://planning.hawaii.gov/lud/state-tod/
City and County of Honolulu, Department of Planning and Permitting, TOD Program
https://www.honolulu.gov/tod
County of Hawaii, Planning Department
http://www.hiplanningdept.com/
County of Kauai, Planning Department
http://www.kauai.gov/Planning
County of Maui, Planning Department
https://www.mauicounty.gov/121/Planning-Department
Honolulu Authority for Rapid Transportation (HART)
http://www.honolulutransit.org/

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August 2018

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Designees: Michael Yee, Bennett Mark, Nancy Pisicchio

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Betty Lou Larson, Catholic Charities Hawaii
Designee: Jillian Okamoto

U.S. Department of Housing and Urban Development (Ex-officio)
Honolulu Field Office representative: Ryan Okahara

LIST OF ABBREVIATIONS

ADU	Accessory Dwelling Unit
AMI	Area Median Income
CIP	Capital Improvement Program
CDD	Community Development District
CDP	Community Development Plan
DAGS	State of Hawaii Department of Accounting and General Services
DDC	City and County of Honolulu Department of Design and Construction
DHHL	State of Hawaii Department of Hawaiian Home Lands
DLNR	State of Hawaii Department of Land and Natural Resources
DOE	State of Hawaii Department of Education
HDOT	State of Hawaii Department of Transportation
HDOT-H	State of Hawaii Department of Transportation, Harbors Division
DPP	City and County of Honolulu Department of Planning and Permitting
EA	Environmental Assessment
EIS	Environmental Impact Statement
EPA	U.S. Environmental Protection Agency
HART	City and County of Honolulu, Honolulu Authority for Rapid Transit
HCC	University of Hawaii Honolulu Community College
HCDA	State of Hawaii, Hawaii Community Development Authority
HCEI	Hawaii Clean Energy Initiative
HECO	Hawaiian Electric Company
HHFDC	State of Hawaii, Hawaii Housing Finance and Development Corporation
HHSC	State of Hawaii, Hawaii Health Systems Corporation
HPHA	State of Hawaii, Hawaii Public Housing Authority
HRS	Hawaii Revised Statutes
HSP	Hawaii State Plan
HUD	U.S. Housing and Urban Development
IPD-T	Interim Planned Development-Transit
IRS	U.S. Internal Revenue Service
LCC	University of Hawaii Leeward Community College
LRDP	Long Range Development Plan
MPO	Metropolitan Planning Organization
OCCC	Oahu Community Correctional Center
OP	State of Hawaii Office of Planning
P3	Public-Private Partnership
PSD	State of Hawaii Department of Public Safety
SA	Stadium Authority, State of Hawaii Department of Accounting and General Services
SLH	Session Laws of Hawaii
STIP	State Transportation Improvement Program
TOD	Transit-Oriented Development
TOD Council	Hawaii Interagency Council for Transit-Oriented Development
UH	University of Hawaii
UHWO	University of Hawaii - West Oahu
WWTP	Wastewater Treatment Plant

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STATE OF HAWAII

STRATEGIC PLAN FOR TRANSIT-ORIENTED DEVELOPMENT

Executive Summary

Hawaii Interagency Council for Transit-Oriented Development
December 2018 *(Revised August 2018)*

1. Introduction

The *State of Hawaii Strategic Plan for Transit-Oriented Development* was prepared pursuant to Act 130, Session Laws of Hawaii (SLH) 2016. Act 130 established the Hawaii Interagency Council for Transit-Oriented Development (TOD Council) to coordinate TOD planning statewide. One of the TOD Council's primary responsibilities is to "develop and implement a State strategic plan for TOD, including mixed-use and affordable and rental housing." (Hawaii Revised Statutes (HRS) § 226-63(b)(2))

Hawaii is faced with significant challenges in accommodating growth, including limited developable land supply, high development costs, and aging infrastructure. Hawaii suffers from a persistent and critical shortage of affordable and rental housing. Statewide, approximately 64,700 housing units are projected to be needed during the 2015-2025 period, 68% of which are for households earning 80% and below the Area Median Income (AMI).

Vision for TOD. The Strategic Plan is in part an effort to use State investments in its facilities and lands more efficiently in addressing some of these needs. The Plan is underpinned by an overarching vision for the State of Hawaii to use State facilities and properties as anchor civic institutions to catalyze other public and private investments to create compact, walkable communities—communities that are served by public and multimodal transportation, with ready and affordable access to the necessities of daily life for residents of these communities.

The State can play an important role in enhancing communities throughout the State by applying Smart Growth and TOD principles in the development and redevelopment of its properties and facilities to revitalize neighborhoods, increase affordable housing, and improve accessibility to public facilities and services. As the largest landowner along the 20-mile corridor of the Honolulu Rail Transit Project on Oahu, the State has a unique opportunity to capitalize on the TOD potential of State properties along the rail corridor. On the Neighbor Islands and in rural Oahu, similar Smart Growth and TOD principles can be applied effectively in the provision of State facilities and services to encourage quality growth and vibrant mixed-use neighborhoods in town or rural centers. The TOD Council and this Plan refer to this as "Neighbor Island TOD," where compact, mixed use development is planned and developed in conjunction with existing or planned public transportation centers and corridors, which would likely be served by bus.

Outgrowth of Earlier TOD Initiatives. Planning for State TOD is an outgrowth of earlier efforts to coordinate a State response to the opportunities offered by rail transit

on Oahu. In 2012, the State Office of Planning (OP) in partnership with Smart Growth America convened a project stakeholders group to develop a TOD implementation strategy and recommendations for State agencies. In 2015 and 2016, State Senate committee chairpersons convened a task force of State agencies with State lands and jurisdictional interests to identify and track potential TOD projects in the early stages of conceptual planning.

Upon convening of the TOD Council in September 2016, members shared their perspectives on TOD, what they hoped could be accomplished, and what they saw as initial barriers to TOD implementation:

- The **opportunities for TOD**: (1) affordable housing, especially for low AMI groups and affordable rental housing; (2) incorporating social infrastructure; (3) incorporating alternative transportation modes; and (4) generating revenue to State on lands slated for TOD.
- The **challenges and needs for TOD**: (1) a unified/coordinated approach melding State, county, private sector, and community interests; (2) coordination/sharing of regional infrastructure investments between the State, counties, and private developers; (3) committed source(s) of funding for TOD/Smart Growth and infrastructure; (4) best practices regarding TOD design; (5) incentives for TOD to allow private and smaller landowner participation; and (6) incorporating sustainable development practices to address climate change.

Key Principles for TOD Investments. To promote a unified vision and approach towards State investments in TOD, a set of key principles were developed in consultation with executive State agencies, the Governor, and the TOD Council, to guide agency actions in selecting, planning, and implementing projects. These principles are summarized below.

Seven Principles for TOD Investments

1. Locate or redevelop facilities first in existing town and growth centers, aligned with county plans, at transportation nodes served by public transportation.
2. Maximize the co-location of State facilities and services in higher density, compact, mixed use developments and walkable communities.
3. Invest in critical infrastructure necessary to successfully implement town/growth center development.
4. Partner more through creative, cost-effective partnerships with other public and private partners.
5. Look to develop more affordable housing wherever feasible to do so.
6. Use green building and sustainable development practices as much as possible.
7. Engage in equitable development that promotes and supports community well-being and active and healthy lifestyles.

Equitable development refers to a range of approaches for creating healthy, vibrant, and sustainable communities where residents of all incomes, races, and ethnicities have access to the opportunities, services, and amenities they need to thrive.

2. Plan Purpose, Strategies, and Implementation

Purpose of the Plan. The Strategic Plan serves to: (1) to guide the implementation of TOD projects, including mixed-use and affordable and rental housing projects, on State lands in each county; and (2) to guide the establishment and maintenance of the institutional framework and collaborative relationships required for State-County partnerships for TOD and directed growth strategies.

Four Strategy Components. The Plan has four interrelated strategies that comprise and support the overall State TOD implementation and investment strategy. The Plan is organized by these four strategy components, which are: (1) actions and investments at the TOD project-level; (2) actions and investments for projects at the regional or area-wide level that are needed to facilitate individual TOD project implementation, such as infrastructure; (3) analysis and actions to create a TOD-supportive environment through the refinement and establishment of TOD implementation and financing tools; and (4) TOD program support and administration to sustain the coordination and facilitation of TOD statewide. Strategic Plan actions have been identified for these components, which are discussed later. Currently, the TOD Council is the primary mechanism for providing this program support.

Plan TOD Implementation and Investment Timeline. As realization of the Plan is expected to occur over several decades, a timeline chart was prepared to catalogue and monitor the projects, actions, and investments needed over the next 30-plus years to transform communities targeted for TOD into desirable places to live, work, and play. These generalized timelines identify the TOD projects and actions contained in this inaugural Plan. **The Plan is intended to be a living document that will be updated and adjusted as State and county TOD initiatives in the Plan are implemented.**

The long-term timeline charts are included at the end of this Executive Summary.

3. STRATEGY COMPONENTS 1 AND 2 Agency Projects and Regional Actions

The Strategic Plan contains State and county TOD projects that have been identified as having significant potential, as well as projects that are necessary to support successful TOD along the rail and in each county, such as regional infrastructure improvements or expansion of public bus and shuttle services. **Table 1-1** lists the key State and county TOD projects included in this first plan. The sections that follow summarize the planning context for the State and each county and the priority TOD projects and regional investments needed to realize TOD potential statewide.

Table 1-1 State and County Priority TOD Projects

	Project ID	Agency	TOD Station/Area	Project	Area (Acres)	Status
East Kapolei	O-01	DHHL	East Kapolei	Kaulwokahai Increment II-A, Multi-Family/Commercial	33	Pre-Planning
	O-02	UHWO	East Kapolei, UHWO	UH West Oahu University District	168	Pre-Planning
	O-03	UHWO	East Kapolei, UHWO	UH West Oahu Long Range Development Plan	500	Planning
	O-04	UHWO	East Kapolei, UHWO	UH West Oahu TOD Infrastructure		Pre-Planning
	O-05	UHWO	UH West Oahu, LCC, HCC	UH West Oahu Multi-Campus Housing		Planning
	O-06	DLNR	UH West Oahu	East Kapolei Master Development Plan	175	Pre-Planning
	O-07	DOE	Hoopili	East Kapolei High School	45	Planning
	O-08	HPHA	West Loch	Waipahu I and Waipahu II Redevelopment	1	Pre-Planning
	O-09	HHFDC/DAGS/DOE	Waipahu Transit Center	Waipahu Civic Center TOD Project	10	Pre-Planning
	O-10	HPHA	Waipahu Transit Center	Hoolulu and Kamalu Redevelopment	3.78	Pre-Planning
	O-11	UH-LCC	Leeward Comm College	UH Leeward Community College TOD Master Plan	50	Pre-Planning
	O-12	HPHA	Pearl Highlands	Hale Laulima Homes	4	Pre-Planning
Halawa	O-13	SA/DAGS	Halawa	Aloha Stadium Property Redevelopment	99	Pre-Planning
	O-14	HPHA	Halawa	Puuwai Momi Homes	12	Pre-Planning
	O-15	DHHL	Lagoon Drive, Middle St.	Moanalua Kai Conceptual Plans	14	Pre-Planning
	O-16	PSD/DAGS	Middle St., Kalihi	Oahu Community Correctional Center Redevelopment	16	Pre-Planning
	O-17	HPHA	Kalihi	Kamehameha Homes	16	Pre-Planning
	O-18	HPHA	Kalihi	Kaahumanu Homes	7	Pre-Planning
Iwilei-Kapalama	O-19	DHHL	Kapalama	Kapalama Project Conceptual Plans	5	Pre-Planning
	O-20	UH HCC	Kapalama	UH Honolulu Community College TOD Plan	23	Pre-Planning
	O-21	HPHA	Kapalama	HPHA Administrative Offices Redevelopment	12	Planning
	O-22	HPHA	Iwilei	Mayor Wright Homes Redevelopment	15	Planning
	O-23	HHFDC/DAGS/HPHA	Iwilei	Liliha Civic Center Mixed-Use Project	4	Pre-Planning
	O-24	HPHA	Iwilei	Kalanihuia Homes	2	Pre-Planning
	O-25	HHFDC	Kakaako	690 Pohukaina	2	Planning
	O-26	DOE/HHFDC	Kakaako	Pohukaina Elementary School	2	Planning
	O-27	HCDA	Kakaako, Civic Center	Nohona Hale	0.3	Construction
	O-28	HCDA	Kakaako	Ola Ka Ilima Artspace Lofts	1	Construction
	O-29	HCDA	Ala Moana	Hale Kewalo Affordable Housing	1	Construction
	O-30	HHFDC/JUD	Ala Moana	Alder Street Affordable Rental Housing/Juvenile Service Center	1.5	Planning
	O-31	HPHA	Ala Moana	Makua Alii & Paoakalani	9	Pre-Planning

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State TOD Priority Area

	Project ID	Agency	TOD Station/Area	Project	Area (Acres)	Status
City & County of Honolulu	O-32	CCH	Iwilei, Kapalama	Iwilei-Kapalama Infrastructure Master Plan	581	Planning
	O-33	CCH	Pearlridge	Pearlridge Bus Center and TOD Project	3	Planning
	O-34	CCH	Kapalama	Kapalama Canal Catalytic Project/Linear Park	19	Planning
	O-35	CCH	Chinatown	Chinatown Action Plan		Plan/Des/Const
	O-36	CCH	Waipahu Transit Center	Waipahu Town Action Plan		Planning
	O-37	CCH	Kakaako	Blaisdell Center Master Plan	22	Pre-Planning
Kauai	K-01	DAGS/COK	Lihue	Lihue Old Police Station	1	Pre-Planning
	K-02	COK/KHA	Lihue	Pua Loke Affordable Housing	2	Planning
	K-03	COK/KHA	Koloa	Koae Workforce Housing Development	11	Construction
	K-04	COK/KHA/HHFDC	Eleele	Lima Ola Workforce Housing Development	75	Planning
	K-05	UH KCC	Puhi	UH Kauai Community College LRDP/Student Housing	197	Pre-Planning
	K-06	COK	Hanapepe	Hanapepe Infill Redevelopment		Pre-Planning
	K-07	COK/DPW	Hanapepe	Hanapepe Complete Streets Improvements		Planning
	K-08	COK/HHSC	Kapaa	Mahelona State Hospital	34	Pre-Planning
	K-09	COK/DPW	Mahelona	Kawaihau Road Multimodal Improvements		Planning
	K-10	COK/DPW	Koloa School	Poipu Road Multimodal Improvements		Planning
	K-11	COK/DPW	Maluhia Rd	South Shore Shuttle		Pre-Planning
	K-12	COK/DPW	Puhi Shuttle	Puhi Shuttle		Pre-Planning
Hawaii	H-01	COH	Keaau	Keaau Public Transit Hub	4	Pre-Planning
	H-02	COH	Keaau	Keaau Public Wastewater System		Pre-Planning
	H-03	COH	Hilo	Prince Kuhio Plaza Affordable Housing	7	Pre-Planning
	H-04	COH	Hilo	Prince Kuhio Plaza Transit Hub	7	Pre-Planning
	H-05	COH	Hilo	Ka Hui Na Koa O Kawili Affordable Housing	7	Planning
	H-06	UH Hilo/HCC	Hilo	UH Hilo University Park Expansion/HCC Komohana Campus	267	Planning
	H-07	UH Hilo	Hilo	UH Hilo Commercial/Mixed Use/Student Housing	36	Pre-Planning
	H-08	COH	Kailua-Kona	Kailua-Kona Multimodal Transportation Plan	200	Pre-Planning
	H-09	COH	Kailua-Kona	Old Airport Park Transit Station, Makaeo Transit Hub	14	Pre-Planning
	H-10	COH	North Kona	Ulu Wini Housing Improvements	8	Planning
	H-11	COH	North Kona	Kamakana Villages Senior/Low Income Housing	6	Planning
	H-12	HHFDC/COH	North Kona	Village 9 Affordable Housing	36	Planning
Maui	M-01	HHFDC/COM	Lahaina	Villages of Lealii Affordable Housing	1033	Pre-Planning
	M-02	HHFDC/DAGS	Kahului	Kane Street Affordable Housing Project	6	Pre-Planning
	M-03	COM/HHFDC/DAGS	Kahului	Central Maui Transit Hub	0.5	Planning
	M-04	COM/DAGS/DLNR	Wailuku	Wailuku Courthouse Expansion	3	Pre-Planning

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3.1 State TOD Opportunities along Honolulu's Rail Corridor

TOD along the rail is one of the State's biggest opportunities to sensibly direct growth, protect open space and agriculture, reinvigorate older neighborhoods, and build affordable housing on Oahu. Ensuring adequate infrastructure capacity for the growth that could be realized through TOD is a major concern for the City and for State agencies with properties strategically located along the rail line.

The current shortfall in State office space in the Capital District is currently under study by DAGS. This is part of a larger effort to revise the State's office standards to reflect changes in office technology and market trends toward activity-based work spaces. These studies are driven by a desire to reduce leased office costs and achieve better use of State-owned assets.

DOE Facilities Planning recognizes the challenges of increasing school capacity and school services along the rail. This will require moving away from acreage- and standards-based facility requirements and looking at educational facilities programming and space requirements in a more flexible manner, including higher density.

Three regional areas have emerged as priority areas for State investment in TOD: **East Kapolei, Halawa-Stadium, and Iwilei-Kapalama.** These areas have a critical mass of State lands and State facilities in the process of expansion or needing redevelopment, are aligned with City TOD plans, and have the potential for State investments to catalyze other investments that could result in tangible improvements in the life and form of the communities being served.

Overall, more than 30 State TOD projects have been identified that could capitalize on their proximity to rail stations. These State TOD projects are listed in **Table 1-1**.

3.2 City and County of Honolulu TOD Opportunities

TOD near the future rail transit stations is a major element of the City's growth strategy for the next several generations. The City has been engaged in TOD planning and preparing neighborhood TOD plans for the last ten years. A key element of TOD is the provision of new affordable housing along the rail corridor. The Honolulu Mayor's affordable housing strategy addresses critical housing needs with new and revised policies, incentives, regulations, and investments in partnership with developers, builders, and other stakeholders. Key priorities include the use of City lands for affordable housing, rental housing funding, an accessory dwelling unit (ADU) program, TOD infrastructure investments, and new TOD zoning.

The TOD zoning, infrastructure investments, and incentives will help catalyze development that meets each rail community's vision and addresses State and City goals for energy use, affordable housing, and sustainability. Projected benefits include improved connectivity and access for residents and businesses, increased rail transit ridership, more housing choice, lower capital and operating costs for new roads and

infrastructure, lower household transportation and building energy costs, less land consumed by development, reduced greenhouse gas emissions, better human and environmental health, and increased revenues.

In general, a lack of sufficient infrastructure is the most commonly-cited barrier to redevelopment of existing areas where TOD is planned or desired, in particular, sewer capacity. However, the City sewer system cannot simply be oversized in anticipation of future development as inadequate flow frequently results in early corrosion of pipes and equipment. Sewer capacity must be provided incrementally over time, ideally just ahead of demand. Planned projects to increase system capacity for TOD within the next six years will total roughly $41 million. Other capacity projects planned through 2042 total $170 million.

Table 1-1 lists the priority TOD projects for the City and County of Honolulu.

3.3 TOD Development Opportunities in Kauai County

Kauai was the first county to adopt a Complete Streets ordinance in 2010, which sets the direction for future planning efforts. In 2010, four new Special Planning Areas were created as overlays to existing zoning to support infill development, including the allowance of mixed uses, raising the height limit from 20 feet to 50 feet, and street frontage for new buildings.

The housing crisis on Kauai is exhibited by high demand with much fewer homes for residents being constructed. Forty-five percent of buyers come from the mainland and foreign countries, and 44% of all households are considered cost-burdened—paying more than 30% of their income for housing.

Acknowledging that roadways cannot continue to be widened, Kauai is seeking to accommodate growth through shifts in travel mode—increasing walking, bicycle, and transit modes while decreasing automobile use. The County's goal is to move from 7% walk-bicycle-transit modes in 2010, to 13% in 2020, and to 23% by 2035.

Kauai is faced with the challenge of how to accommodate a growing population while preserving rural character and high quality of life on Kauai. To improve the frequency of service, overlapping routes are planned, and local shuttles that overlap with mainline service to provide more frequent service to Lihue and Kapaa and to the South Shore resort area.

Kauai has ample water supply in its aquifers, but water distribution is limited and requires expansion to meet projected demands. The landfill is nearly at capacity, and the wastewater disposal system is heavily reliant on individual septic systems and cesspools.

Table 1-1 lists the TOD projects identified for implementation or further development in Kauai County.

3.4 TOD Development Opportunities in Hawaii County

The County of Hawaii has identified a goal for mass transit on Hawaii to make riding transit more desirable and easier, making it responsive to the needs of transit-dependent individuals, youth, seniors, individuals with disabilities, and low-income populations. This goal is consistent with developing the areas surrounding transit centers as TOD areas, consistent with the TOD goals of the State, with the transit hubs becoming significant influences on land use development.

The Hawaii Island community is unified in understanding the need to:

- Direct growth and increase density towards urban and village centers, and to infill the underutilized areas between existing urban and village centers;
- Focus and prioritize future investments in new infrastructure that will facilitate the opportunity to direct growth to the designated urban areas;
- Discourage sprawl outside of designated urban centers;
- Provide multimodal transportation to and within urban and village centers; and
- Encourage a mix of uses to build livable communities that provide residents with opportunities for employment near affordable housing, together with access to commercial and recreational opportunities.

Table 1-1 lists the projects that have been identified for TOD in the Puna, Hilo, and Kona regions of Hawaii.

3.5 TOD Development Opportunities in Maui County

The County of Maui's decennial General Plan update resulted in the adoption of the *Countywide Policy Plan*, which provides over-arching values and sets a countywide land use policy framework for the regional *Maui Island Plan* and the Community Plans, which guide future growth and development in sub-regions. A major objective of the *Policy Plan* and *Maui Island Plan* is to direct growth to make efficient use of existing infrastructure, for which TOD will be an important tool for implementing this growth policy.

In 2016, the Maui Metropolitan Planning Organization (MPO) was established on the Island of Maui to facilitate comprehensive planning for federally funded or regionally significant transportation systems. Maui is at a crossroads in terms of transportation; there is not enough money to continue to build new highways and maintain its roads.

The Maui Bus, begun in 2003, has experienced a significant growth in ridership in just over 10 years—from 117,000 in 2004 to over 2.5 million boardings on its fixed route, paratransit, and commuter services.

Table 1-1 lists the TOD projects identified for implementation or further development in Maui County in the near-term.

4. STRATEGY COMPONENT 3
TOD Implementation and Investment Tools

There is a range of land use, regulatory, and financial tools that are needed to facilitate and support TOD to create a TOD-supportive environment that stimulates TOD delivery. Much more work is needed to identify and reduce other policy and program barriers to TOD implementation that would be effective in Hawaii.

In pursuing Smart Growth in already-developed urban settings or in centers planned for growth, the major challenge identified by the TOD Council and other stakeholders is the significant cost of improving, upgrading, or constructing public infrastructure systems such as roads, sewer, drainage, and water, to accommodate much higher densities in built-up areas or in planned growth centers where infrastructure is inadequate or substandard. *Thus, the focus of this initial Plan needs to be on expanding access to financial tools that enable and support effective TOD, since this has been uniformly identified as a key impediment to TOD and TOD-supporting infrastructure development.*

Debt financing, including general obligation bonds, revenue bonds, and private activity bonds, are the standard tools for CIP project financing. Three major equity tools used to finance TOD projects include public-private partnerships, joint development, and for affordable housing, the Low-Income Housing Tax Credit. Opportunity Zone Funds may provide a significant new source of private equity for TOD and Smart Growth projects in designated Opportunity Zones.

Increasingly, public agencies are turning to public-private partnerships (P3) to deliver major capital projects. P3 is a contractual agreement between a public agency and private sector entity to deliver a service or facility by design-build-finance-operate-maintain (DBFOM) arrangements. Global experience with P3s shows that this approach delivers projects on-time and under budget, and exceeds quality expectations. The major challenges to P3 in Hawaii are the lack of experience and expertise in its use and uncertainty as to how P3 works within the State Procurement Code.

In joint development, the public agency could lease property it owns to a developer to build office space, commercial, or residential units, thereby raising revenue in the process. The public agency and the private developer may agree to share project costs and revenue.

The Low Income Housing Tax Credit (LIHTC) is the major financing tool administered by the HHFDC. LIHTC provides equity funding for the development of low-income rental housing (60% AMI) with a dollar-for-dollar credit over 10 years.

Value capture tools are another area where more work is needed to establish additional means to generate revenue to pay for new or expanded infrastructure and facilities. Two tools are of particular interest to the TOD Council: the community facilities district and tax increment financing or hybrid forms of tax increment financing.

A Community Facilities District (CFD) is a special taxing district to fund the acquisition or construction of public improvements including transit, roadway, water, wastewater, pedestrian, cultural and police and fire facilities. The main benefits of a CFD are that it allows infrastructure to be built up-front in the development process with no fiscal impacts on the State or county. CFDs are a tool that allows growth to pay for itself, without redirection of property taxes from the county coffers.

Tax Increment Financing (TIF) is a tool that captures growth in property tax revenues over time. Counties have expressed concern regarding the diversion of future revenues that could restrict the county's ability to pay for basic services such as police, fire protection, and parks.

The Plan proposes to support work to improve and expand the range of TOD-supportive tools in Hawaii. Given limited public resources, the State and counties need to pursue and employ innovative project delivery approaches such as P3, and look to value capture mechanisms successfully used elsewhere to finance TOD and needed support infrastructure to enable development of TOD projects.

5. STRATEGY COMPONENT 4
State TOD Program Support and Administration

Programmatic and administrative support are essential to sustain the extensive coordination, facilitation, and collaboration necessary for the State to have a proactive role in TOD statewide. An effective TOD implementation program requires organizational resources to coordinate activities, assemble and provide technical resources, formulate and advocate TOD-supportive policy and program change, and sustain collaborative work with county partners, private, non-profit, and community stakeholders on TOD projects and infrastructure investments needed for TOD. Currently, the TOD Council and its eight permitted interaction groups are the primary vehicles for providing this program support for coordinating and advancing project-level and regional-level work in each county. Specific needs for plan implementation include additional funding for staff and administrative support, actions to develop performance metrics to monitor project development, plan implementation, and achievement of desired TOD outcomes.

6. Fiscal Biennium and Near-Term Actions

Chapter 5 of the Plan identifies near-term actions and TOD projects that are underway or proposed for investments/funding in the next five years. Where possible, existing funding and new funding requirements have been identified for these projects to facilitate prioritization of resources for project implementation.

State TOD implementation in the next few years will focus on actions in each strategy component that will support individual and regional TOD project coordination, as well as implementation and the expansion of the policies and tools needed to support TOD. The TOD Council and its permitted interaction groups will be the forums for this work.

STRATEGY COMPONENTS 1 AND 2

Actions at the Project-level and Regional level

A number of TOD projects have been initiated on Oahu and the Neighbor Islands. A list of initial projects appears in **Table 1-2** below. On Oahu, State funding commitments for major TOD investments have been made to facilitate TOD initiatives in Iwilei-Kapalama, Halawa-Stadium, East Kapolei, and Kakaako. The City and County of Honolulu has been active in TOD planning for the past decade, and is pursuing six catalytic projects to implement TOD in key areas. The Neighbor Island counties have identified projects they are committed to fund and pursue in the near-term for TOD as identified for each county in Table 1-2.

Table 1-2 TOD Projects Underway or Being Initiated in FB 2019-2021

	Project ID	Project	Status	FY18 ($ '000s)	FY19 ($ '000s)	FY20 ($ '000s)	FY21 ($ '000s)
Oahu: State	O-01	Kauluokahai Increment II-A, Multi-Family/Commercial	Pre-Planning				
	O-06	East Kapolei Master Development Plan	Pre-Planning	350		2,000	20,000
	O-13	Aloha Stadium Property Redevelopment	Pre-Planning	10,200		55,000	260,000
	O-20	UH Honolulu Community College TOD Plan	Pre-Planning	100			
	O-22	Mayor Wright Homes Redevelopment	Planning		4,500		
	O-23	Liliha Civic Center Mixed-Use Project	Pre-Planning				
	O-26	Pohukaina Elementary School	Planning	10,000	58,998		
	O-30	Alder Street Affordable Rental Housing/Juvenile Service Center	Planning		1,700		87,600
Oahu: City	O-32	Iwilei-Kapalama Infrastructure Master Plan	Planning	5,000		50,000	500,000
	O-33	Pearlridge Bus Center and TOD Project	Planning	1,000		10,000	130,000
	O-34	Kapalama Canal Catalytic Project/Linear Park	Planning	1,500	10,000		175,000
	O-35	Chinatown Action Plan	Plan/Des/Const	100,000			
	O-36	Waipahu Town Action Plan	Planning				
	O-37	Blaisdell Center Master Plan	Pre-Planning	5,000	50,000		500,000
Kauai	K-02	Pua Loke Affordable Housing	Planning	1,000	2,000		13,000
	K-03	Koae Workforce Housing Development	Construction		44,000		
	K-04	Lima Ola Workforce Housing Development	Planning		19,000		
	K-08	Mahelona State Hospital	Pre-Planning	500			
Hawaii	H-05	Ka Hui Na Koa O Kawili Affordable Housing	Planning				
Maui	M-02	Kane Street Affordable Housing Project	Pre-Planning		1,000		
	M-03	Central Maui Transit Hub	Planning		650	2,500	
	M-04	Wailuku Courthouse Expansion	Pre-Planning	250			

State Support for Project Coordination and Implementation

The following initiatives and actions will support implementation of both individual projects and regional or area-wide investments needed for TOD, and enable identification of new TOD opportunities over time.

ACTIONS:

- Support the convening of the eight regional permitted interaction groups for priority areas on Oahu and on the Neighbor Islands to coordinate TOD and TOD projects.
- Assess regional infrastructure requirements for State TOD projects on Oahu.
- Support priority TOD projects endorsed by agencies and the TOD Council.
- Monitor the progress of TOD projects to track the progress of funded projects to ensure the efficient and effective delivery of public facilities.
- Assess State parcels for TOD potential statewide and initiate TOD discussions as needed.

STRATEGY COMPONENT 3
Actions to Improve TOD Implementation and Investment Tools

The following initiatives and actions are proposed to expand and improve the State's TOD toolbox.

Create the institutional framework for greater use of Public Private Partnerships and Alternate Delivery Systems

ACTIONS:

- Support legislation and funding to establish a Public-Private Partnership Office.
- Prepare recommendations for the authorization and establishment of standards of practice/best practices for P3 or alternative or innovative financing delivery system procurement.
- Continue to support educational workshops and activities on P3 and innovative financing delivery mechanism.
- Continue to support State agencies as needed in entering into P3 under existing agency authority.

Expand the use of value capture financing tools for TOD

ACTIONS:

- Identify potential Community Facilities District opportunities for TOD project areas with the counties.
- Study and develop recommendations for hybrid value capture tools that might be suitable for projects on State-owned lands.
- Study and develop recommendations to overcome barriers to use of Tax Increment Financing and Community Facilities Districts in Hawaii.
- Enact legislation as needed to implement the recommendations from these studies.

STRATEGY COMPONENT 4
Actions for TOD Program Support/Administration

The Office of Planning and the Hawaii Housing Finance and Development Corporation, as co-chairs of the TOD Council, provide the staff and logistical support for TOD Council and its activities. Additional funding and staff resources are needed to sustain the work of the TOD Council and State TOD program implementation.

TOD Program Support and Administration

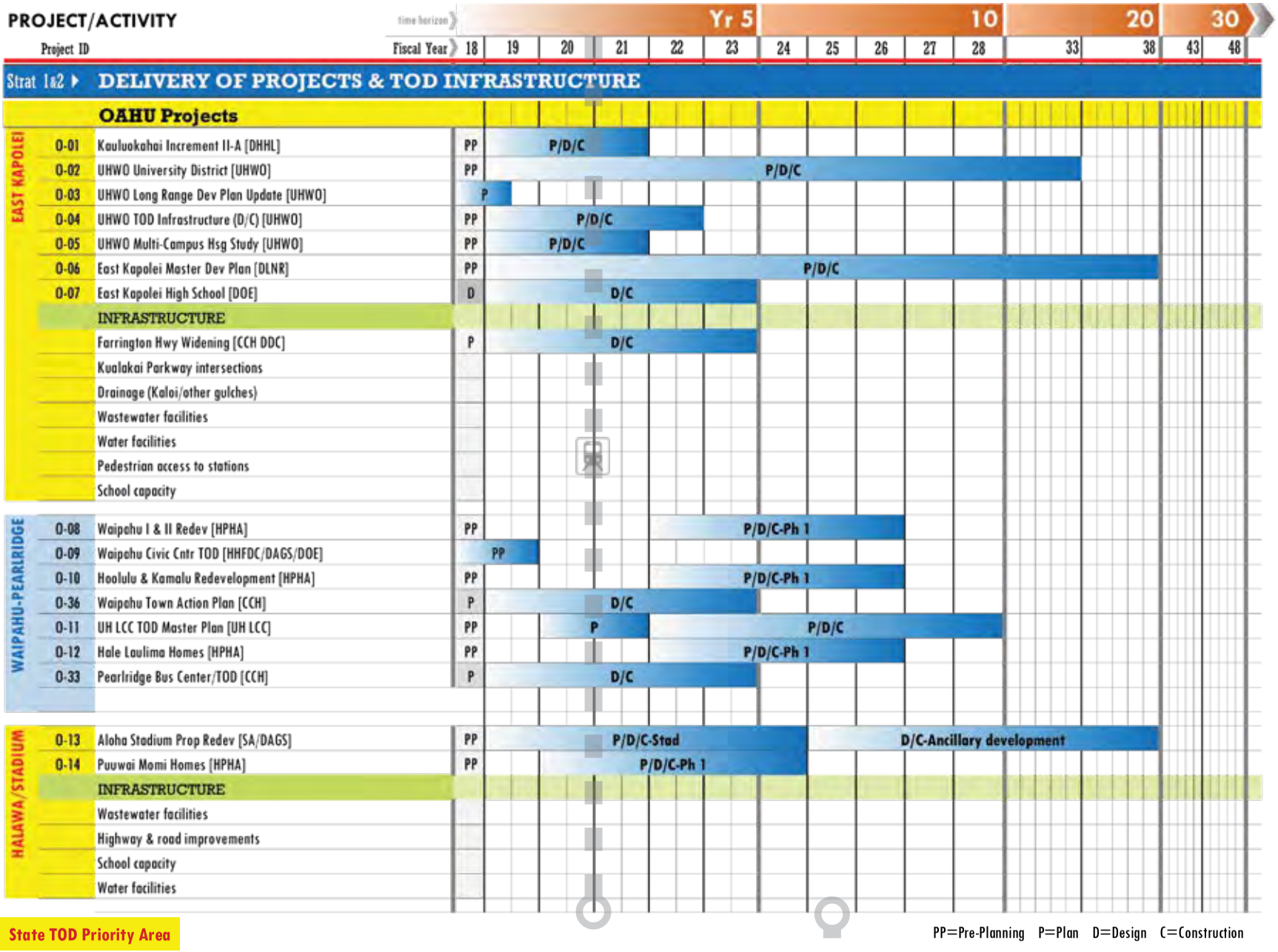
ACTIONS:

- Refine the criteria for TOD Council CIP review and prioritization, and ensure alignment with the TOD Key Principles.
- Develop performance measures for monitoring implementation of TOD, implementation of Key Principles, and annual reviews, including assisting in monitoring progress in the provision of affordable housing through TOD projects.
- Explore how best to promote implementation and institutionalization of TOD Key Principles in agency actions and TOD investments, including equitable development outcomes.
- Monitor agency actions for their consistency with the Key Principles.
- Provide administrative support for the TOD Council and its permitted interaction groups to coordinate and facilitate TOD project implementation and institutional supports for TOD.

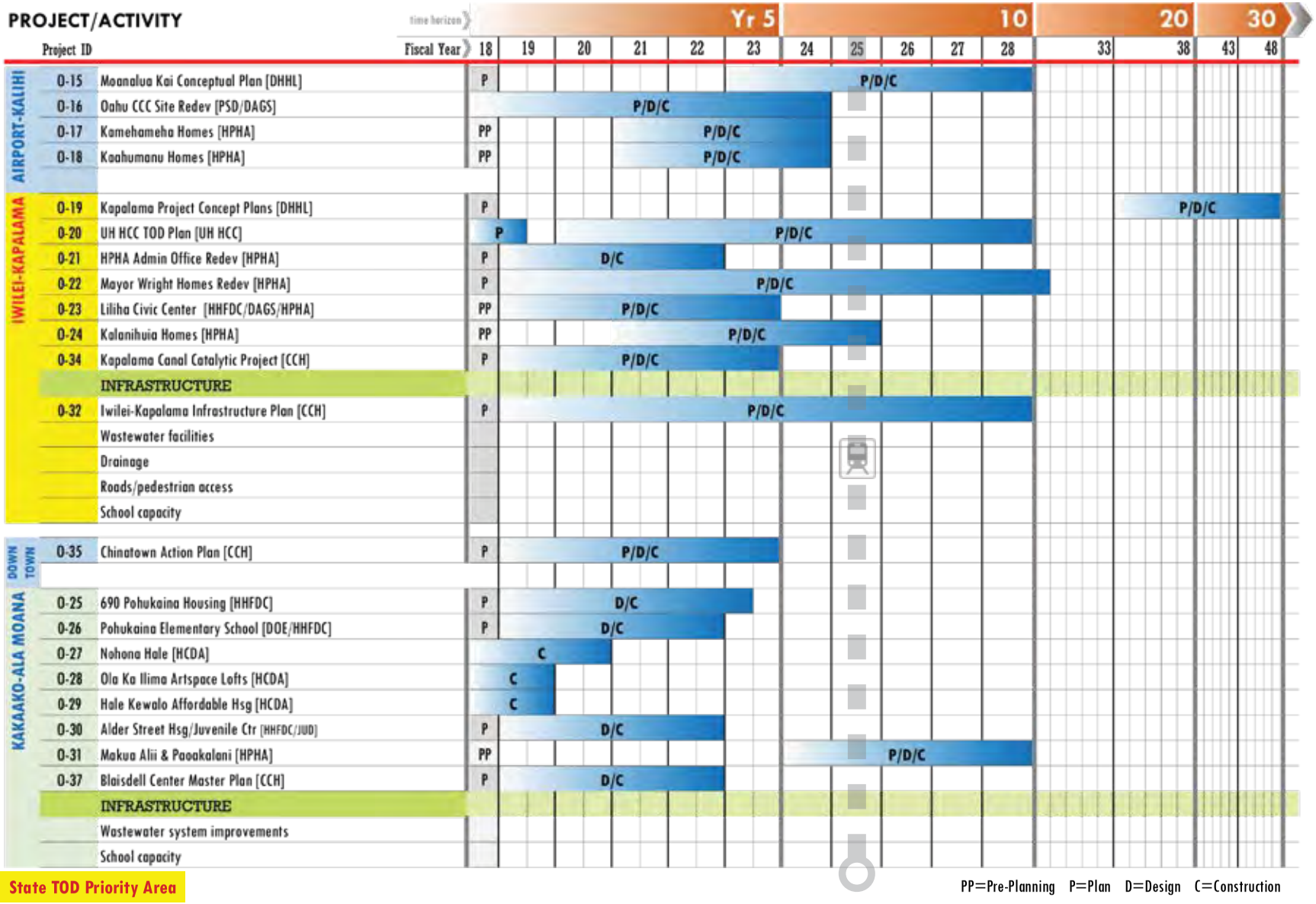
TOD Implementation / Investment Timeline

— Projects and program activities

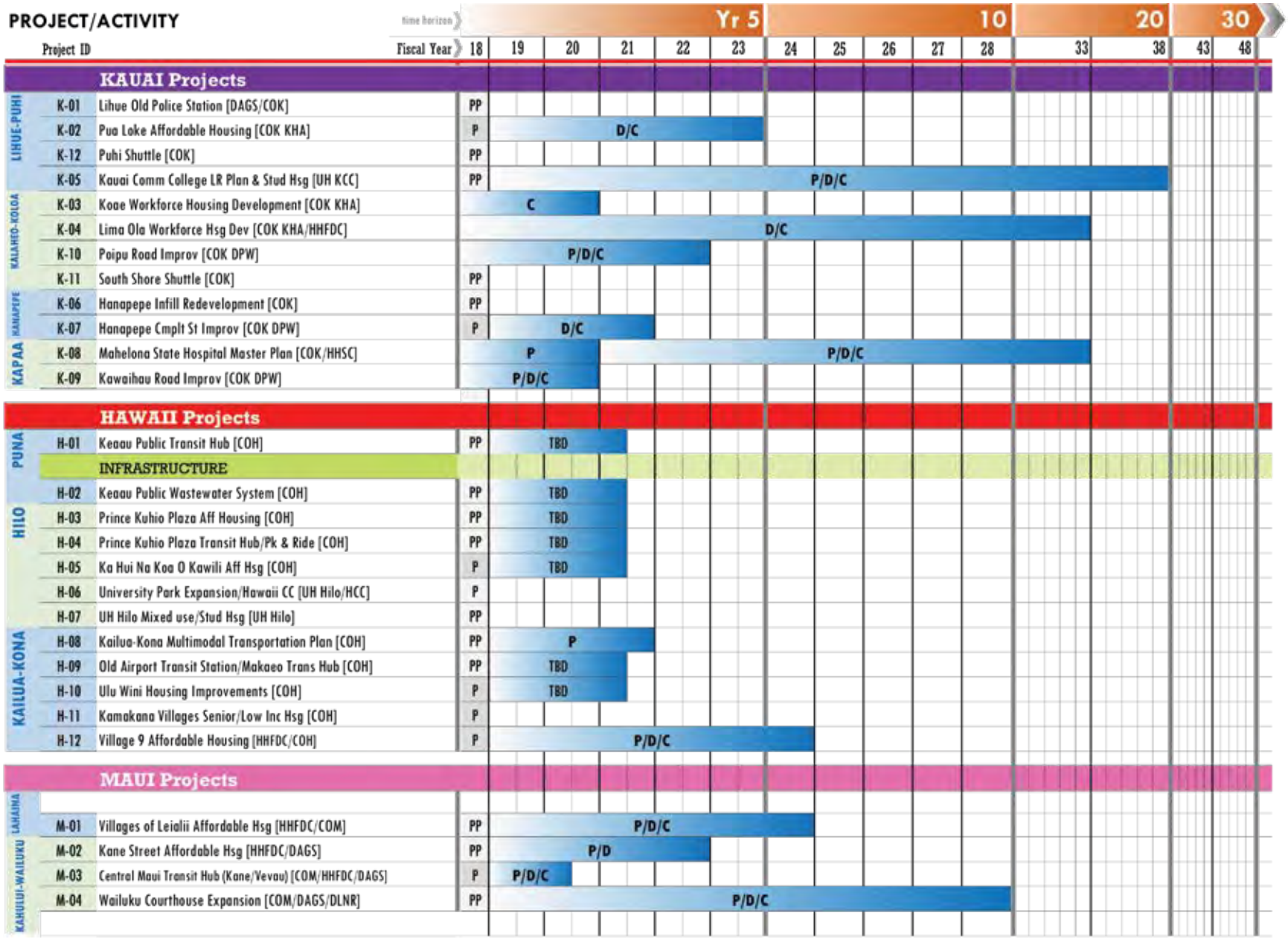
TOD Implementation/Investment Timeline



TOD Implementation/Investment Timeline

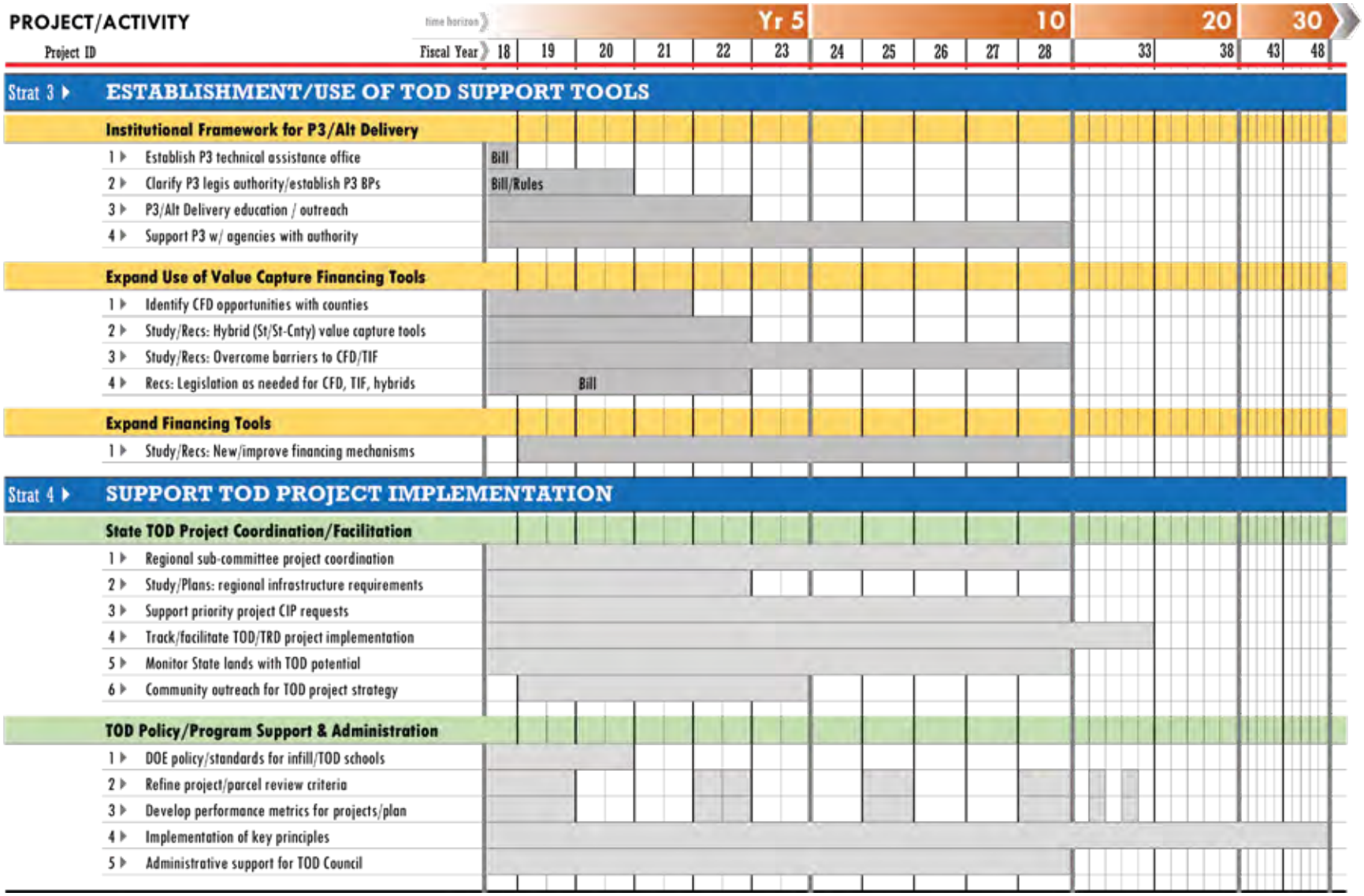


TOD Implementation/Investment Timeline



PP=Pre-Planning P=Plan D=Design C=Construction

TOD Implementation/Investment Timeline



STATE OF HAWAII

Strategic Plan for Transit-Oriented Development

CHAPTER 1

Introduction: A Framework for State Investments in Livable Communities

1.1 Introduction

The *State Strategic Plan for Transit-Oriented Development* (TOD) has been prepared to guide the planning and implementation of TOD projects on State lands and State investments in TOD statewide. Act 130, Session Laws of Hawaii (SLH) 2016, established the Hawaii Interagency Council for Transit-Oriented Development (TOD Council) to coordinate and facilitate State agency TOD planning and collaboration between the State and the counties on TOD initiatives. A primary responsibility of the TOD Council is to:

> "…Formulate and advise the Governor on the implementation of a strategic plan to address transit-oriented development projects, including mixed use and affordable and rental housing projects, on State lands in each county..." (HRS § 226-63(b)(2))

As the largest landowner along the 20-mile corridor of the Honolulu Rail Transit Project, the State of Hawaii has a unique opportunity to enhance Oahu's urban environment by applying Smart Growth and TOD principles to revitalize neighborhoods, increase affordable housing, and improve accessibility to public facilities and services. Similarly, on the Neighbor Islands, Smart Growth and TOD principles can be applied effectively in the provision of State facilities and services to encourage quality growth and vibrant mixed-use neighborhoods in established urban or rural centers. In the Plan, the practice of integrating land use and transportation systems in more rural settings on the Neighbor Islands is broadly referred to as "Neighbor Island TOD": development that supports public transit in more rural settings with sufficient density and walkability, and is integrated in a broader framework of transit corridor planning.

The concepts of Smart Growth, TOD, and mixed-use are illustrated on the pages that follow.

As a major property owner, employer, and service provider, the State has much to gain from TOD. The State also has an important role to play in overcoming barriers to TOD, including encouraging needed investments in infrastructure in areas served by transit and promoting affordable housing investments in locations with good transit access.

1.2 Why TOD? The Need for Smart Investments in Communities

The State is faced with significant and persistent challenges in accommodating future growth, faced with a limited developable land supply, high development costs, and constrained and aging infrastructure systems. A report, *State of Physical Infrastructure*

in Hawaii (Hawaii Institute for Public Affairs (HIPA), 2014), noted Hawaii's physical infrastructure is old and failing, that traffic congestion is at an all-time high, and that over $15 billion will be needed over the next 20 years to address urgent needs in transportation, water, and wastewater, and public facilities.

Hawaii also suffers from a persistent shortage of housing that is affordable to Hawaii's workforce and lower income groups. Approximately 36 percent of Hawaii's households pay more than 30 percent of their income for housing, and half of these pay more than 50 percent of their income for housing. Hawaii has among the highest crowding rate (persons per bedroom) and doubling-up rate (two or more families in a dwelling) and among the highest contract rental rates (*State Housing Functional Plan*, HHFDC, 2017). Statewide, approximately 64,700 housing units are projected to be needed during the 2015-2025 period, 68 percent of which are for households earning 80% and below the Area Median Income (DBEDT, 2015).

The State and counties have an urgent need to reinvest in existing communities and facilities to maintain the vibrancy of Hawaii's communities and maintain the useful life of facility systems. Fiscal constraints, the potential for shrinking federal funding opportunities, and the backlog of improvements needed mean that public agencies will need to work smarter to allocate resources among these competing demands. At the same time, public agencies will be need to anticipate how the design, construction, and life cycle of capital projects must be rethought to adapt to and mitigate effects of climate change and sea level rise on the State's communities.

Terms to know

Smart Growth

Transit-Oriented Development

Mixed-Use

Smart Growth and TOD are closely aligned concepts. **Smart Growth** refers to land use policies that result in more compact, **mixed-use**, and accessible developments that also preserve and protect valued agricultural lands, open space, and natural resource areas. **Transit-oriented development** (TOD) as used by the TOD Council is a type of community development that includes a mix of land uses such as housing, office, retail and/or other amenities integrated into a walkable, moderate-to-high density neighborhood and located within designated TOD zones or within a one-half mile radius of public transportation nodes.

TOD in a Neighbor Island context where rail transit is not in the foreseeable future and the existing and planned growth centers are not high-density or urban in form, will be referred to as "Neighbor Island TOD" or TOD. For the purposes of this Plan, **Neighbor Island TOD** is broadly defined as compact, mixed-use development that either enhances deveiopment of existing centers or is planned and implemented in concert with, and in anticipation of, planned or future public transit service (which is likely to be bus service) and the construction of transit service hubs. Neighbor Island TOD must still have sufficient density—typically much higher than the outlying community—and walkability with ready access to the transit hub or service—to support transit ridership. Neighbor Island TOD is essentially a Smart Growth community with a defined physical and functional relationship to public transit for which the locations and right-of-way for routes and hubs are identified early in the service corridor planning process. TOD on the Neighbor Islands would benefit from a key feature of *transit-ready development*: that is, government-supported investment, such as infrastructure support, to achieve the maximum benefit from development and redevelopment around future transit centers or hubs (2014 FTA Report, *Planning for Transit-Supportive Development: A Practitioner's Guide*).

What is SMART GROWTH?

Smart growth is a better way to build and maintain our towns and cities. Smart growth means building urban, suburban, and rural communities with housing and transportation choices near jobs, shops, services, and schools. This approach supports local economies and protects agricultural and natural resource lands.

Definition adapted from Smart Growth America, (http://www.smartgrowthamerica.org/what-is-smart-growth)

PRINCIPLES OF SMART GROWTH

1. Mix land uses
2. Take advantage of compact building design
3. Create a range of housing opportunities and choices
4. Create walkable neighborhoods
5. Foster distinctive, attractive communities with a strong sense of place
6. Preserve open space, farmland, natural beauty, and critical environmental areas
7. Strengthen and direct development towards existing communities
8. Provide a variety of transportation choices
9. Make development decisions predictable, fair, and cost effective
10. Encourage community and stakeholder collaboration in development decisions

A Smart Growth sampler...

Boulder, Colorado
- Mix land uses

Lancaster, California
- Create walkable neighborhoods

Seattle, Washington
- Provide transportation choices

Tregunnel Hill, Newquay, England
- Strengthen and direct development towards existing communities
- Range of housing opportunities/choices

What is TOD?

Transit-oriented development, or **TOD**, is a type of community development that includes a mix of land uses such as housing, office, retail and/or other amenities integrated into a walkable, moderate- to high-density neighborhood, and located within designated TOD zones or within a one-half mile radius of public transportation nodes.

Definition adapted from Reconnecting America, (http://reconnectingamerica.org/what-we-do/what-is-tod/)

What does TOD look like?

Pearl District, Portland, Oregon

- Moderate- and high-density housing
- Compact building design
- Walkable neighborhood
- Variety of transportation options

Fruitvale Village
Oakland, California

- Mix of land uses
- Walkable neighborhood
- Public open space/plaza
- Affordable housing

Marine Drive Station
Vancouver, British Columbia

- Mix of land uses
- Moderate- and high-density housing
- Walkable neighborhood
- Variety of transportation choices

Downtown Station
Plano, Texas

- Mix of land uses
- Walkable neighborhood

What is Neighbor Island TOD?

Transit-oriented development for Neighbor Island and rural Oahu settings, is broadly used to refer to the development of compact, mixed-use neighborhoods or communities that are planned and implemented in concert with, or in anticipation of, planned public transit service. For the near future, this is likely to take the form of bus service and the construction of transit service hubs.

Like other TOD, Neighbor Island TOD must have sufficient density and walkability with ready access to the transit hub or service to support transit ridership. Neighbor Island TOD is essentially a Smart Growth community with a defined physical and functional relationship to public transit that is integral to the development, and for which the locations and right-of-way for routes and hubs are identified early in the service corridor planning process.

Adapted from discussion of 'transit-ready development' in FTA Report No. 0057, "Planning for Transit-Supportive Development: A Practitioner's Guide," Section 5.

What would NI TOD look like?

▶Neighbor Island counties are using bus transit to translate the vision of their county land use plans and growth strategies into a landscape of connected, compact, livable, and vibrant communities.

▶**Bus transit is key to improving connections within and between rural and urban town centers for residents and visitors.** TOD will be used to foster diversity of uses in these centers, promote affordable housing, and to create walkable communities that retain the character of each place.

Image: Optics Design Courtesy of Kauai Planning Department

Maui bus routes & transfers, County of Maui

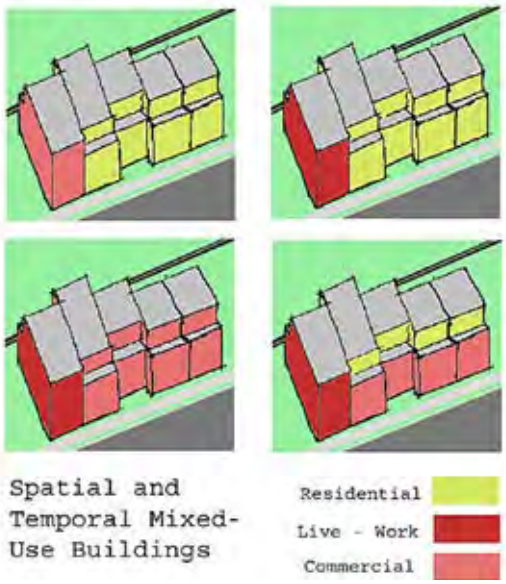
Honokohau TOD village concept rendering, County of Hawaii

A Primer on
Mixed Use

Howard Blackson
"Don't Get Mixed Up on Mixed-Use," Back of the Envelope: Notes on Placemaking blog at the Placemakers website, *http://www.placemakers.com/2013/04/04/mixed-up-on-mixed-use/*, posted April 4, 2013.
Reprinted and edited with permission of the author.

"**Citizens**, politicians, and planning officials have embraced the need to allow for walkable neighborhoods across North America, and mixed-use is an essential component for achieving walkability…

…Mixed-use makes for three-dimensional, pedestrian-oriented places that layer compatible land uses, public amenities, and utilities together at various scales and intensities. This variety of uses allows for people to live, work, play, and shop in one place, which then becomes a destination for people from other neighborhoods. As defined by *The Lexicon of the New Urbanism*, "mixed-use is multiple functions within the same building or the same general area through superimposition, or within the same area through adjacency…from which many of the benefits are…pedestrian activity and traffic capture."



The external envelope must be robust as the building internally can and does change with time.

While mixed-use can take many forms, it is typically categorized as:

- **vertical mixed-use buildings;**
- **horizontal mixed-use blocks; or**
- **mixed-use walkable neighborhoods.**

Vertical Mixed-Use Buildings

Combines different uses in the same building. Lower floors should have more public uses with more private uses on the upper floors. For example, the ground floor could have retail, second floor and up having professional offices, and uppermost floors being some form of residential, such as flats or a hotel. In more urban areas, an entire block or neighborhood may be composed of vertical mixed-use buildings.

Horizontal Mixed-Use Blocks

Combines single-use buildings on distinct parcels in a range of land uses within one block. In more urban areas, this approach avoids the financing and coding complexities of vertical layered uses while achieving the goal of placemaking that is made possible by bringing together complementary uses in one place. In less urban areas, horizontal mixed-use offers the advantage of sharing utilities and amenities while providing an easier to build and entitle mix of uses within a walkable block circumscribed by thoroughfares.

Mixed-Use Walkable Neighborhoods

With the infinite number of various possibilities, these places combine vertical and horizontal use mixing in an area ideally within a 5- to 10-minute walking distance (a Pedestrian Shed) or quarter-mile radius of a neighborhood center.

San Diego's Uptown District: Both vertical and horizontal mixed-use throughout, located on a vibrant Main Street. Voted one of America's 10 great neighborhoods by the American Planning Association in 2007.

…We all live more complex lives than simply living in one pod of development, working in another, shopping in a different one, and then driving to recreate. For example, I'm writing this from my upstairs office, around the corner from my favorite restaurant and down the street from a wonderful canyon I hike with my kids. The mixing of uses is a catalyst to building complete, compact, complex, and convivial neighborhoods—as well as competitive Town Centers—because it facilitates efficient access to where people live, work, play and shop via walking, biking, transit and/or cars. Conventional zoning, financing, and approval processes are antithetical to mixed-use and, unless your town has a strong history of it, I recommend making it possible and probable via a flexible form-based code. This place-based zoning tool allows for mixed-use Main Streets, Town Centers, neighborhood centers, and everyday neighborhoods, all by-right.

– H. Blackson, 2013

1.3 Foundations for the TOD Strategic Plan

Act 130, Session Laws of Hawaii 2016. On June 29, 2016, Governor David Ige signed into law Act 130, Session Laws of Hawaii (SLH) 2016, which amended HRS Chapter 226, the Hawaii State Planning Act or Hawaii State Plan, to establish the TOD Council to coordinate effective and efficient TOD planning statewide, and to designate the Office of Planning (OP) as the lead agency to coordinate and advance Smart Growth and TOD planning in the State (HRS §§ 226-63 and 64).

The enabling legislation for the TOD Council was codified in the Hawaii State Planning Act for good reason. The Hawaii State Plan (HSP) sets forth wide-ranging goals and policies to increase the effectiveness of government and private actions, improve coordination among different agencies and levels of government, provide for the wise use of Hawaii's resources, and guide the future development of the State. By doing so, the Legislature recognized the value of TOD and of unified and integrated State investment in Hawaii's communities in carrying out and attaining many of the HSP's social, environmental, and economic goals and objectives.

Act 130, SLH 2016 directs the State to create a "unified vision and approach for the development of its properties" in the context of Smart Growth and TOD statewide. The Act states the case for TOD on Oahu as follows:

> "The legislature finds that with Honolulu's construction of an elevated rail transit system, the State has an opportunity to enhance Oahu's urban environment and increase the quality of life for residents by utilizing sound smart growth and transit-oriented development principles to revitalize neighborhoods and increase affordable housing inventory, among other public benefits."

This initial Strategic Plan represents the TOD Council's effort to lay out a unified vision and approach for State investments in its properties and Hawaii's communities.

The Plan incorporates and expands on earlier State TOD initiatives.

TOD Council. The TOD Council was established to serve as an advisory body to coordinate and facilitate State agency transit-oriented development, and to facilitate consultation and collaboration between the State and the counties on TOD initiatives. The TOD Council is comprised of 25 representatives from State agencies, the four counties, State Senate, State House of Representatives, and the business, housing, and development communities. The TOD Council is co-chaired by the directors of the Office of Planning and the Hawaii Housing Finance and Development Corporation.

The TOD Council's primary responsibilities are to:

- Develop and implement a State Strategic Plan for TOD, including mixed-use and affordable and rental housing projects;
- Facilitate funding for TOD programs, including affordable and rental housing projects, on State lands;
- Monitor TOD implementation and recommend needed policy and statutory changes; and
- Review all Capital Improvement Project (CIP) requests to the Legislature for TOD projects on State lands.

Precedents. The TOD Council was established, in part, to formalize earlier efforts to plan and coordinate a State response to the opportunities offered by rail on Oahu. These precedents are summarized here.

2012

Smart Growth America TOD Workshops | State Office of Planning partnership with Smart Growth America

- Project Stakeholders Group convened to develop a TOD implementation strategy for State agencies: three workshops with over 40 government and private and non-profit organizations participating.
- Recommendations issued in report , "*Leveraging State Agency Involvement in Transit-Oriented Development to Strengthen Hawaii's Economy,*" on ways that State agencies can leverage transit-oriented development to maximize benefits to the State and, by extension, the people of Hawaii.
- Potential benefits to the State and individual agencies
  - ✚Revenue generation through land sales/leases and joint development
  - ✚Affordable housing through higher density mixed use redevelopment of properties
  - ✚Improved access to State services for customers, employees, and public
  - ✚Reduced capital and operating costs, reduced parking requirements for customers/employees
- Recommendations

Issue State executive policy indentifying TOD as a priority for implementing Smart Growth.	☑ Current and previous Administrations have expressed as executive policy; Act 130, SLH 2016 formalized this policy in State law.
Identify State lead agency to advance TOD and State agencies to be involved in TOD implementation.	☑ Current and previous Administrations designated OP as the lead agency for Smart Growth and TOD. Act 130, SLH 2016 formalized this designation in State law.
Prioritize State-owned properties and assets in areas served by transit to understand sustainable development potential or the need to preserve existing uses on environmentally and culturally sensitive lands.	☑ This work has been initiated and is reflected in the TOD Strategic Plan.
Target resources to support TOD and walkable, bicycle-friendly, Smart Growth communities.	☑ The TOD Council is tasked with prioritizing capital improvement projects and identifying financing for public infrastructure, mixed use development, and affordable and rental housing.

2014

Joint Legislative Committee Briefings on the Status of State Transit-Oriented Development

2015

State Agency TOD Task Force | State Senate Committee Chairs

¶ State Senate committee chairpersons convened a task force of State agencies with State lands and jurisdictional interests within the half-mile area surrounding the Honolulu rail transit stations. Monthly meetings were held from January 2015 to May 2016, chaired by Senator Suzanne Chun Oakland. The meetings included updates of agency TOD projects and activities, along with educational presentations of TOD plans, sewer infrastructure, complete streets, and affordable housing at each station. Subcommittees were formed to promote planning and coordination at the station level, with inter-agency meetings to discuss project status, land ownership, infrastructure, and area-specific plans, needs and opportunities.

¶ The State agencies most actively involved in the State TOD Task Force meetings included: OP, DAGS, DOE, DHHL, PSD, HCDA, HHFDC, Stadium Authority, HPHA, and UH (including UH West Oahu, LCC, and HCC). The City DPP and HART staff attended and provided technical support and updates on City TOD planning and zoning and rail and transit station construction. Other attendees included labor organizations, businesses, landowners, housing organizations, social service providers, community organizations, health organizations, architectural organizations, early learning institutions, students, and public school parents.

¶ The State TOD Task Force identified and determined priority sites and projects that should be considered for TOD master planning and development. State agency projects were reviewed at monthly TOD Task Force and subcommittee meetings. A prioritized list of potential State TOD projects was identified by various State agencies with land holdings and jurisdiction along the Honolulu Rail Transit corridor. The findings are provided in the *State TOD Task Force Status Report to the Governor and Legislature* issued in December 2015. The priority list was the basis for State Oahu projects in this Strategic Plan.

2016

Act 130, SLH 2016 | Establishes the Hawaii Interagency Council for Transit-Oriented Development (TOD Council)

2017

State Strategic Plan for TOD

TOD PROJECT DELIVERY

TOD Council Perspectives on TOD. At its initial meeting, TOD Council members provided their perspectives on TOD, what they hoped could be accomplished, and what they saw as initial barriers to TOD implementation. Their insights are summarized below.

Three dominant issues and concerns

- Infrastructure;
- Financing; and
- "PPP," as in "public private partnerships," but also as in:
  - *Poor People's Perspective*—being able to use TOD to benefit all Hawaii households;
  - *Puhi-Puunene-Pahoa*—underscoring the differences between Oahu and each of the Neighbor Islands: each having different contexts in which they plan and organize their land use around transportation; and
  - *Pay-Pay-Pay*—the challenge of sharing the cost of infrastructure financing for planned development with the private sector and not relying solely on the private sector to produce the development desired where it is desired.

Opportunities for TOD

- Affordable housing and the need for a deliberate policy to address targets through TOD on State lands, especially low AMI groups and affordable rental housing;
- Incorporating social infrastructure (schools and services) in TOD planning and development;
- Incorporating alternative transportation modes into rail and roadway investments to support walking, biking, etc.; and
- Generating revenue to State and State agencies on lands slated for TOD.

Challenges and needs

- The need for a unified/coordinated approach that melds State, county, private sector, and community interests, and provides strategic direction on investments as well as project-specific coordination and problem-solving—with detailed, ongoing exchange of information and ideas between county, public utilities, and other stakeholders at the table;
- Coordination/sharing of regional infrastructure investments between the State, counties, and private parties;
- Committed source(s) of funding for TOD/Smart Growth and infrastructure investments, including schools and school capacity and affordable housing;
- Best practices regarding TOD design and new tools for financing TOD and infrastructure needs (i.e. Hybrid TIFs, GET-TIFs, etc.), and linking State bonding authority with county recapture tools;
- Incentives for TOD to allow private and smaller landowner participation; and
- Incorporating sustainable development practices to address climate change.

1.4 A State Vision for Investing in Livable Communities

This Plan is founded on the need for more directed growth that better utilizes public resources and invests in and enhances existing communities statewide. The perspectives of the TOD Council members have informed and shaped the vision and Key Principles that are the foundations for the Plan.

vision for TOD

The Plan is based on an overarching vision for how the State could partner with the counties in ensuring the livability of communities statewide. The core of this vision is the strategic use of State facilities and properties as anchor civic institutions that catalyze other public and private investments in the creation of compact, dense, opportunity-rich, and walkable communities that are served by public and multimodal transportation, and provide ready and affordable access to the necessities of daily life to residents of these communities.

TOD and other Smart Growth projects would be the primary means to implement this vision in existing communities and those planned communities served by public transit. TOD allows the State and counties to target development investment and resources in areas served by transit and to give more attention to the community form that could result. This not only enables more efficient use of limited public resources, but can also start to change the physical and social determinants of health and well-being and result in better individual and community health outcomes.

1.5 Key Principles for State Investments in Livable Communities

This vision is supported by key principles developed to ensure a unified approach towards State investments in TOD and to guide State agency actions in planning and implementing projects. The Key Principles were developed in consultation with executive State agencies, the Governor, and the TOD Council. These seven Key Principles are intended to be used: (1) to guide the planning, design, financing, and development of TOD projects; (2) the selection of TOD sites; (3) the coordination and prioritization of projects implemented under the guidance of the TOD Council; (4) to supplement the review and evaluation of TOD CIP budget requests.

Key Principles for State Investments in Livable Communities

1 Locate or redevelop facilities first in existing town and growth centers, aligned with county plans, at transportation nodes served by public transportation.

The location and siting of new or redeveloped State facilities should focus on existing urban areas which are or can be conveniently served by public transit. Successful TOD includes transit that connects major destinations for employment, education, shopping and entertainment, thus providing alternatives to commuting by automobile. Fostering more sustainable land use patterns is critical for protecting open space and cultural resources, preserving agricultural land, promoting food security, and reducing the need for expanded roads and highways. TOD sites should be consistent and coordinated with county plans and desires for growth in the area.

2 Maximize the co-location of State facilities and services in higher density, compact, mixed-use developments and communities.

The development of facilities to house multiple public agencies creates some economies of scale in facility development, makes it more convenient for servicing the public and clients with related needs. Providing State office buildings and other facilities near transit could help catalyze additional development near transit. The economy will benefit from improved connections between residents and public services, between the workforce and jobs, and between students and education facilities. Compact development—with a mix of land uses that accommodates services, markets and retail, offices and jobs, and residences, small block sizes, and interconnected street and pedestrian networks—promotes social interaction and community engagement and physical activity through walking and other non-motorized means of transportation.

3 Invest in critical infrastructure necessary to successfully implement town/growth center development.

The provision of needed infrastructure is key to ensuring that urban areas and areas planned for growth can grow as envisioned. It is widely acknowledged that infrastructure is critical to enabling growth and investments in our urban and TOD areas. Concerted effort to invest in critically needed infrastructure is a must to enable TOD projects to proceed. It is costly and inefficient to make infrastructure improvements necessary to increase regional capacity on a project-by-project basis, particularly for infill areas and areas where State and county policy support planned growth. Under these circumstances, it behooves the State to examine how it can share the cost of infrastructure investments to accelerate TOD and affordable housing initiatives on State lands—even when the infrastructure is traditionally funded, constructed, and operated as a county facility.

4 Partner more through creative, cost-effective partnerships with other public and private partners.

State and county government agencies are budget-constrained and unable to readily fund district or regional infrastructure improvements to support higher density mixed use residential and commercial developments. The past use of developers and the Federal government to fund the bulk of basic infrastructure can no longer be relied upon, and alternative funding sources and mechanisms must be pursued. Chief among these is greater use of partnerships with the private sector through innovative project delivery vehicles and enabling value capture tools discussed in Chapter 5.

5 Look to develop more affordable housing wherever feasible to do so.

The dire need and the lack of truly affordable housing statewide makes it imperative that the provision of affordable and rental housing be a priority consideration in the use and development of TOD properties. Mixed-use, higher density development is an excellent vehicle for the delivery of affordable and rental housing development, especially in areas close to public transit. Incorporating affordable housing in TOD enables residents to reside in opportunity- and amenity-rich neighborhoods. With the need for the development of affordable housing, there is a need to ensure that affordable units are available to those most in need of stable housing and that units remain accessible to low-income groups over the long-term. The incorporation of affordable housing in TOD projects statewide is a key component of the State Administration's effort to address Hawaii's affordable housing crisis, in particular, its efforts to increase affordable rental housing.

6 Use green building and sustainable development practices as much as possible.

Government agencies undertaking TOD must lead and set the example for green building and sustainable development best practices, which encompasses smart growth, low impact development, and more broadly, green infrastructure approaches, material and resource conservation, energy efficiency and clean energy use, water conservation, landscape and open space preservation, and climate change adaptation and resiliency.

7 Engage in equitable development that promotes and supports community well-being and active and healthy lifestyles.

Equitable development refers to a range of approaches for creating healthy, vibrant and sustainable communities where residents of all incomes, races and ethnicities have access to the opportunities, services, and amenities they need to thrive. Without the appropriate engagement and planning, Smart Growth and TOD can displace existing residents due to rising rents and other costs of living. To address such unintended consequences, concerted efforts are needed to engage community members in planning, provide affordable housing and transportation choices, support local businesses, and minimize displacement in other ways.

more about equitable TOD...

Equitable TOD development is about: ***access*** to jobs, services, healthy food, and active transportation options; ***affordability*** of food, housing, and transport; ***asset enhancement*** through the maintenance of cultural assets and activities important to a place; and the ***activation*** of public connections and open spaces—all of which are needed for livable, healthy, and equitable communities. The following are place-focused investments and people-focused activities that State agencies should consider employing as they pursue TOD projects:

- Community consultation, including multilingual outreach, community assessments, and community planning and visioning workshop;
- Provision of safe, affordable connections for all ages and abilities to services and employment, including access to multi-generational public amenities;
- Preservation and creation of affordable housing through use of deed restrictions, inclusionary zoning, updated land use regulations, community land trusts, housing trust funds, rehabilitation assistance, and financing with Low-Income Housing Tax Credits;
- Prevention of displacement of community residents and businesses through strategies such as community engagement, supportive land use policies, capital investments, small business/entrepreneurship programs, and tax credit programs;
- Incorporation of the local context/culture into development decision-making; and
- Access to healthy food by removing barriers in land use regulations, offering incentives and financing to retailers, connecting retailers with financing, and assisting with land assembly as needed.

In order to achieve the vision for coordinated State investments in redevelopment that enhances the livability and sustainability of the State's communities, the State will need to steer from its historical practice of facility development in silos/on an agency-by-agency basis. It will require a shift in the role of the State to a key and proactive role in how it leverages the development of its lands and utilizes its assets to create livable communities and better serve community needs, particularly in the provision of affordable housing, but also in making public services accessible to the youth and elderly, the disabled and less fortunate, as well as the community-at large. As an example of this shift, DOE's planning strategy for Oahu is to use rail to increase connectivity and access to and between schools, as well as to guide the siting of new school assets along the rail corridor. DOE would work with the same aim to expand existing facilities or situate new school assets in TOD areas on the Neighbor Islands.

Implementation of this vision will require ongoing cooperation and collaboration, working together across agency missions to accomplish shared goals. It will require making strategic investments in needed infrastructure where it's needed for TOD to occur—even if they are provided by the counties. It will require staying at the table with partners to work through problems and not leaving the table until the work of community building is done.

1.6 Purpose and Structure of the Plan

The TOD Strategic Plan is intended to provide a dynamic framework for the State to create a "unified vision and approach to the development of its properties." It sets forth how the State and counties can collectively act to make better use of public lands and public projects to create vibrant communities, provide improved service and accessibility, and increase affordable housing opportunities in proximity to transit. The TOD Strategic Plan is intended to be continually updated as progress is made in realizing TOD project potential statewide.

Act 130, SLH 2016 outlines the TOD Strategic Plan process and contents as summarized below:

- Coordinate with the counties on transit-oriented development;
- For each county, compile an inventory of State, county, and private sector transit-oriented development projects lacking infrastructure, identifying the type of infrastructure each project lacks, and the approximate timeframe when additional capacity is needed;
- Prioritize the development of TOD projects, including mixed use and affordable and rental housing projects, on State lands;
- Identify financing and prioritize State financing for the public infrastructure, facility, and service investments required to support TOD, mixed use, and affordable and rental housing projected plans; and
- Encourage and promote partnerships between public and private entities to identify, renovate, and secure affordable housing options on State lands within county-designated TOD areas or within a one-half mile radius of public transit stations, if a county has not designated transit-oriented development zones.

This initial TOD Strategic Plan outlines how these directives will be implemented in the coming years. Key strategies and actions are discussed further in **Chapters 2 and 3**.

HOW TOD ADVANCES OTHER STATE INITIATIVES & CONCERNS

Investment in Equitable Development

The State Department of Human Services (DHS) has a large stake in TOD. DHS' mission is to increase self-sufficiency and well-being of individuals, families, and communities in Hawaii. With more than 2,300 employees statewide and a budget of $3.4 billion, DHS promotes the well-being of vulnerable populations—one in four adults in Hawaii and nearly half of Hawaii's children—through programs relating to housing, education, employment, health care, safety, child care, and food security. The positive impact of DHS programs on the State's low-income, disabled, and elderly populations is significant.

In the census tracts that lie within a half-mile of the Honolulu rail corridor, for example, DHS provides:

- 20,197 individuals/families with Supplemental Nutrition Assistance Program (SNAP);
- 1,677 households with Child Care Assistance;
- 1,184 families with Temporary Assistance for Needy Families/ Temporary Assistance for Other Needy Families (TANF/TAONF); and
- 1,529 individuals with General Assistance/Aged, Blind, Disabled (GA/ ABD) support.

DHS's interest in TOD is to ensure that TOD result in equitable development that promotes and supports community well-being and healthy living. Equitable TOD includes:

- Consultation and engagement with the community;
- Connection to employment, encouraging economic development;
- Access to multi-generational public amenities;
- Safe, environmentally-enriched walkways;
- Maintenance or increase in local affordable and low-income housing;
- Prevention of displacement of community residents and businesses;
- Improved environmental quality;
- Promotion of community connectedness;
- Full access regardless of age or physical condition/disability;
- Understanding of the local context; and
- Equitable distribution of the positive and negative impacts of transportation systems.

DHS seeks to ensure that the individuals, families, and communities in TOD areas thrive, and a key component to a thriving community lies at the intersection of housing and transportation.

Housing

Securing and maintaining affordable housing creates tremendous opportunities for individuals and families to succeed, yet it is a substantial challenge for Hawaii's low-income residents, who face one of the highest housing costs in the country.

DHS recognizes that there are several efforts underway that are seeking to address various affordability ranges below 120 percent of the area median income (AMI), which in 2016, was $105,500 for a family of four.

DHS is concerned, however, that the income limits used to define "affordable" are high, and therefore these efforts will not meet the needs of many of Hawaii's individuals and families. According to the City and County of Honolulu, there is an extreme affordable housing need for 84 percent of the population. Of the affordable housing needs, over 75 percent of total projected demand on Oahu is for households earning less than 80 percent of AMI and is largely for multi-family rental units.

Furthermore, statewide, approximately 4,581 housing units are estimated to be needed in the five-year period from 2016-2020 for households earning less than 30 percent of the AMI, which is the primary population that DHS serves.

Transportation

Access to public transportation is indispensable for many low-income individuals and families. While housing costs are typically the largest expenditure for households, transportation costs tend to be the second-largest expenditure.

DHS encourages locating mid-skill jobs and critical services such as child care, elderly services, and health care facilities near transit stations. Preserving and developing housing, jobs, and services in such locations allows families to reduce their transportation costs, allowing the savings to go toward education, health care, healthy food, or other means to improve well-being.

Summary

When housing combined with transportation costs exceed 45 percent of a household's income, the household is considered cost-burdened. In the City and County of Honolulu, the average expenditure for housing and transportation costs is 61 percent of income.

National research and anecdotal evidence show that housing costs rise more quickly near public transportation, depriving many individuals and families of access to quality housing that also brings the financial advantage of low-cost transportation. Accordingly, individuals and families living in certain geographically desirable areas along the Honolulu rail transit corridor, such as Waipahu, Kalihi and Iwilei, may be displaced due to gentrification pressures, and forced to move to lower-cost neighborhoods further from the rail line, jobs, and services. Providing housing for a mix of incomes near transit, though, produces better economic, social, and environmental outcomes for all residents.

DHS advocates that investment in low-income housing for individuals and families at or below 30 percent of the AMI should be prioritized in growing TOD areas. The location of low-income housing in areas well-served by public transportation and rich in multimodal options would ensure that TOD areas are affordable for all residents.

Healthy Communities: An Overarching Goal for TOD

The State Department of Health (DOH), through their Chronic Disease Prevention and Health Promotion Division (CDPHPD) Healthy Hawaii Initiative, strives to promote wellness and improve the quality and years of life for Hawaii's people through effective prevention, detection and management of chronic diseases. As part of this mission, the DOH works to create healthier environments for Hawaii's residents including increased opportunities for physical activity and access to healthy foods through policies, systems and environmental changes.

Stakeholders of the *Hawaii Physical Activity and Nutrition Plan 2013-2020* envision a future for Hawaii in which all residents are physically active, eat healthy foods, and live in healthy communities. Several PAN Plan objectives prioritize efforts to increase opportunities for physical activity and access to healthy foods, many through land use and transportation planning and policies, these include:

- Implement State and county-level "Complete Streets" policies.
- Increase by 10% the percentage of people who use active transportation to commute to work or school by expanding opportunities for active transportation.
- Enact at least two statewide policies to increase access to healthy food and decrease access to unhealthy food/drinks.
- Define and identify issues related to access and consumption of healthy food in each county and develop strategies to address them.

The DOH supports statewide Complete Streets implementation efforts by increasing capacity at the county and State level; this includes providing education and resources, such as technical assistance from planning and engineering experts, and leading walkability and healthy planning initiatives with cross-sector teams. Tangible outcomes include updated design guidelines, development plans, mode-specific plans and action plans. These efforts also include providing resources and coordination for activities like conferences, trainings, workshops, and mobile study tours. The DOH also promotes access to healthy foods in communities with initiatives such as the Choose Healthy Now campaign that focuses on increased availability of, and education around, healthier food options in worksites, hospitals, and retail settings. SNAP-Ed, a nutrition education program, focuses on increasing access to healthy, local foods for low-income communities.

The DOH provided critical support and investment to bring bikeshare to Hawaii; an added public transportation option that now exists in two of the four counties and is being considered across the State. As bikeshare evolves on Oahu, the DOH will continue to support the advancement of the program, specifically in its equity-driven expansion efforts.

TOD projects provide excellent opportunities to incorporate design elements that provide safe, connected infrastructure for walking, biking, and accessing transit. This should include efforts to provide and promote access to healthy food options. The DOH continues to be invested, and actively engaged, in the work of the TOD Council, committed to participating in the implementation of the statewide TOD Strategic Plan to design transit-oriented landscapes that encourage active transportation and increase access to healthy foods.

Hawaii Clean Energy Initiative

The Hawaii Clean Energy Initiative (HCEI) was launched in 2008 with the signing of a groundbreaking Memorandum of Understanding (MOU) between the State of Hawaii and the U.S. Department of Energy to collaborate on reducing Hawaii's dependence on imported fossil fuels. HCEI is a framework of statutes and regulations supported by a diverse stakeholder group dedicated to the realization of a clean energy future and energy independence for Hawaii. In 2014, a new MOU was signed that recommitted the State and U.S. DOE to HCEI, and expanded its reach to include the reduction of petroleum use in Hawaii's transportation sector, which accounts for two-thirds of the State's overall energy mix. Other goals include achievement of 100 percent of electrical power from local, clean, renewable energy sources by 2045, and energy efficiency gains to reduce electrical consumption by 4300 gigawatt-hours by 2030.

The Hawaii State Energy Office has identified four strategies to reduce petroleum usage in ground transportation. These strategies included reduction in vehicle-miles traveled (VMT), expansion of renewable fuels, improved vehicle fleet efficiency, and expanded market share of electric vehicles and infrastructure. New investments in TOD can support transportation strategies to reduce VMT and develop infrastructure for alternative modes of transportation. According to the HCEI Hawaii Transportation Energy Analysis report completed in 2015, TOD has the potential to reduce fossil fuel imports by roughly 23 million gallons per year by 2030.

The HCEI is administered by the Hawaii State Energy Office, DBEDT. The State Energy Office, Department of Health, DLNR, Department of Transportation, and Office of Planning can serve as a resources to State agencies planning and implementing TOD projects.

For more information on HCEI, visit http://www.hawaiicleanenergyinitiative.org/.

CHAPTER 2

State TOD Implementation and Investment Strategy

2.1 Introduction

Perhaps some 30 years from now, the results of TOD planning on Oahu and Smart Growth/TOD planning on the Neighbor Islands being undertaken today will be visible—and in some areas, still unfolding. TOD, like community building, takes time, evolving over decades. It is possible to envision and model futures for Hawaii's communities, but there are no tools that can rush the delivery of that future. Consider the time—and the investments made—for Kapolei or Kakaako on Oahu to emerge in their current forms. From its designation as the Secondary Urban Center in the 1977 Oahu General Plan, 13 years of master planning, urban design, and infrastructure building preceded the groundbreaking for the City of Kapolei in 1990. In 1976, the Legislature designated Kakaako as the HCDA's first Community Development District. Area plans were developed in the early 1980s, followed by 12 Improvement Districts from 1988 to 2011—which have proven to be a successful means of financing and constructing infrastructure improvements necessary for the revitalization of Kakaako.

The vision in this Plan for TOD and Smart Growth communities will not be fully achieved in the next five years, or even the next 10 to 20 years. However, as with the development of Kapolei and Kakaako, action and investment are needed now—years in advance—to ensure this vision can be realized.

This chapter describes the strategies necessary to realize TOD potential statewide, and summarizes—in a timeline chart—the actions and investments needed over the next 30-plus years to transform communities targeted for TOD into desirable places to live, work, and play.

The TOD Strategic Plan provides a dynamic framework for State to create a "unified vision and approach to the development of its properties." It sets forth how the State and counties can collectively act to make better use of public lands and public projects to create vibrant communities, provide improved service and accessibility, and increase affordable housing opportunities in proximity to transit. The TOD Strategic Plan will evolve with continual updates as progress is made in realizing TOD project potential statewide.

The Strategic Plan has two primary functions: (1) to identify initial opportunities and guide the implementation of TOD projects, including mixed-use and affordable and rental housing projects, on State lands in each county; and (2) to guide the establishment and maintenance of the institutional framework and collaborative relationships required for State-County partnerships for TOD and directed growth strategies. The Plan is intended to guide the State in proactively leveraging its assets to help the counties create livable communities statewide.

This chapter provides a high-level summary—in a timeline chart format—of the actions and investments needed over the next 30-plus years to realize TOD potential

statewide. The individual projects and actions are described further in their respective chapters. **Chapter 5** includes funding commitments to-date for identified TOD projects.

2.2 Opportunities for TOD Statewide

Opportunities on Oahu. For Oahu, the lands owned by the State along the Honolulu Rail Transit corridor—over 1,900 acres—present the greatest opportunities for TOD and near-term TOD investments. More than 30 TOD projects have been identified that could capitalize on their proximity to rail stations. In particular, action is needed to facilitate TOD initiatives in three priority areas: Iwilei-Kapalama, Halawa-Stadium, and East Kapolei.

Opportunities on the Neighbor Islands. Initial TOD workshops on the Kauai, Maui, and Hawaii provided an initial list of projects that have emerged from multiple county planning initiatives in recent years, which are included in this Plan. Much more development planning work to determine the specific capital requirements and investments will be needed in the near- and long-term for these Neighbor Island projects.

2.3 Strategy Components

Successful implementation of the TOD projects contained in this Strategic Plan will require both the engagement of State and county agency stakeholders in a coordinated agenda and a strong institutional framework that supplies the supportive policies, tools, and resources to deliver on the promise of TOD. This Plan provides a strategy for TOD implementation and investment for the work ahead.

The Strategic Plan provides as much information as is readily available on the estimated cost of facility and infrastructure investments required to realize TOD potential statewide. The Plan is not fiscally constrained, and will allow for innovation and flexibility in implementation. However, budgetary and fiscal constraints will require both fiscal discipline and ingenuity in assembling the resources necessary to move projects forward.

The State TOD implementation and investment strategy has four interrelated components that span a 30-year implementation timeframe:

- Project and program activity at the **project-level**;
- Project and program activity at the **regional-level**;
- Policy and program activity to establish and maintain a TOD-supportive institutional and regulatory environment (i.e., **TOD implementation tools**); and
- Program support to sustain TOD project development and **TOD program implementation**.

STRATEGY COMPONENT 1

State TOD Project Coordination and Facilitation at the Project-level

This component involves programmatic and administrative support to facilitate TOD project planning and implementation for individual projects and area-wide issues as needed to support projects. The TOD Council will serve as the initial and primary forum for monitoring progress on planning and development for TOD projects statewide, as well as a forum for the discussion and problem-solving of implementation issues and project needs among its network of State TOD agencies and county partners.

The TOD Council formed eight TOD Council permitted interaction groups to support the in-depth and targeted discussions of regional and project implementation issues needed to advance project development. Three groups were formed for Oahu for the East Kapolei, Halawa Stadium, and Iwilei-Kapalama priority areas; one group each for Kauai, Maui, East Hawaii, and West Hawaii; and a Neighbor Island group to address issues of common interest to Kauai, Maui, and Hawaii Counties. The TOD permitted interaction groups are intended to provide more focus to addressing both project-specific and regional issues, including coordinating infrastructure improvements, assessing the feasibility and progress of TOD projects, identifying and addressing inter-agency needs, and refining development schedules and needed actions. This work has to be integrated with efforts to address regional or area-wide infrastructure needs and investments required to enable individual State TOD project development.

Activities in this Project-level component include:

- Convening permitted interaction groups for priority areas on Oahu and on the Neighbor Islands to coordinate TOD projects;
- Supporting priority TOD projects endorsed by agencies and the TOD Council;
- Monitoring the progress of TOD projects to track the progress of funded projects to ensure the efficient and effective delivery of public facilities; and
- Ongoing assessment of State parcels for TOD potential statewide and initiation of TOD discussions as needed.

See **Chapter 3** for State and county TOD projects and initiatives identified to-date and actions to be taken for project implementation.

STRATEGY COMPONENT 2

State TOD Coordination and Facilitation for Investments in Regional Needs

This component emphasizes the execution of TOD at a regional or area-wide scale to better capture the benefits of TOD, and ensure that public resources aren't spread so thinly that they don't have the impact desired. Infrastructure capacity will be a priority for actions and investments to support TOD on major transit routes. This component

would involve programmatic and administrative support to coordinate and facilitate TOD planning and implementation at the district-, regional-, or corridor-level, with a focus on ensuring that physical and social infrastructure constraints are addressed to enable timely buildout of planned projects in the area.

This will require continued coordination and collaboration with the counties on detailed analyses of critical shared infrastructure needs, and the examination and development of financing strategies and cost-sharing models to provide the infrastructure improvements necessary to enable identified projects to move forward. Use of a critical path analysis methodology and investment prioritization schema will be extremely valuable in providing information to key decision-makers on the timing of investments.

Activities in this Regional-level component include:

- Convening permitted interaction groups to work on area-wide issues of concern;
- Assessing regional infrastructure requirements for investments in TOD;
- Conducting community outreach and engagement as plans for TOD priority investments advance;
- Assuring that CIP budget requests are prepared for inclusion in executive budgets and forwarded for TOD Council review; and
- Monitoring of implementation of regional infrastructure improvements that have been identified as critical to successful implementation of TOD projects and investments.

See **Chapter 3** for discussion of regional needs to be addressed for TOD in each county.

STRATEGY COMPONENT 3
Development of TOD Implementation and Investment Tools

This component focuses on the establishment and maintenance of best practices in the form of TOD-supportive policy and implementation tools—including financing and infrastructure delivery tools, and revenue and cost sharing mechanisms—that promote and facilitate TOD and align State investments with TOD and Smart Growth objectives. The objective is to provide the robust policy and programmatic foundation for achieving the potential of TOD and Smart Growth investments in communities statewide.

Program activity will need to examine land use standards, regulatory, financial, and programmatic practices that act as barriers to effective implementation of TOD. TOD provides an opportunity to reexamine practices that currently impede effective responses to TOD potential statewide. For example, DOE will need policy and resource support to enable it to plan, design, construct, and operate new and expanded school facilities in urbanized areas and other centers on transit corridors with land constraints to accommodate anticipated increases in student population.

Activities in this Tools component include:

- Examination and study of the full range of TOD support tools to identify gaps and address barriers to effective use in Hawaii;
- Development of recommendations and establishment of tools to facilitate TOD implementation in Hawaii, such as expanded authority and support for the use of public private partnerships, value capture tools, shared financing mechanisms, and TOD incentives;
- Ongoing research and education on best practices, including stakeholder training, in TOD implementation;
- Identification of opportunities among State and county partners to apply existing and new tools for TOD implementation; and
- Problem-solving as needed to support State and county agencies in use of tools available.

See **Chapter 4** for initial actions to be taken in the near-term to expand TOD program and implementation tools.

STRATEGY COMPONENT 4
State TOD Program Support and Administration

This component focuses on programmatic and administrative support to sustain the necessary coordination, facilitation, and collaboration necessary for the State to have a proactive role in TOD statewide. An effective TOD implementation program requires organizational resources to coordinate activities, assemble and provide technical resources, formulate and advocate TOD-supportive policy and program change, and sustain collaborative work with county partners, private, non-profit, and community stakeholders on TOD projects and infrastructure investments needed for TOD. Currently, the TOD Council and its eight permitted interaction groups are the primary vehicles for providing this program support for coordinating and advancing project-level and regional-level work in each county.

The following actions enable the State, through the TOD Council, to support implementation of TOD statewide. These actions are identified, where possible, by the Action Item number in the TOD Implementation/Investment Timeline at the end of this chapter.

TOD Council Support
[Action Item 5, TOD Policy Support & Administration].
Annual operating funds and additional TOD planning staff are needed to provide staff capacity to support the Council and permitted interaction group activities. These resources would support the work needed for project-specific and regional investments identified in **Chapter 3**. They would also enable the State TOD support team and its agency partners to

undertake proposed initiatives in **Chapters 4 and 5** for TOD-supportive policy changes, such as clarifying authority for public private partnerships, and adoption of best practices, such as expanded use of financial tools for TOD.

- **Plan implementation and performance monitoring [Action Items 3-5, TOD Project Coordination; Action Items 2-4, TOD Policy Support & Administration].**
  This programmatic element has a number of sub-tasks, including:
  - Monitoring and periodic reporting on TOD project implementation and investments;
  - Developing performance metrics to assess plan implementation and investment outcomes, including implementation of the Key Principles for the vision for a directed growth strategy; and
  - Ongoing assessment of opportunity sites and project/site suitability or readiness to inform activities and TOD investment decision-making.

  Several activities are proposed for the next biennium to bolster program support in this area; they include: (1) developing metrics for the project review criteria used to inform recommendations of the TOD Council on CIP budget requests; (2) developing metrics to be able to gauge alignment of outcomes from TOD investments with the Key Principles; and (3) deploying a TOD project database to facilitate monitoring and reporting on strategy implementation. These action items are discussed further in Chapter 5.

- **Stakeholder education/training and engagement and community outreach [Action Item 6, TOD Project Coordination/Facilitation].**
  Funding within a TOD Council budget will need to be allocated for outreach activities to involve community and public stakeholders in TOD program and area-wide TOD planning and development, including development and support of a communications strategy through the web, social media, and other means.

- **Development and implementation of equitable TOD strategy guidelines.**
  It would be helpful to develop the capacity to support State agencies in ensuring that the projects implemented under the Strategic Plan produce equitable outcomes for existing communities and businesses, including monitoring the provision of affordable housing—particularly for targeted lower-income groups—in conjunction with other State and county affordable housing efforts. This might take the form of the creation of measurable equitable development goals, performance metrics to monitor achievement of these goals, a toolkit or scorecard that communities and agencies can use in determining whether these equitable development

goals are being met, and the creation and training of a cadre of State and county staff that can increase awareness and attention to equitable development approaches, tools, and processes in TOD development.

2.4 Plan Implementation and Investment Timeline

2.4.1 Organization and Format

The timeline chart in this chapter lists the project opportunities, infrastructure needs, resource requirements, and programmatic actions needed to capitalize on TOD opportunities identified to date statewide.

The TOD projects in the timeline charts are organized by county and areas within each county. The broader programmatic actions that have been identified by the TOD Council as being critical to establishment of a robust policy and program foundation for TOD follow the projects.

There are significant data gaps that need to be filled as the TOD Council permitted interaction groups begin their more detailed planning and project coordination work in the year ahead. The timeline provides currently available data for each project or action item and approximate timeframes for the project/action schedule. The timeline chart in Chapter 6 includes funding commitments or funding requests for these projects in conjunction with their development schedule phase, where known. More information on specific projects is included in **Chapter 3** and **Appendix A**.

The following terms for development phasing are used for the purposes of the timeline and plan implementation. The terms coincide as much as possible with CIP phases and their associated cost elements, as defined in HRS § 37-62 and as used in the State Executive Budget (see sidebar for definitions).

- **Pre-planning (PP)**, refers to pre-development activities of a research and development nature, generally conducted prior to a final decision about project site or facility design, including the preparation of feasibility studies and conceptual plans, site selection and alternative analysis, project scoping, land conveyance and due diligence, environmental site assessments, etc. If any of these activities are performed with CIP funds, then the corresponding CIP cost element for those funds is used.
- **Plans (P)**, refers to planning activities that are funded with CIP funds under the Plan cost element. For the TOD timeline, plan costs are costs to prepare master plans, preliminary plans, including feasibility studies or preparation of EAs or EISs, generally of a site- or facility-specific nature.
- **Land Acquisition (LA)** refers to activities related to obtaining land, including any consultant or services costs associated with the acquisition.
- **Design (D)** refers to activities related to the preparation of architectural or engineering drawings for capital improvements through its various stages from

Terms related to the Strategy Timeline
as defined in HRS § 37-62, Part IV, Executive Budget

"Capital investment costs" means costs, beyond the research and development phase, associated with capital improvements, including the acquisition and development of land, the design and construction of new facilities, and the making of renovations or additions to existing facilities. Capital investment costs for a program are the sum of the program's capital improvement project costs.

"Construction costs" means the costs involved in building and landscaping capital facilities, including any consultant or staff services required and built-in equipment.

"Cost elements" for "capital investment" includes plan, land acquisition, design, construction, and equipment and furnishing.

"Design costs" means the costs related to the preparation of architectural drawings for capital improvements through its various stages from schematic to final construction drawings. It does not include costs associated with the identification of needs, determining alternative ways of meeting needs, and prescription of standards for capital improvements.

"Land acquisition costs" means the costs of obtaining lands, including any consultant or staff services costs attributable to that acquisition.

"Phases of capital improvement project" means land acquisition, design, construction, and occupancy.

"Plan costs" means the costs related to preparation of general plan, functional plan, master plan, advance plan, preliminary plan, including feasibility studies.

schematic design to final construction drawings.

- **Construction (C)** refers to activities related to building and landscaping capital facilities, including any consultant or staff services required for construction management and construction administration.
- **Occupancy or Operational (O)**, refers to the completion of the CIP project and commencement of use of the facility, either through occupancy of space or operational in the case of infrastructure upgrades.

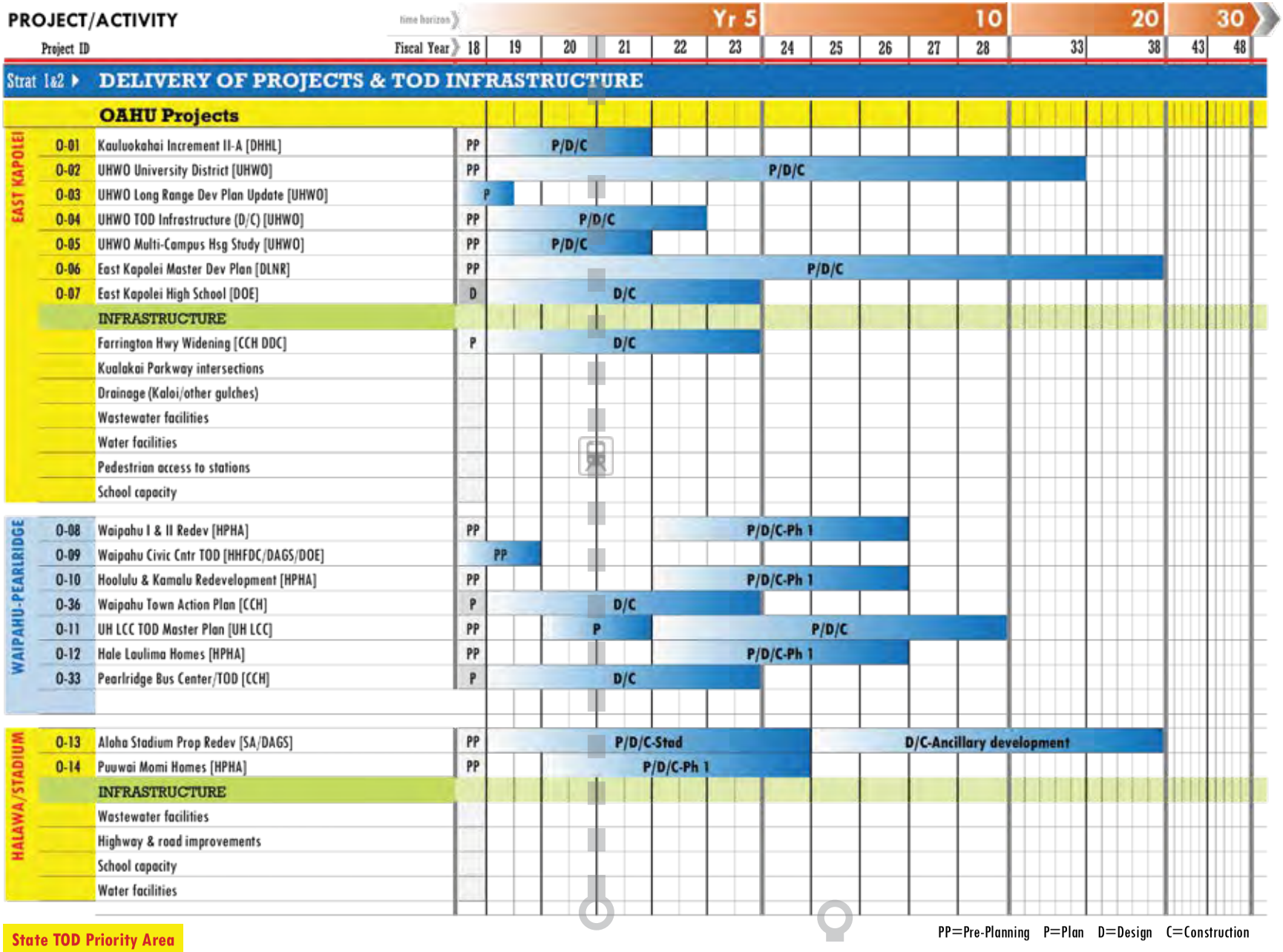
2.4.2 Use of the TOD Timeline

The project timelines in this chapter and in **Chapter 5** provide a general picture as to the timing of projects and actions identified as needed to implement the State's TOD strategy over the long-term and the next five years, respectively. Since project value and cost data are incomplete for many of the projects, it is difficult to provide an accurate picture at this time of the ultimate cost of these proposed TOD projects—or to ascribe the value of the benefits to be derived from the completed projects to the agencies undertaking them, the public, and the community-at-large.

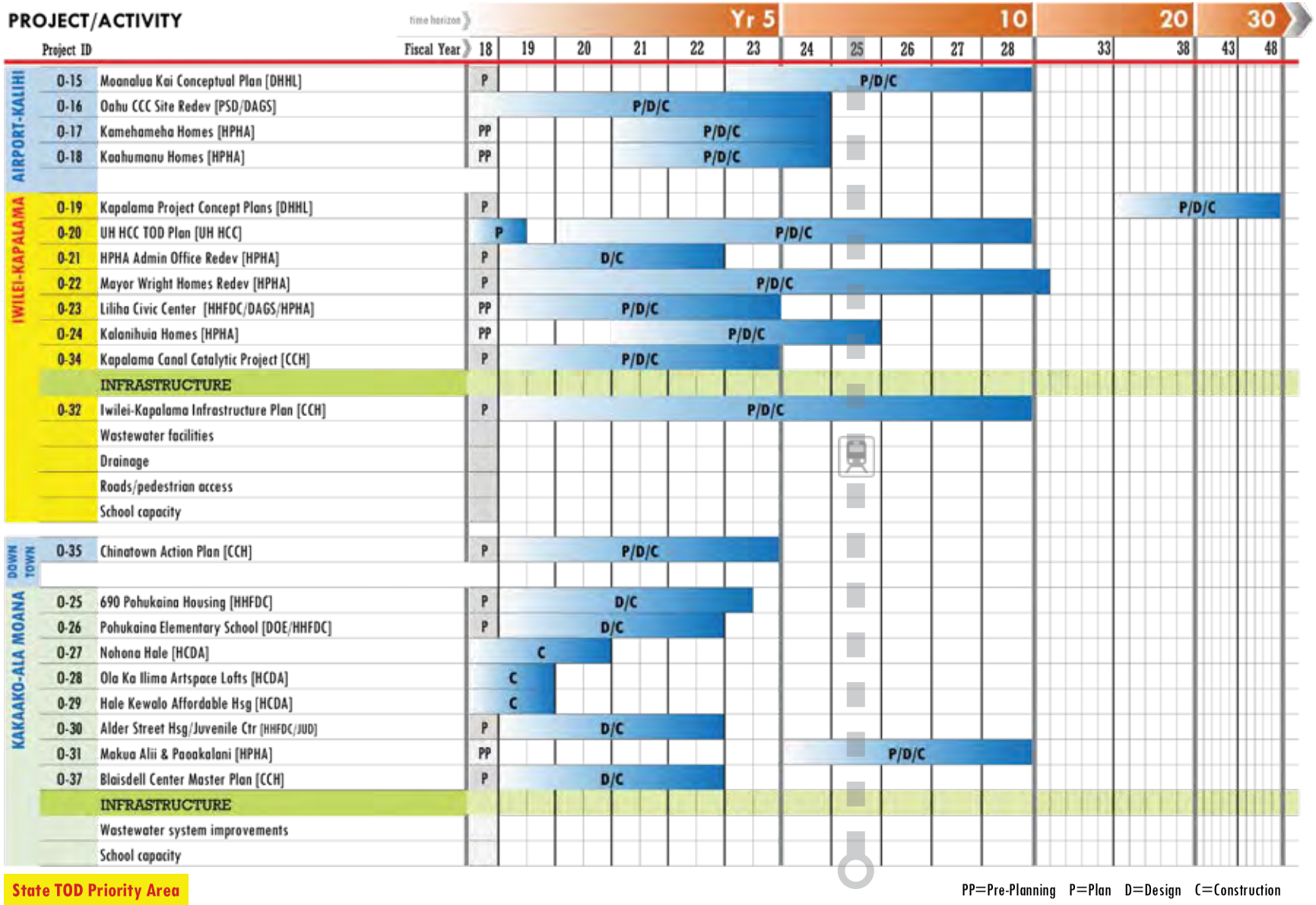
It is essential that the Strategic Plan and timelines evolve beyond a mere listing of facility projects and program actions. In order for this to occur, work will be needed to ascertain TOD viability, quantify project requirements and costs, assess financing options and tools to be used, and pinpoint timing and sequencing of project and regional infrastructure investments. This task would be facilitated by the development of a critical path methodology that could be used by the State TOD program staff to determine on an area-wide or corridor-wide basis what investments are most important, where, and when.

The timelines will be one of the tools used to monitor progress in implementing the State's TOD investment strategy. As work progresses on projects and more concrete information is generated as to project development schedules and project costs, this information will be used to populate the timeline. New projects will be added as they are identified over time. It is intended that the TOD timeline be a "living" document, supported by a database that stores and manages TOD project and activity data.

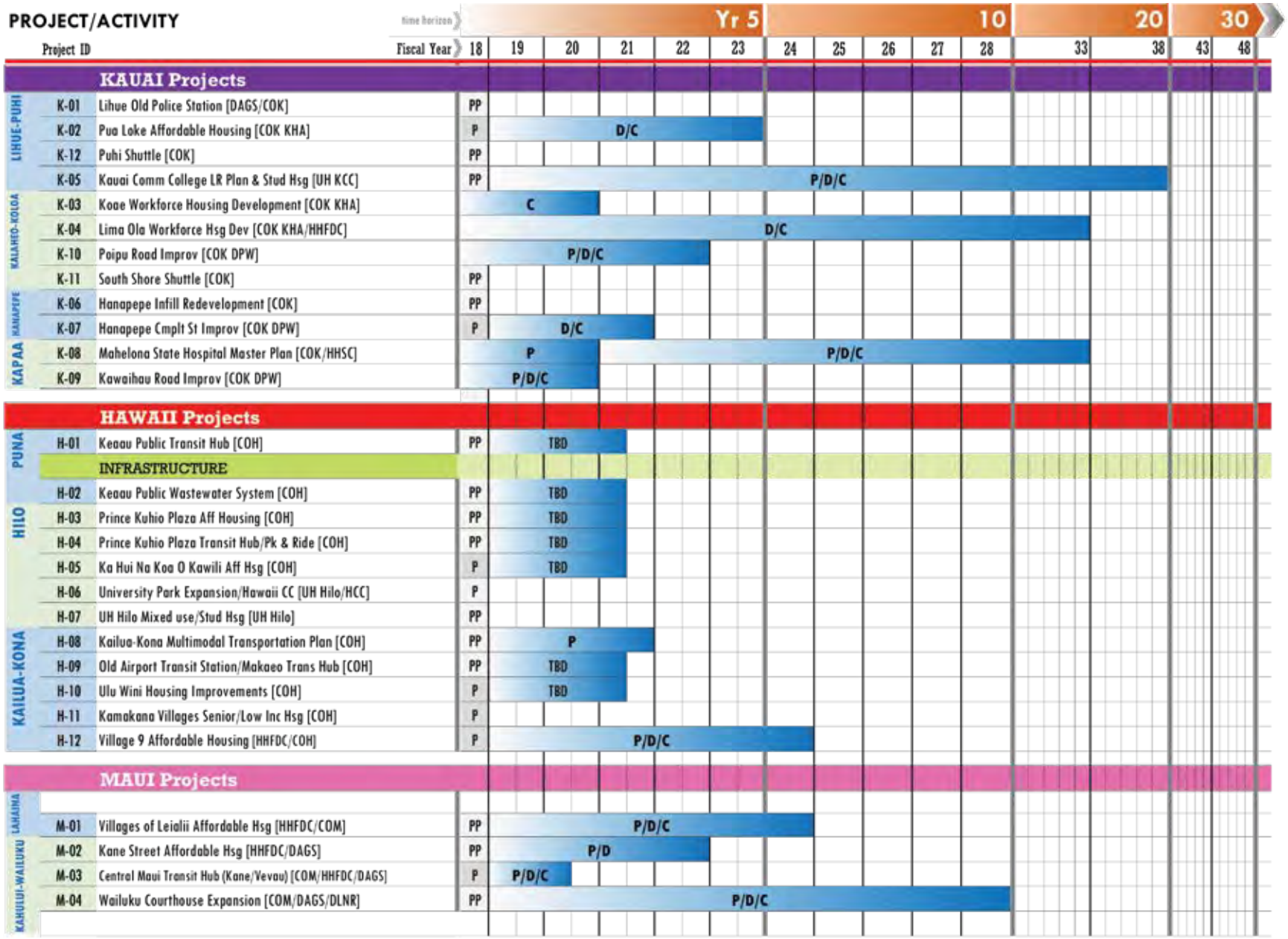
TOD Implementation/Investment Timeline



TOD Implementation/Investment Timeline

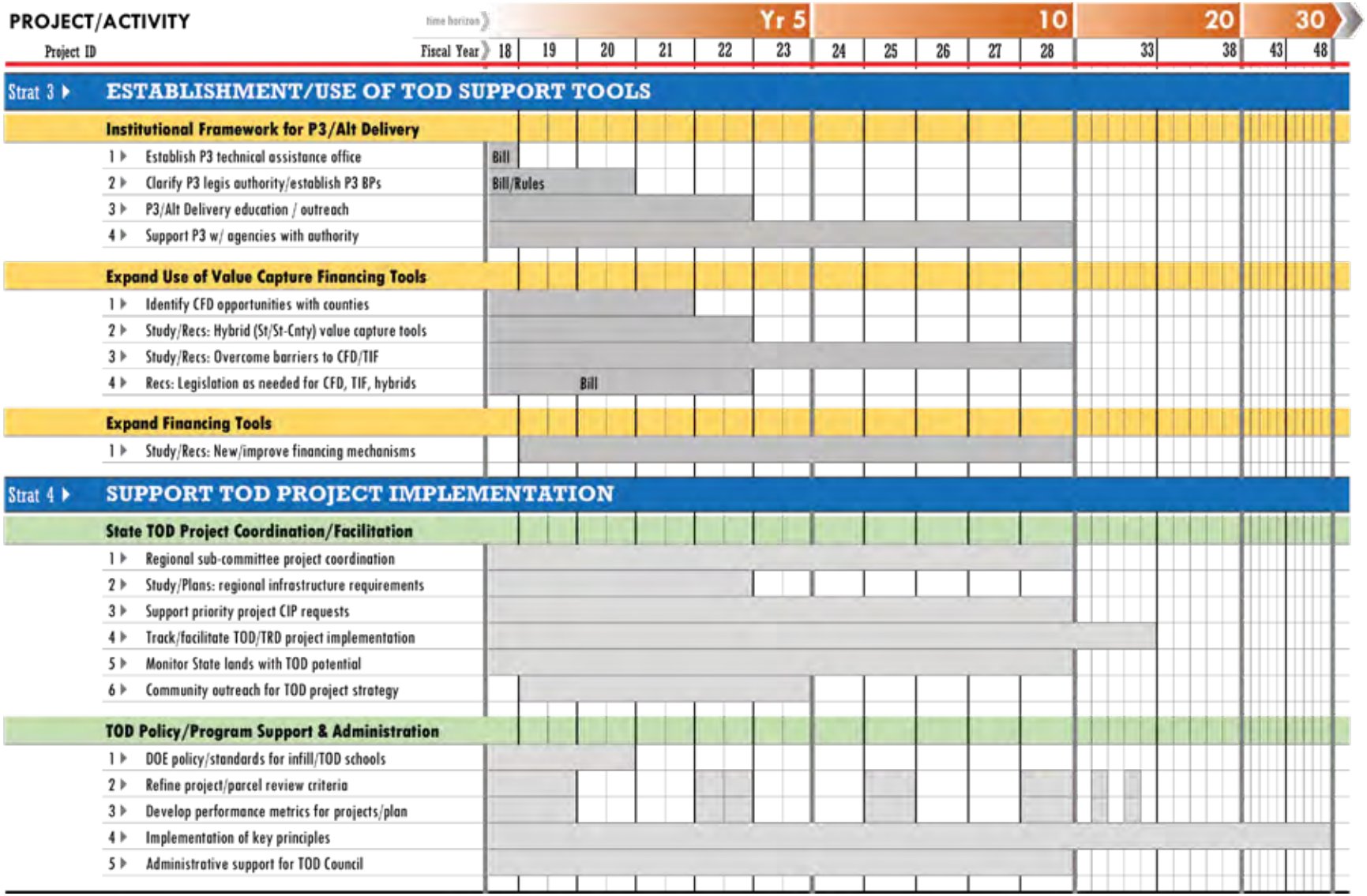


TOD Implementation/Investment Timeline



PP=Pre-Planning P=Plan D=Design C=Construction

TOD Implementation/Investment Timeline



CHAPTER 3

State TOD Opportunities in Each County

This chapter presents the initial efforts of the State and the counties to identify TOD and Smart Growth opportunities in each county. State TOD opportunities and initiatives and investment needs on Oahu are discussed in the first section. The State Oahu TOD project information is based on work initiated under the State Agency TOD Task Force, with further discussions with TOD project agencies conducted through the TOD Council in 2017 and 2018.

Each of the counties' opportunities and investment needs are presented in its own section. The counties' planning and public transportation system frameworks serve as the foundation for the directed growth strategies being pursued through TOD. The project information and needs discussed are based on multi-agency meetings in each county conducted through the TOD Council in 2017.

3.1 STATE TOD OPPORTUNITIES IN EACH COUNTY

State TOD and Investment Opportunities along Oahu's Rail Corridor

3.1.1 Introduction

The Honolulu rail project is the largest public works project in the history of the State. As such, it presents tremendous opportunities and challenges for the State and Oahu. Over 60 percent of Oahu's population lives—and over 40 percent of Oahu's jobs are located—within the transit corridor from East Kapolei to Ala Moana. With over 1,900 acres of State land within a half-mile of the rail line and its 21 rail stations, the State is in an enviable position to leverage TOD to maximize benefits to communities along the rail as well as enhance the programs and services of State agencies with landholdings along the rail. The State has significant opportunities for co-locating State services and facilities along rail and increasing access to these services though public transit, thereby helping to reduce transportation costs for households as well as its employees.

Some agencies, like HPHA and the University of Hawaii (UH), see the rail project as a unique opportunity to expand and enhance their missions.

HPHA is embracing innovative approaches to redeveloping their aging property inventory through higher-density, mixed-income, mixed-use projects that piggy-back with rail and the City's TOD incentives. This strategy will enable HPHA to expand the inventory of affordable housing units on Oahu, leverage financing through public private partnerships, and create more livable, vibrant, and integrated communities for public housing residents and the community-at-large.

Three UH campuses are directly served by planned rail stations: UH West Oahu in East Kapolei, UH Leeward Community College in Pearl City/Waipahu, and UH Honolulu Community College in Kapalama. UH is advancing various initiatives to assess how to use the rail to increase accessibility to its campuses, strengthen academic linkages between the campuses, and meet UH housing needs.

This section describes the TOD opportunities and potential for State lands along the rail corridor on Oahu. It identifies priority areas for State investment and key challenges to implementation, and provides a brief description of projects identified to date, which, when developed, would make a significant contribution to providing housing, services, and amenities to enhance community well-being in neighborhoods along the rail.

3.1.2 TOD Groundwork for State TOD Projects

Much of the State discussion of the potential TOD projects presented in this section is built upon the planning work the City has done through the development of its eight neighborhood TOD plans, and that of HCDA in developing its Kakaako TOD Overlay District for the Civic Center and Kakaako stations. While individual State TOD projects may take different forms than shown in the City plans, most of the projects are based on and fit within the vision and conceptual plan schema contained in the neighborhood

TOD plans. More information on the City's TOD Plans and its catalytic projects can be found in **Section 3.2**.

Public and private development on State lands can tap the benefits and incentives incorporated in the City's Interim Planned Development-Transit permit and the TOD zoning that will be adopted following adoption of the City neighborhood TOD plans. These ordinances are designed to facilitate the entitlement and permitting of projects that deliver the anticipated dense, mixed use development served by multimodal transportation systems.

The State and City will need to strengthen their current working relationship in planning and coordinating TOD initiatives for the State properties described in this section to become active, long-term partners in TOD development, including collaborating on shared investments and support for infrastructure needed to enable State and City TOD projects to proceed.

3.1.3 Corridor-wide Potential and Issues

TOD along the rail is one of the State's biggest opportunities to sensibly direct growth, protect open space and agriculture, reinvigorate older neighborhoods, and build affordable housing on Oahu. TOD near the future rail transit stations is a major element of the City's growth strategy for the next several generations as the City shifts from a historic growth pattern of large, master-planned communities to smaller, dense infill projects in existing communities. Incorporating affordable housing on State properties where ever feasible is an essential component of the State TOD strategy.

Figure 3.1-1 ***Preliminary Estimate of TOD Infrastructure Costs***
Source: City Department of Planning and Permitting

Ensuring adequate infrastructure capacity for the growth that could be realized through TOD is a major concern not only for the City, but also for State agencies with properties strategically located along the rail line. In the course of preparing the City neighborhood TOD plans, the City has developed a rough estimate of the aggregated cost of various types of improvements needed to create adequate capacity for the next several decades of growth in the rail station areas. The cost for infrastructure and facility improvements to support the growth anticipated through TOD exceeds $1.42 billion. This estimate only includes the cost of addressing currently known deficiencies and planned projects for which cost estimates are available. Each region has its particular infrastructure needs, highlighted later in this section and in Section 3.2. Individual projects would also have infrastructure costs related to on-site improvements and connection to off-site systems, including improvements to upgrade or replace aged and undersized water mains.

Access from adjoining State lands and facilities to the rail stations has also been identified as a major impediment to facilitating access to State lands and facilities for rail users and community members. Greater integration of stations and station areas into mixed use development projects in proximity to stations or mixed use projects with stations will be critical to achieving shared goals for transit and TOD.

Affordable Housing

A key element of the State's TOD strategy is the provision of new affordable housing along the rail corridor. Estimates of the total number of housing units that could be added in the rail corridor over the next 50-plus years exceed 60,000 new units.

Figure 3.1-2 ***Potential New Housing Units with TOD Buildout by TOD Plan Area***
Source: City Department of Planning and Permitting; Hawaii Community Development Authority, "Final EIS for the Kakaako TOD Overlay Plan"

HPHA Initiatives. HPHA is embarking on a Ten-Year Plan to redevelop its housing inventory along the rail corridor into higher-density, mixed-income, mixed-use projects. The U.S. Department of Housing and Urban Development (HUD) encourages this approach through mixed-finance strategies and other programs such as its Rental Assistance Demonstration (RAD) program. These programs are typically executed through public private partnerships, better positioning HPHA properties to access private capital and financing necessary to revitalize housing projects into vibrant communities for future generations. HPHA has identified ten properties within its portfolio in close

proximity to planned rail stations that could immediately benefit from this approach (see Table 3.1-1). Undertaking redevelopment of these State assets would not only allow the agency to rehabilitate obsolete public housing units, but also significantly expand the inventory of critically needed affordable housing units on Oahu by approximately 10,000 units over the next ten years.

Table 3.1-1 HPHA Housing Proposed for Redevelopment

Project Name	Existing Units	Proposed Units	Gain	Start Construction	1st Phase Completion
Mayor Wright Homes	364	2,500	2,140	2019	2021
School Street Project	0	300-800	300-800	2020	2022
Kuhio Park Terrace Phase 2	176	425	250	2020	2022
Puuwai Momi	260	1,500	1,240	2021	2023
Kalanihuia	151	500	500	2022	2024
Kamehameha & Kaahumanu	373	2,500	2,127	2022	2025
Hale Laulima	36	1,000	1,000	2023	2026
Waipahu I & II / Hoolulu & Kamalu	260	1,000	740	2023	2026
Makua Alii & Paoakalani	362	1,000	640	2025	2027

State Special Action Team on Affordable Rental Housing. Act 127, SLH 2016, established the Special Action Team on Affordable Rental Housing to recommend actions to increase the supply of rental housing, particularly for low and moderate-income families. The Special Action Team is chaired by OP and includes State and county housing agencies, State legislators, and housing interest groups. The Act's goal is to develop 22,500 new units of affordable rental housing ready for occupancy by December 2026. Under the guidance of the Special Action Team, HHFDC revised the *State Housing Functional Plan* in early 2017. Act 127 requires the preparation of a Ten-Year Plan for incorporation in the *Housing Functional Plan*; the Ten-Year Plan is to identify State, county, and private parcels of land suitable for affordable units. Work completed in 2017 includes a base inventory of all known affordable rental projects projected or under construction for each county, and the preliminary identification and mapping of State, county, and private parcels of land suitable for affordable rental housing units, sorted into tiers of development suitability and readiness. Additionally, Special Action Team recommendations have been developed for the use of public lands, infrastructure, funding, regulation and permitting, and preservation of housing stock. Legislative proposals supported by the Special Action Team included a bill to remove the dollar cap on the disposition of conveyance taxes dedicated for deposit into the Rental Housing Revolving Fund.

In July 2018, the *Affordable Rental Housing Report and Ten-Year Plan*, prepared by OP with the assistance of the Special Action Team, was issued. The Report and Plan includes an inventory of parcels identified as suitable for affordable, rental housing, housing production goals for each county, and recommendations for specific implementing actions and the entities responsible for ensuring progress toward the affordable rental housing goals.

City Housing Initiatives. The City is also working on policies and tools to capitalize on TOD potential for the provision of new affordable housing along the rail corridor. The Mayor's affordable housing strategy addresses critical housing needs with new and revised policies, incentives, regulations, and investments in

partnership with developers, builders, and other stakeholders. Key priorities include the use of City lands for affordable housing, rental housing funding, an accessory dwelling unit (ADU) program, TOD infrastructure investments, and new TOD zoning. Bills to require affordable housing in most new developments and offer financial incentives for affordable units have been introduced to the City Council. The ADU ordinance allows ADUs on thousands of residential lots, with most permit and development fees waived.

State Office and Facility Planning

DAGS is undertaking a study to address a current shortfall in State office space in the Capital District, an area within a three-mile radius of the State Capitol. This is part of a larger effort to assess State office requirements statewide and on Oahu, and to revise the State's office standards to reflect changes in office technology and market trends toward activity-based work spaces, which has application to State office requirements statewide. These studies are driven by a desire to reduce leased office costs, achieve better utilization of State-owned assets, and consolidate and co-locate State offices for additional facility and operational cost savings. Relocation of agencies from leased space to renovated State-owned space within the Capital District would result in a net shortfall of approximately 261,000 net square feet. It is probable that a new State office building would be needed in the Capital District to accommodate the remaining and future State office needs. TOD provides an opportunity to pursue joint use and co-location of State office space and facility requirements and reduce parking requirements for State employees. The proposed Liliha Civic Center and future renovations or building acquisitions in the Capital District and on State properties along the rail corridor will benefit from TOD. The individual projects DAGS is leading are described in the TOD Projects section that follows.

Public Schools

The Department of Education (DOE) anticipates that the establishment of a rail line from East Kapolei to Ala Moana will concentrate future residential growth on Oahu in the rail corridor, and result in enrollment growth in the DOE schools that serve residents in communities along the rail line.

The highest growth in student enrollment is expected in the areas closest to the nine train stations between Middle Street and Ala Moana Shopping Center. This area encompasses the Farrington and McKinley High School complexes, which includes in addition to the two high schools, two middle schools and nine elementary schools. In January 2016, the DOE released its *Draft Analysis of the Kalihi to Ala Moana School Impact District* to assess public school needs in light of the Honolulu rail transit project. The analysis found that, over the next 30 years, the additional students generated by new development cannot be solely accommodated by excess classroom space in existing schools. The largest number of projected new students would attend schools within the McKinley High School Complex. The study assumed a lower student generation ratio based on mostly multi-family units and higher development costs due to limited land availability. The analysis, revised in 2017, concluded that the DOE will need to

provide additional capacity equivalent to approximately three new elementary schools, one new middle school, and as much as one new high school. The cost to site and build these facilities was estimated at approximately $700 million. In 2018, a revised analysis lowered the anticipated student increase to 3,600 students, which reduced the additional classroom space requirements to the equivalent of two-and-a-quarter new elementary schools, three-quarters of a new middle school, and three-quarters of a new high school.

The DOE is currently developing a new 21st Century vertical school model, with higher density facilities and a smaller campus footprint that can be used to provide additional capacity in TOD areas. A new elementary school in Kakaako, at 690 Pohukaina Street, will utilize an existing urban park, Mother Waldron Park, to provide for outdoor student activities. It will also demonstrate the value of shared use with other community needs such as affordable housing. The Pohukaina project also represents the DOE's first steps in developing jointly with a private developer. The DOE's long range goal is to be able to replicate the process, the design, and the support agreements so as to advance similar projects along the rail line.

In Leeward Oahu, the Hoopili development in East Kapolei will require three elementary schools, one middle school, and one high school. These new schools will be built, as needed, on land that was provided by the developer. Because of growing enrollment in the Kapolei region, the DOE is accelerating its plans to build a new 21st Century high-capacity (i.e., for up to 3,200 students) high school in the Hoopili development.

Further along the rail corridor, there is the need to increase the Waipahu High School Complex's elementary and secondary school capacity, and to provide additional school capacity for future residential development in and around Aloha Stadium. In areas where vacant land may be unavailable, the DOE is looking at adaptive reuse strategies to retrofit existing buildings in and around the TOD areas to house entire new school capacity or select school functions.

Meeting the demand for new schools will be a challenge given competing capital needs and limited CIP funding, including the statewide backlog of needed school capital improvements, and infrastructure upgrades for the expansion of existing campuses. In 2013, the State Legislature passed a pilot project initiative (Act 155, SLH 2013), which allows the DOE to develop underutilized assets at three pilot sites to provide additional funding to support 21st Century school improvements. However, many public schools are situated on some portion of City lands, which complicates DOE's ability to be truly innovative in facility redevelopment through public private partnerships. The DOE was recently granted more autonomy over school properties on Oahu through 2017 and 2019 legislation authorizing the transfer of City-owned school lands to the DOE.

The DOE hopes to develop a long term revenue stream from available assets that can be used to create a new business model for new school development. The DOE would also hope to continue its participation in mixed-use developments as opportunities present themselves.

The DOE is currently working with consultants to determine demographic trends for projected student enrollments on Oahu and along the rail. This information will be used to help right-size school capacity in TOD areas. The DOE has also begun to gather information about existing schools, such as infrastructure capacity, school adjacent traffic loads, parking, and historic requirements, to be used to help identify existing campuses which may be able to provide additional capacity.

DOE Planning recognizes the challenges of increasing school capacity and school services along the rail. To address the issue of limited available land, the DOE has begun to assimilate urban school standards to site and develop schools within already developed areas. This method uses an aggregate total of programmatic square footage needs to establish site needs. When combined with vertical construction the requirement for land area is greatly reduced. These new standards, especially as they would apply to infill urban schools, will need to be incorporated in DOE policy. To illustrate this method, the DOE retained consultants who prepared new conceptual designs for a vertical urban high school. These schematic designs demonstrate how new standards could be applied to new schools, or improvements to existing schools, in the urban core to accommodate needed programmatic space.

These strategies need to be pursued to assure public school capacity as TOD comes on line on Oahu and would need to be tailored as appropriate for TOD development on the Neighbor Islands. Specific actions needed to support DOE efforts are discussed at the end of this chapter.

3.1.4 Collaboration in TOD Priority Areas

While there is redevelopment potential for many State properties along the rail corridor, over the two years State agencies have been convening around TOD, three regional areas have emerged as key areas for initial State investment in TOD: East Kapolei, the Halawa-Stadium area, and Iwilei-Kapalama.

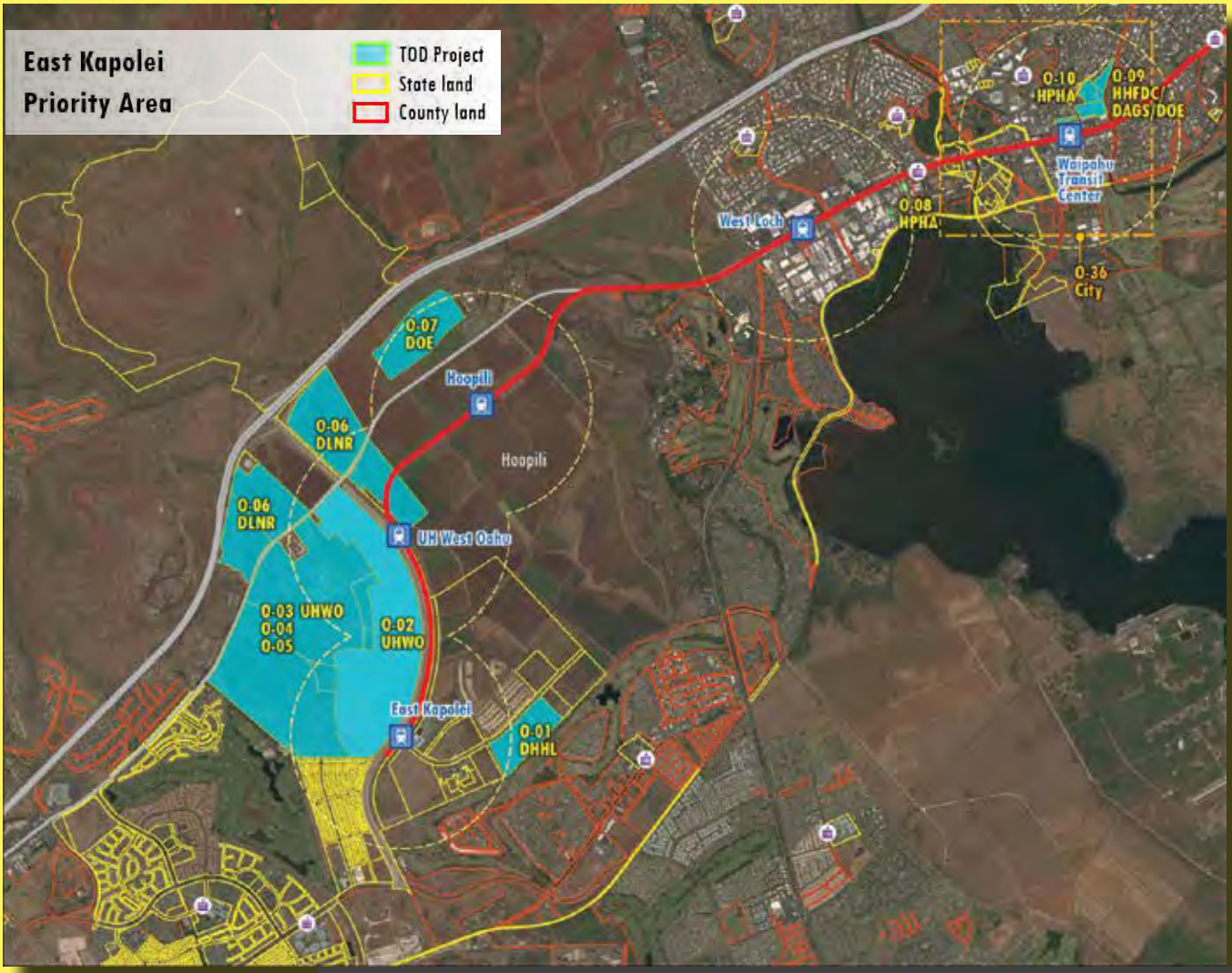
These three areas have five elements in common:

- **A critical mass of State lands and State facilities in the process of expansion or needing redevelopment;**
- **Alignment with City plans for planned growth;**
- **Proximity to other major landowners with properties of value;**
- **The opportunity for sharing the cost of infrastructure and civic improvements among parties; and**
- **The potential for State investments to catalyze other investments that could result in tangible improvements in the life and form of the communities being served.**

State and City collaboration will be key to realizing the TOD potential corridor-wide and in these priority areas.

The catalytic potential of TOD in each priority area as well as the constraints that would need to be addressed to realize this potential are summarized in the following pages.

TOD projects in each area are shown on the regional maps and are described further in the following sections.



EAST KAPOLEI

- [0-01] DHHL Kauluokahai TOD
- [0-02] UHWO University Village
- [0-03/04] UHWO LRDP & TOD Infrastructure
- [0-05] UHWO Multi-Campus Housing Plan
- [0-06] DLNR East Kapolei Master Plan
- [0-07] DOE East Kapolei High School

- Farrington Highway
- Kualakai Parkway
- Drainage

Opportunity. The State has large land holdings in East Kapolei, and several State agencies—Including UH West Oahu, DLNR, and DHHL—are actively exploring and pursuing development of their properties in alignment with the City's long-standing goal of creating a second city on the Ewa plain. These three entities control over 1,000 acres of land around the East Kapolei and UH West Oahu rail stations—lands suitable for dense TOD development. In addition, DR Horton to the east is developing Hoopili, a Master-Planned community that will provide over 11,500 housing units when completed in 20 years. Smart TOD investments in this region could contribute not only to the realization of a dense second city, but to the provision of much needed affordable housing in a service- and amenity-rich environment.

Constraints that need to be addressed. Much of the State lands in East Kapolei are undeveloped and regional infrastructure systems and community-serving facilities like public schools have yet to be developed. TOD development will require coordination among master developers responsible for installing new potable and recycled water systems in the region. Constraints that need to be addressed include widening of the City's Farrington Highway, drainage gulches that bisect DLNR parcels, buildout of on- and off-site water and wastewater facilities and other utilities, creation of urban street and pedestrian networks that work with Kualakai Parkway and Farrington Highway, and ensuring safe and convenient pedestrian access to stations along Kualakai Parkway. In terms of social infrastructure, additional school capacity is needed, and there is no public housing in the East Kapolei area.

HALAWA-STADIUM

- [0-12] SA/DAGS Aloha Stadium Redevelopment
- [0-13] HPHA Puuwai Momi Homes

- Wastewater capacity
- School capacity
- Roads & pedestrian access

Opportunity. Aloha Stadium sits on 100 acres of State-owned lands, accessible from three highways, and once developed, the Aloha Stadium rail station, which is being built on Stadium land. High maintenance costs and an aging, outdated facility have prompted the Stadium Authority to pursue redevelopment of the property into a smaller stadium with a mixed-use, sports/entertainment complex that could link the rail station to the new stadium. The Arizona Memorial and key Naval and federal facilities are located across Kamehameha Highway from or just south of the Stadium and the rail station site. HPHA's Puuwai Momi housing is situated immediately south of the station site. This creates the possibility of developing a lively urban center that can service these different stakeholders and provide residents a convenient live/work/play urban neighborhood.

Constraints that need to be addressed. While the existing utilities can service stadium requirements and some residential, commercial, and/or retail uses, full buildout would require significant investment in additional wastewater and water facility improvements. Regional infrastructure assessment and improvements would also need to accommodate the additional demand created by the Oahu Community Correctional Center (OCCC) if it is relocated to Halawa. Other issues that would need to be addressed is the need for a new urban street network with pedestrian amenities for safe, convenient access through the redevelopment area, as well as providing school capacity and mitigating impacts on highway on- and off-ramp operations.

IWILEI-KAPALAMA

- [0-15] DHHL Moanalua Kai TOD
- [0-16] PSD Oahu OCCC Site Redevelopment
- [0-17] HPHA Kamehameha Homes
- [0-18] HPHA Kaahumanu Homes
- [0-19] DHHL Kapalama TOD
- [0-20] UH HCC TOD
- [0-22] HPHA Mayor Wright Homes
- [0-23] HHFDC/DAGS Liliha Civic Center
- [0-24] HPHA Kalanihuia Homes
- [0-34] CCH Kapalama Catalytic Project
- [0-32] CCH Iwilei-Kapalama Infrastructure Plan

- Wastewater improvements
- Drainage/stormwater improvements
- School capacity
- Roads & pedestrian access

Opportunity. This area has major State facilities and properties near Honolulu's urban core and central government offices, including UH Honolulu Community College, HPHA's Mayor Wright Homes, the proposed Liliha Civic Center, and DHHL lands on Kapalama Canal. The planned Kapalama rail station is sited on the southwest corner of the UH HCC campus; the Iwilei rail station is within walking distance of Mayor Wright Homes, the Liliha Civic Center property, and other HHFDC and HPHA housing projects. The City has identified Iwilei-Kapalama as a catalytic area for pursuing TOD, due to the presence of State and other large landowners whose investments could transform the existing commercial/industrial neighborhood into a dense, walkable mixed use community.

Constraints that need to be addressed. Redevelopment of the Iwilei-Kapalama area is hampered by inadequate infrastructure: in particular wastewater capacity and drainage and flooding problems that will be exacerbated by future sea-level rise and groundwater inundation, but also electrical systems, a poor street network and pedestrian environment, and a shortfall in public open space. Like other areas in the DOE Kalihi-Ala Moana School Impact District, proposed redevelopment in this area will have a significant impact on existing schools. Preservation of affordable industrial space in the Iwilei-Kapalama area—or the ability of existing commercial and industrial users to relocate to suitable land within the urban core—is also critical for supporting this sector's desire to remain in Honolulu's urban core.

3.1.5 Priority Projects by Station Area

The identified TOD projects in this section constitute much of the 1,900-plus acres of State lands within a half-mile of the rail corridor deemed to have TOD potential. The remaining lands along the rail corridor identified as having TOD potential are not included in the Strategic Plan at this time, because they have been identified by agencies as being constrained for TOD development or there are no agency plans for redevelopment at this time. Discussion of opportunities for TOD development on these other State lands within the corridor will require close collaboration with the State property owner to determine how TOD opportunities that are aligned with agency mission could be incorporated into agency redevelopment plans.

Each project is briefly discussed in this section; more information on each project is provided in Appendix A.

EAST KAPOLEI STATION #1

Kauluokahai Increment II-A Multi-family/Commercial TOD | DHHL

Increment II-A is a 32.6-acre parcel situated a half mile from the East Kapolei transit station in DHHL's Kauluokahai 404-acre master-planned community. Originally planned for 157 single-family residential lots, DHHL is proposing a mixed-use development consisting of multi-family rental units for native Hawaiian beneficiaries, plus retail commercial activities. Units are planned for "transitional rental housing" and kupuna (elderly) housing. The retail commercial component would offer neighborhood convenience services and products. Rental income from the retail and commercial operations is intended to support and subsidize project construction and the operation of the residential rental units, thus making the project self-sustaining.

Parcels on the east and west sides of the site are being developed by HHFDC as affordable rentals. In 2018, DHHL will start construction of homes for native Hawaiian beneficiaries on the parcel north of the site. All off-site infrastructure for the Increment II-A TOD project has been constructed.

DHHL has started the procurement process to solicit and select a developer to plan, design, finance, construct, operate, market, and maintain the project. DHHL expects to finalize a development agreement or public private partnership agreement in early 2019.

UH WEST OAHU STATION #2

UHWO University District | UHWO

UHWO has selected a master developer to initiate the development of approximately 180 net acres of land that comprise the University District, which adjoins the UHWO campus

and East Kapolei and UH West Oahu rail stations. University District development is intended to complement and support the growth of UHWO and to generate revenue for the University of Hawaii. Lands comprising the University District are outlined in yellow in Figure 3.1-3.

Figure 3.1-3 ***Aerial image of UHWO University District lands (in yellow) and UH West Oahu's maiaki lands (in red).***
Source: UH West Oahu

The vision for the University District is to create a vibrant, sustainable mixed-use community that will be integrated and compatible with and complement the UHWO campus. The two transit stops provide TOD opportunities to establish street-level business and pedestrian activities that will help shape and define this unique destination as a gathering place, and to create a new, integrated and planned "college town" that is synergistic with UHWO and consistent with the *UHWO Long Range Development Plan* (*LRDP*) and the growing region.

The University District is envisioned to be a vibrant, mixed-use university village community that will consider a wide range of uses that are integrated with the UHWO campus. Uses such as appropriate residential/housing options (that are feasible on leased land), retail, commercial, office, entertainment, dining, recreational, and other appropriate facilities and uses that will help shape and define the University District. The University District will appeal to a broad clientele of UHWO students, faculty, and staff, and their visitors, as well as the growing population in and around the surrounding growing neighborhoods.

UHWO Long Range Development Plan Update | UHWO

UH West Oahu is updating its *2006 UHWO LRDP*, focusing on the entire 500 acres of Makai land, which includes defining the campus's relationship to the 180-plus net acre University District. This effort will further define the UHWO campus and its relationship to the University District and the TOD and mixed-use potential surrounding the two rail stations. The updated UHWO LRDP and the master developer of the University District will guide future development, creating a seamless town-gown community that is integrated, compatible, and complement each other. Additional funds will be necessary to implement the *UHWO LRDP*. Current projects being incorporated include the Creative Media Center of Excellence for creative media disciplines and a proposed film studio.

UHWO TOD Infrastructure Plan | UHWO

The project involves the design and construction of new roads and infrastructure within UHWO's two TOD areas to support mixed-use development. Excluding the existing campus facilities, the UHWO lands are primarily vacant and without infrastructure. To encourage the desired mixed-use development surrounding the two rail stations, the availability of costly yet necessary infrastructure is a critical first step. The update

of the *LRDP* will describe the roadway and infrastructure framework for this project. Coordination with the development and phasing of the University District will also be crucial.

UHWO Multi-Campus Housing Plan | UHWO

With three UH System campuses positioned along the rail corridor, this project would assess the needs for campus-related rental housing (student, faculty, and staff) at the three campuses, and evaluate the viability of bundling the development, maintenance, and operations of two to three campuses into one project that can be delivered through a P3 procurement method. The study would also look at the co-location of UH System campus housing units within walking distance of the two rail stations at UHWO (and possibly Leeward CC station). Assuming a short 10-minute train ride from UHWO to Leeward CC, students and employees could reside at or near UHWO and attend class and/or work at Leeward CC. The bundling of units increases the scale and value of the development and improves the attractiveness of the project to P3 concessionaires. The P3 delivery method has the potential to include the development of other spaces and facilities for university use.

East Kapolei Master Development Plan | DLNR

DLNR is preparing a strategic Master development plan for four parcels of land—totaling 175 acres—in East Kapolei, in close proximity to UH West Oahu and the Hoopili master-planned community. Two parcels are located north of Farrington Highway and two parcels lie between Kualakai Parkway and Hoopili lands. The primary purpose of the development is to provide a long-term source of income to support DLNR's natural resource management and protection programs. The Plan will identify issues that require resolution in order to develop the properties, in particular, drainage improvements required associated with Kaloi Gulch, sewer capacity and facilities, and City zone changes to permit urban use of the properties.

A 36-acre parcel adjacent to the UH West Oahu rail station has high development potential. A 10-acre portion of the site is committed to the City for a HART park-and-ride facility, and a rail guideway easement will also traverse the site. DLNR is exploring options to capitalize on revenue producing opportunities associated with the HART parking facility.

HOOPILI STATION #3

East Kapolei High School | DOE

A new high school facility is needed due to the rapidly growing population in the East Kapolei region. A site above Farrington Highway within the Hoopili development has been set aside for transfer to DOE for a new high school for 3,200 students to serve the

East Kapolei and Hoopili communities. DOE awarded a contract in 2016 for preliminary design services, to include concepts for a vertical high school design. DOE may seek additional design funds for the new high school in FY 2019.

East Kapolei Infrastructure and Regional Needs

Farrington Highway widening | City DDC

Farrington Highway is a two-lane City facility that is used as a major arterial between Waipahu and growing Kapolei. The City DDC is preparing an Environmental Assessment (EA) on proposed improvements to Farrington Highway between Fort Weaver Road and Kapolei Golf Course Road. The purpose of the three-mile project is to provide additional roadway capacity to address anticipated and planned growth in the Ewa and Kapolei regions. The EA is expected to be released for public review in early 2019. DDC believes four lanes with turn lanes will be required in the initial phase, with potentially six lanes with turn lanes, plus sidewalk and bike lanes at buildout. A minimum of four lanes from Kapolei Golf Course to Kualakai Parkway and fronting UH West Oahu is anticipated, with ultimate build out of six lanes between Kualakai Parkway and Fort Weaver Road.

The proposed project impacts TOD on State lands in this region in several ways. There is uncertainty about the right-of-way that will be required for the widening project and how State landowners with frontage on Farrington will be asked to participate in implementation of the project. Kualakai Parkway is a State HDOT facility. Both HDOT and DDC are concerned with traffic flows at the Farrington-Kualakai Parkway intersection and what configuration will be required to ensure that both operate efficiently.

Highway, road, and street improvement issues

Although existing City plans envision a well-connected urban community in East Kapolei, there are significant design challenges for road, pedestrian, and bicycle crossings of Farrington Highway and Kualakai Parkway to overcome to achieve this vision. Safe and convenient pedestrian access to the East Kapolei and UH West Oahu rail stations along and across Kualakai Parkway from surrounding neighborhoods and facilities is a major issue. The City Department of Transportation Services (City DTS) has a station access project underway to improve pedestrian and bus access across Kualakai Parkway.

Drainage (Kaloi Gulch/other gulches)

Kaloi Gulch is a major natural drainage way running through the DLNR parcels east of Kualakai Parkway. One parcel above Farrington Highway is bisected by the gulch. Drainage improvement options include channelization, re-routing, or under-grounding—each has significant costs. UH West Oahu lands are also impacted by drainage gulches that flow across their lands.

Wastewater and water facilities

TOD development will require coordination among master developers responsible for installing new potable and recycled water systems in the region. Use of non-potable water will be required for irrigation of large landscaped areas if a suitable supply is available. TOD in these station areas will be required to use R-1 recycled water from the City Board of Water Supply (City BWS) Honouliuli Water Recycling Facility for this purpose.

DLNR currently does not have reserved sewer capacity through the Makakilo Interceptor line and the Honouliuli Wastewater Treatment Plant (WWTP). It is unclear at this point whether additional system capacity would be required to support full TOD buildout on State properties.

School capacity

Land has been set aside for new elementary, middle, and high schools needed to accommodate expected student population growth in the Kauluokahai and Hoopili master-planned communities. Construction of Phase 1 of East Kapolei Middle School within Kauluokahai, near the Kroc Center, is expected to be completed and open for the 2020-2021 school year. The current estimated cost to build new schools in the Hoopili area is approximately $600 million. Current DOE cost to expand capacity needed at existing area schools is estimated at $100 million.

Public housing

HPHA is also exploring options for expanding its inventory in the East Kapolei area, as there currently is no HPHA inventory in this fast-growing area.

WEST LOCH STATION #4

Waipahu I and II Redevelopment | HPHA

HPHA proposes to redevelop its Waipahu I and II properties. Waipahu I and II are two small non-contiguous properties in an apartment-zoned residential neighborhood. Waipahu I, constructed in 1970, is comprised of one four-story apartment building with 19 units with a mix of 2- and 3-bedroom units. Waipahu II, constructed in 1969, is comprised of one three-story apartment building with 20 units with a mix of 2- and 3-bedroom units. City zoning for both properties is A-2 Medium-Density Apartment.

WAIPAHU TRANSIT CENTER STATION #5

Waipahu Civic Center TOD Project | HHFDC/DAGS/DOE

HHFDC, in partnership with DAGS, DOE, OP, and HPHA is exploring the potential for redevelopment of State lands near the City's Waipahu Transit Center Station and the

Hikimoe Bus Transit Center into a mixed-use development. Approximately 10 acres of State lands are situated within walking distance of the rail and bus transit center. State lands in proximity to the Waipahu Transit Center rail station include a parcel on which the State's Waipahu Library and Civic Center sit, two surface parking lots—including a lot leased to HHFDC's Plantation Town Apartments—and a parcel currently occupied by the Waipahu Community Adult Day Health Center and Youth Day Care Center. HPHA's Hoolulu and Kamalu elderly housing projects are on an adjoining parcel. A drainage channel separated the Civic Center parcels from a City community park. Consideration is being given to incorporating a school within the mixed-use project, or an adaptive reuse project, to increase elementary school capacity in the Waipahu area.

CIP funds were appropriated in 2017 for planning and design support for State TOD projects. These funds are being used to study and prepare proof-of-concept designs for TOD opportunities for the State parcels in this area.

Hoolulu and Kamalu Redevelopment | HPHA

HPHA is considering the redevelopment of its Hoolulu and Kamalu elderly housing projects in Waipahu as part of its ten-year plan to redevelop and increase its public housing inventory on Oahu. Hoolulu and Kamalu currently provide 112 and 109 units, respectively, of housing for the elderly in two seven-story buildings. Hoolulu and Kamalu are adjacent to the Waipahu Civic Center and Waipahu Public Library, and are within walking distance of the Waipahu Transit Center station and Hikimoe bus transit center. The potential redevelopment of this property could complement and integrate well with redevelopment of other State facilities and properties in the Waipahu Civic Center area. The proposed redevelopment would increase the number of housing units for the Waipahu I and II and Hoolulu/Kamalu properties from 362 to as much as 1,000 affordable housing units near transit in the West Loch/Waipahu area.

City Catalytic Project: Waipahu Town Action Plan. The Action Plan is one of several catalytic projects the City has embarked on to stimulate TOD along the rail corridor. The Action Plan will help prepare Waipahu Town for rail, improving infrastructure to access the rail station and to benefit from increased economic activity. These actions are related to placemaking, improving development potential, better utilization of public spaces, improving safety and maintenance, and improving connections between Waipahu's cultural and recreational assets.

Considerations for the Waipahu Area

School Capacity. Additional school capacity is expected to be needed in the Waipahu area to support the existing population and growth in residential population near the rail station. Land area requirements could be reduced if a school site can be located adjacent to an existing park or an existing school campus. DOE is exploring the potential for a vertical school in conjunction with the Waipahu Civic Center project.

Drainage/Flood Zone Designation. A portion of State lands comprising the Waipahu Civic Center project are designated in the AE flood zone, and are at risk of flooding in a 100-year storm event. Any redevelopment would have to examine the flood potential and drainage issues in project planning, design, construction, and operation.

LEEWARD COMMUNITY COLLEGE STATION #6

Leeward Community College TOD Master Plan | UH LCC

The Leeward Community College station will be built at the ewa end of the UH LCC campus. Although UH LCC has no specific TOD plans at this time, the campus is a prime location for incorporating TOD improvements that could expand UH LCC's role as an educational hub and resource for the greater Central and Leeward Oahu communities. The *LCC TOD Master Plan* states that over time the principal transportation mode to the campus would shift from vehicles to rail transit, and the UH *LCC TOD Master Plan* incorporates the Leeward Community College rail station in its conceptual plan. A pedestrian mall envisioned as a hub of campus activity is anchored at its mauka end by the station and a transit plaza, creating a cohesive physical linkage between the rail station and the campus proper to present a vibrant, welcoming "face" to the campus. The plan includes reallocating and renovating space in existing buildings to bring Student Services functions to a more prominent "front door" location and incorporating new Career & Community Education and Science/Technology/Engineering/Health/Math (STEHM) instructional complexes on the mall. The plan anticipates that higher density structured parking will replace surface parking in the upper campus area and allow for the relocation of STEHM and community-oriented programs and services adjacent to the transit gateway area. This would attract and serve more visitors, extend activity levels on campus throughout the day and week, and potentially generate revenue for the College (e.g., food outlets, conference facilities, dormitory and transient lodging, and the culinary program's dining room).

With additional funding, LCC would be able to study potential TOD options that are consistent with and complement its higher education mission and the *LRDP*.

PEARL HIGHLANDS STATION #7

Hale Laulima Homes | HPHA

HPHA is considering redevelopment of the existing housing to provide from 700-1,000 housing units in a mixed-income, mixed-use development. Built in 1981, Hale Laulima is situated off Waimano Home Road with access provided by Hoomalu Street. The housing property is comprised of nine two-story townhome buildings providing a total of 36 two- and three-bedroom housing units, and a one-story common area building housing administrative offices and management operations. The four-acre site is situated next door to two HHFDC rental housing projects: the 100-unit Hale O Hauoli

Apartments and the 72-unit Manana Gardens. The HPHA site is within walking distance of a cluster of civic facilities—including the Pearl City Public Library, two community parks, an elementary school, the Pearl City Bus Complex, and police station—and a community service center and retail establishments.

ALOHA STADIUM STATION #9

Aloha Stadium Property Redevelopment | DAGS/Stadium Authority

With the lifting of deed restrictions limiting Stadium property to recreational use, the Stadium Authority (SA) is exploring the feasibility of building a new stadium, along with ancillary development, on the entire 100-acre site. Currently, the ancillary development is envisioned to be a sports/entertainment that would complement Stadium functions. A Conceptual Redevelopment Report prepared for the SA in 2017 offered one possible scenario for site development:

Figure 3.1-4
Conceptual Rendering of Scenario for Aloha Stadium Redevelopment
Source: Stadium Authority

- A 30- to 35,000-seat stadium with expansion to 40,000;
- 4,000-stall underground parking garage in depression left by current stadium.

The new stadium would be constructed south of the current stadium, so events can continue to take place until new stadium opens. The total cost is estimated to be $325M in 2017 dollars.

Under this scenario, Phase 1 of the ancillary TOD development could include 150,000 sf of office space, 350,000 sf of retail space, 200-room limited or select service hotel, and 500 multifamily residential units. Total buildout, for all phases, would be 2.5 million sf, with the mix of uses to be determined.

The SA will explore various funding methods, such as the use of public private partnerships (P3), to fund and build the project. This would include exploring the feasibility of including operations and/or maintenance of the new stadium under a P3 model. CIP funds were appropriated by the 2017 Legislature for stadium redevelopment planning. The SA and DAGS have initiated a project to prepare a master plan, environmental impact study, and other studies for the development of a new stadium and mixed-use development of the Aloha Stadium property.

Puuwai Momi Homes | HPHA

Located adjacent to the Aloha Stadium property, Puuwai Momi was first occupied in 1969 and is comprised of 27 two- and three-story townhome buildings providing a total of 260 housing units with one- to four-bedrooms per unit. One single-story common area building houses administrative offices. HPHA proposes to redevelop the 11.5-acre site into a mixed-income, mixed-use development, with an increase in the number of housing units from 260 units to 600-1,200 units.

Halawa-Stadium Infrastructure and Regional Needs

Infrastructure, particularly sewer capacity, is inadequate to support the increased density envisioned for the area. Increasing infrastructure capacity will be critical in achieving TOD potential. There are also environmental concerns that must be accounted for in redevelopment plans, including the presence of a military fuel pipeline along Kamehameha Highway and a former dry cleaning establishment on Navy property in proximity to State lands.

Highway and road configurations pose particular challenges to promoting non-vehicular travel and pedestrian movement, and connecting the various federal and State destinations surrounding the rail station.

School capacity is a concern due to the potential increase in residential units proposed on State properties.

Relocation of Oahu Community Correctional Center. In August 2018, the Governor accepted the Final EIS for the relocation and redevelopment of the Oahu Community Correctional Center (OCCC) currently situated in Kalihi, as well as the selection of the study's preferred location for the new facility at the existing Animal Quarantine Station in Halawa Valley. In order to support relocation of an expanded OCCC to Halawa, plans for State investments in this area would need to include the infrastructure service requirements of the facility, access to rail and bus for staff and clients, and access to affordable housing in the area for employees.

HONOLULU AIRPORT STATION #11

With few exceptions, State lands in the Airport station area are held by HDOT Airports, and are actively used by the Daniel K. Inouye International Airport (HNL) or are reserved for future airport support expansion. Current HDOT plans—the *Honolulu Airport Layout Plan* (*ALP*) and the *Honolulu Master Plan Update*—reserve the area around the Airport Station for air carrier support facilities, and the lands around the Lagoon Drive Station for airport support facilities and air carrier support facilities. HDOT plans an extension of the secured Airports Operations Area to the proposed cargo facilities on their Ualena Street lots.

From the HDOT perspective, use of Airport property (generally the areas south of the U.S. Post Office property, the Airport Industrial Park on the extension of Aolele Street, and Ualena Street) for TOD-associated improvements is constrained by safety, operational, cost, and constructability concerns. Development within the Airports TOD area will also be exposed to potential fumes, smoke, vibrations, odors, etc., which may result from aircraft flight operations. Bicycle or pedestrian walkways and roadway improvements associated with TOD projects in the Airports area could conflict with the main vehicular access to the Airport facility, tractor trailer truck access to the HNL's South Ramp, as well as passenger vehicle loading and unloading in an area that is already severely congested. These types of improvements could

Constraints on Development in the Vicinity of Daniel K. Inouye International Airport

Restrictions limiting TOD-associated development of Airport Property include Federal Aviation Administration (FAA) grant assurances for the Daniel K. Inouye International Airport (HNL) requiring all Airports lands to be used for airport purposes and all revenues generated by Airports lands be used for Airports purposes. Consequently, the lease agreement between the Honolulu Authority for Rapid Transportation and the Department of Transportation, Airports Division (DOTA), that allows the Airport rail station and guideway to be built and operated on Airports property, stipulates that any revenues generated by advertising, signage, etc., must be paid to the DOTA. Any use of Airports property adjacent to the rail stations would be subject to similar requirements.

Lands within the ¼ mile radius of the Airports and Lagoon Drive stations is within the 65-75 DNL Airport noise contour. Under FAA Part 150 Noise Compatibility standards, permanent residential or any other noise-sensitive uses are considered incompatible within this noise contour; Hawaii standards are more stringent with a noise contour ceiling of 55 DNL for residential use.

The TOD areas are also subject to FAA FAR Part 77 height restrictions. The area around the Airport station is within the runway horizontal plane and has an obstruction height ceiling of 163 feet mean sea level (MSL). Any construction in this area, including the use of tall equipment such as cranes, must file a FAA Form 7460-1 with the FAA for approval. The area around the Lagoon Drive station may have a lower obstruction height ceiling due to the approach and departure surfaces for Runways 4R- 22L and 4L-22R. Any construction in this area would also be required to file a FAA Form 7460-1.

All development within five miles of HNL is also subject to the following:

- Photovoltaic (PV) systems located in or near the approach path of aircrafts can create hazardous conditions for pilots due to possible glint and glare and radio frequency interference (RFI) from the PV array that can disrupt air-to-ground communications. Developers will be required to conduct appropriate analyses and mitigate potential hazard to the greatest degree possible.
- Any proposed facilities must also be designed and operated or otherwise conditioned or mitigated to meet the requirements of FAA Advisory Circular 150/5200-33B Hazardous Wildlife Attractants on or Near Airports, which disallow water features that would attract birds.

create safety hazards and traffic congestion and backups that could also impact the H-1 Freeway. There are other restrictions associated with development in the airport area that influence TOD potential and constructability, which are discussed above.

There appear to be opportunities for incorporating commercial, retail, office, and possibly hotel uses near the station that could improve the passenger experience, increase State revenues, and make more efficient use of available land. However, these considerations must address the specific federal and State requirements and constraints discussed.

LAGOON DRIVE STATION #12

Moanalua Kai Conceptual Plans | DHHL

DHHL holdings in the Shafter Flats area, branded "Moanalua Kai," are comprised of 20 parcels totaling approximately 14 acres. All the parcels are zoned by I-2, Intensive Industrial, although DHHL lands are not subject to county zoning. Industrial/commercial warehouse space built in the late 1960s and early 1970s is currently under lease to tenants. DHHL has invested in conceptual planning for this property to position itself to take advantage of TOD opportunities and the parcels' proximity to the rail stations

and airport. DHHL envisions redevelopment of these lands as a next generation industrial kipuka in hopes of addressing the significant need for new industrial space through high-density, multi-level buildings with large floor plates, which have been largely unavailable in the local market. No residential component is planned for the developments in this area. The plans will provide additional dining and retail options, as well as music and entertainment venues to serve the area employment base.

Potential master plan options for Moanalua Kai are still being assessed, and will include limited engineering studies to address existing and future issues, such as flooding and drainage, soil suitability for high density, vertical development, airport-related constraints, access conditions for vehicles, pedestrians, and bicycles, and infrastructure capacity gaps.

DHHL plans to award master development leases so that phased redevelopment can begin as soon as practical after the majority of the leases expire in 2022.

Area Infrastructure and Regional Needs

Infrastructure improvements and water availability requirements may be necessary in the Pearl Harbor to Lagoon Drive station areas. This area is also susceptible to flooding and sea level rise, and difficult soil conditions would need to be addressed. Any project with irrigation for large landscaped areas in the Aloha Stadium to Lagoon Drive station areas would be required to connect to the City Board of Water Supply Kalauao Spring Brackish Water System for this purpose.

KALIHI STATION #14

Oahu Community Correctional Center Site Redevelopment | PSD/DAGS

Redevelopment of the 16-acre Oahu Community Correctional Center (OCCC) site is of great interest to the State. The Department of Public Safety (PSD) manages both the OCCC and Laumaka Work Furlough facilities situated on two properties near the Kalihi and Middle Street transit stations. Replacement of the aging OCCC with a modern facility that provides a safe, secure, and humane environment for the care and custody of adult offenders on Oahu is a high priority for PSD and the State. Studies prepared for PSD ranked several sites in Halawa as preferred options for the relocation and redevelopment of OCCC. In August 2018, the Governor accepted the Final EIS, and the selection of the preferred location for the new facility at the Animal Quarantine Station site in Halawa Valley.

Should the OCCC be relocated from its current location, the State is interested in exploring TOD options for the property. A community-based visioning project for the Kalihi area initiated by Governor Ige and OP in August 2016, identified community stakeholder priorities for economic development and housing for the support and betterment of Kalihi's current and future generations. The purpose of the collaborative planning effort was to develop a vision that re-imagines the future of Kalihi in the

event the OCCC is relocated or replaced. The vision developed supports innovation and capacity-building, and takes a balanced approach in creating jobs and providing housing so the people who live in the area can continue to live and work in Kalihi and future generations can be elevated. Mixed-income and mixed-housing types are desired, including affordable, workforce, low-income, kupuna housing, as well as market-rate and larger two- to three-bedroom units for families and multiple generations. The project's Vision Committee aspired for a future Kalihi that is iconic, memorializes the historic and cultural sense of place, and honors the intergenerational and multicultural working-class community that resides, works, and recreates in the area.

Kamehameha Homes | HPHA

The Kamehameha Homes housing property was first occupied in 1996. The property is 17 acres, with 28 two-story townhome buildings providing a total of 221 housing units with one- to three-bedrooms per unit and one community building. HPHA is proposing to redevelop the site to increase the number of units to approximately 1,000-1,500 units.

Kaahumanu Homes | HPHA

Kaahumanu Homes was first occupied in 1958. It is situated on a 7.35-acre parcel, and is comprised of 19 two-story townhome buildings providing a total of 152 two- and three-bedroom units. HPHA is also planning the redevelopment of the 7-acre Kaahumanu Homes (152 low-income housing units), to provide an increase to approximately 500-800 units.

KAPALAMA STATION #15

Kapalama Project Conceptual Plans | DHHL

DHHL owns five acres of land in commercial and industrial land in Kapalama, which is under lease to tenants. A 2.75-acre parcel includes an office building/warehouse and a portion of the City Square Shopping Center. Kamehameha Schools owns the land under the remaining portion of the shopping center and parking lot. Another 0.14-acre parcel houses a radio station antenna tower. A third non-contiguous parcel, 1.57-acre in size, fronts Nimitz Highway and is leased as a fresh produce facility.

DHHL has invested in conceptual planning to take advantage of (1) TOD opportunities and the parcels' proximity to the Kapalama rail station, (2) the potential synergy with redevelopment planned by Kamehameha Schools, and (3) related improvements under the City's Kapalama Canal Catalytic Project.

Preliminary redevelopment plans in the first phase include mixed-use featuring a combination of approximately 18,450 square feet of ground floor retail space and approximately 516 residential units in two buildings on the City Square Shopping Center and radio station tower parcels. A multi-level industrial use structure like

DHHL's proposed multi-level buildings in Moanalua Kai could be an option for the non-contiguous parcel. The feasibility analysis will include limited engineering studies to help refine preliminary plans developed for the area, which are constrained by flooding, drainage, and sea-level rise, airport noise and height restrictions, infrastructure capacity, structural and soil bearing requirements, and highway noise and traffic. Completion of the conceptual planning project is anticipated by the end of 2018.

Redevelopment of these Kapalama holdings by DHHL is medium priority due to existing long lease terms. DHHL wants to be positioned to be able to solicit potential developers should opportunities arise to accelerate its redevelopment plans. DHHL would like development of the Phase I rental housing component to begin as soon as practicable.

UH Honolulu Community College TOD Plan | UH HCC

The Kapalama rail station will be located on the western corner of HCC's Main Campus at Dillingham and Kokea. While HCC has no TOD plans in place at this time, the station creates opportunities to enhance school activities and campus revenues, complement other agency programs in the area, and create academic linkages with UH's Leeward Community College and West Oahu campuses. TOD planning is needed to integrate the Kapalama transit station into the campus, with attention to increasing multimodal access and connections to and within the campus and improving the streetscape and pedestrian experience at the campus. TOD offers the potential of also integrating smaller commercial opportunities within the HCC station area along both Kokea Street and Dillingham Boulevard, which would serve students, faculty, transit passengers, and employees at surrounding businesses. Revenue generated from commercial opportunities would be used to supplement HCC's maintenance and operational costs, further improving the sustainability of this campus. HCC will be examining the potential for the development of potential student and faculty housing at the campus. In 2017, HCC received $100,000 in CIP funds for a TOD planning study to identify options for capitalizing on the TOD potential for the station area. Findings and plan proposals are expected in 2018.

HPHA Administrative Offices Redevelopment | HPHA

HPHA has partnered with Retirement Housing Foundation under a predevelopment agreement to redevelop a portion of its 12-acre property into a mixed-use community to increase the amount of affordable housing provided in this bus transit-available neighborhood. Rents for the affordable housing will be based on rents and income limits calculated by the U.S. Department of Housing and Urban Development (HUD). To provide new residential housing, the existing HPHA administrative offices will be replaced with a new HPHA administrative office building, up to 800 affordable senior rental apartments,10,000 square feet of ground floor retail space, 34,000 square feet of community/flex multi-use space, vehicular access via existing driveways, parking, and open space and new landscaping. The Final EIS for the project was accepted in August 2018.

IWILEI STATION #16

Mayor Wright Homes Redevelopment | HPHA

HPHA is redeveloping Mayor Wright Homes, one of the oldest and largest low-income public housing properties in HPHA's portfolio. This project is HPHA's signature project for its initiative to better utilize its housing assets and increase housing stock with modernized units in proximity to community amenities and services. Mayor Wright currently provides 364 housing units.

Figure 3.1-5
Conceptual Rendering of Mayor Wright Homes redevelopment
Source: Hawaii Public Housing Authority, Hunt Companies, Inc.

A HPHA/Hunt Partnership redevelopment plan for the 15-acre site will deliver approximately 2,500 new rental units, over five phases, including one-to-one public replacement of all existing public housing units, affordable workforce units, as well as market-rate units targeted to a variety of income levels. The site is within close proximity and walking distance to jobs, services, and businesses and only an eighth of a mile from the planned Iwilei station. As a mixed-use development, the project will be able to introduce shopping, employment, and convenience to its residents and the community with up to 80,000 square feet of commercial and retail space. Current plans call for two-thirds of the rental units for income levels less than 120% AMI. Each phase would provide mixed-income housing. The Final EIS for the project was accepted in April 2018.

Liliha Civic Center Mixed-Use Project and Regional Infrastructure | HHFDC/DAGS/HPHA

HHFDC will be leading the redevelopment of the 3.791-acre site of the historic Oahu Railway and Land (OR&L) Building into a mixed-use project consisting of multi-family affordable housing, office space/civic center, parking, and other incidental uses. One aim of the project is to consolidate State services from leased private office spaces in downtown Honolulu. A master plan will be prepared to identify the affordable housing and office space/civic center needs. The master plan will need to consider HART requirements associated with a rail guideway easement located at the western edge of the site, which may reduce the developable area of the parcel.

Kalanihuia Homes | HPHA

The Kalanihuia housing property is located on a 1.9-acre parcel just outside Honolulu's central business district. Kalanihuia was constructed in 1969. It is comprised of a single 15-story high-rise apartment building complex with 90 studio units, 60 one-bedroom units, and one three-bedroom unit for live-in maintenance staff. Connected to this complex, is a single-story common area that includes a community hall, laundry area, kitchen, maintenance, storage, and staff offices. City zoning for the parcel is A-2, Medium-Density Apartment. HPHA proposes to redevelop the property into a denser, mixed-use development that would increase the unit count from 151 to up to 500 units.

Iwilei-Kapalama Infrastructure and Regional Needs

The Iwilei-Kapalama area has poor roadway connectivity, which impairs pedestrian, transit, bicycle, and vehicular access. Infrastructure capacity is also inadequate with respect to wastewater, drainage, water, and electrical systems. The City has determined the scope of infrastructure improvements required to support TOD development in the area would include:

- Wastewater system upgrades to the Awa Street pump station, force main, and sewer system, as well as upsizing of sewer collection pipes;
- Major stormwater drainage system improvements, incorporating green infrastructure and climate change adaptation strategies;
- New public roadways, including subsurface utilities, and Complete Streets improvements to existing roadways and intersections;
- Water system upgrades for better fire flow protection;
- High-speed broadband fiber optic cable; and
- Transformation of the Kapalama Canal into a greenway and linear park.

The level of improvements required and the scale of expected development make it impractical for these improvements to be made on a project-by-project basis.

School capacity. School capacity at existing area DOE schools is expected to be overburdened by other near-rail development and new facilities in this area should be considered. DOE met with HPHA and Hunt early in the planning process to request consideration of the development of a new elementary school within the Major Wright Homes Redevelopment project.

City Catalytic Projects. The City is working on two catalytic projects for the area: (1) the **Iwilei-Kapalama Infrastructure Master Plan**, which will provide phasing and funding strategies for completing the needed improvements; and (2) the **Kapalama Canal Improvements/Linear Park Project**, which could create an attractive and functional asset for the communities that will be built around it. These projects are described in Section 3.2

Harbors Division Lands, Honolulu Harbor

Honolulu Harbor is one of Hawaii's lifeline assets, due to Hawaii's geographic isolation and its dependence on ocean transportation to bring in goods vital for its sustenance. It is critical that HDOT Harbors (HDOT-H) facilities have the capability to accommodate current and future demands of the maritime cargo and passenger industries. Cargo facilities at Honolulu Harbor are either close to or at capacity, with limited opportunity for expansion due to urban development surrounding the harbor, with the exception of the new Kapalama Container Terminal, which will add about 40 percent more

cargo capacity to the Sand Island Terminal once it is developed. **Harbor lands are also working lands**, subject to federal security regulations both for cargo and cruise ship operations, and involve heavy equipment and industrial activities that would be a hazard to the public.

HDOT Harbors is embarking on modernizing its facilities, but is financially constrained. It is estimated that the improvements required over the next 25 years will cost over $1.5 billion; therefore, it is critical that HDOT-H uses its lands in ways that best support its mission.

There is no reasonable opportunity for TOD-related development within the established areas of Honolulu Harbor, except for marginal areas that have low utility for maritime use. HDOT Harbors will be updating its *Oahu Commercial Harbors 2020 Master Plan* for Honolulu Harbor. One of its goals is to find suitable uses for the Aloha Tower Marketplace and other marginal lands. During the planning process, HDOT-H will coordinate with agencies involved with TOD in examining the potential of these properties. Key considerations for HDOT-H in evaluating prospective uses for the Aloha Tower Marketplace and other marginal lands are the need to balance maritime use with land development and the need to maximize HDOT-H's revenue opportunities.

This process also provides an opportunity to examine how to integrate and align redevelopment at these marginal properties with the elements contained in the City's *Downtown Neighborhood TOD Plan* and the *Chinatown Action Plan* catalytic project.

Figure 3.1-6 ***Kakaako Community Development District Neighborhoods***
Source: Kakaako Community Development District TOD Overlay Plan, Hawaii Community Development Authority.

Kakaako TOD

Kakaako is a 601.6-acre area in urban Honolulu designated as a Community Development District (CDD) by the Legislature in 1976 with planning, zoning, and development responsibilities delegated to the Hawaii Community Development Authority (HCDA). The Kakaako CDD is generally bounded by South King Street, Punchbowl Street, the waterfront, and Piikoi Street. In 2013, a *Kakaako TOD Overlay Plan* was prepared to serve as an incentive-based overlay on Kakaako's Mauka Area Plan to optimize development by promoting the use of Smart Growth principles, multimodal transportation, and walkability. The goal is to foster mixed-use residential/commercial development that creates public spaces that are safe, comfortable, diverse, attractive, and exhibit the distinct character of the Kakaako community.

The *Kakaako TOD Overlay Plan* contains urban design elements to improve the quality of life in Kakaako, particularly those related to Complete Streets design elements promoting more pedestrian and bicycling use, which in turn would help ensure a more vibrant mixed-use retail and commercial area. It also increases heights and densities around the planned HART rail stations, including the potential development of several hotels. In the TOD Overlay Plan's 2015 Final EIS, Kakaako's residential population is projected to increase 313% from 13,549 to 42,477. By 2035, residential units are projected to increase from 8,618 to 26,588 units, an increase of 17,970 units. Infrastructure improvement projects covering water main, wastewater collection lines, and storm water catchment were identified along various streets to accommodate the projected growth and planned uses. Both the Civic Center and Kakaako Stations lie within the Kakaako CDD, and TOD projects in this area are under the jurisdiction of HCDA.

The Kakaako Mauka Area contains areas of change and areas of stability, building upon the existing Mauka Area Plan Design Framework. Shown below are key opportunities the TOD Overlay Plan envisions for the creation of an urban, livable, high-rise neighborhood for the Plan area.

These areas also benefit from complementary programs discussed in the *Kakaako TOD Overlay Plan*, including pedestrian friendly streets, improved mobility and access, and public realm improvements.

1 KAMEHAMEHA SCHOOLS AND OTHERS - HOUSING NEAR TRANSIT SHORT TO LONG TERM OPPORTUNITIES

2 COMMERCIAL OFFICE KAPIOLANI BLVD LONG TERM OPPORTUNITIES

3 PUBLIC PRIVATE PARTNERSHIP BLAISDELL AND HECO SITES LONG TERM OPPORTUNITIES

4 TRANSIT RELATED HOUSING MID TERM OPPORTUNITIES

5 PEDESTRIAN IMPROVE-MENTS THROUGH OUT STATION AREAS

6 WARD NEIGHBORHOOD PLAN SHORT TERM OPPORTUNITIES

Figure 3.1-7 ***TOD Opportunities in the Kakaako Mauka Area***
Source: Kakaako Community Development District TOD Overlay Plan, Hawaii Community Development Authority

Figure 3.1-8
Rendering of Pohukaina Elementary School--the DOE's first vertical school
Source: Department of Education

Figure 3.1-9
Nohona Hale Micro-unit Project
Source: Hawaii Community Development Authority

690 Pohukaina | HHFDC

HHFDC and DOE are teaming with Alakai Development, on this mixed-use residential project, which will include affordable housing and a new elementary school. Alakai will finance and build one tower with 390 residential units and 600 parking stalls. At least 60%, or 234 units, will be reserved for residents up to the 140% AMI level. The developer, working with DOE planners/designer, will construct the State-funded elementary school as part of the first phase of the project. Phase 1 is expected to begin construction in 2019 and be completed by late 2021.

HHFDC will then build the second tower with 200 units reserved for residents earning no more than 60% AMI and 250 parking stalls. Infrastructure systems including water, sewer, and drainage facilities are generally adequate for the project.

Pohukaina Elementary School | DOE/HHFDC

The new elementary school at the 690 Pohukaina project site is a much-needed school in a rapidly developing community, as well as DOE's first vertical school with a compact footprint in an urban setting. The new elementary school will be part of a mixed-use, high density development with a substantial affordable housing component (as described above). The four- to five-story elementary school will have a capacity of 600-750 students, and will be sited directly adjacent to the Coral Street easement and Mother Waldron Neighborhood Park. The City has been working directly with DOE consultants and the development team to ensure that the park area will be available for student recreational use during the day. DOE will be seeking $60 million for construction of the new school.

Nohona Hale | HCDA

The BronxPro Group and EAH Housing are developing Nohona Hale at 630 Cooke Street. HHFDC is financing the development of Nohona Hale.

The 10,400-square foot project site is less than a third of a mile from the proposed Civic Center rail transit station and will be Honolulu's first micro-unit transit-oriented development. Expected to be completed in early 2020, the proposed project includes 110 low-income, energy-efficient micro-units (plus one manager unit) that will provide a diverse and inclusive home for residents. The micro units will be marketed to families earning 60% AMI or less, and will serve some of Hawaii's most vulnerable families by setting aside 10 percent of the units for families earning 30% AMI or less. The project will maintain its affordability for 65 years, at which time the project will be returned to the State. Nohona Hale will incorporate new building technologies and maximize use of natural ventilation to reduce the project's carbon footprint. In light of the project's close proximity to rail, it is proposed to not include residential car parking, but rather provide ample bicycle parking and pedestrian amenities.

KAKAAKO STATION #20

Ola Ka Ilima Artspace Lofts | HCDA

Artspace, a non-profit arts real property developer, plans to transform a surface parking lot into a mixed-use arts development, Ola Ka Ilima Artspace. HHFDC is financing the development of the Artspace Lofts project.

The project, which is under construction, will blend live/work space for artists and their families, non-profit partners, and community events and gatherings. The project is intended to provide permanent, affordable space for the arts. Ola Ka Ilima Artspace will include 84 units of affordable live/work space for low-income artists and their families, as well as ground floor commercial with more than 7,000 square feet of community and commercial space for arts–oriented businesses, 10,000 square feet of green space, and two-story structured parking. Units will include one-, two-, and three-bedroom apartments for households earning at or below 60% AMI. Residential units will be sized larger than conventional affordable units and designed to provide ample workspace and accommodate a variety of creative activities.

The ground floor will house the PA'I Arts and Culture Center, for Native Hawaiian dancers, musicians, visual artists, cultural practitioners, and those interested in experiencing native Hawaiian cultural traditions. The Cultural Center will combine classroom space and flexible space for teaching and performance with video conferencing technology. Although it is a transit-oriented development, the project will provide adequate parking for residents and visitors. Artspace will own, operate, and manage the building under a ground lease from HCDA.

City Catalytic Project: Blaisdell Center Master Plan. The City has been preparing a master plan to revitalize the aging facilities to support expected growth around the Civic Center and Kakaako stations and to ensure the Center remains a premier cultural gathering place for Oahu residents and visitors.

ALA MOANA STATION #21

Hale Kewalo Affordable Housing | HCDA

Stanford Carr Development, LLC is undertaking the development of Hale Kewalo, a 128-unit affordable rental housing project at 450 Piikoi Street. HHFDC is financing the development of Hale Kewalo. This 11-story building will consist of 27 one-bedroom, 72 two-bedroom, and 29 three-bedroom units. All units are required to remain affordable to households at 60% or below AMI for 61 years. This project is planned as an essential component in providing critical affordable rental housing inventory within the rapidly growing Kakaako Community Development District. This project will also fulfill the reserved housing obligation for the landowners required by HCDA for other market housing projects presently under construction.

The project will include commercial space on Waimanu Street, accessory uses to support the residential units, and only 77 parking stalls to encourage use of other modes of transportation. Groundbreaking was in February 2018.

Alder Street Affordable Rental Housing & Juvenile Services Center | HHFDC/JUD

HHFDC and the Judiciary are jointly developing a 1.45-acre parcel at 902 Alder Street in proximity to the Ala Moana rail transit station. This is the first partnership between the Judiciary and the executive branch. The mixed-use development will help address affordable rental housing and juvenile justice needs. HHFDC will develop 180 affordable rental housing units targeted for households earning 60% and below AMI in a 19-story building. The Judiciary will occupy 35,000 square feet on the first three floors. Parking for residents, employees, and visitors will be in an adjacent four-story parking structure with 290 stalls. The Judiciary's juvenile services/shelter center will include space for administrative functions, offices, client assessment intake, meeting rooms, a recreational and visitation space, and shelter services. The facility will allow space to implement programs and services to assist youth and families at risk of entering the Juvenile Justice system by providing education, pro-social activity, counseling, and shelter services for at-risk youth not able to reside with their families.

The site currently has adequate sewer and water capacity to support the proposed development.

Makua Alii and Paoakalani | HPHA

First occupied in 1967, Makua Alii is an elderly housing project off Kalakaua Avenue and is located on the same parcel as the Kalakaua Homes and Paoakalani housing properties. The project is a single 19-story apartment building with 210 one-bedroom units and one three-bedroom unit reserved for live-in maintenance staff.

Paoakalani was first occupied in 1967, and is comprised of a single 16-story high-rise apartment building with 90 studio units, 60 one-bedroom units, and one three-bedroom unit for live-in maintenance staff. HPHA plans to redevelop Makua Alii and Paoakalani to increase the number of elderly units from 362 to 700-1,000 total housing units, with mixed uses and mixed incomes.

Area Infrastructure and Regional Needs

The primary concerns for TOD development in the Kakaako-Ala Moana area are ensuring wastewater system capacity and increasing school capacity at schools in the area to accommodate anticipated increase in school-age populations resulting from residential infill projects. Completion of planned City deep sewer tunnel and associated pump station will be essential to ensure adequate wastewater capacity into the future for the Kakaako area.

3.1.6 Implementation of State TOD on Oahu: Key Strategies

This section summarizes the actions and investments needed to achieve the TOD potential of State lands along the rail corridor. These action items provide the framing elements for more detailed work plans and agenda for future TOD Council permitted interaction group activities and State resource allocation over time.

These actions and investments are displayed in the TOD investment timelines in **Chapter 2**. Project resource commitments—as well as other TOD program initiatives that would benefit TOD on Oahu—for the next fiscal year and fiscal biennium are highlighted in **Chapter 5**.

STRATEGY COMPONENT 1
State TOD Project Coordination and Facilitation for Projects

The TOD Council will serve as the forum for monitoring progress on planning and development for all State TOD projects along the rail corridor, as well as a forum for the discussion and problem-solving of implementation issues and project needs among its network of State TOD agencies and City TOD partners. In addition, TOD Council permitted interaction groups have been created for the three TOD priority areas along the rail corridor—East Kapolei, Stadium-Halawa, and Iwilei-Kapalama. The permitted interaction groups will be tasked with preparing more detailed work plans and a collaborative agenda for the near- and long-term for furthering the planning and development of identified TOD projects. This work would be interrelated with activities to address regional infrastructure needs and investments required to enable individual State TOD project development.

STRATEGY COMPONENT 2
State TOD Project Coordination and Facilitation for Regional Needs

Infrastructure capacity will be a priority for actions and investments to support TOD development along the rail. This will require continued coordination and collaboration with the City on more detailed analyses of critical shared infrastructure needs as identified in this chapter, and the examination and development of financing strategies cost-sharing models to provide the infrastructure improvements necessary to enable identified projects to move forward. As these needs are identified, CIP budget requests will need to be prepared for inclusion in the executive budget and forwarded for TOD Council review. The TOD Council will monitor implementation of regional infrastructure improvements that have been identified as critical to successful implementation of State TOD projects.

Community outreach and engagement will also become more of a priority as plans for TOD priority areas advance.

STRATEGY COMPONENT 3

Development of TOD Policy and Program Tools

The State will need to partner with the City in examining tools and financing mechanisms to address known infrastructure gaps in the TOD priority areas. Some of the initiatives proposed in **Chapters 4 and 5** will inform this discussion. Collaboration in planning and funding specific region-serving infrastructure improvements, such as wastewater capacity in the Iwilei-Kapalama area, will also be needed. The State will be able to take advantage of the infrastructure master planning work being done by the City, such as the City's wastewater improvement program and the Iwilei-Kapalama Infrastructure Master Plan. In the near-term, State CIP funds appropriated in OP's budget will be used to assess in more detail the area-wide improvements needed in the TOD priority areas.

STRATEGY COMPONENT 4

State TOD Policy Support and Administration

Due to the potential impact that TOD would have on public schools in the rail corridor, DOE will need policy and resource support to enable it to plan, design, construct, and operate new and expanded school facilities within the corridor. Some of these supports include:

- Early and ongoing communication and collaboration between project developers and agencies to enable DOE to discuss school facility and operational capacity early in the project planning process;
- Policies to support the right-sizing of new and existing urban school facility improvements and programming to capitalize on the greater densities and increased accessibility associated with TOD;
- Initiatives to maximize returns to DOE on use of existing DOE facility assets along the rail as appropriate; and
- Advocacy for capital budget requests for specific investments needed to increase school capacity at existing TOD-impacted schools.

3.2 STATE TOD OPPORTUNITIES IN EACH COUNTY

City and County of Honolulu TOD Opportunities and Initiatives

3.2.1 Introduction

TOD near the future rail transit stations is a major element of the City's growth strategy for the next several generations. TOD may result in the construction of 60,000 new housing units in the rail corridor over the next 50-plus years.

Honolulu's vision for the 20-mile rail transit corridor—from East Kapolei to Ala Moana Center—is a series of diverse, walkable neighborhoods connected to each other by rail. Each station area will continue to have its own unique identity by celebrating historic and cultural assets, but new TOD will connect homes with major employment and education centers, and provide convenient access to goods, services, events, and recreation. The rail system will improve mobility and access, increase social equity, and help catalyze economic growth and neighborhood revitalization. In addition, the City expects fiscal benefits from TOD along the rail from an increase in the City tax base over time, and reduced operating and maintenance costs for City services due to the compact, connected development pattern of TOD.

Figure 3.2-1 ***TOD Housing Potential for City TOD Plan Areas***
Source: City Department of Planniing and Permitting

EAST KAPOLEI

The East Kapolei Neighborhood TOD Plan presents a framework for buildout of three station areas that are part of the long-term plan to create a "second city" in Kapolei. These stations will provide access for future developments like Ho'opili, as well as existing residents with park-and-ride facilities and a bus transit center. The UH-West O'ahu Station area will continue to grow as a campus and urban community.

WAIPAHU

The Waipahu Neighborhood TOD Plan covers the Waipahu Transit Center and West Loch Station areas. The TOD vision for these stations is to retain and strengthen the historic character of Waipahu, while encouraging appropriate mixed-use development. A Waipahu Town Action Plan has been created to prioritize near-term implementation actions related to pedestrian and bicycle facilities, wayfinding and placemaking, safety, and economic development.

'AIEA - PEARL CITY

With its existing resources and destinations, the 'Aiea-Pearl City area serves as a keystone to the island's TOD goals. With TOD, Leeward Community College could become more than just a daytime campus, and Pearlridge and Pearl Highlands Station areas could become livable mixed-use communities with improved housing, employment, retail, and recreational choices. The Pearl Highlands Station will also serve as a major transit center for residents 'ewa and mauka of the TOD areas.

HĀLAWA/ ALOHA STADIUM

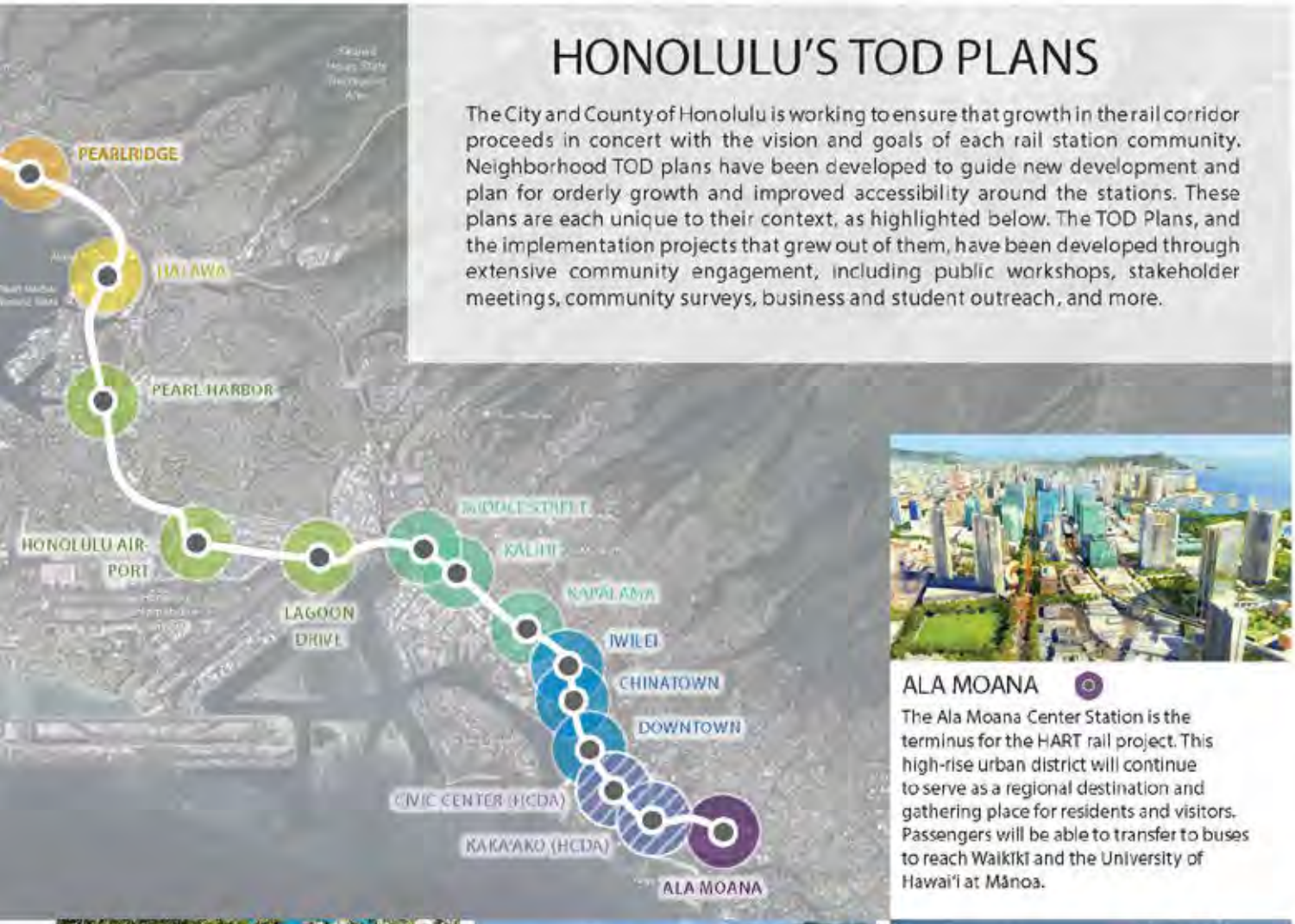
The Aloha Stadium Station will provide high-quality transit access to nearby retail and housing, military facilities, the Pearl Harbor Historic Sites, and Stadium events. A replacement stadium is also proposed by the State of Hawai'i in conjunction with new TOD that may include housing, hotels, offices, retail, entertainment, and sports-related uses. There are also efforts underway to extend the Pearl Harbor Historic Trail to this station area to improve regional bicycle access.

AIRPORT AREA

The Pearl Harbor, Daniel K. Inouye International Airport, and Lagoon Drive Stations will serve residents and visitors alike. The area is envisioned as the gateway to Hawai'i and a premier employment center. The rail stations, along with associated bus and bicycle upgrades, will improve access, allowing for more concentrated infill development. TOD zoning will diversify employment and convenience retail options in the area and improve the pedestrian environment i.

HONOLULU'S TOD PLANS

The City and County of Honolulu is working to ensure that growth in the rail corridor proceeds in concert with the vision and goals of each rail station community. Neighborhood TOD plans have been developed to guide new development and plan for orderly growth and improved accessibility around the stations. These plans are each unique to their context, as highlighted below. The TOD Plans, and the implementation projects that grew out of them, have been developed through extensive community engagement, including public workshops, stakeholder meetings, community surveys, business and student outreach, and more.



ALA MOANA

The Ala Moana Center Station is the terminus for the HART rail project. This high-rise urban district will continue to serve as a regional destination and gathering place for residents and visitors. Passengers will be able to transfer to buses to reach Waikīkī and the University of Hawai'i at Mānoa.

KALIHI

While the Kalihi Station area will likely remain stable following the introduction of rail transit, the Middle Street and Kapālama Station areas have great potential for transformation with projects underway such as the State's modernization of OCCC and the revitalization of Kapālama Canal. The Kapālama/Iwilei area in particular is anticipated to change over the coming decades from a light industrial and commercial district into a mixed-use urban community anchored by Honolulu Community College. The Middle Street Station will also continue to serve as a major transit center.

DOWNTOWN

While largely built out, the Downtown and Chinatown Station areas will benefit from new infill development and ongoing livability improvements. The Chinatown Action Plan and Complete Streets Program will serve to catalyze these changes, focusing on streets and placemaking, cleanliness, safety, as well as events/activities and park improvements. The Iwilei Station area will see significant shifts from existing industrial/commercial uses to more residential and mixed-use opportunities. The redevelopment of Mayor Wright Homes, along with regional infrastructure upgrades, will catalyze this new TOD district.

CIVIC CENTER/ KAKA'AKO (HCDA)

The neighborhood around the Civic Center and Kaka'ako Stations is under the jurisdiction of the Hawai'i Community Development Authority (HCDA). TOD in this area is planned as high-rise mixed-use development to support O'ahu's population growth within Honolulu's urban core. The ongoing Blaisdell Center Master Plan is underway to support this new population and quality of life islandwide.

Source: City Department of Planning and Permitting

3.2.2 City Initiatives in Support of TOD

Recognizing that TOD projects can take years to develop, the City started in 2007 to build a solid planning and policy foundation for TOD. The City and County of Honolulu Department of Planning and Permitting (DPP) has worked with communities, landowners, and State agencies over the last decade to create a strong vision and practical plans for each station area. Eight neighborhood TOD Plans have been developed for the 19 station areas under City jurisdiction (the Kakaako and Civic Center station areas are under the Hawaii Community Development Authority (HCDA)). Half of the TOD Plans have been adopted by the City Council, with the remainder in process.

DPP's TOD Division coordinates implementation through new policies, incentives, regulations, and projects and collaboration with other public, private, community, and non-profit stakeholders. The Mayor's TOD Subcabinet meets bi-weekly to coordinate complex projects, plans, policies, and programs that involve multiple departments and outside partners. Key planning and policy initiatives include:

- **Corridor-wide TOD special district regulations and station-area-specific TOD zoning**, including entitlement bonuses in exchange for community benefits like affordable housing, improved streetscapes, and usable public gathering places (in process of adoption).
- The **Interim Planned Development-Transit (IPD-T) permit**, available for 20,000-plus square foot lots in defined areas around rail stations, allows developers to propose mixed-use projects in advance of TOD zoning, if aligned with the TOD Plans. The IPD-T permit allows added height and density in return for community benefits. Five IPD-T permit applications have been received as of July 2017.
- A **Complete Streets design manual** has been adopted. Rail access and connectivity projects are planned around every station, for seamless, safe connections between transit stations, bus stops, streets and sidewalks; several projects are implemented each year.
- A **TOD wayfinding strategy** (signs and a digital app) is in development, and a new integrated bus/rail farecard system will be rolled out for TheBus in 2018.
- A new **parklets ordinance** (Ordinance 16-2) encourages repurposing parking spaces for public seating, and new street and green stormwater infrastructure standards are being developed.
- Over **$1.2 billion in TOD-related infrastructure projects** are planned, with an infrastructure master plan and finance district under way to support development in the Iwilei-Kapalama area (including several State-owned properties).

A key element of TOD is the provision of new affordable housing along the rail corridor. The Mayor's affordable housing strategy addresses critical housing needs with new and revised policies, incentives, regulations, and investments in partnership with developers, builders, and other stakeholders. Key priorities include the use of City lands for affordable housing, rental housing funding, an accessory dwelling unit (ADU) program, TOD infrastructure investments, and new TOD zoning. Bills to require affordable housing

in most new developments and offer financial incentives for affordable units have been introduced to the City Council. The ADU ordinance allows ADUs on thousands of residential lots, with most permit and development fees waived.

3.2.3 Opportunities for TOD Collaboration

TOD will deliver many critical social, economic, and environmental benefits. The TOD zoning, infrastructure investments, and incentives will help catalyze development that meets each rail community's vision and addresses State and City goals for energy use, affordable housing, and sustainability. Projected benefits include improved connectivity and access for residents and businesses, increased rail transit ridership, more housing choice, lower capital and operating costs for new highways and infrastructure, lower household transportation and building energy costs, less land consumed by development, reduced greenhouse gas emissions, and better human and environmental health.

Extensive State land holdings and a smaller amount of City land in the TOD areas are or will become available for redevelopment. The City has worked with State agencies to develop the Neighborhood TOD Plans, including conceptual designs for State properties, and to prioritize critical infrastructure projects. Ongoing work with members of the TOD Council has focused on three priority areas: analyzing development alternatives and infrastructure needs at Aloha Stadium; infrastructure planning and finance in Iwilei-Kapalama (including Mayor Wright Homes, UH Honolulu Community College (UH HCC), and other State properties); and master planning for development in East Kapolei (including UH-West Oahu and other State properties). The City is supporting longer-term development and infrastructure planning in Kalihi (around the potential future redevelopment or reuse of Oahu Community Correctional Center), Waipahu (with four State properties near the rail station and bus transit center), and UH Leeward Community College (UH LCC) (for potential redevelopment of the commuter parking once rail is operational).

State agencies have a standing invitation to meet with the City's TOD Subcabinet to coordinate and expedite key infrastructure and other issues on State projects. While State projects may be exempted from City zoning requirements, private developers on State lands may want to take advantage of new TOD zoning, which allows for mixed housing, commercial, and industrial uses, with higher densities and heights in exchange for community benefits such as affordable housing, active streetscapes, and usable open space. At HPHA's request, the City Council amended the IPD-T permit process to allow HPHA or other State agencies to qualify for maximum height and density on any TOD properties that include affordable housing.

While most of the transit project is in the City's urban core and nearby suburbs, it includes historic neighborhoods like Kalihi and former plantation towns like Waipahu. Solutions that will help revitalize and protect these neighborhoods will also apply to legacy neighborhoods throughout Oahu. Smart Growth lessons learned in the TOD areas are already being used across Oahu, and the City will be exploring more widespread use

in transit-ready development islandwide as new concepts are tested in the TOD areas—for affordable housing, zoning, street standards, green infrastructure, climate adaptation and resilience strategies, and other innovations.

3.2.4 City Priority TOD Projects

While there are scores of TOD-related projects in planning, design, and construction, the City has identified several catalytic projects where the City can make a significant impact in advancing TOD. City work on these catalytic projects is intended to spur neighborhood revitalization through public and private investments. Some of the priority projects are described in this section; more will be selected in future years.

KAPALAMA STATION #15/IWILEI STATION #16

Iwilei-Kapalama Infrastructure Master Plan and Finance District | CCH

The City seeks to capitalize on the presence of several large landowners in this area, including Kamehameha Schools, the Weinberg Foundation, Castle & Cooke, in addition to the State, to stimulate synergistic landowner investments to transform a neighborhood of existing commercial/industrial businesses and interspersed housing into a community business mixed-use environment. The Iwilei-Kapalama Infrastructure Master Plan will identify critical investments to accommodate growth in the Iwilei and Kapalama TOD areas, with a high priority on supporting affordable housing. This includes exploring the acceleration of infrastructure needed to support new development at Mayor Wright Homes and other State facilities, like UH HCC, in collaboration with the TOD Council. Conceptual green infrastructure and climate adaptation designs developed through U.S. Environmental Protection Agency (EPA) technical assistance are being incorporated. The initial assessment will include high-level cost estimates for infrastructure improvements, a phasing strategy, and other recommendations to support TOD. An associated study is exploring innovative financial tools to help fund the necessary improvements.

Kapalama Canal Catalytic Project/ Linear Park | CCH

The Kapalama Canal Catalytic Project/ Linear Park is the outcome of various community plans to create a linear park, waterfront promenade, and Complete Streets improvements along Kapalama Canal. The Project will also address green infrastructure and water quality improvements, erosion control, bank stabilization, channel bottom/ invert alteration, and dredging. The Project is intended to create recreational and gathering spaces, improve multimodal access to and within the community and to the rail station, and catalyze broader neighborhood improvements and new mixed-use development around the rail station.

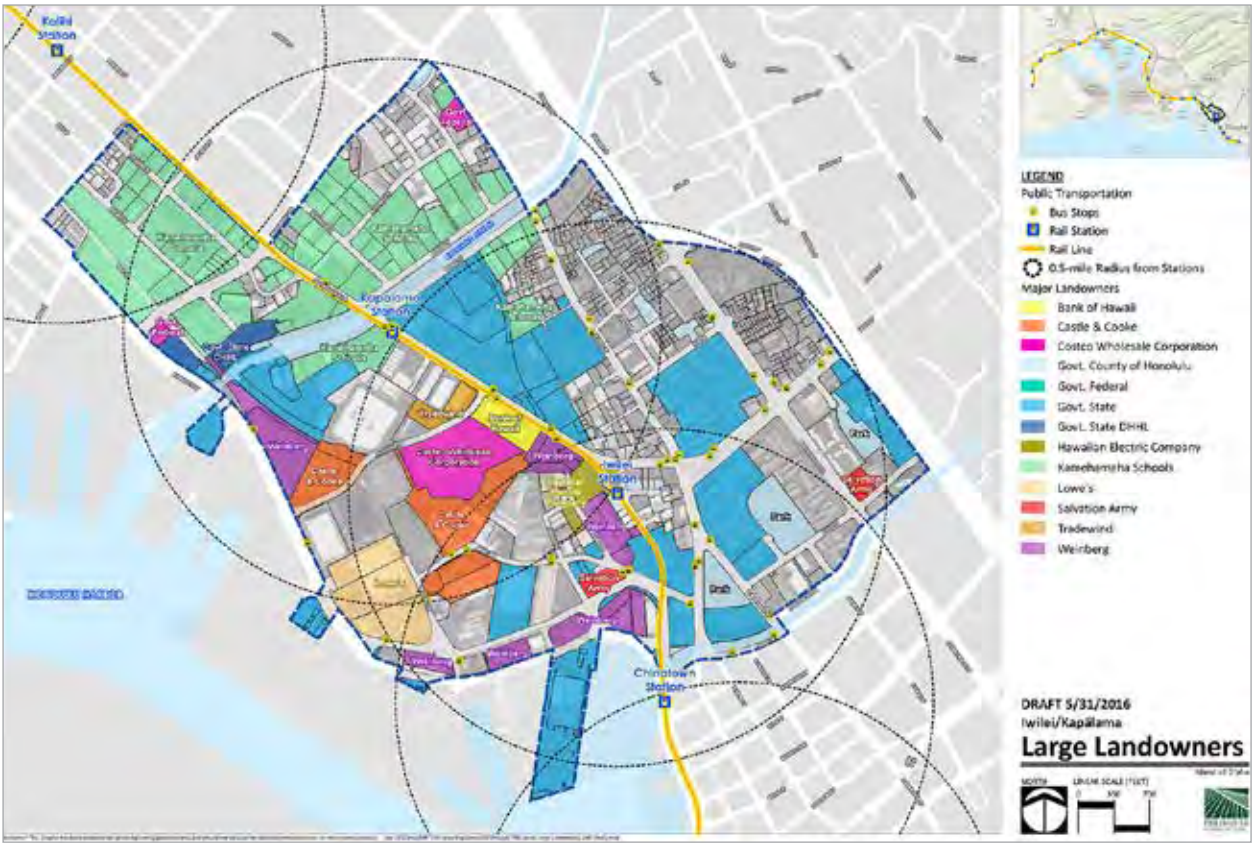


Figure 3.2-2
Landownership in Iwilei-Kapalama Infrastructure Master Plan District
Source: City Department of Planning and Permitting

Figure 3.2-3
Kapalama Canal Linear Park
Source: City Department of Planning and Permitting

PEARLRIDGE STATION #8

Pearlridge Bus Center and TOD Project | CCH

This catalytic project at the Pearlridge Station would include a bus transfer center to improve multimodal connectivity to rail and the Pearl Harbor Historic Trail; new affordable or mixed-income housing to catalyze transformation of the area; and convenience retail for transit riders, area residents, and trail users.

Figure 3.2-4 ***Pearlridge Bus Center and TOD Project***
Source: City Department of Planning and Permitting

Blaisdell Center Master Plan | CCH

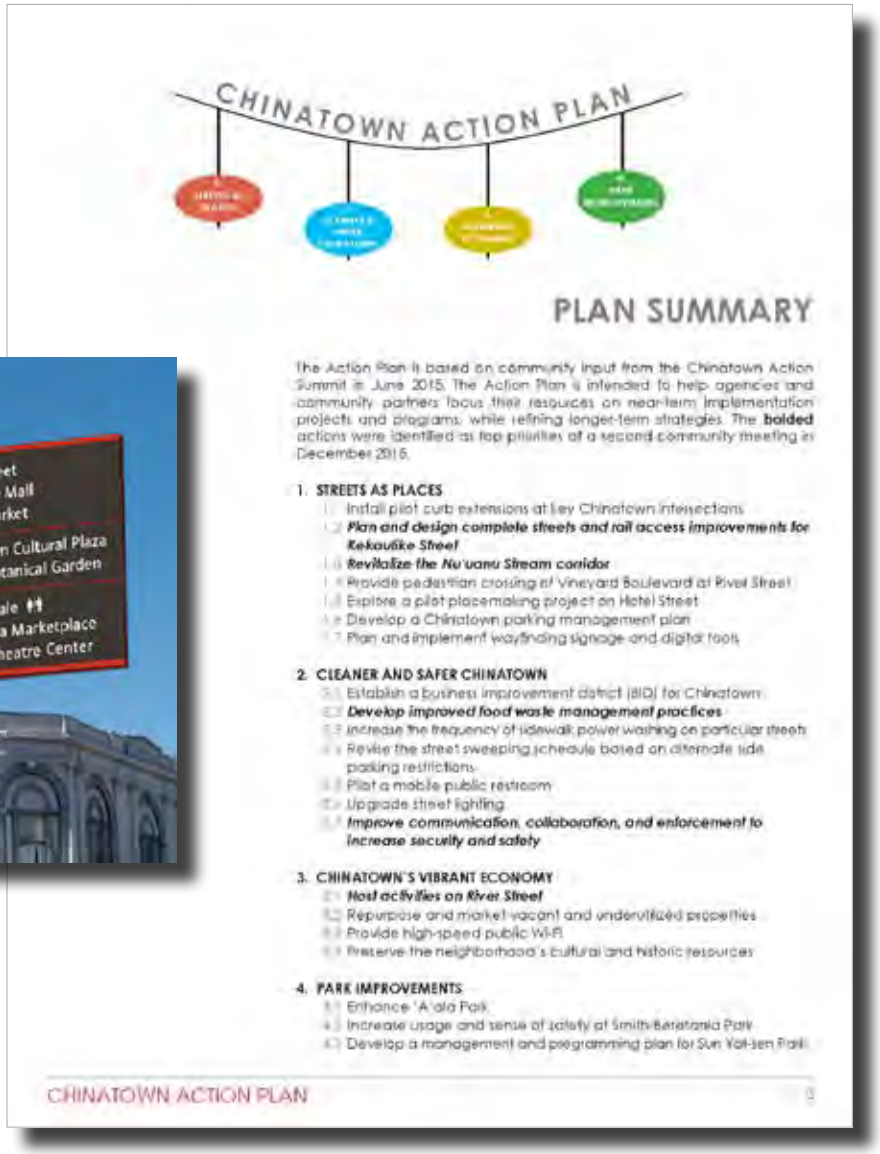
The Neal S. Blaisdell Center complex is situated in the Kakaako Community Development District and several blocks from the planned Kakaako rail station. This area is experiencing tremendous change and development, with thousands of new multifamily housing units being planned and constructed. The goal of the Blaisdell Center Master Plan is to update these well-used community facilities—most of which were built in 1964 and are facing increasing maintenance and renovation needs. The City has completed a *Feasibility Study and Conceptual Land Use Plan* that provides for a renovated arena and concert hall, and a new exhibition hall, parking structures, public spaces, and other community facilities to position the Center as Honolulu's premier gathering place for community events, entertainment, and culture. Site planning is underway.

Figure 3.2-5
Blaisdell Center Master Plan
Source: City Department of Planning and Permitting

Chinatown Action Plan | CCH

The *Chinatown Action Plan* identifies and prioritizes near-term actions to prepare the neighborhood—the Chinatown District between Honolulu Harbor and the H-1 Freeway—to take advantage of rail service, while refining longer-term strategies to enhance and sustain the vibrancy of the Chinatown area. The *Action Plan* outlines 21 actions that government, businesses, residents, and civic organizations are planning or undertaking, including streetscape improvements, active public spaces, cleanliness and safety, economic vibrancy, redevelopment of underutilized City properties, and improved parks.

Figure 3.2-6
Chinatown Action Plan Summary / Wayfinding
Source: City Department of Planning and Permitting



CHINATOWN ACTION PLAN

PLAN SUMMARY

The Action Plan is based on community input from the Chinatown Action Summit in June 2015. The Action Plan is intended to help agencies and community partners focus their resources on near-term implementation projects and programs, while refining longer-term strategies. The **bolded** actions were identified as top priorities at a second community meeting in December 2015.

1. STREETS AS PLACES
   - Install pilot curb extensions at key Chinatown intersections
   - ***Plan and design complete streets and rail access improvements for Kekaulike Street***
   - ***Revitalize the Nu'uanu Stream corridor***
   - Provide pedestrian crossing at Vineyard Boulevard at River Street
   - Explore a pilot placemaking project on Hotel Street
   - Develop a Chinatown parking management plan
   - Plan and implement wayfinding signage and digital tools
2. CLEANER AND SAFER CHINATOWN
   - Establish a business improvement district (BID) for Chinatown
   - ***Develop improved food waste management practices***
   - Increase the frequency of sidewalk power washing on particular streets
   - Revise the street sweeping schedule based on alternate side parking restrictions
   - Pilot a mobile public restroom
   - Upgrade street lighting
   - ***Improve communication, collaboration, and enforcement to increase security and safety***
3. CHINATOWN'S VIBRANT ECONOMY
   - ***Host activities on River Street***
   - Repurpose and market vacant and underutilized properties
   - Provide high-speed public Wi-Fi
   - Preserve the neighborhood's cultural and historic resources
4. PARK IMPROVEMENTS
   - Enhance 'A'ala Park
   - Increase usage and sense of safety at Smith-Beretania Park
   - Develop a management and programming plan for Sun Yat-sen Park

CHINATOWN ACTION PLAN

Waipahu Town Action Plan | CCH

The purpose of the *Waipahu Town Action Plan* is to help prepare Waipahu Town for rail—providing infrastructure so people can access the Waipahu Transit Center Station and positioning the neighborhood to benefit economically from increased activity in the station area. The *Plan* has identified and prioritized near-term projects that can have immediate impact, as well as near-term steps for implementing longer-term strategies. These actions are related to placemaking, improving development potential, better utilization of public spaces, and improving safety and maintenance.

Figure 3.2-7 ***Rendering of Waipahu Depot Street street improvements***
Source: City Department of Planning and Permitting

The WAIPAHU TOWN ACTION PLAN is a set of near-term strategies identified by the community for improving the neighborhood in preparation for rail transit service. It includes the following actions to be led by various public agencies and community partners.

WAIPAHU TOWN ACTION PLAN
SUMMARY
September 2017

Priority Action
- Site Specific Action
- Area-wide Action
- Future Rail Station

1. Implement a Network of Connected Bicycle Facilities
2. **Upgrade Waipahu Transit Center**
3. Redesign Moloalo Street
4. Upgrade Street Lighting
5. **Connect Hawaii's Plantation Village to Waipahu Town Core**
6. Implement Placemaking Strategies
7. Connect Waipahu District Park to Waipahu Town Core
8. Develop a Master Plan for Hans L'Orange Park
9. **Address Areawide Flooding**
10. Establish Areawide Wayfinding
11. Develop Pouhala Marsh Educational Signage

For more information, please visit www.honolulu.gov/tod.

Figure 3.2-8
Waipahu Town Action Plan Summary
Source: City Department of Planning and Permitting

Related City TOD Initiatives. The City has also been selected to receive technical assistance through the National Public Transportation/Transit-Oriented Development Technical Assistance Initiative, to develop strategies to better support equitable mixed-use development and affordable rental housing along the line. The technical assistance would also examine how to provide support for existing small businesses; establish a community land trust, land acquisition fund, and TOD fund; develop new models for development of mixed-use spaces, including industrial/mixed use, multi-story industrial, service, creative, and maker spaces; and outline recommendations for implementation.

3.2.5 Infrastructure and Regional Needs

Corridor-wide Assessment

Ensuring adequate infrastructure capacity—be it wet or dry utilities, pedestrian facilities, or schools and parks—is a concern the City is tackling head-on as it shifts from a historic growth pattern of large master-developed communities to smaller infill projects in existing communities.

Although it is not practical to estimate the total infrastructure costs for all TOD development without knowing exactly which parcels will develop, how much, and in what year, the City anticipates the major infrastructure upgrades aggregated below and described later in this chapter are necessary to create adequate capacity for the next several decades of growth in the rail station areas.

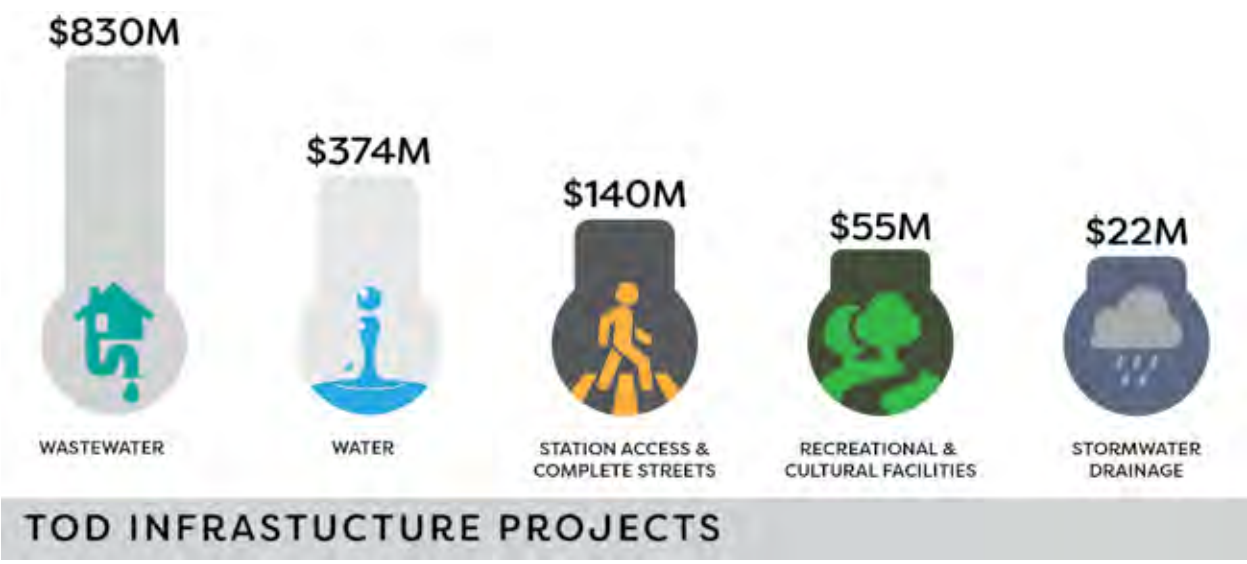


Figure 3.2-9 ***Preliminary Estimate of TOD Infrastructure Project Costs***
Source: City Department of Planning and Permitting

A lack of sufficient infrastructure is the most commonly cited barrier to redevelopment. The Mayor's TOD Subcabinet developed a list of over $1.42 billion in infrastructure projects needed to support development and affordable housing in the rail corridor. This includes over $320 million for sewer projects in the next five years, plus another $510 million for sewer projects with construction cost funding programmed over a longer period. Water system improvements include $154 million over the next six years, and $220 million planned through 2042. Projects for stormwater, Complete Streets and station access, parks, and broadband access improvements include a similar range of near-term programmed funding and significant additional long-term funding needs.

Wastewater Capacity

Although the City's wastewater system is considered to be a big impediment to growth, the system is handling less flow per day than it did 20 years ago, due in part to requiring more efficient water fixtures. Many areas have some capacity for near-term development, but may need improvements to accommodate major development or build-out of the neighborhood TOD plans. The City sewer system cannot be oversized in anticipation of future development. Inadequate flow frequently results in early corrosion of pipes and equipment. Sewer capacity must be provided incrementally over time, ideally just ahead of demand.

The City is investing over $5.2 billion (in 2010 dollars) islandwide in its wastewater system to comply with a 2010 Consent Decree—primarily to reduce spills, rehabilitate the existing collection system, improve treatment, and to provide additional capacity.

Over $320 million in funded sewer projects (pump stations, force mains, and large pipes) will improve capacity and support development in Ala Moana, Kakaako, Iwilei-Kapalama, Kalihi, the Airport area, Pearl City, and Waipahu over the next five years.

Another **$510 million** in additional sewer projects have been identified, with construction cost funding programmed, which will allow additional development in Ala Moana, McCully-Moiliili, Iwilei-Kapalama, Halawa/Aloha Stadium, Pearl City, and Waipahu.

Local collector sewer lines, serving specific development projects, are not included in these regional project costs and may represent an additional cost of at least ten percent of the amounts above.

Key Wastewater Capacity Projects

Urban Honolulu
- Sand Island Wastewater Treatment Plant Sewage Digester Renovation

Ala Moana-Kakaako
- Ph I, Ala Moana Wastewater Pump Station Upgrade (C-$20M-funded; O-2020)
- Ala Moana Wastewater Pump Station 3/tunnel project (LA/D-$70M, partially funded; C-$290M-unfunded)

Iwilei-Kapalama
- Ph I, Awa Street Wastewater Pump Station/Force Main/System Improvements ($120M-funded, O-2020)
- Ph II, Awa Street Wastewater Pump Station/Force Main/System Improvements ($100M-unfunded); Local collection pipe upgrades ($60M-unfunded)

Kalihi
- Ph III, Hart Street Wastewater Pump Station/Force Main ($20M-programmed)

Airport
- Kamehameha Highway Wastewater Pump Station/Force Main System Improvements ($21M-funded)

Aloha Stadium/Halawa
- Wastewater system improvements (~$100M-unfunded)

Pearlridge/Waimalu
- Waimalu Wastewater Pump Station Modification/Upgrade ($10M-FY19)

Pearl City/Waipahu
- New force main Waipahu to Honouliuli WWTP ($60M-FY20; O-2022)

LA: Land Acquisition
D: Design
C: Construction
O: Operational

Key Water Capacity Projects

Planned Next 6 Years:

- Pensacola Street Water System Improvements
- Microbial Laboratory Air Conditioning Upgrade
- Kalihi Pump Station Low and High Service Renovation
- Aiea Kai Place and Way 8-inch Mains
- Mapunapuna Water System Improvements, Part I
- Kalihi Water System Improvements, Part VI
- Kahuailani Street Water System Improvements
- East Kapolei 215 3.0 MG Recycled Water Reservoir
- Kalawahine 2.0 MG Reservoir
- Kualakai Parkway 16-inch R-1 Recycled Water Main
- Honouliuli Water Recycling Facility UV/Disk Filter R-1 Treatment
- Ewa Shaft Tunnel Improvements
- Kalaeloa Seawater Desalination Facility
- Waiawa 10 MG Reservoir

Planned through 2042:

- Ala Moana Water System Improvements, Part I & II
- Honolulu District 42-inch Mains-Liliha to Moiliili, Phase I & II
- Kanunu Street/Keeaumoku Street 8-inch Main
- Ala Moana Boulevard/Piikoi Street Area Water System Improvements
- Ala Moana Boulevard 24-inch Main
- Aala Street/North Vineyard Boulevard
- Nimitz Highway 16-inch Main
- Kokea Street/Auld Lane Water System Improvements
- Dillingham Boulevard at Kohou Street 12-inch Main
- Nimitz Highway/Waiakamilo Road Area Water System Improvements
- Sand Island Access Road 16-inch Main
- Kamehameha Highway/Lipoa Place Area Water System Improvements
- Kamehameha Highway at Aiea Kai Place
- Kaahele Street at H1 16-inch Main
- Farrington Highway/Waipahu Depot Street Area Water System Improvements
- Waipahu 36-inch Main Relocation
- Kapolei Line Booster Expansion

Water Capacity

New development in Ewa and around the rail transit stations will account for about 75 percent of Oahu's anticipated population increase through 2040. Serving these new demands will require significant additional water infrastructure, as well as aggressive water conservation measures. Planned projects to increase system capacity for TOD within the next six years will **total roughly $41 million.** Other capacity projects planned through 2042 **total $170 million.**

Water demand-side conservation initiatives and the use of on-site water capture, green infrastructure, and low-impact development will be important elements in a water conservation strategy to extend the limited potable water supply to accommodate increased water demand from TOD.

Key water capacity projects have been identified for long-range planning purposes (see sidebar). The cost estimates and scheduling are subject to change based on project definition, priorities, funding availability, staffing resources, and coordination among other infrastructure projects.

Stormwater

Drainage and flooding are an ongoing challenge in some station areas that must be addressed in order to unlock development potential. The City's current efforts to improve drainage are focused primarily in the Iwilei and Waipahu Transit Center station areas, as well as private development islandwide. Innovative strategies and policy changes will also benefit other neighborhoods that have deficient drainage systems.

- The drainage system in Iwilei is an antiquated, partially privatized system that causes frequent and severe flooding problems. The City has funded a planning study in the current fiscal year to determine the appropriate solution, whose implementation will likely depend on a partnership between private and public interests. The Iwilei-Kapalama Infrastructure Needs Assessment will also present preliminary sea-level rise and climate-change adaptation strategies for this area.
- The City will be requesting funds to update an existing plan to eliminate the federal floodway designation in Old Waipahu Town. A 2004 study estimated one solution at a cost of $22 million.
- The City has recently adopted new rules for developments requiring on-site stormwater management and green infrastructure to reduce the load on its stormwater system and improve water quality.

Station Access & Complete Streets

The City has identified pedestrian, bicycle, and bus access improvements necessary to help riders reach the rail stations, which are particularly important since only four of the 21 stations will have parking facilities. More than 60 individual improvements were identified at a **total cost of $80-90 million.** The improvements range in scale from wider crosswalks to new pedestrian bridges and bus transit centers. Some are focused particularly on enhancing TOD opportunities. Projects already underway are listed to the right.

Complete Streets implementation. Following adoption of the Complete Streets Ordinance and the Honolulu Complete Streets Design Manual, the City is working towards incorporating Complete Streets principles in all aspects of roadway planning, design, and construction. The City has established a Complete Streets Program that has a goal of ensuring multimodal access to rail stations and in TOD areas, in addition to a connected network of protected bicycle facilities in urban Honolulu. These improvements are being constructed through standalone projects, in-house efforts, and rehabilitation of streets projects.

The TOD corridors in town being considered for reconstruction are listed in the box. Complete streets elements may include sidewalk improvements, bikeway facilities, intersection improvements (such as roundabouts), and other features that support safe and convenient travel and economic development. The total cost to complete these initiatives is anticipated at **$30-50 million.**

Recreational & Cultural Facilities

As existing neighborhoods are redeveloped, the City will also need to improve existing parks and create more community gathering spaces. Many of these spaces will be provided or improved by developers through the City's existing Park Dedication requirement, which may result in new privately owned public spaces, contributions to new public parks, and new private facilities. New development in Iwilei-Kapalama alone could result in 16 acres of new recreational space. The City is also funding public improvements to serve existing neighborhoods and spur development.

- The City has committed to making major upgrades to Ala Moana Regional Park to serve existing users, new residents, and those arriving by rail from other parts of the island.
- Renovation of the Neal S. Blaisdell Center and Thomas Square is a critical element for preserving the quality of life on Oahu, as well as supporting development in the surrounding Kakaako and Ala

Station Access Projects

- Provide wayfinding signage to the rail stations and to neighborhood destinations from stations
- Build/implement the Waikiki Area Transit Catalytic Improvements Project to enhance the bus connections between Ala Moana Center Station and Waikiki
- Convert Kekaulike Street into a shared street from King Street to Chinatown Station
- Improve pedestrian crossings/bicycle facilities near the Iwilei and Kapalama Stations
- Provide bus, bicycle & pedestrian facilities to improve multimodal access to Pearl Highlands Station
- Provide off-street pedestrian/bicycle connection from Aloha Stadium Station to U. S. S. Arizona Memorial & Pearl Harbor Historic Trail
- Build new Pearlridge Station Bus Transit Center as part of larger mixed-use, mixed-income TOD project
- Improve Hikimoe Street to improve bus-rail connections at Waipahu Transit Center Station
- Provide bus and pedestrian facilities to improve multimodal access to stations in East Kapolei

TOD Corridors for Complete Streets Retrofitting

- Kapiolani Boulevard
- Kalakaua Avenue
- Keeaumoku Street
- Piikoi Street
- Ward Avenue
- Punchbowl Street
- Bishop Street
- Nuuanu Avenue
- King Street
- Liliha Street
- School Street

Moana neighborhoods. The first phase of Thomas Square improvements is under construction, and site planning for the Blaisdell Center campus will be ongoing through 2017.

- Kalihi has the lowest amount of park space per capita in the entire island. TOD is creating the opportunity to fund and construct an urban greenway park along Kapalama Canal, as desired by the community for many decades. Construction of the first phase of the project is estimated at $25 million, plus $10 million for dredging and bank stabilization. The project is intended to catalyze affordable and workforce housing development on adjacent private and State-owned lands.

Broadband Internet

The City's Department of Information Technology is working with HART and the telecommunications industry to incorporate high-capacity broadband fiber optic into the rail guideway and throughout the neighborhoods served by rail, including State-owned properties slated for development or redevelopment within the TOD corridor. This City-driven initiative may also be incorporated into the Hawaii Broadband Initiative being administered by the State's Department of Business, Economic Development and Tourism. Access to this infrastructure will generate huge economic development benefits to the State, City, and communities, and help cultivate innovative industries in the TOD areas. Free City-provided broadband Wi-Fi is also being deployed in Chinatown and Downtown, as was recently made available in Waikiki. Wi-Fi will be available on the train and in the stations.

Electrical Power

TOD Division staff are meeting quarterly with the Hawaiian Electric Company (HECO) to help them understand the implications that TOD may have on their system and to determine future needs for infrastructure investment. HECO is currently working to identify the upgrades necessary to support the estimated development in the Iwilei-Kapalama station areas.

Iwilei-Kapalama Catalytic Area

The initial needs assessment for the Iwilei-Kapalama Infrastructure Master Plan outlines the infrastructure needed to support expected development in the Iwilei-Kapalama area, including affordable and workforce housing. The first phase includes delivering the infrastructure needed to support new development at Mayor Wright Homes and other State-owned properties in cooperation with the TOD Council. The longer-term master plan and finance district will identify specific projects and funding needed for each subsequent phase of development. A preliminary list of needed improvements for implementation under the Iwilei-Kapalama Infrastructure Master Plan is seen in **Table 3.2-1**.

Table 3.2-1
Preliminary Cost Estimates, Iwilei-Kapalama Infrastructure Master Plan

Improvement	Cost	Funding Source
Regional Sewer System Upgrades		
Awa Street Phase 1	$120M	City (ENV)
Awa Street Phase 2	$20-100M	City (ENV)
New Alakawa Street Main		TBD
Upsize King Street Main		TBD
Water System Upgrades	$120M	City (BWS), Private
Electrical System Upgrades		
Underground Infrastructure	$70M	HECO, City, Private
New 46 KV Line	$15M-45M	HECO, Other
Upgrade to Substation(s)		HECO
Regional Drainage Improvement	TBD	City, State, Private
New Streets (incl. utilities)	$80M	City, State, Private
Upgrade Existing Streets	$20M	City, State, Private
Kapalama Canal Linear Park	$100M	City, Private
New Iwilei Community Park	$40M	City, Private

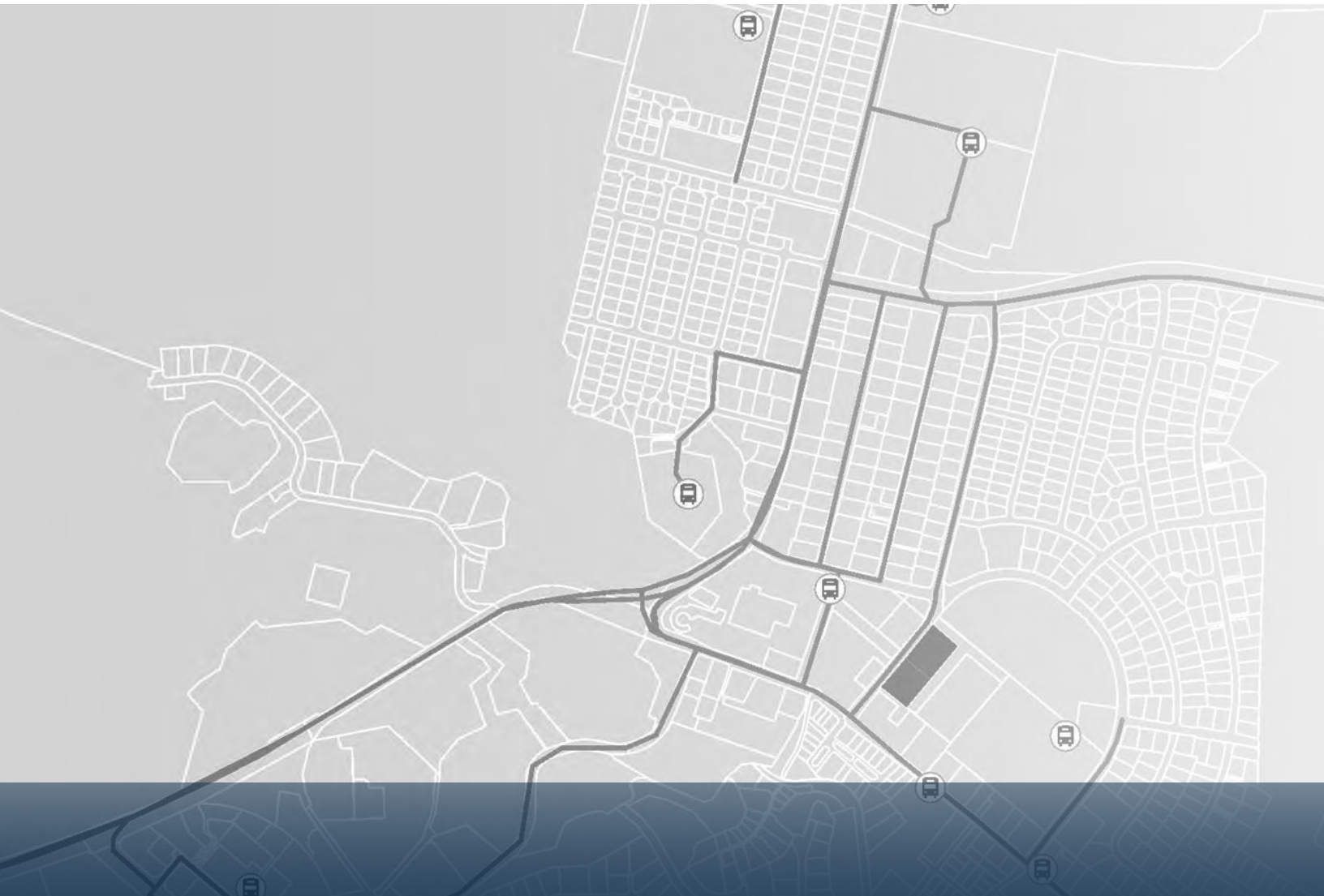
Source: City Department of Planning and Permiitting

3.2.6 Implementation of City TOD Initiatives and Projects

City staff will continue to focus on implementing the priority projects and policies identified above, including ongoing support for planning, development, and infrastructure on State lands—especially with significant affordable and workforce housing. This will include participating in TOD Council subcommittees for the State TOD priority areas.

In addition to these specific projects, collaboration with the State and private developers is needed to develop and preserve more affordable and workforce housing; create a community land trust and land acquisition fund (for both affordable housing and commercial space) and a transit-oriented equitable development fund (for bridge or gap financing); develop strategies for small business protection, preservation, promotion, and growth; and create new models for development of multi-story industrial/mixed-use, service, creative, and maker spaces.

The City and State can also benefit by working together on a joint development implementation strategy for public lands around rail stations, and a decision-making framework to maximize public benefits of public property.



3.3 STATE TOD OPPORTUNITIES IN EACH COUNTY

Kauai County TOD/Smart Growth Opportunities and Initiatives

3.3.1 County Initiatives Supporting TOD

The County of Kauai has been progressive in implementing Smart Growth and TOD principles in plans, ordinances, and infrastructure projects. Kauai was the first county to adopt a Complete Streets ordinance in 2010, which set the direction for future planning efforts. For Kauai, the need for a multimodal approach to transportation planning was clear—vehicle miles travelled have skyrocketed since 2000, increasing by 147.5 million from 1990 to 2009 while roadway capacity increased just 19 miles. Residents were increasingly reliant on single occupancy vehicle travel—in 2008, automobile use accounted for almost 95% of all trips, while transit, walking, and cycling accounted for just 2.38%.

In 2010, the *Lihue Town Core Plan* was adopted, which looked at the historic town core and created a plan to support infill development. It specifically cited the need to create a walkable place with pedestrian and bicycle networks. This was the first plan that incorporated Complete Streets, attributing the stagnation of the Lihue town core to the sprawl and decentralization of Lihue. Four new Special Planning Areas were created as overlays to existing zoning to support infill development, including the allowance of mixed uses, raising the height limit from 20 feet to 50 feet, and street frontage for

Figure 3.3-1 ***TIGER Projects, Lihue Town Core***
Source: Kauai Planning Deparmment

new buildings. The *Lihue Community Plan* looked at the broader region to implement the General Plan's policy to have Lihue be Kauai's major growth center. The subdivision ordinance was also amended through Bill 2465, "Implementing Multimodal Principles in Subdivisions", requiring sidewalks in new residential subdivisions, in the industrial district, and within one-half mile of any school, and reducing the maximum block length in residential and commercial areas from 1,800 feet to 450 feet to promote greater connectivity and walkability.

The *South Kauai Community Plan*, adopted in 2015, was developed using transect planning concepts and form-based codes as overlays to zoning in designated Special Planning Areas. Zoning is performance-based with no set densities, and smaller footprint housing and heights restricted to 2.5 stories. User-friendly graphics and charts were incorporated. New "missing middle" housing types were introduced for Kauai—carriage house, courtyard apartment, cottage, cottage court—denser housing than previously allowed. There is also a range of civic spaces with street and thoroughfare standards. The community wanted to protect the rural feel in Koloa, so two-way streets were preserved and multimodal roadway networks were planned with shared use paths, intersection improvements, pedestrian paths, sidewalks and bike lanes.

Figure 3.3-2 ***Transect Planning, South Kauai Community Plan***
Source: Kauai Planning Department

The **housing crisis** on Kauai is exhibited by high demand with much fewer homes for residents being constructed. 45% of buyers come from the Mainland and foreign countries, and 44% of all households are considered cost-burdened—paying more than 30% of their income for housing. There is a need for 9,000 units by 2035, not including 1,200 units of pent-up demand. Build-out scenarios were created based on where housing development has been occurring—most homes were constructed in East Kauai, South Kauai, and the North Shore. Forty percent of these homes were built on Agriculture and Open lands, 30% were in single-family zones, and less than 1% in multi-family zones.

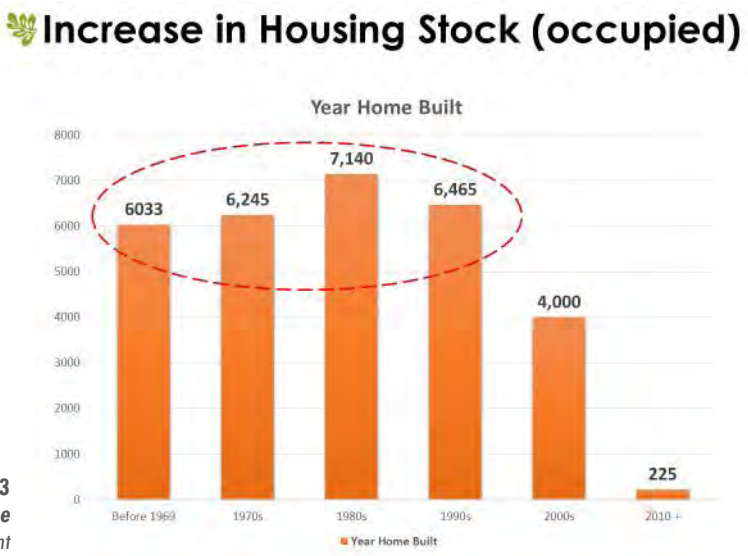


Figure 3.4-3
Housing Stock, Kauai General Plan Update
Source: Kauai Planning Department

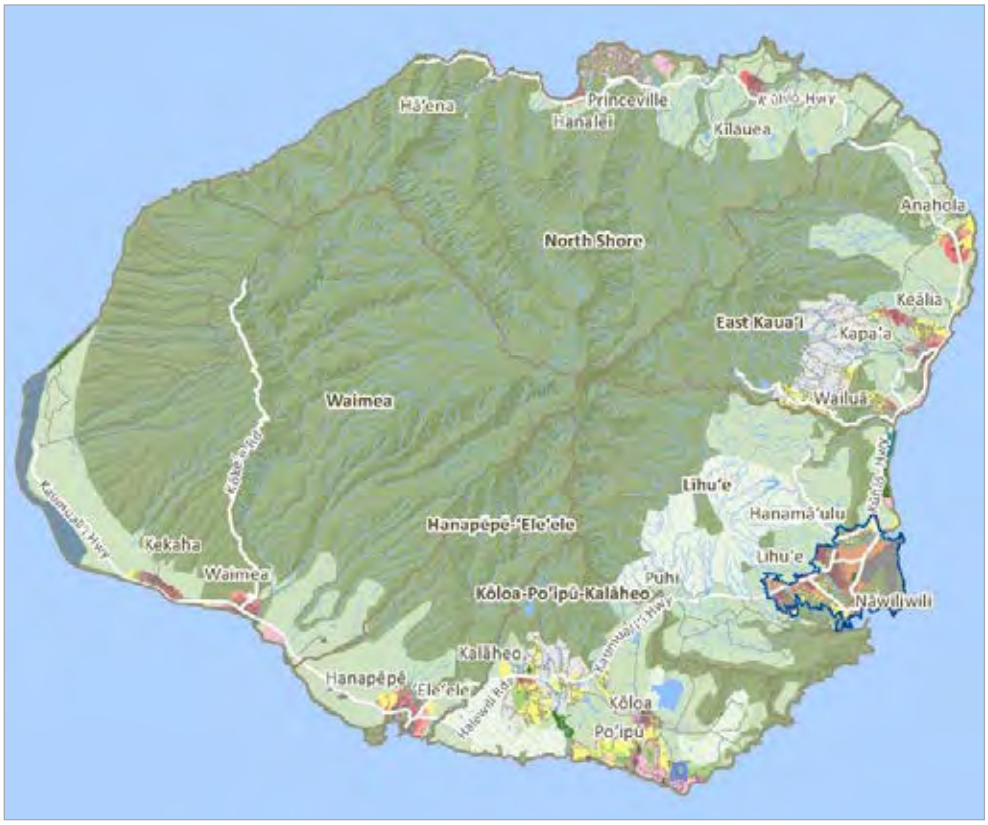


Figure 3.4-4
Kauai General Plan Update Land Use
Source: Kauai Planning Department

The ***Kauai General Plan* Update** was a major undertaking which provided the opportunity to incorporate previous work on Complete Streets, Smart Growth, and *Multi-Modal Transportation Plan* into the long term islandwide plan guiding future growth. The Plan is action-based and undergoing County Council review. The *General Plan* Update acknowledges the housing crisis: plans to increase housing supply and direct where housing should go, state what types of housing and communities are wanted and needed, and how government can encourage public and private housing creation.

Population growth is allocated in the *General Plan* update, with 40% of future growth directed to Lihue despite Lihue not being the fastest growing area. A focused set of policies were developed to articulate the path forward to meeting the community's vision and goals, including relative to TOD:

- Designing healthy and complete neighborhoods by ensuring safe roads, functional parks, and access to jobs, commerce, transit and public services;
- Reducing the combined cost of housing and transportation by connecting jobs and providing a diversity of housing types and affordable transportation options;
- Increasing the amount of housing by focusing infrastructure improvements in growth areas, eliminating regulatory barriers, and forming active public-private partnerships;
- Managing future congestion through strategic infrastructure improvements; and
- Increased multimodal transportation options.

Place-typing workshops, including bus and walking tours, were conducted in communities to assess how the Plan and zoning can influence walkable neighborhoods. Walksheds were used to identify town core, the 10-minute walking radius, and "place-typing"—what kind of place residents live in and how they see their area evolving.

Figure 3.3-5 ***Hanalei Bus and Walking Tour***
Source: Kauai Planning Department

3.3.2 Opportunities for TOD and Smart Growth Collaboration

Kauai TOD Transportation Issues and Planning

The County of Kauai has developed a *Multi-Modal Land Transportation Plan* that is the framework for the Transportation element in the General Plan; the Transportation Plan complements TOD initiatives. Acknowledging that roadways cannot continue to be widened, Kauai is seeking to accommodate growth through shifts in travel mode–increasing walk, bicycle, and transit modes while decreasing automobile use. The goal is to move from 7% walk-bicycle-transit modes in 2010, to 13% in 2020, to 23% by 2035. Each of the Community Plans will have a transportation map depicting a multimodal network of roads, bike lanes and paths, pedestrian paths, transit plan, and Special Street Design (e.g., Safe Routes to School).

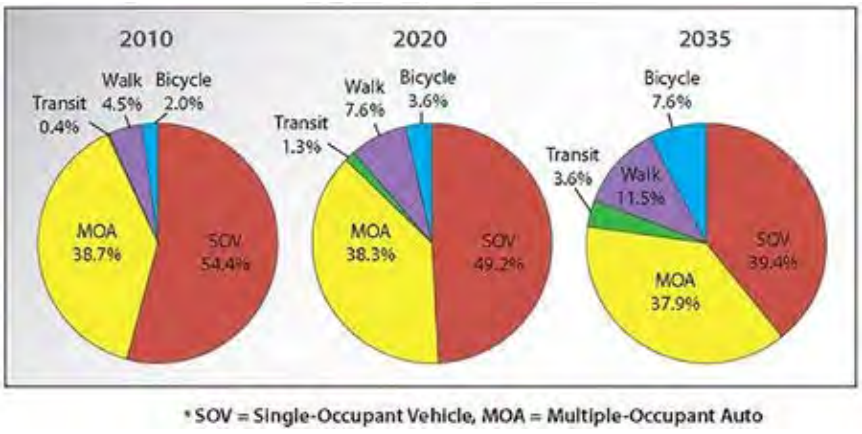


Figure 3.3-6 Kauai Travel Mode Shift Goals
Source: Kauai Plannning Department

A Street Design manual is being created looking at all modes and considering adjacent land uses. Context-sensitive street design is reflected in the Hardy Street Roundabout, which has sugarcane planted in the center, pieces of the Old Mill, and interpretive signage. In resurfacing Puhi Road, bike lanes, parking, and sidewalks were added to provide pedestrian and bicycle connections to Kauai Community College. In Safe Routes to School applications, rectangular rapid flashing beacons are being added at crosswalks, and roads are being reconfigured to accommodate bicyclists and pedestrians. Other roads undergoing Complete Streets improvements include Poipu Road, Hanapepe Road, and Kawaihau Road.

In 2015, the County of Kauai was awarded a $15.1 million TIGER (Transportation Investment Generating Economic Recovery) grant from the U.S. Department of Transportation. This funding will enable the physical transformation of the streets in Lihue to complete the *Lihue Town Core Urban Design Plan*. Eiwa Street is a transit street that will be improved to create a main transit hub for Lihue Town with passenger shelters, larger pedestrian areas, bus pull-outs, bike lanes, and street trees. Rice Street, the main commercial street in Lihue, will undergo a road diet, converting four lanes to

three lanes while expanding sidewalks, adding bike lanes, bus pull-outs, and designated left turn lanes.

Figure 3.2-7
Hardy Street Improvements, Lihue
Source: Kauai Planning Department

Transit on Kauai

Kauai is growing and faced with the challenge of how to accommodate a growing population while preserving rural character and high quality of life on Kauai. A transit feasibility study, looking at where people live that are most likely to use transit, found that they are distributed around the island. As transit is an equity issue, it needs to be provided across the entire island. Ridership is presently strongest from Kapaa to Lihue near KCC. To improve the frequency of service, overlapping routes are planned, along with local shuttles that overlap with mainline service to provide more frequent service to Lihue and Kapaa and to the South Shore resort area.

Collaboration with HDOT is key since the buses mainly run on State highways. There are bus transit issues in rural areas: in high-speed areas, buses have to turn left on and off the highway onto side streets. These maneuvers are inefficient, cause service delays, and raise safety concerns. In other areas, bus stops have not been provided due to the concern of pedestrians crossing the high-speed highway. County staff are interested in a study on how to accommodate rural bus use and bus stop design.

Kauai has used its GIS mapping capabilities to include roads, water lines, wastewater, bus transit, and Special Planning Areas to help determine project readiness, an important factor for TOD. Water availability has been mapped islandwide which enables setting meter restrictions in areas where water capacity is of concern.

An important consideration is what equity aspect of TOD is trying to be achieved—is it housing affordability or reduced transportation costs? Accordingly, the County is looking at developing performance measures to determine whether their programs are successful. Currently, mode shift goals have been set, using the American Community

Survey methodology. Data is also being collected to enable tracking transit ridership, miles of sidewalk, and miles of bicycle facilities. An annual bike/pedestrian baseline count is being done in TIGER areas. Also being considered are crash data, reduction in fatalities, and speeds and traffic volumes.

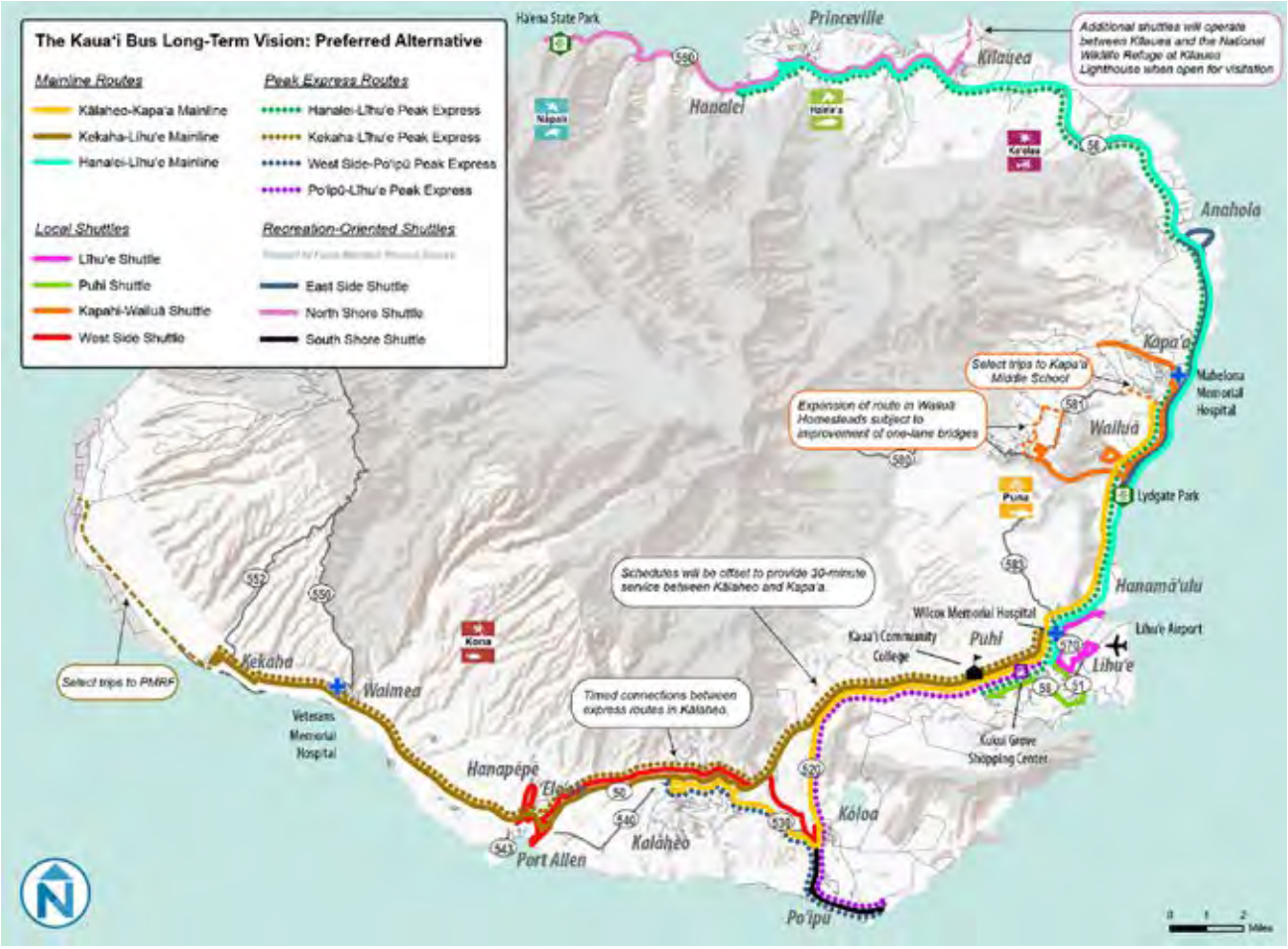


Figure 3.3-8 ***Kauai Bus Long-Term Vision***
Source: County of Kauai

Affordable Housing

Currently, affordable housing projects are being undertaken by the Kauai Housing Agency with the intent to make them readily accessible to transit. These include: Kohea Loa in Hanamaulu (32 units Phase 1, ultimately 440 units including 140 affordable); Koae in Koloa (134 multi-family units); and Lima Ola in Eleele (149 units in Phase 1, 111 multi-family, 39 single-family, total 550 units).

3.3.3 Priority TOD Projects in Kauai County

Five potential TOD projects were identified in a February 2017 Kauai Transit-Ready Development Workshop. Two additional housing projects and five transportation projects to support TOD were identified in a November 2017 meeting of the TOD Council Kauai Permitted Interaction Group and subsequent discussions.

The seven **housing projects** on Kauai identified for further exploration and State-County collaboration are: 1) the Old Police Station and adjoining DOH facility site in Lihue; 2) Pua Loke Affordable Housing; 3) UH Kauai Community College long range development plan and student housing; 4) Mahelona State Hospital site in Kapaa; 5) Hanapepe infill redevelopment; 6) Lima Ola Affordable Housing in Eleele; and 7) Koae Workforce Housing in Koloa.

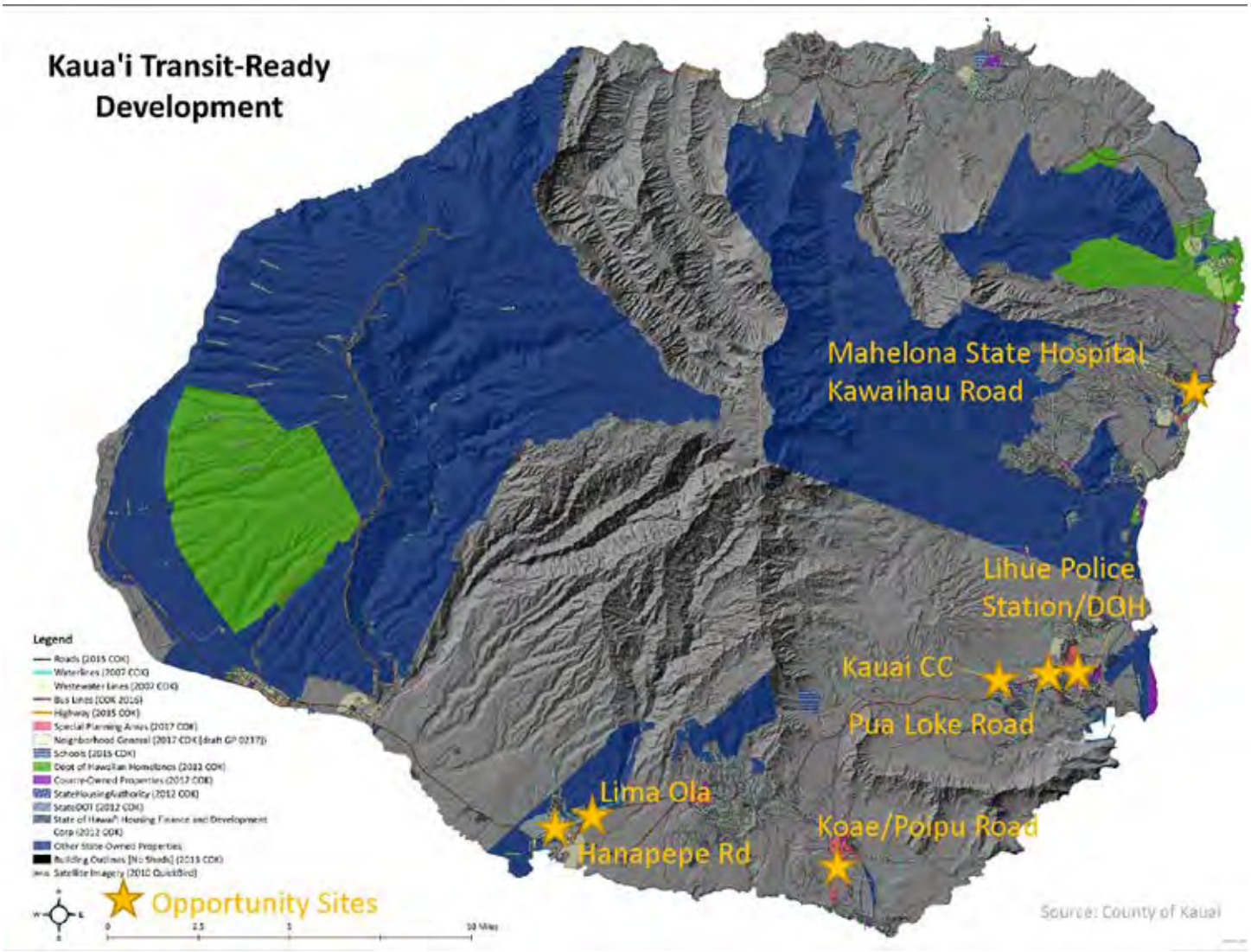


Figure 3.3-9 ***Kauai County TOD Project Sites***
Source: Kauai Planning Department

The five **transportation projects** are: 1) Hanapepe Complete Streets improvements to support Hanapepe infill development housing; 2) Poipu Road multimodal improvements to support Koae Workforce Housing in Koloa;.3) South Shore Shuttle to support Koae Workforce Housing in Koloa; 4) Puhi Shuttle to support Pua Loke Affordable Housing; and 5) Kawaihau Road Complete Streets improvements to improve access at the Mahelona State Hospital site.

HOUSING AND MIXED-USE PROJECTS

Lihue Former Police Station | DAGS/COK

In the heart of Lihue Town, a one-acre parcel on Umi Street presents a great opportunity for housing or office mixed use to support the Lihue Town Core. This site housed the former Lihue Police Station (which was demolished in 2017) and the site reverted to the State of Hawaii. The site will be used as a parking lot until some future use is determined. The *Lihue Town Core Urban Design Plan* calls for higher density mixed use development in the Special Planning Area where this site is located. The site is adjacent to Wilcox Elementary School, Lihue Ballfields, and within walking distance to State and County offices, as well as commercial development on Rice Street. The street network in the surrounding area is being renovated through the U.S. Department of Transportation TIGER grant. Adjacent to this site is a Department of Health building that is likely to be jointly considered for redevelopment for DOH and other mixed uses.

Pua Loke Affordable Housing | COK KHA

The Kauai Housing Agency is planning to develop affordable housing on a 1.5-acre site on Haleko Road near Kukui Grove Shopping Center. The site is owned by the County of Kauai, zoned STP/Residential and is used as a parking area. The site has the potential for a three-story building with 40 to 50 multi-family affordable residential units that are compatible with the surrounding retail and commercial setting. There are minimal site work requirements, and direct access to utilities, including water, power, sewer and storm drainage. Issues to address would include the relocation of powerlines and conducting an assessment of traffic conditions. Parking may be an issue, but reduced parking is also an option. There is potential to combine the site with an adjacent State parcel under DLNR jurisdiction that is designated as an arboretum, but is currently vacant and undeveloped.

UH Kauai Community College Long Range Plan and Student Housing | UH Kauai CC

The UH Kauai Community College (KCC) is the island's only post-secondary educational institution. The campus is on approximately 197 acres in the Puhi area of Lihue. A *Long Range Development Plan* (*LRDP*) is being prepared as a guide to direct the physical form and character of the campus. The *LRDP* identifies the KCC's plans for expansion to provide facilities, housing, and uses to serve the student, faculty and staff needs over

the next 10 to 15 years. New or expanded facilities is dependent on funding availability. There is the potential for student housing near the east entrance to the campus, which would be in walking and biking distance to new commercial developments makai of Kaumualii Highway and on the bus main line.

The KCC site was recently reclassified to the State Urban District, and has been designated as University Zone in the *Kauai General Plan* Update. Site development constraints include the presence of large drainage swales, streams, and irrigation ditches.

Mahelona State Hospital Site | COK/HHSC

The Mahelona Medical Center and Samuel Mahelona Memorial Hospital are located on the north end of Kapaa on a 34-acre site near the ocean. The hospital is a 66-bed critical access facility administered by DOH's Hawaii Health Systems Corporation (HHSC). HHSC will be conducting a property condition assessment for the hospital and a master plan for the site. The County proposes that housing, as well as a police sub-station, be considered as project components. The site is located on the Kapahi Shuttle route, is near Kapaa High and Elementary Schools, and within walking/biking distance of Ke Ala Hele Makalae, the coastal shared-use path.

Hanapepe Infill Redevelopment | COK

There are numerous State-owned lots in Hanapepe Town near Hanapepe Road. Infill TOD projects on State land could be part of a revitalization strategy for the Town, and a means to provide affordable housing in the area.

Lima Ola Workforce Housing Development | COK KHA/HHFDC

KHA is leading development of this project, which is situated on 75 acres in Eleele. At full buildout, there will be 550 multi-family and single family homes (rental and for-sale) for families with incomes of 140% of AMI and below. The project will include a community center and park with spaces for a community garden, exercise, and meetings; multi-use paths; public transit with new and improved bus stops accessible by from the multi-use path; improved pedestrian safety and access to school and stores through highway improvements (i.e., traffic calming and pedestrian refuges). The project will receive a DURF loan from HHFDC for Phase I infrastructure construction.

Koae Workforce Housing | COK KHA

KHA has selected Mark Development, Inc. to build this 134-unit workforce housing project on an 11.2-acre parcel in Koloa. Mark Development will also manage the project upon completion. The units will be 100% affordable rentals, with first preference given to employees working within the project area. Applicants are required to have a household income that does not exceed 60% AMI.

TRANSPORTATION PROJECTS

Hanapepe Complete Streets Improvements | COK/DPW

The County is currently designing a resurfacing project for Hanapepe Road with pedestrian facilities to better serve the Hanapepe Town business district. A design charrette was held for Hanapepe Road to pursue Complete Streets design, including the potential for a shared use path for walking and biking connecting Hanapepe Town to Salt Pond beach park. Funding is needed to pursue these Complete Streets improvements.

Poipu Road Multimodal Improvements | COK/DPW

The County is currently designing improvements to Poipu Road through Koloa Town and in the resort district of Poipu. Koae Workforce Housing will be constructed on Poipu Road, and the improvements will make it safer for residents to walk or bike to Koloa Elementary School and Koloa Town, as well as to potential employment centers at the resorts in Poipu.

South Shore Shuttle | COK/DPW

As a part of the recently completed *Short Range Transit Plan*, the County identified new and reconfigured local shuttles that can better connect to mainline service to provide shuttles within resort areas for visitors, and shuttles for employees working at the resorts. The proposed South Shore Shuttle will run along Poipu Road between Koloa and Poipu, linking residents of Koae Workforce Housing to jobs in Poipu, Lihue, and other parts of the island.

Puhi Shuttle | COK/DPW

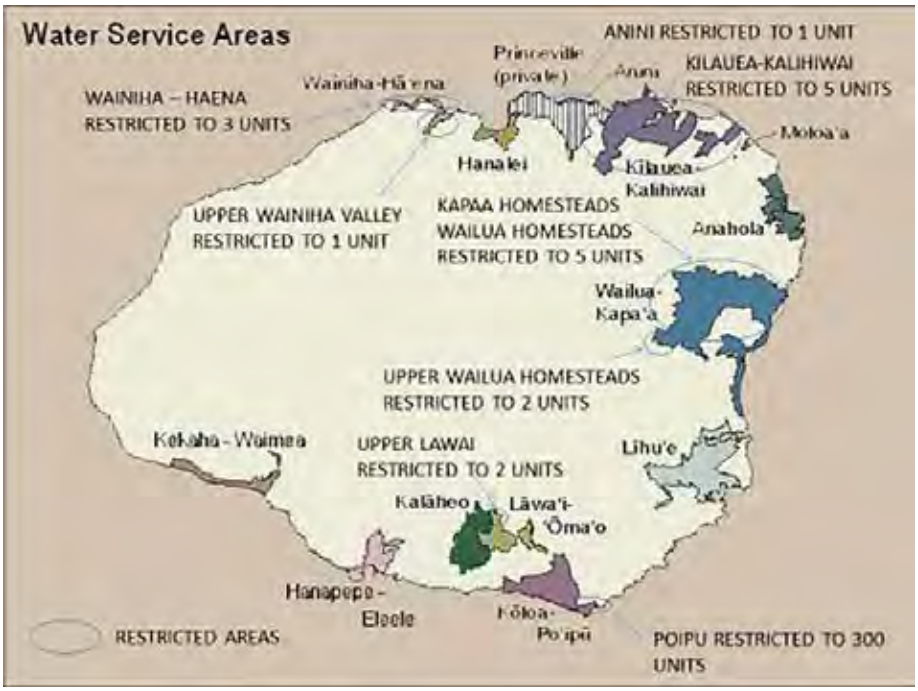
In re-evaluating shuttle service in the Lihue/Puhi area, a Puhi Shuttle is proposed in the Short Range Transit Plan, with stops on Kukui Grove Street to serve Pua Loke Affordable Housing. The shuttle will also connect to mainline service.

Kawaihau Road Complete Streets Improvements | COK/DPW

Based on a community design charrette in 2014, the proposed Kawaihau Road improvements will enhance safety for all users, including bicyclists, pedestrians, and transit users in the vicinity of Mahelona Hospital, Kapaa Elementary School, Kapaa High School, and Saint Catherine School. The project includes improved and extended sidewalks, safer pedestrian crossings, and intersection improvements, including a "peanut-about" or oval roundabout at the intersections of Kawaihau Road, Mailihuna Road, and Hauaala Road. The improvements will also connect to the recently completed Kawaihau Elevated Boardwalk, which provides bicycle and pedestrian connections from

the Kapahi neighborhood to Ke Ala Hele Makalae Shared Use Path and Kapaa Town. Bus stops within the project area along the existing Kapahi Shuttle route will also be improved.

Figure 3.3-10
Kauai Water Service Areas
Source: County of Kauai



3.3.4 Infrastructure and Regional Needs

As part of the *General Plan* Update, infrastructure assessments were undertaken to determine existing infrastructure conditions and estimate infrastructure needs to 2035.

Kauai has ample water supply in its aquifers, but water distribution is limited and requires expansion to meet projected demands. The landfill is nearly at capacity, and the wastewater disposal system is heavily reliant on individual septic systems and cesspools.

In order to alleviate the housing crisis by supporting growth in desired areas, the General Plan notes that government will need to help provide this infrastructure to encourage growth where it is desired, and look to partnerships to provide the funding needed. There are significant infrastructure needs that, depending on location, could be barriers to implementation.

Two of the foremost public concerns in the County of Kauai are the cost of housing and traffic congestion. TOD can help to address both of these issues. An analysis of potential future TOD projects should prioritize proximity of potential sites to existing or planned transit routes, along with pedestrian/bicycle infrastructure between the sites and transit stops, parks, schools, places of employment, and services.

3.3.5 Implementation of TOD Initiatives and Projects

Projects identified in this chapter are preliminary proposals that will require additional evaluation, planning, and coordination with the responsible State agencies. The project timelines in Chapters 2 and 5, and the project fact sheets in Appendix A, provide information on the current status of projects, their development schedule, and funding. Additional funding is also likely to be needed for project planning and implementation.

The following summarizes activities underway or issues of immediate concern that need to be addressed to move individual projects forward.

HOUSING AND MIXED USE PROJECTS

KHA is proceeding with the development of the **Lima Ola Affordable Housing** and **Koae Workforce Housing** projects. KHA will work with HHFDC to ensure that financing for housing and infrastructure construction are secured for both projects.

Pua Loke Affordable Housing. KHA is proceeding with development proposals for this site, incorporating TOD principles. The potential to use the adjacent State property is dependent on consultation with the State DLNR regarding their plans for use of the parcel and any site constraints.

Lihue Former Police Station. The State Department of Accounting and General Services (DAGS) through its master plan for State office facilities on Kauai will need to determine office space needs for this site, if any. In addition, DAGS would need to consult with DOH regarding potential to combine site for mixed use. A site master plan would need to be prepared if DAGS and DOH determine this to be feasible. The County of Kauai could potentially be a partner in the development of this site if housing is a component of the project. Estimated time frame for site feasibility assessment is two years.

UH KCC Housing. The Kauai Community College will need to complete its *Long Range Development Plan* and ascertain the need for student and faculty housing. This is anticipated to provide the basis for moving forward with a site master plan for an on-campus housing development near the eastern entrance to the campus.

Mahelona State Hospital. The potential for housing should be incorporated into the master plan study currently being undertaken by HHSC. The study is expected to be completed within the next two years.

Hanapepe Infill Redevelopment. The feasibility study will need to be conducted involving the State DLNR to assess which remnant sites may be suitable for housing and/or mixed-use development in Hanapepe Town. Once determined, partnerships with KHA may be feasible for project development.

TRANSPORTATION PROJECTS

Hanapepe Complete Streets Improvements. Hanapepe Road is currently in design and included in the *State Transportation Improvement Program* (STIP) for construction, with 80% federal funding and 20% local funding. Evaluation of shared use path alignment alternatives from Hanapepe Town to Salt Pond Park is being funded by a Federal Highways Administration (FHWA) State Planning and Research grant administered by HDOT. There is currently no funding for acquisition (if needed) or final design and construction.

Poipu Road Multimodal Improvements. Poipu Road is currently in design and included in the *State Transportation Improvement Program* (STIP) for construction, with 80% federal funding and 20% local funding.

Kawaihau Road Complete Streets Improvements. Kawaihau Road is currently in design and included in the STIP for construction, with 80% federal funding and 20% local funding.

Figure 3.3-11
Kauai Shuttle Plan
Source: County of Kauai

South Shore Shuttle. The current impediment to expanding service through local shuttles is funding. The *Short Range Transit Plan* recommended changes to existing Kauai Bus operations to be more efficient, and the County Council has expressed support for applying the savings from efficiencies to expanded service. The anticipated savings are most likely not enough to fund expanded mainline service (extended weekend hours and greater frequency during peak weekday hours) and fund new local shuttles. The

County Council recently approved a 0.5% increase in the General Excise Tax (GET) to fund transportation projects. Expanded bus service would be an eligible expense, but future administrations and Councils will need to determine how these funds are expended, with a significant portion of these funds anticipated to be needed for a backlog of road and bridge maintenance projects. Another potential source of funding being considered is the creation of Business Improvement Districts (BIDs) in resort areas that could fund local shuttle service. A third source of potential funding is from the State to support transit in visitor destination areas to reduce the impact of visitors on local traffic and roads.

Puhi Shuttle. As noted above, funding is needed for service expansion of the Kauai Bus. Since the Puhi Shuttle is not in a resort area, State or BID funding is not likely to fund this local shuttle.

For new shuttle and main bus service expansion to better serve the housing projects identified above, the next step is to identify funding and timelines for implementation based on the *Short Range Transit Plan*.

3.4 STATE TOD OPPORTUNITIES IN EACH COUNTY

Hawaii County TOD/Smart Growth Opportunities and Initiatives

3.4.1 County Initiatives Supporting TOD

The County of Hawaii's Community Development Plans (CDP), adopted around 2008, as well as the *Envision Downtown Hilo 2025* plan, all independently identified goals based on Smart Growth principles as they apply to the very unique conditions found within each CDP District around the Island. The *Kona CDP*, *Puna CDP*, *North Kohala CDP*, *South Kohala CDP*, and *Envision Downtown Hilo 2025* all share the recognition that County's 40-year-old single-use zoning practices have resulted in development that is physically, financially, culturally, and environmentally unsustainable. Among the County's community development plans, the *Kona CDP* is the only plan that contains a formal reference to TOD. It establishes guidelines for the design and development of TOD projects as the preferred growth scenario for new urban greenfield development, as well as for urban and rural redevelopment and rural subdivision reconsolidation in the *Kona CDP* area. For the purposes of this chapter, this preferred growth pattern will be referenced as TOD, since it has applicability to the entire island.

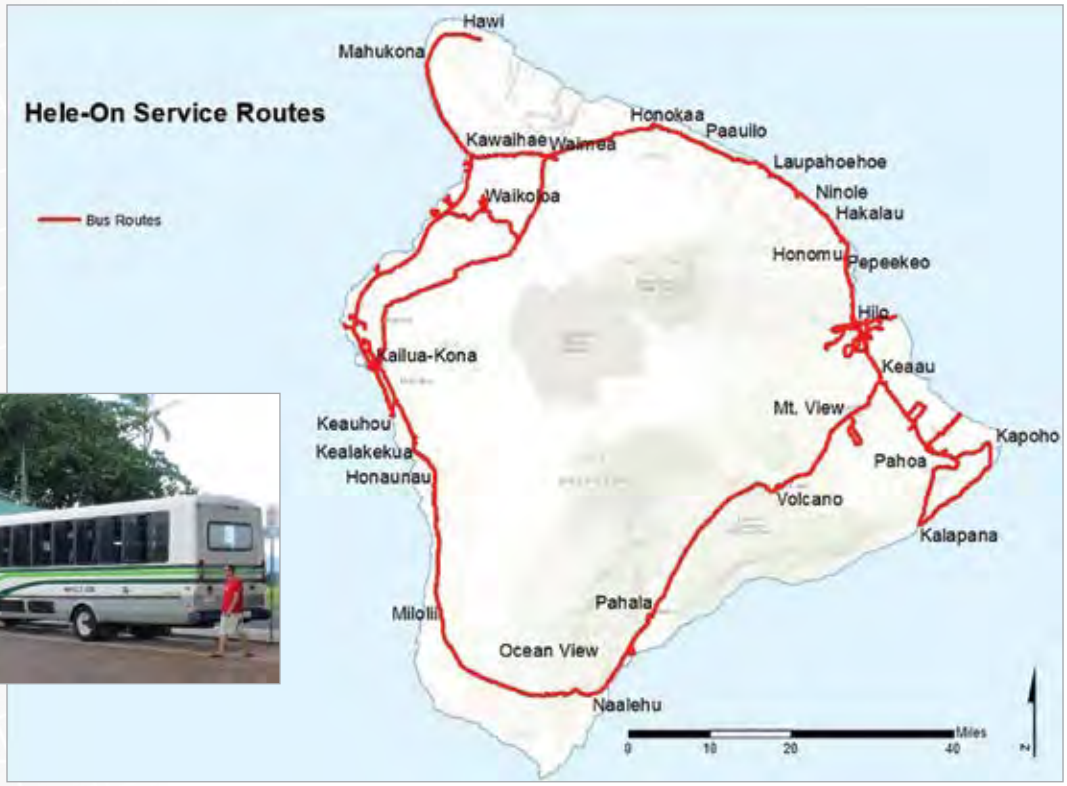


Figure 3.4-1 ***Hawaii County Bus Routes and Bus Transit Hub***
Source: Hawaii County Mass Transit Agency

The County of Hawaii has identified as a goal of mass transit to make riding transit more desirable and easier, and to be responsive to the needs of transit dependent individuals, youth, seniors, individuals with disabilities and low-income populations. The County is intent on using transit as a tool to meet the County's sustainability, growth management, and economic development goals, by using transit hubs in areas of high density where modes connect to integrate transit networks, including those for bicycles and pedestrians. This goal is consistent with making the areas surrounding transit centers as TOD areas, consistent with the TOD goals of the State, with the transit hubs becoming significant influences on land use development.

The County is preparing a *Mass Transit Master Plan* as part of its overall transportation system. The Plan is expected to be completed in early 2018.

The County's mass transit system consists of a limited fleet of buses which is increasing reliance on a "hub and spoke" transit system, where the transit centers are the hubs that connect to the multiple routes or spokes to the outlying areas. This system of hubs at prominent locations provides opportunities for coordinated scheduling to provide more frequent transit service for the passengers. Park and Ride facilities, together with the transit hubs, have been the foundation of the original transit network, especially for riders who use the park and ride facilities in Hilo, and commute the 100 miles to the major resort areas in Kohala and Kona.

3.4.2 Opportunities for TOD and Smart Growth Collaboration

TOD and the Potential for Affordable Housing on State Lands

Hawaii County has implemented a collaborative multi-departmental effort to plan for providing affordable housing near existing and proposed public transit corridors/facilities, and where possible, to coordinate with the State to plan for and construct affordable housing on State lands near these public transit corridors/facilities.

The additions of affordable housing in areas where there is a mix of housing and commercial use that is served by existing and planned public transit corridors/facilities is consistent with the TOD concept of preparing the area for future TOD development. Lower income residents living near transit corridors/facilities are more likely to utilize transit regularly, increasing and stabilizing ridership for public transit. Locating affordable and workforce housing near transit corridors/facilities, and near commercial areas, allows households to reduce transportation expenses, while increasing access to educational opportunities, employment, food, healthcare, and community services.

Regional TOD Opportunities

Hawaii County has identified opportunities for TOD in three main areas: Puna, Hilo, and Kona. The County Mass Transit Agency has committed to developing a sustainable public transportation system—the Hele On public bus system. A sustainable public bus system is essential for any area seeking to promote transit-oriented development, and will be needed to encourage projects to commit and contribute toward creating transit-oriented communities.

The three TOD Opportunity areas that have been identified are: (1) Puna, a region of rapid population growth, (2) Hilo, Hawaii Island's "Traditional City," and (3) Kona, with its auto-oriented settlement pattern.

Puna—Investing in a readily available resource

Puna is an area almost the size of Oahu with very little infrastructure. Parcels are often located on substandard private roadways with minimal connectivity and multimodal options. Puna has one of the lowest per-capita income levels yet is one of the fastest growing areas in the State, requiring unique strategies to create options for this disadvantaged community. Investment to improve and enhance the current and proposed urban cores is necessary to provide community services closer to large subdivisions and population base.

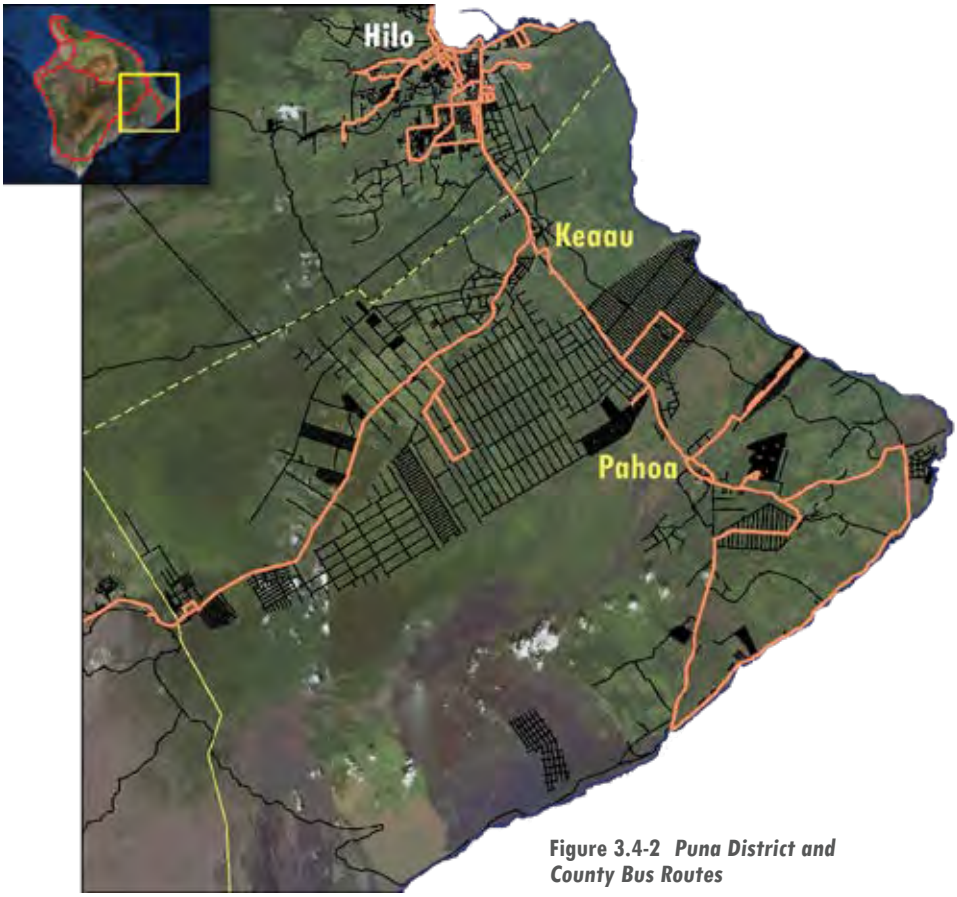


Figure 3.4-2 ***Puna District and County Bus Routes***

While sprawling low density development carries unacceptable costs, it would be equally unacceptable, from a resource efficiency point of view, not to invest in these established yet underserved areas. A more desirable approach would be to find ways to restructure these regions into denser, more walkable, more vibrant neighborhoods, using a series of infill and re-structuring techniques. In addition, an expansion of the public transportation system would provide a desperately needed option to the increasing number of people who are dependent upon the automobile to travel to and from Hilo.

The *Puna Community Development Plan*, the *Puna Regional Circulation Plan*, and the *Hawaii Paradise Park Community Master Plan* have all identified goals and strategies that recognize the importance of increasing density and creating mixed-use centers within the District. The top priorities from residents were for regional town or community village centers to provide commercial services for the nearly 10,000-acre area. Recreation and infrastructure also were listed. Surveyed residents' top requests were for a mini-market, post office, urgent care facility, gas station, coffee shop, hardware store, and beauty shop. According to the *Plan*, a regional town center would serve 20,000-50,000 residents on more than 30 acres. A community village center would serve 7,000-15,000 residents, covering 10-30 acres, and a neighborhood village center would support 3,000-6,000 residents on up to 10 acres.

The County *Mass Transit Master Plan* identifies both Keaau and Pahoa as future transit hubs.

Figure 3.4-3 ***Downtown Hilo, Past and Present***
Source: Hawaii Planning Department

Hilo—Envision Hilo, Hawaii Island's "Traditional City"

In the early 1800s, Hilo began to be gradually developed as a major economic center. Hilo remains a wonderful example of the kind of traditional city that has served to inspire the growing planning trend in TOD and traditional neighborhood design.

Hilo is moving toward being more of a multimodal downtown. Established through a community and stakeholder-driven process, a *Multimodal Master Plan* was prepared and was ready for Council review and adoption in November 2017. The Multimodal Master Plan defines policies, programs, and projects to improve overall mobility throughout the Downtown Hilo area and provide multimodal connections to high activity locations. Using Complete Streets concepts, the Plan will provide for a variety of transportation options to accommodate varied modes of transportation.

Hilo's *Envision Downtown Hilo 2025* looks forward to a Downtown Hilo in 2025 to: (1) have a vibrant, thriving, and diversified economy that supports its residents, visitors, and local businesses with a gathering place that builds on the community's unique scientific, educational, historical, spiritual, cultural and artistic assets; (2) be a green, sustainable environment with protected natural resources—magnificent vistas, pristine waters, pure sweet air, and historic charm; (3) be a community that carefully manages its growth and development through sound planning and policies that accommodate change while preserving its unique historical characters, natural features, and quality of life; (4) be a friendly, safe, and healthy community with affordable housing, accessible health care, low levels of crime, well-maintained streets, pedestrian pathways, public places, and a wealth of recreational activities for families and youth; (5) be a global magnet for education, culture and the arts; (6) build on its rich Hawaiian, ethnic, and

cultural diversity and share these resources with the community and the rest of the world; and (7) be synonymous with the spirit of Aloha, and to be a community that celebrates its unique character, rich heritage, generational values, and vision for the future. Downtown Hilo is envisioned as a welcoming neighborhood like no other—"a wonderful place to live, work, and play."

Kona—A fantastic opportunity to change course

Unlike Hilo, which began to take form in the early 1900s, nearly all of the existing development in West Hawaii is a product of the post-1950s "single zoning districts" system of land use planning. Therefore, there are disconnected suburbs spread across a large stretch of the Kona coast. Costs associated with providing sufficient infrastructure and services to these areas have become beyond the County's ability to absorb.

There are two major impacts from Kona's inadequate transportation system, which is almost completely automobile-dependent:

- **Roads are becoming increasing clogged**, especially for commuters. Consequently, as affordable, workforce housing becomes scarce, people are being forced to move into housing further and further away from the employment centers; and
- The **lack of a transportation grid and interconnecting roads** within Kona's already developed urban areas makes infill and increased density extremely difficult, which in turn, limits options that would serve to reduce dependency upon the car and to increase housing opportunities.

The *Kona Community Development Plan* (*Kona CDP*), adopted by the County Council in 2008, directly identifies transit oriented development as a major standard from which further urban planning decisions for the urban center needs to be based. The preference to encourage future urban and rural growth to occur in the form of compact, village-style development was a very strong message from the public meetings. The *Kona CDP* provides an integration mechanism as a means to avoid the current trend toward sprawling lot-density developments, disconnected subdivisions and business centers, and a general decline in the quality of life that people believe reflects the "Kona Way of Life."

According to the *Kona CDP*, "most of the future growth in Kona will be directed to an Urban Area (UA) defined in the Official Kona Land Use Map. Within this Kona Urban Area, growth would be directed to compact villages located along proposed transit routes or to infill areas within, or adjacent to, existing development. The general locations of these villages are within the Growth Opportunity Areas (GOAs) identified during the public meetings that evolved into the Transit-Oriented Developments (TODs)."

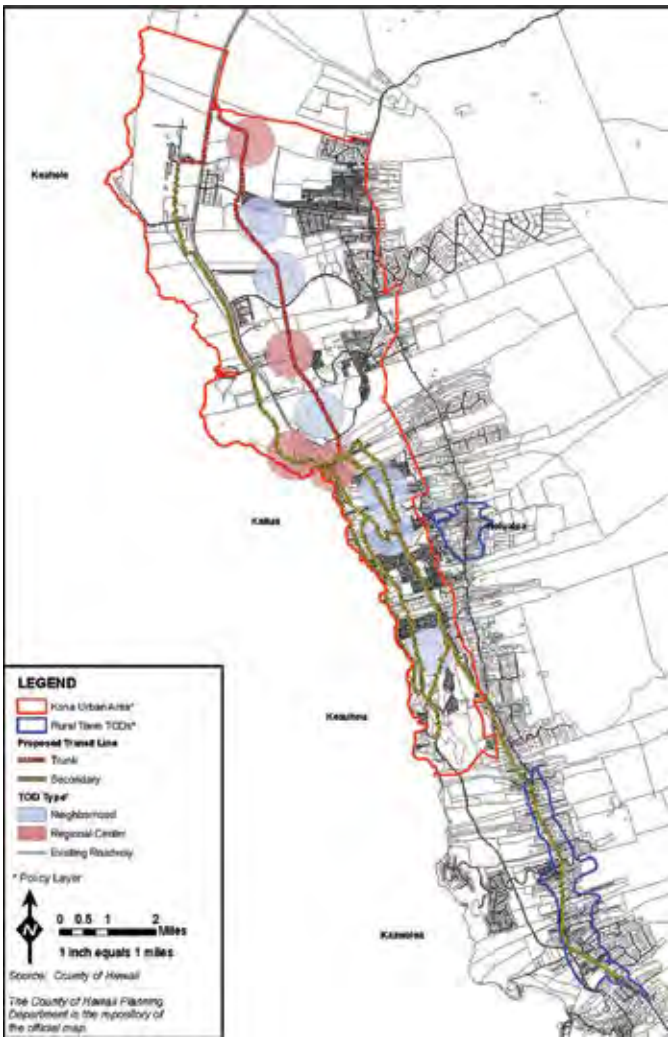


Figure 3.4-4 ***Kona Community Development Plan and TOD Centers; Conceptual Rendering of Palamanui Center***
Source: Hawaii Plannning Department

The *Kona Community Development Plan* has designated **Kailua Village** and adjacent **Makaeo Village** as Regional Centers for Transit Oriented Development**.** In recognition of the importance of Kailua Village as the cultural, retail and visitor core of the west side of the Island of Hawaii, redevelopment of the area is a High Priority. In addition, the availability of infrastructure in the Kailua Village offers the opportunity to provide new, high density affordable housing for the resident workforce. The redevelopment of Kailua shall be integrated with a multimodal transportation plan, to coordinate with an expanded public transit service for West Hawaii.

Figure 3.4-5 ***Ane Keohokalole Highway Corridor and Rendering of Multimodal Street Improvements, North Kona***
Source: Hawaii Planning Department

The *Kona CDP* also designates the new Ane Keohokalole Highway (Mid-Level Road) as the transit trunk line between Keahole-Kona Airport and Kailua Village. The combination of Ane Keohokalole Highway as a Mass Transit Corridor, and the designation and developments of future TODs along this Mass Transit Corridor, promotes the *Kona CDP* goal of establishing priorities for public investment for infrastructure, public facilities, and affordable housing along this transit corridor, and also recognizes the objective to re-order future land uses using transit as an organizing element. New County offices and a new Judiciary Building (scheduled to open in 2019) are part of the critical core of activity in the Keahuolu Village Neighborhood TOD, which straddles the Ane Keohokalole Highway Corridor, and is addressed in the County *Mass Transit Master Plan*. Support of existing housing projects along this Mass Transit Corridor is essential to support the TOD development concept expressed in the Kona CDP.

3.4.3 Priority TOD Projects in Hawaii County

PUNA | Keaau Public Transit Hub | COH

To facilitate TOD, the *Puna Community Development Plan* (*Puna CDP*) has identified the need to establish Keaau as a major public transit hub. Keaau Town is one of the larger commercial areas of Puna that sits at the crossroads of Upper and Lower Puna, and is ideal for a transit hub location. Converting to a "hub-and-spoke" system would greatly

improve the efficiency of the public transit system. Large Hele-On coaches would operate frequent runs on a shorter route between Hilo and the transit "hub" at Keaau. Smaller vehicles, including those operated by social service agencies, would pick-up passengers who have called in from outlying areas to be brought to the transit hub. Park-and-ride lots would be available at the transit hub site.

W.H. Shipman owns most of the land in the Keaau area, and is willing to work with agencies to accomplish goals that benefit agencies, community, and commercial interests. An in-town location would need to be acquired for the Keaau Transit Hub and park-and-ride lot.

PUNA | Keaau Public Wastewater Treatment Facility | COH

Like most of Puna, Keaau lacks infrastructure, specifically wastewater facilities, which is critical in order for future growth to be directed into mixed-use commercial cores. Investment to improve and enhance the current and proposed rural village cores is essential.

The *Puna CDP* designates Keaau as a Regional Town Center where commercial and public services need to be directed in order to serve the District's needs. In the District of Puna, all wastewater is currently addressed by individual wastewater systems, such as cesspools and newer septic systems, which pose a threat to public health and safety, pollute the public's groundwater as well as the ocean. At the current rate of growth that the region is experiencing, a modern wastewater treatment system is a high priority. W.H. Shipman owns most of the land in the Keaau area and is willing to work with agencies to accomplish goals that benefit agencies, community, and commercial interests. Leveraging wastewater infrastructure improvements that would benefit W.H. Shipman could be the "trade" needed for Shipman to donate the necessary land for the development of a wastewater treatment system.

HILO | Prince Kuhio Plaza Affordable Housing | COH

The Prince Kuhio Plaza Affordable Housing, is proposed to be located on Ohuohu St near the existing transit hub, on a parcel owned by the Department of Hawaiian Home Lands. The Prince Kuhio Plaza Affordable Housing will occupy a portion of the 7.326 acres parcel, together with a relocated transit hub, and a new park-and-ride facility. A relocated transit hub and the park-and-ride facility will be located within about a 3-acre portion of a 7.3-acre site, with the remaining 4.3 acres set aside for the Prince Kuhio Plaza Affordable Housing project. The DHHL land is vacant and now being used as a parking lot, is located across Prince Kuhio Mall, and accessed through Ohuohu St. The project will consist of 80 to 100 dwelling units for low-income families.

The closeness of the Prince Kuhio Plaza Affordable Housing site to the nearby Prince Kuhio Plaza shopping mall—a centrally located large commercial district and employment node—and to the new Transit Hub and Park/Ride Facility, will enhance the viability of this housing project by creating shopping and work opportunities, using

transportation modes other than automobiles, and will be an excellent example of TOD development. The site will need infrastructure upgrades for sewer and water systems.

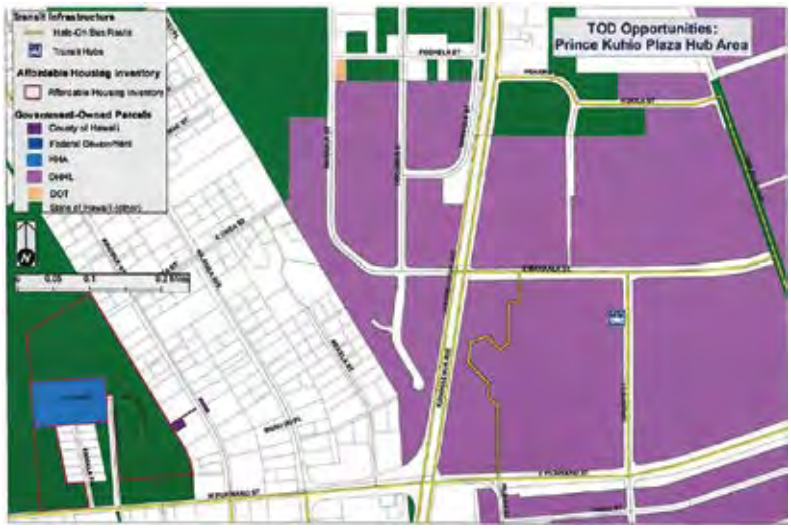


Figure 3.4-6 ***Prince Kuhio Plaza Site: Potential for Transit Hub and Affordable Housing***
Source: Hawaii Planning Department

HILO | Prince Kuhio Plaza Public Transit Hub | COH

The Prince Kuhio Plaza Transit Hub and the Park and Ride facility could be located within 3.0-acre portion of a 7.3-acre site on Ohuohu Street, located on vacant DHHL land now being used as a parking lot, located across Prince Kuhio Mall. Transit Hub and the proposed park and ride facility would be centrally located in a large commercial district and employment node. It is close to residential areas including affordable housing developments. It is located near to Highway 11 which is the direct route to the Puna District which is growing exponentially. It is also located near Puainako Street which is the direct link to West Hawaii via the Daniel K. Inouye Highway. The site will need to accommodate at least six buses and passenger pick-up areas, and a parking lot to accommodate at least 125 cars. The proposed Prince Kuhio Plaza transit hub and park-and-ride facility will include bus and passenger vehicle access improvements, passenger shelter and benches, restrooms, and a park-and-ride facility area.

HILO | Ka Nui Na Koa O Kawili Housing | COH

The Ka Hui Na Koa O Kawili Housing, is proposed on West Kawili Street and Kapiolani Street about 1/2 mile away from the UH Hilo Campus Transit Hub. The parcel is owned by the State of Hawaii and set aside for use by the County of Hawaii by Governor's Executive Order for a combined veteran's center and affordable senior housing with preference to veterans and their spouses. The Ka Hui Na Koa O Kawili Housing will occupy three parcels on about 6.5 acres.

This project will address the need for affordable housing for veterans and seniors. The project will consist of 96 to 110 independent dwelling units, made up of a mix of one- and two-bedroom units. The facility will also include a community center that will provide space for social services, management offices, and a laundry facility. The site is vacant, and will require major sewer and water system upgrades. The developer, EAH Housing Inc., has recently obtained a renewable lease for the property and is in the process of securing long-term financing from HHFDC. This project will be an excellent example of how a mix of housing and supportive social services can be an asset in support of TOD development.

Figure 3.4-7
Rendering of UH Hilo University Park Expansion
Source: UH Hilo

HILO | University of Hawaii at Hilo University Park Expansion & Hawaii Community College Komohana Campus | UH HILO/HCC

The University of Hawaii at Hilo proposes the University Park Expansion and proposed Hawaii Community College Komohana Campus, and other university-related functions that would enhance UH Hilo and Hawaii Community College. The site lies on approximately 267 acres of land north and west of the existing UH Hilo campus. The University Park Expansion will encompass approximately 118 acres and the remainder of the parcel will be used to develop the proposed Hawaii Community College Komohana Campus on 122 acres and other university-related functions on 28 acres.

HILO | University of Hawaii at Hilo Commercial / Mixed-Use / Student Housing Project | UH HILO

The University of Hawaii at Hilo is also proposing a commercial/mixed-use/student housing project on 36 acres of land across the main campus along Kawili Street. A preliminary concept plan shows potential uses including student housing, commercial, and mixed-use development. The student housing portion of this project was completed and opened in August 2013. A portion of the site abuts the future Puainako Street Extension, which will connect with the Saddle Road and be the major cross-island highway between East and West Hawaii. Electricity, water, communications, and sewer are available along Kawili Street.

Figure 3.4-8 ***UH Hilo Mixed-Use/Student Housing Project***
Source: UH Hilo

KAILUA-KONA | Kailua-Kona Multimodal Transportation Plan | COH

The goal of the proposed Kailua Kona Multimodal Transportation Master Plan would be to design a 15-year blueprint for improving the transportation system. The Plan's recommendations will identify specific projects to enhance the performance of each modal element (public transit, vehicular, bicycle, pedestrian, and freight) within Kailua-Kona, with special emphasis on Kailua Village, through progressive improvements to the infrastructure and services, and more seamless interconnection of modes. This planning process will be informed by a robust campaign to collaborate with residents, businesses, property owners, stakeholders, and to interface with existing programs such as the Kailua Village Improvement District to formulate a practical and forward-looking strategy to preserve and enhance the quality of life in Kona.

Figure 3.4-9
Kailua Village Redevelopment
Source: Hawaii Planning Department

The *Kona Community Development Plan* has identified Kailua Village as a TOD Regional Center in recognition of the importance of the Village as the cultural, retail and visitor core of the Kona District on the west side of the Island of Hawaii. In addition, the availability of existing infrastructure and potential for infill in the area offers the opportunity to develop new, increased density affordable housing for the resident workforce.

The Kailua-Kona Multimodal Transportation Master Plan would lay the foundation for the larger goal to build a more economically sustainable and livable community as part of this historically-rich Kailua Village center. The Multimodal Transportation Master Plan will address key mobility needs to provide better travel options for the residents, visitors and employees and to diversify the way people get around within Kailua Kona and Kailua Village, reduce congestion, improve connectivity, and expand a variety of enjoyable and healthier transportation choices.

In addition to improving automobile circulation, the multimodal transportation plan will identify additional opportunities for walking, biking, transit, and other non-vehicular modes of travel. The result needs to be attractive, safe, comfortable, convenient, accessible, and environmentally friendly.

The process to develop the Kailua-Kona Multimodal Master Plan will consider all factors affecting the multimodal transportation network, including pedestrian-oriented amenities along Alii Drive, landscaping, and public parking options within Kailua-Kona and especially the Kailua Village.

KAILUA-KONA | Old Airport Public Transit Station, Makaeo/Transit Hub | COH

Makaeo Village is identified as the location for a new mixed-use village as well as the region's transportation hub. Buses would operate from Captain Cook to the Makaeo Village hub. From the hub, buses would interconnect with other routes operating from Ane Keohokalole Highway, the frontage road, and other Kona destinations. Transfers for continued island-wide travel would be made at this location. Shuttles will also provide for public transit within Kailua-Kona and the Kailua Village urban area.

The site selected for development of the Old Airport Transit Station/Makaeo transit hub, is a parcel located south of the entrance to the Old Airport Regional Park. The parcel is accessed by Kuakini Hwy and Makala Boulevard. The site currently includes abandoned structures that previously served as Kona's Old Airport Terminal. Site improvements will include bus access improvements, passenger shelter and benches, comfort station, and a designated bus parking area. The site is State-owned, but has been assigned to the County for park and recreational purposes.

The requested area is approximately one acre on the mauka side of the parcel fronting Kuakini Highway. The Old Airport Park Transit Station will serve an immediate High Priority need to provide the center for the County of Hawaii's Mass Transit Agency's inter and intra bus services in central Kona.

KAILUA-KONA | Ulu Wini Affordable Housing | COH

The Ulu Wini Housing project is located on Hina Lani Street near the Ane Keohokalole Highway Mass Transit trunk line, within the planned Kaloko Makai Village Neighborhood TOD. Ulu Wini Housing is an affordable housing project for low-income families consisting of 71 two-bedroom rental units and 23 two-bedroom transitional units. The support of the Ulu Wini Housing project is needed so that this project can be a viable affordable housing project compliant with Fair Housing and ADA requirements, and to function as a TOD project in support of the future Kaloko-Makai Village Neighborhood TOD as envisioned in the *Kona CDP*. Ulu Wini Housing needs remedial construction work to renovate units and for installation of sidewalks to be compliant with Fair Housing and ADA requirements.

KAILUA-KONA | Kamakana Villages Senior/ Low Income Housing | COH

The Kamakana Village Senior/Low Income Housing addresses the need for affordable housing for low-income families, provides for low income senior persons and their families. Kamakana Village Low-Income Housing addresses the need for affordable housing for low-income families, and provides for low income families. These two adjacent projects are both situated along the Ane Keohokalole Highway Mass Transit trunk line within the Keahuolu Village Neighborhood TOD. These two Kamakana Villages projects are part of the larger planned Kamakana Villages at Keahuolu development for affordable housing on 272 acres, with 2,330 homes, 197,000 square feet of retail, school, and parks.

Figure 3.4-10 ***Kamakana Villages Rendering***
Source: County of Hawaii

NORTH KONA | Village 9 Affordable Housing | HHFDC/COH

Village 9 is an affordable leasehold rental housing project to be developed through an RFP process by HHFDC, with leasehold permanent housing for the homeless to be developed by the County. The Village 9 site is 35.774 acres of State land at the southwestern corner of the intersection of Kealakehe Parkway and Ane Keohokalole Highway in the Villages of Laiopua in Kealakehe. Approximately 15-20 acres of the makai (western) portion of the site will be leased to the County at $1 per year for 65 years for permanent housing for the homeless population. The mauka (eastern) portion of the site of approximately 11-17 acres will be developed by HHFDC for households at 60% or below AMI. The site is subject to an HHFDC-U.S. Fish and Wildlife Service Memorandum of Understanding setting aside two No Development Areas totaling 4.2 acres for endangered plant preserves. Access from Kealakehe Parkway is limited to the Kealakehe Parkway intersection at Main Street.

3.4.4 Implementation of TOD Initiatives and Projects

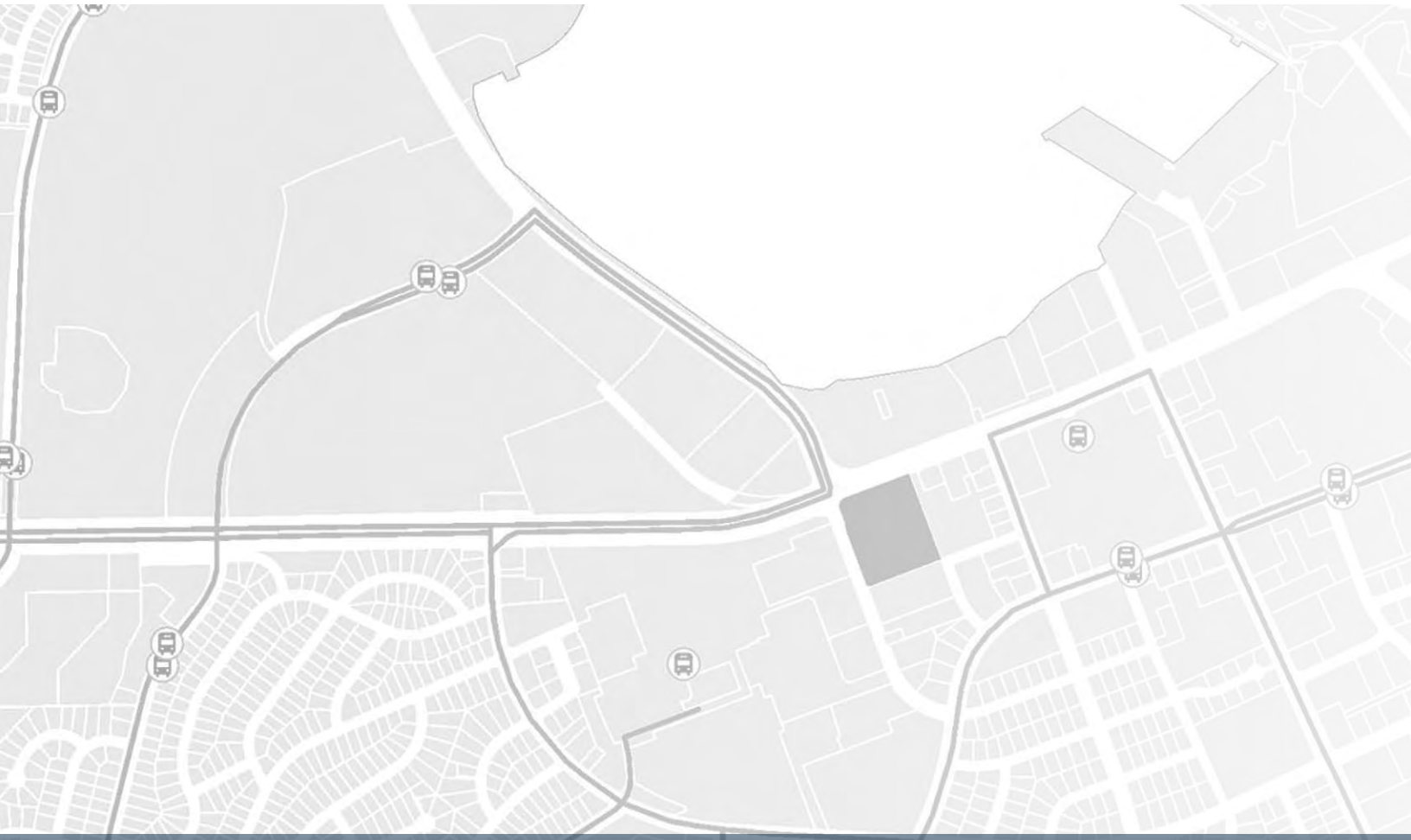
Projects identified in this chapter are preliminary proposals that will require additional evaluation, planning, and coordination with the responsible State agencies. The project timelines in Chapters 2 and 5, and the project fact sheets in Appendix A, provide information on the current status of projects, their development schedule, and funding. Additional funding is also likely to be needed for project planning and implementation.

In addition to actions that would be needed to advance individual projects, the following broader needs have been identified.

Key Policy for Implementation. The Hawaii Island community is unified in the understanding of the need: (1) to direct growth and increase density towards urban and village centers, and to infill the underutilized areas between existing urban and village centers; (2) to focus and prioritize future investments in new infrastructure that will facilitate the opportunity to direct growth to the designated urban areas; (3) to discourage sprawl outside of designated urban centers; (4) to provide multimodal transportation to and within urban and village centers; (5) to encourage a mix of uses to build livable communities that provide residents with opportunities for employment near affordable housing, together with access to commercial and recreational opportunities.

Funding. The TOD Council can assist the County of Hawaii with locating funds for critically needed infrastructure, such as: (1) for the building of multimodal roads; (2) the expansion and construction of sewer transmission systems and wastewater treatment plants; (3) the expansion of the County's Hele On public bus service and its transit hubs and park and ride facilities; and (4) the development of workforce and affordable housing within new mixed-use communities and existing urban centers.

Planning and Policy Development. Any island that has invested in a public transportation system is "transit ready". However, there must also be a commitment to changing how land use, housing, and transportation decisions are made in order for any Neighbor Island's public transportation system to provide a viable option to our current dependence upon the automobile. The TOD Council can also assist in the identification and support of new State and County land use policies that will serve to facilitate, coordinate, and incentivize approval of, and investment in, TOD projects around the State.



3.5 STATE TOD OPPORTUNITIES IN EACH COUNTY

Maui County TOD/Smart Growth Opportunities and Initiatives

3.5.1 County Initiatives Supporting TOD

The County of Maui is well positioned to coordinate multimodal transportation with its land use plans in support of TOD.

In 2016, the Maui Metropolitan Planning Organization (MPO) was established on the Island of Maui to facilitate comprehensive planning for federally funded or regionally significant transportation systems. This is the second MPO in the State, with Oahu's MPO having been in place since 1975. The Maui MPO's Policy Board is comprised of the County directors of planning, public works and transportation, the State HDOT, and three County Council members. The MPO strives to direct federal funds towards projects that increase access to opportunity and prosperity while promoting the health and wellness of Maui's people and environment through improved multimodal pedestrian, bicycle and transit options.

The Maui MPO will decide on federal aid projects in the Transportation Improvement Program and updating a regional long-range transportation plan. In the Long-Range Transportation Plan completed in 2014, there was public support for multimodal options so people can have choices for how they get around the island. This can be achieved by determining where TOD should be located, and ensuring that investments are made in multimodal transportation systems including bus service and making communities more walkable and bikeable.

Figure 3.5-1
Bus Transit Routes and Paratransit on Maui
Source: Maui Bus; Maui Metropolitan Planning Organization

Figure 3.5-2
Honoapiilani Highway Erosion
Source: Maui Planning Department

Maui is at a crossroads in terms of transportation. There is not enough money to continue to build new highways and maintain these roads. West Maui exemplifies the challenges Maui faces along with the State. Honoapiilani Highway is a congested two-lane highway that is the only route to West Maui. In several locations along the highway, there is overtopping of waves and areas susceptible to erosion. A 30 to 40-minute trip can often take two hours. Studies have shown that 30% of the traffic is from commuters into and out of Lahaina, and that 40% of the Lahaina workforce is going to other parts of the island. This shows the opportunity to invest in more bus transit service. With visitors and non-work trips, there could also be more airport shuttles with rental car outlets in West Maui or additional rental car taxes.

The Maui bus system is impressive for its rapid growth and development. Begun in 2003, ridership has grown in a little over 10 years from 117,000 in 2004 to over 2.5 million boardings on its fixed route, paratransit, and commuter services. The 150-bus fleet, contracted to Roberts Hawaii, operates on 13 daily routes with one-hour headways. A Transloc rider app allows fixed use riders to locate where the buses are and what time the buses are expected to arrive at their current stop. The four commuter route takes hotel workers from Upcountry, Haiku, Wailuku, and Kahului at a transit hub near the War Memorial to Kaanapali, Kapalua, and Wailea.

Maui Bus provides convenient transferring between buses at one major transit center, centrally located in Kahului and five secondary transfer points. Maui Bus' major off-street transit center is located on private property at the backside of Queen Kaahumanu Center (QKC) by the parking garage and adjacent to a mall entrance. Eight of Maui Bus' thirteen routes originate at this transit center with up to five buses serving the center at tone time.

Since the establishment of Maui Bus, Maui County has experienced significant population growth and economic development. There has been a marked increase of both aging and disabled residents living within the county who rely on public transit systems as a primary means for their transportation needs. Demand from the human services sector is increasing. The commuter bus trips leaving from the War Memorial Stadium are full.

Maui Bus connects important population centers, attractions and business centers. Some of the connections are so popular buses are over-crowded. Transit centers often experience long lines of people waiting for Maui Bus. As reported in the *2016 Maui Short Range Transportation Plan* (MSRTP), Maui bus is important to Maui's economy, it connects workers to jobs as over 75% of the passengers are employed and 54% use Maui Bus to get to work. Maui Bus provides options to low income people to get to work and appointments. Over 21% of the passengers reported an annual income of less than $15,000 per year. About 8% of Maui Bus passengers identified themselves as visitors.

3.5.2 Opportunities for TOD and Smart Growth Collaboration

In planning for TOD, the built environment has a major influence on physical activity. Comprehensive policies are needed to make physical activity convenient, fun and an enjoyable part of our everyday lives. This requires destinations such as parks, schools, or work, stores, jobs close by and linked with safe and convenient sidewalks or bike paths, or public transit. Maui is on board with the Healthy Eating Active Living (HEAL) Coalition actively working to promote this in Maui county with projects such as Complete Streets and wayfinding. TOD with mixed use and active transportation options can facilitate healthy community design and physical activity and can have a very positive impact on community health.

Significant land use and transportation planning efforts have been completed for the County of Maui and certain transportation improvements have been under development and are in construction. The improvements may impact the provision of public transit services by opening new routes between major destinations. This section reviews recent plans and projects with an emphasis on any features related to transit.

Figure 3.5-3
Maui Bus Service in Wailuku-Kahului
Source: Maui Bus

The *2014 Federal-Aid Highways 2035 Transportation Plan for the District of Maui* (2035 TPDM) cited transit projects as playing a major role in achieving Maui District's goal to "improve modal integration and transit service (provide Complete Streets and promote safe, efficient modal connections)." The plan identified expanded and new transit infrastructure (e.g. transit hubs, bus shelters, park and ride locations), increased frequency of bus services on the island of Maui, and new transit service on Molokai as potential solutions. The plan mentioned that capacity and congestion related projects would enhance transit service by reducing travel times and improving schedule adherence.

Recently completed, the *2016 Maui Short Range Transit Plan* (MSRTP) provides outcomes from extensive analysis to evaluate Maui Bus' performance. The MSRTP Capital Improvement Program includes the recommendation for new transit centers, maintenance and operations facilities. Specifically, the Queen Kaahumanu Center, the heart of the current system, is already over capacity to support existing services with the pulse operation. The pulse operation is operating effectively and is expected to be used to integrate much needed new services with additional routes and services. However, this important existing transit center location cannot be expanded and is located on private property so the transit operation survives at the will of the mall. MDOT has recently received formal notice by the Queen Kaahumanu Center to request that the transit center vacate its premises by 2020. A new transit center is needed to accommodate up to 12 buses at the same time (an increase from the current capacity of five buses at the same time) and be located as close as possible to the existing site but on land dedicated to serving as the Maui Bus transit center.

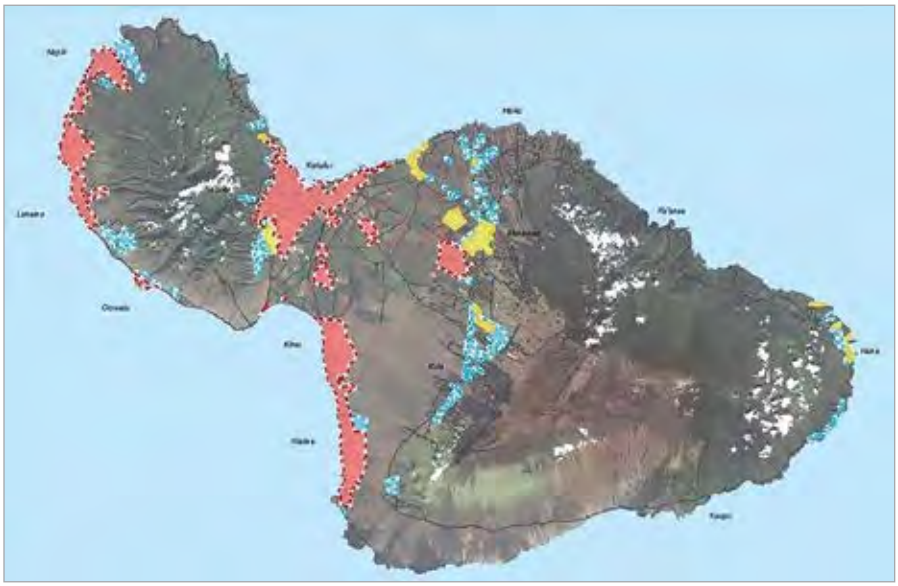


Figure 3.5-4 ***Maui Island Plan, Growth Boundaries***
Source: Maui Planning Department

In support of TOD, the County of Maui's decennial *General Plan* update consists of the *Countywide Policy Plan*, which provides over-arching values and sets a countywide policy framework, and the regional *Maui Island Plan* and Community Plans which guide future growth and development. The Policy Plan includes policies advocating affordable housing, mixed uses, and workforce housing in proximity to job centers and transit facilities. A major objective is to direct growth to make efficient use of existing infrastructure. Transportation policies include increasing route and mode options, increasing transit ridership, and evaluating alternatives to preserve quality of life before widening roads, and providing pedestrian and bicycle facilities in existing and new developments.

The *Maui Island Plan* adopted in 2012 establishes a Directed Growth Strategy that sets forth urban and rural growth boundaries where development is appropriate and where future growth is desired. At the Community Plan level, the *West Maui Community Plan* update is the first one being undertaken. The Plan will be looking at livable communities and the interface with transportation, jobs, public facilities and services to create pedestrian and bicycle-friendly neighborhoods. A walk audit of Lahaina town and the residential and commercial/retail areas mauka of Honoapiilani Highway and Keawe Street was conducted to assess pedestrian access, bus transit, potential site improvements for the West Maui Greenway, Complete Streets, and to identify improvement opportunities for better connections between the residential neighborhoods and commercial and retail district.

The County of Maui is presently undertaking an audit and analysis of its Title 19 Zoning code, which is a 50-year old Euclidian code based on separation of uses and the automobile, rather than the livable built environment with mixed uses and walkability identified in the *General Plan*. The initial findings recommend the following changes be made through the zoning code, community planning policies and implementation actions:

- Ensure daily needs can be met within walking distance and by public transit;
- Do not exempt affordable housing from mobility requirements;
- Create Multimodal Mobility Standards;
- Enforce comprehensive multimodal mobility standards; and
- Require connectivity.

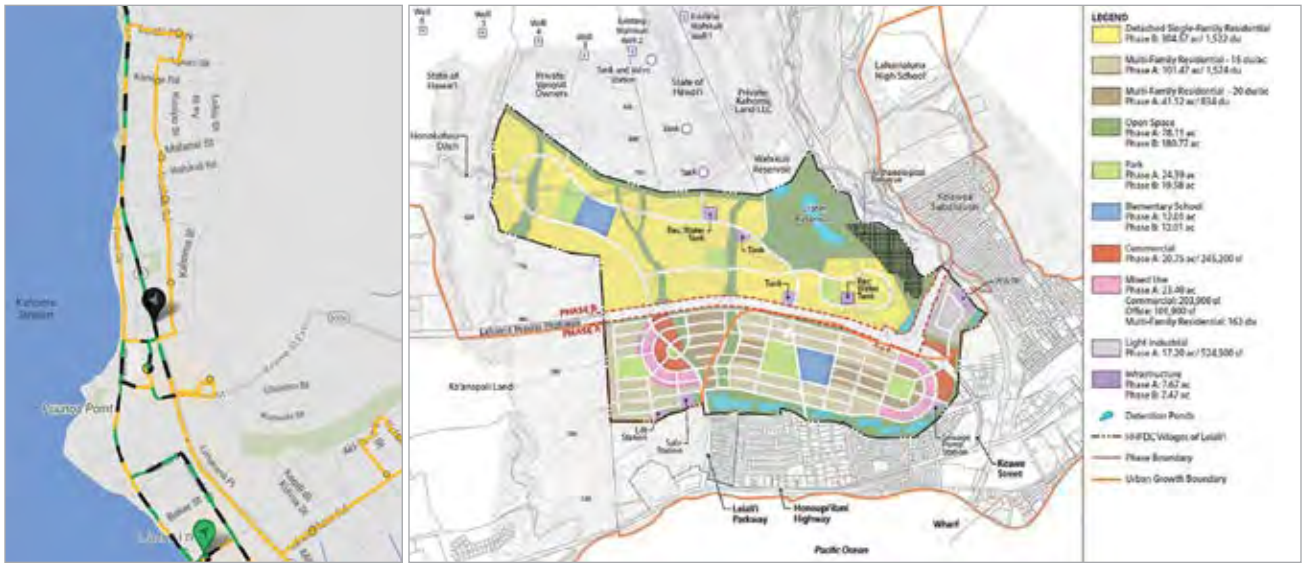
3.5.3 Priority TOD Projects in Maui County

Villages of Leialii Affordable Housing | HHFDC/COM

The Villages of Leialii Affordable Housing is a master-planned community centrally located in West Maui just mauka of Lahaina Town. The Hawaii Housing Finance and Development Corporation (HHFDC), as landowner and master developer of the project, will be providing much needed housing for the West Maui area, with at least 50% of residential units affordable to households at less than 140% AMI. In the *2012 Maui Island Plan*, the Urban Growth Boundary for the Villages of Leialii Affordable Housing community was limited to 245 acres and 1,200 residential units, allowing for the development of most of the undeveloped lands makai of the Lahaina Bypass Road.

The master plan for Leialii calls for a new urbanist community with compact, higher-density, walkable neighborhoods with a mixture of residential unit types, mixed-use neighborhood centers, and good connectivity for all modes of travel.

Figure 3.5-5
Villages of Lealii Master Plan Concept 2 and Maui Bus Service to Area
Sources: Hawaii Housing Finance and Development Corporation; Maui Planning Department



All of the commercial centers, major parks and schools have ¼-mile walking radii from the centers. The road system is comprised of interconnected streets that relate to the density of the underlying land use—with higher density land use, there is a finer network of roads. Sidewalks are provided on all roads on both sides of the street. Bus transit routes and stops are integrated with the existing routing to make Leialii a transit-ready community.

HHFDC is exploring development options with DHHL and the County of Maui Department of Housing and Human Concerns. The County Housing agency is looking to develop approximately 200 residential units along the lower boundary of the project site to accommodate residents who may be displaced from a Lahaina Front Street apartment complex that will lose its affordable housing status in the near future.

Infrastructure assessments were performed as part of the EIS for the updated master plan for the Villages of Leialii Affordable Housing Project in 2012. The proposed sewer system could be either an on-site private wastewater treatment plant or an off-site sewer line with connection to the County's wastewater reclamation facility. A Honokowai well system will be developed by DHHL and HHFDC to supply the water needs for the planned Leialii developments.

Figure 3.5-6 ***Wailuku Civic Center: Site of Wailuku Courthouse Expansion***

Wailuku Courthouse Expansion | COM/DAGS/DLNR

In Wailuku, the Judiciary facilities are overcrowded and seeking to expand to provide additional courtrooms and administrative space. The Wailuku Courthouse, Hoapili Hale, is adjacent to DAGS State Office Building No. 1 in Wailuku with the court facilities occupying about half of the 3.2-acre State-owned Civic Center site. The Judiciary would like to remain in Wailuku, but on-site expansion is not possible and one or more nearby parcels will need to be acquired. The County-owned post office site adjacent to the State Office Building has been discussed for possible transfer to the State. Another option discussed is the acquisition of the Hawaiian Tel parcel, which is adjacent to the courthouse building. The County is strongly interested in having the courthouse complex remain in its town core civic center location to maintain the economic vitality of the Wailuku town core.

This is a Smart Growth and TOD initiative which could align the expansion plans of the Judiciary with the County plans to maintain the economic viability of the civic center core. A lead agency or proponent will be needed to spearhead this effort, which will require extensive planning and coordination among State agencies, the Judiciary and County agencies, as well as significant financing for land acquisition and redevelopment of facilities. DAGS is considering the Wailuku courthouse expansion for a Proof of Concept initiative with the University of Hawaii School of Architecture, which involves stakeholder engagement and conceptual planning and design studies.

Kane Street Affordable Housing Project | HHFDC/DAGS

On Kaahumanu Avenue in Kahului, the State owns an underutilized 5.6-acre parcel which can be developed for a mixed use rental housing project that includes consideration of the DAGS civic center needs in Kahului and Wailuku. In 2017, the Legislature requested the HHFDC, DAGS, and the County of Maui to work together to explore the feasibility of a land transfer for the development of a mixed-use rental housing project (SCR 145, SLH 2017).

Figure 3.5-7 Kane and Vevau: Site for Central Maui Transit Hub and Affordable Housing Project

Central Maui Transit Hub | COM/HHFDC/DAGS

Maui Department of Transportation has received formal notice from the Queen Kaahumanu Center management that they must vacate the current location of the Maui Bus transit hub, located in Kahului, by 2020. Per the *2016 MSRTP*, the new location and concept plan to replace the transfer center located at QKC should be given the highest priority. This location is already over capacity to support existing services and according to the *MSRTP*, more space is needed to accommodate an additional seven bus services at the transit hub. A new location is needed to be as close as possible in order to create minimal disruption to the existing bus service's hub and spoke system. The main focus of the *MSRTP*'s capital improvement recommendation is on the extensive planning needed to advance the replacement transit center into the design phase. Major fixed route service improvements should be delayed until the Kahului transit hub can be relocated.

Located in Kahului, Kane Street intersects Kaahumanu Avenue and Vevau Street and the site is located across from the Queen Kaahumanu Mall, the current location of the Maui Bus transit center. HHFDC, DAGs and the County are currently working together to explore the feasibility of developing a mixed use affordable rental housing project (SCR 145, SLH 2017). The Kane/Vevau Streets location is ideally suited for the future relocation of the Maui Bus transit hub from QKC. Centrally located in Maui, Wailuku-Kahului encompasses the civic and business centers and the Island's major seaport and airport. Kahului serves as the transportation center of and gateway to the island of Maui. Kahului Airport is the Island's primary airport facility, while Kahului Harbor serves as the island's only commercial harbor. Both of these facilities are economic lifelines to Maui. As the civic and commercial/industrial hub for the Island of Maui, Wailuku-Kahului is a major service and employments center for

outlying communities. The transportation and public transit network that links the Wailuku-Kahului region to outlying regions has major implications on commerce and qualitative aspects of the region's urban environment.

The relocation of the Maui Bus transit hub to Kane/Vevau Streets would serve several of the Key Principles for State investment in Neighbor Island TOD. First, this location is not only in an existing town and growth center, but is one of the most densely populated regions and employments centers on Maui. Wailuku is the civic-financial-cultural center while Kahului is the business and industrial center. The Kane/Vevau Streets location would maximize the use of existing State facilities as this land is State owned, and therefore, the cost savings in future purchase of land needed to relocate the Maui Bus transit center would be a significant savings and ensure a permanent location for Maui Bus. Other major State and county facilities in close proximity include State and county government offices, the War Memorial Center (location for the commuter transit hub), UH Maui, Kahului Public Library, major sports facilities, two major shopping centers, and the central Keopulani Park. Although not State- or county-owned, the Maui Memorial Medical Center, Kaiser-Permanente, and the Maui Medical Group offices are also located within close proximity.

Figure 3.5-8
Proposed Central Maui Transit Hub
Source: Maui County

In addition to the potential connection of residents to employment centers, business services and commercial districts, this location would serve to connect visitors to Maui's commercial and retail shopping areas. The *MSRTP* reported that over 8% of the bus ridership were visitors. Kahului Harbor receives many large cruise ships and passengers would be located much closer to the Maui Bus transit hub if it were relocated to Kane/Vevau Streets, providing a critical connector for visitors to Maui's economy.

Another key principle for State investment in transit-ready development is to develop more affordable housing wherever feasible to do so. It simply cannot be overstated the critical need that Maui faces for more affordable housing for the work force and population at large. HHFDC is collaborating with Maui County Department of Housing

and Human Concerns (DHHC) to provide affordable rentals on the same property. In addition, Catholic Charities is constructing affordable housing for seniors across the street from the proposed Kane/Vevau Street site. Currently, there are existing rentals that are affordable, located on the next block on Vevau Street (The Waterfront Apartments at Kahului).

Relocation of the Maui Bus transit hub to the Kane Street property would provide an opportunity for equitable development that promotes and supports community well-being and active and healthy lifestyles. The Kane/Vevau Street location is in close proximity to densely populated residential areas and has tremendous opportunities for providing more walkable/bikeable paths to connect residents to commercial/retail and business districts.

3.5.4 Infrastructure and Regional Needs

For the identified priority projects, the Villages of Leialii affordable housing project will require significant investments for off-site water source, storage and transmission systems, and for wastewater collection and disposal, either by private system or through connection to the county treatment plant. The infrastructure needs for the Wailuku Courthouse and Kane Street Affordable Housing projects are undetermined at this time.

The infrastructure needs for the relocation of the Maui Bus transit hub to Kane and Vevau Streets include construction of a structure for the transit hub facility, street and sidewalk improvements, electrical, and water and sewer infrastructure upgrades.

While the County of Maui's planning documents all support Smart Growth and TOD principles, the implementing zoning and subdivision codes are acknowledged to be in need of an overhaul to accommodate mixed uses and Complete Streets designs.

3.5.5 Implementation of TOD Initiatives and Projects

Projects identified in this chapter are preliminary proposals that will require additional evaluation, planning, and coordination with the responsible State agencies. The project timelines in Chapters 2 and 5, and the project fact sheets in Appendix A, provide information on the current status of projects, their development schedule, and funding. Additional funding is also likely to be needed for project planning and implementation.

The following summarizes activities underway or issues of immediate concern that need to be addressed to move individual projects forward.

Villages of Leialii. At the Villages of Leialii, HHFDC is proceeding to work with the Maui Department of Housing and Human Concerns to expedite the development of approximately 200 affordable rental housing to accommodate the anticipated displacement of rental units in Lahaina Town.

Central Maui Transit Hub. Work on the Central Maui Transit Hub relocation is critically important over the next two years. Maui County has formed a Working Group comprised of members from the Departments of Transportation (DOT), Housing and Human Concerns, Planning and Public Works to collaboratively develop the Kane/Vevau Street location into a transit-ready area that will support public transit and provide affordable housing in close proximity to an area that is densely populated and central to commercial and business services. Maui County DOT submitted a budget request for upcoming FY19 for $650,000 for the Planning and Design for the relocation of the Central Maui Transit Hub from the Queen Kaahumanu Center to Kane/Vevau Streets. Maui County is seeking capital improvement $2.5 million from the State for the construction of an ADA-accessible facility to house the Central Maui Transit Hub.

CHAPTER 4

TOD Implementation and Investment Tools

4.1 The TOD 'Toolbox'

There are a range of land use, regulatory, and financial tools that are needed to facilitate and support TOD—to create a TOD-supportive environment that stimulates TOD delivery. Much more work is needed to identify and reduce policy and program barriers to TOD implementation that would be effective in Hawaii.

TOD projects require significant capital expenditures to provide the desired buildings, facilities, and infrastructure to achieve mixed use, higher density and walkable developments. In pursuing Smart Growth in already-developed urban settings or in centers planned for growth, the major challenge is the significant cost of improving, upgrading, or constructing public infrastructure systems such as roads, sewer, drainage, and water, to accommodate much higher densities in built-up areas or are inadequate or substandard in planned growth centers. Thus, the initial focus of this inaugural Strategic Plan is on expanding access to financial tools that enable and support effective TOD, since this has been uniformly identified as a key impediment to TOD and TOD-supporting infrastructure development.

This section reviews a range of financing tools available that may be considered to facilitate the delivery of TOD and infrastructure projects.

TOD financing can relate to a specific project at a particular site, and it can also relate to a neighborhood or larger district if improvements are needed at that level to address conditions, such as off-site or regional infrastructure inadequacies. The types of financing tools available can broadly be categorized as debt, equity, and value capture.

4.2 Debt Financing Tools

Debt financing through government bonds is how most public development projects are undertaken. Debt financing includes general obligation bonds, revenue bonds, and private activity bonds issued through capital improvement program (CIP) funding by the State or county. CIP projects include renovations and major maintenance to existing facilities, landscape improvements, new construction, land acquisition, and utility modification.

- **General obligation bonds** are debt instruments issued by states and local governments to raise funds for public facilities and public infrastructure. They are backed by the "full faith and credit" of the issuer, which has the power to tax residents to repay the bond. It is noted that general obligation bond financing may

not be available if a property is under a long term lease or management by a private party.

- **Revenue bonds** are government bonds backed by income generated by the project the bonds are issued to fund, such as fees from a public parking garage. Revenue bonds serve specific populations who provide revenue to repay the debt through user fees and use taxes such as highway taxes, airport landing fees, or harbor tariffs.
- **Private activity bonds** are government bonds issued on behalf of private entities such as non-profit colleges or hospitals. Private activity bonds are tax-exempt for qualifying private business facilities that have a public benefit, such as rental housing, schools, and utilities, and others listed in IRS Publication 4078. If more than 25% of a PAB is used for land acquisition, then the tax exemption may be lost. PABs rely on project revenues and are not backed by the full faith and credit of the government.

In Hawaii, two notable bond programs targeting affordable housing and infrastructure are the Dwelling Unit Revolving Fund and the recently established Hawaii Regional Infrastructure Financing program.

- **Dwelling Unit Revolving Fund (DURF).** DURF was established in 1970 with an initial authorization of $125 million of general obligation bonds to carry out the purposes of the Housing Development Program. Funds may be used for the acquisition of real property, development of residential, commercial and industrial properties, and interim and permanent loans to developers. In 2016, the Legislature passed Act 132, which allows HHFDC, upon request by a county, to establish regional State infrastructure subaccounts within DURF for the benefit of housing and mixed-use transit-oriented development projects within the county.
- **Hawaii Regional Infrastructure Financing.** A notable new regional infrastructure financing tool was enabled through Act 132, SLH 2016. Regional infrastructure subaccounts may now be established in each county to provide grants and loans to State agencies, or loans to county or private developers for improvements that increase the capacity of regional infrastructure systems such as sewer, water, drainage, roads, and telecommunications. Revisions to Chapter 15-307, "State Assisted Land and Housing Development Program," Hawaii Administrative Rules for regional infrastructure financing were effective April 28, 2017. Subchapter 14 sets forth the rules relating to the use of the Dwelling Unit Revolving Fund (DURF) for grants or loans to finance regional infrastructure improvements.

  HHFDC is currently working with the Kauai County Housing Agency (KCHA) to help finance regional infrastructure improvements for Lima Ola, a 75-acre parcel master planned for 550 affordable and workforce housing units in Eleele, Kauai. In August 2017, the County Council adopted Resolution No. 2017-43, which authorized the KCHA to apply for a DURF loan to develop and construct infrastructure for Lima Ola.

4.3 Equity Financing Tools

Equity tools allow private entities to invest private funds or take an equity interest in the project in expectation of a return. Equity sources are typically available only for projects or infrastructure that generate a significant return, such as parking facilities, utilities, or airports. Three major equity tools used to finance TOD projects include public-private partnerships, joint development, and for affordable housing, the Low-Income Housing Tax Credit. The use of equity investment approaches can also spur private land assembly and revenue sharing in TOD areas with smaller landholdings with multiple owners.

4.3.1 Public-Private Partnerships

Public agencies are increasingly turning to innovative delivery structures, in particular, public-private partnerships, or P3s, to address public infrastructure and service needs due to limited public resources, a growing backlog of deferred maintenance, increasingly scarce federal funding, and the need to address life-cycle asset management.

Generally, a public-private partnership (P3) is a contractual agreement between a public agency and private sector entity to deliver a service or facility for the benefit of the general public. There is no universal definition, so P3 is best viewed as a continuum of options with increasing transfer of risk and degree of financing between the public agency and the private sector.

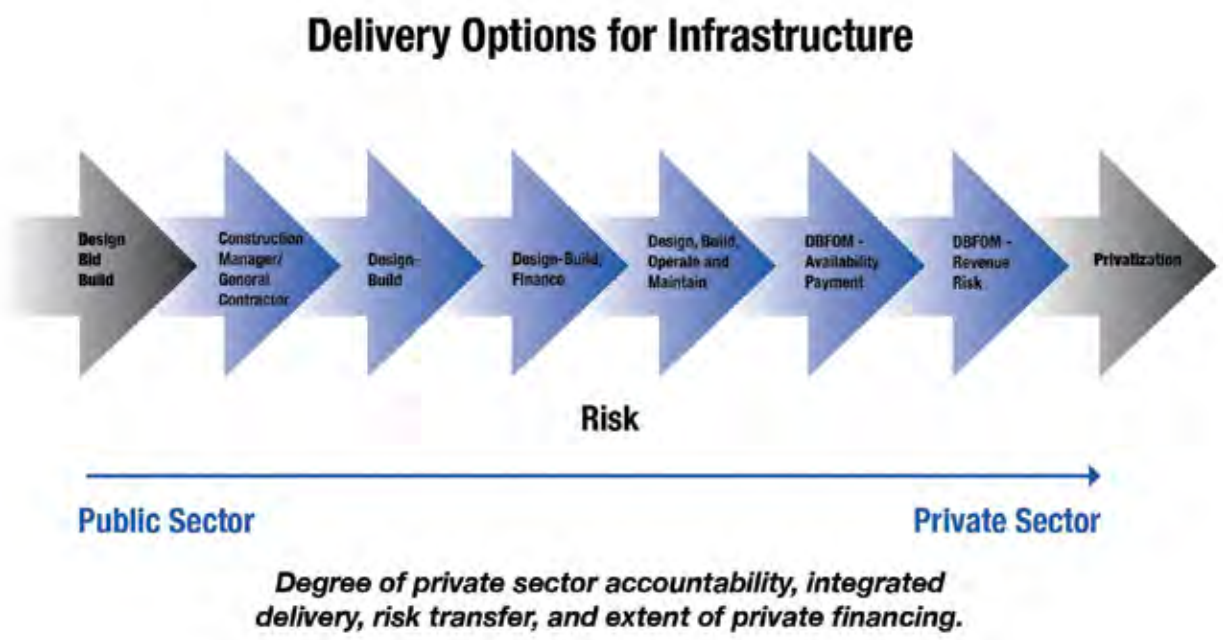
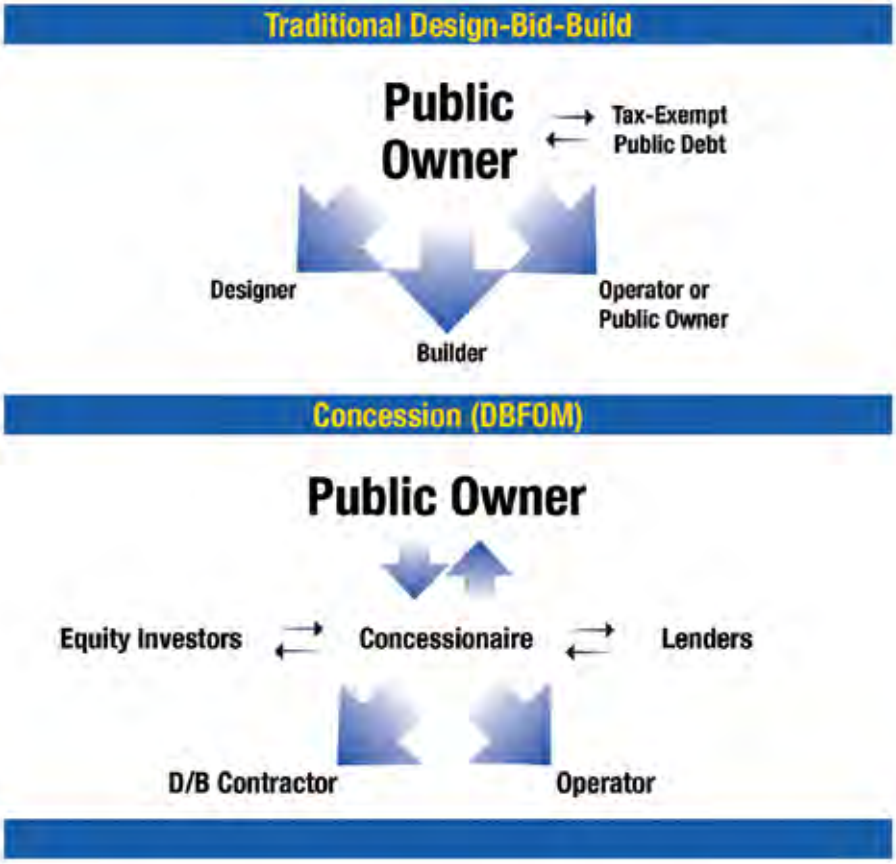


Figure 4-1 ***Delivery Models for Public Infrastructure and Other Public Projects***
Source: Association for the Improvement of American Infrastructure

Figure 4-2
Traditional vs P3 Contracting and Financing
Source: Association for the Improvement of American Infrastructure



While there are different forms of P3s, the most often referred-to model is Design-Build-Finance-Operate-Maintain (DBFOM). In a DBFOM, the private entity designs, builds, and provides the capital cost to finance a public project, while the public sector partner guarantees payment to the private partner. Operations and maintenance by the private sector are also integrated into project design and delivery to enhance long term performance of the asset.

Experience with P3s, globally and in North America, shows that using this approach delivers projects on-time and under budget, and exceeds quality expectations. On average, P3 projects yield 15–25% cost savings as compared to traditional design-bid-build procurements (JLL; European Construction Industry Federation; UK study). P3s have a history of significantly lower contractor change orders for cost and time. These benefits are driven largely by the fixed-price, date-certain construction contract, and the oversight role of the private sector financing. In Canada, P3 has been employed in well over 100 major projects such that the Canadian P3 model is widely regarded as a benchmark throughout the world. Any federally procured infrastructure project in Canada with a lifespan of over 20 years and a cost of over $100 million is required to determine if P3 is a suitable procurement option.

A P3 contracting approach provides the public agency with cost certainty, and transfers the risks of cost, schedule, and performance to the private sector while maintaining public ownership of the asset.

Examples of P3 in the United States

Most of the P3 projects have been undertaken for public infrastructure, such highways, toll roads, bridges, airports and water systems, and most of these have revenue-generating assets. There are some notable and a growing number of P3 projects for "social infrastructure," which includes assets that provide social services such as schools, universities, hospitals, prisons, and community housing. A few examples of P3 projects are provided here, including a rail transit project undertaken using P3 and some notable social infrastructure P3 projects.

Eagle P3 Rail Project and Union Station, Denver, Colorado

The Eagle P3 commuter rail project in Denver, covering 29 miles and 6 stations between Denver International Airport and Union station at a cost of $2.2 billion, commenced in July 2010 and was completed and began operations in 2016 as scheduled. The winning P3 bid was 27% lower than public sector budget estimates. This was the first commuter rail project in the U.S. using the P3 DBFOM delivery model. In a separate but adjacent P3 project, the Denver Union Station was also redeveloped into a multimodal transportation hub.

Long Beach Courthouse, Long Beach, California

The P3 development of a new $490 million, 531,000 square foot facility included 31 courtrooms, 100,000 square feet of office space leased to Los Angeles County agencies, and 10,000 square feet of retail and food service areas for visitors. Completed in September 2013, this is the first major civic building project to be procured with an availability payments, performance-based P3 DBFOM.

University of California, Merced, California

The University of California, Merced, broke ground in 2016 on a $1.3 billion, 1.2 million square foot campus expansion project to add 13 new buildings, including classrooms, research facilities, 1,700-bed student housing, and recreational areas to add capacity for 6,000 students. This is the first higher education project in the U.S. using the availability payments P3 DBFOM concept. The concession period for the private partner is 39 years, consisting of four years of construction and 35 years of operation and maintenance.

Figure 4-3 ***UC Merced Phase I Opening, August 2018***
Source: Plenary Group

University of California Student Housing Initiative

In January 2016, a Student Housing Initiative was begun to add 14,000 affordable student housing to the campuses of the University of California system to address the urgent need. In February 2017, eight developers were selected to bid on P3 student housing project RFPs across the UC system. The UC Santa Cruz and UC Riverside campuses have commenced with the release of RFPs.

Napa Civic Center, Napa, California

In November 2016, the City of Napa issued an innovative P3 DBFOM RFP to build a new 100,000 square feet Public Safety and City Administration Building, while allowing the development of excess City lands elsewhere with private uses to generate proceeds for the construction of the Civic Center facilities. In May 2017, a developer and preferred development proposal were selected for final negotiation.

P3 Financing Arrangements

TOD projects which do not generate sufficient revenues from user fees to cover construction costs would require public sector subsidies. The structuring of payments to a private partner in a P3 can include rights to collect user fees, lease payments, and availability payments.

Lease-Lease Backs. The public agency can lease real property to a private partner for a stipulated price and the private partner must then design, build, finance and/or maintain improvements on the property. The public partner will then make lease payments for a set period, after which time the improvements become owned by the public agency. Leasing of public lands is required as State of Hawaii lands are not allowed to be sold to a private entity.

Availability payments. An availability payment is a payment for performance. The private partner finances the project and receives payments from the public partner for the design, construction, operation and/or maintenance to the extent the project is "available" for use. It requires the facility to be open and functioning for use by the public, meeting the performance, safety, and quality criteria in the contract. Payments by the public partner only begins at the start of project operation, incentivizing the private partner to deliver faster. There is guaranteed, long-term budget certainty for the public agency, but it still needs to have a revenue source to make availability payments that could include project revenues or appropriations.

Revenue concessions. For revenue producing projects such as parking structures or airports, the private partner designs, builds, finances, operates and/or maintains the project and obtains revenue from the project up to a certain permitted rate of return.

Value-for-Money Analysis

To determine if a project should be done using P3, a value-for-money analysis is performed. This analysis compares what it would cost for a typical public financing approach as compared with a P3 DBFOM. This analysis would seek to determine if the higher private financing cost of a P3 would be offset by overall efficiency gains and reduced risks for construction and operating costs. Depending on how much of the risky aspects of the project are retained by the public agency (such as environmental and permitting approvals), financial models can be prepared to compare the cash flows under a range of scenarios.

Prospects for P3 in Hawaii

Candidate P3 projects are typically greater than $50 million, and undergo value-for-money and risk analyses to determine if P3 is viable for the project. There are higher procurement and transaction costs due to the need for legal, technical and financial advisers, and a longer lead time for procurement and contract execution, typically 12 to 18 months.

In Hawaii, P3 has been successfully used for the Army and Navy family housing redevelopment projects on Oahu since the early 2000s. The County of Kauai Housing Agency has used P3 to develop its Kanikoo Rice Camp senior housing in Lihue. The Honolulu Rail Transit Project is actively exploring the use of P3 to design, build, and finance the final segment of the rail line from Middle Street to the Ala Moana Center. HPHA is engaged in structuring a P3 for the redevelopment of Mayor Wright Homes.

The major challenges to P3 in Hawaii are the lack of experience and expertise in its use and uncertainties relative to compliance with the State Procurement Code. P3 deals are complicated, requiring more time and front-end work and financial and legal expertise due to private financing sources and long-term contracting with operations and maintenance. There is also execution and taxpayer/political risk as P3 has not been done for a large capital project in Hawaii. Agencies will need to better understand the process and pitfalls, and will require technical assistance to navigate the successful use of P3s.

4.3.2 Joint Development and Development Agreements

In general, a real estate development project involving multiple parties can take many forms, ranging from an agreement to develop publicly-owned land to jointly financing and developing a project that includes both public facilities and private development. There could be integrated development of public facilities physically or functionally related to commercial, residential, or mixed-use development.

The public agency could lease property it owns to a developer to build office space, commercial, or residential units, thereby raising revenue in the process. The public agency and the private developer may agree to share project costs and revenue. The University of Hawaii has selected a master developer for its University Village at West

Oahu to undertake private mixed-use TOD development complementary of and with revenue generation to support the adjoining campus. The HPHA is finalizing a master development agreement to completely redevelop Mayor Wright Homes public housing into a 2,500-unit mixed income residential and commercial project.

The main difference between joint development and a DBFOM P3 project is the greater transfer of risk to the private sector, including the private financing of development and the private operation and maintenance of the project. In a P3 project using availability payments or revenue concessions, no public funds are expended or released to the private partner until the project is fully developed and operational.

4.3.3 Low-Income Housing Tax Credit

The Low Income Housing Tax Credit (LIHTC) is the major financing tool administered by the HHFDC. LIHTC provides equity funding for the development of low-income rental housing (60% AMI) with a dollar-for-dollar credit over 10 years. Affordable housing project owners who are awarded an allocation of tax credits from HHFDC find investors for the tax credits to generate equity financing. The 9% competitive LIHTC has a volume cap based on the State's population, $3.3 million in 2016. These funds can provide up to 55-60% of the equity needed for project development. The limited funding available for the popular 9% LIHTC is a challenge for affordable housing projects, which must compete with other projects and wait years to obtain this financing. The 4% non-competitive LIHTC is allocated based on the use of Private Activity Bonds, for which the State has an annual cap of about $300 million. This can provide for about 40% of the project equity needs. The tax reform package currently being considered by the U.S. Congress includes provisions to eliminate private activity bonds, which could jeopardize the availability of this form of financing.

4.3.4 Opportunity Zone Funds

With the passage of the Federal Tax Cuts and Jobs Act at the end of 2017, a new source of private equity may become available for TOD developers in designated Opportunity Zones. The newly-established Opportunity Zones Program provides incentives for investors to re-invest unrealized capital gains in Opportunity Funds in exchange for temporary tax deferral and other benefits. The Opportunity Funds must be used to provide investment capital in low-income communities designated by the states as Opportunity Zones. Opportunity Zones were designated statewide in Hawaii; the designated Opportunity Zone census tracts were approved in May 2018.

4.4 Value Capture Tools

Value capture refers to a set of strategies whereby the value generated by public investments are recovered or "captured" by the public sector. Public infrastructure investments have the potential to positively impact nearby property values and associated development potential. Many studies show that rail transit investments

have a positive effect on property values when it significantly improves residents' access to jobs, education, entertainment, and services. Proximity to rail stations that are frequented destinations are also likely to attract more new development. The Honolulu rail project is expected to connect more than 40% of the island's jobs, a striking number when compared to other rail transit systems, which typically connect less than 20% of regional jobs. Value capture can include systems already in use, such as improvement districts (e.g., sewer, sidewalk improvements) and special improvement districts or business improvement districts (e.g., security services, landscape and streetscape maintenance, such as on Fort Street Mall and Waikiki).

Table 4-1 describes some of the value capture tools used for facility and infrastructure financing and how the tool is authorized for use in Hawaii.

Table 4-1 Local Development "Value Capture" Financing Tools in Hawaii

Tool	General Description	Hawaii Context[1]
Community Facilities District (CFD)	Special property tax levied within properties in a specific area for infrastructure improvement and capital facilities construction bonds, and/or ongoing funding for construction and maintenance. Property owners vote for formation. Use of funds must have reasonable direct/indirect relationship to assessed properties.	Counties authorized to create CFDs. Only CFD in Hawaii was formed in 2008 for the Kukuila Project on Kauai.
Special Improvement District (SID)	Special bill levied on property owners in a specific area for public improvements and maintenance, including bond issuance/repayment for improvements. Affected property owners vote for formation. Assessment rates can be customized as appropriate. Use of funds must be specific and have a direct benefit to paying property owners.	Counties authorized to enact legislation creating SIDs. Examples include Waikiki Business Improvement District Association and the Fort Street Mall Business Improvement District Association.
Tax Increment Financing (TIF) District	Captures property tax increases above the existing baseline in a district at the time of creation; some portion of captured value is returned to ordinary taxing agency. Remainder can be used as payment of bond debt financing for capital improvements, services costs, and development assistance.	Formation of "Tax Increment Districts" is permitted under existing legislation, but none have been created due partly to unclear constitutional authority to issue bonds solely funded by tax increment.
Developer Fees	Fees collected by local government upon approval of final site plan or issuance of building permits to property developers. Must have a direct nexus between cost of fee and the impact of the development on local or regional needs. Used to construct/maintain relevant public infrastructure and facilities.	A variety of impact fee districts have been established in Hawaii, primarily in areas experiencing high levels of new development.

[1] Hawaii Context sources: Andrea Roess, "Overview of Community Facilities District Financing," LURF Forum, August 25, 2011, presentation; Dave Freudenberger, "Financing Alternatives for Public Infrastructure: Tax Increment Financing," LURF Forum, August 25, 2011, presentation; CH2MHILL, "Funding Sources for the Statewide Pedestrian Master Plan," July 28, 2011, memorandum, accessed September 28, 2012, http://www.hawaiipedplan.com/documents/05_FundingSourcesMemo_07282011.pdf.

Source: Strategic Economics and Smart Growth America, "Leveraging State Agency Involvement in Transit-Oriented Development to Strengthen Hawaii's Economy."

Two value capture strategies that are well-used on the mainland, but not in Hawaii, deserve further consideration for financing TOD and infrastructure projects—community facilities districts and tax increment financing. These are discussed below.

4.4.1 Community Facilities District

Community Facilities District (CFD) is a special taxing district to fund the acquisition or construction of public improvements including transit, roadway, water, wastewater, pedestrian, cultural, and police and fire facilities. A CFD can be either a construction or acquisition district. In a construction district, the County uses bond proceeds to construct the improvement. In an acquisition district, the improvements are constructed by a developer in advance, then acquired by the county using the bond proceeds. Bonds are repaid via an additional, separate charge on semi-annual real property assessments. A CFD allows for the issuance of tax-exempt municipal bonds secured by land within the district. CFDs are widely used in California (known as Mello-Roos Districts) and other states on the mainland to fund infrastructure for new developments.

In a typical CFD, the eligible public improvements are constructed by the developer and subsequently acquired by the public agency. The developer will be required to pay for the up-front costs of building the infrastructure and will be reimbursed from CFD bond proceeds.

The main benefits of a CFD are that it allows infrastructure to be built up-front in the development process with no fiscal impacts on the State or county. A CFD is an independent taxing district with the authority to impose a special tax on property included within its boundaries. A CFD has its own debt limits and does not affect the debt capacity of the State or county. CFDs are a tool that allows growth to pay for itself, without redirection of property taxes from county coffers.

In Hawaii, CFDs are authorized under HRS § 46-80.1, Community Facilities District, and all counties have enacted ordinances enabling CFDs. Since passage of the State statute in 1992, however, only one CFD has been established: the Kukuiula resort-residential development on Kauai. The Kukuiula CFD established in 2008 was used to fund regional transportation improvements, including the Western Bypass Road, expansion of the County's potable water distribution and storage facilities, and certain civil defense and shoreline recreational improvements benefiting the Koloa-Poipu area.

4.4.2 Tax Increment Financing

Tax Increment Financing (TIF) is a tool that captures growth in property tax revenues over time. Upon establishment of a TIF district, incremental tax revenues over a base year that would otherwise go to a county's general fund are made available to fund public improvements or pay debt service on bonds for public infrastructure. Assuming growth in assessed property values within the TIF district, the revenue generated escalates over time. Typically, TIF is used in locations where new development is anticipated, thus generating incremental property tax that can be captured by the

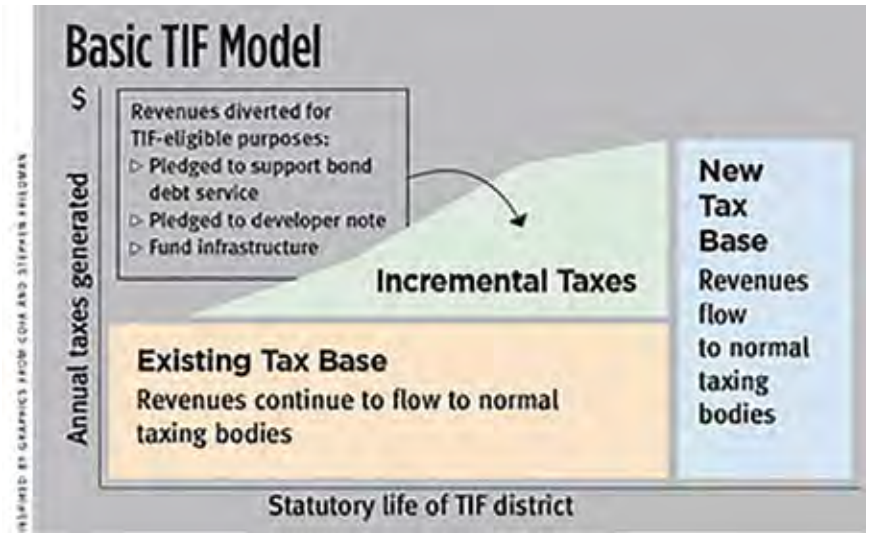


Figure 4-4 ***Basic TIF Model***
Source: Urban Land Institute

district. The tax increment is collected for a set period, usually between 15 and 30 years, and the tax increment can be used to secure a bond for district infrastructure improvements.

California's Enhanced Infrastructure Financing District (EIFD) is a TIF-based tool that uses the incremental increase in property tax revenues from redevelopment to enable local public authorities to build infrastructure, construct transit stations, and develop neighborhood improvements such as sidewalks, streets, bicycle lanes and new parking structures.

The City of New York is one of a number of jurisdictions that have used an innovative financing method, **Payment-in-lieu-of-taxes (PILOT)**, to finance major infrastructure projects. A subway extension and new station was financed and constructed through a PILOT for the Hudson Yards redevelopment project. The project includes the reconstruction of streets, the development of affordable housing, and provision of green space. Private development has been made possible by the rezoning of the area, beginning in 2005, from mostly industrial to mixed-use.

Much of the upfront capital to pay for the public investments came from $3 billion in bonds sold to investors. The bonds will be repaid through revenues tied to the increase in land value, and other sources. One of the largest revenue sources to repay the bonds will be developer payments against the increase in property values of new or newly renovated buildings within the boundaries of the multi-block Hudson Yards project district, through a mechanism similar to tax increment financing.

Challenges. Concerns have hampered the use of TIF for financing infrastructure in Hawaii. Counties have expressed concern regarding the diversion of future revenues that could restrict the county's ability to pay for basic services such as police, fire and parks. Any downturn in the real estate market could result in TIF revenues being insufficient to cover debt service on the bond, compromising the public issuer's overall bond rating.

While HRS §§ 46-103 and 46-104(2) permit a county council to provide for tax increment financing and issue tax increment bonds, it appears that tax increment bonds do not fit within the types of bonds a county may issue under the State of Hawaii's Constitution, i.e., general obligation bonds, bonds issued under special improvement statutes, and revenue bonds.

PILOT models could avoid many concerns about TIF. Another option being considered by the City is to pair a CFD with a TIF-like district. CFD revenues are more predictable, producing a steady revenue stream that is not reliant upon new development, and can generate funds in advance of tax increment receipts from a new TIF district.

4.5 Improving the TOD Toolbox

The greatest challenge facing State and county agencies in the pursuit of TOD is how to finance and pay for the planning, design, and construction of TOD mixed-use projects, affordable housing, Complete Streets, and regional public infrastructure. Given limited public resources, government agencies must pursue and employ innovative project delivery approaches such as P3, and look to value capture mechanisms successfully used elsewhere to finance TOD and needed support infrastructure. A 2014 HIPA report, *Report on the State of Physical Infrastructure in Hawaii, Phase II*, identifies tax increment financing, community facilities districts, private-public partnerships, and impact fees as key alternative funding mechanisms that need to considered in State and county efforts to address Hawaii's infrastructure deficits. Similarly, the TOD Council will need to examine these tools in its effort to ensure a supportive environment for TOD development.

For TOD, in particular, there is an immediate need to create an institutional framework for the use of P3 in Hawaii. This would include looking at the establishment of a P3 office that would provide a central resource to assist agencies in assessing and undertaking P3 projects. The office would help review the viability of a proposed project for alternative delivery, and advise or refer the agency to qualified and experienced individuals and firms who have the requisite technical knowledge and financial and legal expertise. It is also important to ensure that P3 can be done in consonance with the State Procurement Code; a thorough analysis of the P3 approach should be undertaken to determine how best to resolve any inconsistencies.

Community Facilities District and Tax Increment Financing have long been discussed, have enabling statutes and county ordinances in place, but are hardly used or not used in Hawaii. The State needs to examine further what are the impediments, and remove or provide incentives to move these forward. It may be advisable for either the State or a county to take the lead in demonstrating the value and potential for value capture in a priority TOD area or region. It is also important to keep abreast of innovative financing tools and hybrid versions of TIF and CFD, like PILOTs, that have been tried elsewhere and may suit Hawaii's circumstances and needs.

CHAPTER 5

State TOD Implementation and Investment Strategy: Fiscal Biennium/ Near-Term Actions

5.1 Introduction

In accordance with Act 130, SLH 2016, the TOD Council is responsible for overseeing implementation of this Strategic Plan. The Strategic Plan has two primary functions: (1) to guide the implementation of TOD projects, including mixed-use and affordable and rental housing projects, on State lands in each county; and (2) to guide the establishment and maintenance of the institutional framework and collaborative relationships required for State-County partnerships for TOD and directed growth strategies. This section and the associated project table and timeline sets out key initiatives and actions for the next fiscal year and fiscal biennium.

5.2 STRATEGY COMPONENTS 1 AND 2
State Implementation of TOD Projects and Investments at Project- and Regional-levels

5.2.1 Key TOD Projects and TOD Initiatives for the Next Biennium

Near-term project and infrastructure investment requirements for the next five years are displayed for all projects identified to-date in the timelines at the end of this chapter. Data on project funding and budget requests in the timelines are the best available as of December 2017.

Permitted interaction group work plans will be developed in 2018 to guide the coordination of project development for those projects that are already in the pipeline, being initiated in FY 2019, or Fiscal Biennium 2019-2021. The permitted interaction group work will include the refinement and compilation of cost estimates and timing of individual project budget requests for future use.

The tables in this section highlight those projects for which work is in progress or will commence in the next two to three years. These projects:

- Have initial funding or are fully funded, and planning, design, or construction is underway;
- Have funds for studies that will advance development of project concepts; or
- Are needed to respond to emerging circumstances impacting TOD or public facility development.

Oahu. For Oahu, action is needed to facilitate TOD initiatives in the three priority areas of Iwilei-Kapalama, Halawa-Stadium, and East Kapolei. Key investments for Oahu projects in the pipeline are highlighted in the table below.

Neighbor Islands. Key projects with work initiated are listed below. Much more Council work will be needed to determine what capital requirements are needed in the near-term for Neighbor Island projects.

Table 5-1 TOD Projects Identified for Near-Term Implementation

	Project ID	Project	Status	FY18 ($ '000s)	FY19 ($ '000s)	FY20 ($ '000s)	FY21 ($ '000s)
Oahu: State	O-01	Kaulukahai Increment II-A, Multi-Family/Commercial	Pre-Planning				
	O-06	East Kapolei Master Development Plan	Pre-Planning	350		2,000	20,000
	O-13	Aloha Stadium Property Redevelopment	Pre-Planning	10,200		55,000	260,000
	O-20	UH Honolulu Community College TOD Plan	Pre-Planning	100			
	O-22	Mayor Wright Homes Redevelopment	Planning		4,500		
	O-23	Liliha Civic Center Mixed-Use Project	Pre-Planning				
	O-26	Pohukaina Elementary School	Planning	10,000	58,998		
	O-30	Alder Street Affordable Rental Housing/Juvenile Service Center	Planning		1,700		87,600
Oahu: City	O-32	Iwilei-Kapalama Infrastructure Master Plan	Planning	5,000		50,000	500,000
	O-33	Pearlridge Bus Center and TOD Project	Planning	1,000		10,000	130,000
	O-34	Kapalama Canal Catalytic Project/Linear Park	Planning	1,500	10,000		175,000
	O-35	Chinatown Action Plan	Plan/Des/Const	100,000			
	O-36	Waipahu Town Action Plan	Planning				
	O-37	Blaisdell Center Master Plan	Pre-Planning	5,000	50,000		500,000
Kauai	K-02	Pua Loke Affordable Housing	Planning	1,000	2,000		13,000
	K-03	Koae Workforce Housing Development	Construction		44,000		
	K-04	Lima Ola Workforce Housing Development	Planning		19,000		
	K-08	Mahelona State Hospital	Pre-Planning	500			
Hawaii	H-05	Ka Hui Na Koa O Kawili Affordable Housing	Planning				
Maui	M-02	Kane Street Affordable Housing Project	Pre-Planning		1,000		
	M-03	Central Maui Transit Hub	Planning		650	2,500	
	M-04	Wailuku Courthouse Expansion	Pre-Planning	250			

Key Considerations for Individual Projects

Central Maui Transit Hub. Relocation of the Central Maui Bus transit hub is critically important as the facility must vacate their current location by 2020. Maui County DOT requested and received $650,000 for FY 2019 planning and design for the relocation. In 2018, $2.5 million in State CIP funds were appropriated for construction of the facility. See Section 3.5 or the project fact sheet for more information on this project.

5.2.2 State Support for TOD Project Coordination and Facilitation

Action 1: **Support the convening of regional permitted interaction groups for priority areas on Oahu and on the Neighbor Islands to coordinate TOD projects.**
More in-depth and targeted discussions of regional and project implementation issues among directly affected agencies are needed to advance project development. The TOD Council formed eight TOD Council permitted interaction groups for this purpose: three on Oahu for the East Kapolei, Halawa Stadium, and Iwilei-Kapalama priority areas; one each for Kauai, Maui, East Hawaii, and West Hawaii; and a Neighbor Island permitted interaction group to address issues of common interest to Kauai, Maui, and Hawaii Counties. The permitted interaction groups are intended to provide more focus to regional issues including: coordinating infrastructure improvements, assessing the feasibility and progress of TOD projects, identifying and addressing inter-agency needs, and refining the development schedule and needed actions. Beginning in January 2018, work plans will be developed to guide the permitted interaction group work as each permitted interaction group is convened.

Action 2: **Assess regional infrastructure requirements for State TOD projects on Oahu.**
The City has completed high-level assessments of infrastructure needs for the rail corridor through its TOD plan development. Off-site improvements to sewer, water, storm drainage, and roads for State properties identified for TOD need to be assessed at a more granular level, and preliminary cost estimates and financing options identified. In addition, development of a critical path analysis methodology and investment prioritization schema would be extremely valuable for the State TOD team in providing information to key decision-makers. The 2017 Legislature appropriated $1 million in CIP funds in OP's budget for planning for TOD on Oahu. In mid-2018, a consultant team was selected for the State TOD Planning and Implementation Project. The Project will identify investment needs, financing, and timeframes for critical infrastructure needed to realize State TOD potential along the rail line—with emphasis on the State priority areas of East Kapolei, Halawa-Stadium, and Iwilei-Kapalama.

Action 3: **Support priority TOD projects endorsed by agencies and the TOD Council.**
As TOD projects emerge from the Executive Budget through CIP budget requests, State agencies also provide these to the TOD Council for their information and review. Upon review of the proposed CIP project funding requests, the TOD Council can lend its support to agencies' requests to help obtain funding for CIP projects coming before

the Legislature. County TOD projects can similarly be considered by the TOD Council for funding support from the Legislature.

Action 4: **Monitor the progress of TOD projects to track the progress of funded projects to ensure the efficient and effective delivery of public facilities.**
The TOD Council should track the progress of projects through periodic status reports from implementing agencies on at least a semi-annual basis to promote information sharing and coordinate agency efforts especially among State and county agencies. The TOD database will be maintained by OP on its State TOD website as the status of projects change.

Action 5: **Assess State parcels for TOD potential statewide and initiate TOD discussions as needed.**
A preliminary inventory of State lands in TOD areas along the Honolulu rail corridor has been completed by the Office of Planning as part of a State TOD inventory and Mapping initiative. This will provide the tools and data for ongoing assessment and monitoring of State TOD lands with development potential and State TOD projects and proposals. In the next year, information on TOD development potential statewide will be collected and updated on an ongoing basis, including project status, environmental constraints, existing uses and structures, and lease conditions. Continuing consultation with agencies with jurisdiction over identified developable lands will be needed to determine their TOD potential and TOD readiness.

5.3 STRATEGY COMPONENT 3
Development of TOD Policies and Program Tools

This section outlines the key initiatives to be taken in the next biennium and near-term that are needed to provide the robust policy and programmatic foundation for achieving the potential of TOD and Smart Growth investments in communities statewide. Actions for the next fiscal year and fiscal biennium are organized by two elements: (1) **Policies** needed to align investments TOD and Smart Growth objectives; and (2) **TOD/program tools** that facilitate and support TOD and Smart Growth communities.

5.3.1 Development of TOD Support Tools

Create the institutional framework for greater use of Public Private Partnerships and Alternative Delivery Systems in Hawaii.

This initiative is comprised of the following Action Items.

Action 1: **Support legislation and funding to establish a Public-Private Partnership Office.**
A Public-Private Partnership (P3) office should be established within a State department or agency to advise and assist agencies, and facilitate and promote the use of P3 for large capital projects. Nationally and internationally, the value of P3 has been widely proven as an effective means to deliver public projects on-time and on or under budget,

while transferring much of the risk to the private sector. In Hawaii, except for the Army and Navy military housing redevelopment projects, the process has not been employed for any large-scale project. As such, State agencies considering P3 may not have ready access to the requisite knowledge or experience to assess the viability of a proposed development project. The establishment of a P3 Office, not for control or oversight, but serving as a resource for quality processes and procurement best practices, would help to achieve successful initiation and implementation of P3 projects in Hawaii.

Action 2: **Prepare recommendations for the authorization and establishment of standards of practice/best practices for P3 or alternative or innovative financing delivery system procurement.**

There are some differences of opinion as to whether P3 procurement is already permissible under the current procurement code. Whether it is currently allowed or not, the inclusion of clarifying language to the existing statute expressly permitting P3 would be helpful to assure agencies proceeding through the procurement process. Alternatively, a separate self-contained P3 procurement measure could be introduced and pursued based on model statutes that would fully enable and remove any uncertainties in the process.

Action 3: **Continue to support educational workshops and activities on P3 and innovative financing delivery mechanisms.**

The Hawaii P3 Workshop sponsored by the TOD Council and AIAI in June 2017 and the DAGS Lease-back and Project Delivery P3 Workshop in August 2017 were well-received and valuable for enhancing the awareness, understanding, and potential for P3 and innovative delivery mechanisms in Hawaii. The workshops were well-attended but also largely limited to State and county agencies and staff. With the high interest expressed from public agencies in the P3 approach, the TOD Council should support and encourage continued educational programs and workshops for public agencies as well as the private sector to promote consideration and use of the P3 model for TOD and large public facilities projects.

Action 4: **Continue to support State agencies as needed in entering into P3 under existing agency authority.**

In the absence of a P3 Office, State agencies desiring to undertake P3 will need to consult with agencies and financial, legal, and technical consultants with experience in the successful procurement and management of P3 projects. Assistance to individual agencies and lessons learned should be shared among State and county TOD stakeholders as these complex agreements are explored, executed, and managed.

Expand the Use of Value Capture Financing Tools for TOD

Further work is needed to advance and support use of TIF and CFDs in Hawaii.

Action 1: **Identify potential Community Facility District opportunities for TOD project areas with the counties.**

Action 2: **Study and develop recommendations for hybrid value capture tools that might be suitable for projects on State-owned lands.**

Action 3: **Study and develop recommendations to overcome barriers to use of Tax Increment Financing and Community Facilities Districts in Hawaii.**
Tax Increment Financing and Community Facilities Districts are established and widely used on the mainland for financing public facilities and infrastructure projects. A study is needed to examine the reasons why these tools are not used or hardly used in Hawaii. Relative to TIF, concerns have been raised regarding the constitutionality of a county issuing TIF bonds, that the county's credit ratings may be adversely affected, and that the diversion of revenues that would otherwise go to the general fund would impact basic services such as police, fire, and parks. CFDs use tax-exempt bonds issued to finance public infrastructure through a special tax district; the bonds are repaid through an assessment on the property taxes of landowners in the CFD district. Despite the high cost of off-site infrastructure in most major developments, CFD has been used in only one project—the Kukuiula Resort on Kauai.

Action 4: **Enact legislation as needed to implement the recommendations from these studies.**
Study findings would include any recommendations for legislation to promote use of value capture tools, including hybrid models or variants of TIF and CFD employed in other jurisdictions to enable value capture as a means to finance TOD projects on State lands.

5.4 STRATEGY COMPONENT 4
TOD Program Support and Administration

The following actions will assist the TOD Council in monitoring and sustaining progress in TOD implementation statewide. This will require ongoing funding for programmatic or administrative support to sustain the necessary coordination, facilitation, and collaboration necessary for the State and its TOD partners to have a proactive role in creating livable communities statewide.

Action 1: **Refine the criteria for TOD Council CIP review and prioritization.**
An initial set of review criteria for TOD projects was developed by a TOD Council Work Group and subsequently endorsed by the TOD Council to facilitate review of TOD CIP budget requests. The criteria covers: 1) site considerations, 2) agency/project readiness, 3) financial considerations, 4) public benefit, and 5) catalytic impact (See Appendix B). While these criteria represent a good starting point for evaluating projects and potential TOD sites, refinements are needed to assign weightings to the criteria so that their relative importance will be better reflected in the evaluation. The provision

of affordable housing, for example, needs to be weighted commensurate with its importance and need, and further work is needed to crosswalk the project review criteria with other equitable development outcome measures.

Action 2: **Development of Performance Measures/Monitoring/Annual Review.**
Plan implementation will need a framework to monitor progress in advancing TOD initiatives and ensuring the technical assistance and funding is secured in a timely way. This includes the development of performance metrics to evaluate the economic, environmental, social, and equitable development outcomes desired or expected from investment in transit and TOD. The development of performance metrics will build off initiatives taken in other jurisdictions to develop performance measures for livable communities and TOD.

Development of a critical path analysis tool or methodology would enable the State to determine with more precision what investments need to be made where and when—to ensure that this strategic plan functions as more than a wish list. It is proposed to incorporate this as a task/deliverable in the OP $1 million CIP TOD planning project, with the aim of identifying a methodology for regional/State prioritization and sequencing of investments for the State TOD Team to use to guide permitted interaction group work and plan implementation. This task would include refinement and development of scoring for the TOD review criteria adopted by the TOD Council. The foundational criteria are provided in Appendix B.

Action 3: **Explore how best to promote implementation of TOD Key Principles in agency actions and TOD investments, including equitable development.**
The TOD Key Principles are intended to provide a unified approach guiding State agency actions in TOD areas. They are not limited to TOD areas, as they encompass Smart Growth principles directing State agencies to locate first in town and growth centers, and to co-locate when possible in these areas. They are intended to be applied in the selection of TOD sites, and in the planning, design, financing, and development of facilities. Further work is needed to find ways to operationalize the Key Principles and practices that can institutionalize their use and consideration in agency actions. One such means could be achieved through an Executive Order or Executive Memorandum from the Governor directing all State agencies to employ these Key Principles in their project planning. The Key Principles could also be tied to the CIP budgetary approval process.

Action 4: **Monitor agency actions for their consistency with the Key Principles.**
The TOD Council is well-positioned to monitor agency actions relative to the Key Principles. These principles, which cover site location, critical infrastructure, partnerships, affordable housing, sustainability and equitable development, would be reviewed by the TOD Council as project proposals emerge from State and county agencies. Act 130, SLH 2016 also charges the OP with the responsibility to approve all State agencies' development plans for parcels along the rail transit corridor. "Development plans" means conceptual land use plans that identify the location and planned uses within a defined area.

Action 5: **Administrative support for TOD Council and permitted interaction groups.** An annual budget and increased TOD planning staff capacity are needed to support the TOD Council activities, including the permitted interaction groups established to carry out the more detailed planning and implementation work required to further TOD implementation.

5.5 Timeline for Investments in TOD Projects and Initiatives: FYs 2019-2023

The following timeline provides information available to-date on estimated project costs, funding requirements, and the anticipated timeframe for use of funds for projects that are underway or hope to be initiated in the next two to five years. Secured funding is shown in black, bold type; funding needed or to be requested is shown in red, bold type. This information will continue to be updated as projects come on line and TOD implementation progresses statewide.

TOD Implementation/Investments: FYs 2019-2023

PROJECT/ACTIVITY			Fiscal Year	FY2018		FY2019		FY2020		FY2021		FY2022		FY2023	
	Project ID		Project Cost $(1000s)	Phase	$(1000s)	Phase	$(1000s)	Phase	$(1000s)	Phase	$(1000s)	Phase	$(1000s)	Phase	$(1000s)
Strat 1&2 ▸ DELIVERY OF PROJECTS & TOD INFRASTRUCTURE															
		OAHU Projects													
EAST KAPOLEI	0-01	Kauluokahai Increment II-A [DHHL]	-	PP		P/D				C					
	0-02	UHWO University District [UHWO]	-	PP											
	0-03	UHWO Long Range Dev Plan Update [UHWO]	800	P	**800**										
	0-04	UHWO TOD Infrastructure (D/C) [UHWO]	750			D	750			C					
	0-05	UHWO Multi-Campus Hsg Study [UHWO]	80	PP		PP	80								
	0-06	East Kapolei Master Dev Plan [DLNR]	222,450	PP	**450**	P	2,000	D	20,000					C	300,000
	0-07	East Kapolei High School [DOE]	700	P		P/D	700			C					
		INFRASTRUCTURE													
		Farrington Hwy Widening [CCH DDC]	142,050	P		D	4,000					C	48,000		46,000
		Kualakai Parkway intersections	-												
		Drainage (Kaloi/other gulches)	-												
		Wastewater facilities	-												
		Water facilities	-												
		Pedestrian access to stations	-												
		School capacity	-												
WAIPAHU-PEARLRIDGE	0-08	Waipahu I & II Redev [HPHA]	-	PP								P/D			
	0-09	Waipahu Civic Cntr TOD [HHFDC/DAGS/DOE]	250	PP	**250**										
	0-10	Hoolulu & Kamalu Redevelopment [HPHA]		PP								P/D			
	0-36	Waipahu Town Action Plan [CCH]	4,500	P/D	**500**	D/C	**4,000**								
	0-11	UH LCC TOD Master Plan [UH LCC]	200			P	200								
	0-12	Hale Laulima Homes [HPHA]	-	PP								P/D			
	0-33	Pearlridge Bus Center/TOD [CCH]	141,000	P	**1,000**			D	10,000	C	130,000				
HALAWA/STADIUM	0-13	Aloha Stadium Prop Redev [SA/DAGS]	325,200	P	**10,200**			D	55,000	C	260,000				
	0-14	Puuwai Momi Homes [HPHA]	-	PP				P/D				C			
		INFRASTRUCTURE													
		Wastewater facilities													
		Highway & road improvements													
		School capacity													
		Water facilities													
AIRPORT-KALIHI	0-15	Moanalua Kai Conceptual Plan [DHHL]		P	**287**									P/D	
	0-16	Oahu CCC Site Redev [PSD/DAGS]		PP	**5,000**										
	0-17	Kamehameha Homes [HPHA]		PP						P/D				C	
	0-18	Kaahumanu Homes [HPHA]		PP						P/D				C	

State TOD Priority Area BOLD: Funded | Red: Unfunded/Requested PP=Pre-Planning P=Plan D=Design C=Construction

TOD Implementation/Investments: FYs 2019-2023

	PROJECT/ACTIVITY	Fiscal Year	FY2018		FY2019		FY2020		FY2021		FY2022		FY2023	
	Project ID	Project Cost	Phase	$ (1000s)	Phase	$ (1000s)	Phase	$ (1000s)	Phase	$ (1000s)	Phase	$ (1000s)	Phase	$ (1000s)
		$ (1000s)												
IWILEI-KAPALAMA	O-19 Kapalama Project Concept Plans [DHHL]	287	P	**287**										
	O-20 UH HCC TOD Plan [UH HCC]	100	PP	**100**										
	O-21 HPHA Admin Office Redev [HPHA]	-	P		D				C					
	O-22 Mayor Wright Homes Redev [HPHA]		P		D/C	4,397								
	O-23 Liliha Civic Center [HHFDC/DAGS/HPHA]	-	PP		P				D		C			
	O-24 Kalanihuia Homes [HPHA]	-	PP						P/D				C	
	O-34 Kapalama Canal Catalytic Project [CCH]	185,000	P		P/D	10,000			C	175,000				
	INFRASTRUCTURE													
	O-32 Iwilei-Kapalama Infrastructure Plan [CCH]	555,000	P	**5,000**	D	50,000	C	500,000						
	Wastewater facilities													
	Drainage													
	Roads/pedestrian access													
	School capacity													
DOWN TOWN	O-35 Chinatown Action Plan [CCH]		D/C	100,000										
KAKAAKO-ALA MOANA	O-25 690 Pohukaina Housing [HHFDC]		P		D				C					
	O-26 Pohukaina Elementary School [DOE/HHFDC]	58,998	P		D/C	58,998			C					
	O-27 Nohona Hale [HCDA]	52,500	C	**37,000**										
	O-28 Ola Ka Ilima Artspace Lofts [HCDA]	55,700	C	**42,500**										
	O-29 Hale Kewalo Affordable Hsg [HCDA]	57,500	C	**53,000**										
	O-30 Alder Street Hsg/Juvenile Ctr [HHFDC/JUD]	88,400	PP		P/D	1,700			C	87,600				
	O-31 Makua Alii & Paoakalani [HPHA]		PP											
	O-37 Blaisdell Center Master Plan [CCH]	555,000	P	**5,000**	D	50,000			C	500,000				
	INFRASTRUCTURE													
	Wastewater system improvements													
	School capacity													
	Oahu Project Totals													

State TOD Priority Area BOLD: Funded | Red: Unfunded/Requested PP=Pre-Planning P=Plan D=Design C=Construction

TOD Implementation/Investments: FYs 2019-2023

PROJECT/ACTIVITY			Fiscal Year	FY2018		FY2019		FY2020		FY2021		FY2022		FY2023	
Project ID			Project Cost $ (1000s)	Phase	$ (1000s)	Phase	$ (1000s)	Phase	$ (1000s)	Phase	$ (1000s)	Phase	$ (1000s)	Phase	$ (1000s)
KAUAI Projects															
LIHUE-PUHI	K-01	Lihue Old Police Station [DAGS/COK]		PP											
	K-02	Pua Loke Affordable Housing [COK KHA]		P	1,000	D	7,000			C	13,000				
	K-12	Puhi Shuttle [COK]		P											
	K-05	UH Kauai CC LR Plan & Stud Hsg [UH KCC]	329	PP	329										
KALAHEO-KOLOA	K-03	Koae Workforce Housing Development [COK KH/	44,000	P/D	4,000	C	40,000								
	K-04	Lima Olo Workforce Hsg Dev [COK KHA/HHFDC]	150,000	D		C-Infra	19,000							C-Ph2	150,000
	K-10	Poipu Road Improv [COK DPW]	9,000	P/D						C					
	K-11	South Shore Shuttle [COK]		P											
HANAPEPE	K-06	Hanapepe Infill Redevelopment [COK]		PP											
	K-07	Hanapepe Cmplt St Improv [COK DPW]		P		D		C	3,000						
KAPAA	K-08	Mahelona State Hospital Master Plan [COK]		P	500										
	K-09	Kawaihau Road Improv [COK DPW]		P		D		C	3,500						
Kauai Project Totals															
HAWAII Projects															
PUNA	H-01	Keaau Public Transit Hub [COH]	3,100	PP											
		INFRASTRUCTURE													
	H-02	Keaau Public Wastewater System [COH]	5,000	PP											
HILO	H-03	Prince Kuhio Plaza Aff Housing [COH]	40,000	PP											
	H-04	Prince Kuhio Plaza Transit Hub/Pk & Ride [COH]	3,100	PP											
	H-05	Ka Hui Na Koa O Kawili Aff Hsg [COH]	30,000	PP											
	H-06	Uh Hilo Expansion/Hawaii CC Campus [UH Hilo/HCC]		PP											
	H-07	UH Hilo Mixed use/Stud Hsg [UH Hilo]		PP											
KONA	H-08	Kailua-Kona Multimodal Transportation Plan [CO	400	PP											
	H-09	Old Airport Trans Station/Makaeo Trans Hub [CO	300	PP											
	H-10	Ulu Wini Housing Improvements [COH]	815			C	815								
	H-11	Kamakana Villages Senior/Low Inc Hsg [COH]													
	H-12	Village 9 Affordable Housing [HHFDC/COH]	3,750	P	250			D	500	C	3,000				
Hawaii Project Totals															
MAUI Projects															
LAHAINA	M-01	Villages of Leialii Affordable Hsg [HHFDC/COM]		PP		P	6,000	D	4,000	C	55,000				
KAHULUI-WAILUKU	M-02	Kane Street Affordable Hsg [HHFDC/DAGS]		PP		P/D	1,000								
	M-03	Central Maui Transit Hub (Kane/Vevau) [COM/HHFDC/	3,150	PP		P/D	650	C	2,500						
	M-04	Wailuku Courthouse Expansion [COM/DAGS/DLNR]		PP	250										
Maui Project Totals															

BOLD: Funded | Red: Unfunded/Requested

PP=Pre-Planning P=Plan D=Design C=Construction

TOD Implementation/Investments: FYs 2019-2023

PROJECT/ACTIVITY	Fiscal Year	FY2018		FY2019		FY2020		FY2021		FY2022		FY2023	
Project ID	Project Cost $ (1000s)	Phase	$ (1000s)	Phase	$ (1000s)	Phase	$ (1000s)	Phase	$ (1000s)	Phase	$ (1000s)	Phase	$ (1000s)
Strat 3 ▸ ESTABLISHMENT/USE OF TOD SUPPORT TOOLS													
Institutional Framework for P3/Alt Delivery													
1 ▸ Establish P3 technical assistance office		Bill	250										
2 ▸ Clarify P3 legis authority/establish P3 BPs		Bill/Rules											
3 ▸ P3/Alt Delivery education / outreach				$	25								
4 ▸ Support P3 w/ agencies with authority													
Expand Use of Value Capture Financing Tools													
1 ▸ Identify CFD opportunities with counties													
2 ▸ Study/Recs: Hybrid (St/St-Cnty) value capture tools				$	100								
3 ▸ Study/Recs: Overcome barriers to CFD/TIF													
4 ▸ Recs: Legislation as needed for CFD, TIF, hybrids						Bills							
Expand Financing Tools													
1 ▸ Study/Recs: New/improve financing mechanisms				$	150								
Strat 4 ▸ SUPPORT TOD PROJECT IMPLEMENTATION													
State TOD Project Coordination/Facilitation													
1 ▸ Regional sub-committee project coordination						$	100	$	100	$	100		
2 ▸ Study/Plans: regional infrastructure requirements		P	1,000			P	1,000	P	1,000	P	1,000		
3 ▸ Support priority project CIP requests		▲		▲		▲		▲		▲		▲	
4 ▸ Track/facilitate TOD/TRD project implementation													
5 ▸ Monitor State lands with TOD potential													
6 ▸ Community outreach for TOD project strategy													
TOD Policy/Program Support & Administration													
1 ▸ DOE policy/standards for infill/TOD schools													
2 ▸ Refine project/parcel review criteria													
3 ▸ Develop performance metrics for projects/plan													
4 ▸ Implementation of key principles													
5 ▸ Administrative support for TOD Council				$		$	25	$	25	$	25	$	25
Support Project Totals													
TOD Strategy Totals													

BOLD: Funded | Red: Unfunded/Requested

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Tomas Oberding, Office of Planning
Briana Bernadino, Office of Planning

Counties

Harrison Rue, City & County of Honolulu Department of Planning and Permitting
Renee Espiau, City & County of Honolulu Department of Planning and Permitting
Michael Yee, County of Hawaii Planning Department
Bennett Mark, County of Hawaii Planning Department
Nancy Pisicchio, County of Hawaii, Office of the Mayor
Neil Gyotoku, County of Hawaii Office of Housing and Community Development
April Suprenant, County of Hawaii Planning Department
Hans Santiago, County of Hawaii Planning Department
Tiffany Kai, County of Hawaii Mass Transit Agency
Kasie Kailikea, County of Hawaii Mass Transit Agency
Lyle Tabata, County of Kauai Department of Public Works
Lee Steinmetz, County of Kauai Planning Department
Kanani Fu, County of Kauai Housing Agency
Keith Perry, County of Kauai Housing Agency
Koa Duncan, County of Kauai Housing Agency
Marie Williams, County of Kauai Planning Department
Leanora Kaiaokamalie, County of Kauai Planning Department
Celia Wooton-Mahukoa, County of Kauai Transportation Agency
Michele McLean, County of Maui Department of Planning
Pam Eaton, County of Maui Department of Planning
Don Medeiros, County of Maui Department of Transportation
Carol Reimann, County of Maui Department of Housing and Human Concerns

Image Credits

1-3 ***Boulder, CO:*** *U.S. Environmental Protection Agency, https://www.epa.gov/smartgrowth/mix-land-uses-eighth-pearl-boulder-colorado*

Lancaster, CA: *U.S. Environmental Protection Agency, https://www.flickr.com/photos/usepagov/8634270433/in/album-72157633206541248/*

Seattle, WA: *Adam Coppola, 2014. https://www.bing.com/search?q=dexter+boarding+island&form=EDGEAR&qs=PF&cvid=fc78d7f6841a4f00be78142467bbfc3c&cc=US&setlang=en-US*

Tregunnel Hill, UK: *Accessed at post by Robert Steuteville at Congress of New Urbanism, Public Square, June 14, 2018. https://www.cnu.org/publicsquare/2018/06/14/seamless-town-extension-affordable-housing; https://www.cnu.org/sites/default/files/styles/public_square_feature_image/public/tregunnel-hill-aerial.jpg?itok=nKZDK7VO*

1-4 ***Pearl District, Portland, OR:*** *Accessed at Pearl District Business Association website, 2018. http://explorethepearl.com/about-the-pearl/public-transit/*

Fruitvale Village, CA: *Accessed at post by Jen Gray-O'Connor, Critical Sustainabilities website, June 2015. https://critical-sustainabilities.ucsc.edu/fruitvale-transit/; https://cpb-us-e1.wpmucdn.com/sites.ucsc.edu/dist/e/102/files/2013/08/Fruitvale-Transit-Village.jpg*

Vancouver, CA: *Piotr Marek Smolnicki, 2017. https://medium.com/emerging-mobility-solutions/car-sharing-nie-taki-piękny-jak-go-malują-482128f0a21f*

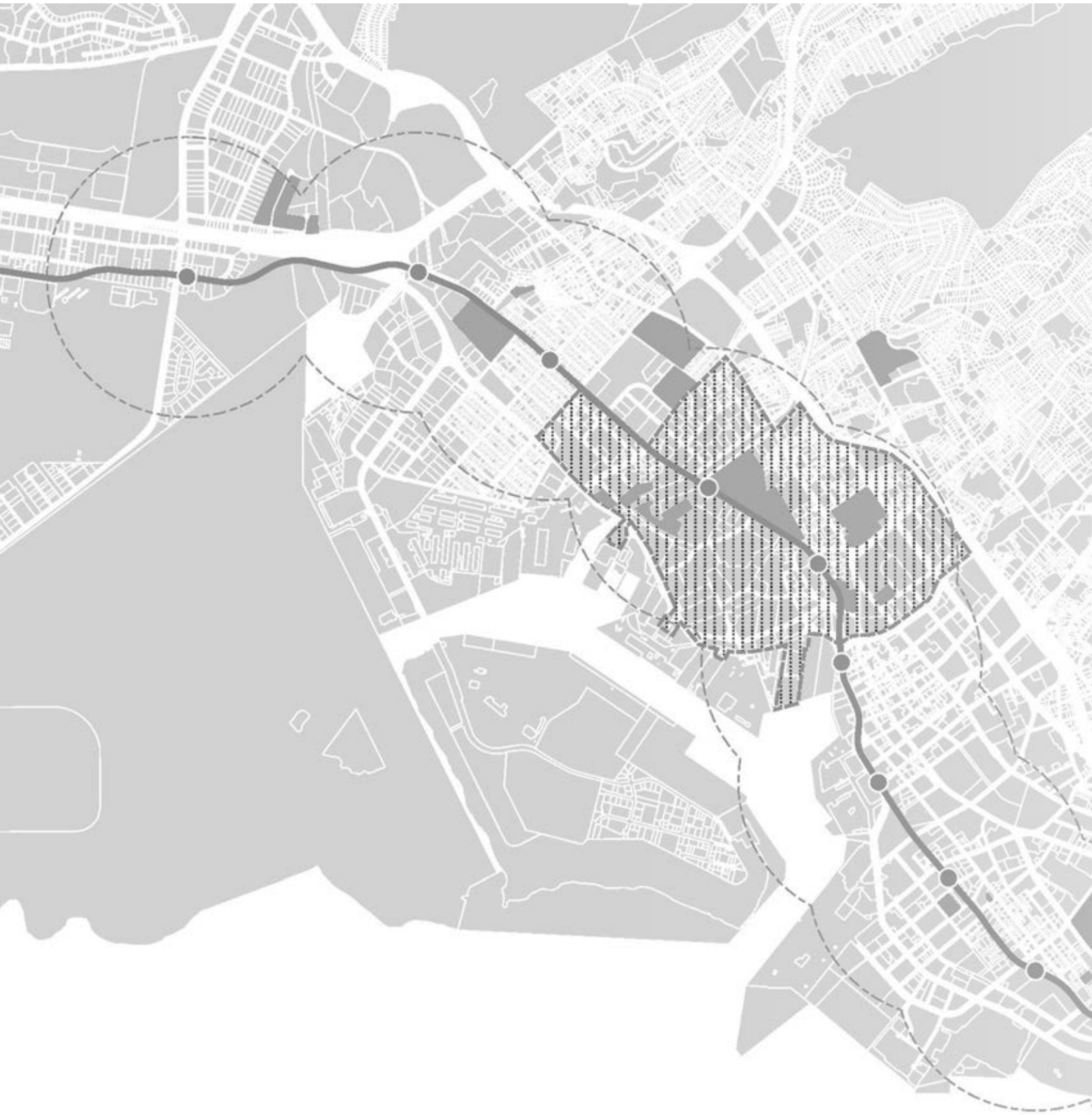
Plano, TX: *David Wilson, 2006. https://www.flickr.com/photos/davidwilson1949/16725143369/in/gallery-152112533@N04-72157682849643243/*

3.5-6 *Imagery, Google Maps, 2017*

3.5-7 *Imagery, Google Maps, 2018*

STATE STRATEGIC PLAN
FOR TRANSIT-ORIENTED DEVELOPMENT

APPENDICES



APPENDIX A

TOD Project Fact Sheets

State and County Priority TOD Projects

	Project ID	Agency	TOD Station/Area	Project	Area (Acres)	Status
East Kapolei	O-01	DHHL	East Kapolei	Kaulookahai Increment II-A, Multi-Family/Commercial	33	Pre-Planning
	O-02	UHWO	East Kapolei, UHWO	UH West Oahu University District	168	Pre-Planning
	O-03	UHWO	East Kapolei, UHWO	UH West Oahu Long Range Development Plan	500	Planning
	O-04	UHWO	East Kapolei, UHWO	UH West Oahu TOD Infrastructure		Pre-Planning
	O-05	UHWO	UH West Oahu, LCC, HCC	UH West Oahu Multi-Campus Housing		Planning
	O-06	DLNR	UH West Oahu	East Kapolei Master Development Plan	175	Pre-Planning
	O-07	DOE	Hoopili	East Kapolei High School	45	Planning
	O-08	HPHA	West Loch	Waipahu I and Waipahu II Redevelopment	1	Pre-Planning
	O-09	HHFDC/DAGS/DOE	Waipahu Transit Center	Waipahu Civic Center TOD Project	10	Pre-Planning
	O-10	HPHA	Waipahu Transit Center	Hoolulu and Kamalu Redevelopment	3.78	Pre-Planning
	O-11	UH-LCC	Leeward Comm College	UH Leeward Community College TOD Master Plan	50	Pre-Planning
	O-12	HPHA	Pearl Highlands	Hale Laulima Homes	4	Pre-Planning
Halawa	O-13	SA/DAGS	Halawa	Aloha Stadium Property Redevelopment	99	Pre-Planning
	O-14	HPHA	Halawa	Puuwai Momi Homes	12	Pre-Planning
	O-15	DHHL	Lagoon Drive, Middle St.	Moanalua Kai Conceptual Plans	14	Pre-Planning
	O-16	PSD/DAGS	Middle St., Kalihi	Oahu Community Correctional Center Redevelopment	16	Pre-Planning
	O-17	HPHA	Kalihi	Kamehameha Homes	16	Pre-Planning
	O-18	HPHA	Kalihi	Kaahumanu Homes	7	Pre-Planning
Iwilei-Kapalama	O-19	DHHL	Kapalama	Kapalama Project Conceptual Plans	5	Pre-Planning
	O-20	UH HCC	Kapalama	UH Honolulu Community College TOD Plan	23	Pre-Planning
	O-21	HPHA	Kapalama	HPHA Administrative Offices Redevelopment	12	Planning
	O-22	HPHA	Iwilei	Mayor Wright Homes Redevelopment	15	Planning
	O-23	HHFDC/DAGS/HPHA	Iwilei	Liliha Civic Center Mixed-Use Project	4	Pre-Planning
	O-24	HPHA	Iwilei	Kalanihuia Homes	2	Pre-Planning
	O-25	HHFDC	Kakaako	690 Pohukaina	2	Planning
	O-26	DOE/HHFDC	Kakaako	Pohukaina Elementary School	2	Planning
	O-27	HCDA	Kakaako, Civic Center	Nohona Hale	0.3	Construction
	O-28	HCDA	Kakaako	Ola Ka Ilima Artspace Lofts	1	Construction
	O-29	HCDA	Ala Moana	Hale Kewalo Affordable Housing	1	Construction
	O-30	HHFDC/JUD	Ala Moana	Alder Street Affordable Rental Housing/Juvenile Service Center	1.5	Planning
	O-31	HPHA	Ala Moana	Makua Alii & Paoakalani	9	Pre-Planning

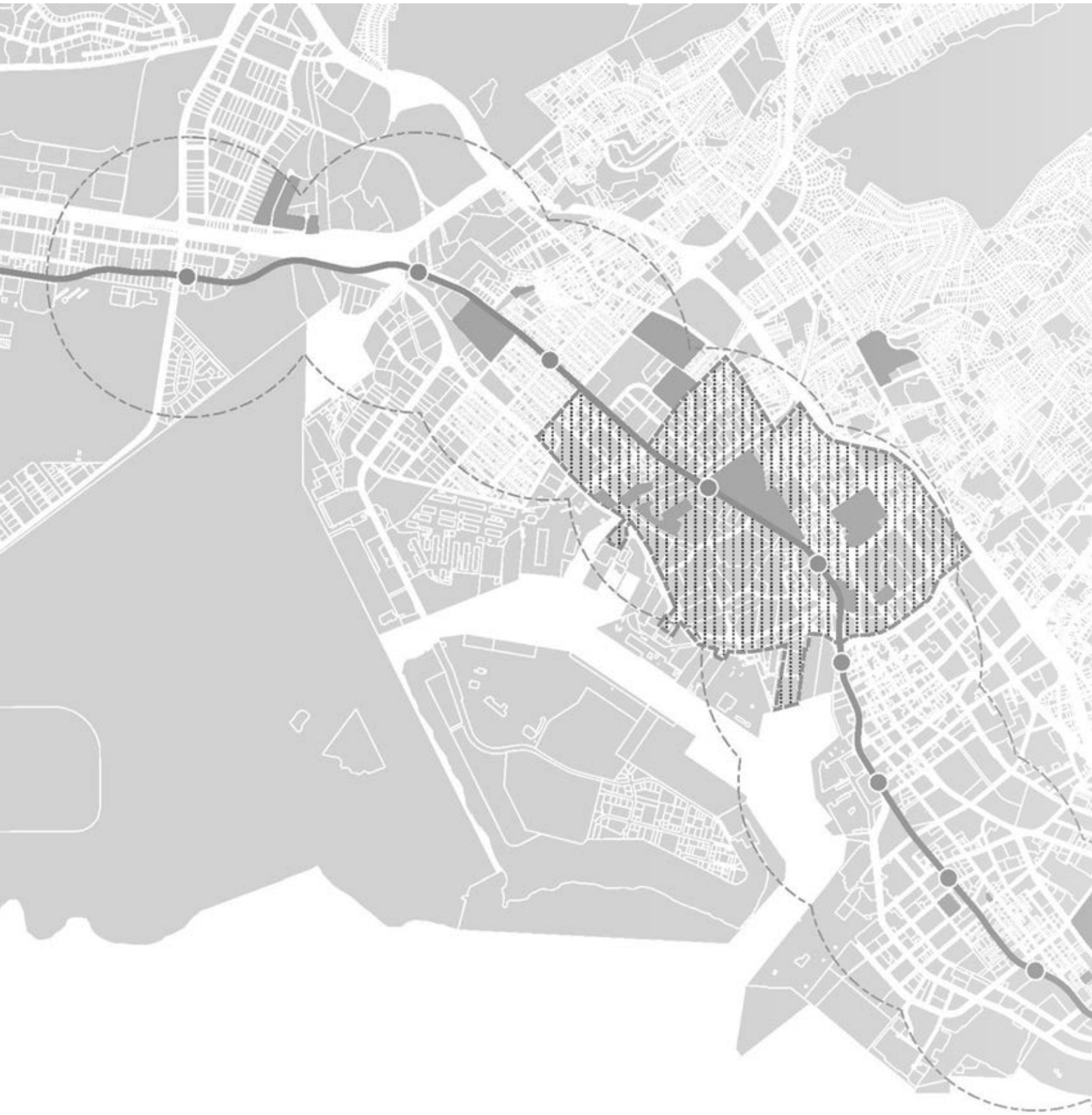
18-Jul-18

State TOD Priority Area

Project fact feets are included for each of the projects on the State and County TOD project list.
Project IDs in the table correspond to the project identifier in the upper right of the first page of each project fact sheet.

	Project ID	Agency	TOD Station/Area	Project	Area (Acres)	Status
City & County of Honolulu	O-32	CCH	Iwilei, Kapalama	Iwilei-Kapalama Infrastructure Master Plan	581	Planning
	O-33	CCH	Pearlridge	Pearlridge Bus Center and TOD Project	3	Planning
	O-34	CCH	Kapalama	Kapalama Canal Catalytic Project/Linear Park	19	Planning
	O-35	CCH	Chinatown	Chinatown Action Plan		Plan/Des/Const
	O-36	CCH	Waipahu Transit Center	Waipahu Town Action Plan		Planning
	O-37	CCH	Kakaako	Blaisdell Center Master Plan	22	Pre-Planning
Kauai	K-01	DAGS/COK	Lihue	Lihue Old Police Station	1	Pre-Planning
	K-02	COK/KHA	Lihue	Pua Loke Affordable Housing	2	Planning
	K-03	COK/KHA	Koloa	Koae Workforce Housing Development	11	Construction
	K-04	COK/KHA/HHFDC	Eleele	Lima Ola Workforce Housing Development	75	Planning
	K-05	UH KCC	Puhi	UH Kauai Community College LRDP/Student Housing	197	Pre-Planning
	K-06	COK	Hanapepe	Hanapepe Infill Redevelopment		Pre-Planning
	K-07	COK/DPW	Hanapepe	Hanapepe Complete Streets Improvements		Planning
	K-08	COK/HHSC	Kapaa	Mahelona State Hospital	34	Pre-Planning
	K-09	COK/DPW	Mahelona	Kawaihau Road Multimodal Improvements		Planning
	K-10	COK/DPW	Koloa School	Poipu Road Multimodal Improvements		Planning
	K-11	COK/DPW	Maluhia Rd	South Shore Shuttle		Pre-Planning
	K-12	COK/DPW	Puhi Shuttle	Puhi Shuttle		Pre-Planning
Hawaii	H-01	COH	Keaau	Keaau Public Transit Hub	4	Pre-Planning
	H-02	COH	Keaau	Keaau Public Wastewater System		Pre-Planning
	H-03	COH	Hilo	Prince Kuhio Plaza Affordable Housing	7	Pre-Planning
	H-04	COH	Hilo	Prince Kuhio Plaza Transit Hub	7	Pre-Planning
	H-05	COH	Hilo	Ka Hui Na Koa O Kawili Affordable Housing	7	Planning
	H-06	UH Hilo/HCC	Hilo	UH Hilo University Park Expansion/HCC Komohana Campus	267	Planning
	H-07	UH Hilo	Hilo	UH Hilo Commercial/Mixed Use/Student Housing	36	Pre-Planning
	H-08	COH	Kailua-Kona	Kailua-Kona Multimodal Transportation Plan	200	Pre-Planning
	H-09	COH	Kailua-Kona	Old Airport Park Transit Station, Makaeo Transit Hub	14	Pre-Planning
	H-10	COH	North Kona	Ulu Wini Housing Improvements	8	Planning
	H-11	COH	North Kona	Kamakana Villages Senior/Low Income Housing	6	Planning
	H-12	HHFDC/COH	North Kona	Village 9 Affordable Housing	36	Planning
Maui	M-01	HHFDC/COM	Lahaina	Villages of Lealii Affordable Housing	1033	Pre-Planning
	M-02	HHFDC/DAGS	Kahului	Kane Street Affordable Housing Project	6	Pre-Planning
	M-03	COM/HHFDC/DAGS	Kahului	Central Maui Transit Hub	0.5	Planning
	M-04	COM/DAGS/DLNR	Wailuku	Wailuku Courthouse Expansion	3	Pre-Planning

18-Jul-18



AGENCY TOD
Project Fact Sheet

O-01

1	Agency	Department of Hawaiian Home Lands
2	Transit Station/Bus Stop	East Kapolei Station
3	Project Name	**Kauluokahai Increment II-A, Multi-Family/Commercial**
4	Street Address	Keahumoa Parkway
5	Tax Map Key/s	(1) 9-1-017: 159
6	Land Area (acres)	32.6 acres
7	Zoning	AG-1 *Note: DHHL lands are not subject to county zoning*.
8	Fee Owner	Department of Hawaiian Home Lands
9	Lessee/s	None
10	Current Uses	Vacant land
11	Encumbrances (if any)	None
12	Project Description	Plans, Design, and Construction for mixed-use development of a 32.6 acre Hawaiian Home Lands parcel. Proposed uses include, multi-family residential for native Hawaiian beneficiaries, plus retail commercial activities – the rental income from which would support and subsidize the residential rental units. Potential Public-Private Partnership project.
13	Site Constraints (infrastructure, arch/hist sites, etc.)	None. Backbone infrastructure has been constructed.
14	Development Schedule Ctrl + Tab to enter under headings >	Planning: FY 2019 Design: FY 2020 Construction: FY 2021
15	Project Status	Pre-Planning - Selection process to hire a consultant to assist in preparing Request for Proposals to issue to potential developers.
16	Consultant/ Contractor/Developer	TBD
17	Project Cost Estimate/s Ctrl + Tab to enter under headings >$	Planning Design Construction
18	Funding Source/s Ctrl + Tab to enter under headings >	Planning Design: Developer financed Construction
19	Contact Person (Name, Email Address)	Darrell Ing, Darrell.H.Ing@hawaii.gov
20	Attachments OPTIONAL: Please send images/pictures (current & planned), maps, studies/reports link to webpage:	

KAULUOKAHAI INCREMENT II-A, MULTI-FAMILY/COMMERCIAL

Kauluokahai (also referred to as East Kapolei II) is a master-planned community being developed by the Department of Hawaiian Home Lands (DHHL) on a 404-acre parcel located mauka of the Ewa Villages Golf Course and east of the Kualakai Parkway. The community will consist of approximately 1,000 single-family residential lots for native Hawaiian beneficiaries, approximately 1,000 multi-family residential units (to be developed by DHHL and others), the Kroc Community Center, a middle school, and an elementary school.

Increment II-A is a 32.6-acre parcel, originally planned for 157 single-family residential lots. Currently, DHHL is pursuing a mixed-use development concept consisting of 157-250 multi-family rental units for native Hawaiian beneficiaries, plus retail commercial activities. Some units could be for "transitional housing" –for medium-term rental periods, during which the beneficiaries pay down debts, increase savings, and otherwise prepare to purchase a home. Other units could be for kupuna (elderly). The retail commercial component would offer neighborhood convenience services and products. The expected market are the homes and apartments in the immediate vicinity, as well as the Hoopili Master Planned Community. The rental income from the retail operations would support and subsidize the residential rental units, thus making the project self-sustaining.

The project site is approximately a half mile from the East Kapolei transit station at the Kualakai Parkway - Keahumoa Parkway intersection. Parcels on the east and west sides of the site are owned by Hawaii Housing Finance Development Corporation (HHFDC) and are being developed as affordable rentals for the general public. North of the site is Kauluokahai, Increment II-B, for which infrastructure construction has been completed; house construction started in April 2018. South of the site is the Ewa Villages Golf Course. All off-site infrastructure necessary to support the project has been constructed.

DHHL has started the procurement process for hiring a professional planner to assist with a Request for Proposals (RFP) to potential developers, consultation with beneficiaries to refine the scope of the project, and evaluation of proposals received. Issuance of the RFP is anticipated in late-2018. Selection of a developer and negotiation of a development agreement or public private partnership agreement is expected to be complete in mid-2019. Designs and engineering could start in calendar year 2020; and construction in late 2020. Occupancy could start in late 2021.

The selected developer would be responsible for planning, designing, financing, and construction of the project. They would also be responsible for the operation, marketing, and maintenance of both the residential and commercial components. The intent is for the retail commercial component to generate sufficient revenues to pay down construction costs and fund on-going operating and maintenance costs for the entire project, limiting the need for DHHL or State funding.

AGENCY TOD
Project Fact Sheet

O-02

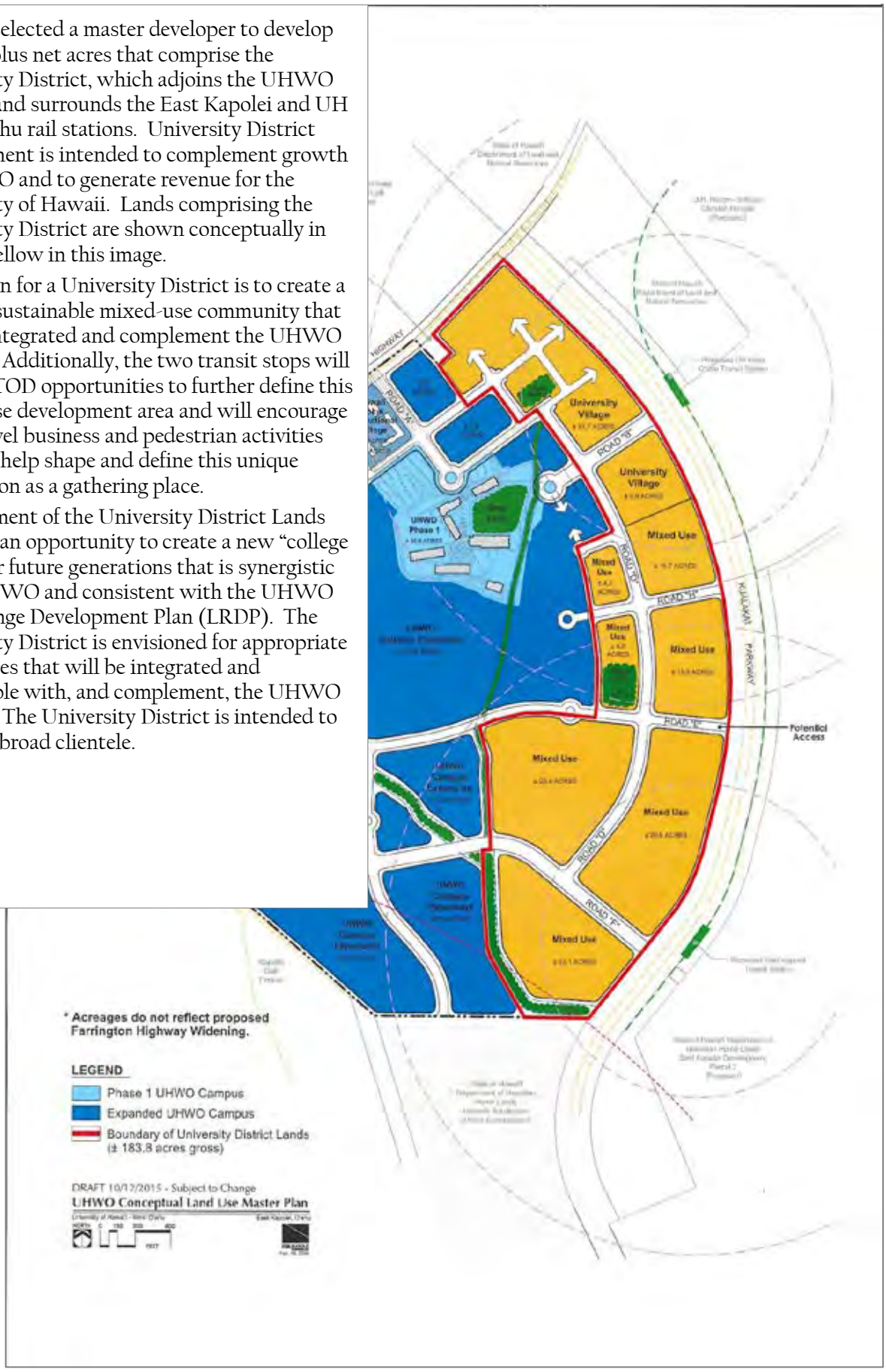
1	Agency	University of Hawaii – West Oahu
2	Transit Station/Bus Stop	East Kapolei, UH West Oahu
3	Project Name	**UH West Oahu University District**
4	Street Address	
5	Tax Map Key/s	(1) 9-1-016: 179 por; (1) 9-1-016: 233 (1) 9-1-016: 220 por (1) 9-1-016: 222 por
6	Land Area (acres)	Approximately 180 acres
7	Zoning	
8	Fee Owner	University of Hawaii
9	Lessee/s	
10	Current Uses	Vacant
11	Encumbrances (if any)	
12	Project Description	Development of the approximately 180-acre University District adjoining the campus and rail stations. The vision for a University District is to create a vibrant, sustainable mixed-use community that will be integrated and complement the UHWO campus.
13	Site Constraints (infrastructure, arch/hist sites, etc.)	
14	Development Schedule Ctrl + Tab to enter under headings >	Planning Design Construction
15	Project Status	Pre-Planning, UH and development team negotiating master development agreement under signed Exclusive Negotiating Agreement
16	Consultant/ Contractor/Developer	Hunt Companies/Stanford Carr Development
17	Project Cost Estimate/s Ctrl + Tab to enter under headings >$	Planning Design Construction
18	Funding Source/s Ctrl + Tab to enter under headings >	Planning Design Construction
19	Contact Person (Name, Email Address)	Carleton Ching, cching77@hawaii.edu
20	Attachments OPTIONAL: Please send images/pictures (current & planned), maps, studies/reports link to webpage:	

UH WEST OAHU UNIVERSITY DISTRICT

UH has selected a master developer to develop the 180-plus net acres that comprise the University District, which adjoins the UHWO campus and surrounds the East Kapolei and UH West Oahu rail stations. University District development is intended to complement growth of UHWO and to generate revenue for the University of Hawaii. Lands comprising the University District are shown conceptually in golden yellow in this image.

The vision for a University District is to create a vibrant, sustainable mixed-use community that will be integrated and complement the UHWO campus. Additionally, the two transit stops will provide TOD opportunities to further define this mixed-use development area and will encourage street-level business and pedestrian activities that will help shape and define this unique destination as a gathering place.

Development of the University District Lands presents an opportunity to create a new "college town" for future generations that is synergistic with UHWO and consistent with the UHWO Long Range Development Plan (LRDP). The University District is envisioned for appropriate mixed uses that will be integrated and compatible with, and complement, the UHWO campus. The University District is intended to attract a broad clientele.

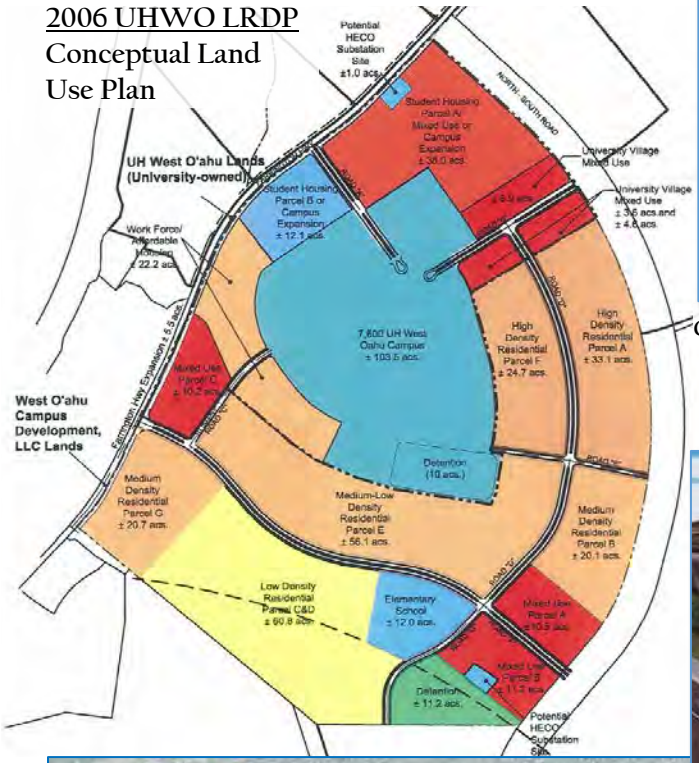


AGENCY TOD
Project Fact Sheet

O-03

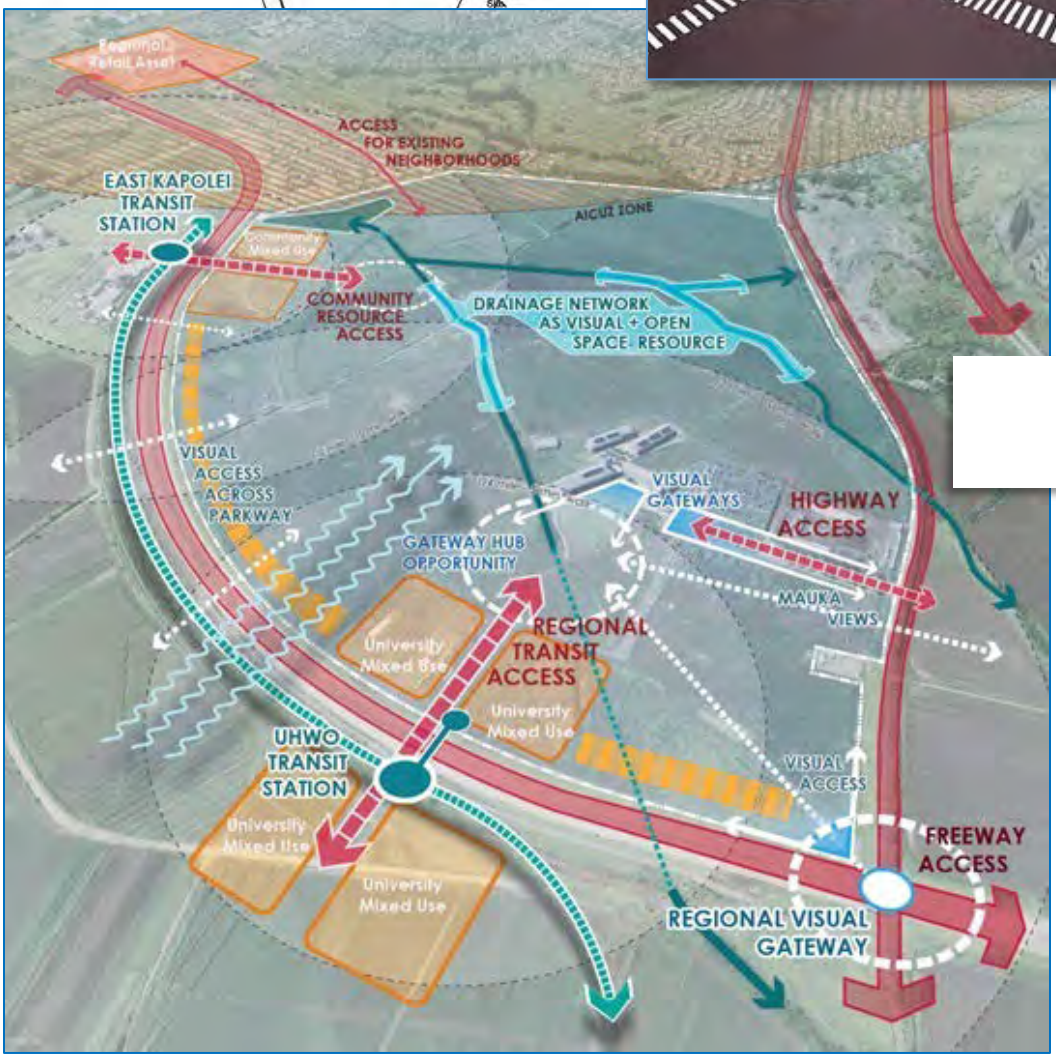
1	Agency	University of Hawaii – West Oahu
2	Transit Station/Bus Stop	UH West Oahu, East Kapolei
3	Project Name	**UH West Oahu Long Range Development Plan**
4	Street Address	
5	Tax Map Key/s	(1) 9-1-016: 220; (1) 9-1-016: 222; (1) 9-1-016: 233; (1) 9-1-016: 179 & mauka lands
6	Land Area (acres)	500 acres (makai lands)
7	Zoning	BMX-3, A-2, R-3.5 (makai lands)
8	Fee Owner	University of Hawaii
9	Lessee/s	
10	Current Uses	University campus, agriculture, and vacant lands
11	Encumbrances (if any)	
12	Project Description	The Project is the update of the UHWO Long Range Development Plan, focusing on the Makai Lands (500 acres), including the 184 acres referred to as the University District Lands (non-campus). This effort will evaluate the TOD and mixed-use potential surrounding the 2 rail stations, and develop a preferred master plan and circulation network for the entire 500-acre property. The LRDP and the selected master plan will guide future development, creating a seamless town-gown community that includes campus-related rental housing. Since this is primarily a planning project, additional funds will be necessary to implement its recommendations.
13	Site Constraints (infrastructure, arch/hist sites, etc.)	
14	Development Schedule Ctrl + Tab to enter under headings >	Planning / Design / Construction Ongoing
15	Project Status	Planning - Site assessment/data gathering phase
16	Consultant/ Contractor/Developer	PBR Hawaii
17	Project Cost Estimate/s Ctrl + Tab to enter under headings >	Planning / Design / Construction $ 800K
18	Funding Source/s Ctrl + Tab to enter under headings >	Planning / Design / Construction CIP
19	Contact Person (Name, Email Address)	Bonnie Arakawa, UHWO Director of Planning & Facilities, bonniea@hawaii.edu
20	Attachments OPTIONAL: Please send images/pictures (current & planned), maps, studies/reports link to webpage:	

2006 UHWO LRDP Conceptual Land Use Plan



Conceptual Rendering, UH West Oahu Station. HART

Conceptual Rendering, East Kapolei Station. HART



AGENCY TOD
Project Fact Sheet

O-04

1	Agency	University of Hawaii – West Oahu
2	Transit Station/Bus Stop	UH West Oahu, East Kapolei
3	Project Name	**UH West Oahu TOD Infrastructure**
4	Street Address	
5	Tax Map Key/s	(1) 9-1-016: 220; (1) 9-1-016: 222 (1) 9-1-016: 223; (1) 9-1-016: 179
6	Land Area (acres)	
7	Zoning	BMX-3, A-2, R-3.5
8	Fee Owner	University of Hawaii
9	Lessee/s	
10	Current Uses	Vacant
11	Encumbrances (if any)	
12	Project Description	The Project is the design and construction of new roads and infrastructure within UHWO's 2 TOD areas to support mixed-use development, including campus-related rental housing. Excluding the developed campus, the UHWO's lands are primarily vacant and without infrastructure. To encourage the desired mixed-use development surrounding the 2 rail stations, the availability of costly yet necessary infrastructure is a critical first step. The update of the LRDP would provide the roadway and infrastructure framework for this Project.
13	Site Constraints (infrastructure, arch/hist sites, etc.)	
14	Development Schedule Ctrl + Tab to enter under headings >	Planning: None Design: FY2019/2020 Construction: FY2021
15	Project Status	Pre-Planning
16	Consultant/ Contractor/Developer	None
17	Project Cost Estimate/s Ctrl + Tab to enter under headings >$	Planning: Design: 750K Construction:
18	Funding Source/s Ctrl + Tab to enter under headings >	Planning: Design: Construction:
19	Contact Person (Name, Email Address)	Bonnie Arakawa, UHWO Director of Planning & Facilities, bonniea@hawaii.edu
20	Attachments OPTIONAL: Please send images/pictures (current & planned), maps, studies/reports link to webpage:	

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AGENCY TOD
Project Fact Sheet

O-05

1	Agency	University of Hawaii – West Oahu
2	Transit Station/Bus Stop	UHWO Transit Station, East Kapolei Transit Station, (Leeward CC, Honolulu CC)
3	Project Name	**UHWO Multi-Campus Housing** – P3 Viability Study *(Proposed Concept)*
4	Street Address	
5	Tax Map Key/s	(1) 9-1-016: 220; (1) 9-1-016: 233; (1) 9-1-016: 222; (1) 9-1-016: 179
6	Land Area (acres)	
7	Zoning	BMX-3, A-2, R-3.5
8	Fee Owner	University of Hawaii
9	Lessee/s	
10	Current Uses	Vacant
11	Encumbrances (if any)	Current zoning areas of A-2 and R-3.5 are not conducive to TOD type development and may need to be revised. However, should the City Council revise the zoning surrounding rail transit stations consistent with their East Kapolei Neighborhood TOD Plan, the areas surrounding the 2 stations would become BMX.
12	Project Description	With 3 UH System campuses positioned along the rail corridor, this Project would assess the needs for campus-related rental housing (student, faculty, staff) at the 3 campuses and evaluate the viability of bundling the development, maintenance and operations of 2-3 campuses into one project that can be delivered through the P3 procurement method. The study would also look at the co-location of UH System campus housing units within walking distance of the 2 UHWO stations (and possibly LCC station). Assuming a short 10-minute train ride from UHWO to Leeward CC, students and employees could reside at/near UHWO and attend class and work at Leeward CC. The bundling of units increases the size and value of the development, and improves the attractiveness of the project to P3 concessionaires. The P3 delivery method has the potential to include the development of other spaces and facilities for university use.
13	Site Constraints (infrastructure, arch/hist sites, etc.)	UHWO Infrastructure and Roads are not built out.
14	Development Schedule Ctrl + Tab to enter under headings >	Planning / Design / Construction None
15	Project Status	Pre-Planning
16	Consultant/ Contractor/Developer	None
17	Project Cost Estimate/s Ctrl + Tab to enter under headings >	Planning / Design / Construction $ 80K
18	Funding Source/s Ctrl + Tab to enter under headings >	Planning / Design / Construction None
19	Contact Person (Name, Email Address)	Bonnie Arakawa, UHWO Director of Planning and Facilities, bonniea@hawaii.edu
20	Attachments OPTIONAL: Please send images/pictures (current & planned), maps, studies/reports link to webpage:	

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AGENCY TOD
Project Fact Sheet

O-06

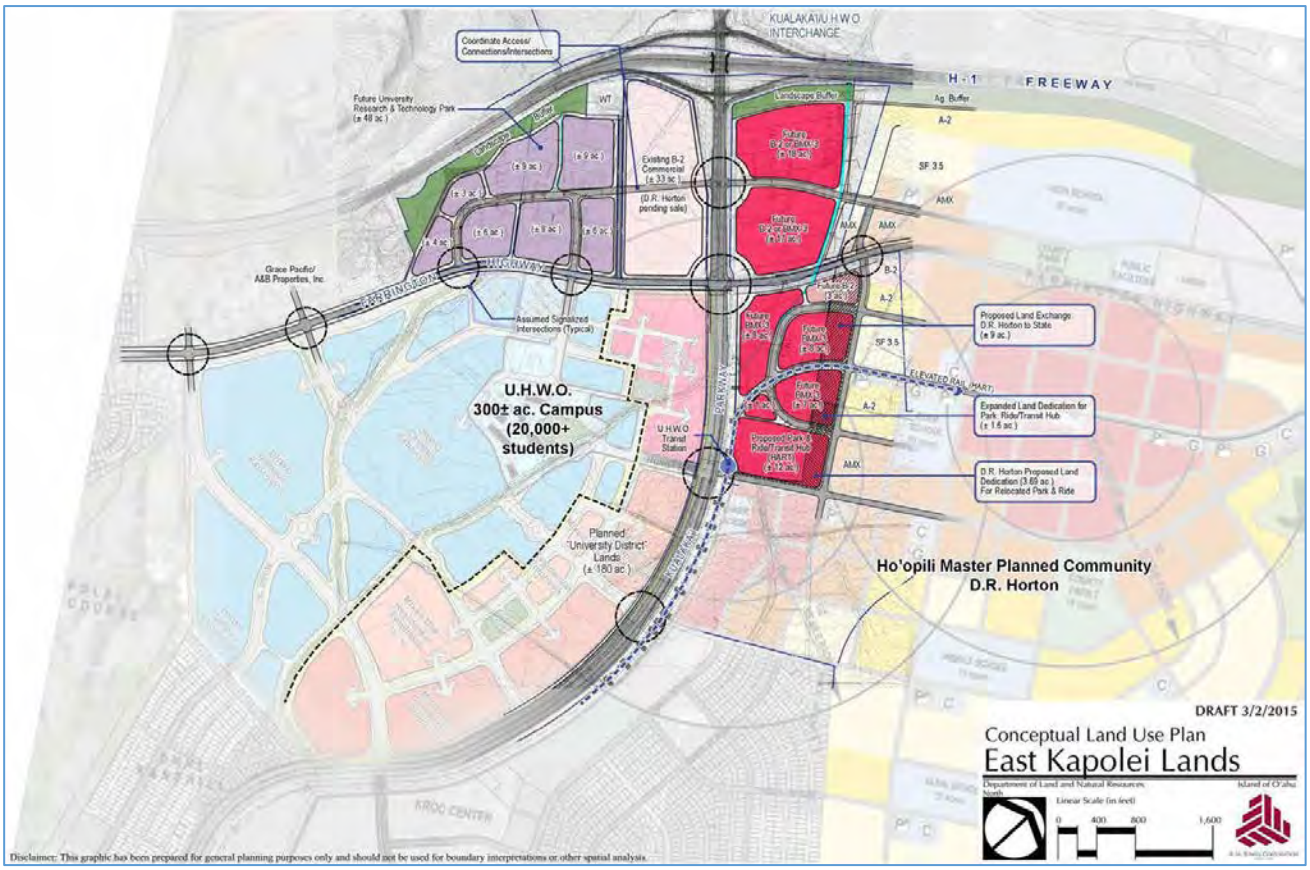
1	Agency	Department of Land and Natural Resources
2	Transit Station/Bus Stop	UH West Oahu
3	Project Name	**East Kapolei Master Development Plan**
4	Street Address	N/A
5	Tax Map Key/s	(1) 9-1-016: 008 (1) 9-1-017: 097 (1) 9-1-018: 005 & 008
6	Land Area (acres)	9-1-016: 008 - 31.915 acres, 9-1-017: 097 - 36.364 acres, 9-1-018: 005 - 65.999 acres, 9-1-018: 008 - 40.731 acres
7	Zoning	AG-1 Restricted Agriculture
8	Fee Owner	State of Hawaii Department of Land and Natural Resources
9	Lessee/s	
10	Current Uses	Vacant except for revocable permit as noted below.
11	Encumbrances (if any)	Revocable Permit 7402 to Larry Jefts for agricultural purposes for Parcels 9-1-016:008 & 9-1-018:005 & 008. Parcel 9-1-017:097: por. rail guideway easement and 10-acre park & ride facility. Parcel 9-1-018:008: por. water storage tank
12	Project Description	Mixed use development for income generation. Preparation of a strategic master development plan for the four parcels designated for TOD zoning. The primary use of the parcels will be income production to support DLNR's natural resource management and protection programs. The Plan will identify key infrastructure requirements for the parcels' use and development.
13	Site Constraints (infrastructure, arch/hist sites, etc.)	DLNR parcels do not have reserved sewer capacity through the Makakilo Interceptor which connects to the Honouliuli WWTP. Kaloi Gulch runs through parcels east of Kualakai Parkway requiring major drainage improvements. Reservations as noted above for water tanks and associated rail facilities.
14	Development Schedule Ctrl + Tab to enter under headings >	Planning: Now-2020 Design: 2020-2022 Construction: Estimated 2023 start
15	Project Status	Pre-Planning. Master plan preparation in progress (FY2017-18: $450K)
16	Consultant/ Contractor/Developer	RM Towill Corporation (strategic master development plan)
17	Project Cost Estimate/s Ctrl + Tab to enter under headings >$	Planning: $2M Design: $20M Construction: $200M
18	Funding Source/s Ctrl + Tab to enter under headings >	Planning: GF/CIP Design: P3 Construction: P3
19	Contact Person (Name, Email Address)	Ian Hirokawa, Ian.C.Hirokawa@hawaii.gov Russell Tsuji, Administrator, Land Division, Russell.Y.Tsuji@hawaii.gov
20	Attachments OPTIONAL: Please send images/pictures (current & planned), maps, studies/reports link to webpage:	

EAST KAPOLEI MASTER DEVELOPMENT PLAN

The Department of Land and Natural Resources (DLNR) is preparing a strategic master development plan for 175 acres of its lands in East Kapolei in close proximity to the University of Hawaii West Oahu and the Hoopili master planned community. Two parcels north of Farrington Highway have a land area of 32 and 41 acres, and the two parcels east of Kualakai Parkway are 66 and 36 acres in size. The primary purpose of the development is to provide a long term source of income to support the Department's natural resource management and protection programs. The Plan will identify issues that require resolution in order to develop the properties, in particular, key infrastructure constraints and improvements required.

The 36-acre parcel adjacent to the UH West Oahu rail station has the best development potential, but a 10-acre portion of the site is committed to the City for a park and ride facility, and a rail guideway easement will also traverse the site.

Infrastructure constraints. Kaloi Gulch is a major natural drainageway running through the two parcels east of Kualakai Parkway. The 66-acre parcel above Farrington Highway is directly affected by the gulch, which splits the parcel in half. Drainage improvement options include channelization, re-routing, or undergrounding. Sewer capacity is a major constraint, as unlike adjacent developments, DLNR does not have reserved sewer capacity through the Makakilo Interceptor line and the Honouliuli WWTP. The widening of Farrington Highway will require some taking of land as well as design challenges for road, pedestrian and bicycle crossings of Farrington Highway as well as Kualakai Parkway.



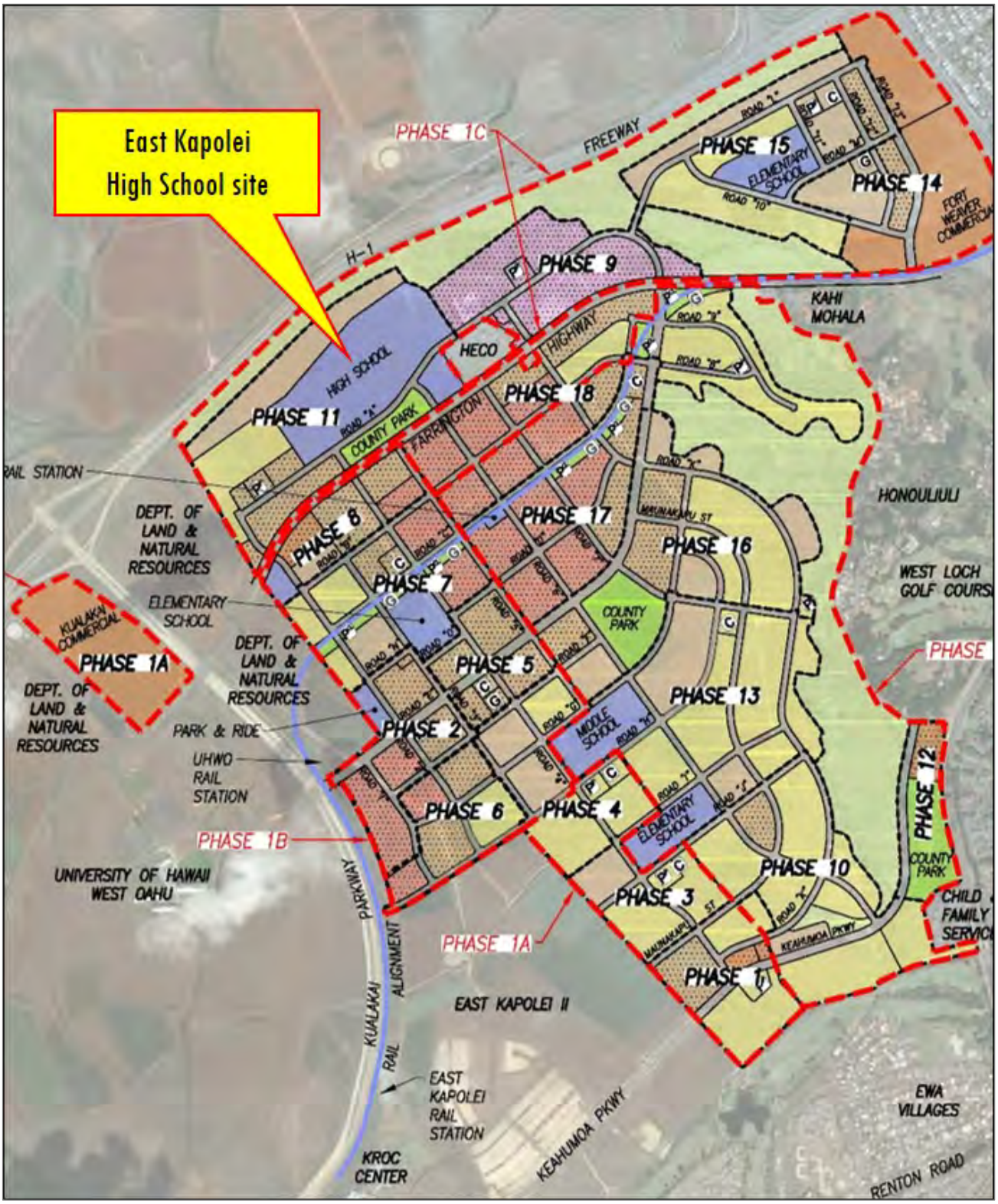
AGENCY TOD
Project Fact Sheet

O-07

1	Agency	Department of Education
2	Transit Station/Bus Stop	Hoopili
3	Project Name	**East Kapolei High School**
4	Street Address	
5	Tax Map Key/s	(1) 9-1-018: 010 por
6	Land Area (acres)	45 acres
7	Zoning	A-2, med density apt
8	Fee Owner	DR Horton
9	Lessee/s	
10	Current Uses	Vacant, cultivated land
11	Encumbrances (if any)	
12	Project Description	High school for 3,000 students to serve East Kapolei and Hoopili communities, looking at vertical school options.
13	Site Constraints (infrastructure, arch/hist sites, etc.)	Subdivision and transfer of site to DOE is dependent on determination of right-of-way required for City and County of Honolulu's Farrington Highway widening project.
14	Development Schedule Ctrl + Tab to enter under headings >	Planning: Design: FY2019 Construction: FY2020 - 2023
15	Project Status	Planning
16	Consultant/ Contractor/Developer	2016: Mitsunaga & Associates, Inc.
17	Project Cost Estimate/s Ctrl + Tab to enter under headings >$	Planning: Design: 700K Construction:
18	Funding Source/s Ctrl + Tab to enter under headings >	Planning: Design: CIP Construction:
19	Contact Person (Name, Email Address)	Kenneth Masden, kenneth_masden@notes.k12.hi.us
20	Attachments OPTIONAL: Please send images/pictures (current & planned), maps, studies/reports link to webpage:	

EAST KAPOLEI HIGH SCHOOL

High school planned for 3,000 students to serve the East Kapolei and Hoopili communities. The DOE is considering vertical school options for the school.



Source: Hoopili Development, Subdivision Phasing Plan, June 2017, Prepared by RM Towill

AGENCY TOD
Project Fact Sheet

O-08

1	Agency	Hawaii Public Housing Authority
2	Transit Station/Bus Stop	West Loch
3	Project Name	**Waipahu I and Waipahu II Redevelopment**
4	Street Address	94-111 Pupuole Place, 94-132 Pupupuhi Street
5	Tax Map Key/s	Waipahu I & II: (1) 9-4-039: 019; (1) 9-4-039: 076
6	Land Area (acres)	Waipahu I & II: 0.28 acres, 0.37 acres
7	Zoning	A-2, A-2
8	Fee Owner	Hawaii Public Housing Authority
9	Lessee/s	
10	Current Uses	Waipahu I & II: two two-story apartment building containing a total of 39 public housing units with a mix of 2- and 3-bedroom apartments
11	Encumbrances (if any)	
12	Project Description	HPHA has a 10-year plan to redevelop its properties along the City and County of Honolulu's rail transit line. The redevelopment of Waipahu I & II, in addition to redevelopment of HPHA's Hoolulu and Kamalu properties in Waipahu Town would increase total unit count from 260 to 1,000 units.
13	Site Constraints (infrastructure, arch/hist sites, etc.)	
14	Development Schedule Ctrl + Tab to enter under headings >	Planning: 2020 Design: Construction: CY2023
15	Project Status	Pre-Planning
16	Consultant/ Contractor/Developer	
17	Project Cost Estimate/s Ctrl + Tab to enter under headings >	Planning: Design: Construction: $
18	Funding Source/s Ctrl + Tab to enter under headings >	Planning: Design: Construction:
19	Contact Person (Name, Email Address)	Benjamin Park, benjamin.h.park@hawaii.gov
20	Attachments OPTIONAL: Please send images/pictures (current & planned), maps, studies/reports link to webpage:	

WAIPAHU I AND WAIPAHU II REDEVELOPMENT

HPHA proposes to redevelop the Waipahu I and II apartment buildings, which are located within walking distance of the West Loch rail station in Waipahu. These are two small non-contiguous properties. Waipahu I, with 19 units, is situated off of Pupuole Street with vehicular access to ground floor parking from Pupuole Place. Waipahu II, with 20 units, is situated on the western corner of Pupupuhi and Pupumomi Streets. Waipahu I was constructed in 1970 and is comprised of one four-story apartment building providing a mix of two- and three-bedroom units. Waipahu II was constructed in 1969 and is comprised of one three-story apartment building with a mix of two- and three-bedroom units. City zoning for both properties is A-2 Medium-Density Apartment.

Other Waipahu properties planned for redevelopment include the 3.8 acre site of the Hoolulu and Kamalu elderly housing projects in Waipahu Town. Proposed redevelopment would increase the number of housing units for all four properties from 260 to as much as 1,000 affordable housing units near the West Loch Station and Waipahu Transit Center.

AGENCY TOD
Project Fact Sheet

O-09

1	Agency	Hawaii Housing Finance and Development Corporation/ Department of Accounting and General Services Department of Education
2	Transit Station/Bus Stop	Waipahu Transit Center
3	Project Name	**Waipahu Civic Center TOD Project**
4	Street Address	Mokuola and Hikimoe Streets
5	Tax Map Key/s	(1) 9-4-017: 063 (1) 9-4-017: 051 (1) 9-4-017: 064 (1) 9-4-017: 052 (1) 9-4-017: 065
6	Land Area (acres)	9.7 acres
7	Zoning	R-5
8	Fee Owner	HHFDC (pars 51, 63, 64, 65), DLNR/DAGS (par 052)
9	Lessee/s	TMK par 63-65: Plantation Town Apts
10	Current Uses	Residential parking lot, Waipahu Community Adult Day Health Center & Youth Day Care Center, Waipahu Civic Center and Waipahu Public Library on DLNR/DAGS property
11	Encumbrances (if any)	Current leases and easements
12	Project Description	Potential redevelopment of existing State facilities and lands into mixed use project providing State services, affordable housing, with potential for school facilities.
13	Site Constraints (infrastructure, arch/hist sites, etc.)	
14	Development Schedule Ctrl + Tab to enter under headings >	Planning Design Construction
15	Project Status	FY18/FY19: Pre-planning, CIP $250,000 for proof of concept designs
16	Consultant/ Contractor/Developer	UH Community Design Center
17	Project Cost Estimate/s Ctrl + Tab to enter under headings >$	Planning Design Construction
18	Funding Source/s Ctrl + Tab to enter under headings >	Planning Design Construction
19	Contact Person (Name, Email Address)	Craig Hirai, craig.k.hirai@hawaii.gov
20	Attachments OPTIONAL: Please send images/pictures (current & planned), maps, studies/reports link to webpage:	

WAIPAHU CIVIC CENTER TOD PROJECT

State lands in proximity to the Waipahu Transit Center rail station include a parcel on which the State's Waipahu Library and Civic Center sit, two surface parking lots—including a lot leased to HHFDC's Plantation Town Apartments—and a parcel currently occupied by the Waipahu Community Adult Day Health Center and Youth Day Care Center. HPHA's Hoolulu and Kamalu elderly housing projects are on an adjoining parcel.

CIP funds were appropriated in 2017 for planning and design support for State TOD projects. These funds are being used to study TOD opportunities for the State parcels in this area. The project will produce proof of concept plans and conceptual designs for State lands in proximity to the rail station, and involve collaboration and coordination between a number of State and City agencies. The project will produce a variety of assessments and studies, such as infrastructure assessments, environmental studies, site plans, dynamic modeling, housing inventory and demand studies, strategic facilitated interagency sessions, and an overall integration study. The resulting assessments and studies will inform State agencies and City partners as to the manner in which development or re-development of these State properties will take place.

AGENCY TOD
Project Fact Sheet

O-10

1	Agency	**Hawaii Public Housing Authority**
2	Transit Station/Bus Stop	Waipahu Transit Center
3	Project Name	**Hoolulu and Kamalu Redevelopment**
4	Street Address	94-943 and 94-941 Kauolu Place
5	Tax Map Key/s	Hoolulu/Kamalu: (1) 9-4-017: 001
6	Land Area (acres)	Hoolulu/Kamalu: 3.78 acres
7	Zoning	A-2, A-2
8	Fee Owner	Hawaii Public Housing Authority
9	Lessee/s	
10	Current Uses	Hoolulu and Kamalu: federal elderly housing, 112 and 109 units, respectively
11	Encumbrances (if any)	
12	Project Description	HPHA has a 10-year plan to redevelop its properties along the City and County of Honolulu's rail transit line. Redevelopment of these properties, in addition to HPHA's Waipahu I & II properties, would increase unit count for all four properties from 260 to 1,000 units.
13	Site Constraints (infrastructure, arch/hist sites, etc.)	
14	Development Schedule Ctrl + Tab to enter under headings >	Planning: FY2021 Design: Construction: FY2024
15	Project Status	Pre-Planning
16	Consultant/ Contractor/Developer	
17	Project Cost Estimate/s Ctrl + Tab to enter under headings >	Planning: Design: Construction: $
18	Funding Source/s Ctrl + Tab to enter under headings >	Planning: Design: Construction:
19	Contact Person (Name, Email Address)	Benjamin Park, benjamin.h.park@hawaii.gov
20	Attachments OPTIONAL: Please send images/pictures (current & planned), maps, studies/reports link to webpage: link to webpage:	

HOOLULU & KAMALU REDEVELOPMENT

HPHA proposes to redevelop HPHA's Hoolulu and Kamalu elderly housing projects in Waipahu Town. Hoolulu and Kamalu currently provide 112 and 109 units, respectively, in two seven-story buildings on a 3.78 acre parcel. The Hoolulu and Kamalu site is adjacent to the Waipahu Civic Center and Waipahu Public Library, and within walking distance of the Waipahu bus transit center. The potential redevelopment of these properties could complement and integrate well with State redevelopment of facilities and properties in the Waipahu Civic Center area.

Proposed redevelopment would increase the number of housing units for the Waipahu I and II and the Hoolulu and Kamalu properties from 260 to as much as 1,000 affordable housing units near the West Loch Station and Waipahu Transit Center.

AGENCY TOD
Project Fact Sheet

O-11

1	Agency	University of Hawaii, Leeward Community College
2	Transit Station/Bus Stop	Leeward Community College
3	Project Name	**UH Leeward Community College TOD Master Plan**
4	Street Address	96-045 Ala Ike; Pearl City, HI 96782
5	Tax Map Key/s	(1) 9-6-003: 048
6	Land Area (acres)	49.551 acres
7	Zoning	Property Class: Residential
8	Fee Owner	University of Hawaii
9	Lessee/s	N/A
10	Current Uses	Site of Leeward Community College's main campus in Pearl City serving more than 10,000 credit and non-credit students.
11	Encumbrances (if any)	Land used for higher educational purposes with various utility easements/agreements.
12	Project Description	Leeward CC has no specific TOD plans at this time. Funding would allow Leeward CC to study potential TOD options that are consistent and complement its higher education mission and Long Range Development Plan of the institution.
13	Site Constraints (infrastructure, arch/hist sites, etc.)	Ingress/egress vehicular challenges
14	Development Schedule Ctrl + Tab to enter under headings >	Planning: 18 months after NTP Design: N/A Construction: N/A
15	Project Status	Pre-Planning
16	Consultant/ Contractor/Developer	N/A
17	Project Cost Estimate/s Ctrl + Tab to enter under headings >$	Planning: 200,000.00 (est.) Design: N/A Construction: N/A
18	Funding Source/s Ctrl + Tab to enter under headings >	Planning: N/A Design: N/A Construction: N/A
19	Contact Person (Name, Email Address)	Mark Lane; Vice Chancellor of Administrative Services; marklane@hawaii.edu Carleton Ching; Director of Land Development; cching77@hawaii.edu
20	Attachments OPTIONAL: Please send images/pictures (current & planned), maps, studies/reports link to webpage:	Leeward CC Rail Station; Leeward CC Long Range Development Plan (Ultimate Plan)

Leeward Community College is now the second largest community college in the State, offering successful liberal arts programs and specific career and technical education programs, including a range of certificate and non-credit continuing education programs and courses. With the new Leeward CC train station located on its campus, Leeward CC is well-positioned to serve its growing community and provide greater linkages to partnering institutions.

TOD planning for Leeward CC is important because the campus is a prime location for incorporating TOD improvements that support and are consistent with the college's mission and long-term campus vision, while expanding its role as an educational hub and resource for the greater Central and Leeward O'ahu communities.

The Leeward CC Station will be built at the Ewa end of the campus, leading directly to an existing paved promenade that fronts the College's mauka buildings. Both the Phase I and Ultimate Plan of LCC's Long Range Development Plan emphasize the importance of creating cohesive physical linkages between the rail station and the campus proper to present a vibrant, welcoming "face" to the campus. The Plans include recommendations for improving the arrival experience on campus through physical improvements along the Pedestrian Mall, along with suggestions for reallocating and renovating space in existing buildings to bring Student Services functions to a more prominent "front door" location. The Plans also incorporates uses in new Career & Community Education and Science/Technology/Engineering/Health/Math (STEHM) instructional complexes fronting the Pedestrian Mall that would attract and serve more visitors, extend activity levels on campus throughout the day and week, and potentially generate revenue for the College (e.g., food outlets, conference facilities, dormitory and transient lodging, Culinary program's dining room).

Some of the TOD opportunities include:

- Using its proximity to the rail transit station to not only increase transportation options for its current campus population, but to expand its reach and serve potential students and the general public along Leeward Coast and Primary Urban Center, who might otherwise consider it inaccessible
- Near-term TOD improvements that would enhance the College's appeal to potential students and community members (e.g., theatre-goers, attendees of events that use campus facilities including non-traditional students attracted to Career & Technical Education/Workforce Development programs, patrons of the fine dining services offered by the Culinary Arts program) and elevate satisfaction and retention levels of current students
- Near-term, smaller scale commercial TOD projects that could produce new revenue streams for LCC
- Long-term, public-private TOD projects that could fund capital improvements for instructional facilities and create synergies with Leeward CC's core mission as its de facto campus population rises.

AGENCY TOD
Project Fact Sheet

O-12

1	Agency	Hawaii Public Housing Authority
2	Transit Station/Bus Stop	Pearl Highlands
3	Project Name	**Hale Laulima Homes**
4	Street Address	1184 Waimano Home Road
5	Tax Map Key/s	(1) 9-7-094: 025
6	Land Area (acres)	3.962 acres
7	Zoning	A-1
8	Fee Owner	Hawaii Public Housing Authority
9	Lessee/s	
10	Current Uses	36 units, federal low-income public housing
11	Encumbrances (if any)	
12	Project Description	HPHA has a 10-year plan to redevelop its properties along the City and County of Honolulu's rail transit line. The proposed redevelopment may increase the number of units to 1,000 units.
13	Site Constraints (infrastructure, arch/hist sites, etc.)	
14	Development Schedule Ctrl + Tab to enter under headings >	Planning / Design / Construction CY 2023
15	Project Status	Pre-Planning
16	Consultant/ Contractor/Developer	
17	Project Cost Estimate/s Ctrl + Tab to enter under headings >$	Planning / Design / Construction TBD
18	Funding Source/s Ctrl + Tab to enter under headings >	Planning / Design / Construction TBD
19	Contact Person (Name, Email Address)	Benjamin Park, benjamin.h.park@hawaii.gov
20	Attachments OPTIONAL: Please send images/pictures (current & planned), maps, studies/reports link to webpage:	

HALE LAULIMA HOMES

Built in 1981, Hale Laulima is situated off Waimano Home Road with access provided by Hoomalu Street. The housing property is comprised of nine two-story townhome buildings providing a total of 36 two- and three-bedroom housing units, and a one-story common area building housing administrative offices and management operations. The four-acre site is situated within walking distance of a cluster of civic facilities—including the Pearl City Public Library, two community parks, an elementary school, the Pearl City Bus Complex, a police station—a community service center, and retail establishments. HPHA is considering redevelopment of the project to provide from 700-1,000 housing units in a mixed-income, mixed-use development.

AGENCY TOD
Project Fact Sheet

O-13

1	Agency	Stadium Authority/Department of Accounting and General Services
2	Transit Station/Bus Stop	Halawa
3	Project Name	**Aloha Stadium Property Redevelopment**
4	Street Address	99-500 Salt Lake Boulevard, Honolulu, HI 96818
5	Tax Map Key/s	(1) 9-9-003: 055 (1) 9-9-003: 061 (1) 9-9-003: 070; (1) 9-9-003: 071
6	Land Area (acres)	99 acres
7	Zoning	R5 (Current): CCH TOD Looking to revise to BMX or similar
8	Fee Owner	State Department of Land and Natural Resources
9	Lessee/s	N/A
10	Current Uses	Public recreational facility, including stadium facility and open area events.
11	Encumbrances (if any)	None: Federal & City Deed Restrictions recently lifted TBD: ceded land identification
12	Project Description	New 30-35K seat stadium with Ancillary Development which may include Office, Commercial, Residential and Hotel Development.
13	Site Constraints (infrastructure, arch/hist sites, etc.)	Potential sewer and water capacity.
14	Development Schedule Ctrl + Tab to enter under headings >	Planning: 2018-2019 Design: 2020 Construction: 2021-2024
15	Project Status	Planning - MP & EIS Study is scheduled to commence the 3rd Qtr 2018.
16	Consultant/ Contractor/Developer	Legal: O'Melvaney & Myers Others: TBD
17	Project Cost Estimate/s Ctrl + Tab to enter under headings >$	Planning: 10.2MM Anc Dev-Self funded Design: 55MM (STD) Anc Dev-Self funded Construction: 260MM (STD)[AD-self fund] Anc Dev-Self funded
18	Funding Source/s Ctrl + Tab to enter under headings >	Planning: P3 & State (Std) Anc Dev-N/A Design: P3 & State (Std) Anc Dev-N/A Construction: P3 & State (Std) Anc Dev-N/A
19	Contact Person (Name, Email Address)	Scott Chan, Scott.L.Chan@hawaii.gov
20	Attachments OPTIONAL: Please send images/pictures (current & planned), maps, studies/reports link to webpage:	Aloha Stadium Conceptual Redevelopment Plan, Dated 23 February 2017

ALOHA STADIUM PROPERTY REDEVELOPMENT

With the lifting of the Federal, State, and City deed restrictions, the Stadium Authority (SA) can proceed with exploring the feasibility of building a new stadium, along with ancillary development on the complete 100-acre site. The SA's consultant commissioned a Conceptual Redevelopment Report (available online) to demonstrate one (1) of the possible ways to develop the whole site. Highlights of the report:

- 30-35,000 seats with expansion to 40,000
- New stadium to be constructed south of the current stadium so events can continue to take place until new stadium open
- 4000 space underground parking garage in depression left by current stadium
- Phase 1 of the ancillary development consisting of:
    - 150,000 SF of office space
    - 350,000 SF of retail space
    - 200 room limited or select service hotel
    - 500 multifamily residential units
- Total buildout, for all phases, will be 2,500,000 SF (mix TBD)
- Total cost for Stadium is estimated to be $325M in 2017 dollars.

The Department of Planning and Permitting (DPP) has finalized its Draft Final Plan for the Halawa Area TOD, dated July 2017. The plan documents are available for review at http://www.honolulu.gov/tod/neighborhood-tod-plans/dpp-tod-halawa.html. The Stadium property is a major part of this area. The final draft plan will be sent to the City Council for action after a public hearing.

The FY 2018 Budget appropriated $10M to produce a Master Plan and EIS for the site. The current schedule calls for the completion of the work, including public comment and Final EIS by the end of 2019. Subsequently, the Stadium Authority would proceed with a RFQ/RFP process to solicit proposals from interested parties for the new stadium and the ancillary development. Based on this process, the opening of the stadium would occur in 2024.

In the procurement process, the SA will explore the use of a public-private partnership (PPP) to provide funding for the project. In addition to Design/Build/Finance, the SA will look into the feasibility of the PPP providing operations and maintenance for the new stadium.

AGENCY TOD
Project Fact Sheet

O-14

1	Agency	Hawaii Public Housing Authority
2	Transit Station/Bus Stop	Halawa
3	Project Name	**Puuwai Momi Homes**
4	Street Address	99-132 Kohomua Street
5	Tax Map Key/s	(1) 9-9-003: 056
6	Land Area (acres)	11.5 acres
7	Zoning	A-2, R-5
8	Fee Owner	Hawaii Public Housing Authority
9	Lessee/s	
10	Current Uses	260 units, federal low-income public housing
11	Encumbrances (if any)	
12	Project Description	HPHA has a 10-year plan to redevelop its properties along the City and County of Honolulu's rail transit line. The proposed redevelopment could increase total unit count at this property up to 1,500 units.
13	Site Constraints (infrastructure, arch/hist sites, etc.)	
14	Development Schedule Ctrl + Tab to enter under headings >	Planning / Design / Construction CY 2021
15	Project Status	Pre-Planning
16	Consultant/ Contractor/Developer	
17	Project Cost Estimate/s Ctrl + Tab to enter under headings >$	Planning / Design / Construction
18	Funding Source/s Ctrl + Tab to enter under headings >	Planning / Design / Construction
19	Contact Person (Name, Email Address)	Benjamin Park, benjamin.h.park@hawaii.gov
20	Attachments OPTIONAL: Please send images/pictures (current & planned), maps, studies/reports link to webpage:	

PUUWAI MOMI HOMES

Located adjacent to the Aloha Stadium property, Puuwai Momi was first occupied in 1969 and is comprised of 27 two- and three-story townhome buildings on a 11.5-acre site. The property provides a total of 260 housing units with one- to four-bedrooms per unit. One single-story common area building houses administrative offices. The proposed redevelopment would include mixed incomes and mixed uses, with an increase in the number of housing units from 260 units to 600-1,200 units.

AGENCY TOD
Project Fact Sheet

O-15

1	Agency	Department of Hawaiian Home Lands
2	Transit Station/Bus Stop	Lagoon Drive; Middle Street
3	Project Name	**Moanalua Kai – Conceptual Plans** for Department of Hawaiian Home Lands for Potential Transit-Oriented Development on Oahu (Shafter Flats)
4	Street Address	2706 Kilihau Street, Honolulu, HI 96819 (TMK 1-1-064: 018), etc. (20 parcels total)
5	Tax Map Key/s	(1) 1-1-064: 008-022; (1) 1-1-064: 031-035
6	Land Area (acres)	14 acres
7	Zoning	I-2 *Note: DHHL lands are not subject to county zoning.*
8	Fee Owner	Department of Hawaiian Home Lands
9	Lessee/s	Seventeen of the parcels are under long-term ground leases to various entities involved in warehousing and distribution, vehicles rentals, home renovations and construction, and other services. Three of the parcels are under direct management of DHHL.
10	Current Uses	Miscellaneous industrial and warehouse uses.
11	Encumbrances (if any)	Seventeen of the twenty parcels are under long-term ground leases of fifty-five years, twelve of which expire in 2022, three expire in 2025, one expires in 2064, and one whose termination is in dispute. One parcel has two subleases expiring in 2022 and two tenants on short-term, month-to-month permits, renewable annually. The remaining two parcels are under direct management of DHHL and are encumbered by short-term month-to-month permits, renewable annually.
12	Project Description	To prepare conceptual plans for Hawaiian Home Lands near the Lagoon Drive rail station with the primary purpose of serving as: 1) a comprehensive guide for transit-oriented redevelopment of DHHL's Shafter Flats lands; 2) to assist the City and County of Honolulu with planning for future infrastructure needs in the Shafter Flats area; and 3) to assist with the coordination of DHHL's TOD plans with other adjacent landowners' plans.
13	Site Constraints (infrastructure, arch/hist sites, etc.)	Flooding, sea-level rise, infrastructure, including drainage.
14	Development Schedule Ctrl + Tab to enter under headings >	Planning: April 2018 Design: N/A Construction: FY 2023 - 2028
15	Project Status	Conceptual Planning underway; awaiting geotechnical engineering studies to complete conceptual planning project.
16	Consultant/ Contractor/Developer	PBR Hawaii & Associates, Inc. (Conceptual Planning Consultant)
17	Project Cost Estimate/s Ctrl + Tab to enter under headings >	Planning: $287,325.00* Design: N/A Construction: N/A
18	Funding Source/s Ctrl + Tab to enter under headings >	Planning: N/A Design: N/A Construction: N/A
19	Contact Person (Name, Email Address)	Allen G. Yanos, Land Management Division, allen.g.yanos@hawaii.gov
20	Attachments OPTIONAL: Please send images/pictures (current & planned), maps, studies/reports link to webpage:	Maps and preliminary renderings *Portion of conceptual planning project for DHHL's Kapalama and Shafter Flats parcels; total cost for both project properties is $574,650.00.

MOANALUA KAI CONCEPTUAL PLANS

The Department of Hawaiian Home Lands (DHHL) holdings in the Shafter Flats area, branded as "Moanalua Kai," are comprised of 20 parcels approximately 14 acres in size. All the parcels are zoned by the City & County of Honolulu as "I-2" (Intensive Industrial) although DHHL lands are not subject to county zoning. Industrial/commercial warehouse space built in the late 1960s and early 1970s is currently under lease to tenants. These lands are located within a half-mile radius of the planned Lagoon Drive transit station, and five parcels are also within a half-mile radius of the Middle Street transit station.

DHHL has been engaged in conceptual planning since July 2016 to be able to take advantage of TOD opportunities and the parcels' proximity to the rail stations and airport. DHHL envisions redevelopment of these lands as a next generation industrial kipuka: creating a preferred destination for Honolulu's modern industrial uses that leverages the site's visibility and central regional location and utilizes innovative design and green infrastructure to provide safe and clean amenities for high-end and showcase industrial uses that can generate revenue for DHHL. DHHL hopes to address the significant need for new industrial space through high-density, multi-level buildings with large floor plates, which have been largely unavailable in the local market. No residential component is planned for the developments in this area. The plans will provide additional dining and retail options, as well as music and entertainment venues to serve the area employment base.

Potential master plan options for Moanalua Kai are still being assessed, and feasibility analysis of the development potential has not been completed. Part of the feasibility analysis will include limited engineering studies to refine the preliminary plans and address existing and future issues such as flooding and drainage, soil suitability for high density, vertical development, airport-related constraints, access conditions for vehicles, pedestrians, and bicycles, and infrastructure capacity gaps.

Preliminary plans call for redevelopment in two phases. The first phase would include two multi-level buildings of 528,600 sq. ft of industrial space; ground floor parking for container trucks and rooftop parking for employees; two tilt-up constructed warehouses of 30,000 sq. ft. of industrial space; retail space of 5,000 sq. ft. and parking; four showroom spaces totaling 40,000 sq. ft. with off street parking stalls in the front and back of the showrooms; a multi-level parking structure accommodating about 500 vehicles; and green space for drainage, passive, and transformational use of 173,650 sq. ft. or nearly four acres. Phase II would include the replacement of the tilt-up warehouses with two multi-level buildings providing 347,460 sq. ft. of industrial space and additional parking.

DHHL intends to be positioned to begin soliciting potential developers within the next few years, and award master development leases so that phased redevelopment can begin as soon as practical after the majority of the leases expire in 2022.

AGENCY TOD
Project Fact Sheet

O-16

1	Agency	Department of Public Safety/Department of Accounting and General Services
2	Transit Station/Bus Stop	Middle Street; Kalihi
3	Project Name	**Oahu Community Correctional Center Redevelopment**
4	Street Address	2199 Kamehameha Highway, Honolulu, HI 96819
5	Tax Map Key/s	(1) 1-2-013: 022 (OCCC) (1) 1-2-026: 032 (Laumaka)
6	Land Area (acres)	16.46 acres (OCCC); 1.075 acres (Laumaka)
7	Zoning	I-2 Intensive Industrial (OCCC), IMX-1 Industrial-Commercial Mixed Use
8	Fee Owner	State of Hawaii
9	Lessee/s	
10	Current Uses	Jail (OCCC), Furlough facility (Laumaka)
11	Encumbrances (if any)	
12	Project Description	Possible option for the building of a new OCCC facility on the current land. New facility may not use the total land area in current use. A Final EIS was issued in July 2018.
13	Site Constraints (infrastructure, arch/hist sites, etc.)	
14	Development Schedule Ctrl + Tab to enter under headings >	Planning: 2018 Design: Construction: 2024
15	Project Status	Pre-Planning
16	Consultant/ Contractor/Developer	Architects Hawaii
17	Project Cost Estimate/s Ctrl + Tab to enter under headings >$	Planning: ~5M Design: Construction:
18	Funding Source/s Ctrl + Tab to enter under headings >	Planning: GOBond Design: Construction:
19	Contact Person (Name, Email Address)	Clayton Shimazu, clayton.h.shimazu@hawaii.gov
20	Attachments OPTIONAL: Please send images/pictures (current & planned), maps, studies/reports link to webpage:	

OAHU COMMUNITY CORRECTIONAL CENTER REDEVELOPMENT

The Department of Public Safety (PSD) is proposing to replace the current Oahu Community Correctional Center (OCCC) with a modern facility that provides a safe, secure, and humane environment for the care and custody of adult offenders on Oahu. OCCC houses both male and female inmates on pretrial, sentenced and community release status, including transition and re-entry housing and programs for inmates returning from in-state or mainland correctional facilities. OCCC is PSD's largest detention facility and in immediate need of replacement. The existing facility is undersized for the current and projected population. Originally designed for 628 inmates, the facility was rebuilt and expanded more than 40 years ago and subsequently modified to accommodate 954 inmates. Past assessments by PSD indicate OCCC is overcrowded and is functioning above its design capacity.

PSD worked with the Department of Accounting and General Services (DAGS) and a consulting team comprised of AHL and Louis Berger US on a site selection study to identify and evaluate prospective sites for development of a new OCCC facility. Locational considerations included proximity to OCCC workforces, visitors, medical facilities, legal services, and court facilities, as well as proximity to regional highways and public transit services and the availability of community services, including fire protection and the ability to share services with other PSD facilities. On November 8, 2017, it was announced that of the four top-ranked sites evaluated, the preferred location for the new facility is the site of the existing Animal Quarantine Station located in Halawa Valley. An EIS was prepared for the four sites, and in August 2018, a Final EIS was accepted by the Governor with the Animal Quarantine site selected as the relocation site.

The proposed OCCC will include areas for building administration and security, food preparation, medical services, program services, housing, visitation, and spaces for building support and maintenance functions. OCCC staff also manages and operates the Laumaka Work Furlough Center (LWFC), which is located a block away from OCCC on Laumaka Street. Various services (i.e., medical, food service, laundry, etc.) for LWFC are currently provided by OCCC. Inmates assigned to LWFC are either actively seeking employment or working in the community. The proposed replacement project will also relocate female prisoners to a separate facility.

Should relocation of the OCCC facility to another site occur, then the existing 16-acre parcel in Kalihi would be evaluated for its TOD potential.

Oahu Community Correctional Center Site

AGENCY TOD
Project Fact Sheet

O-17

1	Agency	Hawaii Public Housing Authority
2	Transit Station/Bus Stop	Kalihi
3	Project Name	**Kamehameha Homes**
4	Street Address	1541 Haka Drive
5	Tax Map Key/s	(1) 1-5-001: 001
6	Land Area (acres)	16.4 acres
7	Zoning	A-1
8	Fee Owner	Hawaii Public Housing Authority
9	Lessee/s	
10	Current Uses	221 units, federal low-income public housing
11	Encumbrances (if any)	
12	Project Description	HPHA has a 10-year plan to redevelop its properties along the City and County of Honolulu's rail transit line. The proposed redevelopment would increase total unit count to approximately 1,000-1,500 units.
13	Site Constraints (infrastructure, arch/hist sites, etc.)	
14	Development Schedule Ctrl + Tab to enter under headings >	Planning: FY 2021 Design: Construction: FY 2024
15	Project Status	Pre-Planning
16	Consultant/ Contractor/Developer	
17	Project Cost Estimate/s Ctrl + Tab to enter under headings >$	Planning Design Construction
18	Funding Source/s Ctrl + Tab to enter under headings >	Planning Design Construction
19	Contact Person (Name, Email Address)	Benjamin Park, benjamin.h.park@hawaii.gov
20	Attachments OPTIONAL: Please send images/pictures (current & planned), maps, studies/reports link to webpage:	

KAMEHAMEHA HOMES

The Kamehameha Homes housing property was first occupied in 1996. The property is 17 acres, with 28 two-story townhome buildings providing a total of 221 housing units with one- to three-bedrooms per unit, and one community building. HPHA is proposing to redevelop the site to increase the number of units to approximately 1,000-1,500 units.

AGENCY TOD
Project Fact Sheet

O-18

1	Agency	Hawaii Public Housing Authority
2	Transit Station/Bus Stop	Kalihi
3	Project Name	**Kaahumanu Homes**
4	Street Address	521 North Kukui Street (Alokele & Kaiwiula Street)
5	Tax Map Key/s	(1) 1-5-024: 001
6	Land Area (acres)	7.4 acres
7	Zoning	A-1
8	Fee Owner	Hawaii Public Housing Authority
9	Lessee/s	
10	Current Uses	152 units, federal low-income public housing
11	Encumbrances (if any)	
12	Project Description	HPHA has a 10-year plan to redevelop its properties along the City and County of Honolulu's rail transit line. The proposed redevelopment could increase the total unit count to approximately 500-800 units.
13	Site Constraints (infrastructure, arch/hist sites, etc.)	
14	Development Schedule Ctrl + Tab to enter under headings >	Planning: FY 2021 Design: Construction: FY 2024
15	Project Status	Pre-Planning
16	Consultant/ Contractor/Developer	
17	Project Cost Estimate/s Ctrl + Tab to enter under headings >$	Planning Design Construction
18	Funding Source/s Ctrl + Tab to enter under headings >	Planning Design Construction
19	Contact Person (Name, Email Address)	Benjamin Park, benjamin.h.park@hawaii.gov
20	Attachments OPTIONAL: Please send images/pictures (current & planned), maps, studies/reports link to webpage:	

KAAHUMANU HOMES

Kaahumanu Homes was first occupied in 1958. It is situated on a 7.35-acre parcel and is comprised of 19 two-story townhome buildings, providing a total of 152 two- and three-bedroom units. HPHA is proposing the redevelopment of the seven-acre Kaahumanu Homes property to provide an increase in total unit count to approximately 500-800 units.

AGENCY TOD Project Fact Sheet

O-19

1	Agency	Department of Hawaiian Home Lands
2	Transit Station/Bus Stop	Kapalama
3	Project Name	**Kapalama Project–Conceptual Plans** for Department of Hawaiian Home Lands for Potential Transit-Oriented Development on Oahu
4	Street Address	1287 Kalani Street, Honolulu, HI 96817 (TMK 1-5-020:006); 1321 Hart Street, Honolulu, HI 96817 (TMK 1-5-033:009)
5	Tax Map Key/s	(1) 1-5-020: 006 (1) 1-5-020: 014 (1) 1-5-033: 009
6	Land Area (acres)	5 acres
7	Zoning	IMX-1 *Note: DHHL lands are not subject to county zoning*.
8	Fee Owner	Department of Hawaiian Home Lands
9	Lessee/s	RCK Partners, Limited Partnership; D. Otani Produce, Inc.; Blow Up, LLC dba ESPN Radio 1420 is a licensee of the radio station tower parcel.
10	Current Uses	Shopping center, radio tower site, and fresh produce processing and warehouse facility.
11	Encumbrances (if any)	The shopping center parcel is on a long-term ground lease for 55 years; the produce processing and warehouse facility is on a long-term ground lease for 65 years. Use of the radio tower parcel is under a license for 20 years.
12	Project Description	To prepare conceptual plans for Hawaiian Home Lands near the Kapalama rail station with the primary purpose of serving as: 1) a comprehensive guide for transit-oriented redevelopment of DHHL's Kapalama lands; 2) to assist the City and County of Honolulu with planning for future infrastructure needs in the Kapalama area; and 3) to assist with the coordination of DHHL's TOD plans with other adjacent landowners' plans.
13	Site Constraints (infrastructure, arch/hist sites, etc.)	Drainage, soil/foundation capacity to support redevelopment, flooding; the possible bifurcation or reduction of land available for redevelopment due to a proposed roadway connection.
14	Development Schedule Ctrl + Tab to enter under headings >	Planning: 2018 Design: N/A Construction: FY 2034 - 2048
15	Project Status	Planning - Conceptual planning underway; awaiting geotechnical engineering studies to complete conceptual planning project.
16	Consultant/ Contractor/Developer	PBR Hawaii & Associates, Inc.
17	Project Cost Estimate/s Ctrl + Tab to enter under headings >	Planning: $287,325.00* Design: N/A Construction: N/A
18	Funding Source/s Ctrl + Tab to enter under headings >	Planning: DHHL Funds Design: N/A Construction: N/A
19	Contact Person (Name, Email Address)	Allen G. Yanos, Land Management Division, allen.g.yanos@hawaii.gov
20	Attachments OPTIONAL: Please send images/pictures (current & planned), maps, studies/reports link to webpage:	Maps and preliminary renderings. *Portion of conceptual planning project for DHHL's Kapalama and Shafter Flats parcels; total cost for both project properties is $574,650.00.

KAPALAMA PROJECT CONCEPTUAL PLANS

Department of Hawaiian Home Lands (DHHL) owns five acres of land in Kapalama, which has been used for revenue generation. These lands are located within a half-mile radius of the planned Kapalama rail transit station. A 2.75-acre parcel includes an office building/warehouse and a portion of the City Square Shopping Center. Kamehameha Schools owns the land under the remaining portion of the shopping center and parking lot, with frontage on Dillingham Boulevard and Kohou Street. Adjacent to the shopping center is a 0.14-acre parcel that houses a radio station antenna tower. The other parcel, comprising 1.57 acres, is noncontiguous and fronts Nimitz Highway. This third parcel is under industrial use as a fresh produce facility.

DHHL conceptual planning has been underway since July 2016, with the intent to take advantage of (1) TOD opportunities and the parcels' proximity to the Kapalama rail station, (2) the potential synergy with redevelopment planned by Kamehameha Schools, and (3) related improvements under the City's Kapalama Canal Catalytic Project. Potential master plan options for the Kapalama properties are still being assessed, and feasibility analysis of the development potential has not been completed. A primary focus of DHHL's planning for Kapalama has been to address the capacity of the land to support redevelopment, specifically high-density, multi-level structures. The feasibility analysis will include limited engineering studies to help refine the preliminary plans developed for the area, which are constrained by flooding, drainage, and sea-level rise, airport noise and height restrictions, infrastructure capacity, structural and soil bearing requirements, and highway noise and traffic. Completion of the conceptual planning project is anticipated by April 2018.

Due to existing long-term leases, redevelopment of these Kapalama holdings by DHHL is "medium" priority. Should opportunities arise to accelerate its redevelopment plans, DHHL wants to be positioned such that it can begin soliciting potential developers in a reasonably short time to award master development leases. That way, phased redevelopment that includes a rental housing component in the first phase can begin as soon as is practicable.

Preliminary redevelopment plans in the first phase include mixed-uses featuring a combination of approximately 18,450 square feet of ground floor retail space and approximately 516 residential units in two buildings on the City Square Shopping Center and radio station tower parcels. The number of residential units above the retail space would vary, depending on various scenarios. The parcel with the fresh produce facility is under a very long-term lease expiring in 2070, so assessment of the future long-term development of this parcel under a second phase is still pending. However, another multi-level industrial use structure like DHHL's proposed multi-level buildings in Shafter Flats (Moanalua Kai) could be an option.

AGENCY TOD
Project Fact Sheet

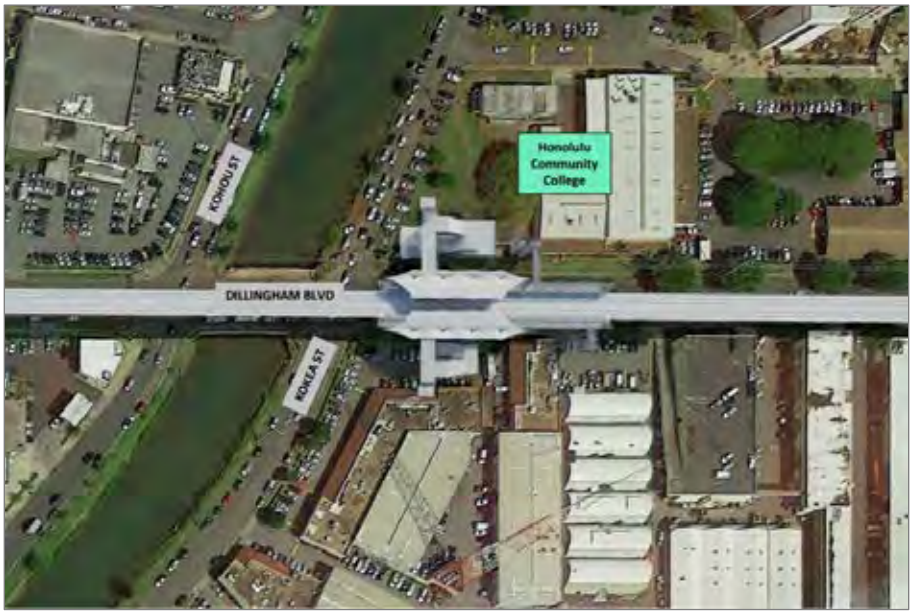
O-20

1	Agency	University of Hawaii, Honolulu Community College
2	Transit Station/Bus Stop	Kapalama
3	Project Name	**UH Honolulu Community College TOD Plan**
4	Street Address	874 Dillingham Boulevard
5	Tax Map Key/s	(1) 1-5-17: portion of parcel 6 *(HART transit stop is at corner of Kokea and Dillingham)*
6	Land Area (acres)	23 acres
7	Zoning	IMX-1
8	Fee Owner	University of Hawaii
9	Lessee/s	N/A
10	Current Uses	HCC primary campus (mauka side of Dillingham Blvd.)
11	Encumbrances (if any)	Land used for higher educational purposes (community college campus), various utility easements
12	Project Description	HCC has no TOD planned at this time. Funding would allow HCC to study TOD options as it relates to HCC core educational mission and Long Range Development Plan.
13	Site Constraints (infrastructure, arch/hist sites, etc.)	• Use for higher educational mandates • Proposed Rail improvements will impact HCC campus • Inadequate sewer capacity to expand current campus
14	Development Schedule Ctrl + Tab to enter under headings >	Planning: 2018 Design: N/A Construction: FY 2020 - 2028
15	Project Status	Pre-Planning - TOD master plans study
16	Consultant/ Contractor/Developer	HHF Planners
17	Project Cost Estimate/s Ctrl + Tab to enter under headings >	Planning: $100,000 Design: N/A Construction: N/A
18	Funding Source/s Ctrl + Tab to enter under headings >	Planning: Act 124, SLH 2016 Account B-16-421 OP Program ID, BED 144 Design: N/A Construction: N/A
19	Contact Person (Name, Email Address)	Derek Inafuku, HCC Vice Chancellor, dinakfuku@hawaii.edu; or Carleton Ching, Director of Land Development, cching77@hawaii.edu
20	Attachments OPTIONAL: Please send images/pictures (current & planned), maps, studies/reports link to webpage:	HCC Transit stop; see HART website (Kapalama Station #15)

UH HONOLULU COMMUNITY COLLEGE TOD PLAN

The HCC campus is a prime location for incorporating TOD improvements that support and are consistent with the college's programs and long-term campus vision. The Kapalama Transit Station will be located on the western corner of HCC's Main Campus at the intersection of Dillingham Boulevard and Kokea Street. The location of the station on the HCC campus creates opportunities to enhance school activities and campus revenues, complement other agency programs in the area, and create academic linkages with UH's Leeward Community College (LCC) and West Oahu campuses. TOD planning is needed to integrate the Kapalama transit station into the campus, with attention to increasing multi-modal access and connections to and within the campus and improving the streetscape and pedestrian experience at the campus. TOD offers the potential of also integrating smaller commercial opportunities within the HCC station area along both Kokea Street and Dillingham Boulevard, which would serve students, faculty, transit passengers, and employees at surrounding businesses. Revenue generated from commercial opportunities would be used to supplement HCC's maintenance and operational costs further improving the sustainability of this campus. HCC will be examining the potential for the development of potential student and faculty housing at the campus.

In 2017, HCC received $100,000 in CIP funds for a TOD planning study to identify options for capitalizing on the TOD potential for the station area. Findings and plan proposals are expected in 2018.



AGENCY TOD
Project Fact Sheet

O-21

1	Agency	Hawaii Public Housing Authority
2	Transit Station/Bus Stop	Kapalama
3	Project Name	**HPHA Administrative Offices Redevelopment**
4	Street Address	1002 North School Street
5	Tax Map Key/s	(1) 1-6-009: 003
6	Land Area (acres)	Portion of 12.48 acres
7	Zoning	A-2, R-5
8	Fee Owner	Hawaii Public Housing Authority
9	Lessee/s	
10	Current Uses	HPHA offices and State public housing
11	Encumbrances (if any)	
12	Project Description	HPHA has a 10-year plan to redevelop its properties along the City and County of Honolulu's rail transit line. The proposed redevelopment would include new offices and add approximately 800 senior rental affordable units, retail, and community spaces.
13	Site Constraints (infrastructure, arch/hist sites, etc.)	
14	Development Schedule Ctrl + Tab to enter under headings >	Planning: FY 2017 Design: Construction: CY 2020
15	Project Status	Planning: Community engagement, EIS preparation initiated
16	Consultant/ Contractor/Developer	Retirement Housing Foundation
17	Project Cost Estimate/s Ctrl + Tab to enter under headings >$	Planning: Design: Construction:
18	Funding Source/s Ctrl + Tab to enter under headings >	Planning: Design: Construction:
19	Contact Person (Name, Email Address)	Benjamin Park, benjamin.h.park@hawaii.gov
20	Attachments OPTIONAL: Please send images/pictures (current & planned), maps, studies/reports link to webpage:	

HPHA ADMINISTRATIVE OFFICES REDEVELOPMENT

Hawaii Public Housing Authority (HPHA) has partnered with Retirement Housing Foundation under a predevelopment agreement to redevelop the property into a mixed-use community to increase the amount of affordable housing provided in this bus transit-available neighborhood. Rents for the affordable senior housing will be based on rents and income limits calculated by the U.S. Department of Housing and Urban Development (HUD). To provide new residential housing, the existing HPHA administrative offices will be replaced with a new HPHA administrative office building; up to 800 affordable rental apartments; 10,000 square feet of ground floor retail space; 34,000 square feet of community/flex multi-use space; vehicular access via existing driveways; parking; and open space and new landscaping. The Final EIS for the project was accepted in August 2018.

AGENCY TOD
Project Fact Sheet

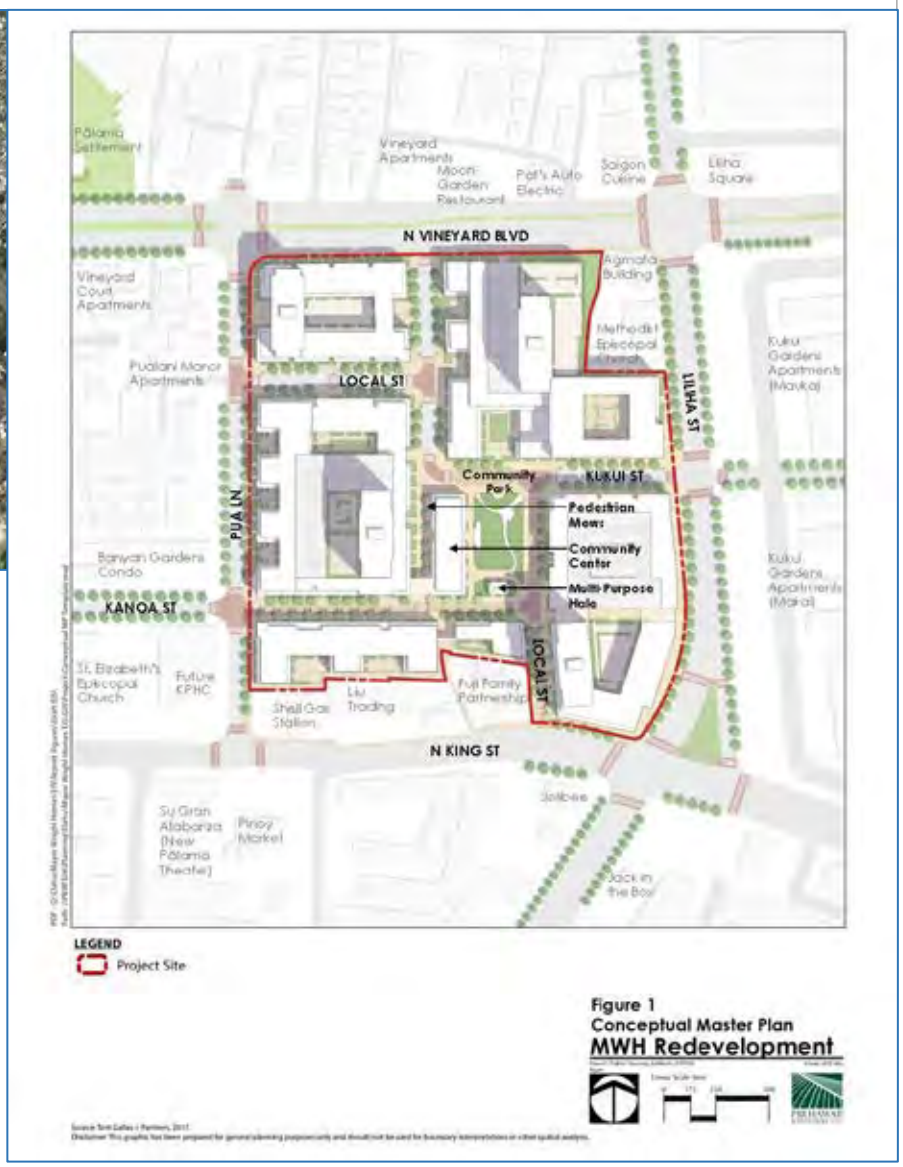
O-22

1	Agency	Hawaii Public Housing Authority
2	Transit Station/Bus Stop	Iwilei
3	Project Name	**Mayor Wright Homes Redevelopment**
4	Street Address	606 North Kukui Street
5	Tax Map Key/s	(1) 1-7-029: 003
6	Land Area (acres)	15 acres
7	Zoning	A-2
8	Fee Owner	Hawaii Public Housing Authority
9	Lessee/s	
10	Current Uses	364 units, federal low-income public housing
11	Encumbrances (if any)	
12	Project Description	Proposed mixed use redevelopment with 2,500 mixed income residential units, including replacement of 364 public housing units, and up to 80,000 square feet of commercial spaces.
13	Site Constraints (infrastructure, arch/hist sites, etc.)	
14	Development Schedule Ctrl + Tab to enter under headings >	Planning: FY 2016 Design: Construction: CY 2019
15	Project Status	Planning: Community engagement period started in May of 2016 and is still ongoing. The conceptual plan is complete and the FINAL EIS was accepted in May 2018. Master Development Agreement has been executed with Hunt Development Group. Proposed redevelopment will increase unit count to approximately 2,500 units.
16	Consultant/ Contractor/Developer	Hunt Development Group
17	Project Cost Estimate/s Ctrl + Tab to enter under headings >	Planning: Design: Construction: $
18	Funding Source/s Ctrl + Tab to enter under headings >	Planning: Design: Construction:
19	Contact Person (Name, Email Address)	Benjamin Park, benjamin.h.park@hawaii.gov
20	Attachments OPTIONAL: Please send images/pictures (current & planned), maps, studies/reports link to webpage:	

MAYOR WRIGHT HOMES

Mayor Wright Homes is one of the oldest and largest low-income public housing properties in HPHA's portfolio. Mayor Wright currently provides 364 housing units. HPHA has signed a predevelopment agreement with national developer, Hunt Companies, and Vitus, a property management firm, to redevelop the approximately 15-acre site to deliver approximately 2,500 new homes, over five phases, including one-to-one public replacement all 364 existing public housing units, affordable workforce units, as well as market-rate units targeted to a variety of income levels. The site is within close proximity and walking distance to jobs, services, and businesses and less than a ten-minute walk from the planned Iwilei station, offering the potential for the new Mayor Wright Homes to become one of the city's first examples of a truly transit-oriented mixed-use, mixed-income development.

The project can transform the site and better integrate this community with the surrounding city fabric. As a mixed-use development, the project will be able to introduce shopping, employment, and convenience to its residents and community with up to 80,000 SF of commercial and retail space. Current plans call for two-thirds of the affordable units for income levels less than 120% AMI. Each phase would provide mixed income housing. The Project's Final EIS was accepted in April 2018.



AGENCY TOD
Project Fact Sheet

O-23

1	Agency	Hawaii Housing Finance and Development Corporation/ Department of Accounting and General Services Hawaii Public Housing Authority
2	Transit Station/Bus Stop	Iwilei
3	Project Name	**Liliha Civic Center Mixed-Use Project**
4	Street Address	333 and 355 North King Street, Honolulu, HI 96817
5	Tax Map Key/s	(1) 1-5-007: 001
6	Land Area (acres)	3.79 acres
7	Zoning	BMX-3, IMX-1
8	Fee Owner	Department of Land and Natural Resources
9	Lessee/s	TBD
10	Current Uses	State office buildings (OR&L building and OR&L annex); and open lot under ROE to DBEDT, Hawaii Film Office, for production company use.
11	Encumbrances (if any)	Governor's E.O. No. 4131 to DAGS; non-exclusive easement over Easement U to HHFDC for emergency access and utility purposes for adjacent Senior Residence at Iwilei affordable rental project recorded at the Bureau of Conveyances as Document No. A-48340637.
12	Project Description	HHFDC executed a Memorandum of Understanding (MOU) with DAGS for a mixed-use project consisting of multi-family affordable housing, office space/civic center, parking and other incidental uses. Also considering infrastructure needs for Mayor Wright Homes and Kukui Gardens.
13	Site Constraints (infrastructure, arch/hist sites, etc.)	Infrastructure; historic OR&L building on-site; possible soil contamination (petroleum products); Easement U for access and utility purposes.
14	Development Schedule Ctrl + Tab to enter under headings >	Planning: FY2019 Design: FY2021 Construction: FY2022
15	Project Status	Pre-Planning
16	Consultant/ Contractor/Developer	TBD
17	Project Cost Estimate/s Ctrl + Tab to enter under headings >$	Planning / Design / Construction: TBD
18	Funding Source/s Ctrl + Tab to enter under headings >	Planning / Design / Construction: DURF for infrastructure
19	Contact Person (Name, Email Address)	Stan S. Fujimoto, Project Manager, stanley.s.fujimoto@hawaii.gov
20	Attachments OPTIONAL: Please send images/pictures (current & planned), maps, studies/reports link to webpage:	

LILIHA CIVIC CENTER MIXED-USE PROJECT

HHFDC executed a MOU with DAGS for the development of the 3.791-acre site of the historic Oahu Railway and Land (OR&L) Building with a mixed-use project consisting of multi-family affordable housing, office space/civic center, parking and other incidental uses. Under the MOU, a master plan will identify the affordable housing and office space/civic center needs in conjunction with the planned Honolulu Rail Transit Project by the Honolulu Authority for Rapid Transportation within Easement U located at the western edge of the site.

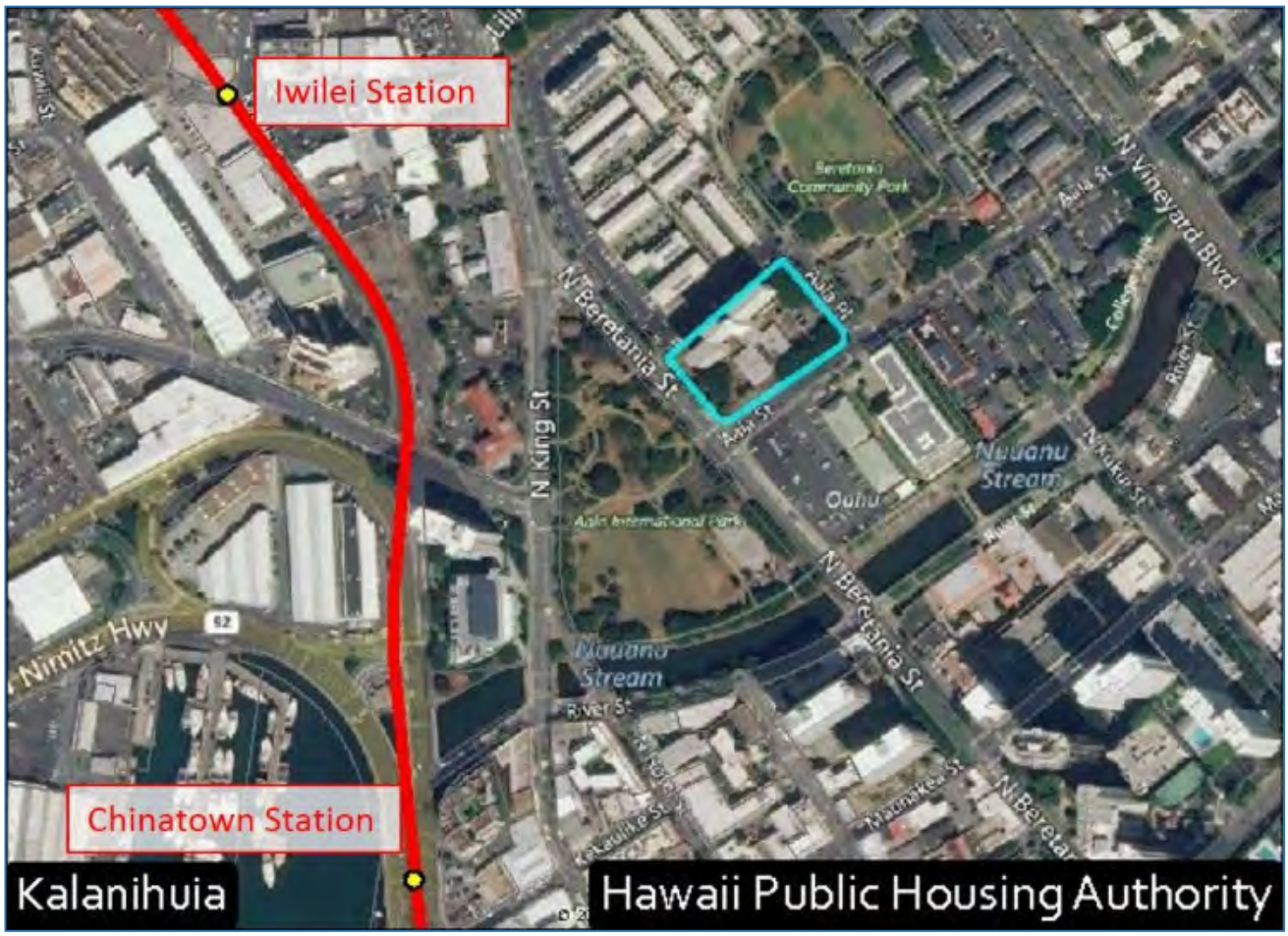
AGENCY TOD
Project Fact Sheet

O-24

1	Agency	Hawaii Public Housing Authority
2	Transit Station/Bus Stop	Iwilei
3	Project Name	**Kalanihuia Homes**
4	Street Address	1220 Aala Street
5	Tax Map Key/s	(1) 1-7-026: 006
6	Land Area (acres)	1.9 acres
7	Zoning	A-2
8	Fee Owner	Hawaii Public Housing Authority
9	Lessee/s	
10	Current Uses	151 units, federal low-income public housing
11	Encumbrances (if any)	
12	Project Description	HPHA has a 10-year plan to redevelop its properties along the City and County of Honolulu's rail transit line. The proposed redevelopment would increase the total unit count to 500 units.
13	Site Constraints (infrastructure, arch/hist sites, etc.)	
14	Development Schedule Ctrl + Tab to enter under headings >	Planning / Design / Construction CY 2022
15	Project Status	Pre-Planning
16	Consultant/ Contractor/Developer	
17	Project Cost Estimate/s Ctrl + Tab to enter under headings >$	Planning / Design / Construction
18	Funding Source/s Ctrl + Tab to enter under headings >	Planning / Design / Construction
19	Contact Person (Name, Email Address)	Benjamin Park, benjamin.h.park@hawaii.gov
20	Attachments OPTIONAL: Please send images/pictures (current & planned), maps, studies/reports link to webpage:	

KALANIHUIA HOMES

Kalanihuia is situated along North Beretania Street at the intersection with Aala Street. The City's Aala Park is located across from this project site. Kalanihuia was constructed in 1969. The 1.88-acre housing property is comprised of a single 15-story high-rise apartment building complex with 90 studio units, 60 one-bedroom units, and 1 three-bedroom unit for live-in maintenance staff. Connected to this complex is a single-story common area wing of the building that includes a community hall, laundry area, kitchen, maintenance, storage, and staff offices. City zoning for the site is A-2, Medium-Density Apartment. HPHA proposes to redevelop the property into a denser, mixed-use development that would increase the unit count from 151 to up to 500 units.



AGENCY TOD
Project Fact Sheet

O-25

1	Agency	Hawaii Housing Finance and Development Corporation
2	Transit Station/Bus Stop	Kakaako
3	Project Name	**690 Pohukaina**
4	Street Address	690 Pohukaina Street
5	Tax Map Key/s	(1) 2-1-051: 041
6	Land Area (acres)	2.167 acres
7	Zoning	Mixed Use
8	Fee Owner	State of Hawaii
9	Lessee/s	TBD
10	Current Uses	Retail, parking
11	Encumbrances (if any)	Set Aside to HHFDC for affordable housing and educational purposes; GL No. 6097 to HCDA exp. 2/10/19; HECO easement for transformer 160 sf Doc.#95-011792.
12	Project Description	Mixed-use project consisting of a 390-unit workforce rental tower with at least 60% of the units at 140% or below the area median income (AMI), a 200-unit tax credit rental tower for households at 60% or below the AMI, and a vertical elementary school for approximately 750 students.
13	Site Constraints (infrastructure, arch/hist sites, etc.)	Upgrade sewer line in Pohukaina Street from 10-inch to 12-inch from South Street to Keawe Street per Kakaako Sewer Master Plan Update dated June 10, 2015, existing building to be demolished.
14	Development Schedule Ctrl + Tab to enter under headings >	Planning: 4th Qtr CY2018 Design: 2nd Qtr CY2020 Construction: 4th Qtr CY2022
15	Project Status	Planning, environmental assessment, development agreement
16	Consultant/ Contractor/Developer	SSFM International, Inc./Alakai Development Kakaako LLC
17	Project Cost Estimate/s Ctrl + Tab to enter under headings >$	Planning: TBD Design: Construction:
18	Funding Source/s Ctrl + Tab to enter under headings >	Planning: CIP/Private Design: CIP/Private Construction: CIP/Private
19	Contact Person (Name, Email Address)	Stan S. Fujimoto, HHFDC Project Manager, stanley.s.fujimoto@hawaii.gov
20	Attachments OPTIONAL: Please send images/pictures (current & planned), maps, studies/reports link to webpage:	

690 POHUKAINA

HHFDC is teaming with Alakai Development, LLC/Forest City, on this mixed use residential project, with affordable housing. Alakai would finance and build one tower with 390 residential units and 600 parking stalls. At least 60% or 234 units would be reserved for residents up to the 140% AMI level. The developer will also build an elementary school as part of the first phase, which is expected to begin construction in 2019 and be completed in late 2021.

HHFDC will build the second tower with 200 units and 250 parking stalls reserved for residents earning no more than 60% AMI. The site is within easy walking distance of one-quarter mile from the Kakaako rail transit station.

Infrastructure systems including water and drainage facilities are generally adequate for the immediate project area. A sewer line in Pohukaina Street needs upgrading per the Kakaako Sewer Master Plan Update dated June 10, 2015.

Site Plan, July 2017
HHFDC
Prepared by Benjamin Woo Architects

AGENCY TOD
Project Fact Sheet

O-26

1	Agency	Department of Education Hawaii Housing Finance and Development Corporation
2	Transit Station/Bus Stop	Kakaako
3	Project Name	**Pohukaina Elementary School**
4	Street Address	690 Pohukaina Street
5	Tax Map Key/s	(1) 2-1-051: 041
6	Land Area (acres)	Project area: 94,423 SF or 2.1677 acres
7	Zoning	Kakaako CD District
8	Fee Owner	State of Hawaii Department of Land and Natural Resources
9	Lessee/s	Fisher Hawaii
10	Current Uses	Commercial use and parking
11	Encumbrances (if any)	
12	Project Description	Four-story "vertical" elementary school for 750 students to serve the Kakaako to Ala Moana area in anticipation of dense residential development expected with the rail transit line. Part of a two-tower project. Alakai Development LCC to develop 390 residences and 600 parking stalls in one tower. HHFDC to develop the second phase with a 200-unit tower, 250 parking, and the 4-story school.
13	Site Constraints (infrastructure, arch/hist sites, etc.)	
14	Development Schedule Ctrl + Tab to enter under headings >	Planning: ; Design: October 2017 ; Construction: FY18/19
15	Project Status	Planning and Design
16	Consultant/ Contractor/Developer	
17	Project Cost Estimate/s Ctrl + Tab to enter under headings >$	Planning: ; Design: 10,000,000 ; Construction: 60,000,000
18	Funding Source/s Ctrl + Tab to enter under headings >	Planning: ; Design: ; Construction:
19	Contact Person (Name, Email Address)	Kenneth Masden, kenneth_masden@notes.k12.hi.us
20	Attachments OPTIONAL: Please send images/pictures (current & planned), maps, studies/reports link to webpage:	

POHUKAINA ELEMENTARY SCHOOL

The Department of Education is planning a new elementary school at the 690 Pohukaina Street project site in Kakaako. This is a much needed school in a rapidly developing community, as well as DOE's first vertical school with a compact footprint in an urban setting. The proposed elementary school would be part of a mixed-use, high density development with a substantial affordable housing component. The four-story elementary school will have a capacity of 750 students, and is adjacent to Mother Waldron Neighborhood Park, which would be available for student recreational use.

Source: HHFDC. Site Plan, July 2017, Prepared by Benjamin Woo Architects.

AGENCY TOD
Project Fact Sheet

O-27

1	Agency	Hawaii Community Development Authority
2	Transit Station/Bus Stop	Kakaako; Civic Center
3	Project Name	**Nohona Hale**
4	Street Address	630 Cooke Street
5	Tax Map Key/s	(1) 2-1-051: 014
6	Land Area (acres)	0.24 acres (10,400 sf)
7	Zoning	KAK – Pauahi Neighborhood Zone
8	Fee Owner	HCDA
9	Lessee/s	Bronx Pro Group
10	Current Uses	Surface Parking
11	Encumbrances (if any)	
12	Project Description	Nohona Hale is an affordable rental project with 110 micro-units approximately 300 sf each, plus one manager unit.
13	Site Constraints (infrastructure, arch/hist sites, etc.)	
14	Development Schedule Ctrl + Tab to enter under headings >	Planning / Design / Construction March 2017 / 2nd Qtr CY2018
15	Project Status	Pending building permit approval and financial closing
16	Consultant/ Contractor/Developer	WCIT / Swinerton / BronxPro Group
17	Project Cost Estimate/s Ctrl + Tab to enter under headings >$	Planning / Design / Construction 37M
18	Funding Source/s Ctrl + Tab to enter under headings >	Planning / Design / Construction HMMF, 4% LIHTC, RHRF
19	Contact Person (Name, Email Address)	David Mosey, dmosey@bronxprogroup.com
20	Attachments OPTIONAL: Please send images/pictures (current & planned), maps, studies/reports link to webpage:	

NOHONA HALE

The Hawaii Community Development Authority (HCDA) selected the BronxPro Group to develop Nohona Hale, 630 Cooke Street. The project site is less than a third of a mile from the proposed Civic Center rail transit station and will be Honolulu's first micro-unit transit oriented development. Groundbreaking was held in July 2018. The proposed project includes 110 low income energy efficient micro-units (plus one manager unit) that will create a diverse and inclusive home for residents. Nohona Hale is a "living" prototype of new building technologies: designed with open air circulation to allow the trade winds to breathe through so that natural ventilation could be used, reducing the project's carbon footprint.

The residential tower is set on a two-level podium, which houses the lobby, living room, community spaces, and management offices. The placement of the two towers will provide the residents with excellent views of Honolulu. Nohona Hale presents the opportunity to demonstrate how building innovation can transform communities as well as address the important need of affordable housing for low income families. Nohona Hale's design is also aligned with the planned Smart Growth goals for the Kakaako area. In light of the project's close proximity to rail, it is proposed to not include residential car parking for tenants, but rather provide ample bicycle parking and pedestrian amenities.

Nohona Hale will be home to a diverse demographic of all ages and backgrounds living under "one roof". This proposal anticipates that all the micro units will be marketed to families earning 60% AMI or less. The project will also serve some of Hawaii's most vulnerable families by setting aside 10% of the units for families earning 30% AMI or less. The project will maintain its affordability for 65 years, at which time the project will turned back over to the State.

The project is expected to be completed by early 2020.

AGENCY TOD

O-28

2	Transit Station/Bus Stop	Kakaako
3	Project Name	**Ola Ka Ilima Artspace Lofts**
4	Street Address	1025 Waimanu Street, Honolulu, HI 96814
5	Tax Map Key/s	(1) 2-3-003: 040
6	Land Area (acres)	.69 acres
7	Zoning	HCDA – Central Kakaako (Mixed Use)
8	Fee Owner	HCDA
9	Lessee/s	Artspace
10	Current Uses	Surface parking lot
11	Encumbrances (if any)	
12	Project Description	Affordable housing project for artists with ground floor performing art space. (50) 1 Bdrm Units, (30) 2 Bdrm Units, (4) 3 Bdrm Units; 5 units – 30% of AMI, 37 units – 50% of AMI, 41 units – 60% of AMI, 1 manager unit. Total project cost is $55.7M.
13	Site Constraints (infrastructure, arch/hist sites, etc.)	Limited contaminated soil
14	Development Schedule Ctrl + Tab to enter under headings >	Planning: January 2010 Design: January 2015 Construction: August 2017
15	Project Status	Under construction
16	Consultant/ Contractor/Developer	Urban Works / Unlimited Construction / Artspace
17	Project Cost Estimate/s Ctrl + Tab to enter under headings >$	Planning: Design: Construction: 42.5M
18	Funding Source/s Ctrl + Tab to enter under headings >	Planning: Design: Construction: HMMF, 4% LIHTC, RHRF, HOME, C&C AHTF
19	Contact Person (Name, Email Address)	Greg Handberg, greg.handberg@artspace.org
20	Attachments OPTIONAL: Please send images/pictures (current & planned), maps, studies/reports link to webpage:	http://www.artspace.org/sites/default/files/public/downloads/place/hawaii_ov_artspace_2016.2.16.pdf

OLA KA ILIMA ARTSPACE LOFTS

Ola Ka 'Ilima Artspace, a mixed-use arts development, will blend live/work space for artists and their families, non-profit partners, and community events and gatherings. The project is being developed by Artspace, a Minnesota arts and culture non-profit, to provide permanent, affordable space for the arts that also would promote City and State goals for economic development, transit oriented development, and cultural preservation.

Ola Ka 'Ilima Artspace will include 84 units of affordable live/work space for low-income artists and their families, as well as 10,000 square feet of green space, and more than 7,000 square feet of community and commercial space for arts-oriented businesses. Units will include one-, two-, and three-bedroom apartments. Affordability of units will range from 30%, 50% and 60% of area median income. Residential units will feature high ceilings, large windows, durable surfaces, large doors and wide hallways to accommodate a variety of creative activities. Each of the residential units will be larger than a typical affordable unit to allow for ample workspace.

The ground floor will be home to the PA'I Arts & Culture Center, for Native Hawaiian dancers, musicians, visual artists, cultural practitioners and others who are interested in experiencing Native Hawaiian cultural traditions. The Cultural Center will combine classroom space and flexible space for teaching and performing Hula, music, and other traditional practices. Through video conferencing technology, the Cultural Center will be networked to audiences and artistic partners both across the Islands and around the world.

The community and greenspace will include a gardening area and a community room available to residents, partnering non-profit organizations, and the surrounding community for rehearsal, exhibitions, performances and events. Although it is a transit-oriented development, the project will provide adequate parking for residents and visitors.

Artspace has entered into a 65-year ground lease of the land from HCDA. Artspace will own, operate, and manage the building.

AGENCY TOD
Project Fact Sheet

O-29

1	Agency	Hawaii Community Development Authority
2	Transit Station/Bus Stop	Ala Moana
3	Project Name	**Hale Kewalo Affordable Housing**
4	Street Address	450 Piikoi Street
5	Tax Map Key/s	(1) 2-3-007: 026 (reserved housing site) (1) 2-3-007: 109
6	Land Area (acres)	0.734 acres
7	Zoning	HCDA Mauka Area Rules – Central Kakaako
8	Fee Owner	Kewalo Development LLC & HCDA
9	Lessee/s	Kewalo Development LLC
10	Current Uses	Commercial and Light Industrial
11	Encumbrances (if any)	
12	Project Description	Hale Kewalo will be a new 128-unit affordable family rental housing project in one, 11-story residential building, with a recreation room, lanai, garden, commercial space and 77 parking stalls (Project) on approximately 31,952 square feet of land located across Piikoi Street (Ewa) of the Ala Moana Shopping Center.
13	Site Constraints (infrastructure, arch/hist sites, etc.)	
14	Development Schedule Ctrl + Tab to enter under headings >	Planning / Design / Construction February 2018
15	Project Status	Under construction
16	Consultant/ Contractor/Developer	Alakea Design/Swinerton/Stanford Carr Development
17	Project Cost Estimate/s Ctrl + Tab to enter under headings >$	Planning / Design / Construction 57MM
18	Funding Source/s Ctrl + Tab to enter under headings >	Planning / Design / Construction HMMF, 4% LIHTC, RHRF
19	Contact Person (Name, Email Address)	Chris Oakes – coakes@stanfordcarr.com
20	Attachments OPTIONAL: Please send images/pictures (current & planned), maps, studies/reports link to webpage:	

HALE KEWALO AFFORDABLE HOUSING

Stanford Carr Development, LLC is undertaking the development of Hale Kewalo, a 128-unit affordable rental housing project at 450 Piikoi Street. This 11-story high building will consist of 27 one-bedroom, 72 two-bedroom, and 29 three-bedroom units. All units are required to remain affordable to households at 60% or below the AMI for 61 years. This project is planned as an essential component in providing critical affordable rental housing inventory within the rapidly growing Kakaako Community Development District. This project will also fulfill the reserved housing obligation for the landowner required by the Hawaii Community Development Authority (HCDA) for other market housing projects in the district.

The project is also integral in providing valued housing within the transit-oriented development area of the Honolulu Area Rapid Transit (HART) terminus at Ala Moana Center. Within easy walking distance to the transit station (approx. 800 feet away), the proposed project is viewed as a beneficial and desirable reserved housing project.

The project will include only 77 parking stalls to encourage use of other modes of transportation, commercial space located on Waimanu Street, and other accessory uses to support the residential units.

Hale Kewalo, a $57.5 million project, held its groundbreaking in February 2018 and is expected to be completed in 2019.

AGENCY TOD
Project Fact Sheet

O-30

1	Agency	Hawaii Housing Finance and Development Corporation and Judiciary
2	Transit Station/Bus Stop	Ala Moana
3	Project Name	**Alder Street Affordable Rental Housing and Juvenile Services Center**
4	Street Address	902 Alder Street
5	Tax Map Key/s	(1) 2-3-012: 019
6	Land Area (acres)	1.45 acres
7	Zoning	A-2 Medium Density Apartment
8	Fee Owner	State of Hawaii Judiciary via Executive Orders 1577 and 2484 dated September 5, 1953 and December 3, 1969, respectively.
9	Lessee/s	
10	Current Uses	Small building occupied by Home Maluhia shelter facility for youth. Large building previously for juvenile detention facilities, now used for girls juvenile programming and education.
11	Encumbrances (if any)	
12	Project Description	Joint development and co-location of an affordable rental housing project with the Juvenile Service Center, including therapeutic counseling, rehabilitative services and shelter facilities under the Judiciary. The affordable rental project would include 180 affordable rental units in a 19-story building in which the Judiciary would occupy 35,000 sf on the first three floors.
13	Site Constraints (infrastructure, arch/hist sites, etc.)	The site has adequate sewer and water capacity.
14	Development Schedule Ctrl + Tab to enter under headings >	Planning: 3rd Qtr 2018 Design: 4th Qtr 2019 Construction: 4th Qtr 2021
15	Project Status	Planning
16	Consultant/ Contractor/Developer	TBD
17	Project Cost Estimate/s Ctrl + Tab to enter under headings >$	Planning: TBD Design: TBD Construction: TBD
18	Funding Source/s Ctrl + Tab to enter under headings >	Planning / Design / Construction: CIP, DURF, HMMF, 4% LIHTC, RHRF
19	Contact Person (Name, Email Address)	Craig Hirai, Executive Director, craig.k.hirai@hawaii.gov
20	Attachments OPTIONAL: Please send images/pictures (current & planned), maps, studies/reports link to webpage:	

ALDER STREET AFFORDABLE RENTAL HOUSING & JUVENILE SERVICES CENTER

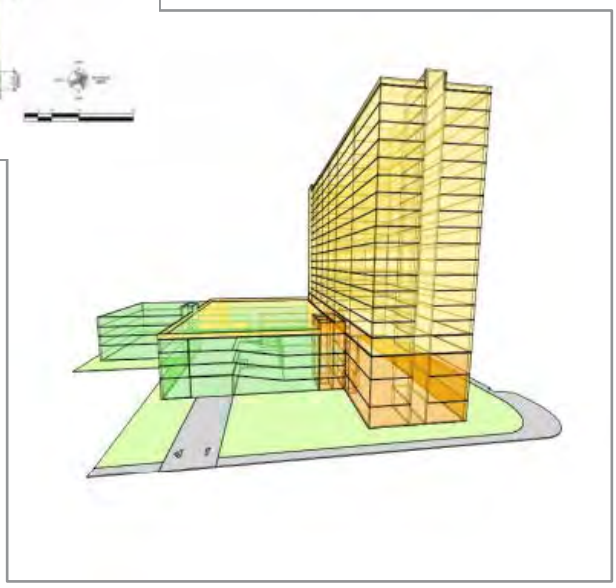
The Hawaii Housing Finance and Development Corporation and the Judiciary propose to jointly develop a 1.45-acre parcel at 902 Alder Street in proximity to the Ala Moana rail transit station. This is the first partnership between the judicial and executive branches of State government. The mixed-use development will help address affordable rental housing and juvenile justice needs.

HHFDC will develop 180 affordable rental housing units targeted for households earning 60% and below AMI in a 19-story building, in which the Judiciary will occupy 35,000 square feet on the first three floors. Parking for residents, employees, and visitors would be in an adjacent four-story parking structure with 290 stalls.

The Judiciary's juvenile services/shelter center will include space for administrative functions, offices, client assessment intake, meeting rooms, a recreational and visitation space, and shelter services. The facility will allow space to implement programs and services to assist youth and families at risk of entering the Juvenile Justice system by providing education, pro-social activity, counseling, and shelter services for at-risk youth not able to reside with their families.

The site currently has adequate sewer and water capacity to support the proposed development.

Conceptual site plan



AGENCY TOD
Project Fact Sheet

O-31

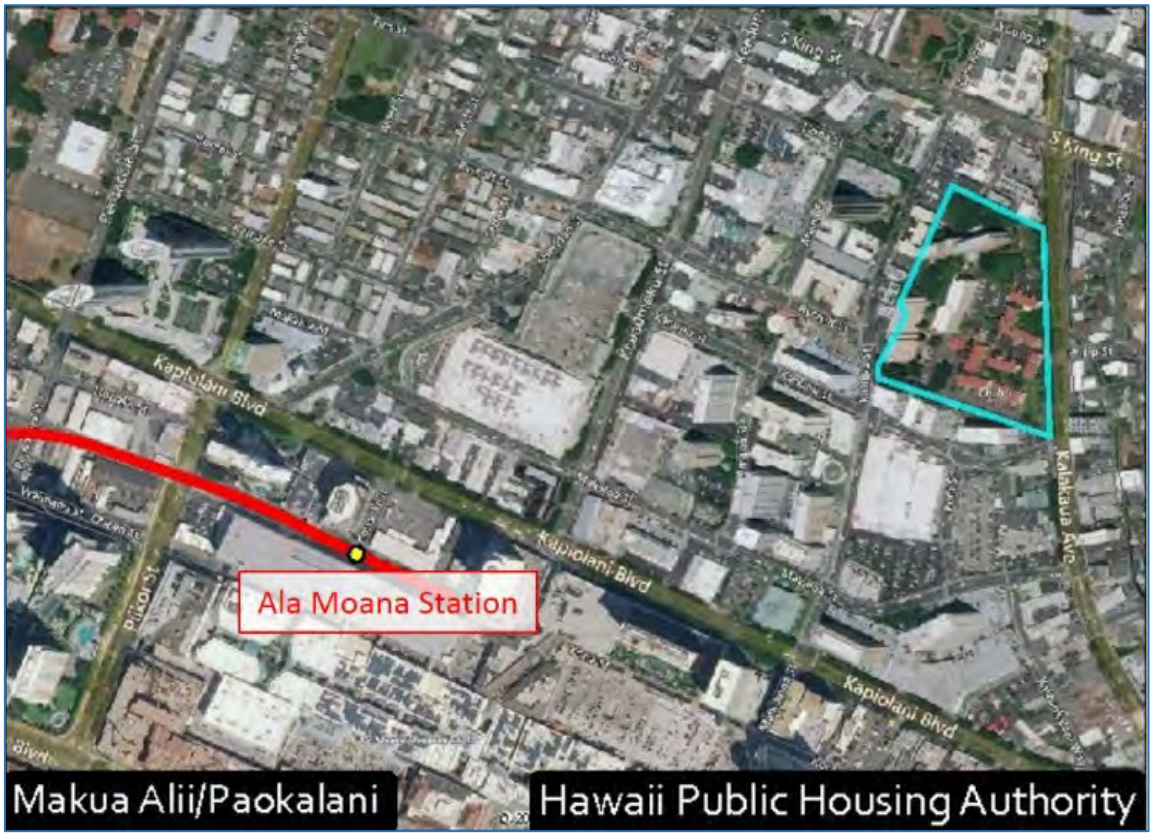
1	Agency	Hawaii Public Housing Authority
2	Transit Station/Bus Stop	Ala Moana
3	Project Name	**Makua Alii and Paoakalani**
4	Street Address	1541 Kalakaua Avenue, 1583 Kalakaua Avenue
5	Tax Map Key/s	(1) 2-3-019: 004
6	Land Area (acres)	9.2 acres
7	Zoning	A-3
8	Fee Owner	Hawaii Public Housing Authority
9	Lessee/s	
10	Current Uses	362 units, federal low-income public housing
11	Encumbrances (if any)	
12	Project Description	HPHA has a 10-year plan to redevelop its properties along the City and County of Honolulu's rail transit line. The proposed redevelopment would increase the total unit count to approximately 1,000 units.
13	Site Constraints (infrastructure, arch/hist sites, etc.)	
14	Development Schedule Ctrl + Tab to enter under headings >	Planning / Design / Construction CY 2025
15	Project Status	Pre-Planning
16	Consultant/ Contractor/Developer	
17	Project Cost Estimate/s Ctrl + Tab to enter under headings >$	Planning / Design / Construction
18	Funding Source/s Ctrl + Tab to enter under headings >	Planning / Design / Construction
19	Contact Person (Name, Email Address)	Benjamin Park, benjamin.h.park@hawaii.gov
20	Attachments OPTIONAL: Please send images/pictures (current & planned), maps, studies/reports link to webpage:	

MAKUA ALII & PAOAKALANI

First occupied in 1967, Makua Alii is an elderly housing project off Kalakaua Avenue and is located on the same parcel as the Kalakaua Homes and Paoakalani housing properties. The project is a single 19-/20-story high-rise apartment building with 210 one-bedroom units and one three-bedroom unit reserved for live-in maintenance staff.

Paoakalani was first occupied in 1967, and is comprised of a single 16-story high-rise apartment building with 90 studio units, 60 one-bedroom units, and one three-bedroom unit for live-in maintenance staff.

HPHA plans to redevelop Makua Alii and Paoakalani to increase the number of elderly units from 362 to 700-1,000 total housing units, with mixed uses and mixed incomes.



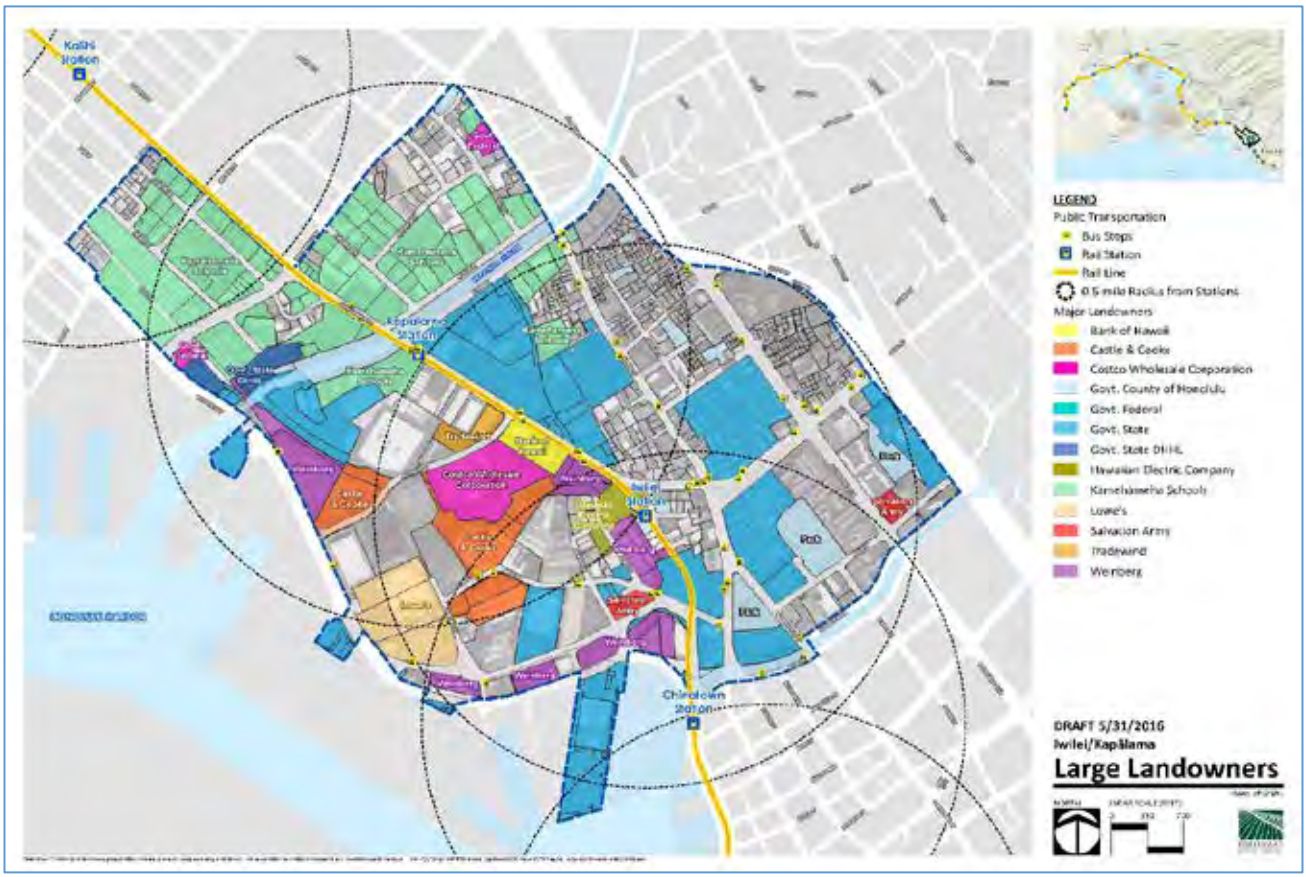
AGENCY TOD
Project Fact Sheet

O-32

1	Agency	City and County of Honolulu
2	Transit Station/Bus Stop	Iwilei, Kapalama Rail Stations
3	Project Name	**Iwilei-Kapalama Infrastructure Master Plan**
4	Street Address	Various (see online map)
5	Tax Map Key/s	Various (see online map)
6	Land Area (acres)	581 acres
7	Zoning	Current: Primarily IMX-1 Industrial Mixed Use (150′) Proposed TOD: Primarily BMX-3 Community Business Mixed Use (150′-400′)
8	Fee Owner	Various, including several State of Hawaii agencies, Kamehameha Schools, Weinburg Foundation, and Castle and Cooke
9	Lessee/s	
10	Current Uses	Commercial/industrial businesses, multifamily housing, Honolulu Community College
11	Encumbrances (if any)	
12	Project Description	The Iwilei-Kapalama Infrastructure Master Plan is identifying critical investments needed to accommodate anticipated growth in the Iwilei and Kapalama TOD areas, with a high priority on supporting affordable housing development. The initial assessment will include high-level cost estimates for infrastructure improvements, a phasing strategy, and other recommendations to support TOD. An associated study is exploring innovative financial tools to help fund the necessary improvements.
13	Site Constraints (infrastructure, arch/hist sites, etc.)	Inadequate infrastructure, future sea-level rise and groundwater inundation, and lack of public open space.
14	Development Schedule Ctrl + Tab to enter under headings >	Planning: 2017+ Design: 2019+ Construction: 2020+
15	Project Status	Planning - Completing initial infrastructure needs assessment and revenue projections for district-based finance.
16	Consultant/ Contractor/Developer	PBR Hawaii, RM Towill, Strategic Economics
17	Project Cost Estimate/s Ctrl + Tab to enter under headings >$	Planning: 5M Design: 50M Construction: ~500M
18	Funding Source/s Ctrl + Tab to enter under headings >	Planning: CIP Design: Various Construction: Various
19	Contact Person (Name, Email Address)	Harrison Rue, hrue@honolulu.gov
20	Attachments OPTIONAL: Please send images/pictures (current & planned), maps, studies/reports link to webpage:	Iwilei-Kapalama Landowner Map http://www.honolulu.gov/tod/dpp-tod-implementation/dpp-tod-projects/iwilei.html

IWILEI-KAPALAMA INFRASTRUCTURE MASTER PLAN

The Iwilei-Kapalama Infrastructure Master Plan is identifying critical investments needed to accommodate anticipated growth in the Iwilei and Kapalama TOD areas, with a high priority on supporting affordable housing development. The initial assessment will include high-level cost estimates for infrastructure improvements, a phasing strategy, and other recommendations to support TOD. An associated study is exploring innovative financial tools to help fund the necessary improvements.



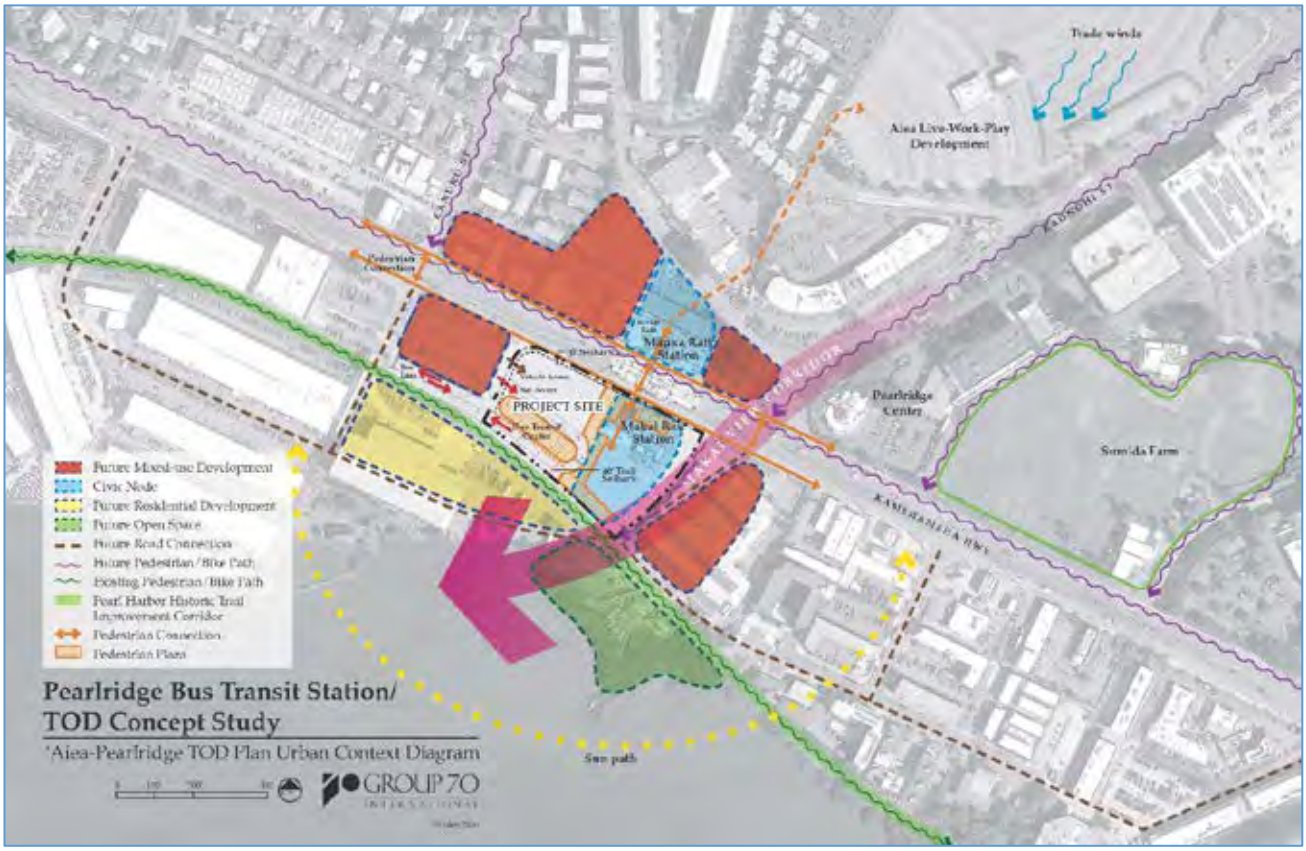
AGENCY TOD
Project Fact Sheet

O-33

1	Agency	City and County of Honolulu
2	Transit Station/Bus Stop	Pearlridge
3	Project Name	**Pearlridge Bus Center and TOD Project**
4	Street Address	98-73, 98-85 Kamehameha Highway, Aiea, HI
5	Tax Map Key/s	(1) 9-8-009: 014; (1) 9-8-009: 015 (1) 9-8-009: 016; (1) 9-8-009: 005
6	Land Area (acres)	2.8 acres
7	Zoning	Current: I-2 Intensive Industrial (60′) Proposed TOD: BMX-3 Community Business Mixed Use (60′-90′)
8	Fee Owner	City and County of Honolulu
9	Lessee/s	
10	Current Uses	Rail and Rail Station Construction Staging
11	Encumbrances (if any)	
12	Project Description	Development of a bus transfer center to improve multimodal connectivity to rail; new affordable or mixed-income housing to help catalyze transformation of the area from industrial to urban; convenience retail for transit riders, area residents, and users of Pearl Harbor Historic Trail.
13	Site Constraints (infrastructure, arch/hist sites, etc.)	
14	Development Schedule Ctrl + Tab to enter under headings >	Planning: 2017 Design: 2020 Construction: 2021
15	Project Status	Planning - Working to secure access easement for buses through neighboring property; preparing project RFP for private partner(s).
16	Consultant/ Contractor/Developer	G70 is planning consultant, Strategic Economics is preparing market study
17	Project Cost Estimate/s Ctrl + Tab to enter under headings >$	Planning: 1M Design: 10M Construction: 130M
18	Funding Source/s Ctrl + Tab to enter under headings >	Planning: CIP Design: CIP/Private Construction: CIP/Private
19	Contact Person (Name, Email Address)	Harrison Rue, hrue@honolulu.gov
20	Attachments OPTIONAL: Please send images/pictures (current & planned), maps, studies/reports link to webpage:	Pearlridge Bus – TOD Project Map

PEARLRIDGE BUS CENTER AND TOD PROJECT

Development of a bus transfer center to improve multimodal connectivity to rail; new affordable or mixed-income housing to help catalyze transformation of the area from industrial to urban; convenience retail for transit riders, area residents, and users of Pearl Harbor Historic Trail.



AGENCY TOD
Project Fact Sheet

O-34

1	Agency	City and County of Honolulu
2	Transit Station/Bus Stop	Kapalama
3	Project Name	**Kapalama Canal Catalytic Project/Linear Park**
4	Street Address	Kapalama Canal, Kohou and Kokea Streets between Nimitz Highway & H-1 Freeway
5	Tax Map Key/s	Various
6	Land Area (acres)	18.5 acres
7	Zoning	Current: Primarily IMX-1 Industrial Mixed Use (150′) Proposed TOD: Primarily BMX-3 Community Business Mixed use (150′-200′)
8	Fee Owner	City and County of Honolulu, State of Hawaii
9	Lessee/s	
10	Current Uses	Drainage canal, surface streets
11	Encumbrances (if any)	
12	Project Description	The Kapalama Canal Catalytic Project is the outcome of various community plans to create a linear park along Kapalama Canal, a waterfront promenade, and Complete Streets improvements. The Project will also address green infrastructure and water quality improvements, erosion control, bank stabilization, channel bottom/invert alteration, and dredging. The project is intended to create recreational and gathering spaces, improve multi-modal access, and catalyze broader neighborhood improvements and new mixed-use development in the rail station area.
13	Site Constraints (infrastructure, arch/hist sites, etc.)	Contaminated soil, historic structures/bridges
14	Development Schedule Ctrl + Tab to enter under headings >	Planning: 2017 Design: 2018-19 Construction: 2021+
15	Project Status	Planning - Preparing DEIS, conducting additional soil testing to determine options for disposal of dredging spoils.
16	Consultant/ Contractor/Developer	WCIT Architecture, Arup, other subconsultants
17	Project Cost Estimate/s Ctrl + Tab to enter under headings >$	Planning: 1.5M Design: 10M Construction: 175M
18	Funding Source/s Ctrl + Tab to enter under headings >	Planning: CIP Design: CIP Construction: CIP/Private
19	Contact Person (Name, Email Address)	Harrison Rue, hrue@honolulu.gov
20	Attachments OPTIONAL: Please send images/pictures (current & planned), maps, studies/reports link to webpage:	Kapalama Canal Master Plan Concept http://www.honolulu.gov/tod/dpp-tod-implementation/dpp-tod-projects/kapalama-canal.html

KAPALAMA CANAL CATALYTIC PROJECT / LINEAR PARK

The Kapalama Canal Catalytic Project proposes to create a linear park along Kapalama Canal, a waterfront promenade, and Complete Streets improvements.

AGENCY TOD
Project Fact Sheet

O-35

1	Agency	City and County of Honolulu
2	Transit Station/Bus Stop	Chinatown
3	Project Name	**Chinatown Action Plan**
4	Street Address	Various, includes Chinatown District between Honolulu Harbor and H-1 Freeway
5	Tax Map Key/s	Various
6	Land Area (acres)	
7	Zoning	Current: Primarily BMX-4 Central Business Mixed Use (40-350′) Proposed TOD: same
8	Fee Owner	Various
9	Lessee/s	
10	Current Uses	Commercial businesses, multifamily housing, parks, streets
11	Encumbrances (if any)	
12	Project Description	The Chinatown Action Plan identifies and prioritizes near-term implementation actions, while refining longer-term strategies that will prepare the neighborhood to take advantage of rail transit service. The Action Plan outlines new actions that government, businesses, residents, and civic organizations are planning, or beginning to undertake, in advance the following goals: active public spaces, cleanliness and safety, economic vibrancy, redevelopment of underutilized City properties, and improved parks.
13	Site Constraints (infrastructure, arch/hist sites, etc.)	Historic structures/district
14	Development Schedule Ctrl + Tab to enter under headings >	Planning: 2015-16 Design: 2016+ Construction: 2017+
15	Project Status	The 21 actions are in various stages of implementation. The actions farthest along are those related to “Streets as Places”, including Kekaulike Street redesign.
16	Consultant/ Contractor/Developer	Various, including PBR Hawaii, AECOM, HDR
17	Project Cost Estimate/s Ctrl + Tab to enter under headings >$	Planning: 1M Design: 5M Construction: ~100M
18	Funding Source/s Ctrl + Tab to enter under headings >	Planning: County Design: CIP Construction: CIP/Private
19	Contact Person (Name, Email Address)	Harrison Rue, hrue@honolulu.gov
20	Attachments OPTIONAL: Please send images/pictures (current & planned), maps, studies/reports link to webpage:	Pedestrian wayfinding sign rendering http://www.honolulu.gov/tod/dpp-tod-implementation/dpp-tod-projects/dpp-tod-chinatown.html

PLAN SUMMARY

The Action Plan is based on community input from the Chinatown Action Summit in June 2015. The Action Plan is intended to help agencies and community partners focus their resources on near-term implementation projects and programs, while refining longer-term strategies. The **bolded** actions were identified as top priorities at a second community meeting in December 2015.

1. STREETS AS PLACES

1.1 Install pilot curb extensions at key Chinatown intersections
1.2 ***Plan and design complete streets and rail access improvements for Kekaulike Street***
1.3 ***Revitalize the Nu'uanu Stream corridor***
1.4 Provide pedestrian crossing of Vineyard Boulevard at River Street
1.5 Explore a pilot placemaking project on Hotel Street
1.6 Develop a Chinatown parking management plan
1.7 Plan and implement wayfinding signage and digital tools

2. CLEANER AND SAFER CHINATOWN

2.1 Establish a business improvement district (BID) for Chinatown
2.2 ***Develop improved food waste management practices***
2.3 Increase the frequency of sidewalk power washing on particular streets
2.4 Revise the street sweeping schedule based on alternate side parking restrictions
2.5 Pilot a mobile public restroom
2.6 Upgrade street lighting
2.7 ***Improve communication, collaboration, and enforcement to increase security and safety***

3. CHINATOWN'S VIBRANT ECONOMY

3.1 ***Host activities on River Street***
3.2 Repurpose and market vacant and underutilized properties
3.3 Provide high-speed public Wi-Fi
3.4 Preserve the neighborhood's cultural and historic resources

4. PARK IMPROVEMENTS

4.1 Enhance 'A'ala Park
4.2 Increase usage and sense of safety at Smith-Beretania Park
4.3 Develop a management and programming plan for Sun Yat-sen Park

AGENCY TOD
Project Fact Sheet

O-36

1	Agency	City and County of Honolulu
2	Transit Station/Bus Stop	Waipahu Transit Center
3	Project Name	**Waipahu Town Action Plan**
4	Street Address	Various, within ¼ mile of the rail station
5	Tax Map Key/s	Various
6	Land Area (acres)	
7	Zoning	Current: Primarily B-2 Community Business (60′) & I-2 Intensive Industrial (60′) Proposed TOD: Primarily BMX-3 Community Business Mixed Use (60′)
8	Fee Owner	Various, including State of Hawaii and Kamehameha Schools
9	Lessee/s	
10	Current Uses	Commercial businesses, affordable housing, bus transit center, parks, social services
11	Encumbrances (if any)	
12	Project Description	The purpose of the Waipahu Town Action Plan is to help prepare Waipahu Town for rail–providing infrastructure so people can access the Waipahu Transit Center Station and positioning the neighborhood to benefit economically from increased activity in the station area. The Plan has identified and prioritized near-term projects that can have immediate impact, as well as near-term steps for implementing longer-term strategies. These actions are related to placemaking, improving development potential, better utilization of public spaces, and improving safety and maintenance.
13	Site Constraints (infrastructure, arch/hist sites, etc.)	60′ height limit, existing flood hazard district limits development potential
14	Development Schedule Ctrl + Tab to enter under headings >	Planning: 2016-17 Design: 2017+ Construction: 2018+
15	Project Status	Planning - The 11 actions are in various stages of implementation. The actions farthest along include the upgrade of the Hikimoe Street bus center and Complete Streets improvements on area streets.
16	Consultant/ Contractor/Developer	Various, including PBR Hawaii and Hawaiian Dredging
17	Project Cost Estimate/s Ctrl + Tab to enter under headings >$	Planning: 500K Design: Construction: 4M
18	Funding Source/s Ctrl + Tab to enter under headings >	Planning: CIP Design: CIP Construction: CIP
19	Contact Person (Name, Email Address)	Harrison Rue, hrue@honolulu.gov
20	Attachments OPTIONAL: Please send images/pictures (current & planned), maps, studies/reports link to webpage:	Waipahu Depot Street bikeway rendering http://www.honolulu.gov/tod/neighborhood-tod-plans/dpp-tod-waipahu.html

The WAIPAHU TOWN ACTION PLAN is a set of near-term strategies identified by the community for improving the neighborhood in preparation for rail transit service. It includes the following actions to be led by various public agencies and community partners.

WAIPAHU TOWN ACTION PLAN
SUMMARY
September 2017

Priority Action
- Site Specific Action
- Area-wide Action
- Future Rail Station

1. Implement a Network of Connected Bicycle Facilities
2. **Upgrade Waipahu Transit Center**
3. Redesign Moloalo Street
4. Upgrade Street Lighting
5. **Connect Hawaii's Plantation Village to Waipahu Town Core**
6. Implement Placemaking Strategies
7. Connect Waipahu District Park to Waipahu Town Core
8. Develop a Master Plan for Hans L'Orange Park
9. **Address Areawide Flooding**
10. Establish Areawide Wayfinding
11. Develop Pouhala Marsh Educational Signage

For more information, please visit www.honolulu.gov/tod.

Waipahu Depot Street Improvements rendering

AGENCY TOD
Project Fact Sheet

O-37

1	Agency	City and County of Honolulu
2	Transit Station/Bus Stop	Kakaako
3	Project Name	**Blaisdell Center Master Plan**
4	Street Address	777 Ward Avenue, Honolulu, HI
5	Tax Map Key/s	(1) 2-3-008: 001, 002, 003
6	Land Area (acres)	22.4 acres
7	Zoning	Kakaako Community Development District
8	Fee Owner	City and County of Honolulu
9	Lessee/s	
10	Current Uses	Arena, Concert Hall, Exhibition Hall, Box Office, parking, meeting rooms, Trades Building
11	Encumbrances (if any)	
12	Project Description	The goal of the Blaisdell Center Master Plan is to update these well used community facilities, most of which were built in 1964 and are facing increasing maintenance and renovation needs. The Neal S. Blaisdell Center complex is situated in the Kakaako Community Development District and several blocks from a future rail transit station. This area is experiencing tremendous change and development, with thousands of new multifamily housing units being planned and constructed. The plan is pursuing a renovated arena and concert hall, and new exhibition hall, parking structures, public spaces, and other community facilities.
13	Site Constraints (infrastructure, arch/hist sites, etc.)	Historic structures, aging infrastructure, phasing challenges
14	Development Schedule Ctrl + Tab to enter under headings >	Planning: 2014-17 Design: 2018 Construction: 2021
15	Project Status	Pre-Planning - Site planning and concept design is underway, draft EA being prepared
16	Consultant/ Contractor/Developer	AECOM, WCIT Architecture, Snohetta, other subconsultants
17	Project Cost Estimate/s Ctrl + Tab to enter under headings >$	Planning: 5M Design: 50M Construction: 500M
18	Funding Source/s Ctrl + Tab to enter under headings >	Planning: CIP Design: CIP Construction: CIP/Private
19	Contact Person (Name, Email Address)	Guy Kaulukukui, guy.kaulukukui@honolulu.gov
20	Attachments OPTIONAL: Please send images/pictures (current & planned), maps, studies/reports link to webpage:	http://imagineblaisdell.com/

BLAISDELL CENTER MASTER PLAN

The goal of the Blaisdell Center Master Plan is to update these well used community facilities, most of which were built in 1964 and are facing increasing maintenance and renovation needs. The Neal S. Blaisdell Center complex is situated in the Kakaako Community Development District and several blocks from a future rail transit station. This area is experiencing tremendous change and development, with thousands of new multifamily housing units being planned and constructed. The plan is pursuing a renovated arena and concert hall, and new exhibition hall, parking structures, public spaces, and other community facilities.

AGENCY TOD
Project Fact Sheet

K-01

1	Agency	Department of Accounting & General Services/County of Kauai
2	Transit Station/Bus Stop	Eiwa Street, Lihue
3	Project Name	**Lihue Old Police Station**
4	Street Address	3060 Umi Street, Lihue 96766
5	Tax Map Key/s	(4) 3-6-002: 005, 011
6	Land Area (acres)	0.96 acres Old Police Station
7	Zoning	Special Planning Area Overlay R-1/ST-P
8	Fee Owner	State of Hawaii, Department of Land and Natural Resources
9	Lessee/s	N/A
10	Current Uses	The site was previously covered by an Executive Order to the County for its former police station. Since the police station was relocated, the site reverted to the State. The old police station was recently demolished and the site will be used as parking until some future use is determined. The adjacent DOH site is currently offices for the Department of Health.
11	Encumbrances (if any)	
12	Project Description	The site is a great opportunity for housing or mixed use to support the Lihue Town Core. The Lihue Town Core Urban Design Plan calls for higher density development. The site is adjacent to Wilcox Elementary School, Lihue Ballfields, and within walking distance to State and County offices, as well as commercial development on Rice Street. The street network in the surrounding area is being renovated through a USDOT TIGER grant. A larger project could be created by combining the Old Police Station site with the adjacent Department of Health building site.
13	Site Constraints (infrastructure, arch/hist sites, etc.)	The site is near a historic district including the Courthouse and Historic County Building, both across Umi Street from the site. The Old Police Station has been demolished. If the two sites are combined, management of existing DOH offices would be a consideration during construction. A mixed use project could incorporate modernized DOH offices into a new site plan.
14	Development Schedule Ctrl + Tab to enter under headings >	Planning / Design / Construction No schedule
15	Project Status	Pre-Planning
16	Consultant/ Contractor/Developer	N/A
17	Project Cost Estimate/s Ctrl + Tab to enter under headings >$	Planning / Design / Construction
18	Funding Source/s Ctrl + Tab to enter under headings >	Planning / Design / Construction
19	Contact Person (Name, Email Address)	Lyle Tabata, ltabata@kauai.gov
20	Attachments OPTIONAL: Please send images/pictures (current & planned), maps, studies/reports link to webpage:	See attached aerial photograph.

LIHUE OLD POLICE STATION

In the heart of Lihue Town, a one-acre parcel on Umi Street presents a great opportunity for housing or office mixed use to support the Lihue Town Core. This site that was formerly the Lihue Police Station was demolished and the site was reverted to the State of Hawaii. The site is currently used as a parking lot until some future use is determined. The Lihue Town Core Urban Design Plan calls for higher density mixed use development in this Special Planning Area site. The site is adjacent to Wilcox Elementary School, Lihue Ballfields, and within walking distance to State and County offices, as well as commercial development on Rice Street. The street network in the surrounding area is being renovated through the US Department of Transportation TIGER grant. Adjacent to this site is a Department of Health building that could be jointly considered for redevelopment for DOH and other mixed uses.

AGENCY TOD Project Fact Sheet

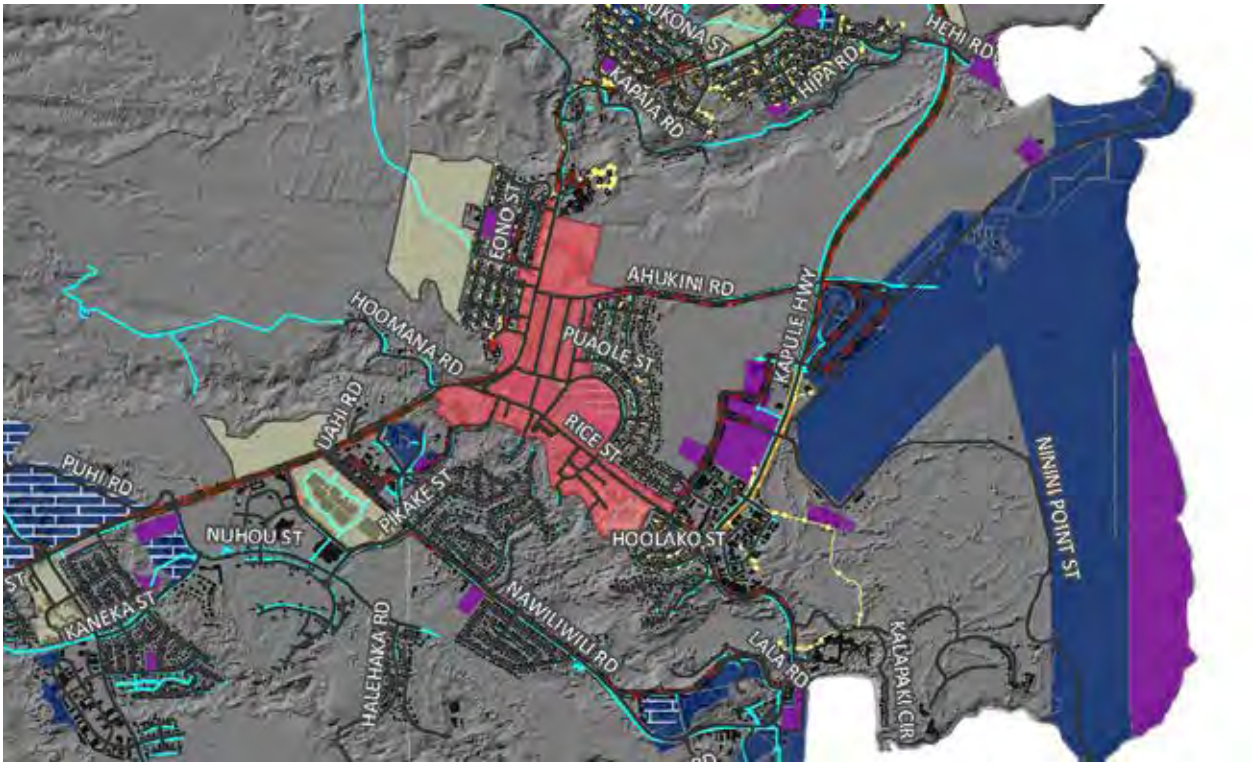
K-02

1	Agency	County of Kauai – Kauai Housing Agency
2	Transit Station/Bus Stop	Lihue, Nearest Bus Stop: Kukui Grove – HMSA Building
3	Project Name	**Pua Loke Affordable Housing**
4	Street Address	Pua Loke Street, Lihue, HI 96766
5	Tax Map Key/s	(4) 4-3-005: 028 (4) 4-3-005: 029
6	Land Area (acres)	1.47 acres
7	Zoning	R-1/ST-P (Special Treatment – Public Facilities)
8	Fee Owner	County of Kauai
9	Lessee/s	None
10	Current Uses	Additional Parking Lot for Department of Water Offices.
11	Encumbrances (if any)	
12	Project Description	1. Provide a site with housing density of 40-50 multi-family units that is compatible with the surrounding retail and commercial setting. 2. Provide affordable multi-family housing in Lihue at rents that accommodate a range of households and are affordable to income groups ranging from 80% or below to 140% of Kauai's median household income. 3. Provide a set-aside of units (TBD) dedicated to support permanent housing for the homeless. 4. Provide Transient Oriented Affordable Housing (TOAH): 1) Lihue TOAH development is a site adjacent to the TIGER grant sidewalk conceptual multi-modal plan. 2) In close proximity to public transportation (Kauai Bus Route) and services. 3) Include New Bus Stop construction concurrent with housing development.
13	Site Constraints (infrastructure, arch/hist sites, etc.)	Relocation of Overhead Powerlines Traffic Conditions (Haleko Rd & Pua Loke St)
14	Development Schedule Ctrl + Tab to enter under headings >	Planning / Design / Construction TBD
15	Project Status	Planning, Final EA March 2018
16	Consultant/ Contractor/Developer	Environmental Assessment (EA) Consultant: Community Planning & Engineering Inc.
17	Project Cost Estimate/s Ctrl + Tab to enter under headings >$	Planning / Design / Construction 1M / 2M / 13M
18	Funding Source/s Ctrl + Tab to enter under headings >	Planning / Design / Construction TBD
19	Contact Person (Name, Email Address)	Koa Duncan, kduncan@kauai.gov
20	Attachments OPTIONAL: Please send images/pictures (current & planned), maps, studies/reports link to webpage:	

PUA LOKE AFFORDABLE HOUSING

The Kauai Housing Agency is planning to develop affordable housing on a 1.5-acre site on Haleko Road near Kukui Grove Shopping Center. The site is owned by the County of Kauai, zoned STP/Residential and is used as a parking area. The site has the potential for a three-story building with 40 to 50 multi-family affordable residential units that are compatible with the surrounding retail and commercial setting. There are minimal site work requirements, and direct access to utilities, including water, power, sewer and storm drainage. Issues to address would include the relocation of powerlines and conducting an assessment of traffic conditions. Parking may be an issue, but reduced parking is also an option.

There is the potential to combine the site with an adjacent State parcel under DLNR jurisdiction that is designated an arboretum but is currently vacant and undeveloped.



AGENCY TOD
Project Fact Sheet

K-03

KAUAI

1	Agency	Kauai County Housing Agency
2	Transit Station/Bus Stop	Nearest Bus Stop – Koloa School Stop (1/2 mile from site)
3	Project Name	**Koae Workforce Housing Development**
4	Street Address	Poipu Rd, Koloa, HI 96756
5	Tax Map Key/s	(4) 2-6-004: 019
6	Land Area (acres)	11.2 acres
7	Zoning	R-20
8	Fee Owner	County of Kauai
9	Lessee/s	Mark Development, Inc.
10	Current Uses	None.
11	Encumbrances (if any)	
12	Project Description	11.2-acre parcel, dedicated to the County of Kauai by Alexander and Baldwin, LLC, and located east of Po'ipū road at the old Haul Cane Road intersection. Kauai County Housing Agency has selected Mark Development, Inc. to build and manage 134 Residential Units on the project site. The units will be 100% Affordable rentals and first preference given to employees working within the Project area. Applicants are required to have a household income that does not exceed 60% of Kauai's Area Median Income.
13	Site Constraints (infrastructure, arch/hist sites, etc.)	Relocation of Overhead Powerlines, and Utility Pole.
14	Development Schedule Ctrl + Tab to enter under headings >	Planning / Design / Construction June 2018: Commence vertical construction December 2019: Complete Construction
15	Project Status	Construction
16	Consultant/ Contractor/Developer	Developer: Mark Development, Inc.
17	Project Cost Estimate/s Ctrl + Tab to enter under headings >$	Planning / Design / Construction Total Cost $44M
18	Funding Source/s Ctrl + Tab to enter under headings >	Planning / Design / Construction Housing Trust Funds, Home Funds, LIHTC
19	Contact Person (Name, Email Address)	Kanani Fu, kananifu@kauai.gov
20	Attachments OPTIONAL: Please send images/pictures (current & planned), maps, studies/reports link to webpage:	

KOAE WORKFORCE HOUSING DEVELOPMENT

The parcel is located on the south side of Kauai, less than one mile south of downtown Koloa, and less than one mile north from the resort area of Poipu. The 11.2 acre project area is bordered to the south and east by Waikomo stream and Kiahuna Golf Club, to the west by Poipu Road, and to the north by an existing residential neighborhood. The site was formerly used for agriculture, but has been vacant for over 20 years. The parcel was dedicated to the County of Kauai by Alexander and Baldwin, LLC (A&B) in December of 2014, with the intention for use as Workforce Housing as part of their requirements for the rezoning of the Kukui'ula resort development area.

Koae will provide 134 residential units for rent. All of units will be affordable and provided to households with income that does not exceed 60% of Kauai's Area Median Income. As shown in conceptual graphics below, the design concepts are the following:

- Concept grows from the historical roots of Koloa Town.
- Two-story buildings similar in size with surrounding two-story homes for a total of 134 residential units.
- Open vistas through the property to create open spaces and access needed for recreation, amenities and parking.
- Small building density with buildings that are sited to individual unit access and a feeling of home and harmony between residents.

AGENCY TOD
Project Fact Sheet

K-04

KAUAI

1	Agency	Kauai County Housing Agency Hawaii Housing Finance and Development Corporation
2	Transit Station/Bus Stop	Nearest Bus Stop – Eleele Nani (Laulea St). Lima Ola Development to include construction of new bus stop(s) during build out.
3	Project Name	**Lima Ola Workforce Housing Development**
4	Street Address	Mahea Rd. Eleele, HI 96705
5	Tax Map Key/s	(4) 2-1-001:054
6	Land Area (acres)	75 acres
7	Zoning	County – Mixed Zoning, State Land Use - Urban
8	Fee Owner	County of Kauai
9	Lessee/s	
10	Current Uses	Kauai Coffee Farming and Processing.
11	Encumbrances (if any)	
12	Project Description	At full buildout: 550 multi-family and single family homes (rental & for-sale) for families with incomes of 140% of the area median income and below; community center & park (spaces for community garden, exercise, and meeting); multi-use paths; public transit – new & improved bus stops accessible by multi-use path; improved pedestrian safety and access to school and stores by highway improvements (i.e. traffic calming and pedestrian refuge).
13	Site Constraints (infrastructure, arch/hist sites, etc.)	
14	Development Schedule Ctrl + Tab to enter under headings >	Planning Design Construction • Planning – Complete • Entitlements & Design = 2017 • Off-site infrastructure = 2018-2019 • Development: Phase 1 = 2018-2022; Phase 2 Development = 2023-2026; Phase 3 Development = 2027-2030; and Phase 4 Development = 2031-2033.
15	Project Status	Planning - Infrastructure Design and Engineering
16	Consultant/ Contractor/Developer	Consultant: Community Planning & Engineering Inc.
17	Project Cost Estimate/s Ctrl + Tab to enter under headings >$	Planning Design Construction Phase 1 Offsite & Onsite Infrastructure - $19M, Full Buildout $150M +
18	Funding Source/s Ctrl + Tab to enter under headings >	Planning Design Construction County Bond and DURF Loan for Phase 1 Infrastructure Construction
19	Contact Person (Name, Email Address)	Kanani Fu, kananifu@kauai.gov
20	Attachments OPTIONAL: Please send images/pictures (current & planned), maps, studies/reports link to webpage:	

LIMA OLA WORKFORCE HOUSING DEVELOPMENT

Envision a master-planned community of affordable new residences for working families; a neighborhood intended to inspire and encourage healthy lifestyles and designed efficiently to use less energy while incorporating the latest renewable energy technology, all for Kauai's kamaaina – keiki to kupuna.

On the gentle slopes of beautiful Eleele on Kauai's west shore, this unique community is taking shape. Lima Ola will be a close-knit neighborhood where residents actually know their neighbors, interact often and practice a sustainable and healthy lifestyle daily.

Lima Ola is a vision deeply rooted in Kauai's sense of community and based on a desire for a responsible, environmentally friendly future:

- **Affordable** with a range of rental and homeownership opportunities for Kauai's ohana.
- **Green sustainable** features that are environmentally responsible and lowers your energy cost.
- **Healthy lifestyles** inspired through open spaces, walking paths and recreational areas.
- **Close-knit community** where gathering places encourage social interaction.

AGENCY TOD Project Fact Sheet

K-05

1	Agency	University of Hawaii, Kauai Community College
2	Transit Station/Bus Stop	Puhi
3	Project Name	**UH Kauai Community College Long Range Plan and Student Housing**
4	Street Address	3-1901 Kaumualii Highway, Lihue, HI 96766
5	Tax Map Key/s	(4) 3-4-007: 001 (4) 3-4-007: 002 (4) 3-4-007: 003
6	Land Area (acres)	197.463 acres
7	Zoning	State Urban District
8	Fee Owner	University of Hawaii
9	Lessee/s	Kawaikini New Century Public Charter School, Aha Punana Leo
10	Current Uses	Educational
11	Encumbrances (if any)	
12	Project Description	The Long Range Development Plan (LRDP), is a master plan that directs the physical form and character of the campus (10 to 15 year plan). As part of the LRDP, KCC is proposing a 24-unit student housing complex near the eastern entrance to the campus.
13	Site Constraints (infrastructure, arch/hist sites, etc.)	Large storm-water swales, the 3 streams, irrigation ditches on the site may be a constraint. An old cemetery owned by Grove Farm is in the upper middle area of the KCC property. The graves could extend into the KCC property. No survey has been done yet to determine the location of all the graves in the cemetery. A buffer may be needed that extends into the KCC owned area.
14	Development Schedule Ctrl + Tab to enter under headings >	Planning / Design / Construction The LRDP is expected to be completed by December 2018
15	Project Status	Pre-Planning - Draft site plan is complete and engineering studies are underway
16	Consultant/ Contractor/Developer	PBR Hawaii
17	Project Cost Estimate/s Ctrl + Tab to enter under headings >$	Planning / Design / Construction 329K
18	Funding Source/s Ctrl + Tab to enter under headings >	Planning / Design / Construction Legislative appropriation (CRDM)
19	Contact Person (Name, Email Address)	Brandon Shimokawa, shimokaw@hawaii.edu
20	Attachments OPTIONAL: Please send images/pictures (current & planned), maps, studies/reports link to webpage:	

UH KAUAI COMMUNITY COLLEGE LONG RANGE PLAN AND STUDENT HOUSING

The University of Hawaii Kauai Community College (Kauai Community College) is the island's only post-secondary educational institution. The campus is on approximately 197 acres in the Puhi area of Lihue. A Long Range Development Plan is being prepared as a guide to direct the physical form and character of the campus. The Long Range Plan identifies the KCC's plans for expansion to provide facilities, housing, and uses to serve the student, faculty and staff needs over the next 10 to 15 years. New or expanded facilities are dependent on funding availability. There is the potential for student housing near the east entrance to the campus, which would be in walking and biking distance to new commercial developments makai of Kaumualii Highway and on the bus main line. A 24-unit student housing complex is envisioned.

The KCC site was recently reclassified to the State Urban District, and has been designated as University Zone in the Kauai General Plan Update. Site development constraints include the presence of large drainage swales and streams and irrigation ditches.

Preliminary draft; subject to change.

AGENCY TOD Project Fact Sheet

K-06

1	Agency	County of Kauai
2	Transit Station/Bus Stop	Hanapepe
3	Project Name	**Hanapepe Infill Redevelopment**
4	Street Address	Varies
5	Tax Map Key/s	Multiple parcels
6	Land Area (acres)	Varies
7	Zoning	Varies
8	Fee Owner	State of Hawaii
9	Lessee/s	Varies
10	Current Uses	Varies
11	Encumbrances (if any)	Varies
12	Project Description	Numerous State-owned lots exist in Hanapepe Town near Hanapepe Road. The County is currently reconstructing Hanapepe Road with pedestrian facilities to better serve the Hanapepe Town business district. Infill TOD projects on State land could be part of a revitalization strategy for the Town.
13	Site Constraints (infrastructure, arch/hist sites, etc.)	Varies
14	Development Schedule Ctrl + Tab to enter under headings >	Planning / Design / Construction No schedule
15	Project Status	Pre-Planning. There is currently no project
16	Consultant/ Contractor/Developer	N/A
17	Project Cost Estimate/s Ctrl + Tab to enter under headings >	Planning / Design / Construction $ N/A
18	Funding Source/s Ctrl + Tab to enter under headings >	Planning / Design / Construction N/A
19	Contact Person (Name, Email Address)	Kanani Fu, kananifu@kauai.gov
20	Attachments OPTIONAL: Please send images/pictures (current & planned), maps, studies/reports link to webpage:	See attached list of properties and aerial photograph.

HANAPEPE INFILL REDEVELOPMENT

There are numerous State-owned lots in Hanapepe Town near Hanapepe Road. The County is currently reconstructing Hanapepe Road with pedestrian facilities to better serve the Hanapepe Town business district. Infill TOD projects on State land could be part of a revitalization strategy for the Town.

AGENCY TOD
Project Fact Sheet

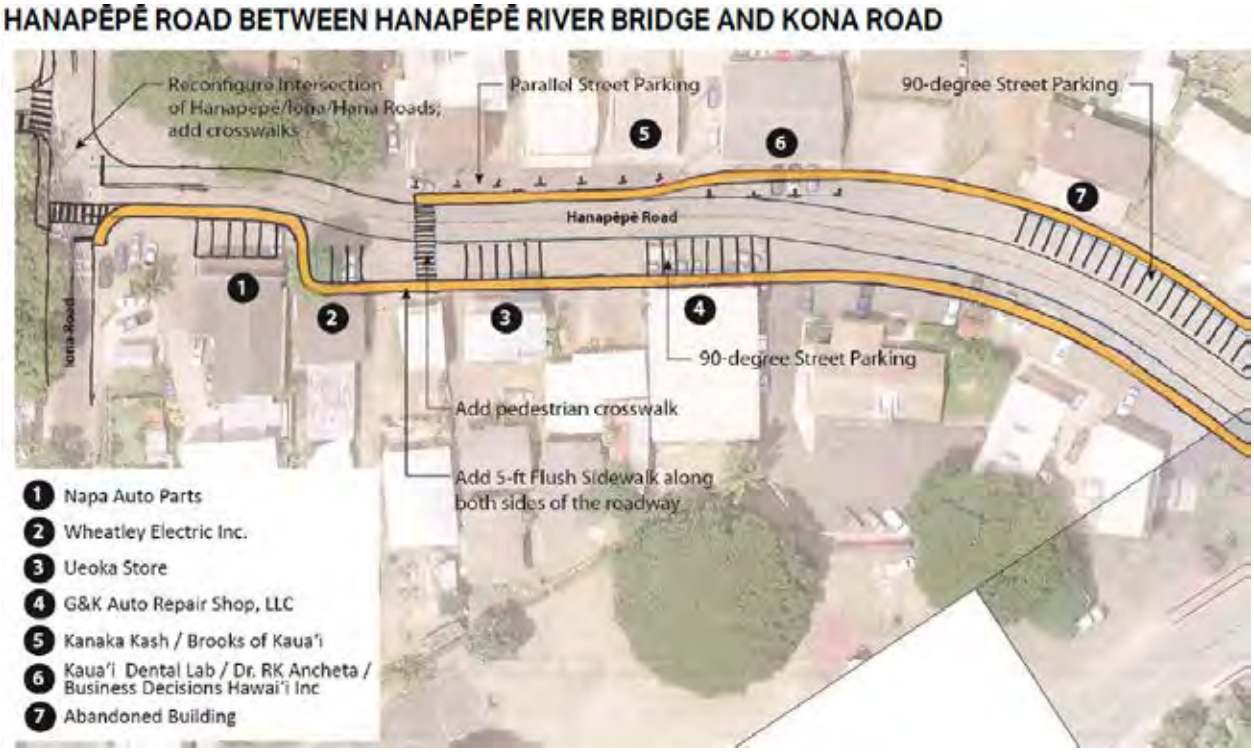
K-07

KAUAI

1	Agency	County of Kauai Department of Public Works
2	Transit Station/Bus Stop	Hanapepe
3	Project Name	**Hanapepe Complete Streets Improvements**
4	Street Address	Hanapepe Road
5	Tax Map Key/s	
6	Land Area (acres)	
7	Zoning	
8	Fee Owner	County of Kauai
9	Lessee/s	
10	Current Uses	Hanapepe Road – two-lane road with mostly unimproved shoulders
11	Encumbrances (if any)	
12	Project Description	The County is currently reconstructing Hanapepe Road with pedestrian facilities to better serve the Hanapepe Town business district. A design charrette was held for Hanapepe Road to pursue Complete Streets design. A complementary project is evaluating alignment alternatives for a shared use path connecting Hanapēpē Town to Salt Pond Park.
13	Site Constraints (infrastructure, arch/hist sites, etc.)	There are water and sewer improvements needed for Hanapepe Town.
14	Development Schedule Ctrl + Tab to enter under headings >	Planning: 2018 Design: 2018 Construction: 2019-2020
15	Project Status	Planning and Environmental clearances are nearing completion. Detailed design is scheduled for 2018, with bidding and construction anticipated for 2019-2020
16	Consultant/ Contractor/Developer	
17	Project Cost Estimate/s Ctrl + Tab to enter under headings >$	Planning Design Construction Construction is estimated at $3 million
18	Funding Source/s Ctrl + Tab to enter under headings >	Planning Design Construction State Transportation Improvement Program (STIP)
19	Contact Person (Name, Email Address)	Lyle Tabata, ltabata@kauai.gov
20	Attachments OPTIONAL: Please send images/pictures (current & planned), maps, studies/reports link to webpage:	

HANAPEPE COMPLETE STREETS IMPROVEMENT

The County is currently reconstructing Hanapepe Road with pedestrian facilities to better serve the Hanapepe Town business district. A design charrette was held for Hanapepe Road to pursue Complete Streets design, including a shared use path for walking and biking.



Source: *Hanapepe Road Resurfacing Charrette Report*, February 2015, County of Kauai

AGENCY TOD Project Fact Sheet

K-08

1	Agency	County of Kauai / Hawaii Health Systems Corporation
2	Transit Station/Bus Stop	Mahelona Hospital (Kapahi Shuttle Route)
3	Project Name	**Mahelona State Hospital**
4	Street Address	4800 Kawaihau Road, Kapaa 96746
5	Tax Map Key/s	(4) 4-6-014: 113
6	Land Area (acres)	33.74 acres
7	Zoning	R-1/ST-P
8	Fee Owner	Hawaii Health Systems Corporation – Mahelona Hospital
9	Lessee/s	N/A
10	Current Uses	The site is currently home to Mahelona Hospital plus some housing for seniors with disabilities.
11	Encumbrances (if any)	The property is ceded lands.
12	Project Description	The State has funded an asset analysis and master plan study of Mahelona Hospital to consider possible reconstruction and other site uses. Affordable housing is proposed as a project component in the feasibility study. The site is located on the Kapahi Shuttle route, near Kapaa High and Elementary Schools, and within walking/biking distance of Ke Ala Hele Makalae (the coastal shared use path) thanks to the recently completed Kawaihau Elevated Boardwalk.
13	Site Constraints (infrastructure, arch/hist sites, etc.)	The site is ceded lands.
14	Development Schedule Ctrl + Tab to enter under headings >	Planning / Design / Construction FY 2019-2020
15	Project Status	Master Planning
16	Consultant/ Contractor/Developer	N/A
17	Project Cost Estimate/s Ctrl + Tab to enter under headings >	Planning / Design / Construction $ 500K
18	Funding Source/s Ctrl + Tab to enter under headings >	Planning / Design / Construction N/A
19	Contact Person (Name, Email Address)	Lance Segawa, Regional CEO, Kauai HHSC
20	Attachments OPTIONAL: Please send images/pictures (current & planned), maps, studies/reports link to webpage:	See attached aerial photograph.

MAHELONA STATE HOSPITAL

The Mahelona Medical Center and Samuel Mahelona Memorial Hospital are located on the north end of Kapaa on a 34-acre site near the ocean. The hospital is a 66-bed critical access facility under the Hawaii Health Systems Corporation (HHSC). The HHSC will be conducting an asset analysis to plan for the renovation or rebuilding of the hospital and a master plan to consider other mixed uses and health care options. The County of Kauai proposes that housing be considered as a project component in the asset analysis. The site is located on the Kapahi Shuttle route, is near Kapaa High and Elementary Schools, and within walking/biking distance of Ke Ala Hele Makalae --the coastal shared use path.

(4) 4-6-014:113 Mahelona Hospital, Kapa'a

AGENCY TOD
Project Fact Sheet

K-09

KAUAI

1	Agency	County of Kauai Department of Public Works
2	Transit Station/Bus Stop	Mahelona Hospital (Kapahi Shuttle Route)
3	Project Name	**Kawaihau Road Multimodal Improvements**
4	Street Address	Kawaihau Road
5	Tax Map Key/s	
6	Land Area (acres)	
7	Zoning	
8	Fee Owner	County of Kauai
9	Lessee/s	
10	Current Uses	Kawaihau Road in the vicinity of Mahelona Hospital, Kapa‘a Elementary School, Kapa‘a High School and Saint Catherine School is a two-lane road. Its current configuration has gaps in sidewalks, limited shoulders, and several intersections with sight distance and pedestrian crossing issues.
11	Encumbrances (if any)	
12	Project Description	Based on a community design charrette hosted by the County in 2013, the county is currently in planning and engineering for Kawaihau Road to provide sidewalks, enhanced pedestrian crossings, intersection improvements, and traffic calming features in the vicinity of Mahelona Hospital and three schools. Bus stop improvements will also be incorporated for the existing Kapahi Shuttle. The project will also connect to the recently completed Kawaihau Elevated Boardwalk, which provides a bicycle and pedestrian connection from the Kapahi neighborhood to Ke Ala Hele Makalae coastal shared use path and Kapa‘a Town.
13	Site Constraints (infrastructure, arch/hist sites, etc.)	
14	Development Schedule Ctrl + Tab to enter under headings >	Planning: 2018 Design: 2019-2020 Construction: 2021-2033
15	Project Status	Planning and Environmental clearances are currently underway
16	Consultant/ Contractor/Developer	
17	Project Cost Estimate/s Ctrl + Tab to enter under headings >$	Planning Design Construction is estimated at $3.5 million. Construction
18	Funding Source/s Ctrl + Tab to enter under headings >	Planning Design State Transportation Improvement Program (STIP) Construction
19	Contact Person (Name, Email Address)	Lyle Tabata, ltabata@kauai.gov
20	Attachments OPTIONAL: Please send images/pictures (current & planned), maps, studies/reports link to webpage:	

KAWAIHAU ROAD MULTIMODAL IMPROVEMENTS

Based on a community design charrette hosted by the County in 2013, the county is currently in planning and engineering for Kawaihau Road to provide sidewalks, enhanced pedestrian crossings, intersection improvements, and traffic calming features in the vicinity of Mahelona Hospital and three schools. Bus stop improvements will also be incorporated for the existing Kapahi Shuttle. The project will also connect to the recently completed Kawaihau Elevated Boardwalk, which provides a bicycle and pedestrian connection from the Kapahi neighborhood to Ke Ala Hele Makalae coastal shared use path and Kapaa Town.

AGENCY TOD Project Fact Sheet

K-10

1	Agency	County of Kauai Department of Public Works
2	Transit Station/Bus Stop	Koloa School (South Shore Shuttle Route)
3	Project Name	**Poipu Road Multimodal Improvements**
4	Street Address	Poipu Road
5	Tax Map Key/s	
6	Land Area (acres)	
7	Zoning	
8	Fee Owner	County of Kauai
9	Lessee/s	
10	Current Uses	Poipu Road from Koloa Road to Keleka Road Primarily a two-lane road with some sidewalks in Koloa Town and Poipu resort area, and many areas of unimproved shoulder.
11	Encumbrances (if any)	
12	Project Description	Based on a community design charrette hosted by the County in 2013, the County is currently in planning and engineering for Poipu Road to provide sidewalks, bicycle facilities, and traffic calming features in Koloa Town and Poipu. These improvements will better link Koae Workforce Housing to transit, Koloa Elementary School, Koloa Town, and Poipu, a center of employment.
13	Site Constraints (infrastructure, arch/hist sites, etc.)	Some right of way acquisition may be needed.
14	Development Schedule Ctrl + Tab to enter under headings >	Planning: 2018-2019 Design: 2018-2019 Construction: 2020-2021
15	Project Status	Planning and Environmental clearances are currently underway
16	Consultant/ Contractor/Developer	
17	Project Cost Estimate/s Ctrl + Tab to enter under headings >$	Planning Design Construction Phase 1 (Poipu resort area) estimated at $5 million; Phase 2 (Koloa Town) estimated at $4 million.
18	Funding Source/s Ctrl + Tab to enter under headings >	Planning Design Construction State Transportation Improvement Program (STIP)
19	Contact Person (Name, Email Address)	Lyle Tabata, ltabata@kauai.gov
20	Attachments OPTIONAL: Please send images/pictures (current & planned), maps, studies/reports link to webpage:	

POIPU ROAD MULTIMODAL IMPROVEMENTS

Based on a community design charrette hosted by the County in 2013, the County is currently designing improvements to Poipu Road through Koloa Town and in the resort district of Poipu to provide sidewalks, bicycle facilities, and traffic calming features in Koloa Town and Poipu. Koae Workforce Housing will be constructed on Poipu Road, and the improvements will make it safer for residents to walk or bike to Koloa Elementary School and Koloa Town, as well as to potential employment centers at the resorts in Poipu.

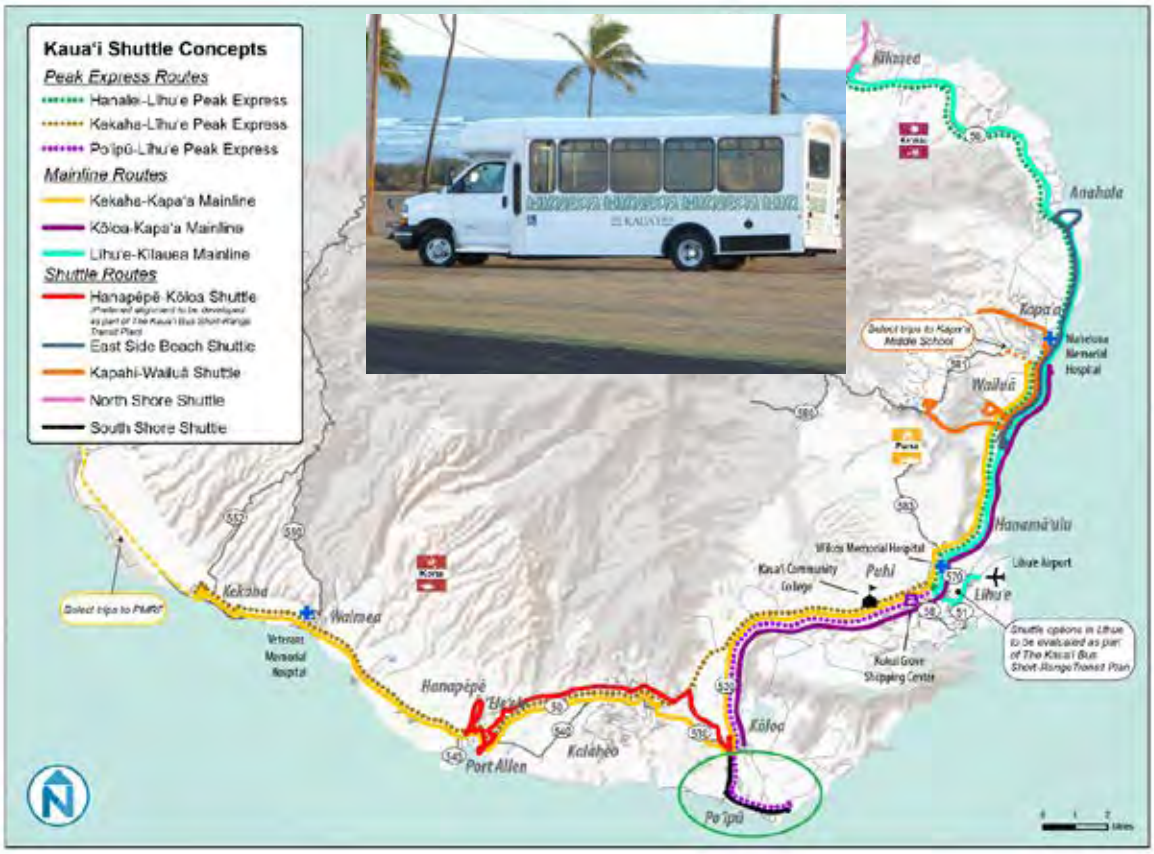
AGENCY TOD
Project Fact Sheet

K-11

1	Agency	County of Kauai
2	Transit Station/Bus Stop	South Shore Shuttle
3	Project Name	**South Shore Shuttle**
4	Street Address	Maluhia Road, Koloa Road, and Poipu Road
5	Tax Map Key/s	
6	Land Area (acres)	
7	Zoning	
8	Fee Owner	County of Kauai
9	Lessee/s	
10	Current Uses	There is existing transit service with the Koloa Shuttle from Kalaheo through Koloa to Poipu.
11	Encumbrances (if any)	
12	Project Description	Based on the recently approved Short Range Transit Plan (SRTP), the existing Koloa Shuttle is proposed to be reorganized as the South Shore Shuttle, serving Koloa and Poipu, and linking to mainline service.
13	Site Constraints (infrastructure, arch/hist sites, etc.)	
14	Development Schedule Ctrl + Tab to enter under headings >	Planning / Design / Construction To be determined, pending funding
15	Project Status	Pre-Planning - Funding needs to be established
16	Consultant/ Contractor/Developer	
17	Project Cost Estimate/s Ctrl + Tab to enter under headings >$	Planning / Design / Construction
18	Funding Source/s Ctrl + Tab to enter under headings >	Planning / Design / Construction Potential funding sources are the GET, creation of a Business Improvement District (BID), and State funding to address impact of visitors on Kauai.
19	Contact Person (Name, Email Address)	Lyle Tabata, ltabata@kauai.gov
20	Attachments OPTIONAL: Please send images/pictures (current & planned), maps, studies/reports link to webpage:	

SOUTH SHORE SHUTTLE

As a part of the recently completed Short Range Transit Plan, the County identified new and reconfigured local shuttles that can better connect to mainline service to provide shuttles within resort areas for visitors, and shuttles for employees working at the resorts. The proposed South Shore Shuttle will run along Poipu Road between Koloa and Poipu, linking residents of Koae Workforce Housing to jobs in Poipu, Lihue, and other parts of the island.



1http://www.kauai.gov/Government/Departments-Agencies/Transportation-Agency/Bus-Ride-Photos

AGENCY TOD
Project Fact Sheet

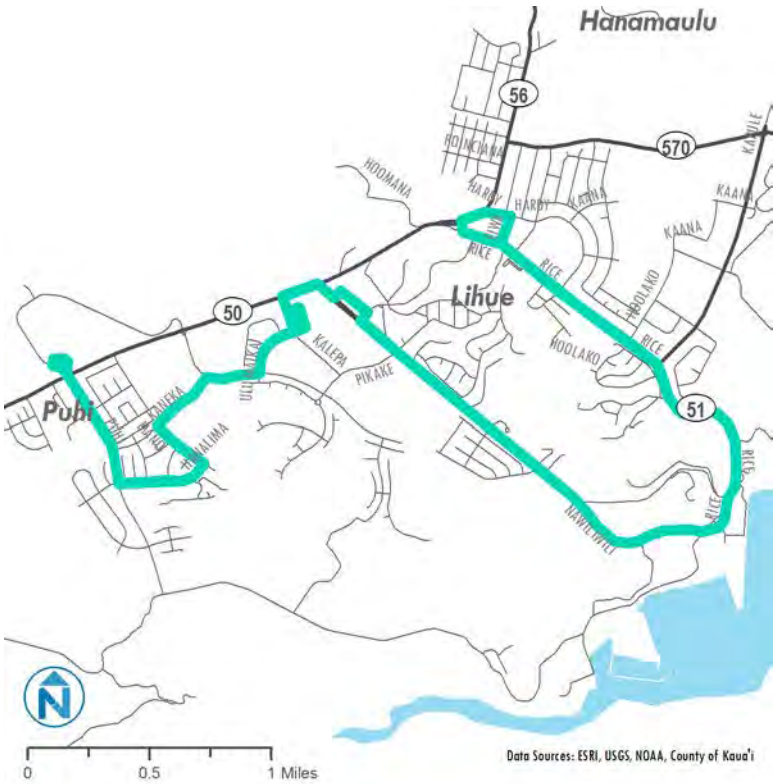
K-12

KAUAI

1	Agency	County of Kauai
2	Transit Station/Bus Stop	Puhi Shuttle
3	Project Name	**Puhi Shuttle**
4	Street Address	Various roads in Lihue and Puhi
5	Tax Map Key/s	
6	Land Area (acres)	
7	Zoning	
8	Fee Owner	County of Kauai
9	Lessee/s	
10	Current Uses	The existing Lihue Shuttle serves portions of the proposed route.
11	Encumbrances (if any)	
12	Project Description	Based on the recently approved Short Range Transit Plan (SRTP), the Lihue Shuttle would be reconfigured, and a new Puhi Shuttle is proposed, which would serve Pua Loke Housing. .
13	Site Constraints (infrastructure, arch/hist sites, etc.)	
14	Development Schedule Ctrl + Tab to enter under headings >	Planning / Design / Construction To be determined, pending funding
15	Project Status	Pre-Planning - Funding needs to be established
16	Consultant/ Contractor/Developer	
17	Project Cost Estimate/s Ctrl + Tab to enter under headings >$	Planning / Design / Construction
18	Funding Source/s Ctrl + Tab to enter under headings >	Planning / Design / Construction Potential funding sources are the GET and General Fund
19	Contact Person (Name, Email Address)	Lyle Tabata, ltabata@kauai.gov
20	Attachments OPTIONAL: Please send images/pictures (current & planned), maps, studies/reports link to webpage: link to webpage:	

PUHI SHUTTLE

In re-evaluating shuttle service in the Lihue/Puhi area, the Short Range Transit Plan proposes a new Puhi Shuttle, with stops on Kukui Grove Street to serve Pua Loke Affordable Housing. The shuttle will also connect to mainline service.



AGENCY TOD
Project Fact Sheet

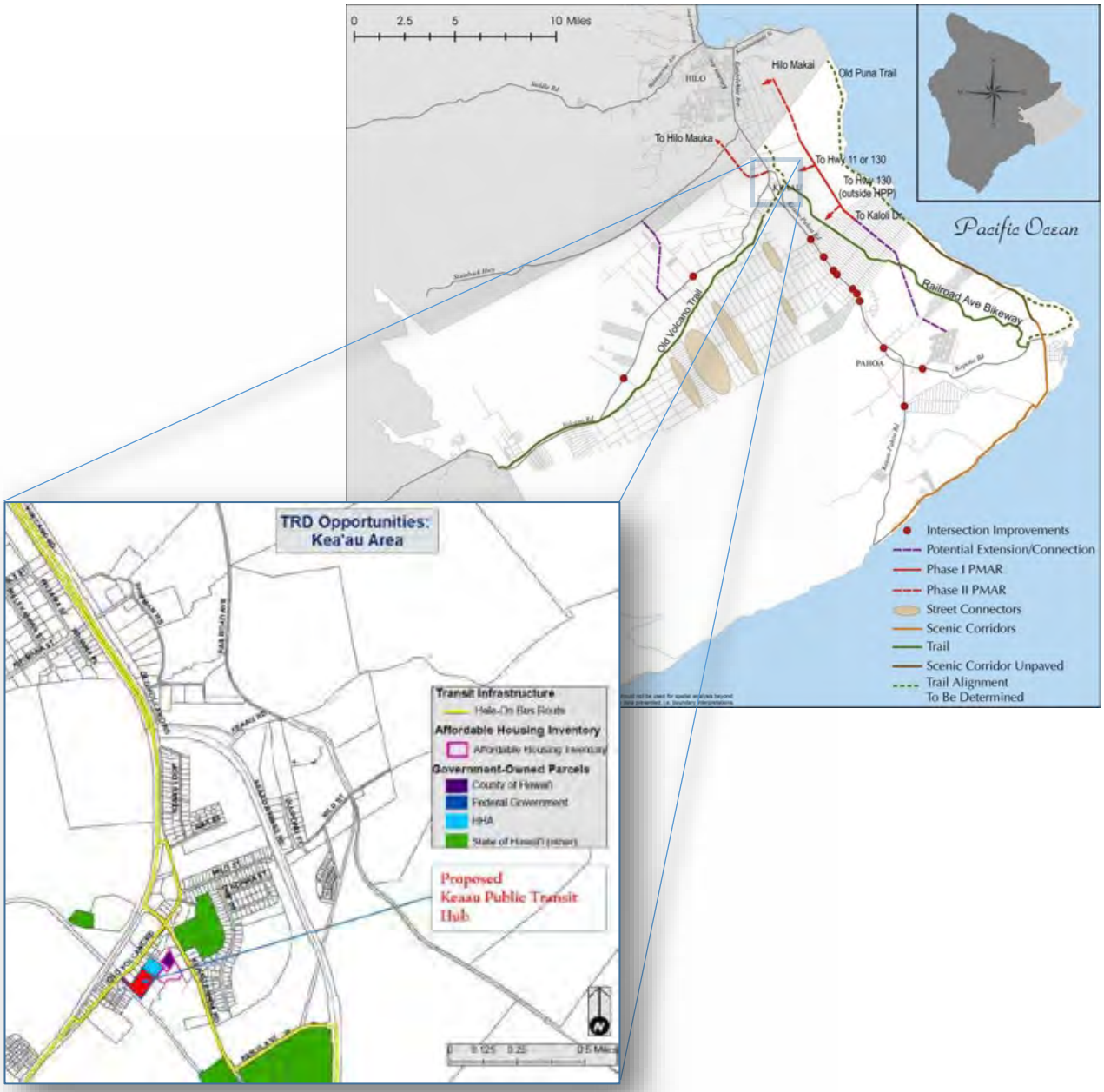
H-01

1	Agency	County of Hawaii
2	Transit Station/Bus Stop	Keaau Main Transit Station
3	Project Name	**Keaau Public Transit Hub**
4	Street Address	16-609 Old Volcano Road, Keaau, HI 96749
5	Tax Map Key/s	(3) 1-6-143: 042 – Transit Hub
6	Land Area (acres)	3.624 acres – Transit Hub
7	Zoning	County zoning: RS-15; State Land Use: Urban
8	Fee Owner	W.H. Shipman Ltd
9	Lessee/s	
10	Current Uses	Vacant, Propane Sales
11	Encumbrances (if any)	
12	Project Description	Keaau Town one of the larger commercial areas of Puna that sits at the crossroads of Upper and Lower Puna, is ideal for locating a major transit hub. W.H. Shipman owns most of the land in the Keaau area and is willing to work with agencies to accomplish goals that benefit agencies, community, and commercial interests. The Puna Community Development Plan designates Keaau as a Regional Town Center that should contain commercial and public services that serve regional needs.
13	Site Constraints (infrastructure, arch/hist sites, etc.)	Puna is an area almost the size of Oahu with very little infrastructure. Parcels are often located on substandard private roadways with minimal connectivity and multimodal options. Having one of the lowest per-capita income levels along with being one of the fastest growing areas in the State requires unique strategies to create options for this disadvantaged community. Investment to improve and enhance the current and proposed URBAN cores is necessary to provide community services closer to large subdivisions and population base.
14	Development Schedule Ctrl + Tab to enter under headings >	Planning / Design / Construction
15	Project Status	Pre-Planning
16	Consultant/ Contractor/Developer	
17	Project Cost Estimate/s Ctrl + Tab to enter under headings >	Planning: $200,000 Design: 400,000 Construction: 2,500,000 Major Transit Hub
18	Funding Source/s Ctrl + Tab to enter under headings >	Planning: County Design: State Construction: State
19	Contact Person (Name, Email Address)	Bennett Mark, bennett.mark@hawaiicounty.gov
20	Attachments OPTIONAL: Please send images/pictures (current & planned), maps, studies/reports link to webpage:	Puna Community Development Plan

KEAAU PUBLIC TRANSIT HUB

To facilitate TOD, the Puna Community Development Plan has identified the need to establish Keaau as a major Public Transit Hub. Converting to a "hub-and-spoke" system, would greatly improve the efficiency of the public transit system. Large Hele-On coaches would operate frequent runs on a shorter route between Hilo and the transit "hub" at Keaau. Paratransit vans, including those operated by social service agencies, would pick-up passengers who have called in from outlying areas to be brought to the transit hub. Park-and-ride lots would be available at the transit hub site.

Keaau Town is one of the larger commercial areas of Puna that sits at the crossroads of Upper and Lower Puna and is ideal for locating a major transit hub. W.H. Shipman owns most of the land in the Keaau area and is willing to work with agencies to accomplish goals that benefit agencies, community and commercial interests. An in-town location would need to be acquired for the Keaau Transit Station and park and ride lot.



AGENCY TOD
Project Fact Sheet

H-02

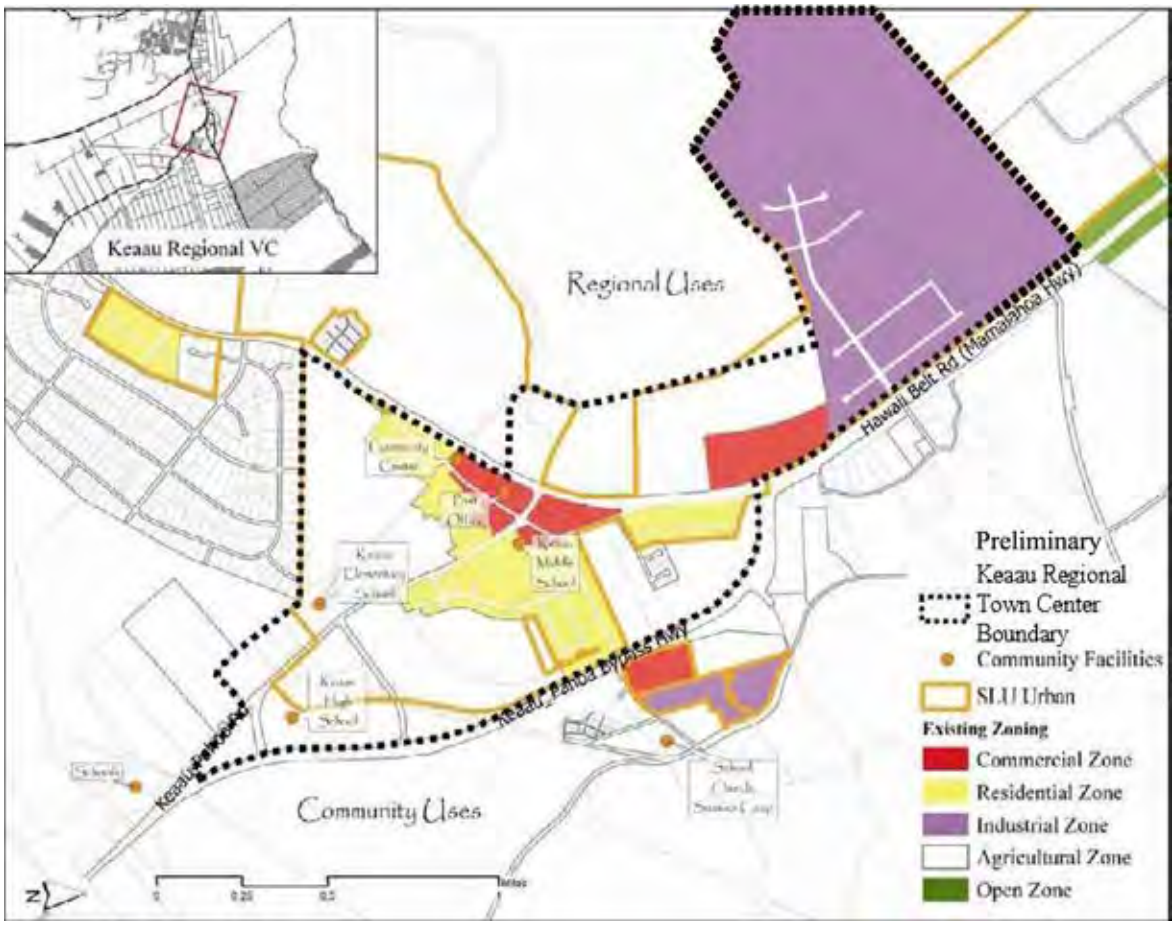
HAWAII

1	Agency	County of Hawaii
2	Transit Station/Bus Stop	Keaau
3	Project Name	**Keaau Public Wastewater System**
4	Street Address	District of Puna, County of Hawaii
5	Tax Map Key/s	TBD – WW Facilities
6	Land Area (acres)	TBD – WW Facilities
7	Zoning	County zoning: RS-15; State Land Use: Urban
8	Fee Owner	W.H. Shipman Ltd
9	Lessee/s	
10	Current Uses	Vacant
11	Encumbrances (if any)	
12	Project Description	Keaau Town, one of the larger commercial areas of Puna that sits at the crossroads of Upper and Lower Puna, needs a public wastewater system. W.H. Shipman owns most of the land in the Keaau area and is willing to work with agencies to accomplish goals that benefit agencies, community, and commercial interests. The Puna Community Development Plan designates Keaau as a Regional Town Center that should contain commercial and public services that serve regional needs.
13	Site Constraints (infrastructure, arch/hist sites, etc.)	Puna is an area almost the size of Oahu with very little infrastructure. Investments are needed to improve and enhance the current and proposed URBAN cores. Like most of Puna, Keaau lacks infrastructure, specifically wastewater facilities which are critical to the development of mix-use commercial cores where TOD centers are preferred. Investment in sewer facilities can assist in development of this TOD and provide opportunity for increased density or commercial development. Leveraging infrastructure (waste water) improvements that would benefit W.H. Shipman could be the "trade" needed for W.H. Shipman to donate the necessary land for a transit hub and/or affordable housing close to transportation, goods, and services. Individual wastewater systems, such as cesspools and septic systems, pollute the public's surface waters and groundwater, and pose a threat to public health and safety.
14	Development Schedule Ctrl + Tab to enter under headings >	Planning / Design / Construction
15	Project Status	Pre-Planning
16	Consultant/ Contractor/Developer	TBD
17	Project Cost Estimate/s Ctrl + Tab to enter under headings >	Planning: $500,000 Design: 500,000 Construction: 4,000,000 WW Facility/Imp.
18	Funding Source/s Ctrl + Tab to enter under headings >	Planning: County Design: State Construction: State
19	Contact Person (Name, Email Address)	Bennett Mark, bennett.mark@hawaiicounty.gov
20	Attachments OPTIONAL: Please send images/pictures (current & planned), maps, studies/reports link to webpage:	Puna Community Development Plan

KEAAU PUBLIC WASTEWATER SYSTEM

The District of Puna is an area almost the size of Oahu with very little infrastructure but with the ***fastest*** rate of population ***growth*** in the state. Like most of Puna, Keaau lacks infrastructure, specifically wastewater facilities, which is critical in order for future growth to be directed into mixed-use commercial cores. Investment to improve and enhance the current and proposed rural village cores is essential.

Keaau Town is one of the larger commercial areas of Puna that sits at the crossroads of Upper and Lower Puna. The Puna Community Development Plan designates Keaau as a Regional Town Center where commercial and public services need to be directed in order to serve the District's needs. In the District of Puna, all wastewater is currently addressed by individual wastewater systems, such as cesspools and newer septic systems, which pose a threat to public health and safety, pollute the public's groundwater as well as the ocean. At the current rate of growth that the region is experiencing, a modern wastewater treatment system is a High Priority. W.H. Shipman owns most of the land in the Keaau area and is willing to work with agencies to accomplish goals that benefit agencies, community, and commercial interests. Leveraging wastewater infrastructure improvements that would benefit W.H. Shipman could be the "trade" needed for Shipman to donate the necessary land for the development of a wastewater treatment system.



AGENCY TOD
Project Fact Sheet

H-03

HAWAII

1	Agency	County of Hawaii
2	Transit Station/Bus Stop	Prince Kuhio Plaza Transit Hub (existing & proposed) & Park/Ride Facility (proposed)
3	Project Name	**Prince Kuhio Plaza Affordable Housing**
4	Street Address	Ohuohu Street, Hilo, HI 96720
5	Tax Map Key/s	(3) 2-2-047: 069
6	Land Area (acres)	7.326 acres
7	Zoning	County zoning: ML-20; State Land Use: Urban
8	Fee Owner	State of Hawaii Department of Hawaiian Home Lands
9	Lessee/s	HO Retail Properties 1 Ltd.
10	Current Uses	Parking lot
11	Encumbrances (if any)	State of Hawaii Department of Hawaiian Home Lands, Lease by HO Retail Properties 1 Ltd.
12	Project Description	**Prince Kuhio Plaza Affordable Housing**. Prince Kuhio Plaza Affordable Housing is to be located on vacant 12.774 acres parcel with TMK (3) 2-2-047:075, and will address the need for affordable housing for low income families, and will consist of 80 to 100 dwelling units for low income families, at a projected cost of $40 million. The close distance that the Prince Kuhio Plaza Affordable Housing will have to the nearby Prince Kuhio Plaza shopping mall, which is a centrally located large commercial district and employment node, and to the new Transit Hub and Park/Ride Facility, will enhance the viability of this housing project by creating shopping and work opportunities, using transportation modes other than automobiles, and will be an excellent example of TOD development.
13	Site Constraints (infrastructure, arch/hist sites, etc.)	TMK: (3) 2-2-047: 069 These sites are under the jurisdiction of Department of Hawaiian Home Lands Sites will need infrastructure upgrades– for Sewer and Water systems This site is and is currently being leased.
14	Development Schedule Ctrl + Tab to enter under headings >	Planning / Design / Construction Prince Kuhio Plaza Affordable Housing – Planning Stage only
15	Project Status	Pre-Planning - Prince Kuhio Plaza Affordable Housing – Planning Stage only
16	Consultant/ Contractor/Developer	
17	Project Cost Estimate/s Ctrl + Tab to enter under headings >$	Planning / Design / Construction Prince Kuhio Plaza Affordable Housing / 40,000,000
18	Funding Source/s Ctrl + Tab to enter under headings >	Planning / Design / Construction County / State / State
19	Contact Person (Name, Email Address)	Neil Gyotoku, Housing Administrator, Neil.Gyotaku@hawaiicounty.gov
20	Attachments OPTIONAL: Please send images/pictures (current & planned), maps, studies/reports link to webpage:	

PRINCE KUHIO PLAZA AFFORDABLE HOUSING

The Prince Kuhio Plaza Affordable Housing, is proposed to be located on Ohuohu St near the existing Transit Hub, on a parcel owned by the Department of Hawaiian Home Lands. The Prince Kuhio Housing will occupy a portion of the 7.326 acres parcel, together with a relocated Transit Hub, and a new Park/Ride Facility. A relocated Transit Hub and the Park and Ride facility will be located within about a 3.0-acre portion of a 7.3-acre site, with the remaining 4.3 acres set aside for the Prince Kuhio Plaza Affordable Housing project. The DHHL land is vacant and now being used as a parking lot, is located across Prince Kuhio Mall, and accessed thru Ohuohu St. The project will consist of 80 to 100 dwelling units for low income families.

The close distance that the Prince Kuhio Plaza Affordable Housing will have to the nearby Prince Kuhio Plaza shopping mall, which is a centrally located large commercial district and employment node, and to the new Transit Hub and Park/Ride Facility, will enhance the viability of this housing projects by creating shopping and work opportunities, using transportation modes other than automobiles, and will be an excellent example of TOD development. The site will need infrastructure upgrades for sewer and water systems.

AGENCY TOD
Project Fact Sheet

H-04

HAWAII

1	Agency	County of Hawaii
2	Transit Station/Bus Stop	Prince Kuhio Plaza Public Transit Hub & Park/Ride Facility at Ohuohu St.
3	Project Name	**Prince Kuhio Plaza Public Transit Hub**
4	Street Address	Ohuohu Street, Hilo, HI 96720
5	Tax Map Key/s	(3) 2-2-047: 069
6	Land Area (acres)	7.326 acres
7	Zoning	County zoning: ML-20; State Land Use: Urban
8	Fee Owner	State of Hawaii Department of Hawaiian Home Lands, Lease by HO Retail Properties 1 Ltd.
9	Lessee/s	HO Retail Properties 1 Ltd.
10	Current Uses	Parking Lot
11	Encumbrances (if any)	State of Hawaii Department of Hawaiian Home Lands
12	Project Description	2 acres for Transit Hub, together with Park and Ride Facility. Transit hub for local lines and cross island line. Transit Hub and the proposed park and ride facility will be centrally located in a large commercial district and employment node. It is close to residential areas including affordable housing developments. It is located near to Highway 11 which is the direct route to the Puna District which is growing exponentially. It is also located near Puainako Street which is the direct link to the Daniel Inouye Highway and West Hawaii.
13	Site Constraints (infrastructure, arch/hist sites, etc.)	This site is under the jurisdiction of Department of Hawaiian Home Lands and is currently being leased.
14	Development Schedule Ctrl + Tab to enter under headings >	Planning / Design / Construction
15	Project Status	Pre-Planning
16	Consultant/ Contractor/Developer	
17	Project Cost Estimate/s Ctrl + Tab to enter under headings >	Planning: $200,000 Design: 400,000 Construction: 2,500,000
18	Funding Source/s Ctrl + Tab to enter under headings >	Planning: County Design: State Construction: State
19	Contact Person (Name, Email Address)	Bennett Mark, bennett.mark@hawaiicounty.gov
20	Attachments OPTIONAL: Please send images/pictures (current & planned), maps, studies/reports link to webpage:	

PRINCE KUHIO PLAZA PUBLIC TRANSIT HUB

The Prince Kuhio Plaza Transit Hub and the Park and Ride facility is to be located within 3.0-acre portion of a 7.3-acre site on Ohuohu St., located on vacant DHHL land now being used as a parking lot, located across Prince Kuhio Mall. Transit Hub and the proposed park and ride facility will be centrally located in a large commercial district and employment node. It is close to residential areas including affordable housing developments. It is located near to Highway 11 which is the direct route to the Puna District which is growing exponentially. It is also located near Puainako Street which is the direct link to the Daniel Inouye Highway and West Hawaii. The site will need accommodate at least six buses and passenger pick up areas, a parking lot to accommodate at least a 125 cars, and include an open shelter and toilet facilities. The proposed Prince Kuhio Plaza Transit Hub and Park and Ride Facility will include bus and passenger vehicle access improvements, passenger shelter and benches, restrooms, and a Park & Ridge facility area.

AGENCY TOD Project Fact Sheet

H-05

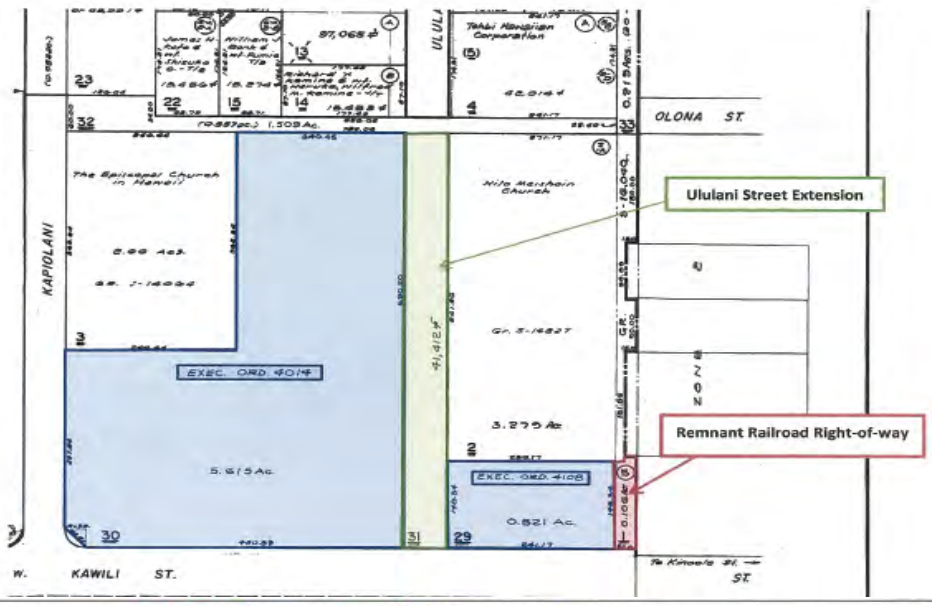
1	Agency	County of Hawaii
2	Transit Station/Bus Stop	University of Hawaii Hilo Transit Hub (about ½ mile away on W. Kawili St.)
3	Project Name	**Ka Hui Na Koa O Kawili Affordable Housing**
4	Street Address	W. Kawili St. and Kapiolani St., Hilo, HI 96720
5	Tax Map Key/s	(3) 2-4-057: 029, 030, 001
6	Land Area (acres)	TMK: (3) 2-4-057: 029–0.821 acres; (3) 2-4-057: 030–5.615 acres; (3) 2-4-057: 001–0.106 acres
7	Zoning	County zoning: Parcels 029, 030 – Multi-Family Residential RM-1; Parcel 001 – Single Family Residential RS-1; Intervening – Ululani Street Ext – Multi-Family Residential RM-1 (not part of project) State Land Use: Parcels 029, 030, and 001, and Ululani St. Ext.: Urban
8	Fee Owner	State of Hawaii
9	Lessee/s	Governors Executive Order, Set Aside to County of Hawaii
10	Current Uses	Vacant – Trees/Shrubs
11	Encumbrances (if any)	Governor's Exec. Order no. 4014, setting aside 5.615 acres (parcel 30), and Governor's Executive Order no. 4108, setting aside 0.821 acres (parcel 29) to the County of Hawaii for Combined Veterans Center, Veterans Housing and Other related purposes. The EO was Revised for "combined veterans center, and affordable senior housing with preference to veterans and spouses purposes." A 30-foot wide abandoned railroad right of way identified by TMK (3) 2-4-057:001, and comprised of 0.106 acres to be used as off-site parking. Ululani St. Extension identified by TMK (3) 2-4-057:031, comprising 41,412 sq. ft., separates Parcel 29 and 30.
12	Project Description	The Ka Hui Na Koa O Kawili Affordable housing is to be located on vacant parcels, and will address the need for affordable housing for veterans and seniors. The project will consist of 96 to 110 independent dwelling units, made up of a mix of one and two-bedroom units. The facility will also include a community center that will provide space for social services, management offices, and a laundry facility. The close distance that the Ka Hui Na Koa O Kawili Affordable Housing will have to the nearby University of Hawaii at Hilo Transit Hub, which is a centrally located, and is next to the University of Hawaii at Hilo complex, will enhance the viability of this housing project by enabling transportation and work opportunities, and for allowing transportation modes other than automobiles. The developers, EAH Housing Incorporated, have recently obtained a renewable lease for the property, and is in the process of securing long-term financing, with HHFDC. This project, which will include the addition of office space for social services, will be an excellent example of how a mix of housing and supporting social services can be an asset in support of TOD development.
13	Site Constraints (infrastructure, arch/hist sites, etc.)	Site will need infrastructure upgrades – for Sewer and Water systems
14	Development Schedule Ctrl + Tab to enter under headings >	Planning / Design / Construction Planning Stage only
15	Project Status	Planning Stage only
16	Consultant/ Contractor/Developer	
17	Project Cost Estimate/s Ctrl + Tab to enter under headings >$	Planning / Design / Construction Construction Cost / 25 to 30 Million
18	Funding Source/s Ctrl + Tab to enter under headings >	Planning / Design / Construction County / State / State
19	Contact Person (Name, Email Address)	Neil Gyotoku, Housing Administrator, Neil.Gyotoku@hawaiicounty.gov
20	Attachments OPTIONAL: Please send images/pictures (current & planned), maps, studies/reports	

KA HUI NA KOA O KAWILI AFFORDABLE HOUSING

The Ka Hui Na Koa O Kawili Housing, is proposed on W. Kawili Street and Kapiolani St, about 1/2 mile away from the UH – Hilo Campus Transit Hub. The parcel is owned by the State of Hawaii and set aside for use by the County of Hawaii by Governor's Executive Order for a combined veteran's center and affordable senior housing with preference to veterans and their spouses. The Ka Hui Na Koa O Kawili Housing will occupy three parcels on about 6.5 acres.

This project will address the need for affordable housing for veterans and seniors. The project will consist of 96 to 110 independent dwelling units, made up of a mix of one and two-bedroom units. The facility will also include a community center that will provide space for social services, management offices, and a laundry facility. The site is vacant, and will require major sewer and water system upgrades. This project will be an excellent example of how a mix of housing and supporting social services can be an asset in support of TOD development.

TMK: (3) 2-4-057:001, 029 & 030



AGENCY TOD
Project Fact Sheet

H-06

HAWAII

1	Agency	University of Hawaii at Hilo/UH Hawaii Community College
2	Transit Station/Bus Stop	Currently, there are no Transit Stations or bus stops
3	Project Name	**University Park Expansion/proposed Hawaii CC Komohana Campus**
4	Street Address	Parcel is bordered by Mohouli Street Extension to the north, Komohana Street to the east, the Puainako Street Extension to the south and the Sunrise Subdivisions to the west. (See Figure 1, 3, & 7)
5	Tax Map Key/s	(3) 2-4-001: 122 (Figure 2)
6	Land Area (acres)	267.00 acres
7	Zoning	State Land Use: Agricultural District; General Plan LUPAG Map: University Use & Urban Expansion; County Zoning: A-1a; property is outside of the SMA (Figure 5 & 6)
8	Fee Owner	State-owned parcel is classified as ceded land by the State of Hawaii Department of Land and Natural Resources.
9	Lessee/s	University of Hawaii at Hilo
10	Current Uses	Vacant and covered with thick vegetation.
11	Encumbrances (if any)	TBD
12	Project Description	University Park Expansion/proposed Hawaii CC Komohana Campus and other related functions that would enhance the UHH and Hawaii CC (Figure 3). The project is expected to be constructed in nine phases.
13	Site Constraints (infrastructure, arch/hist sites, etc.)	Major infrastructure facilities will have to be developed, including access and circulation roadways, pedestrian paths, drainage improvements, distribution lines for potable water, collection lines for wastewater and communication/utility systems.
14	Development Schedule Ctrl + Tab to enter under headings >	Planning / Design / Construction TBD
15	Project Status	Planning - The project is planned to be developed after the Final EIS is accepted and approved.
16	Consultant/ Contractor/Developer	TBD
17	Project Cost Estimate/s Ctrl + Tab to enter under headings >$	Planning / Design / Construction TBD
18	Funding Source/s Ctrl + Tab to enter under headings >	Planning / Design / Construction TBD
19	Contact Person (Name, Email Address)	Ka lei Rapoza, Interim Vice Chancellor for Administrative Affairs, kaleihii@hawaii.edu, University of Hawaii at Hilo, 200 W. Kawili Street, Hilo, HI 96720-4091
20	Attachments OPTIONAL: Please send images/pictures (current & planned), maps, studies/reports link to webpage:	Refer to: UHH Mauka Lands Master Plan Figures 1, 2, 3, 4, 5, 6, & 7 (not attached)

UH HILO UNIVERSITY PARK EXPANSION/HCC KOMOHANA CAMPUS

The University of Hawaii at Hilo proposes the University Park Expansion and proposed Hawaii Community College Komohana Campus and other University related functions that would enhance the University of Hawaii at Hilo and Hawaii Community College. The site lies on approximately 267 acres of land north and west of the existing University of Hawaii at Hilo campus. The University Park Expansion will encompass approximately 118 acres and the remainder of the parcel will be used to develop the proposed Hawaii Community College Komohana Campus on 122 acres and other University-related functions on 28 acres.

Figure 3
PRELIMINARY MASTER PLAN
UH HILO MAUKA LANDS MASTER PLAN

AGENCY TOD Project Fact Sheet

H-07

1	Agency	University of Hawaii at Hilo
2	Transit Station/Bus Stop	Currently, there is a bus stop across Kawili Street at the main entrance at the UHH campus (in front of the University Classroom Building).
3	Project Name	**UH Hilo Commercial/Mixed Use/Student Housing**
4	Street Address	Parcel is bordered by Kawili Street.
5	Tax Map Key/s	(3) 2-4-001: 005 por
6	Land Area (acres)	36.00 acres
7	Zoning	State Land Use Urban District: University Use & Low Density Urban; County Zoning: UNV, University District.
8	Fee Owner	State-owned parcel
9	Lessee/s	University of Hawaii at Hilo
10	Current Uses	Property is partially used for Student Housing (Hale Alahonua Dormitory Building). The rest of the property is vacant and covered with thick vegetation.
11	Encumbrances (if any)	TBD
12	Project Description	UH Hilo Commercial/Mixed Use/Student Housing project and other related functions that would enhance the UHH. The project is expected to be constructed in phases.
13	Site Constraints (infrastructure, arch/hist sites, etc.)	Electricity, water, communications and sewer are available along Kawili Street. Depending on the uses, the existing water improvements may be required.
14	Development Schedule Ctrl + Tab to enter under headings >	Planning / Design / Construction TBD
15	Project Status	Pre-Planning
16	Consultant/ Contractor/Developer	TBD
17	Project Cost Estimate/s Ctrl + Tab to enter under headings >$	Planning / Design / Construction TBD
18	Funding Source/s Ctrl + Tab to enter under headings >	Planning / Design / Construction TBD
19	Contact Person (Name, Email Address)	Ka lei Rapoza, Interim Vice Chancellor for Administrative Affairs, kaleihii@hawaii.edu, University of Hawaii at Hilo, 200 W. Kawili Street, Hilo, HI 96720-4091
20	Attachments OPTIONAL: Please send images/pictures (current & planned), maps, studies/reports link to webpage:	University Village Master Plan (see attached)

UHH COMMERCIAL/MIXED USE/STUDENT HOUSING

The University of Hawaii at Hilo is also proposing a commercial/mixed use/student housing project on 36 acres of land across the main campus along Kawili Street. A preliminary concept plan shows potential uses including student housing, commercial and mixed use development. The student housing portion of this project was completed and opened in August 2013. A portion of the site would about the future Puainako Street Extension which will connect with the Saddle Road and be the major cross-island highway between East and West Hawaii. Electricity, water, communications, and sewer are available along Kawili Street.

AGENCY TOD Project Fact Sheet

H-08

1	Agency	County of Hawaii, Department of Planning
2	Transit Station/Bus Stop	Kailua Village Transit Hub
3	Project Name	**Kailua-Kona Multimodal Transportation Plan**
4	Street Address	
5	Tax Map Key/s	
6	Land Area (acres)	Approx. 200 acres
7	Zoning	General Commercial, Village Commercial, Residential, Visitor, Light Industrial
8	Fee Owner	Multiple
9	Lessee/s	
10	Current Uses	All uses associated with mixed use village center
11	Encumbrances (if any)	
12	Project Description	The plan for a Multimodal Transportation System was adopted as a primary objective within the County's Kona Community Development Plan. In addition, Kailua Village has been designated as a Transit Oriented Development Regional Center. The plan will identify a 10-year blueprint for improving the Kailua-Kona's transportation system, with emphasis on Kailua Village, to include specific projects to enhance the performance for each modal element (public transit, vehicular, bicycle, pedestrian, and freight) within Kailua Village, as well as in and out of the Kailua Village, through progressive improvements to the infrastructure and services, and more seamless interconnection of modes. This planning process will be enabled by a robust campaign to collaborate with residents, businesses, property owners, stakeholders, and to interface with existing Programs such as the Kailua Village Improvement District to formulate a practical and forward-looking strategy to preserve and enhance the financial sustainability of Kailua as well as the overall quality of life in Kona.
13	Site Constraints (infrastructure, arch/hist sites, etc.)	The existing result of the historic lack of transportation planning for the area will be the primary limitation to increasing multimodal connectivity.
14	Development Schedule Ctrl + Tab to enter under headings >	Planning: TBD Design: Construction:
15	Project Status	Pre-Planning
16	Consultant/ Contractor/Developer	To be determined.
17	Project Cost Estimate/s Ctrl + Tab to enter under headings >	Planning: $300,000 Design: 100,000 Construction:
18	Funding Source/s Ctrl + Tab to enter under headings >	Planning: TBD Design: Construction:
19	Contact Person (Name, Email Address)	Bennett Mark, bennett.mark@hawaiicounty.gov
20	Attachments OPTIONAL: Please send images/pictures (current & planned), maps, studies/reports link to webpage:	

KAILUA-KONA MULTIMODAL TRANSPORTATION PLAN

The goal of the Kailua-Kona Multimodal Transportation Master Plan is to design a 15-year blueprint for improving the transportation system. The Plan's recommendations will identify specific projects to enhance the performance of each modal element (public transit, vehicular, bicycle, pedestrian, and freight) within Kailua-Kona, with special emphasis on Kailua Village, through progressive improvements to the infrastructure and services, and more seamless interconnection of modes. This planning process will be informed by a robust campaign to collaborate with residents, businesses, property owners, stakeholders, and to interface with existing programs such as the Kailua Village Improvement District to formulate a practical and forward-looking strategy to preserve and enhance the quality of life in Kona.

The County of Hawaii's Kona Community Development Plan has identified Kailua Village as a TOD Regional Center in recognition of the importance of the Village as the cultural, retail and visitor core of the Kona District on the west side of the island of Hawaii. In addition, the availability of existing infrastructure and potential for infill in the area offers the opportunity to develop new, increased density affordable housing for the resident workforce.

The Kailua-Kona Multimodal Transportation Master Plan lays the foundation for the larger goal to build a more economically sustainable and livable community as part of this historically-rich Kailua Village center. The Multimodal Transportation Master Plan will address key mobility needs to provide better travel options for the residents, visitors and employees and to diversify the way people get around within Kailua-Kona and Kailua Village, reduce congestion, improve connectivity, and expand a variety of enjoyable and healthier transportation choices.

In addition to improving automobile circulation, the multi-modal transportation plan will identify additional opportunities for walking, biking, transit, and other non-vehicular modes of travel. The result needs to be attractive, safe, comfortable, convenient, accessible, and environmentally friendly.

The process to develop the Kailua-Kona Multimodal Master Plan will consider all factors affecting the multimodal transportation network, including pedestrian-oriented amenities along Alii Drive, landscaping, and public parking options within Kailua-Kona and especially the Kailua Village.

AGENCY TOD Project Fact Sheet

H-09

1	Agency	County of Hawaii Mass Transit Agency
2	Transit Station/Bus Stop	Old Airport Park Transit Station
3	Project Name	**Old Airport Park Transit Station, Makaeo Transit Hub**
4	Street Address	Kuakini Highway, Kailua-Kona, HI 96740 (located in Makaeo Village Regional Center TOD)
5	Tax Map Key/s	(3) 7-5-005: 083
6	Land Area (acres)	The entire TMK parcel totals 14.08 acres. This request is for use of one acre of the parcel.
7	Zoning	ML-20, Limited Industrial
8	Fee Owner	State of Hawaii. However, the Board of Land and Natural Resources (BLNR), with the concurrence of the Department of Land and Natural Resources (DLNR) and in conformance to HRS 171-11, has approved the set aside (assignment of management jurisdiction) of the park to the County of Hawaii for park and recreational purposes. The County assumed management responsibilities over the entire park effective January 1, 2008 in close coordination and cooperation with State Parks' staff and administration.
9	Lessee/s	
10	Current Uses	The one-acre parcel includes structures that previously served as Kona's Old Airport Terminal. The old terminal building temporarily serves as a storage space for canoes and Department of Parks and Recreation (DPR) maintenance equipment but these structures will most likely needs to be removed due to extreme deterioration.
11	Encumbrances (if any)	
12	Project Description	Currently, Kona's primary transit stop is a pull-off located within the shoulder of Makala Boulevard, accessing Makalapua Shopping Center. No parking for automobiles or buses is provided at the site. Also, no passenger seating or shelter is located on this site. The Old Airport Park Transit Station will serve an immediate High Priority need to provide the center for the County of Hawaii's Mass Transit Agency's inter and intra bus services in central Kona. Phase 1: Old Airport Park Transit Station, will include: An Old Airport Park Transit Station Site surface preparation, design and improvements for bus ingress and egress onto the site from Kuakini Highway, demolition of old airport terminal structure, passenger shelter and benches, a comfort station, and an area designated for bus parking.
13	Site Constraints (infrastructure, arch/hist sites, etc.)	The condition of old terminal structures on the site needs to be verified. It seems likely, from previous inspections, that the structures will be torn down.
14	Development Schedule Ctrl + Tab to enter under headings >	Planning / Design / Construction TBD
15	Project Status	Pre-Planning
16	Consultant/ Contractor/Developer	
17	Project Cost Estimate/s Ctrl + Tab to enter under headings >	Planning / Design / Construction $ 50,000 / 50,000 / 200,000
18	Funding Source/s Ctrl + Tab to enter under headings >	Planning / Design / Construction
19	Contact Person (Name, Email Address)	
20	Attachments OPTIONAL: Please send images/pictures (current & planned), maps, studies/reports link to webpage:	

OLD AIRPORT PARK TRANSIT STATION, MAKAEO TRANSIT HUB

Makaeo Village is identified as the location for a new mixed use village as well as the regions' transportation "Hub". Buses would operate from Captain Cook to the Makaeo Village Hub. From the Hub, buses would interconnect with other routes operating from Ane Keohokalole Highway, the frontage road, and other Kona destinations. Transfers for continued island-wide travel would be made at this location. Shuttles will also provide for public transit within Kailua Kona and the Kailua Village urban area.

The site selected for development of the Old Airport Transit Station, Makaeo Transit Hub, is a parcel located south of the entrance to the Old Airport Regional Park. The parcel is accessed by Kuakini Highway and Makala Boulevard. The site currently includes abandoned structures that previously served as Kona's Old Airport Terminal. Site improvements will include bus access improvements, passenger shelter and benches, comfort station, and a designated bus parking area. The site is owned by the State of Hawaii but has been assigned to the County of Hawaii for park and recreational purposes.

The requested area is approximately one acre on the mauka side of the parcel fronting Kuakini Highway. The Old Airport Park Transit Station will serve an immediate High Priority need to provide the center for the County of Hawaii's Mass Transit Agency's inter and intra bus services in central Kona.

AGENCY TOD
Project Fact Sheet

H-10

HAWAII

1	Agency	County of Hawaii
2	Transit Station/Bus Stop	Future Transit Stations/Stops along Ane Keohokalole Hwy Transit Trunk Line between Keahole-Kona Airport and Kailua Village
3	Project Name	**Ulu Wini Housing Improvements**
4	Street Address	on Hina Lani St. near Ane Keohokalole Hwy
5	Tax Map Key/s	(3) 7-3-009: 005
6	Land Area (acres)	8.016 acres
7	Zoning	Agriculture, A-5a
8	Fee Owner	County of Hawaii
9	Lessee/s	
10	Current Uses	Existing Housing
11	Encumbrances (if any)	TBD
12	Project Description	**Ulu Wini Housing enhancements**. Ulu Wini Housing, located on Hina Lani St., in north Kona, is an affordable housing project for low-income families, consisting of 71 2-bedroom rental units, 23 2-bedroom transitional units, and 2 2-bedroom units for resident managers. This project was completed at a cost of $24 million. Additional remedial construction work is needed to renovate the shower compartments of 43 bottom floor units to be in compliance with Fair Housing and ADA requirements with an estimated cost of $650,000, and installation of sidewalks to access storage cabinets to be in compliance with Fair Housing and ADA requirements, with an estimated cost of $165,000. This project is located at the edge of the Kaloko Makai Neighborhood TOD very close to the Ane Keohokalole Highway Mass Transit Corridor connecting Keahole Airport to Kailua Village. The proposed improvements will support – Transit Ready Development (TRD) for future development of Kaloko Makai Neighborhood Transit Oriented Development (TOD) area.
13	Site Constraints (infrastructure, arch/hist sites, etc.)	
14	Development Schedule Ctrl + Tab to enter under headings >	Planning / Design / Construction Ulu Wini Housing Enhancements - TBD
15	Project Status	Planning
16	Consultant/ Contractor/Developer	
17	Project Cost Estimate/s Ctrl + Tab to enter under headings >	Planning / Design / Construction $ Ulu Wini Housing Enhancements Construction / 815,000
18	Funding Source/s Ctrl + Tab to enter under headings >	Planning / Design / Construction County / State / State
19	Contact Person (Name, Email Address)	Neil Gyotoku, Housing Administrator, Neil.Gyotoku@hawaiicounty.gov
20	Attachments OPTIONAL: Please send images/pictures (current & planned), maps, studies/reports link to webpage:	

ULU WINI HOUSING IMPROVEMENTS

The Ulu Wini Housing project is located on Hina Lani Street near the Ane Keohokalole Highway Mass Transit trunk line, within the planned Kaloko Makai Village Neighborhood TOD. Ulu Wini Housing is an affordable housing project for low-income families consisting of 71 two-bedroom rental units and 23 two-bedroom transitional units. The support of the Ulu Wini Housing project is needed so that this project can be a viable affordable housing project compliant with Fair Housing and ADA requirements, and to be Transit Ready Development (TRD) project in support of the future Kaloko-Makai Village Neighborhood TOD as envisioned in the Kona CDP. Ulu Wini Housing needs remedial construction work to renovate units and for installation of sidewalks to be compliant with Fair Housing and ADA requirements.

AGENCY TOD Project Fact Sheet

H-11

1	Agency	County of Hawaii
2	Transit Station/Bus Stop	Future Transit Stations/Stops along Ane Keohokalole Hwy Transit Trunk Line between Keahole-Kona Airport and Kailua Village
3	Project Name	**Kamakana Villages Senior Housing and Kamakana Village Low Income Family Housing**
4	Street Address	Manawalea St. and Kaeka St.
5	Tax Map Key/s	(3) 7-4-021: 49 and 38
6	Land Area (acres)	Kamakana Villages Senior Housing: 2.938 acres Kamakana Low-Income Family Housing: 2.741 acres
7	Zoning	Agricultural A-5a
8	Fee Owner	State of Hawaii – Hawaii Housing Finance and Development Corporation
9	Lessee/s	
10	Current Uses	Kamakana Villages Senior Housing and Low-Income Family Housing – Housing Under Construction (2017)
11	Encumbrances (if any)	Kamakana Villages Senior Housing and Low-Income Family Housing - TBD
12	Project Description	Projects will support TRD for the 272-acre future Kamakana Villages project, for future development of Keahuolu Village Regional Center TOD. Kamakana Village Senior Housing addresses the need for affordable housing for low-income families, provides 85 units for low-income senior persons and their families, was constructed at an estimated cost of $28 Million, and is expected to be completed in December 2017. Kamakana Villages Low-Income Housing addresses the need for affordable housing for low-income families, and provides 85 units for low-income families, was constructed at an estimated cost of $28 Million, and is expected to be completed in December 2017.
13	Site Constraints (infrastructure, arch/hist sites, etc.)	This project is located within the Keahuolu Regional Center TOD midway between Kealakeke Parkway and Palani Road along the Ane Keohokalole Highway Transit Corridor connecting Keahole Airport to Kailua Village.
14	Development Schedule Ctrl + Tab to enter under headings >	Planning / Design / Construction
15	Project Status	Planning
16	Consultant/ Contractor/Developer	
17	Project Cost Estimate/s Ctrl + Tab to enter under headings >$	Planning / Design / Construction
18	Funding Source/s Ctrl + Tab to enter under headings >	Planning / Design / Construction DURF, LIHTC, RHRF, CDBG
19	Contact Person (Name, Email Address)	Neil Gyotoku, Housing Administrator, Neil.Gyotoku@hawaii.gov
20	Attachments OPTIONAL: Please send images/pictures (current & planned), maps, studies/reports	

KAMAKANA VILLAGES SENIOR/LOW INCOME HOUSING, KAILUA-KONA

The Kamakana Village Senior Housing addresses the need for affordable housing for low-income families, provides for low income senior persons and their families. Kamakana Village Low-Income Housing addresses the need for affordable housing for low-income families, and provides for low income families. These two adjacent projects are both situated along the Ane Keohokalole Highway Mass Transit trunk line within the Keahuolu Village Neighborhood TOD. These two Kamakana Villages projects are part of the larger planned Kamakana Villages at Keahuolu development for affordable housing project on 272 acres, for 2,330 homes, 197,000 sq. ft. of retail, school, and parks.

AGENCY TOD
Project Fact Sheet

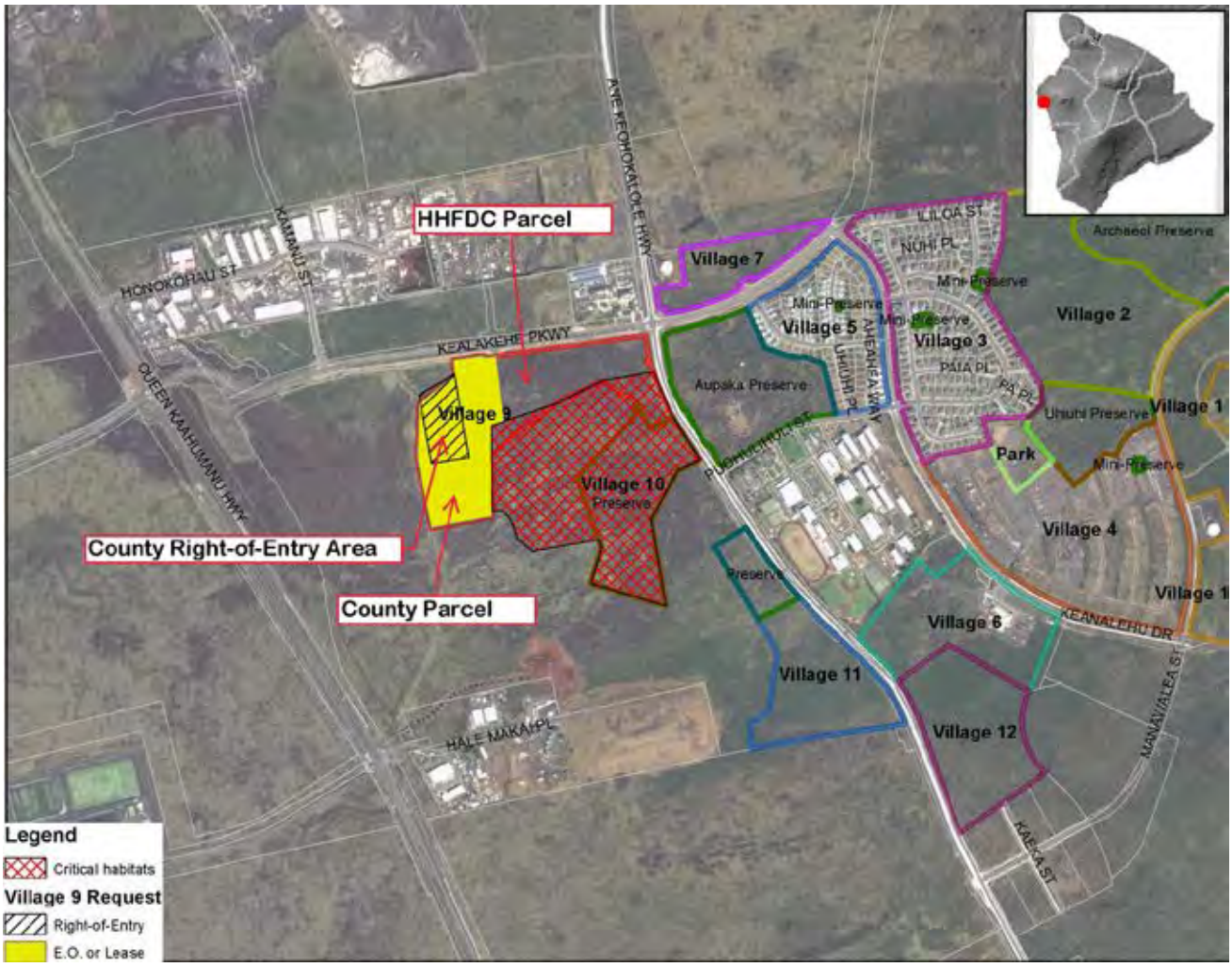
H-12

HAWAII

1	Agency	Hawaii Housing Finance & Development Corporation and County of Hawaii
2	Transit Station/Bus Stop	TBD
3	Project Name	**Village 9 Affordable Housing**
4	Street Address	SW corner of Kealakehe Parkway and Ane Keohokalole Highway
5	Tax Map Key/s	(3) 7-4-020: 004
6	Land Area (acres)	35.774 acres
7	Zoning	Agriculture (A-5A)
8	Fee Owner	State of Hawaii, set aside to HHFDC pending.
9	Lessee/s	TBD/County of Hawaii
10	Current Uses	Vacant, undeveloped
11	Encumbrances (if any)	Certificate and Authorization dated 1/30/91 recorded at the Bureau of Conveyances as Document No. 91-013165
12	Project Description	Affordable leasehold rental housing project to be developed through an RFP process by HHFDC, and leasehold permanent housing for the homeless to be developed by the County of Hawaii.
13	Site Constraints (infrastructure, arch/hist sites, etc.)	Two No-Development Areas totaling 4.2 acres for endangered plant preserve; access limited to Kealakehe Parkway intersection with Main Street.
14	Development Schedule Ctrl + Tab to enter under headings >	Planning: 4th Qtr CY2018 Design: 4th Qtr CY2021 Construction: 4th Qtr CY2023
15	Project Status	Planning
16	Consultant/ Contractor/Developer	HHFDC; County of Hawaii; PBR Hawaii & Associates, Inc.
17	Project Cost Estimate/s Ctrl + Tab to enter under headings >$	Planning: 250,000 Design: 500,0000 Construction:
18	Funding Source/s Ctrl + Tab to enter under headings >	Planning: HHFDC/County Design: HHFDC/County Construction: HHFDC/CIP/County
19	Contact Person (Name, Email Address)	Stan S. Fujimoto, HHFDC Project Manager, stanley.s.fujimoto@hawaii.gov
20	Attachments OPTIONAL: Please send images/pictures (current & planned), maps, studies/reports link to webpage:	

VILLAGE 9 AFFORDABLE HOUSING

The Village 9 site is 35.774 acres of State land at the southwestern corner of the intersection of Kealakehe Parkway and Ane Keohokalole Highway in the Villages of Laiopua in Kealakehe, North Kona, Hawaii. On October 13, 2017, the Board of Land and Natural Resources approved the set aside and management right-of-entry of Village 9 to HHFDC for affordable housing and related purposes. At the request of the County of Hawaii, approximately 15-20 acres of the makai (western) portion of the site will be leased to the County at $1/year for 65 years for permanent housing for the homeless population. Within the proposed County area, the County has requested an immediate right-of-entry to 5 acres for an emergency encampment for the homeless. The mauka (eastern) portion of the site of approximately 11-17 acres will be developed by HHFDC under a request for proposals for a leasehold affordable rental housing project for households at 60% or below the U.S. Department of Housing and Urban Development Area Median Income. The site is subject to an HHFDC-U.S. Fish and Wildlife Service Memorandum of Understanding setting aside two No Development Areas totaling 4.2 acres for endangered plant preserves. Access from Kealakehe Parkway is limited to the Kealakehe Parkway intersection at Main Street. The project is in its planning phase.



AGENCY TOD
Project Fact Sheet

M-01

MAUI

1	Agency	Hawaii Housing Finance and Development Corporation and County of Maui Department of Housing and Human Concerns		
2	Transit Station/Bus Stop	Keawe Street, Lahaina		
3	Project Name	**Villages of Leialii Affordable Housing**		
4	Street Address			
5	Tax Map Key/s	(2) 4-5-021: 003, 013, 021, and (2) 4-5-028: 070		
6	Land Area (acres)	1,033 acres (entire project)		
7	Zoning	State: Urban County: Agricultural		
8	Fee Owner	State of Hawaii		
9	Lessee/s			
10	Current Uses	Vacant		
11	Encumbrances (if any)	Ceded lands		
12	Project Description	Leialii is planned as a new urbanist community composed of compact, higher-density, walkable neighborhoods with a mixture of residential unit types, mixed-use neighborhood centers, and good connectivity for all modes of transportation. The initial affordable housing project development is planned for approximately 200 residential units along the lower boundary of the project site.		
13	Site Constraints (infrastructure, arch/hist sites, etc.)	Lack of water and sewer infrastructure and capacity		
14	Development Schedule Ctrl + Tab to enter under headings >	Planning	Design	Construction
		1st Qtr CY2019	4th Qtr CY2021	4th Qtr CY2023
15	Project Status	Pre-Planning		
16	Consultant/ Contractor/Developer	DHHL to develop water source		
17	Project Cost Estimate/s Ctrl + Tab to enter under headings >$	Planning	Design	Construction
		6M	4M	55M
18	Funding Source/s Ctrl + Tab to enter under headings >	Planning	Design	Construction
		HHFDC	HHFDC/CIP	HHFDC/CIP
19	Contact Person (Name, Email Address)	Craig Hirai, Executive Director, HHFDC, craig.k.hirai@hawaii.gov		
20	Attachments OPTIONAL: Please send images/pictures (current & planned), maps, studies/reports link to webpage:			

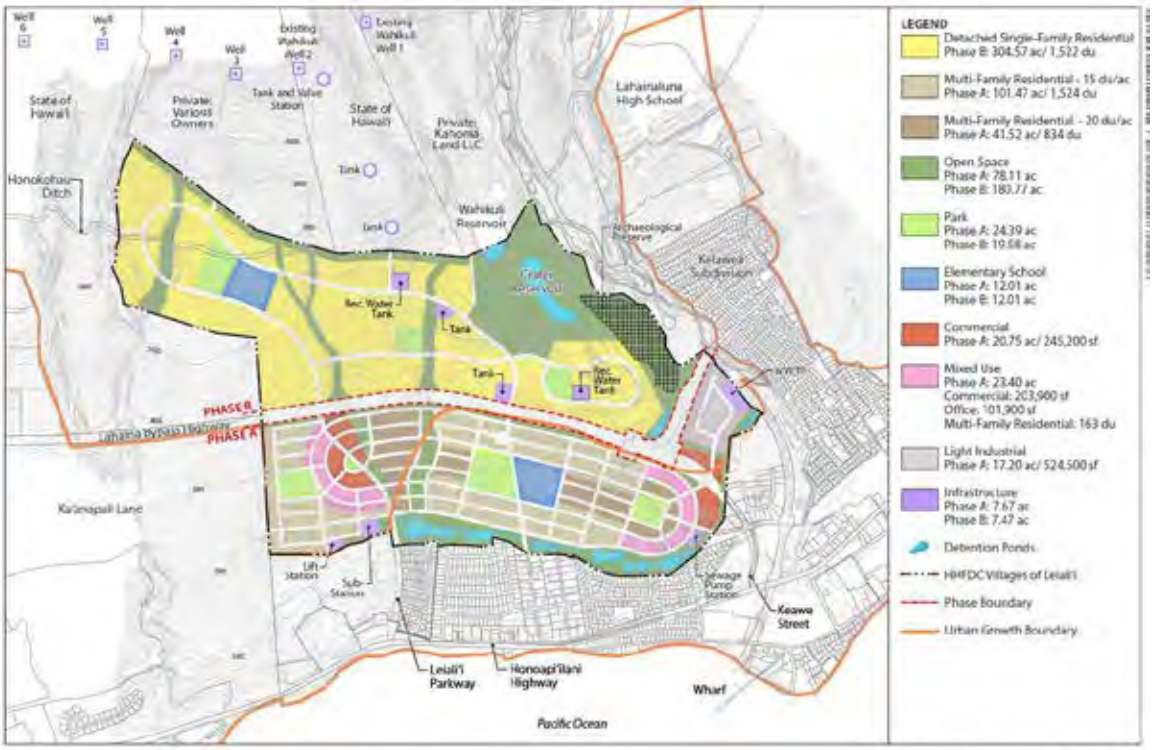
VILLAGES OF LEIALII AFFORDABLE HOUSING

The Villages of Leialii is a master planned community centrally located in West Maui just mauka of Lahaina Town. The Hawaii Housing Finance and Development Corporation (HHFDC), as landowner and master developer of the project, will be providing much needed housing for the West Maui area, with at least 50% of residential units affordable to households at less than 140% AMI. In the 2012 Maui Island Plan, the Urban Growth Boundary for the Villages of Leialii community was limited to 245 acres and 1,200 residential units, allowing for the development of most of the undeveloped lands makai of the Lahaina Bypass Road.

The master plan for Leialii calls for a new urbanist community with compact, higher-density, walkable neighborhoods with a mixture of residential unit types, mixed-use neighborhood centers, and good connectivity for all modes of travel. (Master Plan Concept 2 figure) All of the commercial centers, major parks and schools have ¼ mile walking radii from the centers. The road system is comprised of interconnected streets that relate to the density of the underlying land use – with higher density land use, there is a finer network of roads. Sidewalks are provided on all roads on both sides of the street. Bus transit routes and stops are integrated with the existing routing to make Leialii a transit-ready community.

HHFDC is exploring development options with DHHL and the County of Maui Department of Housing. The County Housing agency is looking to develop approximately 200 residential units along the lower boundary of the project site to accommodate residents who may be displaced from a Lahaina Front Street apartment complex that will lose its affordable housing status in the near future.

Infrastructure assessments were performed as part of the EIS for the updated master for the villages of Leialii Affordable Housing Project in 2012. The proposed sewer system could be either an on-site private wastewater treatment plant or an off-site sewer line with connection to the County's wastewater reclamation facility. A Honokowai well system will be developed by DHHL to supply the water needs for the planned Leialii developments.



Note: Lot lines shown are approximate and for illustrative purposes. Imagery is from Google.

Figure 2-2
LAND USE PLAN CONCEPT TWO

AGENCY TOD
Project Fact Sheet

M-02

MAUI

1	Agency	Hawaii Housing Finance and Development Corporation, County of Maui. and Department of Accounting and General Services
2	Transit Station/Bus Stop	Kahului transit hub
3	Project Name	**Kane Street Affordable Housing Project**
4	Street Address	153 West Kaahumanu Avenue, Kahului
5	Tax Map Key/s	(2) 3-7-004: 003
6	Land Area (acres)	5.572 acres
7	Zoning	State: Urban County:
8	Fee Owner	State of Hawaii Department of Land and Natural Resources
9	Lessee/s	
10	Current Uses	DAGS Lawnmower Storage Yard DOE Adult Education
11	Encumbrances (if any)	EO 3586
12	Project Description	Explore the feasibility of transferring a parcel to HHFDC for the development of a mixed use rental housing project that includes consideration of the DAGS Civic Center needs in Kahului and Wailuku (SCR 145, SLH 2017)
13	Site Constraints (infrastructure, arch/hist sites, etc.)	Undetermined water and sewer infrastructure and capacity
14	Development Schedule Ctrl + Tab to enter under headings >	Planning / Design / Construction
15	Project Status	Pre-Planning
16	Consultant/ Contractor/Developer	
17	Project Cost Estimate/s Ctrl + Tab to enter under headings >$	Planning: 500,000 Design: 500,000 Construction:
18	Funding Source/s Ctrl + Tab to enter under headings >	Planning / Design / Construction
19	Contact Person (Name, Email Address)	Craig Hirai, Executive Director, HHFDC, craig.k.hirai@hawaii.gov Chris Kinimaka, DAGS Planning, chris.kinimaka@hawaii.gov
20	Attachments OPTIONAL: Please send images/pictures (current & planned), maps, studies/reports link to webpage:	

KANE STREET AFFORDABLE HOUSING PROJECT

On Kaahumanu Avenue in Kahului, the State owns an underused 5.6-acre parcel which can be developed for a mixed use rental housing project that includes consideration of the DAGS civic center needs in Kahului and Wailuku. In 2017, the Legislature requested the HHFDC, DAGS and the County of Maui explore the feasibility of a land transfer for the development of a mixed use rental housing project (SCR145, SLH2017). This site presents an opportunity to create classic infill development which would address the immediate need to relocate the Maui Bus transit hub. The Kane/Vevau streets location is ideal because it is located across the street from the current premises of the Maui Bus transit hub. On the same 5.6 acre property of Kane/Vevau streets, HHFDC is collaborating with Maui County Department of Housing and Human Concerns (DHHC) to provide affordable rentals. Additionally, Catholic Charities is constructing affordable housing for seniors across the street from the proposed relocation of the Central Maui Bus transit hub. This location provides an excellent opportunity for infill development that will address Maui's critical need for more affordable housing in close proximity to existing public transit, commercial services and major employment centers, the University of Hawaii's campus, Maui Memorial Hospital, schools and the Maui County seat of government. The property is appropriately zoned B-2 Business Commercial of which the permitted uses would allow multifamily dwellings, and buildings owned or operated by government agencies.

AGENCY TOD
Project Fact Sheet

M-03

MAUI

1	Agency	County of Maui Department of Transportation, Hawaii Housing Finance and Development Corporation, and Department of Accounting and General Services
2	Transit Station/Bus Stop	Kane/Vevau Streets
3	Project Name	**Central Maui Transit Hub**
4	Street Address	153 West Kaahumanu Avenue, Kahului
5	Tax Map Key/s	(2) 3-7-004-003
6	Land Area (acres)	0.5 acres
7	Zoning	State: Urban County: Business 2 (Maui County Code 19.18)
8	Fee Owner	State of Hawaii, Department of Land and Natural Resources
9	Lessee/s	County of Maui
10	Current Uses	Adult education classes provided in a structure located on the portion of the lot facing Vevau Street. The remainder of the lot is vacant.
11	Encumbrances (if any)	Executive Order 3586
12	Project Description	On a 5.6-acre lot, 0.5 acre is needed for Central Maui Transit Hub for Maui Bus, which must relocate from Queen Kaahumanu Center by 2020. This is a classic infill mixed use development project which could provide a much needed central location for the Maui Bus hub located next to affordable housing, commercial services and Maui's major employment centers and seat of County government. There is existing water, sewer and electrical services on site. One ADA accessible structure measuring 150 feet by 30 feet is needed. Primary use is a transfer station as commuter service and parking is provided elsewhere. Some onsite parking would needed. Proposed facility would be located across the street from major shopping mall, blocks away from existing affordable rentals and densely populated residential areas. Street improvements would incorporate Complete Street concepts leveraging pedestrian, bicycle and public transit opportunities.
13	Site Constraints (Infrastructure, arch/hist sites, etc.)	Water, sewer electrical capacity available on site, would need hookups. Road improvements needed (curb, sidewalk and gutter).
14	Development Schedule Ctrl + Tab to enter under headings >	Planning: ; Design: 2018 ; Construction: 2020
15	Project Status	Planning - HHFDC, DAGS and County of Maui in discussion to finalize Memorandum of Understanding (EO 3586). Maui County DOT received FY19 County funds for Planning & Design $650,000
16	Consultant/ Contractor/Developer	Not available yet
17	Project Cost Estimate/s Ctrl + Tab to enter under headings >$	Planning: $200,000 ; Design: $450,000 ; Construction: 2,500,000
18	Funding Source/s Ctrl + Tab to enter under headings >	Planning: ; Design: ; Construction: County of Maui FY19 budget.
19	Contact Person (Name, Email Address)	Don Medeiros, Director, County of Maui, Department of Transportation. don.medeiros@co.maui.hi.us
20	Attachments OPTIONAL: Please send images/pictures (current & planned), maps, studies/reports link to webpage:	https://www.mauicounty.gov/DocumentCenter/View/104311

CENTRAL MAUI TRANSIT HUB

The Central Maui Transit Hub for Maui Bus must relocate by 2020. The Kane Street infill mixed use development project which could provide a much needed central location for the Maui Bus hub located next to affordable housing, commercial services and Maui's major employment centers and seat of County government. There is existing water, sewer and electrical services on site. One ADA accessible structure measuring 150 feet by 30 feet is needed. Primary use is a transfer station as commuter service and parking is provided elsewhere. Some onsite parking would needed. Proposed facility would be located across the street from major shopping mall, blocks away from existing affordable rentals and densely populated residential areas. Street improvements would incorporate Complete Street concepts leveraging pedestrian, bicycle and public transit opportunities.

Maui County has formed a Working Group comprised of members from the Departments of Transportation (DOT), Housing and Human Concerns, Planning and Public Works to collaboratively develop this location into a transit ready area that will meet the ongoing community needs for public transit and affordable housing in close proximity to an area that is densely populated and central to commercial and business services. Maui County DOT received FY19 County funding for $650,000 for Planning and Design of the relocation of the Central Maui Transit Hub from the Queen Kahumanu Center to Kane/Vevau Streets. In addition, $2.5 million in FY 19 CIP funds was appropriated from the Legislature, and $1.5 million in DURF funds was made available from HHFDC for site improvements.

AGENCY TOD
Project Fact Sheet

M-04

MAUI

1	Agency	Department of Accounting and General Services, Department of Land and Natural Resources, and County of Maui
2	Transit Station/Bus Stop	
3	Project Name	**Wailuku Courthouse Expansion**
4	Street Address	2145 Main Street, Wailuku
5	Tax Map Key/s	(2) 3-4-013: 013 por
6	Land Area (acres)	3.2 acres (parcel size)
7	Zoning	State: Urban County:
8	Fee Owner	State of Hawaii, Department of Land and Natural Resources
9	Lessee/s	
10	Current Uses	Wailuku Courthouse – Hoapili Hale State Office Building
11	Encumbrances (if any)	
12	Project Description	Expansion and redevelopment of the Wailuku Courthouse complex for additional courtrooms and administrative space. In order to allow the Judiciary to remain in Wailuku, explore and pursue acquiring one or more adjacent parcels – the County-owned old post office and/or the Hawaiian Tel lot in Wailuku.
13	Site Constraints (infrastructure, arch/hist sites, etc.)	Undetermined water and sewer infrastructure and capacity
14	Development Schedule Ctrl + Tab to enter under headings >	Planning / Design / Construction
15	Project Status	Pre-Planning
16	Consultant/ Contractor/Developer	
17	Project Cost Estimate/s Ctrl + Tab to enter under headings >$	Planning / Design / Construction 250K
18	Funding Source/s Ctrl + Tab to enter under headings >	Planning / Design / Construction
19	Contact Person (Name, Email Address)	Chris Kinimaka, DAGS Planning, chris.kinimaka@hawaii.gov County of Maui, Mayor's Office
20	Attachments OPTIONAL: Please send images/pictures (current & planned), maps, studies/reports link to webpage:	

WAILUKU COURTHOUSE EXPANSION

In Wailuku, the Judiciary facilities are overcrowded and seeking to expand to provide additional courtrooms and administrative space. The Wailuku Courthouse, Hoapili Hale, is adjacent to DAGS State Office Building No. 1 in Wailuku, with the court facilities occupying about half of the 3.2-acre State-owned Civic Center site. The Judiciary would like to remain in Wailuku, but on-site expansion is not possible and one or more nearby parcels will need to be acquired. The County-owned post office site adjacent to the State Office Building has been discussed for possible transfer to the State. Another option discussed is the acquisition of the Hawaiian Tel parcel, which is adjacent to the courthouse building. The County is strongly interested in having the courthouse complex remain in its town core civic center location to maintain the economic vitality of the Wailuku town core.

This is a smart growth and TRD initiative, which could align the expansion plans of the Judiciary with the County plans to maintain the economic viability of the civic center core. A lead agency or proponent will be needed to spearhead this effort, which will require extensive planning and coordination among State agencies, the Judiciary, and County agencies, as well as significant financing for land acquisition and redevelopment of facilities. DAGS is considering the Wailuku courthouse expansion for a Proof of Concept initiative with the University of Hawaii School of Architecture, which involves stakeholder engagement and conceptual planning and design studies.

APPENDIX B

Criteria for Review of TOD CIP Requests

Development and Use of Project Review Criteria

Act 130, SLH 2016, requires the TOD Council to:

"*Review all capital improvement project requests to the legislature for transit-oriented development projects, including mixed use and affordable and rental housing projects, on State lands within county-designated transit-oriented development zones or within a one-half-mile radius of public transit stations, if a county has not designated transit-oriented development zones. . .*" (HRS Section 226-A(b)(5))

A permitted interaction group of TOD Council members was tasked with reviewing evaluative criteria and project ranking checklists used in other jurisdictions for TOD- and Smart Growth-related projects and proposals. Based on this review, the group identified key criteria clustered into five broad categories related to site suitability, project readiness, financial factors, public benefit, and catalytic impact. The review criteria, shown in the following table, was discussed and approved by the TOD Council in November 2016.

Points and weighting schema for the criteria will be developed in the next fiscal biennium to enable a quantitative assessment of project importance and readiness and to support monitoring of recommended TOD CIP budget requests.

These criteria will likely be applied to TOD-related projects statewide. In the near-term, the criteria will be applied initially to projects in the three areas identified in the Strategic Plan as high priority for State TOD investment on Oahu and the Neighbor Islands. Ongoing updates of the evaluative criteria will help to monitor progress toward implementation of projects in these areas over the long-term.

Adopted 11/01/16

Criteria for Review of TOD CIP Budget Requests

Site Considerations

- Proximity to station or commercial center with scheduled public transportation service
- Development potential
  - Access, size, configuration
  - Zoning
  - Adjacent land uses
- Site constraints:
  - Environmental, hazards, cultural/archaeological
- Infrastructure capacity
- Access to social infrastructure: schools, jobs, services, etc.

Agency/Project Readiness

- Site availability (lease, existing uses, deed restrictions)
- Status of project planning
- Financial resources
- Serves mission & provides public benefits (see below)

Other Financial Considerations

- Joint development and/or public-private partnership potential
- Market readiness in area / development timing
- Location in improvement or facility district
- Funding needs (type and amount of assistance needed)

Public Benefit

- Mixed-use component: co-location of economic opportunities, public & private services, amenities
- Provision of affordable/rental housing, including greater percentage of lowest AMI units
- Intermodal connectivity, accessibility
- Sustainable development / green building / climate change / resiliency factors
- Improvement of public realm, streetscapes

Catalytic Impact

- Potential to seed priority State redevelopment/development objectives in neighborhood/region:
  - Degree of State control of land in area
  - Degree of State interest in redevelopment in area
- Alignment with county plans / county catalytic investments in TOD, Smart Growth