State of Hawaii Office of Planning
Presentation to
The Hawaii Procurement Institute

Transit Oriented Development

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Outline

- The State Office of Planning
- TOD Definitions
- TOD Examples
- City TOD Planning
- State TOD Planning
- Resources

Key Policies that Guide OP

- Hawaii State Planning Act
- State Land Use Law
- Coastal Zone Management Act

Why Plan?

- Meet the **physical**, **economic**, and **social** needs of Hawaii's people
- Provide for the wise use of Hawaii's resources in a coordinated, efficient, and economical manner
- Conserve natural, environmental, recreational, scenic, historic, and other limited and irreplaceable resources which are required for future generations

Source: HRS §225M-1.

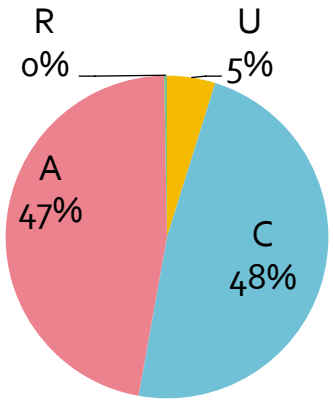
Hawaii State Planning Act

Hawaii Revised Statutes
Chapter 226 (1978)

- Guide for the future long-range development of the State
- Goals, objectives, policies, and priorities for the State
- Basis for determining priorities and allocating limited resources
- Coordination of federal, state, and county plans, policies, programs, projects, and regulatory activities
- Planning system to integrate major federal, state, and county activities

State Land Use Law

Hawaii Revised Statutes
Chapter 205



- Purpose
  - "preserve, protect and encourage the development of the lands in the State for those uses to which they are best suited for the public welfare[.]" See L. 1961, c 187, § 1.
- Implementation Mechanisms
  - 5-Year Boundary Review
  - District Boundary Amendments
  - Important Agricultural Lands Designation
  - State Special Use Permits

Coastal Zone Management Act

Hawaii Revised Statutes
Chapter 205A

- Purpose
  - "provide for the effective management, beneficial use, protection, and development of the coastal zone." See L. 1977, c 188, § 1.
- Implementing Mechanisms
  - Special Management Area Permits
  - Federal Consistency
  - Comprehensive Planning and Coordination

Transit Oriented Development
The Market is King

"TOD/TJD, successful projects do not happen on their own, or just because government has invested public money into transit and other infrastructure. TOD and joint development projects succeed, most fundamentally, because there is a market for those types of development."

What is TOD?

Transit-oriented development (TOD) is compact, mixed-use development near transit facilities and high-quality walking environments. The typical TOD leverages transit infrastructure to promote economic development and smart growth, and to cater to shifting market demands and lifestyle preferences. TOD is about creating sustainable communities where people of all ages and incomes have transportation and housing choices, increasing location efficiency where people can walk, bike and take transit. In addition, TOD boosts transit ridership and reduce automobile congestion, providing value for both the public and private sectors, while creating a sense of community and place.

- Mixed-use development
- Development that is close to and well-served by transit
- Development that is conducive to transit riding

Five Main Goals of TOD

- Location efficiency
- Rich mix of residential and commercial choices
- Value capture
- Place making
- Resolution of the tension between node and place

Components of Successful TOD Station Area Planning

- Comprehensive plans that utilize a combination of zoning, public improvements, development financing packages, and effective marketing programs
- Planning directly responds to the needs of the surrounding community
- Pedestrian-Friendly Infrastructure
- Parking Management and Shared Parking
- Zoning that includes overlay districts, use controls, building standards and requirements for pedestrian amenities
- Expedited Development Review
- Successful Demonstration Projects
- Public Assistance

TOD Can Offer a Wide Range of Benefits Beyond Transit Ridership

Economic development

- Increases productivity and saves time
- Encourages concentration of business activity
- Increases economic competitiveness and promotes a green economy
- Increases property values and development potential

Fiscal benefits

- Savings on cost to build and maintain highways and roads
- Generates stronger tax revenues

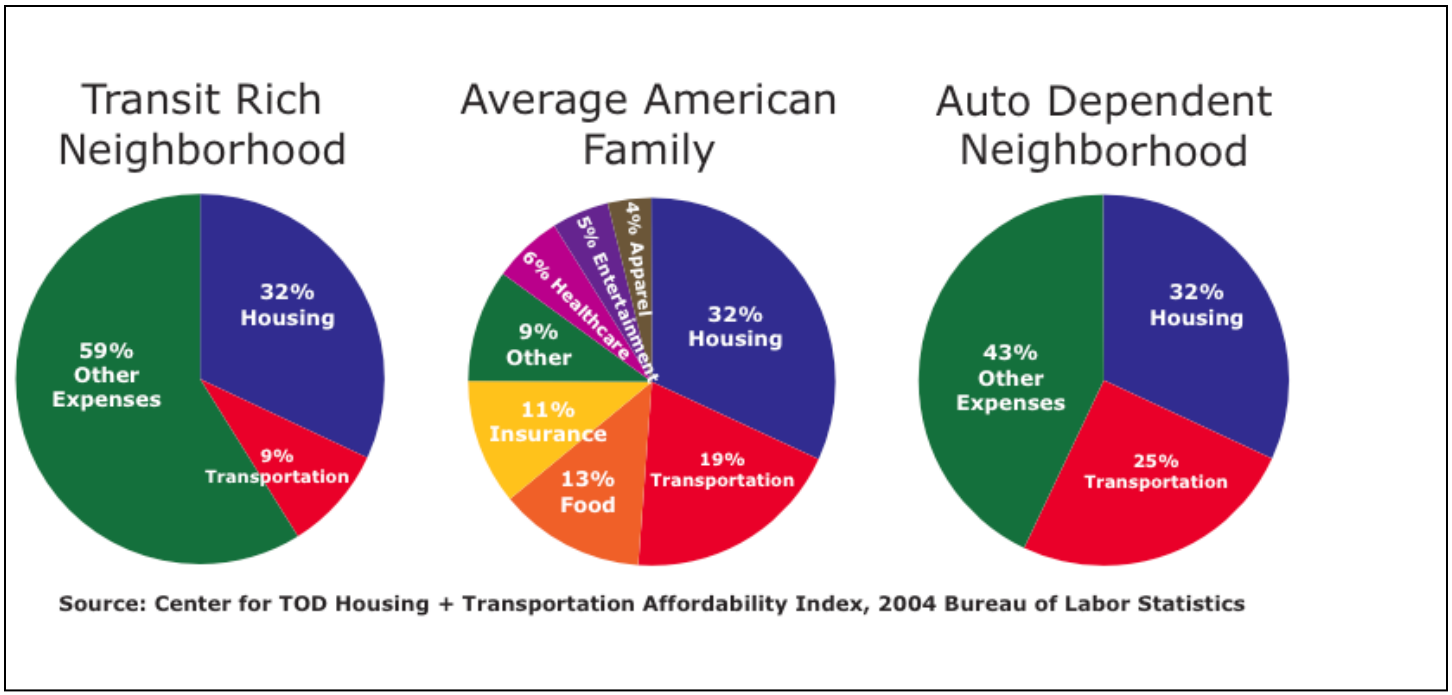
Household benefits

- Savings from reduced cost of driving
- Improved access to jobs, schools and other destinations
- Promotes health

Environmental benefits

- Reduces greenhouse gas emissions
- Preserves agricultural land and assists with food security
- Promotes energy independence

Benefits for Households



Honolulu public transportation users **save $11,346 annually**, or **$946 per month**
(American Public Transportation Association, 2013)

Benefits for Businesses and Institutions

- Increased access to workers and customers
- Work force retention and attraction
- Greater worker productivity

Downtown Honolulu
(City and County of Honolulu, Dyett & Bhatia)

Benefits for Property Owners and Developers

- Increased property values
- Enhanced development potential

- *Studies show:*
  - Properties located near transit experience a price premium of 2 to 20%
  - Homes in "walkable" neighborhoods have higher values. A one point improvement in "Walk Score" = $700 - $3,000 increase in home values

Benefits to Society as a Whole

- Increased local spending and tax revenues
- Cost savings for roads, highways and other infrastructure
- Savings from reduced health costs
- Enhanced economic competitiveness
- Assists in addressing affordable housing needs and food security

Washington Metropolitan Area Transit Authority (WMATA)

This is a map of the WMATA rail system.

Among other features, WMATA links the airport and AMTRAK interstate rail to local commuting infrastructure.

Each station is a destination, with differing amounts of residential, business, commercial, and recreational opportunities within walking distance from the stations and major universities.

Expansion will include Dulles International Airport and other residential/commercial communities primarily accessible by automobile.

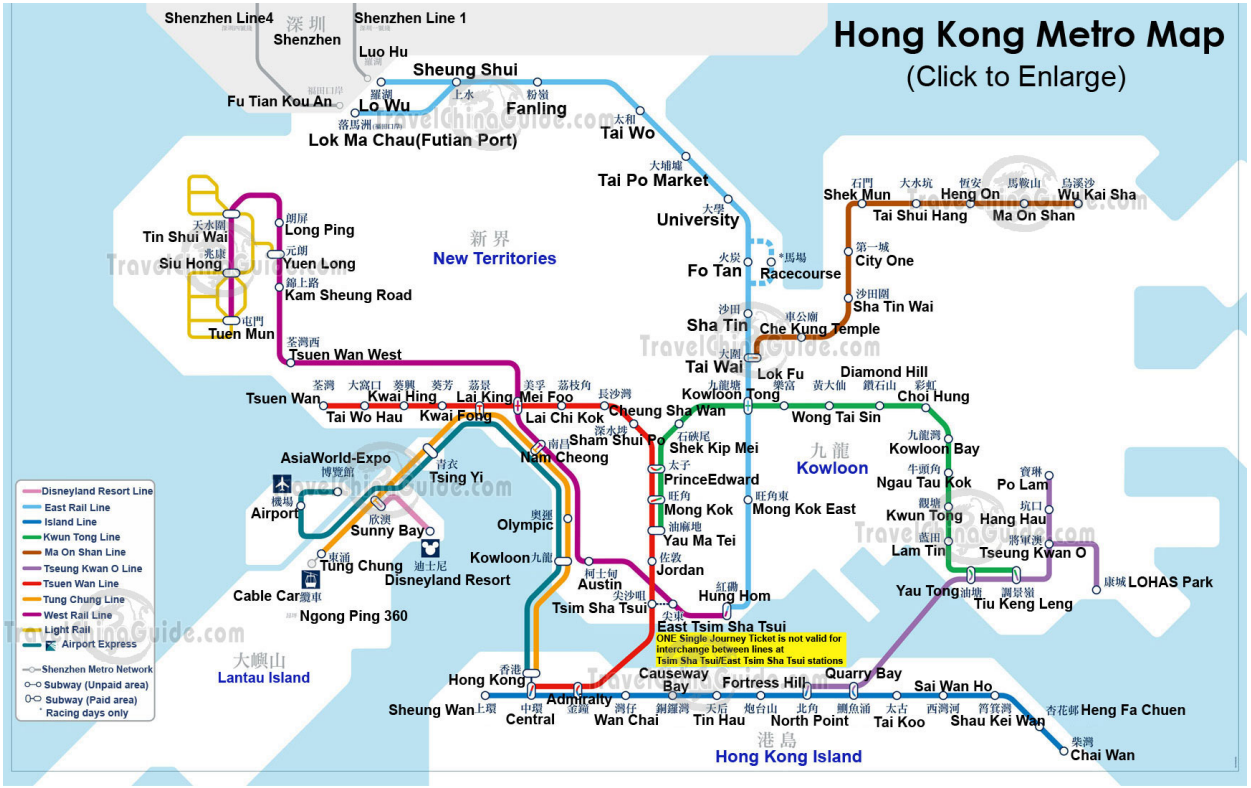
Hong Kong Metro

This is a map of the Hong Kong rail system.

Among other features, it links the airport and ferries to local commuting infrastructure.

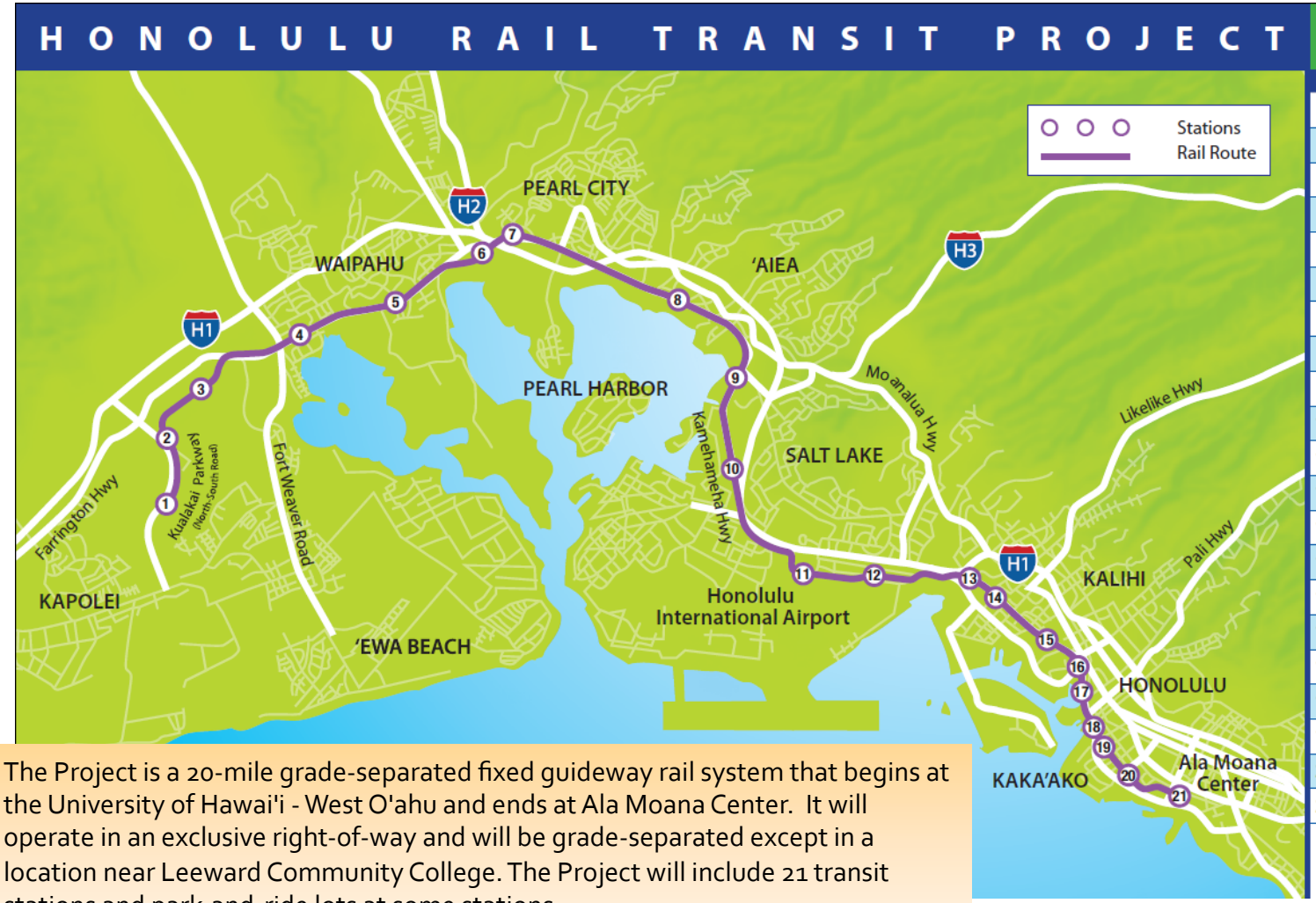
Each station is a destination, with differing amounts of residential, business, commercial, and recreational opportunities within walking distance from the stations.

Tourists who visit Hong Kong are seldom required to use a taxi or bus to visit key tourist sites, shopping, and food destinations.



Sound Transit

Honolulu Rail Transit Project



PROJECTED RAIL TRAVEL TIMES TO ALA MOANA CENTER

	FROM	
1	East Kapolei	42 min.
2	UH West O'ahu	40 min.
3	Ho'opili	36 min.
4	West Loch	34 min.
5	Waipahu Transit Center	31 min.
6	Leeward Community College	29 min.
7	Pearl Highlands	28 min.
8	Pearlridge Center	24 min.
9	Aloha Stadium	21 min.
10	Pearl Harbor Naval Base	19 min.
11	Honolulu International Airport	16 min.
12	Lagoon Drive	14 min.
13	Middle Street	12 min.
14	Kalihi	10 min.
15	Kapālama	8 min.
16	Iwilei	6 min.
17	Chinatown	5 min.
18	Downtown	4 min.
19	Civic Center	3 min.
20	Kaka'ako	2 min.
21	Ala Moana Center	–

www.HonoluluTransit.org

The Project is a 20-mile grade-separated fixed guideway rail system that begins at the University of Hawai'i - West O'ahu and ends at Ala Moana Center. It will operate in an exclusive right-of-way and will be grade-separated except in a location near Leeward Community College. The Project will include 21 transit stations and park-and-ride lots at some stations.

Current City Regulations

- City Council approves zone changes and new special districts
- City's Department of Planning and Permitting is the land use permitting agency
- Current zoning tends to not maximize full development potential of the station areas
- Development standards tend to favor auto use and auto-oriented development
  - e.g., strip malls, surface parking lots) at the expense of pedestrians, bicyclists and transit riders

Process for Creating TOD Regulations

- **Neighborhood TOD Plan**
  - May include one or more stations
- **TOD development regulations** foster and encourage TOD and redevelopment of each TOD zone
- After January 2012, Council may establish TOD zones and TOD development regulations without TOD Plans

Neighborhood TOD Plans

- Minimum Considerations
  - Overall economic revitalization, neighborhood character, and unique community historic architecture
  - Architectural and community design principles, open space requirements, parking standards, and other modifications to existing zoning requirements
  - Affordable housing opportunities
  - Gentrification issues
  - Financing opportunities that should be pursued
  - Population, economic, market and infrastructure analysis
- Community Involvement
- Consistent with the applicable regional development plan, special area plan, or community master plan
- Approved by Council resolution

TOD Development Regulations Minimum Requirements

- Mix of land uses and affordable housing
- Density and building height limits
- Elimination or reduction of the number of required off-street parking spaces
- Design provisions that encourage use of transit and other non-auto forms of transport
- Building/parking/bicycle parking guidelines
- Identify/protect/enhance important historic, scenic, and cultural landmarks
- Human-scale architectural elements
- Landscaping requirements that enhance the pedestrian experience, support station identity, and complement adjacent structures
- Incentives and accompanying procedures to encourage TOD

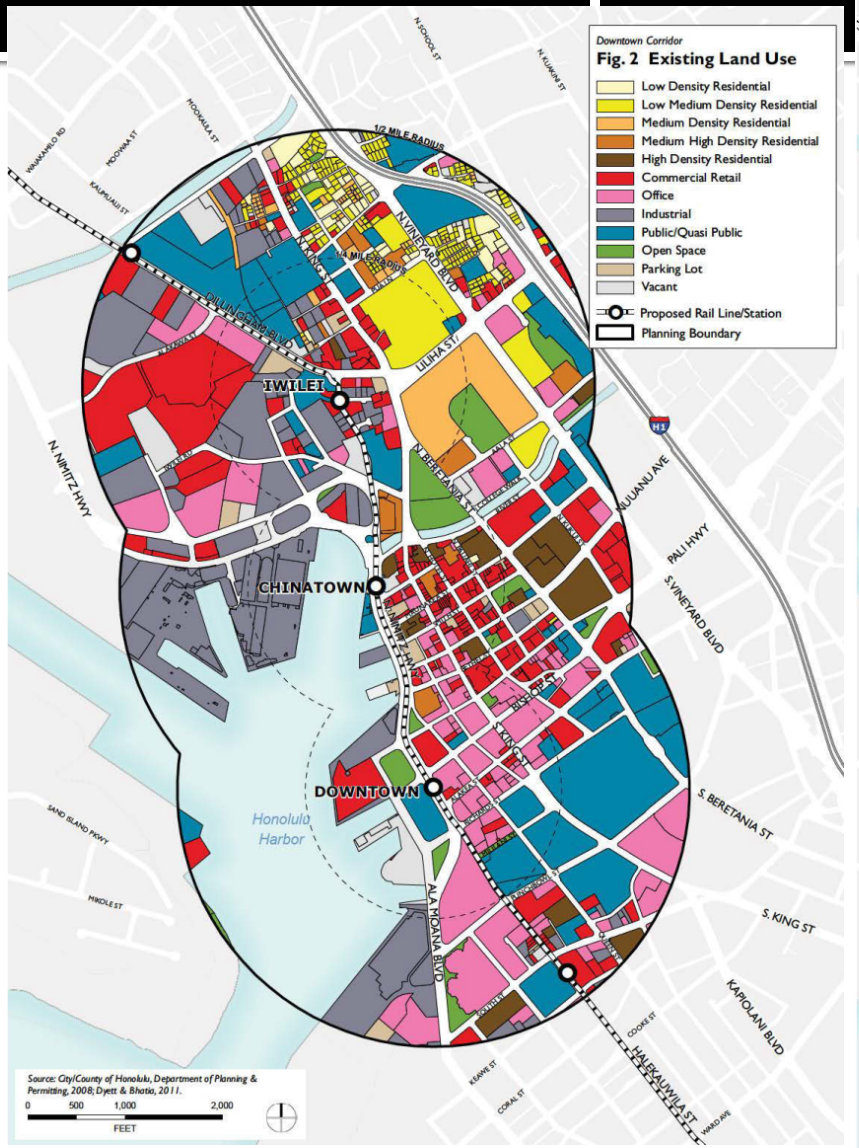
Adopting TOD Zones and Regulations

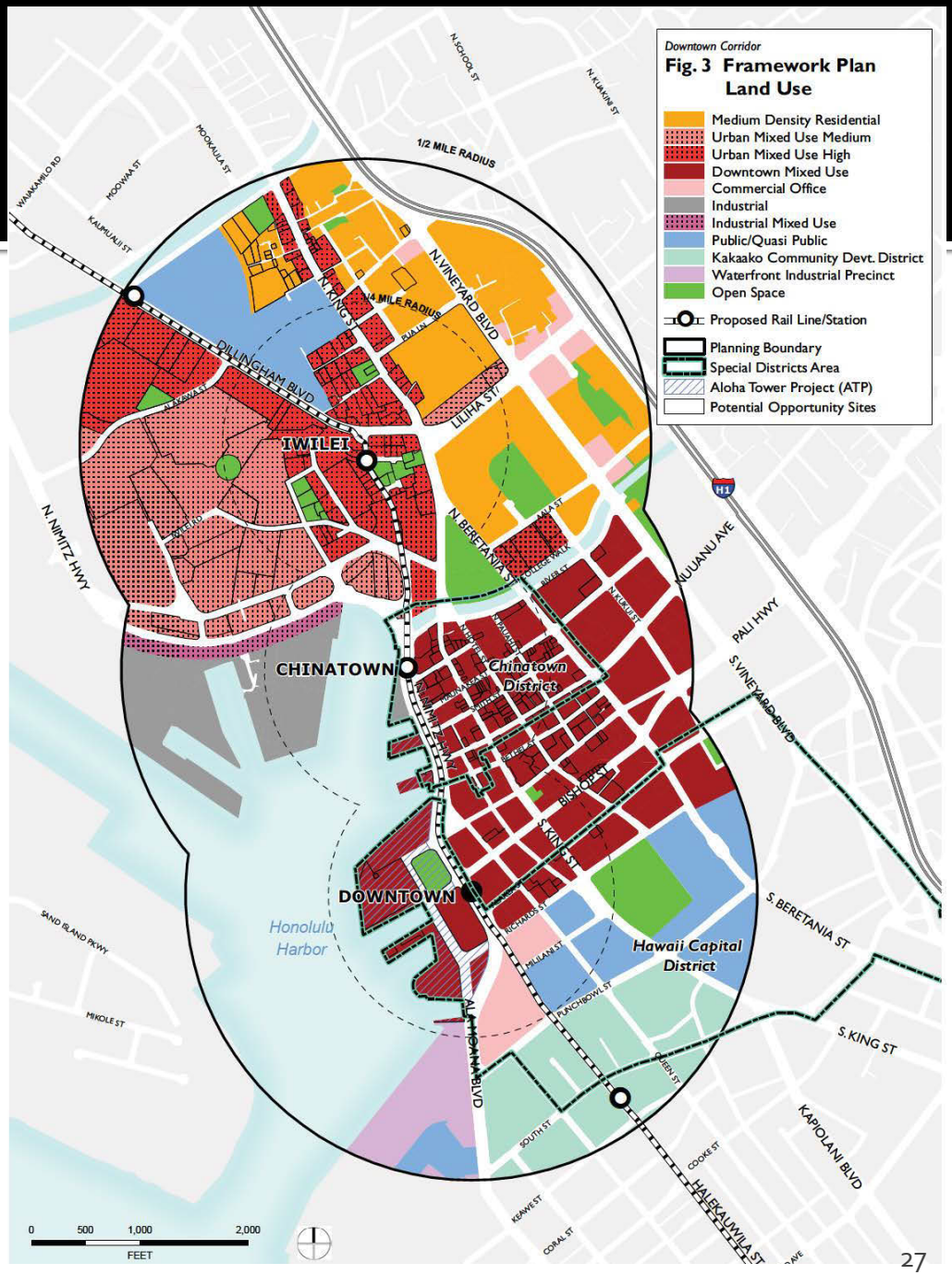
- Council approves Neighborhood TOD Plan
- DPP submits TOD Zones and Development Regs ordinance to planning commission
- Planning Commission reviews and makes recommendations to Council
- Council adopts TOD special district ordinance
- Development plans may need to be amended

Ongoing City TOD Planning Efforts

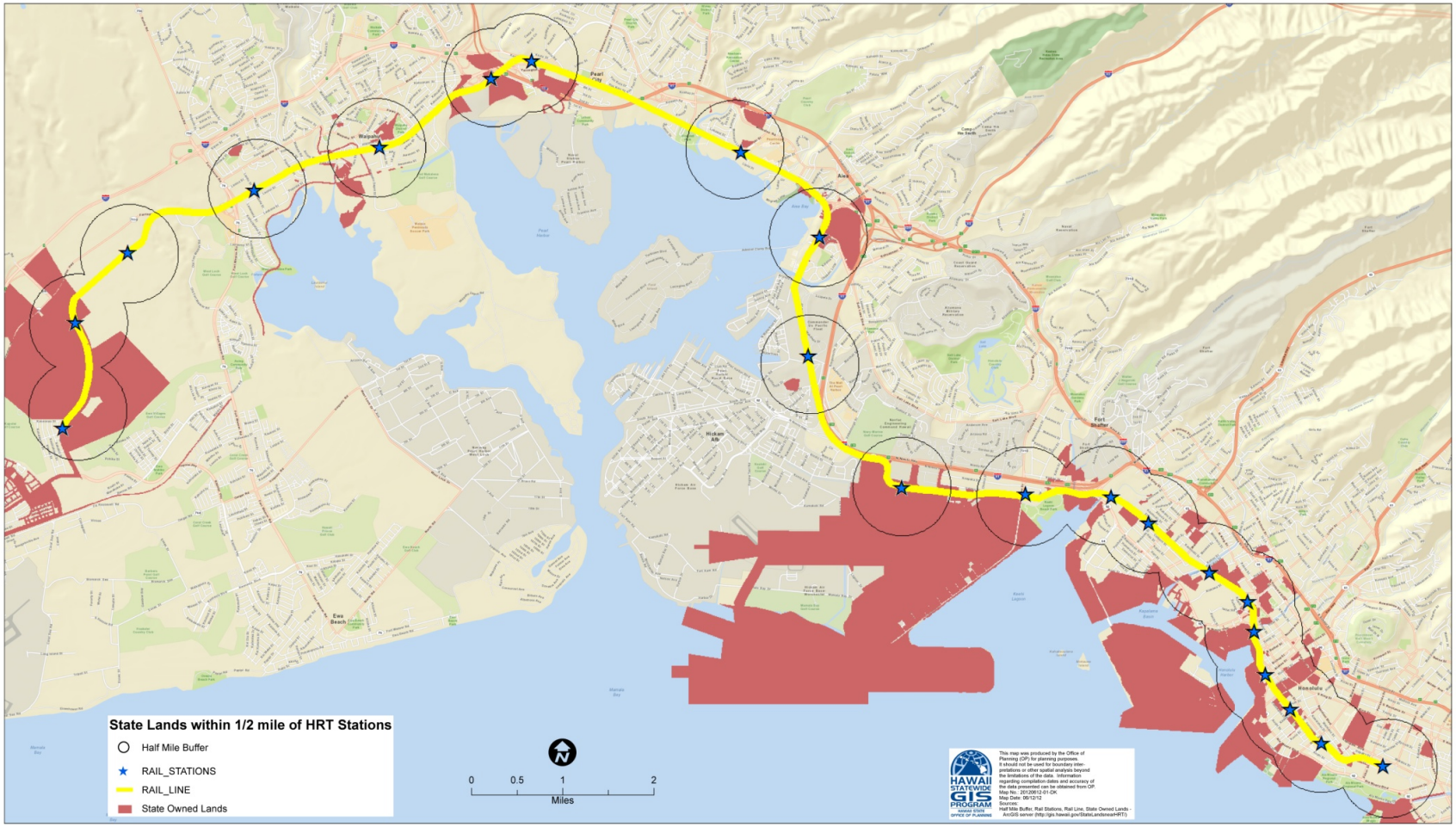
- Aiea-Pearl City Neighborhood TOD Plan
  - Leeward Community College, Pearl Highlands, Pearlridge
- Downtown Neighborhood TOD Plan
  - Iwilei, Chinatown, Downtown
- East Kapolei Neighborhood TOD Plan
  - East Kapolei, UH West Oahu, Hoopili
- Kalihi Neighborhood TOD Plan
  - Middle Street, Kalihi, Kapalama
- Waipahu Neighborhood TOD Plan
  - West Loch, Waipahu

Land Use Existing and Proposed for Downtown





Leveraging State Agency Involvement in TOD



Purpose of the Workshops

- Smart Growth America
  - Grant funding awarded by the Rockefeller Foundation
- TOD from the State's Perspective
  - Land owner/ developer
  - Service provider
  - Employer
- Not duplicate ongoing efforts by the City & County of Honolulu in the area of TOD planning
- Recommendation to the Governor

Smart Growth, TOD, and the New Day Plan

TOD Elements	Smart Growth Principles	New Day Plan Components
Mix land uses to provide easy access to employment, housing, and amenities.	Mix land uses.	Meeting the Needs of Older Adults. Ensuring Access to Affordable Housing and Human Services.
Concentrate population and employment density near transit.	Take advantage of compact building design.	Promoting Energy Independence. Meeting the Needs of Older Adults.
Incorporate a range of housing and employment types based on local character and the transit station area's role within the transit network market area.	Create a range of housing opportunities and choices.	Ensuring Access to Affordable Housing and Human Services.
Create a well-connected, walkable neighborhood.	Create walkable neighborhoods.	Promoting Energy Independence. Ensuring the Health of Hawaii's People. Meeting the Needs of Older Adults. Ensuring Access to Affordable Housing and Human Services.
Create a pleasant pedestrian environment with easy access to amenities and daily needs.	Foster distinctive, attractive communities with a strong sense of place.	Promoting Energy Independence. Ensuring the Health of Hawaii's People. Meeting the Needs of Older Adults. Ensuring Access to Affordable Housing and Human Services.

Smart Growth, TOD, and the New Day Plan

TOD Elements	Smart Growth Principles	New Day Plan Components
Concentrate development near transit to avoid growth of low-density neighborhoods.	Preserve open space, farmland, natural beauty and critical environmental areas.	Protecting the Environment and Promoting Local Food Production.
Concentrate development near existing transit-served communities.	Strengthen and direct development towards existing communalities.	Improving the Economy and Advancing Education. Promoting Energy Independence. Protecting the Environment and Promoting Local Food Production. Meeting the Needs of Older Adults. Ensuring Access to Affordable Housing and Human Services.
Provide robust regional transit access and a well-connected local street network comfortable for pedestrians and cyclists.	Provide a variety of transportation choices.	Promoting Energy Independence. Ensuring the Health of Hawaii's People. Meeting the Needs of Older Adults. Ensuring Access to Affordable Housing and Human Services.
Plan for and incentivize development near transit stations.	Make development decisions predictable, fair and cost effective.	Improving the Economy and Advancing Education.
Engage communities to ensure appropriate character and mix of uses in transit station areas.	Encourage community and stakeholder collaboration in development decisions.	Restoring Public Confidence in Government

State as Landowner

- A significant proportion of state assets are in public lands
- Leveraging TOD may mean reassessing the best use of some properties to help the state provide public services and amenities
- Improved transit access can reduce the need for on-site parking; this can free up space for other activities or additional facilities

State as Service Provider

- Transit can enhance access to government services, education and health care
  - Access to these services are key for creating healthy, mixed-use neighborhoods
- Encouraging transit use can help the state meet other goals and objectives
  - Public Transportation Saves 37 Million Metric Tons of Carbon Annually and 4.2 Billion Gallons of Gasoline (APTA, 2009)
  - Riding Public Transit Saves Honolulu Individuals Approximately $11,346 annually (APTA, 2013)
- Affordable Housing Opportunities
- Addressing the Needs of Our Aging Baby Boomers

State as Employer

- The state is a major employer that can benefit from improved access to workers and increased productivity
- Lowers transportation costs for state workers
- The location of major employers can also serve as a catalyst for TOD

Issues Identified by Agencies

- High development costs
  - High land costs
  - High construction costs
- A lack infrastructure
  - In urban neighborhoods
  - In areas planned for growth
- A lack of local examples of "walkable" mixed-use neighborhoods

Making TOD Happen

- Assess what specific financing and planning tools work in Hawaii's markets
- Build support for tools with implementing authorities (e.g., county/state/public corporation)
- Educate and interact with the community to build support
- Understand where the need for infrastructure will/should be
- Create a process for successful PPPs
- Develop procurement processes that are transparent, competitive, timely, and predicable

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