

Demographics of the Aging Population in Hawaii

Transit Oriented Development Informational Briefing
October 31, 2014

Presented by
Executive Office on Aging
250 South Hotel Street, Suite 406
Honolulu, Hawaii 96816



Transportation enables Hawaii's older adults to maintain vital linkages with family, friends, health care professionals, and to remain active members in their community.



OVERVIEW OF THE DEMOGRAPHICS

Hawaii's Older Adults



Population Pyramids for the State and Counties: 2010, 2020, 2030, and 2040



Map of the Projected Distribution of Older Adults on Oahu in 2030



Closing Comments

Number of Hawaii's Older Adults by County

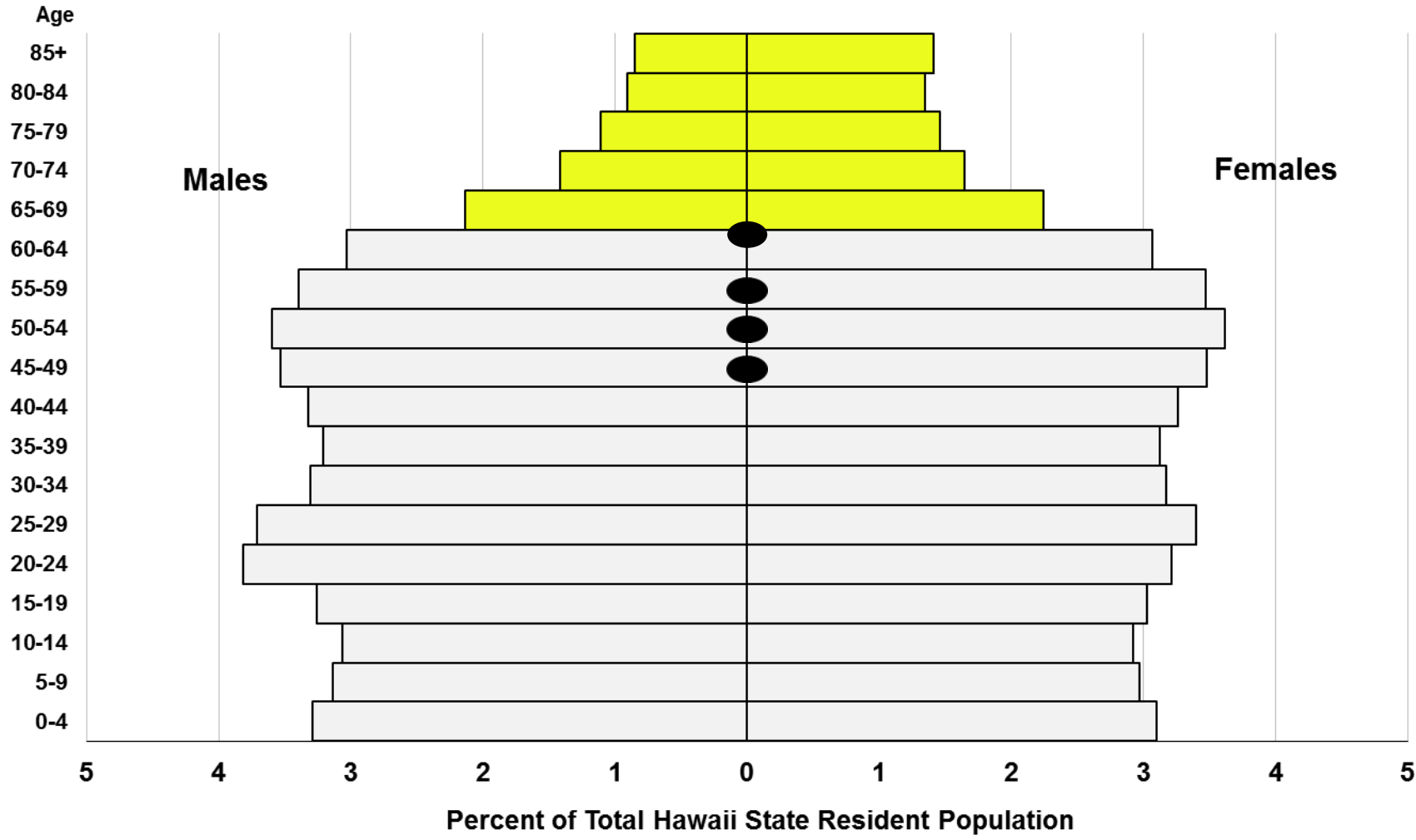
DBEDT Projection of Older Adults for 2020, 2030, 2040

1. Citation: Hawaii Department of Business, Economic Development and Tourism. (March 2012). *Population and Economic Projections for the State of Hawaii to 2040*. DBEDT 2040 Series. Honolulu, Hawaii.
2. The size and age composition of the population are affected by the interaction of three variables: births, deaths, and net migration.
3. Fertility rate is constant at the 2007-2009 level.
4. Neighbor Island counties are projected to have a higher population growth than Honolulu.

2010 STATE OF HAWAII RESIDENT POPULATION

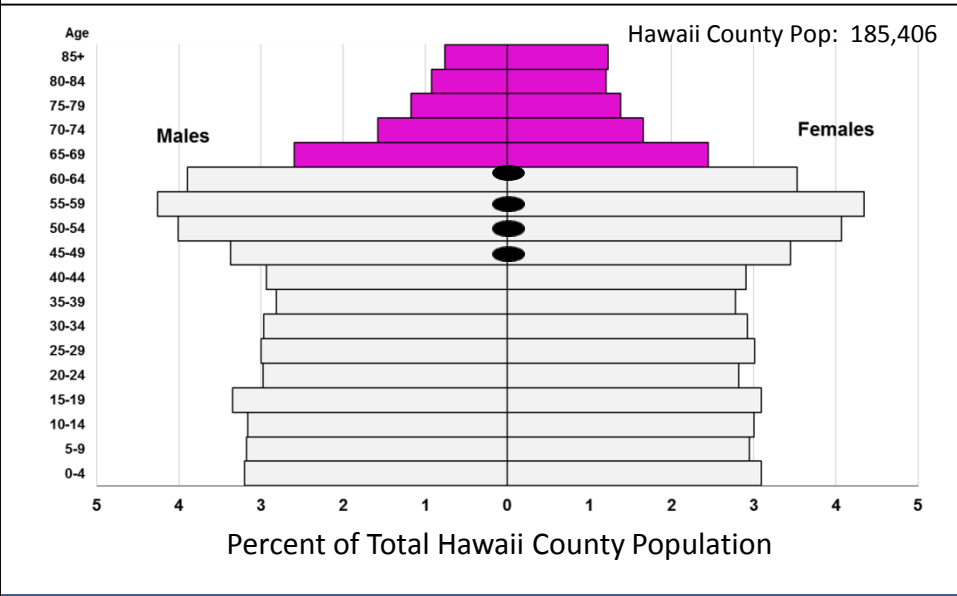
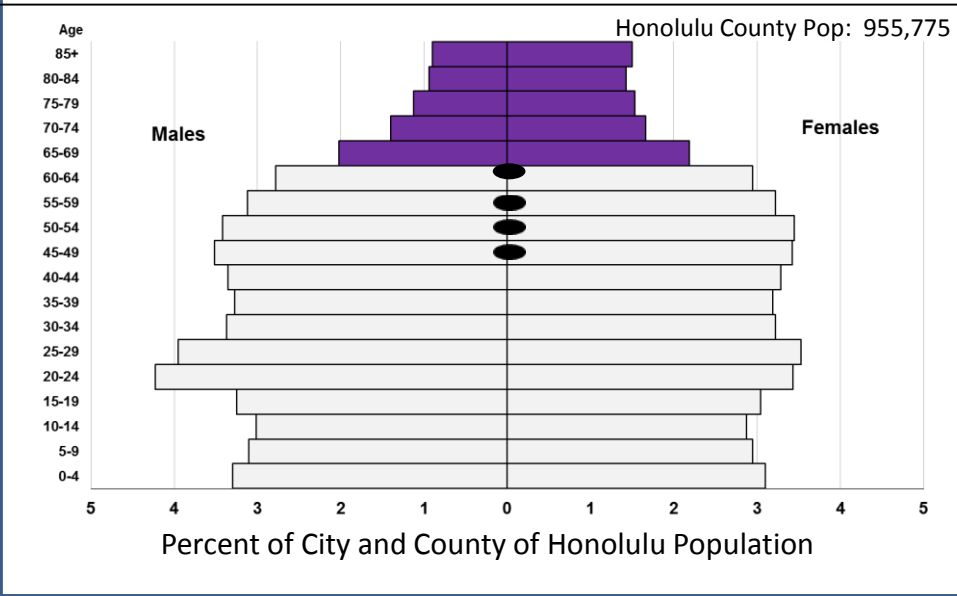
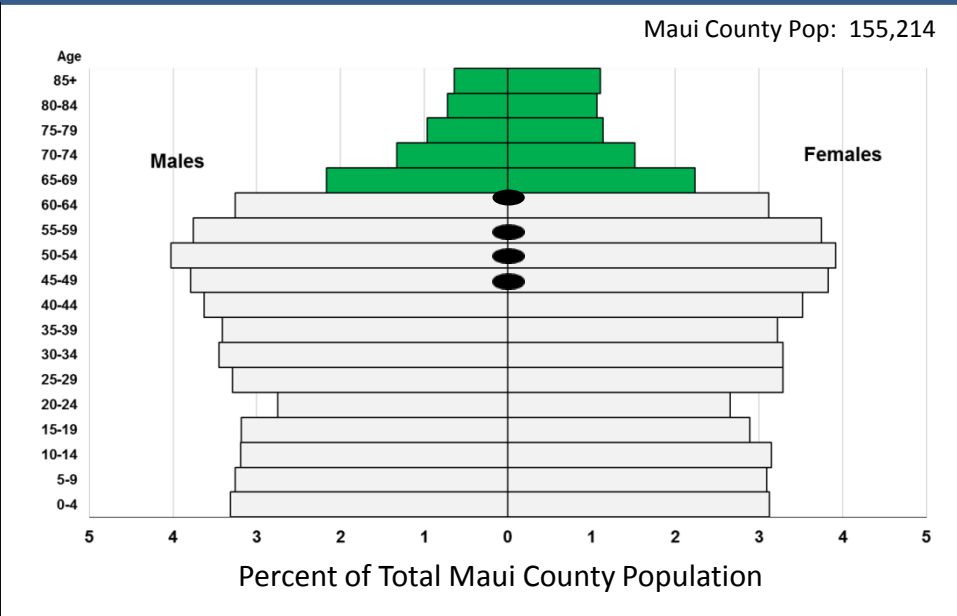
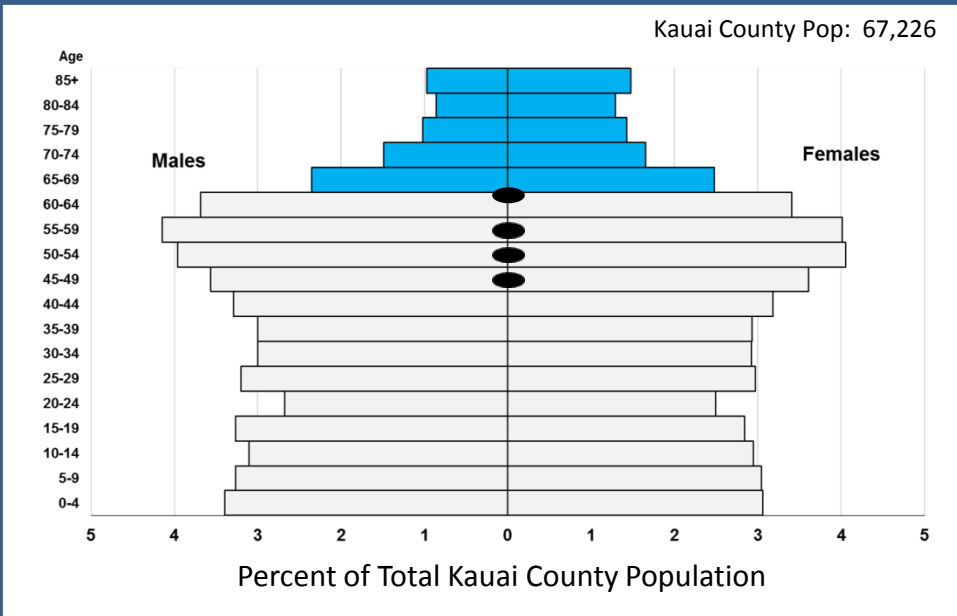
State Population: 1,363,621

● Indicates Baby Boomers (1945-1964)



2010 COUNTY RESIDENT POPULATION

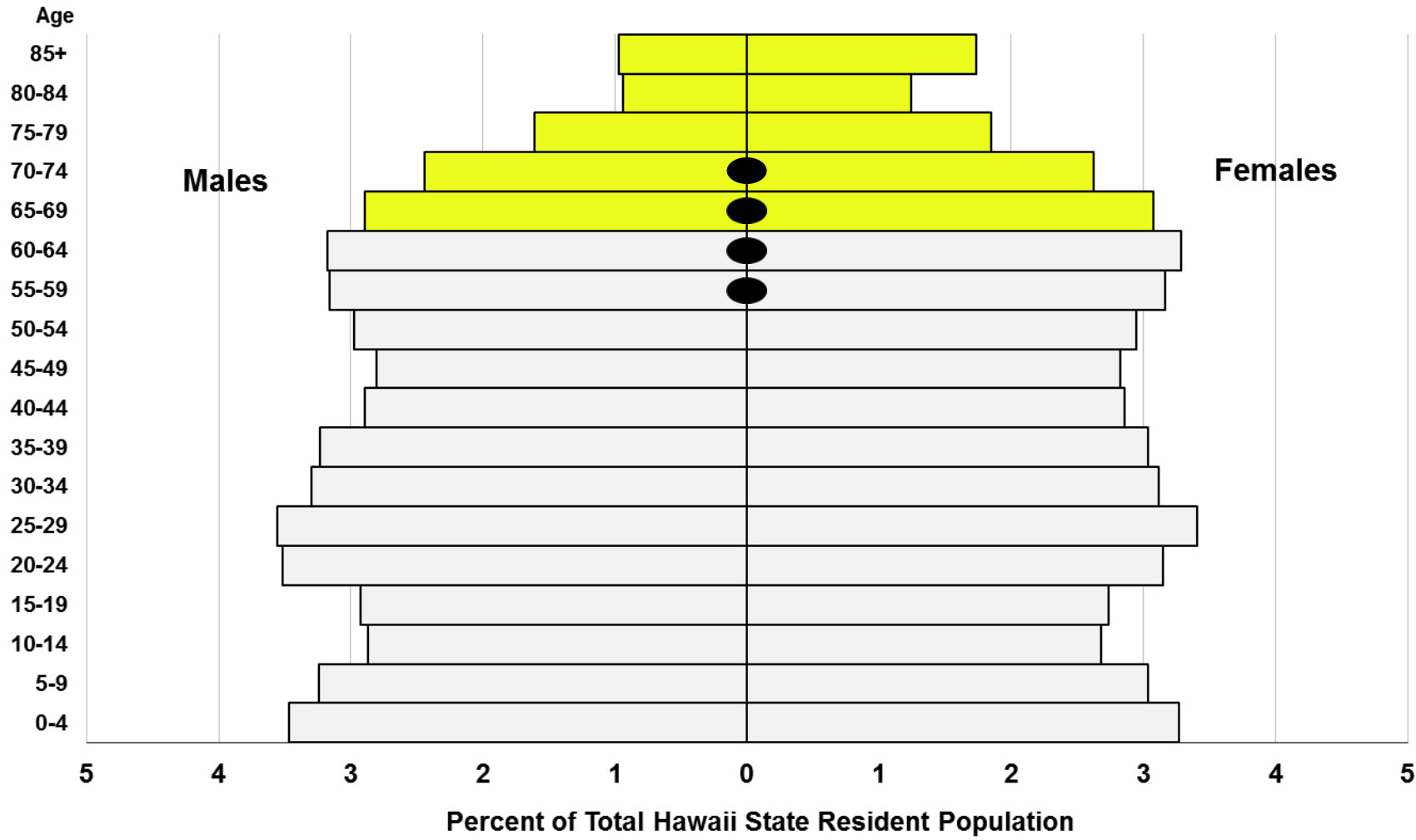
● Indicates Baby Boomers (1945-1964)



2020 STATE OF HAWAII RESIDENT POPULATION

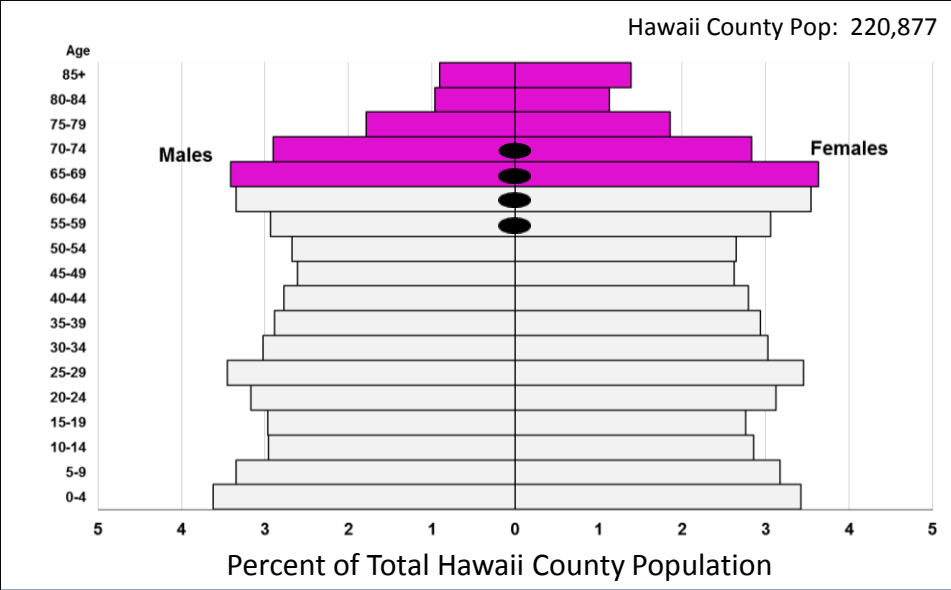
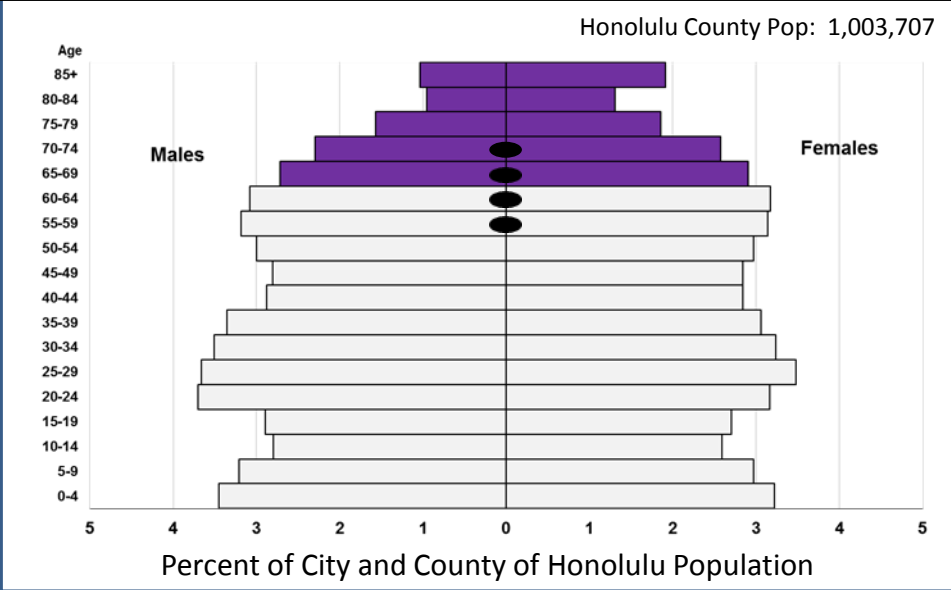
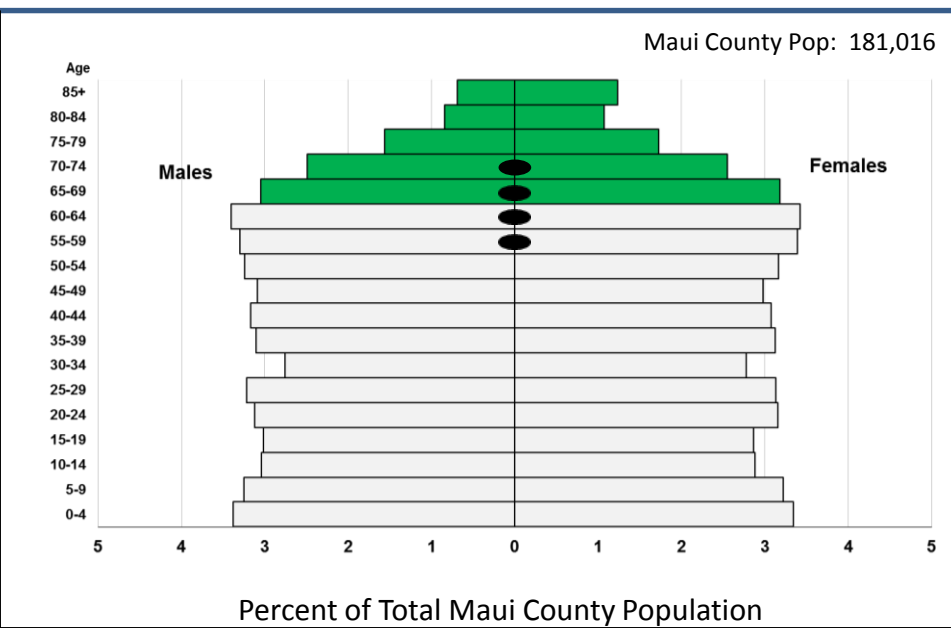
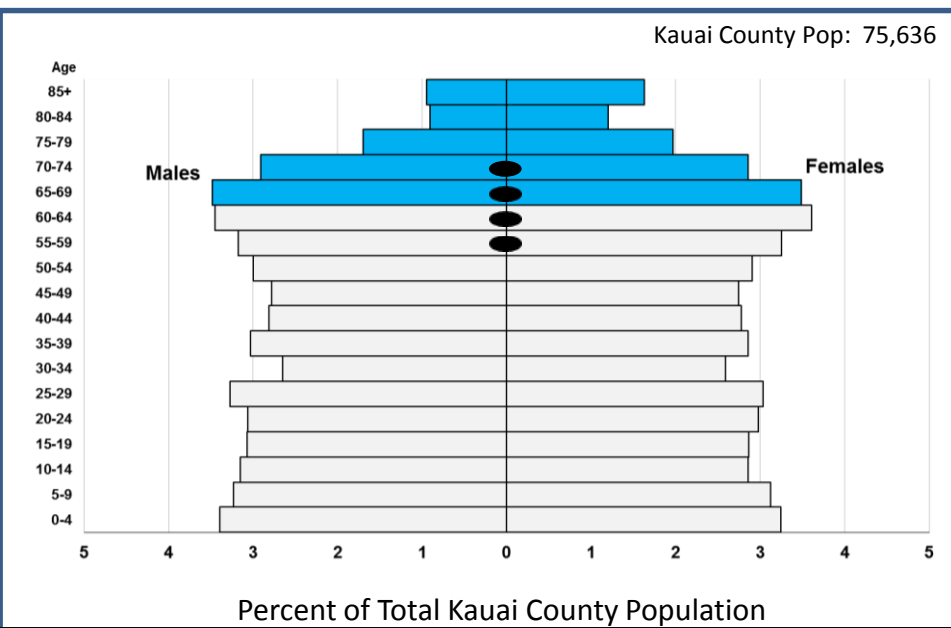
State Population: 1,481,236 (Projected)

● Indicates Baby Boomers (1945-1964)



2020 COUNTY RESIDENT POPULATION

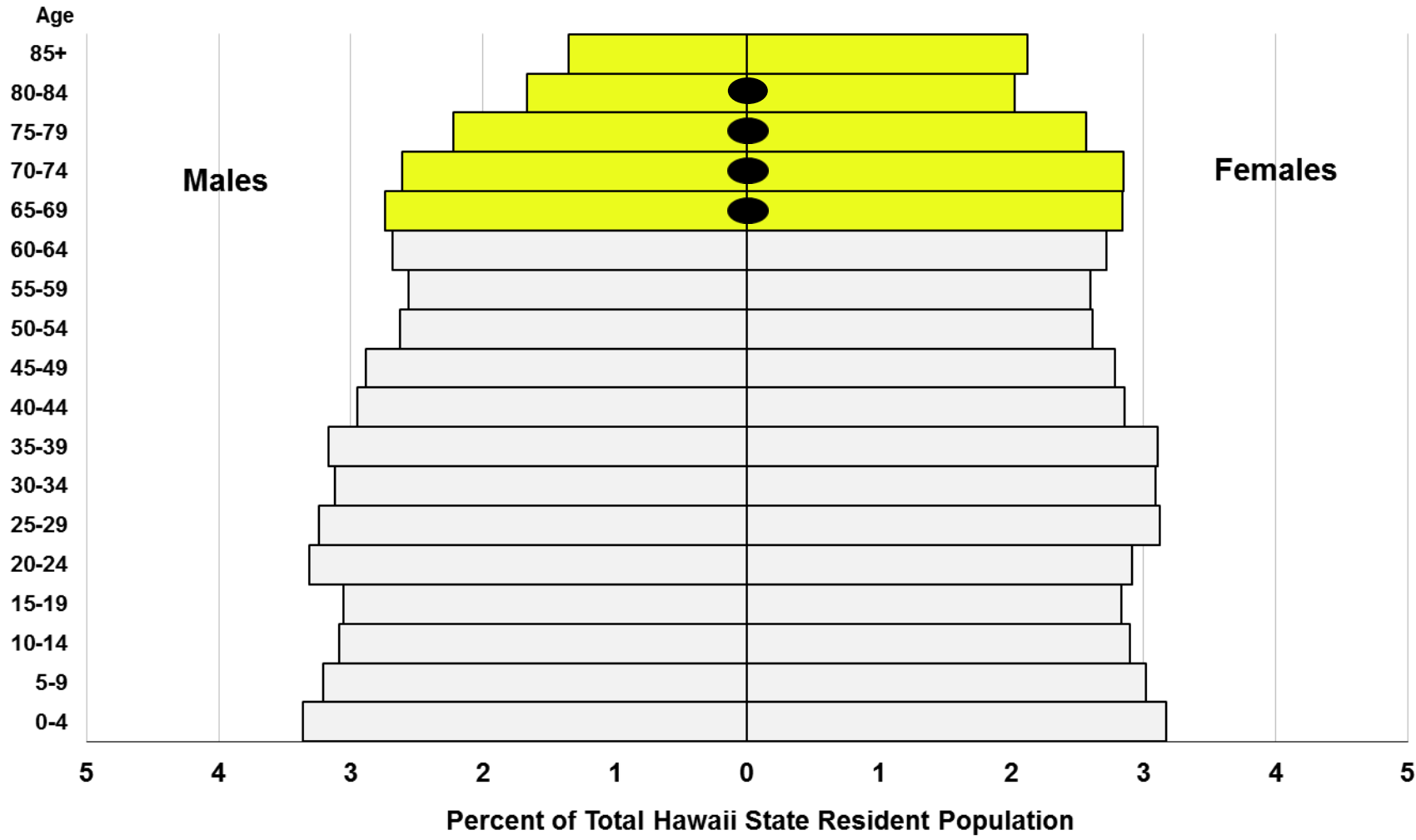
● Indicates Baby Boomers (1945-1964)



2030 STATE OF HAWAII RESIDENT POPULATION

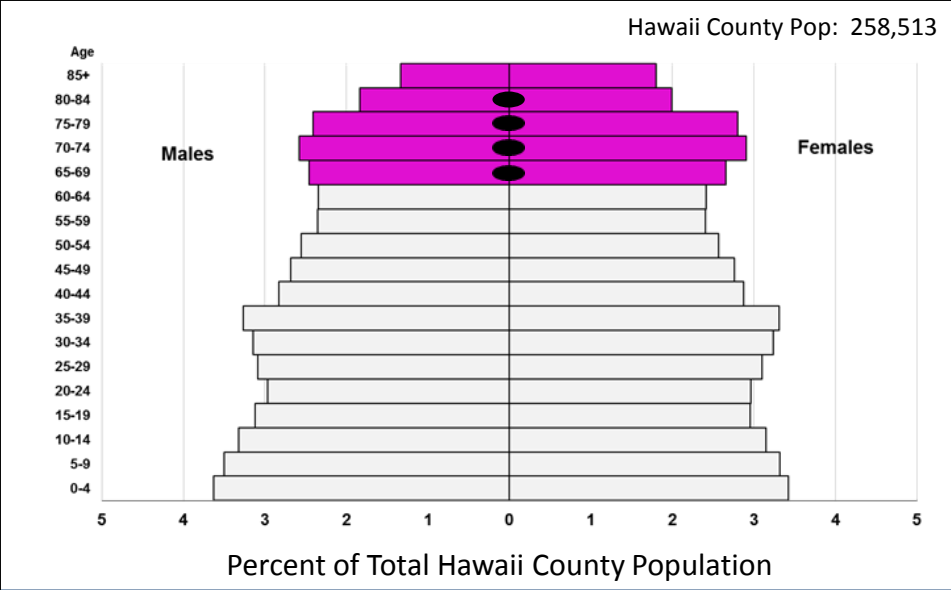
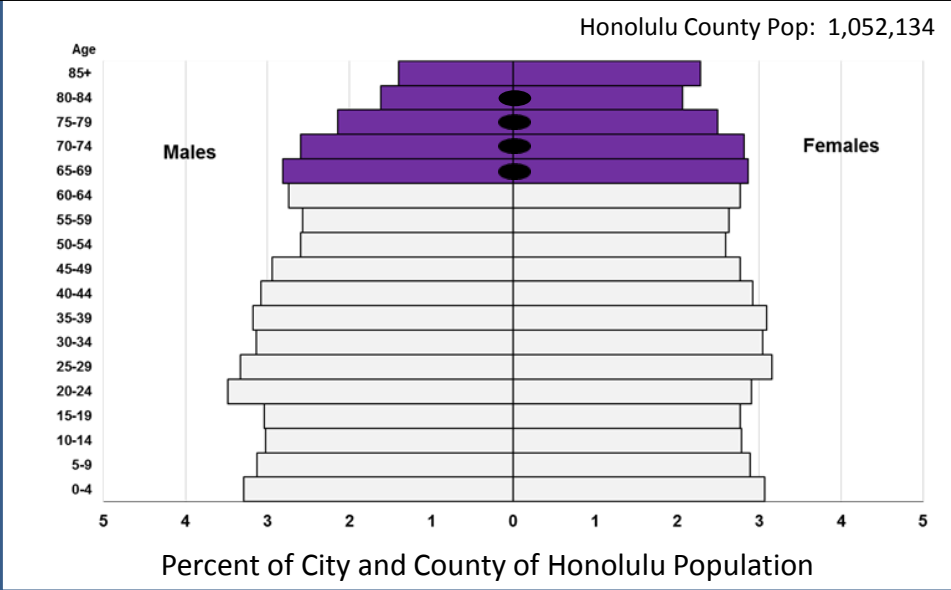
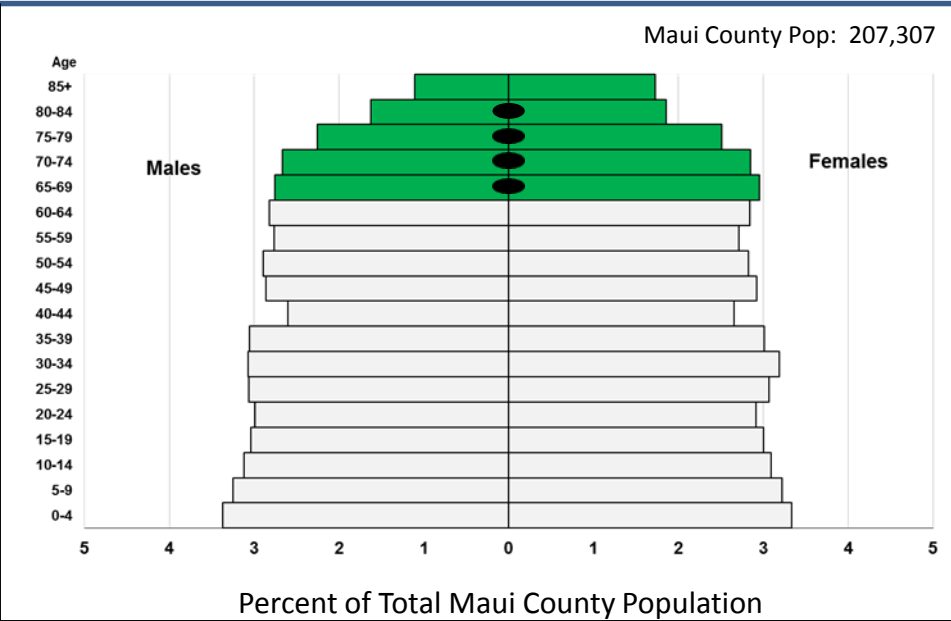
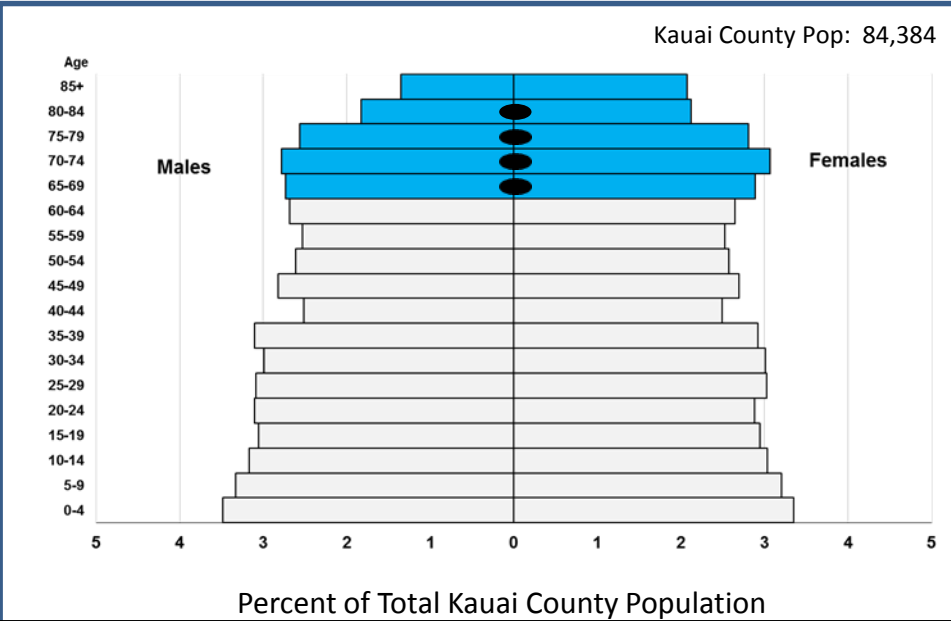
State Population: 1,602,338 (Projected)

● Indicates Baby Boomers (1945-1964)



2030 COUNTY RESIDENT POPULATION

● Indicates Baby Boomers (1945-1964)

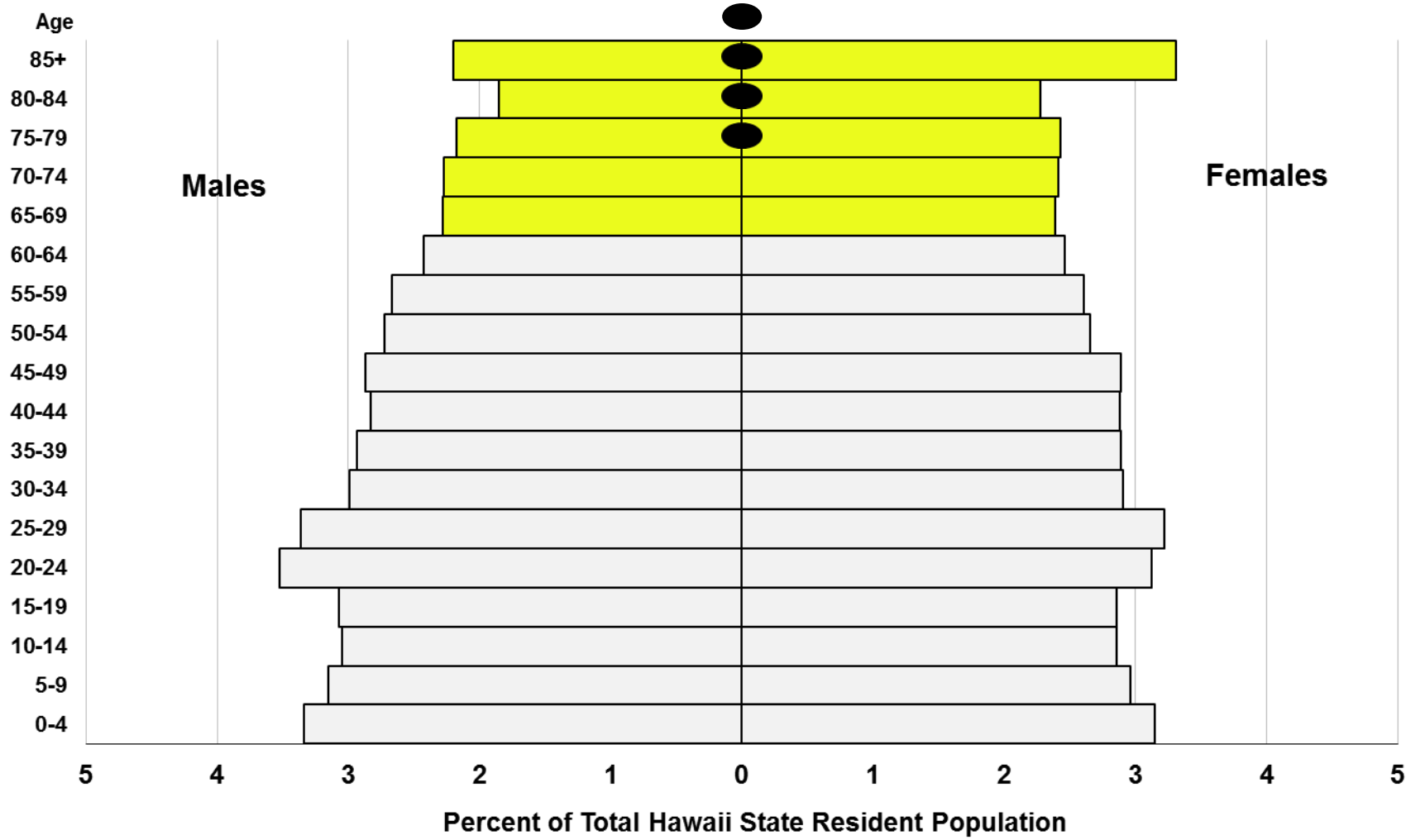


Kauai County
 Maui County
 City and County of Honolulu
 Hawaii County

2040 STATE OF HAWAII RESIDENT POPULATION

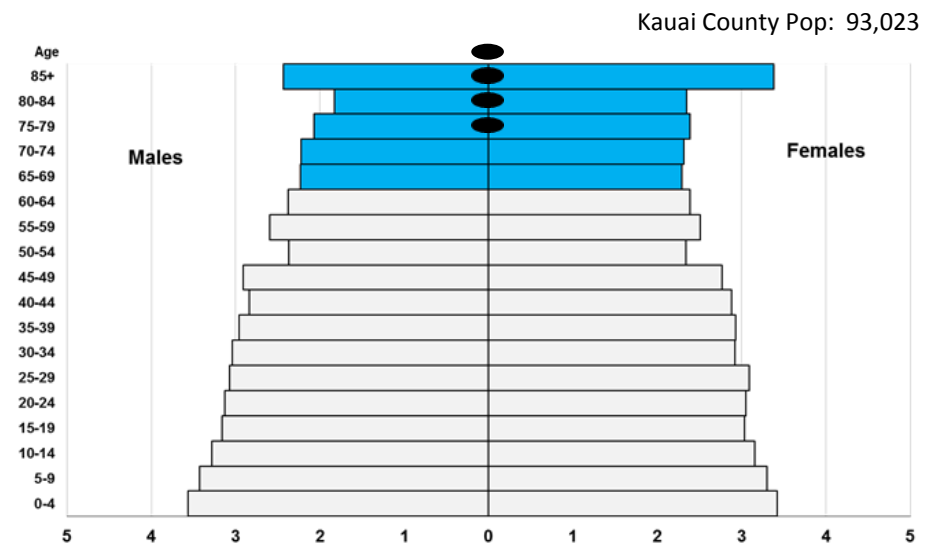
State Population: 1,708,916 (Projected)

● Indicates Baby Boomers (1945-1964)

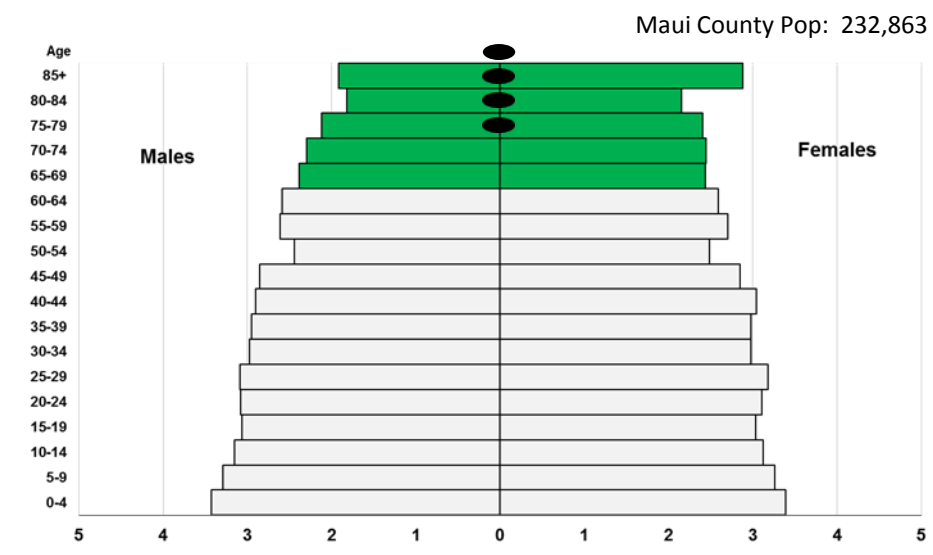


2040 COUNTY RESIDENT POPULATION

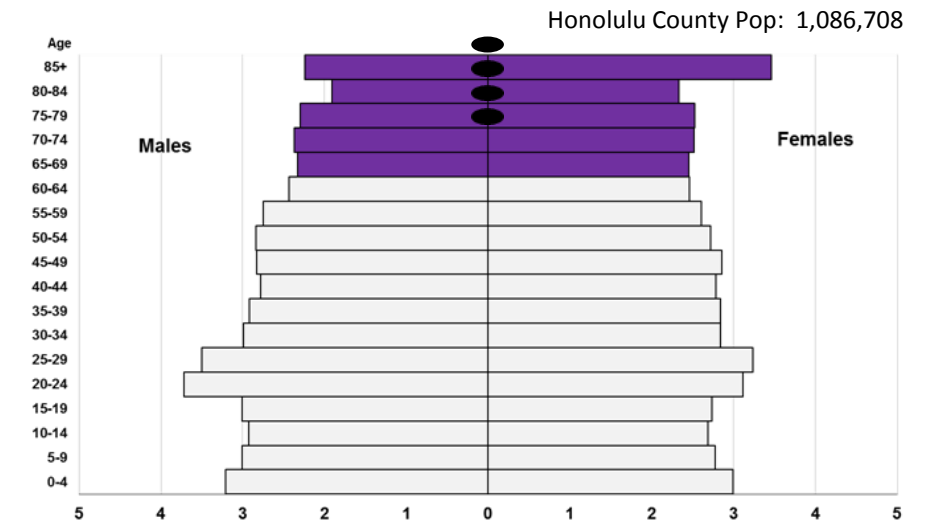
● Indicates Baby Boomers (1945-1964)



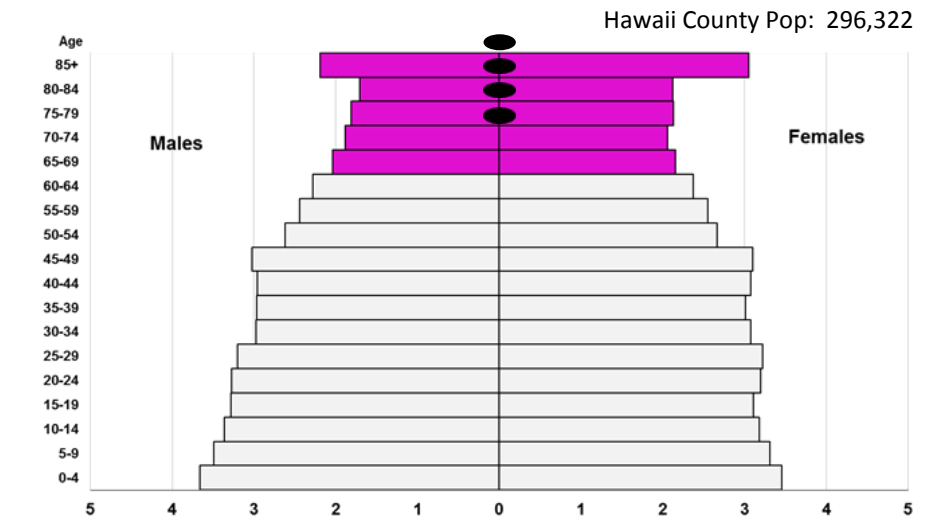
Percent of Total Kauai County Population



Percent of Total Maui County Population



Percent of City and County of Honolulu Population



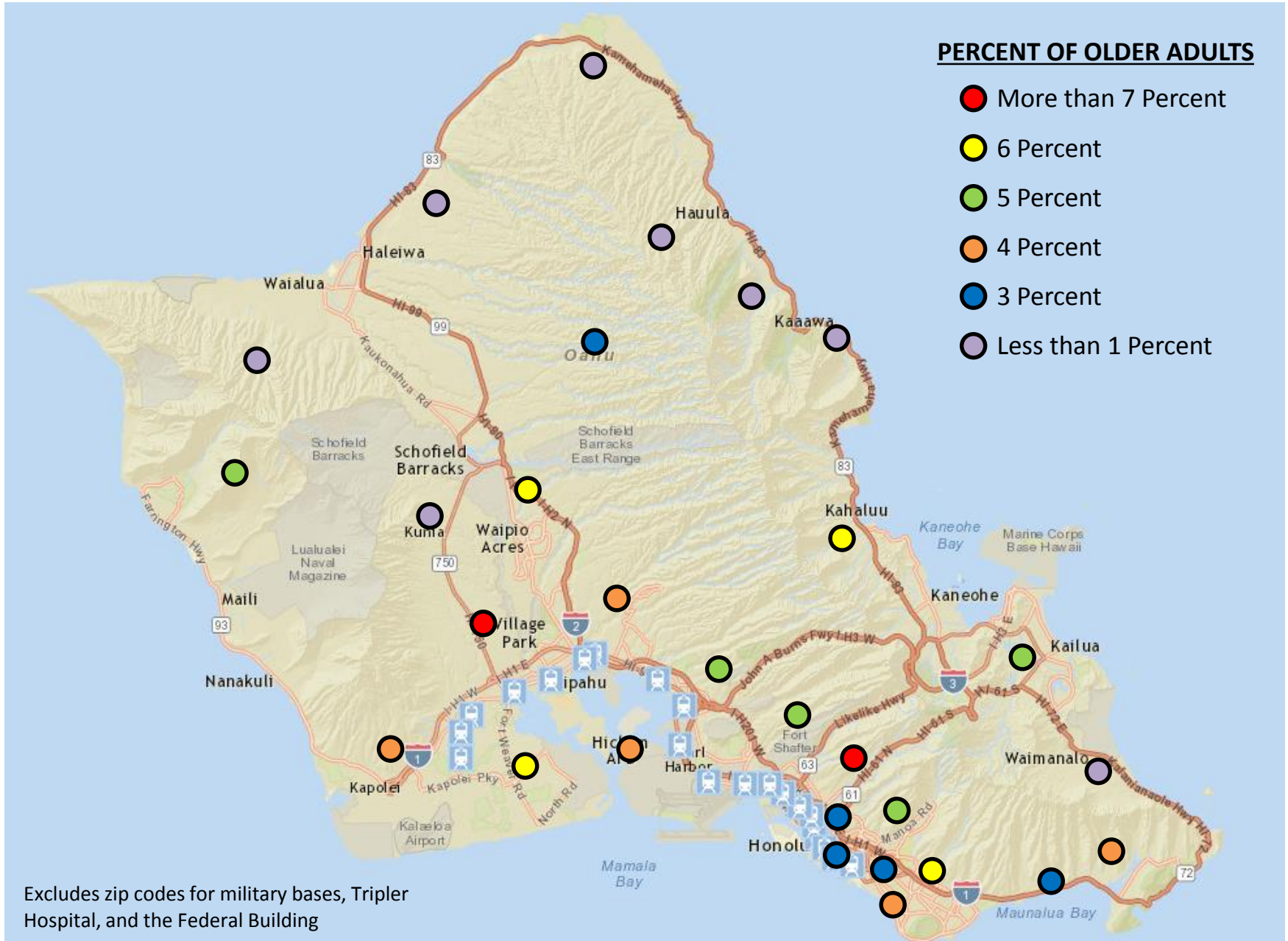
Percent of Total Hawaii County Population

Projected Distribution of Older Adults on Oahu in 2030

EOA Methodology

1. Used American Community Survey, 2008-2012 data
2. Calculated the proportion of persons age 45 to 64 across zip codes
3. Excluded zip codes for military bases, Tripler hospital, and the Prince Kuhio Federal Building
4. Assumed:
 - A. People in Hawaii age 45 to 64 will age in place
 - B. Rate of net migration is constant for all zip codes
 - C. Mortality rate is constant for all zip codes

Projected Distribution of Older Adults in 2030 by Zip Code



The Proposed Transit Route and Hawaii's Older Adults

Closing Comments



EOA will work with County AAAs regarding transportation needs of older adults with limited federal and state resources.



EOA will prioritize transportation services to enable older adults to remain in home and community-based settings.



EOA would like to continue to participate in the State's planning of transportation services.

Executive Office on Aging
250 South Hotel Street, Suite 406
Honolulu, Hawaii 96813
Phone: 586-0100

Website: hawaiiadrc.org
Email: eo@doh.hawaii.gov

2013-2019 ACTUAL AND PROJECTED ENROLLMENT: HONOLULU DISTRICT

	Act 13	2014	2015	2016	2017	2018	2019		Act 13	2014	2015	2016	2017	2018	2019
Aina Haina	609	553	565	565	576	570	573	Ala Wai	455	410	423	429	422	415	411
Dole Mid	841	814	832	836	836	854	863	Aliiolani	253	242	246	250	245	250	254
Farrington HS	2374	2380	2377	2389	2381	2394	2392	Anuenue	394	384	389	390	395	401	404
Fern	530	511	514	514	515	518	525	Central Mid	351	373	386	389	395	399	406
Hahaione	541	516	522	523	524	529	535	Hokulani	373	374	364	367	370	371	373
HSDB	48	48	50	50	50	50	50	Jarrett Middle	264	270	276	277	281	283	284
Kaewai	345	327	328	333	334	337	339	Jefferson	465	446	441	447	450	459	461
Kahala	454	455	445	447	450	451	453	Kaahumanu	597	568	575	585	609	621	652
Kaimuki Middle	979	985	987	979	970	982	985	Kaimuki HS	813	784	779	771	806	822	821
Kalakaua Middle	1040	1033	1011	1019	1036	1045	1061	Kaiulani	421	390	396	402	408	409	412
Kalani HS	1273	1283	1280	1274	1264	1281	1284	Kauluwela	416	390	396	402	404	404	408
Kalihi	315	300	301	304	312	315	315	Kawanakoa Middle	850	882	880	870	877	881	907
Kalihi-Kai	627	573	585	587	590	598	600	Kuhio	287	300	293	298	298	301	304
Kalihi-Uka	259	260	261	263	267	260	262	Lanakila	433	397	401	408	417	419	421
Kalihi-Waena	583	584	578	580	588	590	591	Likelike	401	376	379	381	385	388	392
Kamiloiki	435	413	421	426	427	431	435	Lincoln	362	353	353	357	361	361	366
Kapalama	633	564	575	590	592	599	607	Lunalilo	488	459	464	468	476	481	484
Kasier HS	1168	1149	1162	1166	1155	1174	1182	Maemae	666	622	628	630	630	626	622
Koko Head	357	336	343	345	354	354	357	Manoa	565	545	552	556	559	562	564
Liholiho	469	439	441	443	449	451	455	McKinley HS	1677	1683	1689	1708	1712	1694	1690
Linapuni	191	155	174	177	179	183	181	Noelani	455	450	454	452	454	450	452
Niu Valley Middle	891	933	938	943	941	957	972	Nuuanu	376	377	374	370	373	377	377
Puuhale	262	278	278	280	281	285	285	Palolo	295	275	280	285	301	303	304
Waikiki	513	500	489	494	496	501	508	Pauoa	324	310	321	319	323	328	323
Wilson	595	556	563	562	569	568	570	Roosevelt HS	1416	1439	1418	1419	1425	1438	1446
Farrington-Kaiser-Kalani	16332	15945	16020	16089	16136	16277	16380	Royal	376	365	364	377	402	424	445
								Stevenson Middle	653	663	662	658	665	668	671
								Washington Middle	794	807	817	828	834	839	836
								Kaimuki-McKinley-Roosevelt	15220	14934	15000	15093	15277	15374	15490

2013-2019 ACTUAL AND PROJECTED ENROLLMENT: WINDWARD DISTRICT

	Act 13	2014	2015	2016	2017	2018	2019
Ahuimanu	330	297	302	304	310	314	327
Castle High	1200	1199	1207	1221	1231	1237	1254
Hauula	308	303	304	304	305	307	311
Heeia	467	448	451	459	446	455	458
Kaaawa	124	126	125	124	125	125	124
Kahaluu	293	290	295	298	292	297	304
Kahuku El	493	455	464	479	482	484	484
Kahuku Hi/Int	1464	1454	1458	1468	1496	1508	1521
Kaneohe	648	608	611	624	628	633	635
Kapunahala	578	544	550	553	556	557	559
King Int	627	630	634	639	665	669	687
Laie	686	662	675	677	680	681	681
Parker	324	315	317	321	322	321	327
Puohala	272	274	271	266	269	272	275
Sunset Beach	477	460	462	466	471	474	476
Waiahole	71	63	65	68	69	69	72
Castle-Kahuku	8362	8128	8191	8271	8347	8403	8495
Aikahi	498	459	459	466	468	466	474
Enchanted Lake	510	472	478	481	484	495	494
Kaelepulu	193	182	184	184	182	184	187
Kailua El	370	344	345	368	370	373	379
Kailua High	798	800	802	802	804	820	824
Kailua Int	693	701	708	711	713	732	738
Kainalu	546	522	528	522	527	532	536
Kalaheo High	908	957	954	961	958	954	966
Keolu	144	129	134	138	140	142	145
Maunawili	384	361	370	374	375	374	376
Mokapu	921	828	901	929	937	941	955
Olomana	91	101	100	105	105	105	105
Pope	235	222	225	226	231	238	241
Waimanalo El/Int	536	517	526	528	535	541	549
Kailua-Kalaheo	6827	6595	6714	6795	6829	6897	6969

2013-2019 ACTUAL AND PROJECTED ENROLLMENT: MAUI DISTRICT

	Act 13	2014	2015	2016	2017	2018	2019
Baldwin High	1538	1476	1502	1547	1569	1616	1526
Haiku	501	474	480	489	497	502	507
Iao Int	886	902	927	941	960	982	1004
Kahului	1064	1017	1005	997	998	1002	1007
Kalama Int	788	793	828	846	868	867	871
Kamalii	585	584	580	593	605	604	608
Kekaulike High	1017	980	998	1002	1021	1072	1084
Kihei	947	851	864	872	888	989	921
Kihei High							750
Kula	396	363	367	377	382	382	401
Lihikai	943	879	891	908	907	913	916
Lokelani Int	550	525	582	615	632	648	652
Makawao	550	541	545	549	551	554	561
Maui High	1908	1967	1983	2016	2051	2004	1483
Maui Waena Int	1095	1063	1084	1101	1124	1136	1158
Paia	356	358	361	365	373	381	393
Pomaikai	550	512	527	533	548	565	567
Pukalani	478	427	437	442	448	451	458
Puu Kukui	541	582	618	623	668	689	701
Waihee	775	742	751	764	772	776	778
Wailuku	740	689	708	712	715	724	738
Baldwin-Kekaulike-Maui	16208	15725	16038	16292	16577	16857	17084
Hana High/EI	336	332	333	351	344	342	347
Kamehameha III	813	764	778	779	784	791	793
Kaunakakai	290	283	282	285	293	296	294
Kilohana	80	76	77	75	75	75	75
Lahaina Int	626	634	660	673	682	692	714
Lahainaluna High	1028	1001	1039	1042	1064	1080	1091
Lanai High/EI	582	589	603	609	625	647	658
Maunaloa	61	59	60	59	62	63	62
Molokai High	336	353	349	350	353	364	371
Molokai Int.	209	185	201	218	216	229	232
Nahienaena	761	775	767	771	778	782	788
Hana-Lahainaluna-Lanai-Molokai	5122	5051	5149	5212	5276	5361	5425



Long-term Projection of Hawaii Population and Economy

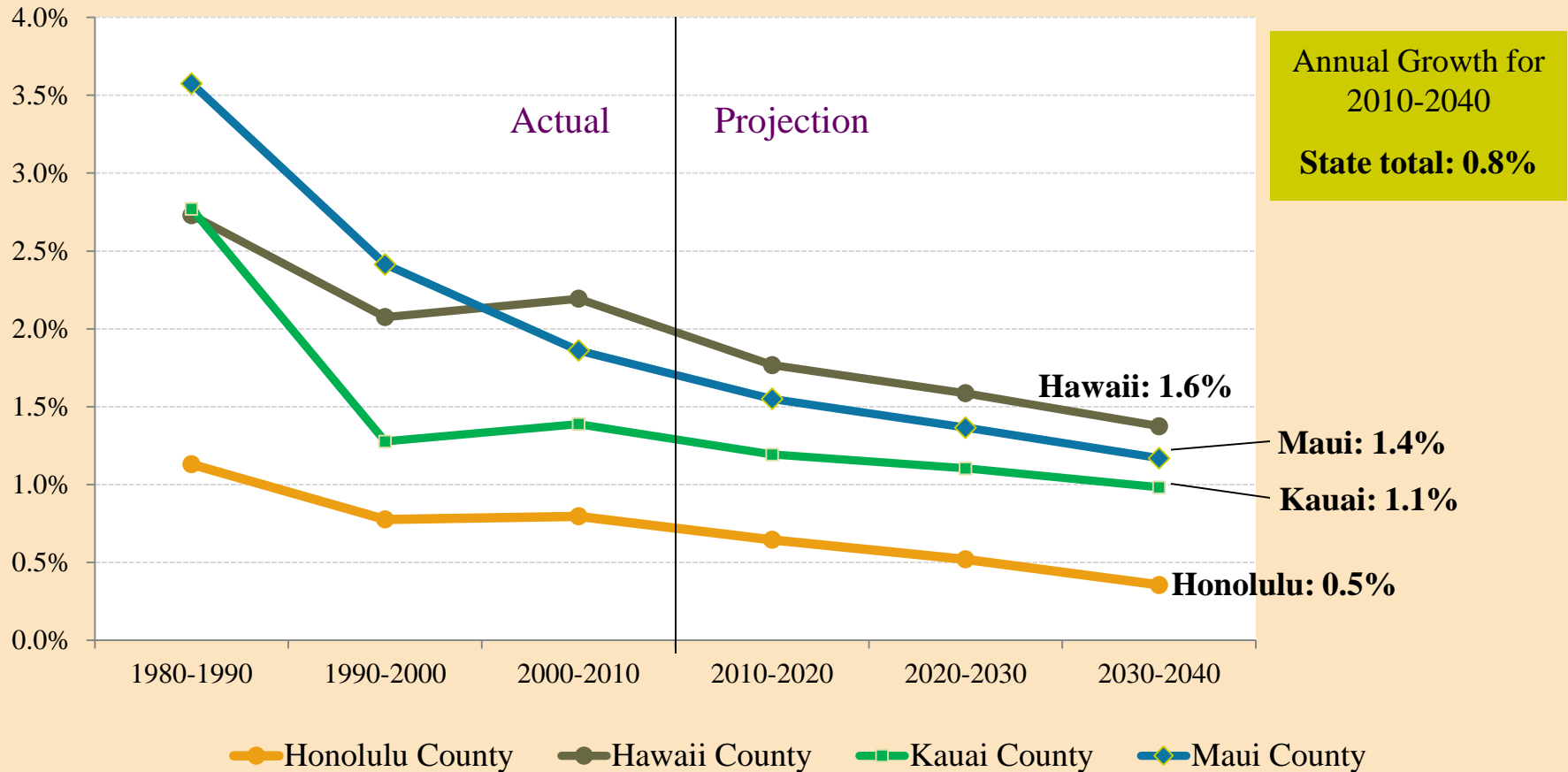
Research and Economic Analysis Division
Department of Business, Economic Development & Tourism



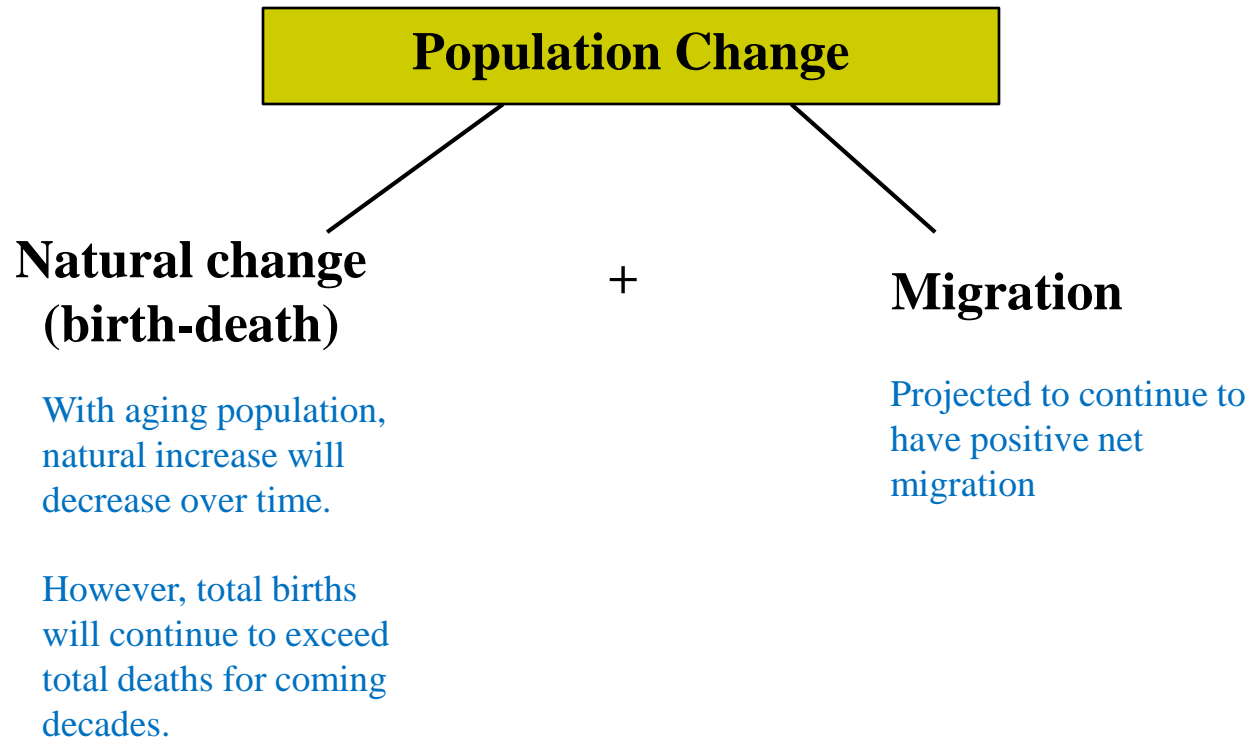
❖ **Population Projections**

Population growth : History and Projections

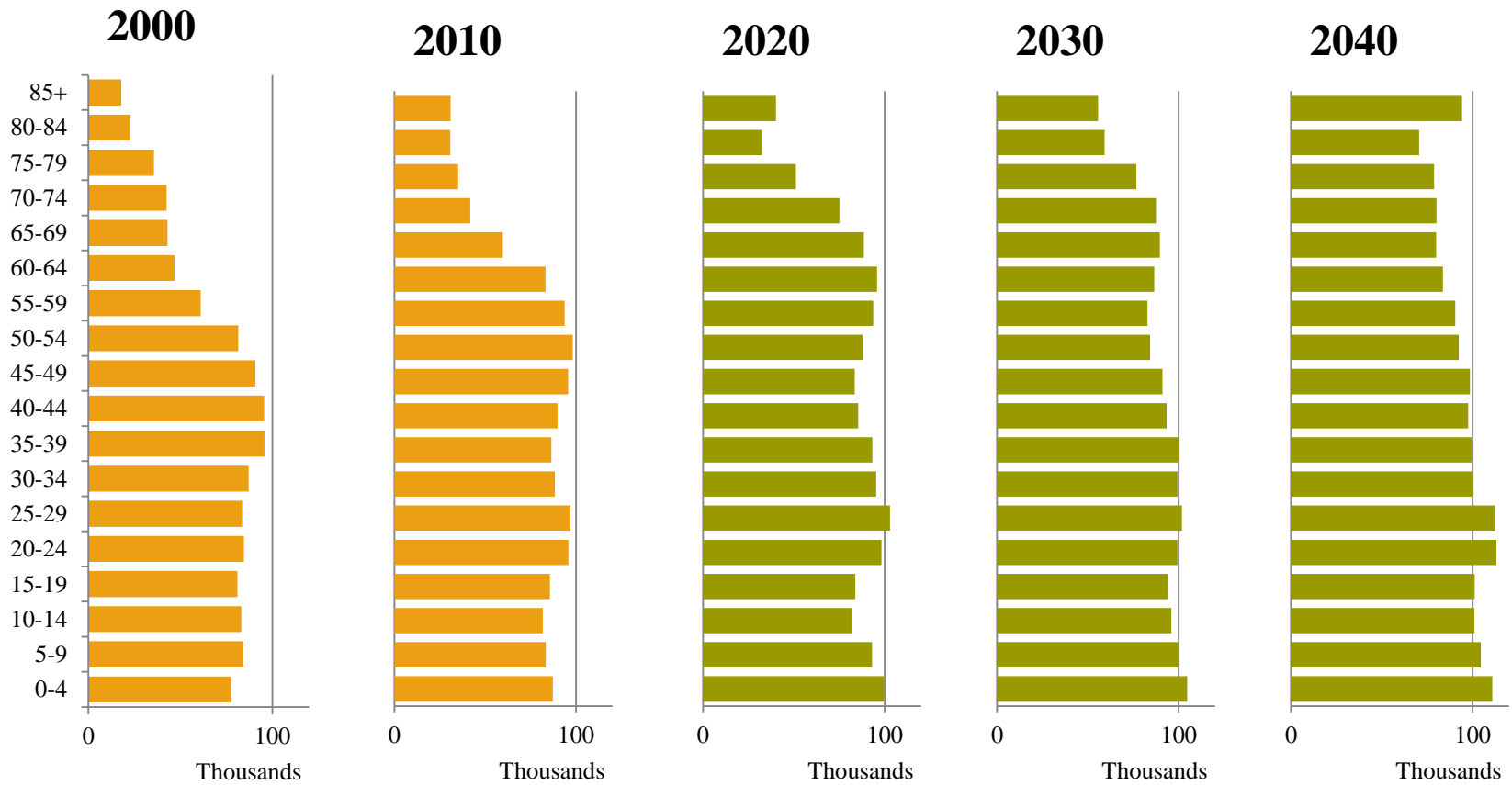
Average annual growth rate (%)



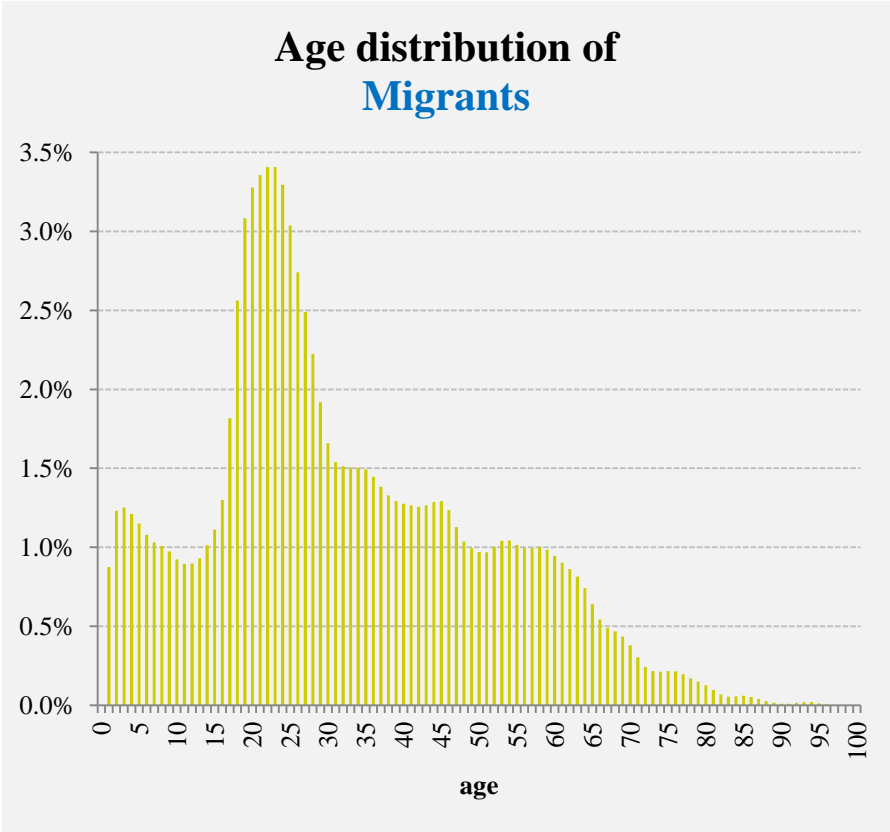
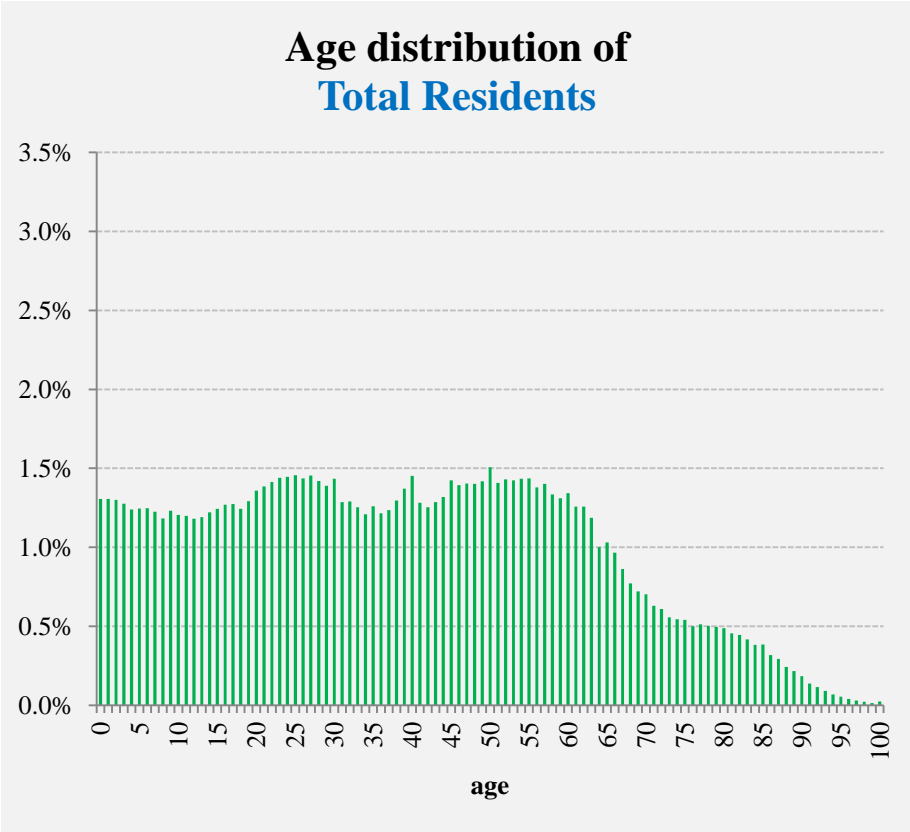
Source of population growth



Aging Population : Age Distribution of Hawaii, 2000-2040



Positive net-migration will slow population aging

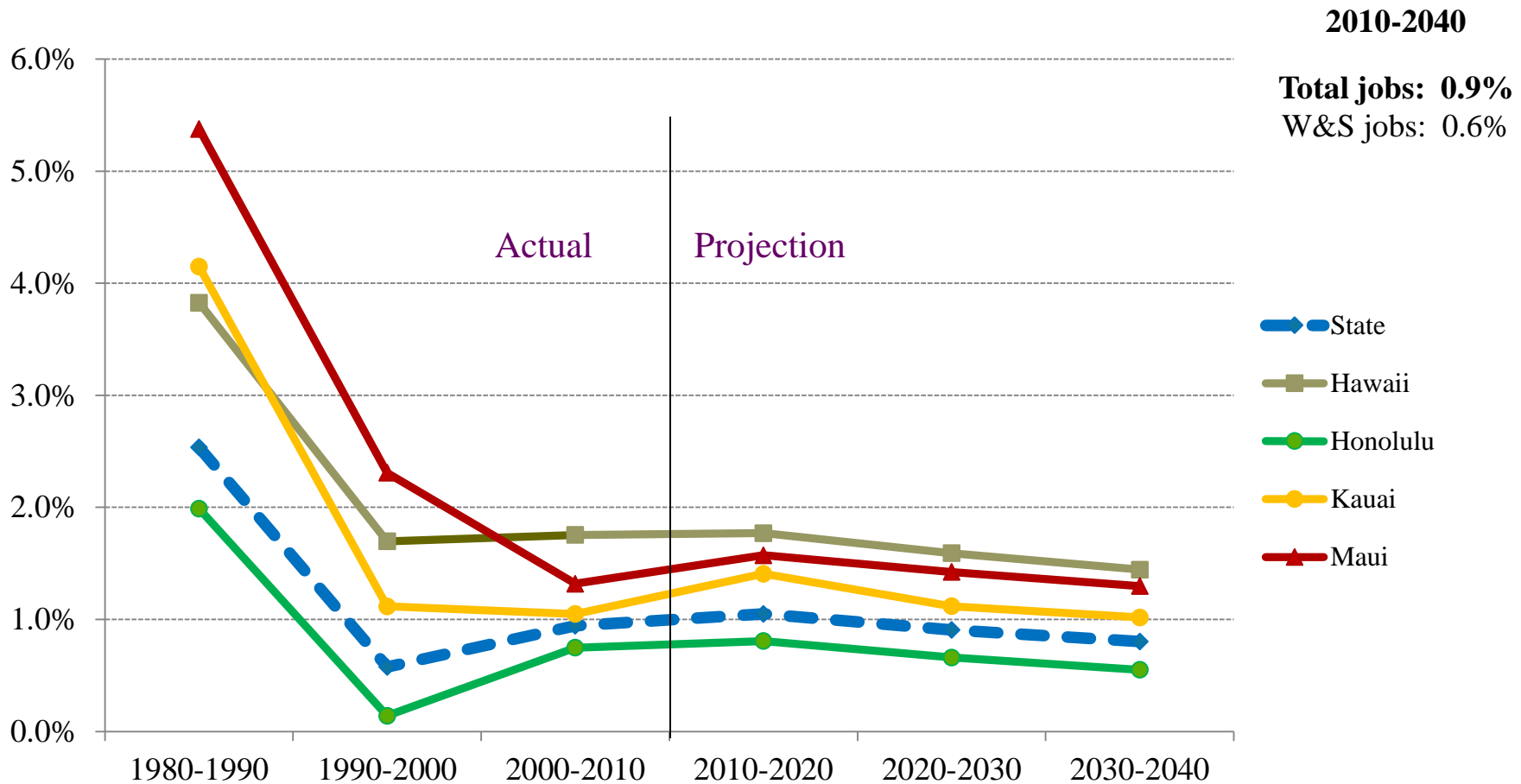




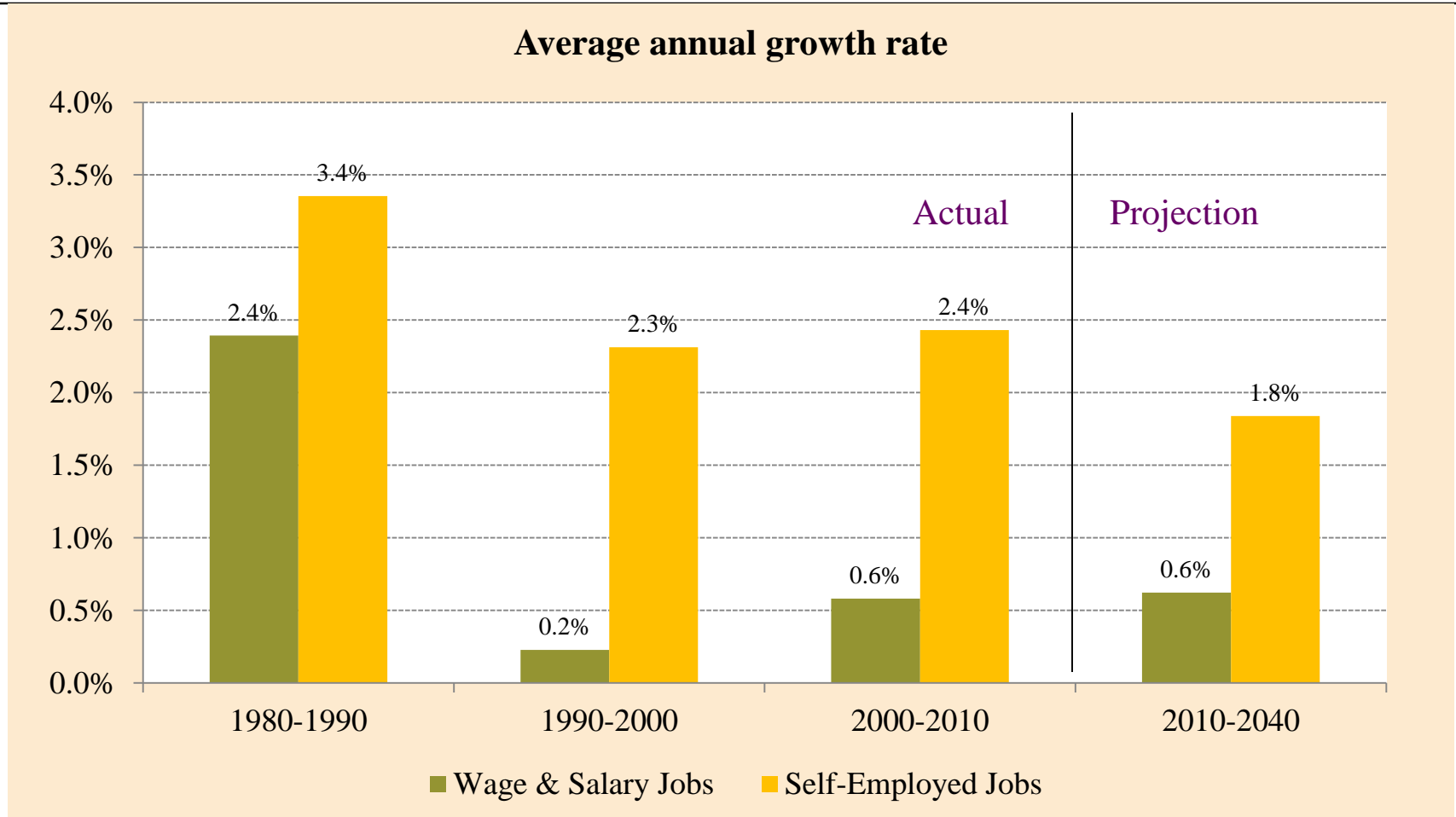
❖ **Projections of Jobs**

Job growth: History and Projections

(Total civilian jobs)



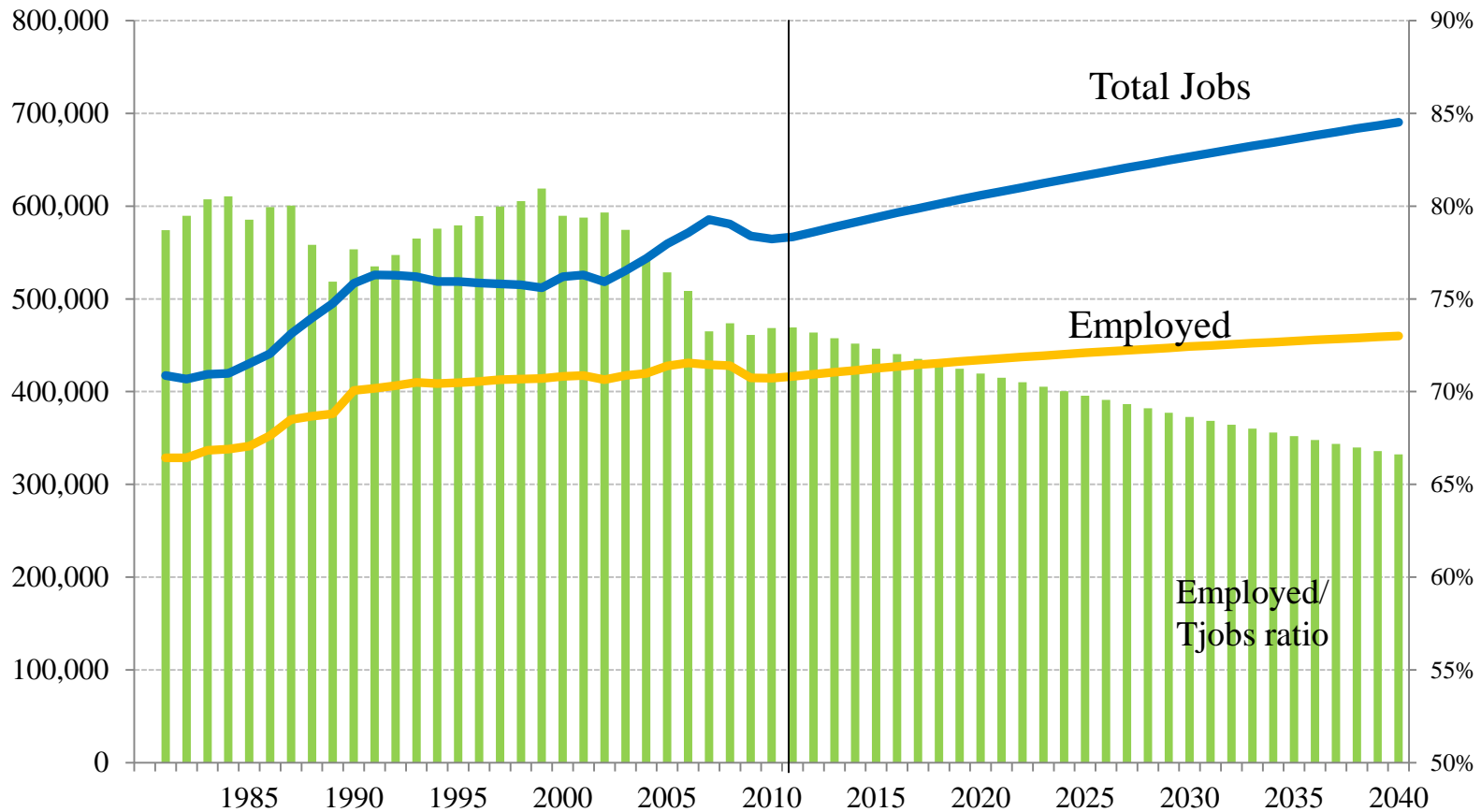
Self-employed Jobs will grow faster



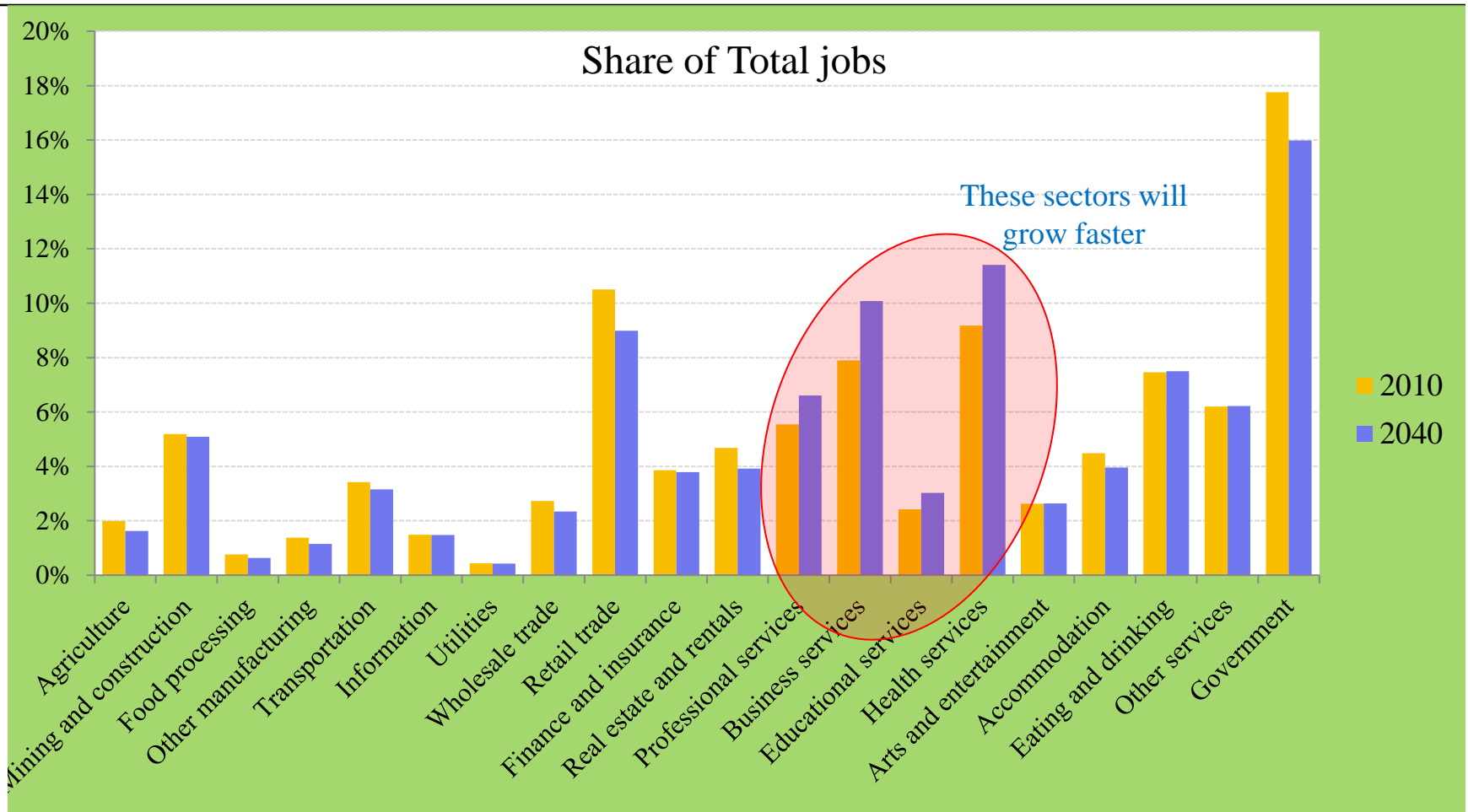
Employed (person) will grow slower than Jobs (position)

Jobs, Employed

Employed/Job ratio



Jobs by industry: State total

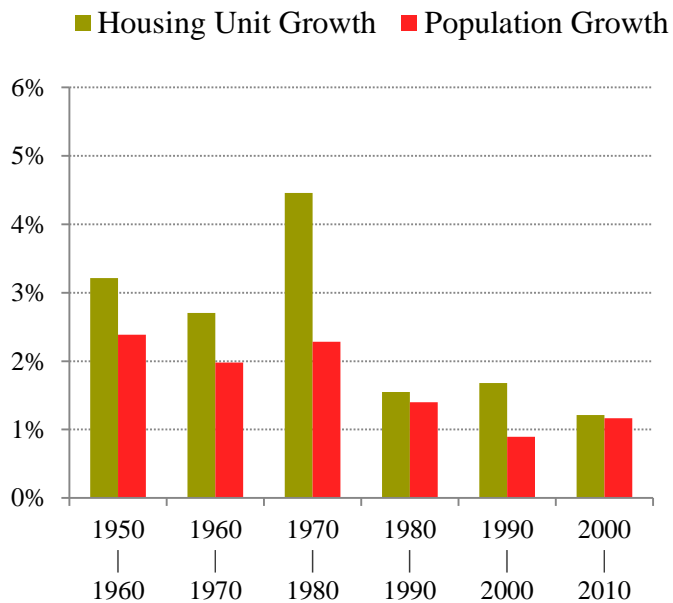




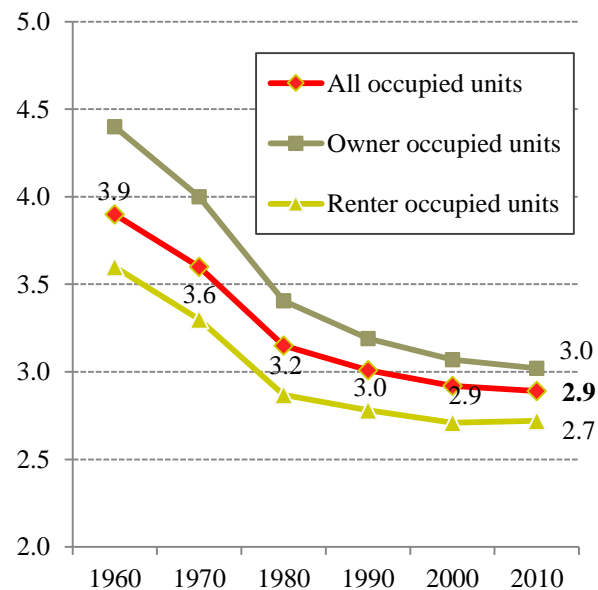
❖ **Housing Demand**

Housing growth vs. Population growth

Annual growth (%)

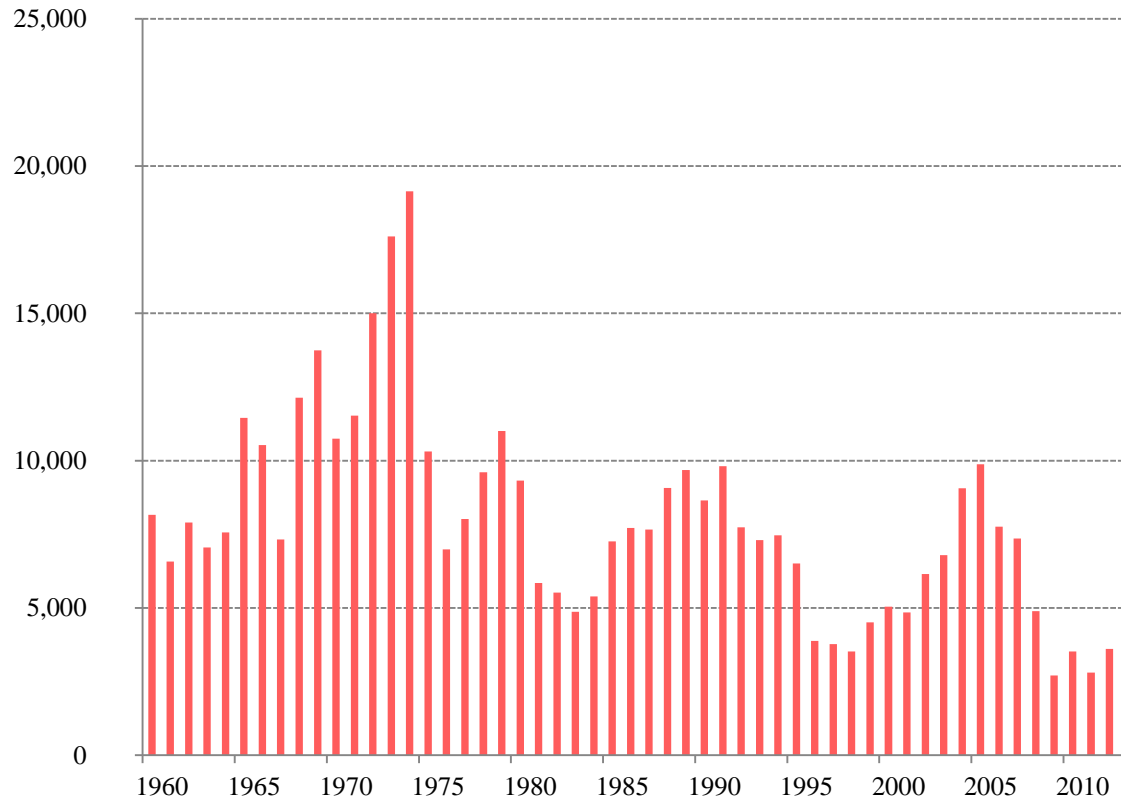


Household size



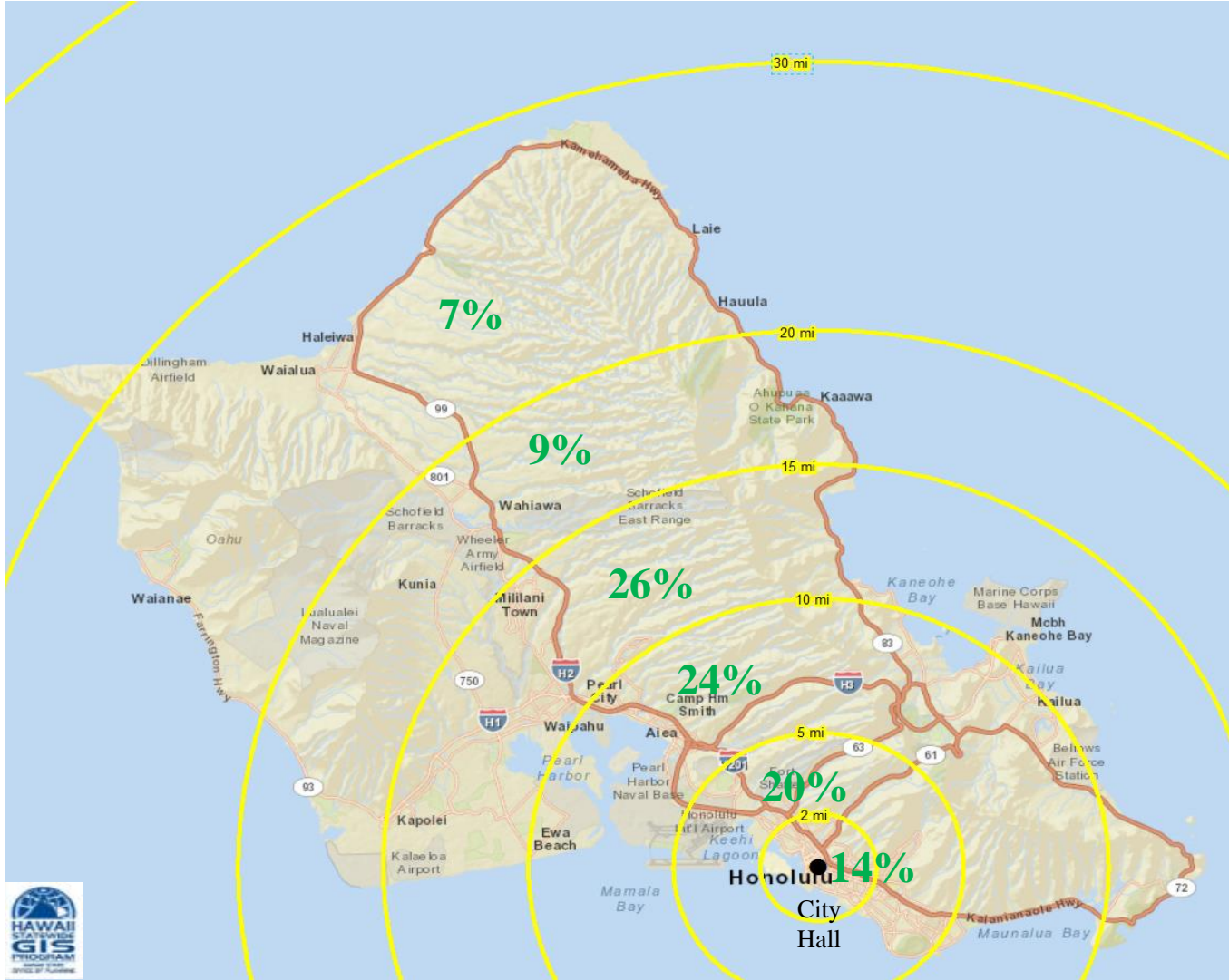
How many more units needed to accommodate the projected population growth?

**New Addition of Residential Units
(Statewide)**



More than 5,000
units for state
(more than 3,000
unit for Honolulu)
needed to be added
each year to
accommodate the
projected
population growth

Where people live in Honolulu (2010)



Distance from City Hall*	Population share
0-2 mi	14%
2-5 mi	20%
5-10 mi	24%
10-15 mi	26%
15-20 mi	9%
Over 20 mi	7%

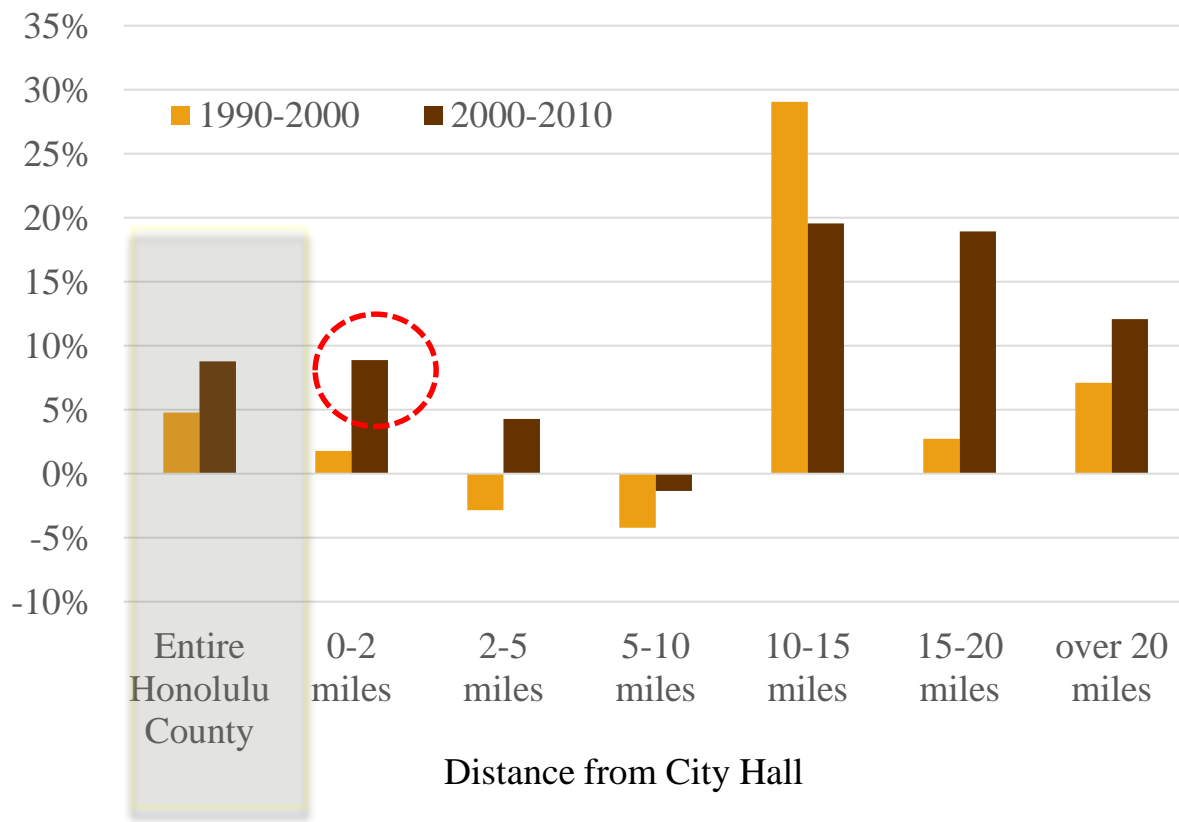
34% lived within 5 miles from the city hall

* City hall was considered to be the core of a city.



Population shift in Honolulu

Population growth over each 10 year period



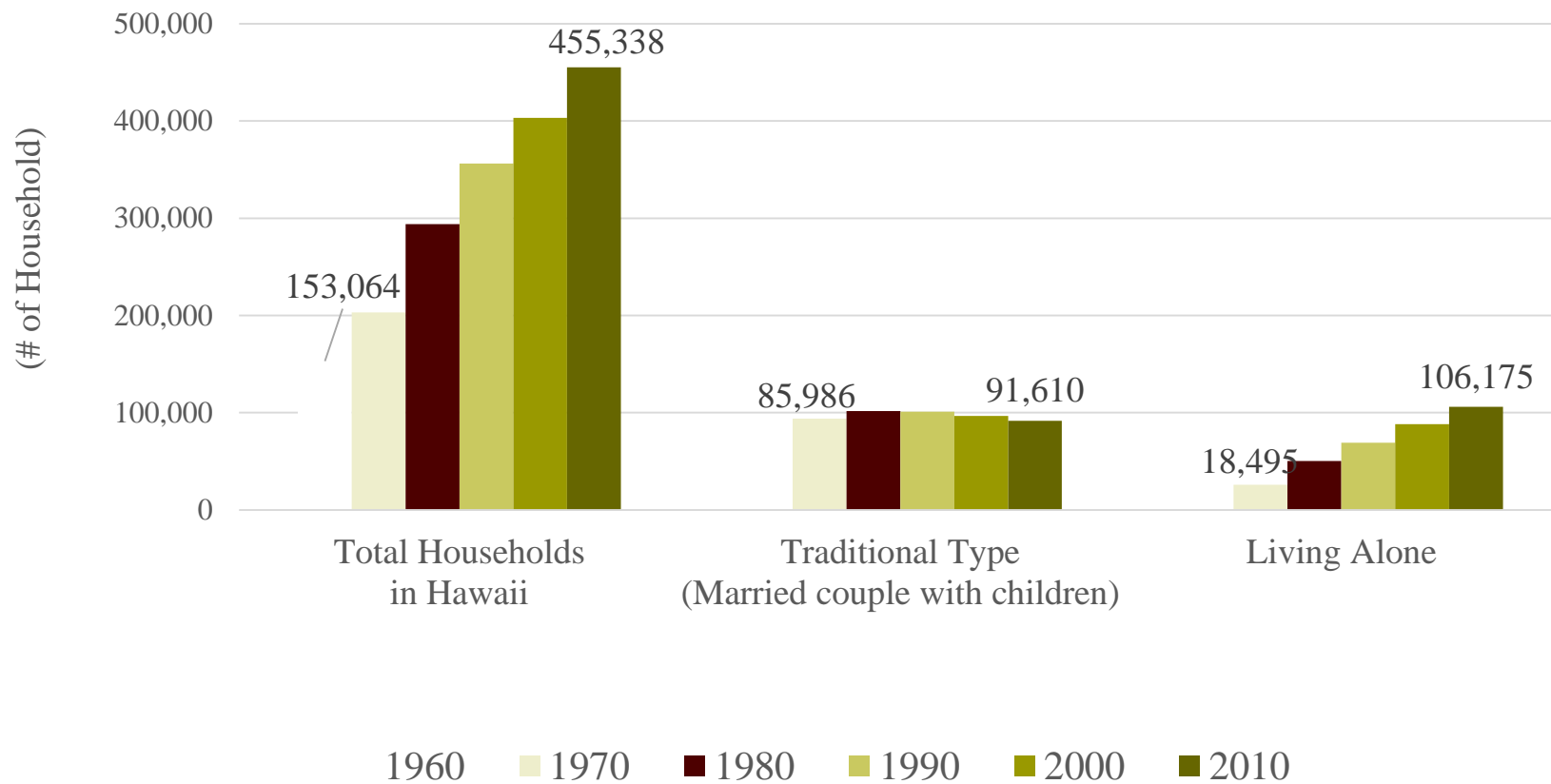
1990-2000 Period

- Most population growth took place in the outer side of the city
- The area within 10 miles from the city hall experienced a very small growth or negative growth.

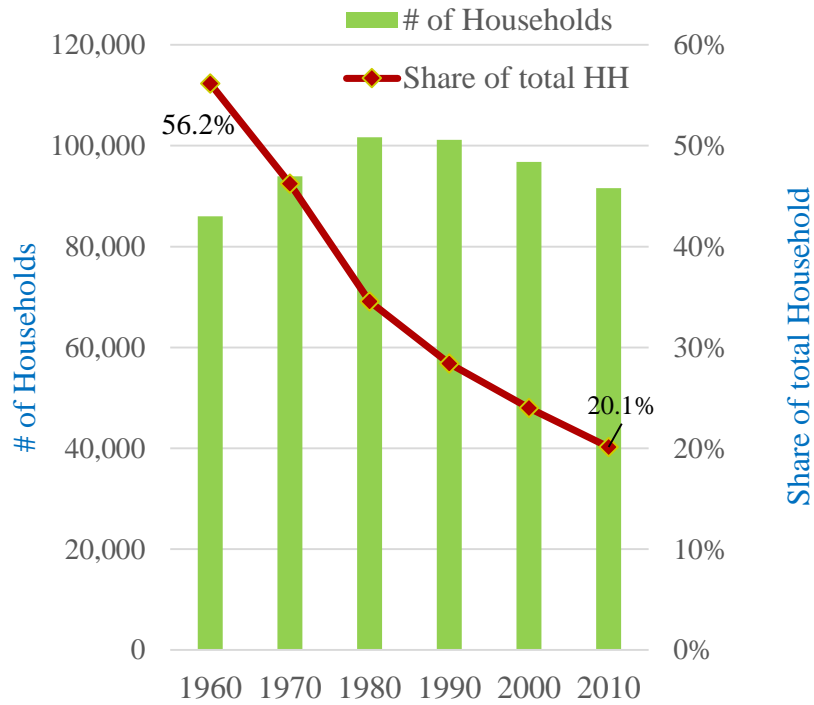
2000-2010 Period

- The area within 5 miles from the city hall experienced a decent population growth.
- Especially, the city core area (0-2 miles) gained over 10,000 population (8.9%) during this period.

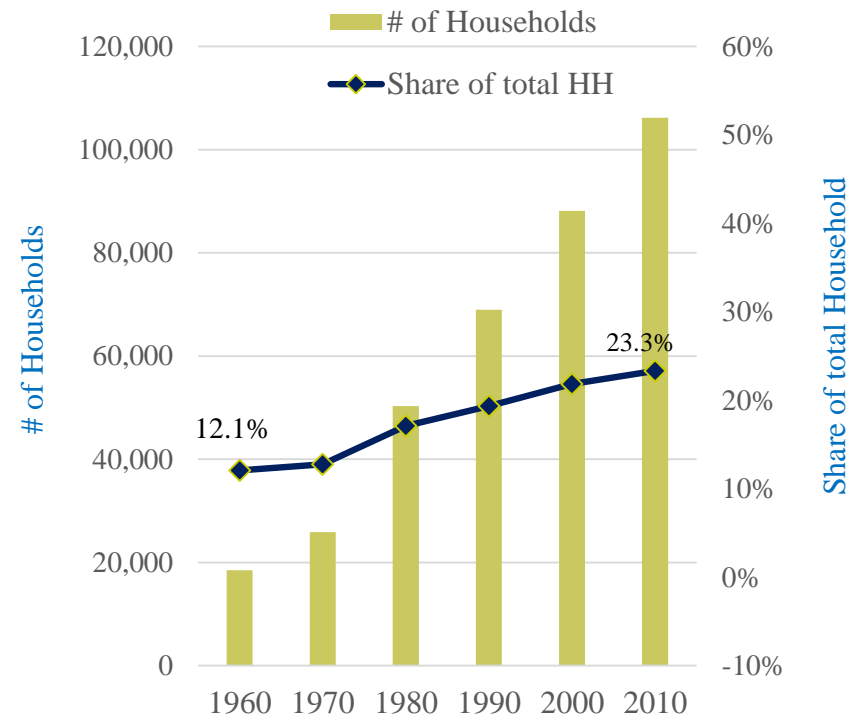
Changing lifestyle and changing housing demand



“Married Couple with own Children” Households (Hawaii)



Living Alone (Hawaii)





**Hawaii Housing Finance
& Development Corporation**



UPDATE ON THE HOUSING, SUPPORTIVE SERVICES AND ECONOMIC DEVELOPMENT AROUND THE PROPOSED TRANSIT ROUTE

Committee on Human Services

Senator Suzanne Chun Oakland, Chair
Senator Josh Green, Vice Chair

Committee on Economic Development, Government Operations and Housing

Senator Donovan Dela Cruz, Chair
Senator Sam Slom, Vice Chair

October 31, 2014 • 10:30am - 1:30pm



Hawaii Housing Finance & Development Corporation



HHFDC Mission

Increase and preserve the supply of workforce and affordable housing statewide by providing leadership tools and resources to facilitate housing development.





Hawaii Housing Finance & Development Corporation



In fiscal year 2014, the HHFDC added 940 affordable housing units while managing assets in excess of \$1 billion.



Halekauwila Place



Senior Residence at Iwilei



Hawaii Housing Finance & Development Corporation



Since 2006, HHFDC has facilitated the development or preservation of 6,428 housing units.

5,267 Rental units at 60% and below AMI
1,161 For-Sale units from 80% - 140% AMI

6,428 Total



Hawaii Housing Finance & Development Corporation



Statewide projected housing need between 2012 and 2016 for lower income families is approximately 19,000 units. For the same time period, first-time homebuyer need is approximately 4,800 units for moderate income families (80-140% AMI)

PROJECTED RENTAL HOUSING NEED, 2012-2016

% of Median Income	Honolulu	Maui	Hawaii	Kauai	Statewide
30%	6,006	803	1,013	315	8,137
50%	3,549	690	493	159	4,891
80%	4,268	924	577	451	6,220
Sub-total	13,823	2,417	2,083	925	19,248

PROJECTED FIRST-TIME HOMEBUYER NEED, 2012-2016

% of Median Income	Honolulu	Maui	Hawaii	Kauai	Statewide
80-120%	1,976	374	339	167	2,856
120-140%	1,561	101	237	45	1,944
Sub-total	3,537	475	576	212	4,800



Hawaii Housing Finance & Development Corporation



GOALS FOR THE NEXT FOUR YEARS

More Affordable Housing Units

HHFDC currently has approximately 4,460 units being planned for 2015-2019 and is actively seeking more projects including TOD projects.

3,328 Rental units at 60% and below AMI

1,132 For-Sale units from 80% - 140% AMI

Oahu	Hawaii	Maui	Kauai	LIHTC	Total Units
2,371	475	350	104	800	4,460



Hawaii Housing Finance & Development Corporation



GOALS FOR THE NEXT FOUR YEARS

More Multi-Use Projects

Develop multi-use projects that include affordable housing on land owned by the state as well as county agencies and private nonprofits.

Affordable Housing Assistance for the Counties

Assist the counties with the implementation of affordable housing projects and programs.

Homebuyers Assistance

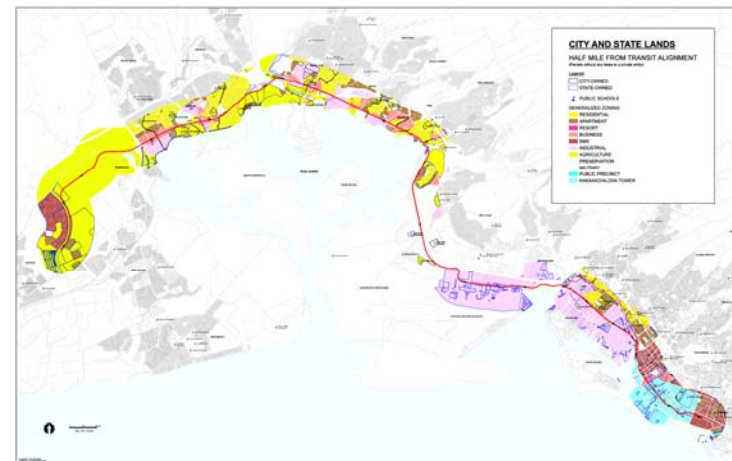
Assist up to 500 homebuyers annually with Mortgage Credit Certificates.

GOALS FOR THE NEXT FOUR YEARS

Transit-Oriented Development (TOD)

The State of Hawaii can play a key role in Oahu's future by actively seeking opportunities to responsibly participate in transit-oriented development along the Honolulu Rapid transit rail line. Doing so will help concentrate development along the rail corridor and lower transportation costs.

- East Kapolei
- UH West Oahu
- Leeward Community College
- Aloha Stadium
- Honolulu Airport
- Kalihi
- Kapalama
- Iwilei





Hawaii Housing Finance & Development Corporation



Hale Mohalu II

332 elderly and family rentals

Along rail route between Pearl Highlands and Pearlridge stations





Hawaii Housing Finance & Development Corporation



Ola Ka `Ilima Artspace

84 family rentals
on HCDA land with
a preference for
multi-ethnic artists
and their families

Near Kakaako
station





Hawaii Housing Finance & Development Corporation



630 Cooke Street

HCDA affordable rentals to demonstrate new typologies such as micro units

Near Civic Center and Kakaako stations





Hawaii Housing Finance & Development Corporation



We take seriously our responsibility to be good stewards of the resources entrusted to HHFDC and are working to improve how we do business.

We are constantly exploring ways to work smarter and strategically, to be more efficient, and to better leverage limited resources.



Hawaii Housing Finance & Development Corporation



CRAIG K. HIRAI

Executive Director

677 Queen Street, Suite 300

Honolulu, Hawaii 96813

Phone: (808) 587-0641

Fax: (808) 587-0600

Email: craig.k.hirai@hawaii.gov

[www.http://dbedt.hawaii.gov/hhfdc/](http://dbedt.hawaii.gov/hhfdc/)

City and County of Honolulu



TOD Honolulu

Live.Work.Connect

October 31, 2014

TOD Overview

- \$5.2B, 20-mile rail transit under construction
- Neighborhood TOD plans and zoning
- Walkable, connected, complete streets
- Islandwide housing strategy
- Financial toolkit of incentives and funding
- TOD Subcabinet coordination of City infrastructure, permits, funding, projects
- Identified catalytic projects and growing market interest

Where we came from

- Draft Neighborhood TOD Plans completed for 15 out of 21 station areas (two plans adopted)
- Extensive public involvement, stakeholder input, surveys and outreach
- Existing Conditions Analysis and Market Demand Studies
- Implementation strategy and TOD Sub-cabinet



Where we're going

Create choices and a high-quality, healthy urban lifestyle

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



It's about people and their neighborhoods



Live.Work.Connect

Live.Work.Connect

...with family and friends



Live.Work.Connect

...with neighbors



Live.Work.Connect

...with kupuna and keiki



Live.Work.Connect

... with each other



Live.Work.Connect

...with parks and gathering places



Live.Work.Connect

...with fun and games



Live.Work.Connect

...with music and the arts



22



Live.Work.Connect

...with the 'aina



C. PEARL HARBOR OPEN SPACE AND TRAIL CONNECTIONS



Live.Work.Connect

...with worship and reflection



Live.Work.Connect

...with shops and services



Live.Work.Connect

...with learning



C. DEVELOPMENT OF OPEN SPACE ADJACENT TO CAMPUS

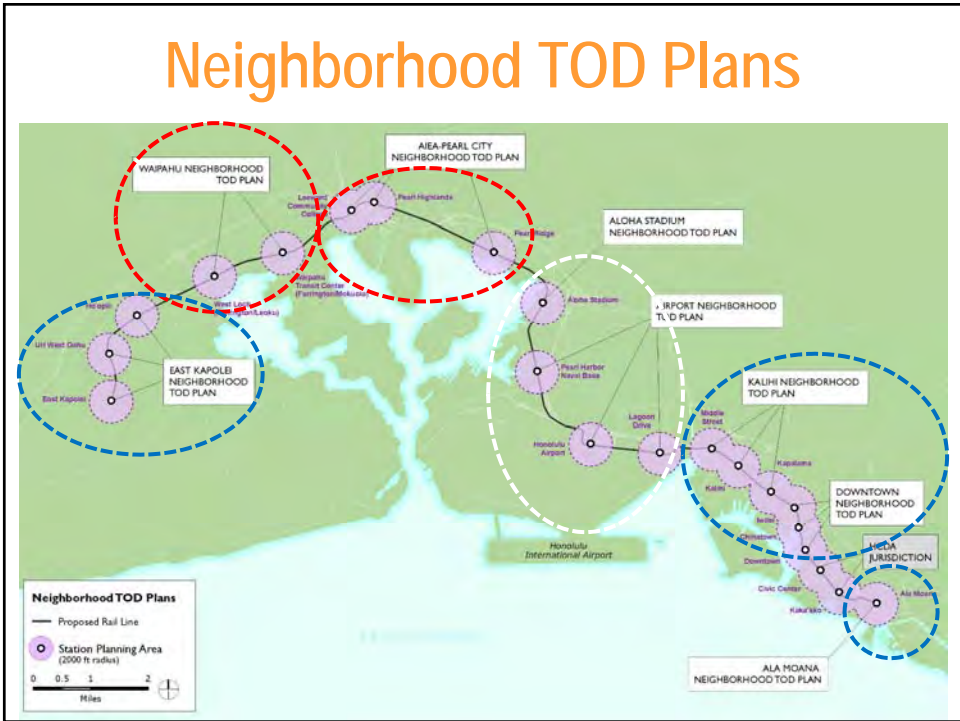
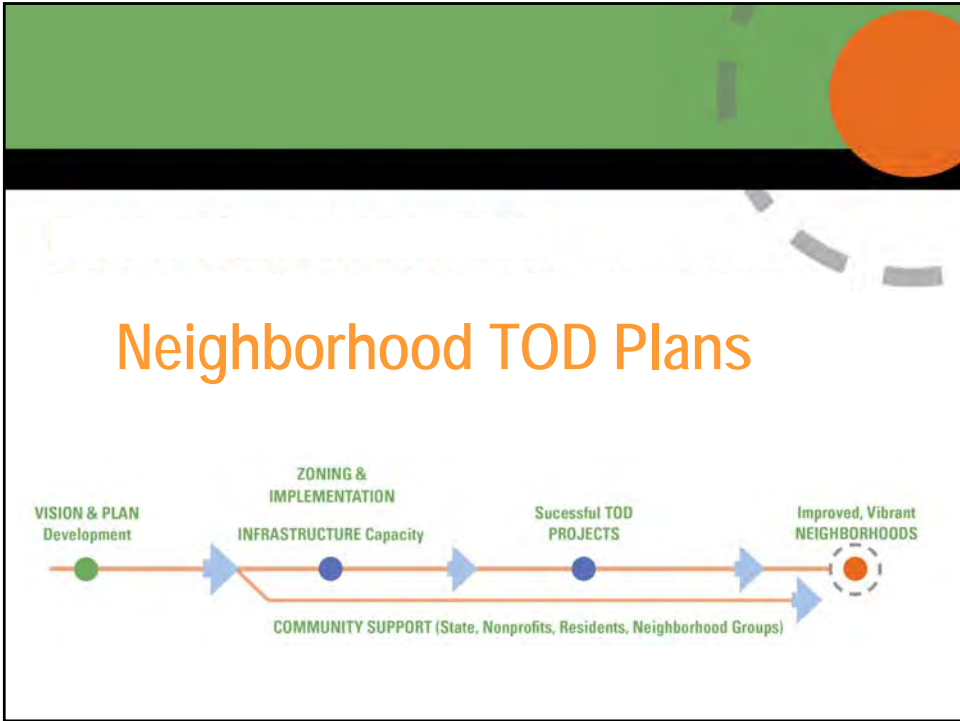
For Illustrative Purposes Only



Live.Work.Connect

...with the world





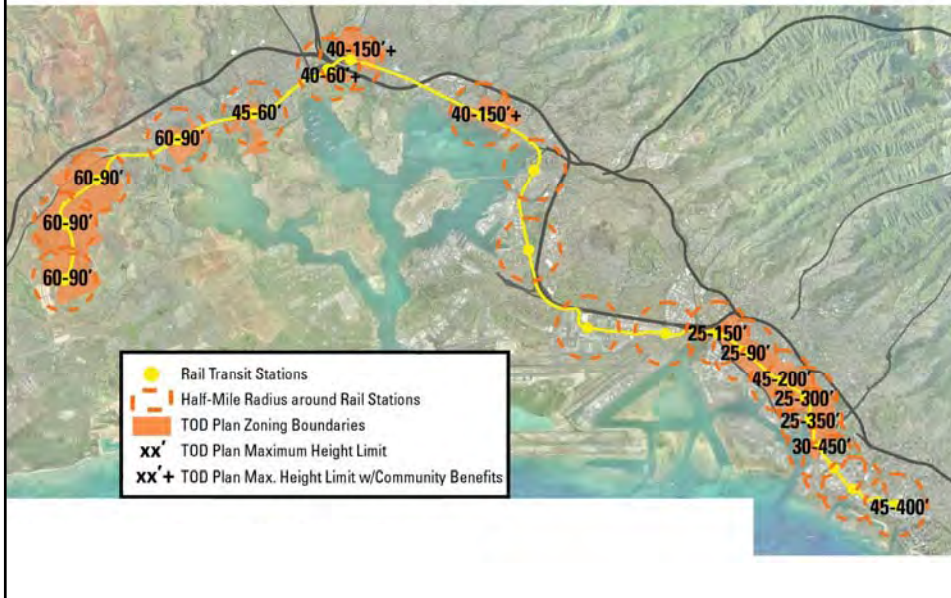
Station Area Character



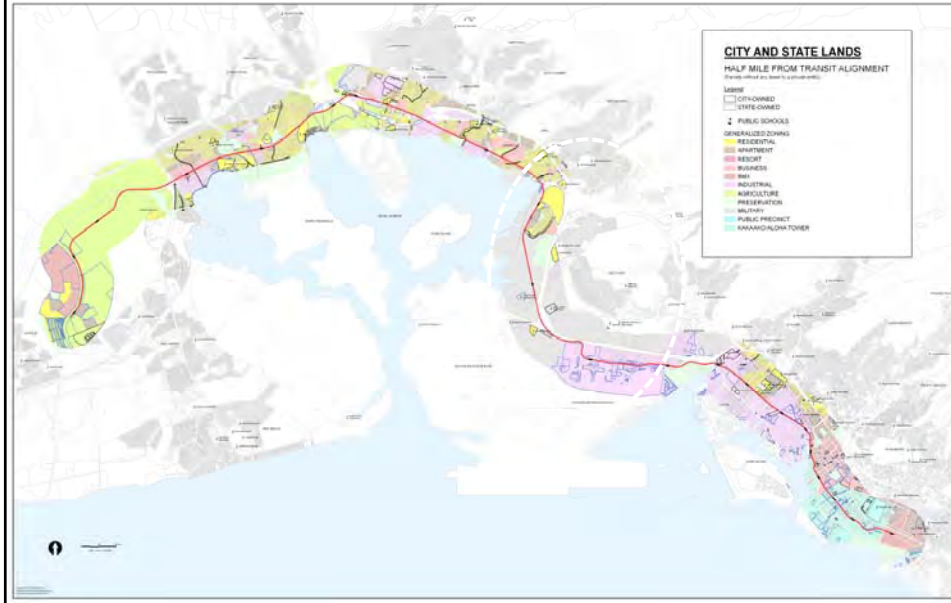
- **Major Urban Center:** Place with high-density residential, office, retail and entertainment uses in the heart of urban Honolulu
- **Urban Neighborhood:** Neighborhood with an integrated mix of medium-density housing, jobs, and neighborhood and regional retail

- **Mixed-Use Village:** Walkable, lower-density community with neighborhood retail and a commercial or educational core near the station
- **Major Destination/Employment Center:** Place with a single-use facility or high concentration of jobs

From Plans to Regulations



City and State Lands

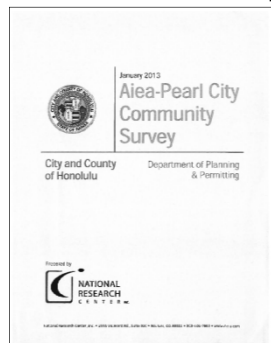


Planning Process

- Stakeholder Meetings
- Scientific Resident Survey
- Advisory Committees
- Public Workshops



Instant Polling



Community Workshops



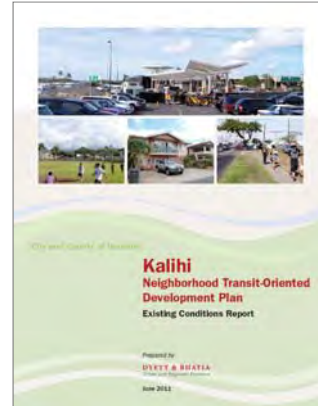
Technical Analyses

– Existing Conditions Analysis

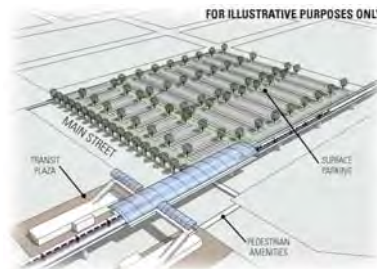
- Land Use
- Transportation
- Environment
- Infrastructure

– Market Demand Study

- Economic Trends
- Projections by Use



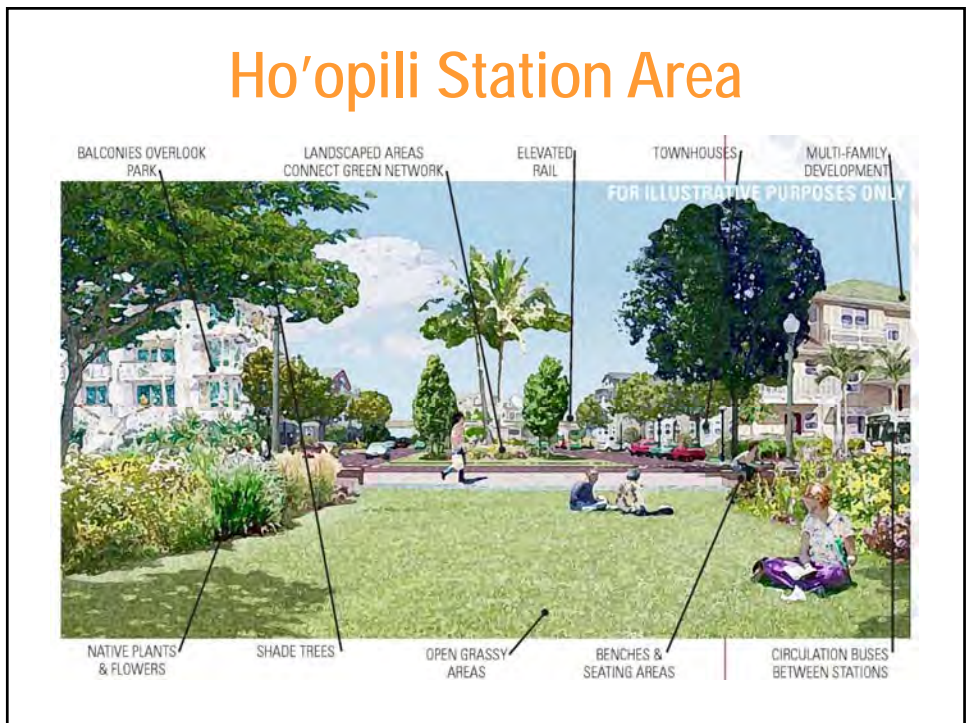
Short-to-long-term phasing



20-30 Year Buildout

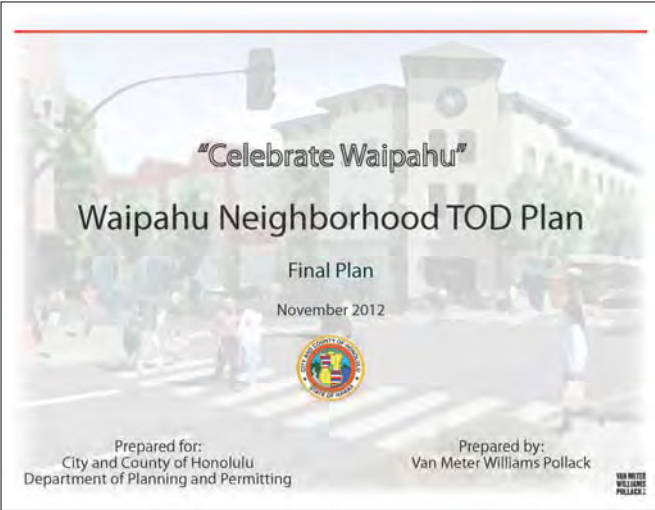


Ho'opili Station Area



WAIPAHU TOD PLAN

Adopted by City Council



WTC / MOKUOLA: RECOMMENDATIONS



• Revitalization of "Old Town" area

WTC / MOKUOLA: RECOMMENDATIONS



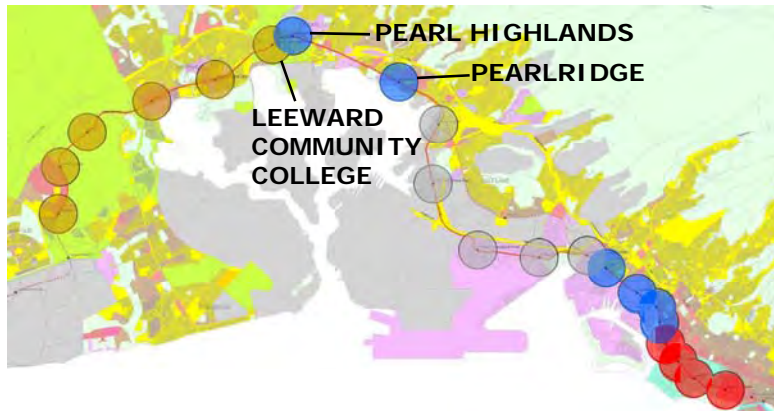
• Revitalization of "Old Town" area

WEST LOCH / LEOKU: RECOMMENDATIONS



- Neighborhood mini parks adjacent to infill development

Aiea-Pearl City



Major Urban Center: Place with high-density residential, office, retail and entertainment uses in the heart of urban Honolulu

Urban Neighborhood: Neighborhood with an integrated mix of medium-density housing, jobs, and neighborhood and regional retail

Mixed-Use Village: Walkable, lower-density community with neighborhood retail and a commercial or educational core near the station

Major Destination/Employment Center: Place with a single-use facility or high concentration of jobs

Mixed-Use Development on LCC Parking Lot (Phased)



Mixed-Use Development on LCC Parking Lot (Phased)



Mixed-Use Development on LCC Parking Lot (Phased)



Mixed-Use Development on LCC Parking Lot (Phased)



Mixed-Use Development on LCC Parking Lot (Phased)



C. DEVELOPMENT OF OPEN SPACE ADJACENT TO CAMPUS

For Illustrative Purposes Only



Housing on DH End of Campus



Housing on DH End of Campus





Housing Development at Pearl Highlands



Housing Development at Pearl Highlands

For Illustrative Purposes Only



B. DEVELOPMENT OF KAMEHAMEHA DRIVE-IN CATALYST SITE



B. DEVELOPMENT OF KAMEHAMEHA DRIVE-IN CATALYST SITE



AIEA-PEARL CITY | NEIGHBORHOOD TOD PLAN

**VAN METER
WILLIAMS
POLLACK**

Pearlridge Station Development



AIEA-PEARL CITY | NEIGHBORHOOD TOD PLAN

**VAN METER
WILLIAMS
POLLACK**

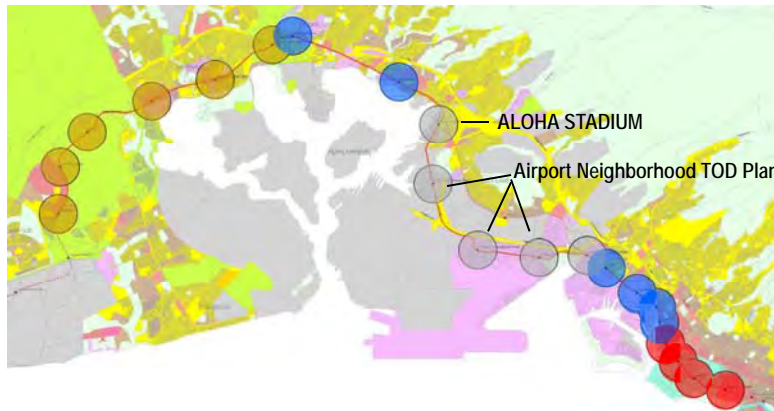
Pearlridge Station Development



AIEA-PEARL CITY | NEIGHBORHOOD TOD PLAN

VAN METER
WILLIAMS
POLLACK

Aloha Stadium & Airport TOD Plans

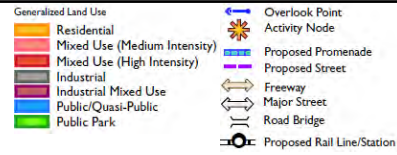


- **Major Urban Center:** Place with high-density residential, office, retail and entertainment uses in the heart of urban Honolulu
- **Urban Neighborhood:** Neighborhood with an integrated mix of medium-density housing, jobs, and neighborhood and regional retail

- **Mixed-Use Village:** Walkable, lower-density community with neighborhood retail and a commercial or educational core near the station
- **Major Destination/Employment Center:** Place with a single-use facility or high concentration of jobs

Kalihi Station Area

- Scale and character of uses maintained:
 - Industrial and commercial makai of the station and
 - Residential mauka of the station
- Greater mix of uses along Dillingham Boulevard
- Strategic new higher-density housing and rehabilitation of units in disrepair



Land Use Plan – Kalihi to Iwilei



Development Potential

	<i>Residential (DUs)</i>	<i>Commercial Retail Sq. Ft.</i>	<i>Office/ R&D/ Light Industrial (Sq. Ft.)</i>	<i>Public/ Parks (Acres)</i>
Existing Development	3,700	4,196,000	714,000	8.5
TOD Plan (Net New Development)	6,000	396,000	544,000	36.9
Gross Future Development	9,700	4,592,000	1,258,000	45.4

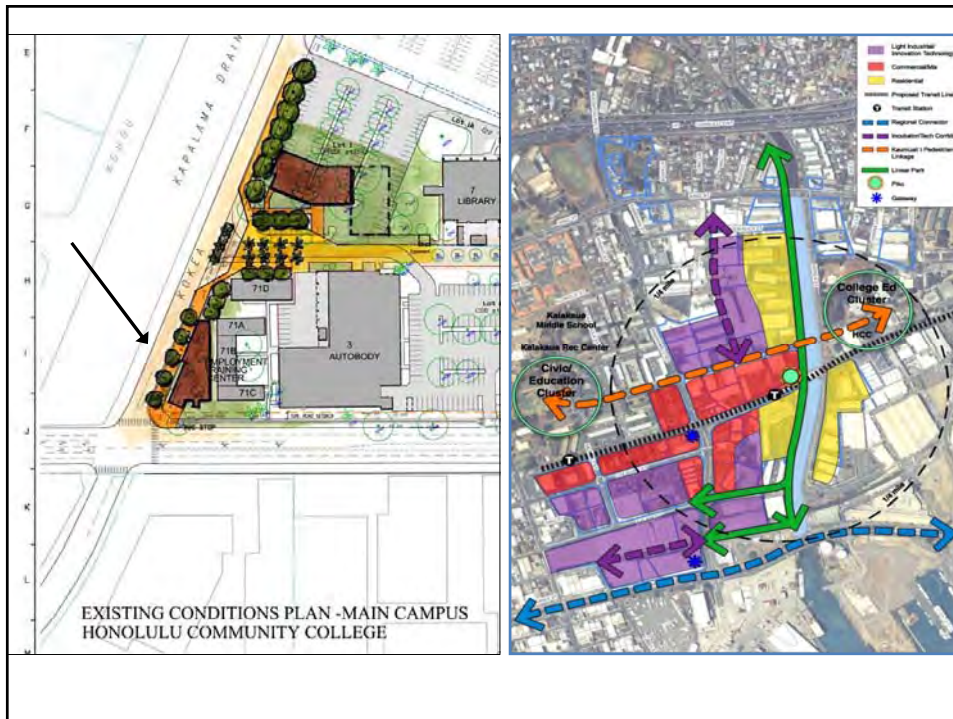
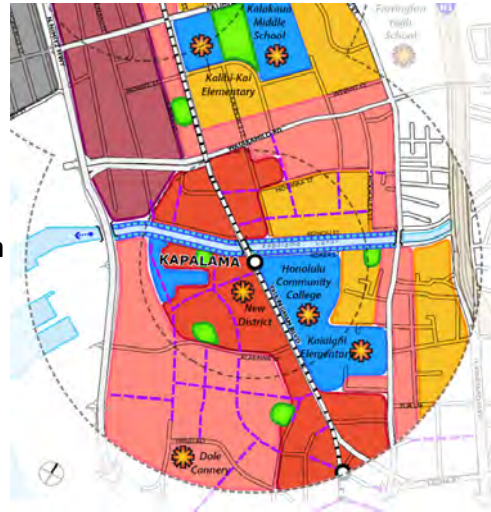
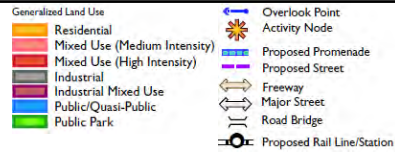
- 14,500 new residents (over 25,000 total)
- 2,200 new jobs (plus HCC and other public)
- Most growth around Kapalama Station

Middle Street Station Area - OCCC

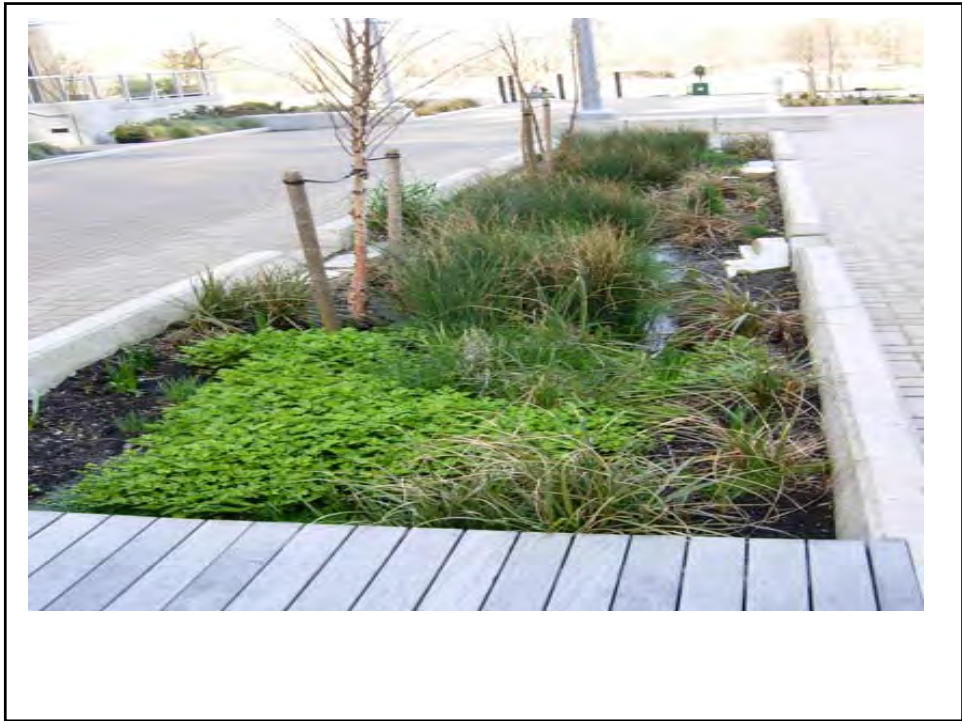


Kapalama Station Area

- Most transformative
- High-intensity mixed-use: residences, public facilities, neighborhood shopping
- Education hub at Honolulu Community College
- Promenade along Kapalama Canal
- New streets and paths







**Iwilei
Station Area**



Grayfield redevelopment of parking lots



Example mixed use redevelopment of Costco lot

Chinatown Station Area

- Retain historic character and scale
- Revitalize River Street, Nuuanu Stream canal, and Aala Park
- Redevelop surface parking lots on Nimitz Highway with taller buildings
- Encourage new uses and public services that accommodate seniors, children, and families



Generalized Land Use		Transportation	
■	Residential		Overlook Point
■	Mixed Use (Medium Intensity)		Activity Node
■	Mixed Use (High Intensity)		Proposed Promenade
■	Commercial Office		Proposed Street
■	Public/Quasi-Public		Existing Pedestrian Bridge
■	Industrial		Proposed Pedestrian Bridge
■	Public Park		Freeway
			Major Street
			Road Bridge
			Proposed Rail Line/Station

**Chinatown
Station Area**

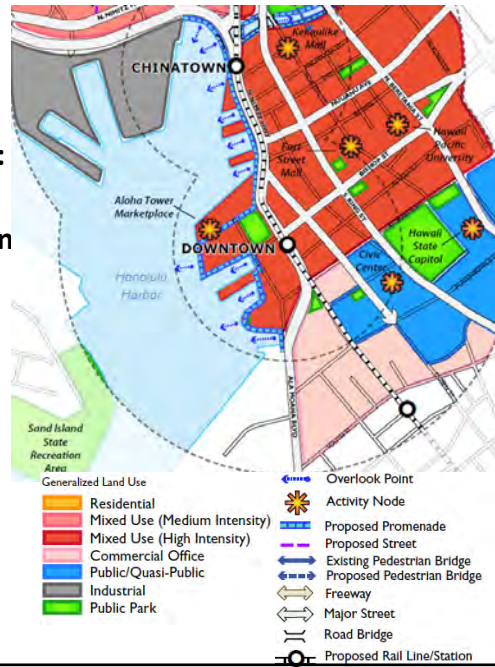


**Chinatown
Station Area**



Downtown Station Area

- Retain employment center
- Expand mix of evening uses: retail, entertainment
- Create a regional destination with new waterfront activities:
 - Revitalize Aloha Tower
 - Redevelop HECO power plant site
 - Develop waterfront promenade



Downtown Station Area



Reimagining the Blaisdell Center to create a vibrant culture and arts district

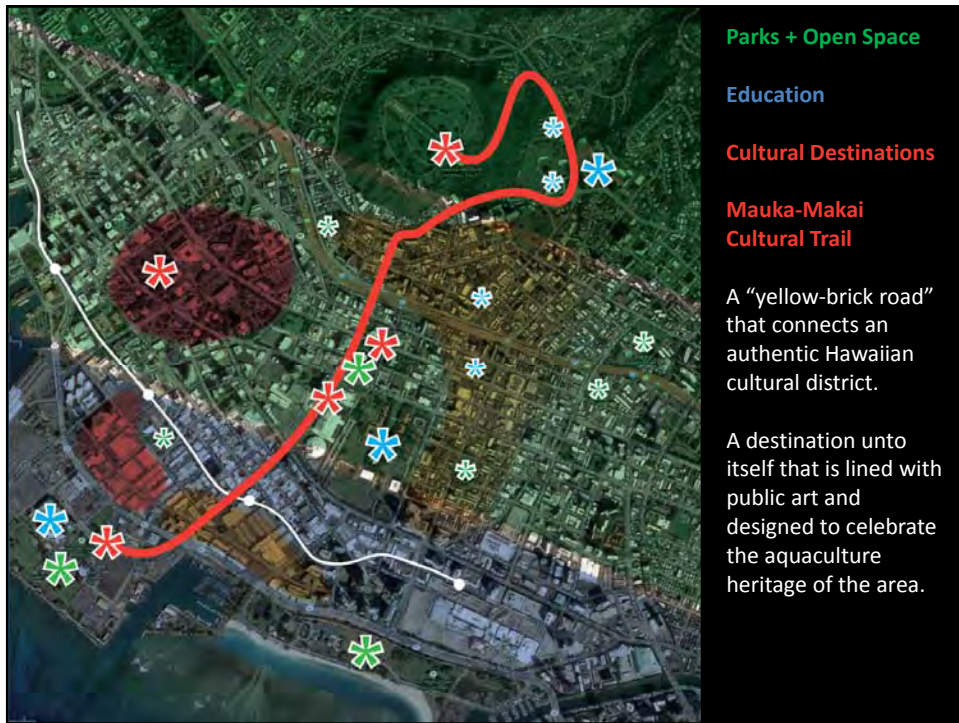


ULI Urban Land Institute
Rose Center for Public Leadership




Iconic





Connecting Places with Active Streetscapes

Ala Moana

- LEGEND
- Major Node
 - District Gateway
 - District Arterial Streets
 - Neighborhood Connector Streets
 - Pedestrian Core
 - Primary Mauka-Makai Connection
 - Other Mauka-Makai Connection
 - Potential Street Closure
 - District Destination
 - Proposed Parks & Open Space
 - Existing Parks & Open Space
 - Residential Area
 - Historic Resource
 - Bus Transfer Station
 - Site Boundary
 - Inner Site Boundary
 - Ala Moana Center Station
 - Fixed Guideway
- 



KAPIOLANI BOULEVARD





A decorative header consisting of a solid green horizontal bar at the top. To the right of the bar is a large orange circle. Below the bar is a thin black horizontal line. Underneath the black line is a white area containing faint, light-colored text and a dashed line graphic.

TOD Implementation Strategy Making it Happen.....Together

Implementation Strategy

- Establish TOD Sub-cabinet; coordinate investments
 - Station walking audits completed; in adopted budget
- Finalize and adopt Neighborhood TOD Plans
 - 15 of 19 station areas have draft TOD Plans completed
- Implement zoning and process improvements
- Develop financing and incentive tools
- Develop and implement housing strategy
- Enhance partner roles in TOD
- Develop catalytic projects
 - Pearlridge, Kapalama, Blaisdell Center

TOD Sub-cabinet roles

- DTS – Intermodal Connections and Complete Streets
- BWS – Water Systems and Supply
- ENV – Effects of TOD on the Wastewater System
- BFS – Financing Options
- DIT – Broadband Access
- Economic Development – Business Impacts & Growth
- DPP – Codes and Zoning
- Housing – Housing Choices for All
- DPR, DDC, DFM – Maintaining the Public Realm

Build on existing partnerships

- HART- rail system, stations, & multimodal linkages
- HCDA – circulation and connections
- HDOT – state roads at transit stations
- Board of Education
 - School siting & redevelopment
- UH and Community Colleges
- HHFDC – finance & projects
- DOH – bikesharing and active transport
- Developers & professional organizations
- Non-profits and neighborhood groups

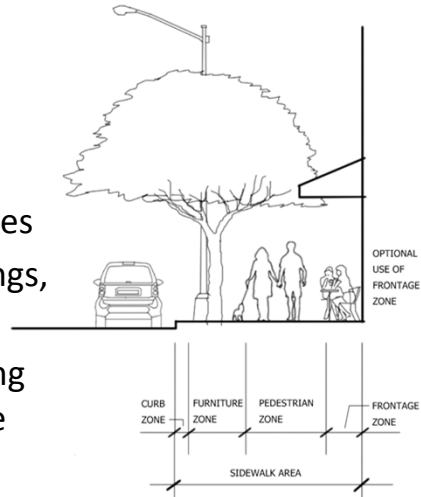


Land Use Ordinance (LUO) & Zoning Map Amendments

- ☑ **Interim Planned Development – Transit Permit (IPD-T)**
 - ☑ Newly-adopted permit process to facilitate catalytic TOD projects prior to adoption of the neighborhood plans, zoning maps, and LUO amendments
- **Proposed TOD Special District** (entire rail corridor)
 - Use and design standards that activate the streetscape
 - Reduced vehicular parking / New bicycle parking
 - Community benefits like affordable housing in return for height & density
- **Proposed Zoning Map Changes** (each TOD zone)
 - Allows for more mixed uses, e.g. AMX, BMX, IMX
 - Begins with Waipahu, continues along entire transit corridor after each plan is adopted

Proposed Regulations for Sidewalks in TOD Special Districts (new article in Chpt 14)

- ⇒ Introduces new terms
- ⇒ Provides options to widen existing sidewalks
- ⇒ Allows for street furniture in the frontage & furniture zones
- ⇒ Encourages the use of awnings, canopies, & arcades
- ⇒ Consolidates some permitting & reduces fees to incentivize streetscape improvements



Islandwide Housing Strategy

- **Islandwide** housing and community building vision, policy plan, and implementation strategies
 - To be incorporated into, implemented by, and coordinated with a variety of public/private plans
- **TOD-specific** housing strategy/policies, codes and zoning, priority projects and targeted funding
 - Revised policies, regulations, incentives, programs, investments, and financial tools
 - Focus on *smaller* affordable housing percentage, at *lower* AMI, across *more* projects, at *longer* affordability period
 - New building types (townhouses, rowhouses, micro-units)
 - Accessory dwellings (cottages, additions) on existing lots

Islandwide Housing Vision

Oahu will provide housing choices that build community, strengthen neighborhoods, and fit family budgets.

All people will have access to shelter.



- Transit-oriented and transit-ready development
- Compact, mixed-use community design
- Healthy, age-friendly communities

Housing Finance Toolkit to Stimulate Private Investment

Includes financing mechanisms, incentives and policy guidelines to stimulate private investment.

- Modify Affordable Housing Fund.
- Target Real Property Tax Exemptions or Credits.
- Create a Community Land Trust and/or Land Acquisition Fund.
- Maximize State and Federal Funding Mechanisms.
- Establish Community Facility Districts.
- Leverage the Equitable TOD Fund.
- Use HOME Funding to Build Affordable Housing.
- Use CDBG Funding for Supportive Infrastructure.



Complete Streets and Placemaking

Streets as a Placemaking Tool

- Streets are the City's most usable, largest accessible public space – and cost-effective
 - Often over-designed for function; many have 'extra' space
- Complete Streets project under way
- Cycle tracks and bike lanes – King and Beretania
 - Guidelines/permitting for bikeshare, carshare, parklets
- Interim Design Strategies
 - Parklets, pop-ups & street seats
 - Plazas and mini-parks

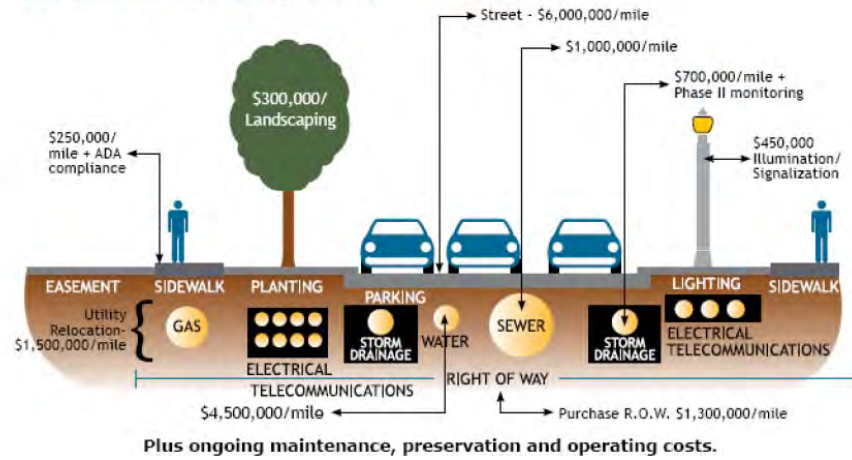


Complete Streets and infrastructure costs

- Walking, biking, and landscaping costs are a small part of the total costs.

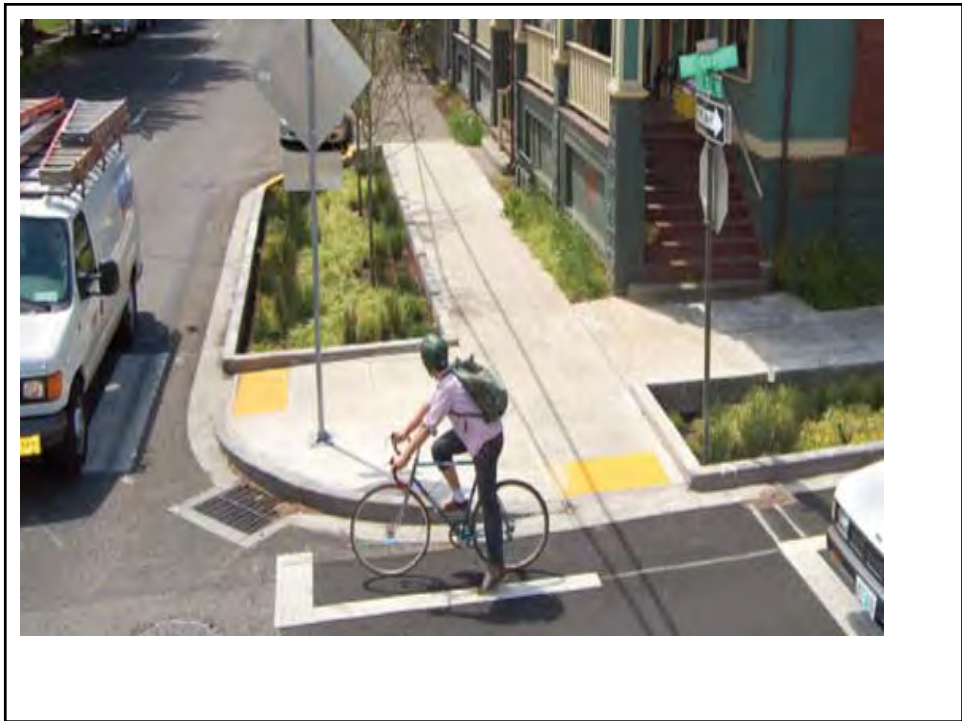
Typical City Infrastructure Costs Today

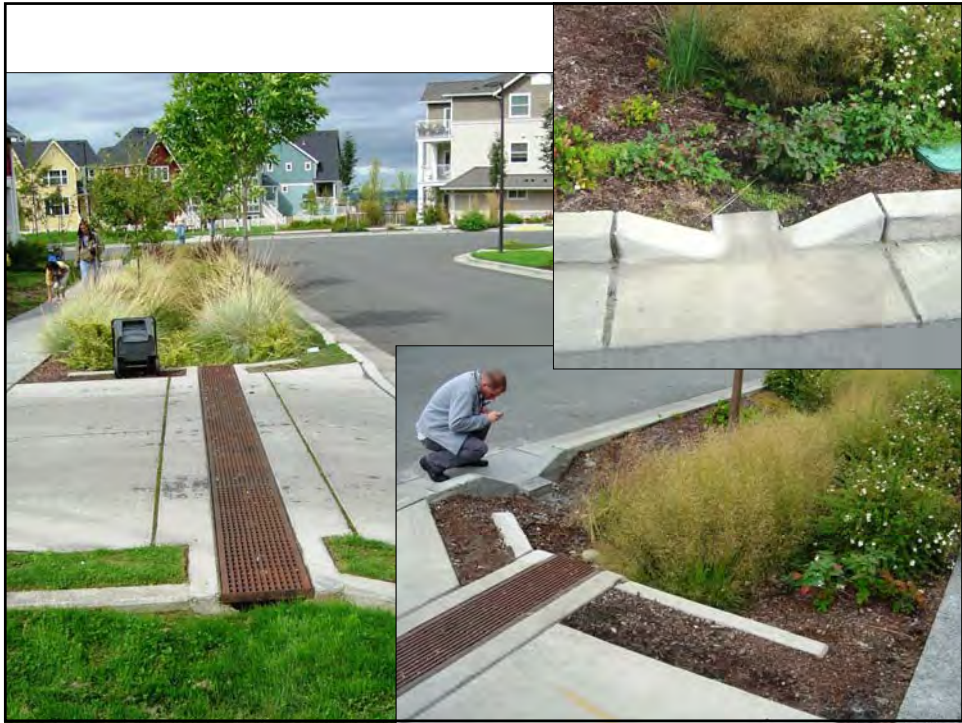
City streets are more than pavement.

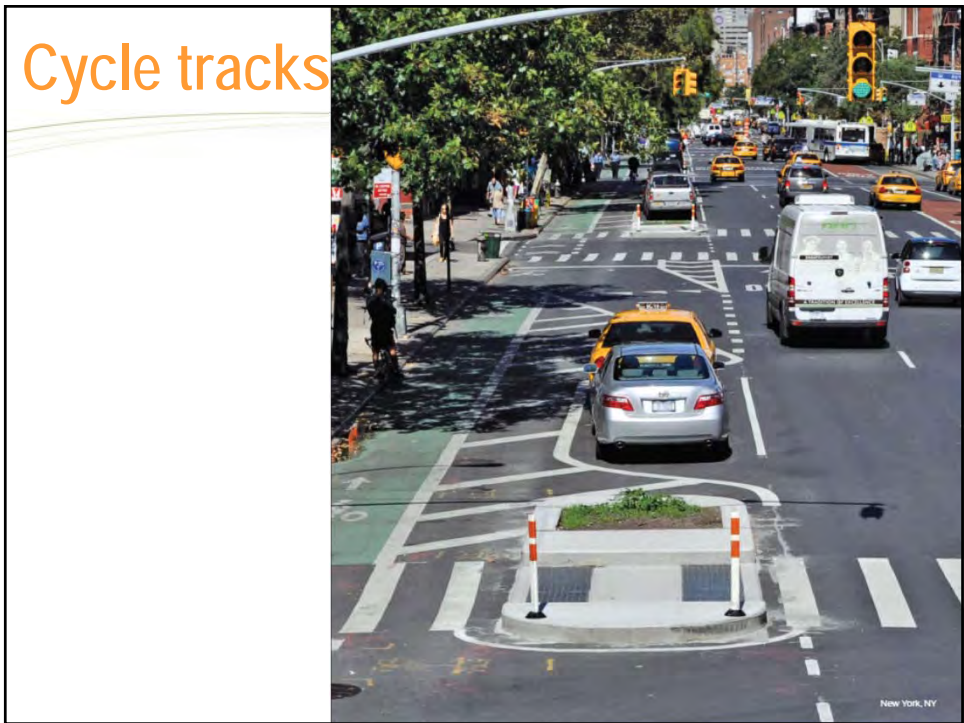
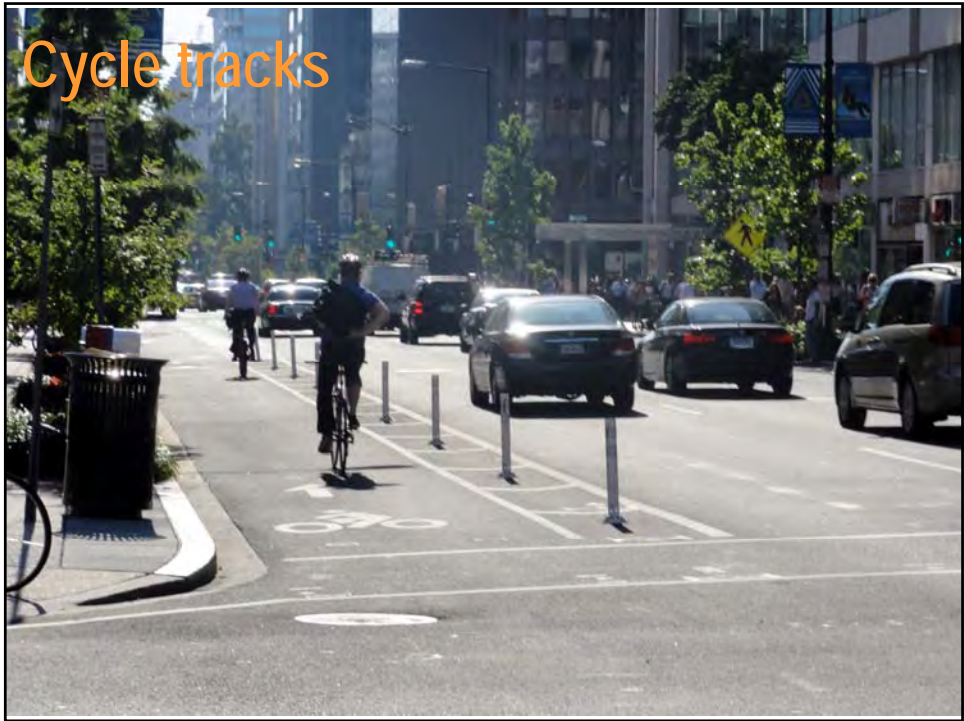


'Pop-up' complete streets









Parklets



Parklets



Parklets



Hank's Haute Dogs, Kakaako

Quick fixes – interim plazas

The New York City DOT uses temporary materials to activate public spaces and create better bikeways throughout the city. Planters, bollards, epoxyed gravel,

seating and striping provide a low-cost toolkit for delineating these spaces and help to realize public support for full-scale capital implementation.



Before



After

Union Square

Quick fixes– interim plazas



Before



After

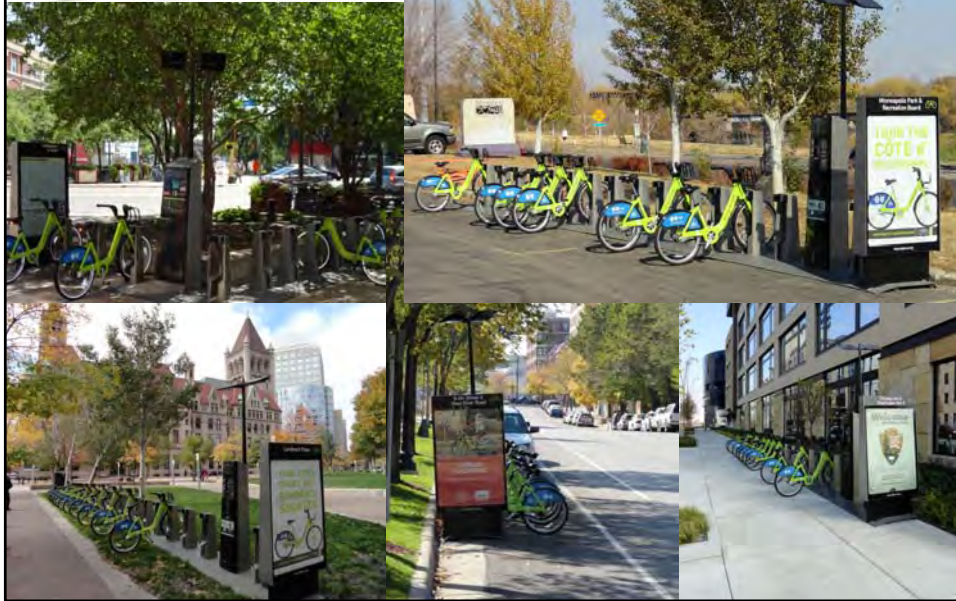
Gansevoort Plaza



Quick fixes – interim plazas



Bikesharing



What's Next?

- Finalize and adopt Neighborhood TOD Plans
- Implement zoning and ordinance changes
- Finalize housing strategy and update policies
- Develop finance incentive tools
- Work with state and partners on priority projects
- Implement streetscape & connectivity projects
- Develop catalytic projects

TOD Symposium: Ready to Roll

Saturday, November 22, 2014 from 8:30 AM - 2:30 PM

Please join us at the Blaisdell Center to

- Review progress on implementing TOD
- Learn from local and national experts
- Weigh in on TOD priorities in Honolulu

We'll have engaging activities inside and outside



Mahalo!

www.todhonolulu.org



Facebook: TOD Honolulu



TOD Honolulu

Live. Work. Connect

It is easy to forget that at one time—over a half century ago— Oahu had street cars and trains. Even during the height of the post-World War II and statehood booms when the private automobile rose to prominence, Honolulu was developing an award-winning bus system. Today, daily bus ridership exceeds 200,000. The Honolulu Authority for Rapid Transportation (HART) rail transit system is the newest phase of the ongoing evolution of our island-wide multimodal transportation system.

After more than three decades of planning, rapid transit is finally nearing fruition. The rail system will not be isolated, but rather closely integrated with our buses and roadway system. The rail component will serve as the spine of an island-wide multimodal transportation network that ushers mobility in the City and County of Honolulu into the 21st century. It will integrate with facilities in the Oahu Bike Plan and “complete streets” improvements. It will change the way we get around.

Rail transit and the concept of a high-density rail corridor are also part of the City’s strategy to manage and direct growth. Channeling development pressure to rail station areas, most of which are already urbanized communities, will curb urban sprawl by encouraging infill development. This goal is possible through transit-oriented development (TOD) - compact, mixed-use development within easy walking distance of a transit station. TOD is designed to encourage walking, biking and transit, thereby creating more choices in both where we live and how we travel. Since this type of urban development uses land more efficiently, it will enable these communities to accommodate growth for many generations.

(cont'd)

Thus, Honolulu's rail transit system represents a quantum leap for our island, not only in the way we commute, but in the way we live. In the great cities of the world, mass transit—not the personal motor vehicle—is the primary means by which most people travel. Rail transit can become a modern-day catalyst for living, commerce, and other activities. The experience of other cities demonstrates that, in general, rail transit systems spur

growth and neighborhood investment, particularly in the areas surrounding the stations.

That's why we're committed to our TOD program. Rather than leave such growth to chance, we are working to ensure that growth proceeds in concert with community goals, as well as our long-term goals for the island.



What is TOD?

Transit-oriented development (TOD) typically refers to development within easy walking distance of a major transit stop that capitalizes on and supports transit ridership. The area where TOD typically occurs is the $\frac{1}{4}$ - or $\frac{1}{2}$ -mile radius around the station (a five- or ten-minute walk). TOD may be redevelopment of existing facilities or new development and should be designed at the pedestrian scale, since all transit trips begin and end as walking trips.



It typically means more compact development with a mix of residences, employment, and shopping, while allowing for better integration of open space. Higher densities allow for more housing choices, including a range of sizes and affordability. TOD also encourages transit use, thereby reducing household transportation costs, and provides pedestrian- and bike-friendly routes to encourage people to "opt out" of using their cars for every trip.



Honolulu's TOD Vision

The vision for the 20-mile rail transit corridor—from East Kapolei to Ala Moana Center—is a series of diverse, walkable neighborhoods strung together like flowers of a lei. Each station area has its own unique identity, but they should all create a sense of place by celebrating historic and cultural assets, connect homes with major employment and education centers, and provide convenient access to goods, services, and recreation.

These TOD areas will provide a high-quality urban lifestyle. Residents will enjoy walking to nearby restaurants and their neighborhood grocery store, biking along the waterfront, and taking the train to visit friends and family. Commuters will no longer need to worry about traffic and finding parking. Children will be able to ride their bikes safely to schools and neighborhood parks. Seniors will be able to walk or take transit to community centers and medical appointments. Even visitors will take the train to these communities and explore the attractions they have to offer. These healthy activities offer opportunities to run into acquaintances and neighbors—creating a strong sense of community and belonging.

To make this vision possible, higher density and building heights will be encouraged in the areas immediately surrounding each station—roughly within a quarter-mile, or a five-minute walk. Development beyond this area, up to a ten-minute walk from a station, should also be dense and mixed-use in nature but should step down in height and intensity to be compatible with existing uses on the periphery. TOD is not “one size fits all.” Whereas high-rises may be appropriate in areas near Downtown, new development in other areas should fit the community’s



context. TOD is more about the pedestrian orientation of buildings and streets, a rich mix of uses, and gathering places, than the height of buildings.

With higher concentrations of jobs and housing in the corridor, other elements that complete neighborhoods—public and social services, parks, and open spaces—will be necessary and more easily financed and maintained. Taken all together, these station communities will become desirable areas for those seeking an alternative to suburban living - a growing national trend fueled by the urban preferences of the Millennial Generation, the aging baby boomer generation, and the dramatic decline in “nuclear families.” Increased interest in urban living is also growing due to ever rising traffic congestion levels and fuel costs.

This vision for transit-oriented development will one day be expanded to all of urban Honolulu, with future extensions of the rail system to Kapolei and the University of Hawaii at Manoa.

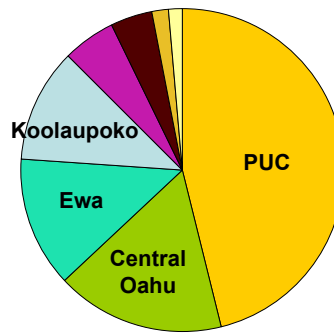
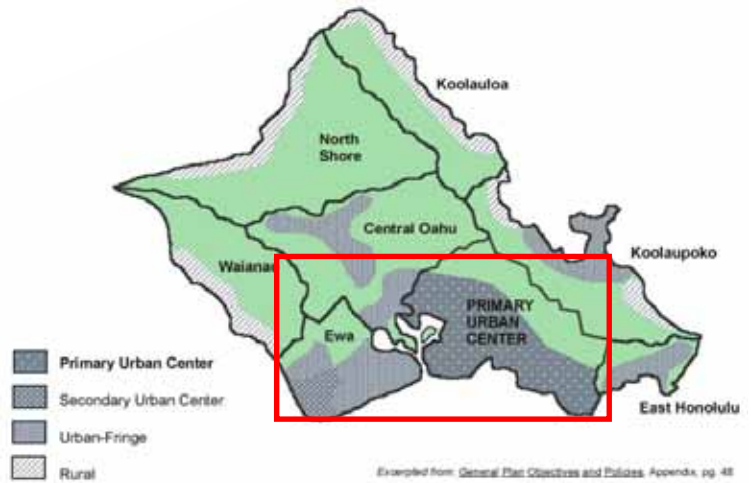


Is TOD Consistent with our General Plan?

The General Plan (GP) for the City and County of Honolulu is a comprehensive statement of objectives and policies which sets forth the long-range aspirations of island residents and shapes the strategies and actions needed to achieve them. It is a guide for all levels of government, private sector organizations, and individual citizens.

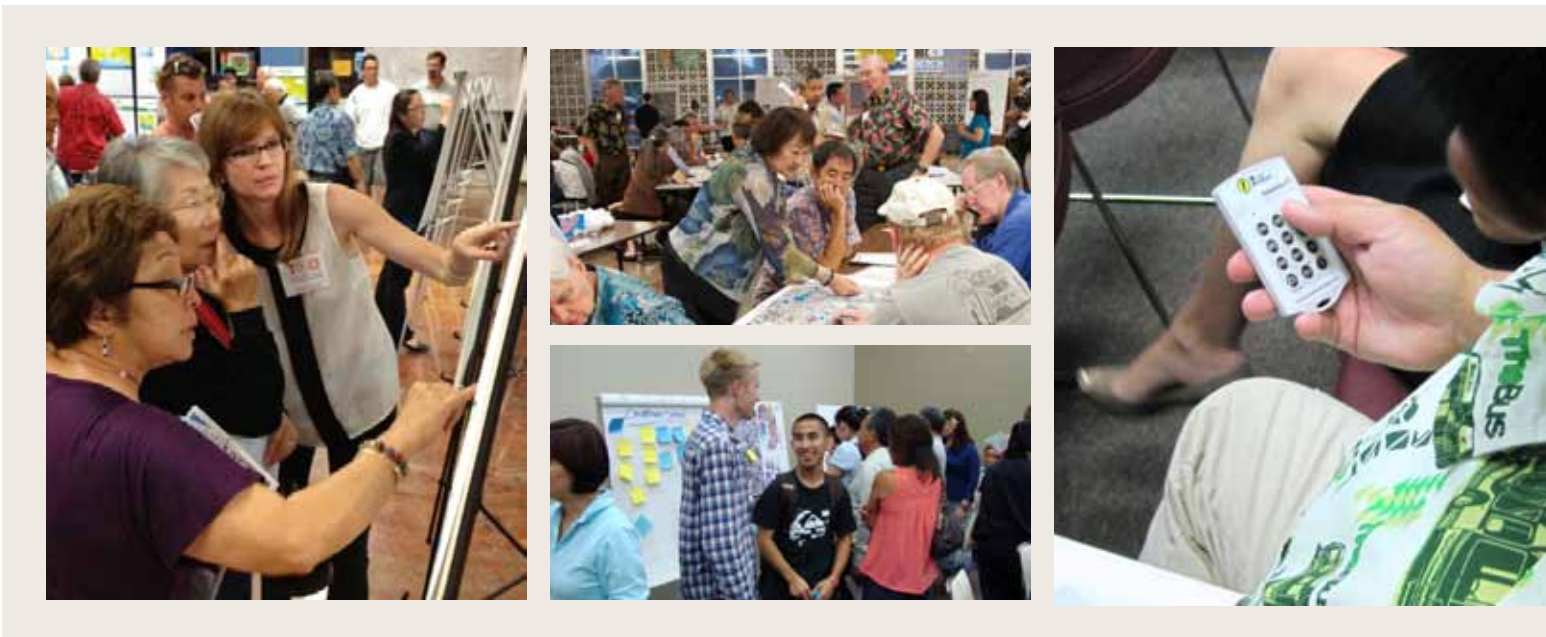
Through the GP, the commitment was made to concentrate population growth mostly within urban Honolulu (Primary Urban Center or PUC) and a new "second city" in Ewa, and to "keep the country" (see chart at right).

There are a number of GP policies that support TOD, including the provision of a mass transit system within an exclusive right-of-way; an integrated transportation system that accommodates cars, bicycles and pedestrian, while reducing automobile usage; and the clustering of mixed-use development to reduce infrastructure costs. TOD also helps to achieve many of the GP objectives, such as reducing household energy consumption and transportation costs.



GP Distribution Guidelines (%)

- 46.0 PUC
- 17.0 Central Oahu
- 13.0 Ewa
- 11.5 Koolaupoko
- 5.3 E. Honolulu
- 4.0 Waianae
- 1.7 N. Shore
- 1.4 Koolau Loa

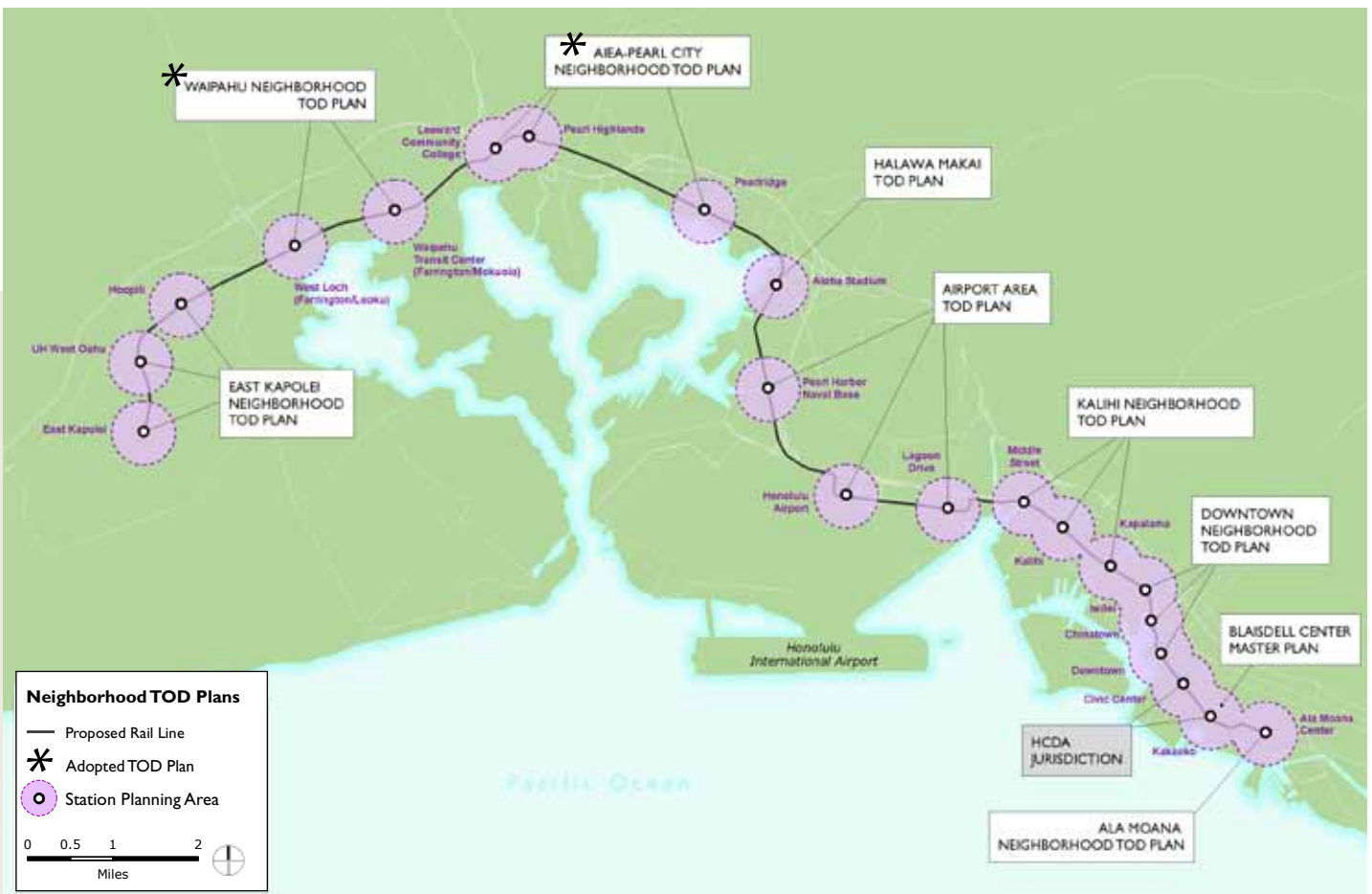
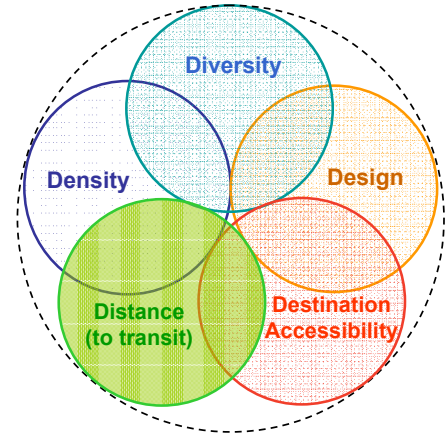


Neighborhood TOD Planning

In accordance with City Ordinance 09-04, the Department of Planning and Permitting has been working with corridor communities to prepare Neighborhood TOD Plans for the station areas under City jurisdiction (the two station areas in Kakaako are the purview of the Hawaii Community Development Authority). These plans address opportunities for new development and holistically plan for orderly growth and improved accessibility around the stations. The plans cover one to three station areas—each addressing land use, circulation, urban design, housing, community facilities, parking, pedestrian amenities, historic and cultural enhancements, and infrastructure. Those that have been adopted by the City Council are indicated on the map below.

The Neighborhood TOD Plans are prepared with extensive community engagement, including public workshops, advisory committee meetings, community needs surveys, and business outreach. The community gains a better understanding of the impacts and opportunities of TOD, how it can enhance their neighborhood, and how they can help shape its role in the corridor.

TOD planning incorporates the five Ds of the built environment: density, diversity, design, distance (to transit), and destination accessibility. All the Neighborhood TOD Plans include some balance of these elements.





Planning Principles

While specific recommendations for each Neighborhood TOD Plan are based on its own community-based planning principles, each Plan should also reflect the following basic TOD principles:

- 1. Seamlessly integrate the roadway, transit, and trail network.** *Access to and from the stations should be efficient and comfortable whether one travels there by bus, car, bicycle, or on foot. Consideration should also be given to local options such as shuttles and trolleys and community programs such as car sharing and bike sharing. Complete streets are critical to achieving this principle.*
- 2. Have a defined role within the overall regional transit corridor.** *The role and character of each station area depends on many things, including its location, history, resident's desires, and opportunities for growth and investment. These factors contribute to a station area's particular land use and character typology. Four general typologies are listed below and described in the Station Area Character section:*
 - Major Urban Center
 - Urban Neighborhood
 - Mixed-Use Village
 - Major Destination/Employment Center
- 3. Encourage land uses that increase transit ridership.** *Higher-density residential developments, urban retail venues, educational institutions, and facilities that provide high levels of employment all support this principle. Each TOD Plan should encourage these uses within one-half mile of the stations.*
- 4. Catalyze affordable housing development and preservation, and support local businesses.** *Rail provides an alternate, efficient, economical mode of travel. Affordable for-sale and rental housing should be promoted near the stations as this provides an option for residents to forego the expense of car ownership (gas, maintenance, parking, insurance, etc.). There should be a focus on both constructing*
new and preserving existing units. To ensure success, the baseline inventory of affordable housing in the transit corridor must be maintained and monitored. Small local businesses should also be encouraged to stay in the station areas.
- 5. Foster vibrant, mixed-use communities where the automobile is truly an option and not a necessity.** *The TOD Plans should promote a diversity of land uses that encourage activity during different times of the day and week and make a community a desirable place to live, work, play and visit. A wide variety of destinations should be within walking distance of the stations, including housing, shopping, services, dining, arts and entertainment, parks, schools, and other civic amenities—reducing the need to travel far distances to accomplish daily tasks. Within the TOD areas, there should be strong incentives to walk or bike to locations such as high-quality public spaces and direct connections between land uses.*
- 6. Integrate new development with existing communities.** *TOD should reflect and build upon the existing context of each station area. While respecting the host community's scale, building heights and densities should be highest near the stations and step down to meet the surrounding communities.*
- 7. Promote community sustainability.** *Planned growth and development should respect and adhere to the principles of sustainability - balancing economic prosperity with the integrity of natural ecosystems and social equity. In addition to encouraging walking, biking and taking transit, the TOD Plans should support green infrastructure, climate resilience, energy efficiency, and urban food production strategies such as community gardens.*



TOD Potential

The potential for transit-oriented development depends on many factors and varies considerably among the 21 station areas. Because TOD projects must be financially viable and profitable for the private sector, key among these factors is the availability of land for development or redevelopment. TOD opportunities typically present themselves where there are large vacant or underutilized properties (including urban brownfields), preferably under consolidated ownership. This condition reduces the cost and difficulty of assembling development parcels. Conversely, single-family neighborhoods with small lot sizes, such as near the Kalihi station, are generally considered stable and not likely to change due to the introduction of rail transit nearby.

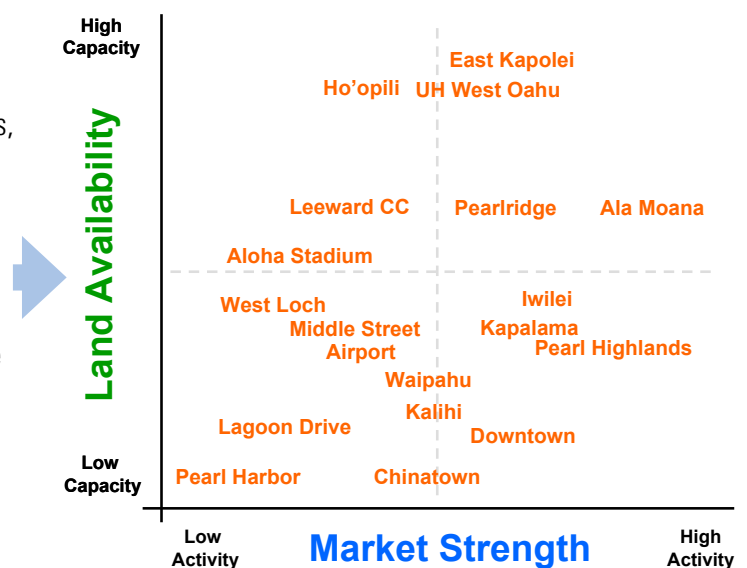
Real estate market strength is another major determinant of where TOD will materialize. New rail transit service alone will not attract new development to a station area. Evidence of new development activity in a station area is usually indicative of favorable real estate market conditions. Station areas with proximity to major destinations such as shopping centers, and community amenities like schools, parks and grocery stores, often have stronger market dynamics. Certain new uses like housing and retail also perform better than others. TOD can be beneficial in places with weak real estate markets, but public sector investment is often needed to make these projects economically feasible.

The chart on the right classifies the station areas based on these two factors—land capacity and market activity. Based on this simple analysis, the Ala Moana, Pearlridge and East Kapolei neighborhoods have the most potential for TOD in the short term.

Another critical element to TOD is the lack of any major encumbrance to development. Major encumbrances





could include inadequate utility infrastructure, flooding issues, or wetlands. Other factors influencing the attractiveness of TOD in a particular location include the connectivity of the station to places where people live and work, the severity of traffic congestion, and anticipated ridership at a station. Excessive regulatory requirements can also dampen development potential.

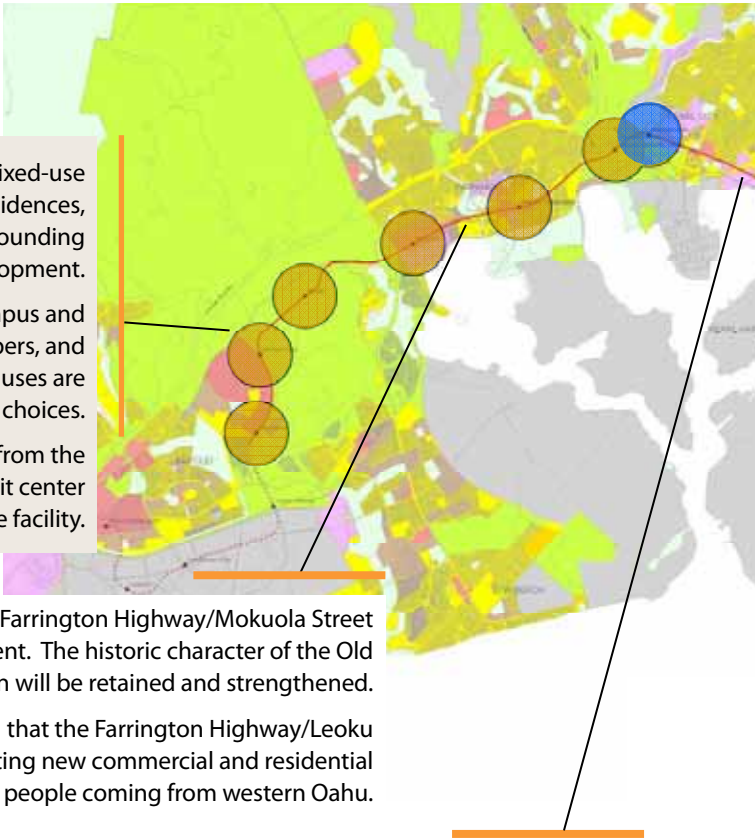
TOD can provide many public benefits, including new housing and shopping choices, affordable housing, sidewalk and streetscape upgrades, community facilities, new or improved parks, well-designed buildings, and new customers and transit riders. For projects that incorporate many of these elements but do not “pencil out,” the City may wish to use tools and incentives to overcome project challenges and maximize TOD potential. These range from assistance with land assembly to funding for infrastructure upgrades. There must be political consensus and support for the vision, goals and objectives of TOD for these tools and incentives to be successful. Additionally, the City must develop the skills to participate effectively as a development partner.



Station Area Character

Neighborhood vision statements are being developed for each station area through the community-based TOD planning process. These share commonalities about the future character of these neighborhoods. This map shows a rough assignment of station area “typologies” that have been shaped by community visioning and local context. Understanding the existing and general desired character, as well as market strength, of a neighborhood determines what improvements, regulations, incentives, and partnerships will best contribute to the success of TOD, while also guiding infrastructure investments. The four envisioned station area character typologies are defined in the following manner:

-  **Major Urban Center:** Place with high-density residential, office, retail and entertainment uses in the heart of urban Honolulu
-  **Urban Neighborhood:** Neighborhood with an integrated mix of medium-density housing, jobs, and neighborhood and regional retail
-  **Mixed-Use Village:** Walkable, lower-density community with neighborhood retail and a commercial or educational core near the station
-  **Major Destination/Employment Center:** Place with a single-use facility or high concentration of jobs



Hoopili (Mixed-Use Village) - The station area will be a local, mixed-use community with an active transit plaza and street-level retail, residences, and neighborhood mini parks. It will serve as a center for the surrounding development.

UH-West Oahu (Mixed-Use Village) - As a gateway to the campus and a destination for students, faculty and staff, area employees, shoppers, and residents, student-oriented businesses and regional commercial uses are envisioned along with new housing choices.

East Kapolei (Mixed-Use Village) - The station will draw ridership from the Kroc Community Center, nearby residences, and the planned bus transit center and park-and-ride facility.

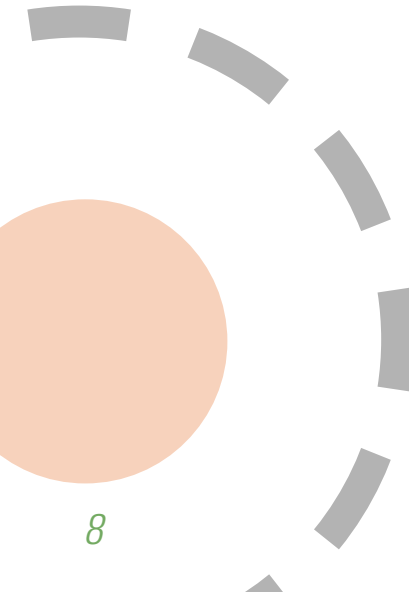
Waipahu Transit Center (Mixed-Use Village) - The Farrington Highway/Mokuola Street station area will be a node for higher-intensity mixed-use development. The historic character of the Old Town will be retained and strengthened.

West Loch (Mixed-Use Village) - It is the community’s vision that the Farrington Highway/Leoku Street area maintain its role as an employment center while attracting new commercial and residential uses. This neighborhood is the gateway to Waipahu for people coming from western Oahu.

Pearlridge (Urban Neighborhood) - The area is a major urban center and regional destination with opportunities for new mixed-use development, the possible re-orientation of Pearlridge Center, and improved access to the Pearl Harbor Historic Trail and waterfront.

Pearl Highlands (Urban Neighborhood) - The station will serve as a major intermodal facility and connection point for riders coming from ewa and mauka directions. Ongoing maturation of the commercial district, including the addition of new housing, can carefully balance the needs of passengers and shoppers arriving by transit, on foot, and by automobile.

Leeward Community College (Mixed-Use Village) - The station area is envisioned as a college-oriented neighborhood catering to students and faculty, as well as new residents.



Aloha Stadium (Major Destination/ Employment Center) - The stop will provide access to events at the stadium, military uses on Ford Island, and the nearby residential neighborhood. The lands around Aloha Stadium could be used for a variety of more intensive uses should the National Park Service's recreation limitation be lifted.

Pearl Harbor (Major Destination/Employment Center) - The station will provide access to nearby military uses, including employment and housing. The Navy plans to create a mixed-use node on base near the station.

Honolulu International Airport (Major Destination/ Employment Center) - The airport station will serve travelers and airport employees. It may also create demand for more intense employment uses near the station.

Lagoon Drive (Major Destination/Employment Center) - The industrial station area is a major employment center and commercial destination. Area improvements will include station access enhancements and select opportunities for new infill development and connections to Keehi Lagoon Park and waterfront.

Middle Street (Major Destination/Employment Center) - The major multimodal hub will enable passengers to transfer between bus and rail. In the long-term, a mixed-use district is envisioned, catalyzed by transformation of the OCCC site.

Kalihi (Urban Neighborhood) - The scale and character of the Kalihi station area will be maintained. A greater mix of uses, infill residential development, and public realm improvements are desired near the station.

Kapalama (Urban Neighborhood) - A high-intensity mixed-use district is envisioned, with new residences, Kapalama Canal improvements, neighborhood shopping, and close integration with Honolulu Community College.

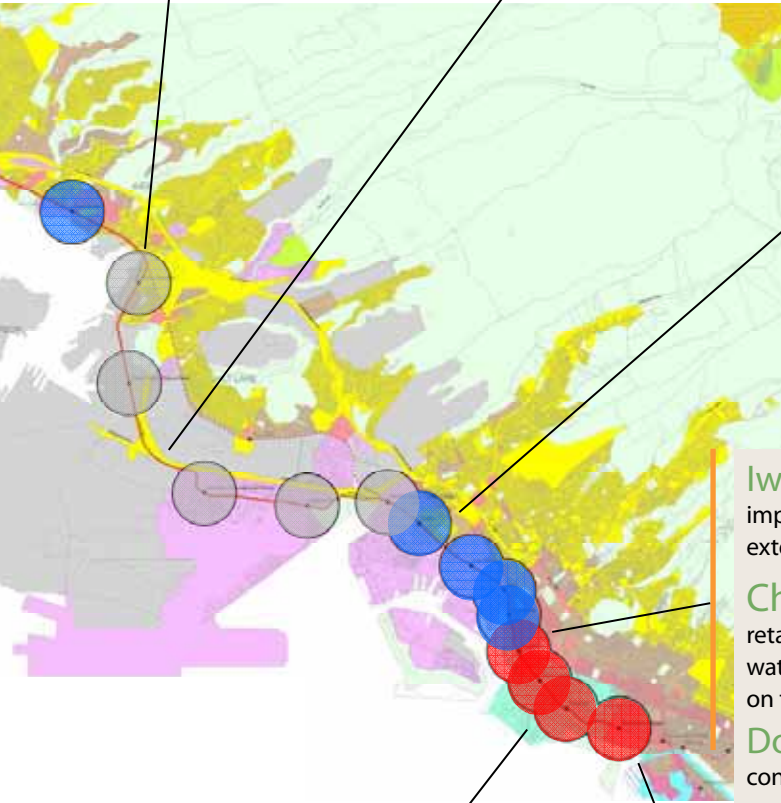
Iwilei (Urban Neighborhood) - Rail transit could be the impetus for a major transformation of Iwilei, becoming an extension of Downtown as a full-service urban neighborhood.

Chinatown (Urban Neighborhood) - The historic area will retain its character and mix of uses, with improved access to the waterfront and parks, and a few key development opportunities on the periphery of the district.

Downtown (Major Urban Center) - Downtown Honolulu will continue to be the region's premier employment center and benefit from new pedestrian and bicycle improvements. A diversification of uses will activate the area during evenings and weekends, creating a more attractive destination.

Civic Center & Kakaako (Major Urban Centers) - These 2 station areas are under the jurisdiction of the Hawaii Community Development Authority and are planned for high-rise mixed-use development.

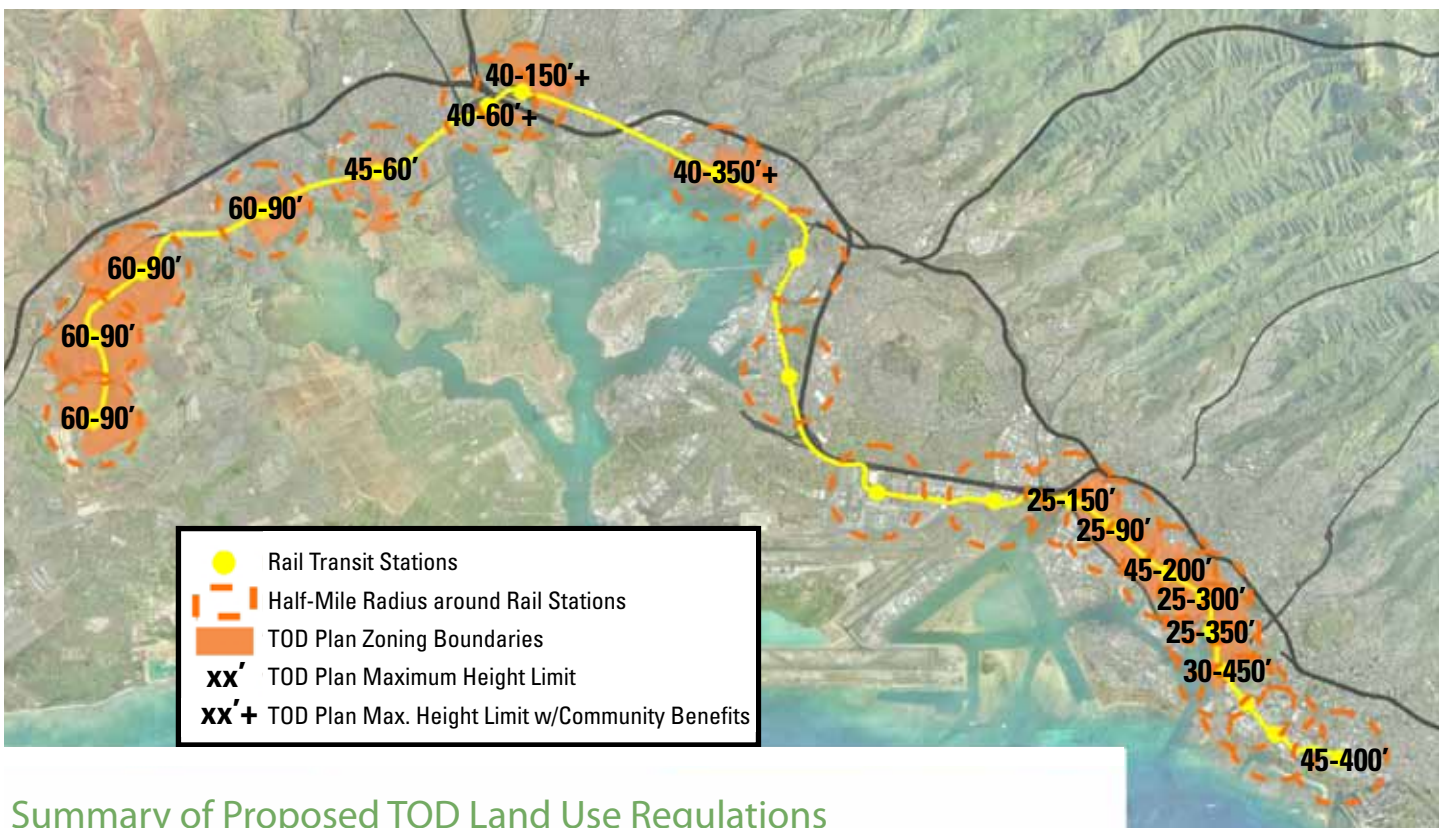
Ala Moana Center (Major Urban Center) - Ala Moana is envisioned as a livable urban community and a model for walking, biking, and transit usage. It will continue to serve as a regional retail destination and gathering place for locals and visitors alike. New development will improve the physical environment, safety, and mobility. As the terminal station for phase one, it will also continue to be a major transportation hub with transit links to Waikiki and the University of Hawaii at Manoa.



From Neighborhood Plans to Regulations

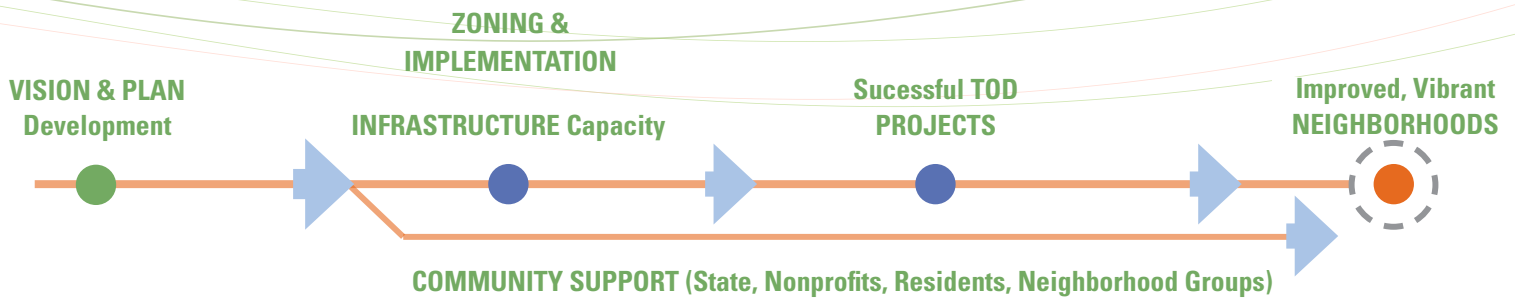
Once a Neighborhood TOD Plan is adopted by City Council, its recommendations are then translated into new ordinances and zoning regulations in the Land Use Ordinance (LUO). TOD zoning and land use regulations should be predictable - providing certainty to landowners and developers - while allowing for public review of major development projects. Adopted regulations should result in quality projects that meet community needs.

The TOD district boundaries and maximum allowable building heights in the TOD Plans prepared to date are shown on the map below. In some places, taller heights may be awarded for providing commensurate community benefits such as streetscape improvements, new parks, or affordable housing. The other elements that are anticipated to be regulated by the LUO and other City rules and regulations are listed below and at right.



Summary of Proposed TOD Land Use Regulations

- Strong relationship between land uses and public realm (e.g., sidewalks and parks)
- Emphasis on connectivity and walkability
- Highest allowable building heights and densities (FAR) adjacent to the stations—gradually stepping down toward surrounding lower-intensity uses
- A broad range of allowed uses through zoning designations similar to BMX-3 (community business mixed use), IMX-1 (industrial-commercial mixed use), and AMX (apartment mixed use) zoning districts
- Limitations on auto-oriented and heavy industrial uses near stations, such as drive-thrus and waste processing
- Affordable housing requirements for residential developments over a threshold number of units
- Park dedication and publicly accessible open space requirements
- Opportunities to create wider sidewalks by coordinating public right of ways and private frontages



TOD Special District

Properties in the TOD areas will be regulated by a new TOD Special District within the City’s Land Use Ordinance that specifies requirements on site layout and ground-floor building design. The goal of these development standards is to improve the pedestrian experience around the rail stations, particularly along designated “key streets.” The TOD Special District may require that:

- Buildings will be placed close to the street and street corners;
- Building entrances will face the street or pedestrian plazas;
- Building façades will have transparent windows and doors at the ground level;
- Active uses, like retail shops, restaurants, services and galleries, will occupy ground floors;
- Front yards will be improved with pedestrian-friendly amenities that create seamless connections with public sidewalks;
- Pedestrian walkways will connect buildings, sidewalks, and parking areas;
- Short and long-term bicycle parking will be provided for commercial and residential projects;
- Parking will be set back at least 40 feet from all street-facing property lines in order to encourage the construction of buildings close to the sidewalk.

The City is also proposing to relax several development standards to encourage compact, transit-oriented development that increases transit ridership and decreases the need for automobiles. These benefits

allow property owners to make greater use of their land, and they include:

- Reduced or eliminated parking regulations;
- Opportunities to seek greater heights and densities in areas closest to the stations, in return for community benefits;
- Changes to existing height setbacks that currently limit development;
- Reduced required yards and greater allowable lot coverage in some zoning districts;
- Increased flexibility for required yard treatments;
- Increased flexibility for nonconforming structures and uses.

Ultimately, the City is creating a system in which a developer who meets all the development standards in the Special District can proceed directly to a building permit, thereby streamlining the review process. Only those seeking modification of the standards and/or a height/density bonus would face a discretionary review process.

For larger projects that seek more flexibility than the Special District permit can provide, the City plans to offer a Planned Development – Transit permit, which will function similarly to the existing Interim Planned Development – Transit permit that allows modified development standards for projects consistent with the applicable Neighborhood TOD Plan that provide more community benefits than required through a Special District permit. This permit would be approved by the City Council via resolution.

Making TOD Happen

Rapid transit systems not only improve mobility and access, but are used internationally to catalyze economic growth and neighborhood revitalization. We have been engaging citizens, landowners, businesses, and community organizations since 2007 to develop inspiring visions and practical plans for each station area. We have consulted urban and community planners, economists, and local and mainland developers and designers to understand the market dynamics and potential of TOD. A TOD subcommittee of City managers meets weekly to coordinate complex projects, plans, policies, and programs that involve multiple departments and outside partners.

The following tools and strategies are completed or in progress help make TOD happen. Implementation will continue to include extensive stakeholder involvement and collaboration.

- Neighborhood TOD Plans are completed for fifteen station areas, with the rest in progress. The Waipahu and Aiea-Pearl City Plans have been adopted by the City Council.
- Planning is under way for three catalytic projects: 1) a bus transfer station and mixed-use development at the Pearlridge station; 2) transformation of Kapalama Canal and the surrounding area; and 3) revitalization of Neal S. Blaisdell Center as a world-class cultural destination. All three projects will be developed through public-private partnerships.
- An “asset optimization” approach is being used to evaluate City properties in TOD areas for potential redevelopment. This includes a new affordable housing project on River Street in Chinatown.
- New TOD zoning and land use regulations for each station area are being developed as each TOD Plan is adopted. These will require affordable housing, active streetscapes, and usable open space. New complete streets and parklets standards are being developed.
- Critical infrastructure are being evaluated to accommodate anticipated growth, including wastewater, streetscapes, utilities, broadband, and parks. The potential for districtwide funding and implementation is being explored.
- A financial toolkit has been developed to stimulate private development investments in priority TOD areas. Options include property tax credits, GET credits, tax increment financing, investment trust, targeted state and federal funding, and other long-term funding mechanisms.
- Partnerships have been formed with state agencies to identify and prioritize the potential for TOD on state lands. Redevelopment of Mayor Wright Housing has been initiated by the Hawaii Public Housing Authority.
- A draft islandwide housing strategy has been developed to stimulate the production and retention of affordable and workforce housing, with a focus on rental housing and TOD areas.
- The City has identified pedestrian, bicycle, and transit access improvements around every station. Planning and design of priority projects, as well as fundraising for the first phase of a bikeshare system, is underway. The City’s first “cycle track” is under construction on King Street.
- An interdepartmental group is working to ensure seamless, safe connections between transit stations, bus stops, streets and sidewalks, and major activity nodes, including wayfinding signs and fare integration.



City and County of Honolulu, Department of Planning and Permitting
650 South King Street, 7th Floor, Honolulu, Hawaii 96816 ~ (808) 768-8000
www.todhonolulu.org

Paid for by the taxpayers of the City and County of Honolulu





Live.Work.Connect

City TOD Program and State Agencies: Strong Partnerships

The DPP's TOD Program has developed six draft Neighborhood TOD Plans for the areas around 15 of the transit stations, and has started developing the Airport TOD plan and Halawa Makai TOD Plan (for the area around Aloha Stadium). The Waipahu and Pearl City-Aiea Neighborhood TOD Plans have been adopted by City Council. The remaining two station areas in Kakaako are under Hawaii Community Development Authority jurisdiction. Each plan is based on extensive community participation, with three to four public workshops in each area, several smaller stakeholder meetings with land owners, business and community groups, and detailed community surveys. Thorough technical analysis underlies each plan, including market analysis and feasibility studies. All of this work is available at www.todhonolulu.org and has been shared with State agencies. Many State agencies have been members of the advisory committees that shaped these plans, and participated at community workshops (see list below for examples of State agency involvement).

The TOD implementation strategy will catalyze development opportunities, infrastructure investments, and neighborhood enhancements. We have drafted new land use ordinances, zoning regulations and incentives for TOD areas, based on the Neighborhood TOD plans, which will make it easier to develop mixed-use projects that reflect the community's vision. The City's TOD Sub-cabinet is a working group of key city department heads that meet weekly to assure a coordinated effort to move TOD forward, developing catalytic projects, providing timely infrastructure support, developing public policy to address market needs, creating new financing strategies, and increasing the ability to leverage other investments. Three catalytic projects were selected last year to spur neighborhood revitalization with private investments; more will be selected in future years. The City is also committed to provide better multimodal access and safety improvements around each station, with designs under way for the first nine rail stations (East Kapolei to Aloha Stadium). We are meeting with landowners and developers to explore potential development within the transit corridor; and the interest is growing. As a result several potential sites, projects, and policies have been identified where the State could help leverage City and private developer investments, especially on lands owned by the State.

Anecdotally, we have noticed in the last year (since rail construction started) that public sentiment has shifted from "Is the rail going to happen?" to "When is the train coming, and how will it affect my neighborhood?" This shift in attitude underscores the need to meet public expectations – that rail will not only benefit individual commuters and businesses, but should also provide a once-in-a-lifetime opportunity to make positive, dramatic improvements to neighborhoods. The community-based TOD plans outline the kind of reinvestments and benefits that communities expect. Working in partnership, the State, the City, and private developers can deliver on these wants and needs. Partnering to deliver great TOD projects will also respond to a broad range of adopted policy goals for sustainability, economic vitality, energy use, education access and achievement, mobility choices, public and environmental health, and affordable housing.

Hawaii Housing and Finance Development Corporation has participated in several meetings with TOD staff, housing advocates, and Office of Housing staff; TOD is working closely with HHFDC on updating affordable housing policies and identifying specific state lands and financing available for development. The City has an ongoing dialogue with HHFDC on various bills being considered for action by the legislature. The **State Homeless Coordinator** is helping guide and coordinate city, state, and partner discussions involving affordable / transitional housing near transit stations. Both have participated in a working group with state and local elected officials, city staff, and other state agencies to identify catalytic housing project opportunities in the Iwilei area. *(2013-present)*

Department of Accounting and General Services, Division of Public Works has participated in discussions about potential TOD projects on state lands, including the proposed Liliha Civic Center in Iwilei. TOD is also working with **DAGS** and the **Stadium Authority Board** to explore potential redevelopment/reuse options at Aloha Stadium and on adjacent lands as part of the Halawa Makai Neighborhood TOD Plan process, begun earlier this year. *(2014-present)*

Hawaii DOT – Harbors Division was an active participant in both the Kalihi and Downtown TOD Advisory Committees and was critical in coordinating compatibility with nearby port / harbor operations. **Hawaii DOT – Highways Division** has helped plan for infrastructure improvements associated with the bikeshare program; and has agreed to work with the city and HART on improved access and safety around stations on state highways. As a major "landowner" hosting the rail tracks and stations over a significant part of the entire rail corridor, HDOT works with HART and the City on many levels - from construction management schedules and routes to street tree relocation and assessment of pedestrian and bike circulation changes. TOD has initiated the Airport Area TOD Plan process, and is working with **Hawaii DOT – Airports Division and Highways Division**. *(2011-present)*

Department of Health has participated in discussions involving "active transport" policy and is participating in the planning and funding of the proposed bikeshare system. DOH is also regularly consulted on transit projects and policy involving brownfields. The pilot bikeshare program in Kailua was an exhibit in last year's highly successful TOD Symposium *(2012-present)*

Office of Planning has been instrumental in framing the transit-oriented planning and policy discussions, and has attended meetings for development of several of the TOD Plans. TOD supported OP's Smart Growth initiative in 2012 that offered recommendations on state participation in TOD. *(2012- present)*

Department of Hawaiian Home Lands is a major participant in planning for residential development near the East Kapolei transit station, and has been involved in development of the Kalihi and Downtown TOD plans. The Department of Planning and Permitting meets with DHHL every two months to discuss on-going issues, including TOD benefits to their beneficiaries. DHHL participated in TOD's Housing Task Force. *(2009-present)*

Department of Land and Natural Resources has participated in development of the East Kapolei TOD Plan, coordinating its goal to leverage state lands as income-producing, and HART's need to use their land for rail alignment and station parking. *(2007-2009)* The State Sustainability Coordinator has been working with TOD staff on a variety of initiatives to incorporate sustainable development, climate adaptation, and performance measures into TOD projects. *(2009-present)*

Hawaii Community Development Authority participated in the City's TOD program "from the beginning", with staff participating in a 2006 tour of West Coast cities highly regarded for their TOD

programs. HCDA participated in the formulation of the Downtown and Ala Moana TOD Plans, and was active in TOD's Housing Task Force. HCDA works regularly with the City on coordination of mobility and infrastructure improvements in Kakaako. (2006- present)

Hawaii Public Housing Authority regularly participated in the Kalihi and Downtown TOD Advisory Committees, and has been participating in a working group with state and local elected officials, city staff, and other state agencies to identify catalytic housing project opportunities in the Iwilei area. The City testified in support of legislation to expand the redevelopment options for public housing sites. HPHA has issued an RFP to redevelop Mayor Wright Homes near the Iwilei transit station, based on the recommendations in the Downtown Neighborhood TOD Plan. (2011- present)

Department of Education has participated in discussions involving transit-oriented development and their "21st Century Schools" initiative, at both leadership and staff levels. They have also provided regular input on the impacts of TOD on school enrollment and school access. The (former) Principal of **Waipahu High School** was one of the most active participants in the Waipahu TOD Advisory Committee. Representatives of **McKinley High School** have been consulted on the Ala Moana TOD Plan and current discussions on updating the Blaisdell Center. The McKinley Community School for Adults was invited to join the Ala Moana TOD Advisory Committee, as were school principals with public schools close to rail stations. Most schools in TOD neighborhoods have been interviewed for their perspectives on local needs and opportunities. (2007- present)

Leeward and Honolulu Community Colleges were actively involved in the Aiea-Pearl City and Kalihi TOD Advisory Committees and contributed to the plans for the areas around their campuses. The City has engaged HCC and Kamehameha Schools in planning for implementation of catalytic TOD projects in the Kapalama Canal area. **University of Hawaii - West Oahu** plays a vital role in TOD land use, given its growing campus enrollment and significant land holdings next to two transit stations. Currently, the City is represented on its Community Advisory Group which will help update the Strategic Land Use Plan. Several **University of Hawaii - Manoa** departments and agencies, such as Sea Grant, have been actively supporting TOD in policy formulation, collaborative planning, and providing experts from various disciplines to assist the City. Professors are inviting city representatives to assist in class TOD projects, strengthening "Town-Gown" relationships. (2009- present)

University of Hawaii Urban Garden Center participated in, and helped shape, the Aiea-Pearl City TOD Plan recommendations, especially for the Pearl Highlands station area which is near their facility. (2009-2011)

Hawaii Convention Center continues to be an active participant in the Ala Moana TOD Plan Advisory Committee, and has been involved in coordinating area-wide issues. (2012-2014)

For more information, please contact Harrison Rue at 768-8294 or hrue@honolulu.gov or see www.todhonolulu.org to review the Neighborhood TOD Plans.

HOUSING OAHU: Islandwide Housing Strategy

Executive Summary

Oahu is experiencing a housing crisis. Our current housing policies, programs, and investments are fragmented and need updating to address escalating needs. The marketplace is not building enough affordable housing to keep up with demand. Many people live in overcrowded homes, spend more than 45% of their incomes on combined housing and transportation costs, or are homeless. Oahu will need more than 24,000 additional housing units to address pent-up demand combined with new household formation. Over 18,000 or 75% of the total projected demand is for households earning less than 80% of area median income (AMI), or \$76,650. The demand is largely for rental units. In contrast, only 2,080 building permits per year on average have been issued over the last five years. Most of the homes constructed were for higher income households and for-sale units.

The Vision

Oahu – Hawaii’s gathering place – will provide housing choices that build community, strengthen neighborhoods, and fit family budgets. All people will have access to shelter on Oahu.

This Islandwide Housing Strategy will address these needs through new and revised policies, incentives, regulations, and investments, in partnership with developers, builders, and other stakeholders.

Implementing the Housing Strategy will add over 4,000 units to the affordable housing inventory over five years. If the State continues funding affordable housing projects at a rate similar to the projects currently in the pipeline, and capitalizes on TOD opportunities on state lands, the five-year total increase could be over 8,000 units. If these policies and investment strategies prove effective and are continued over a fifteen year period, the identified demand for 24,000 housing units will be met. Major new initiatives include:

- **Affordable Housing Requirement.** This will apply to all development over a certain threshold. Current regulations (applied only to rezoning) only require affordability to be maintained for ten years. The new requirement will prioritize more affordable rental housing for lower income households, require affordability for a much longer period of time, and have sufficient flexibility to meet developers’ needs.

Current Unilateral Agreement Rules	Proposed Islandwide Requirements
Applies to projects needing rezoning at 10 units or more.	Applies to projects needing building permits for 10 units or more, with a different percentage for rental and for-sale.
Options:	Three options:
A minimum of 30% of total units must be affordable to those earning up to 140% AMI.	CONSTRUCTION ON-SITE: Rental: 15% of the units at up to 80% of AMI For-Sale: 30% of the units at up to 120% of AMI
Of this 30% , a minimum 20% of the total units must be affordable to those earning up to 120% AMI, of which 10% of the total units must be affordable to those earning up to 80% AMI.	CONSTRUCTION OFF-SITE: Rental Only: 20% of the units at up to 80% of AMI IN LIEU OF CONSTRUCTION FEE: Fee equivalent to the cost of constructing a percentage of the total units as affordable (amount tbd).
Minimum required period of affordability 10 years.	Minimum required period of affordability 30 to 60 years.
<i>Note: HCDA Reserved Housing Rules for development in Kakaako require 20% of for-sale units (for 5 years) and 15% of rental units (for 15 years), both at up to 140% of AMI.</i>	

- **Transit-Oriented Development.** Building the rail system is a new driver. A toolkit of financial and zoning incentives will encourage developers to build more affordable housing near the rail stations. City investments in catalytic projects and public-private partnerships will help lead the market. Applying similar “transit-ready development” principles islandwide will help make sure that growth on the rest of Oahu is also compact, connected and walkable.
- **Accessory Dwellings.** The supply of rental housing in existing neighborhoods will be increased by updating zoning codes to allow accessory dwelling units (ADUs) to be added on existing single-family lots. Like ohana units – but not limited to family members – small cottages, additions, or converted garages will provide well-located, well-managed housing choices plus additional income for owners, or more accessible units for elders to move into as they ‘age in place.’ Between 17,000 and 22,000 rental units could be built under this program.

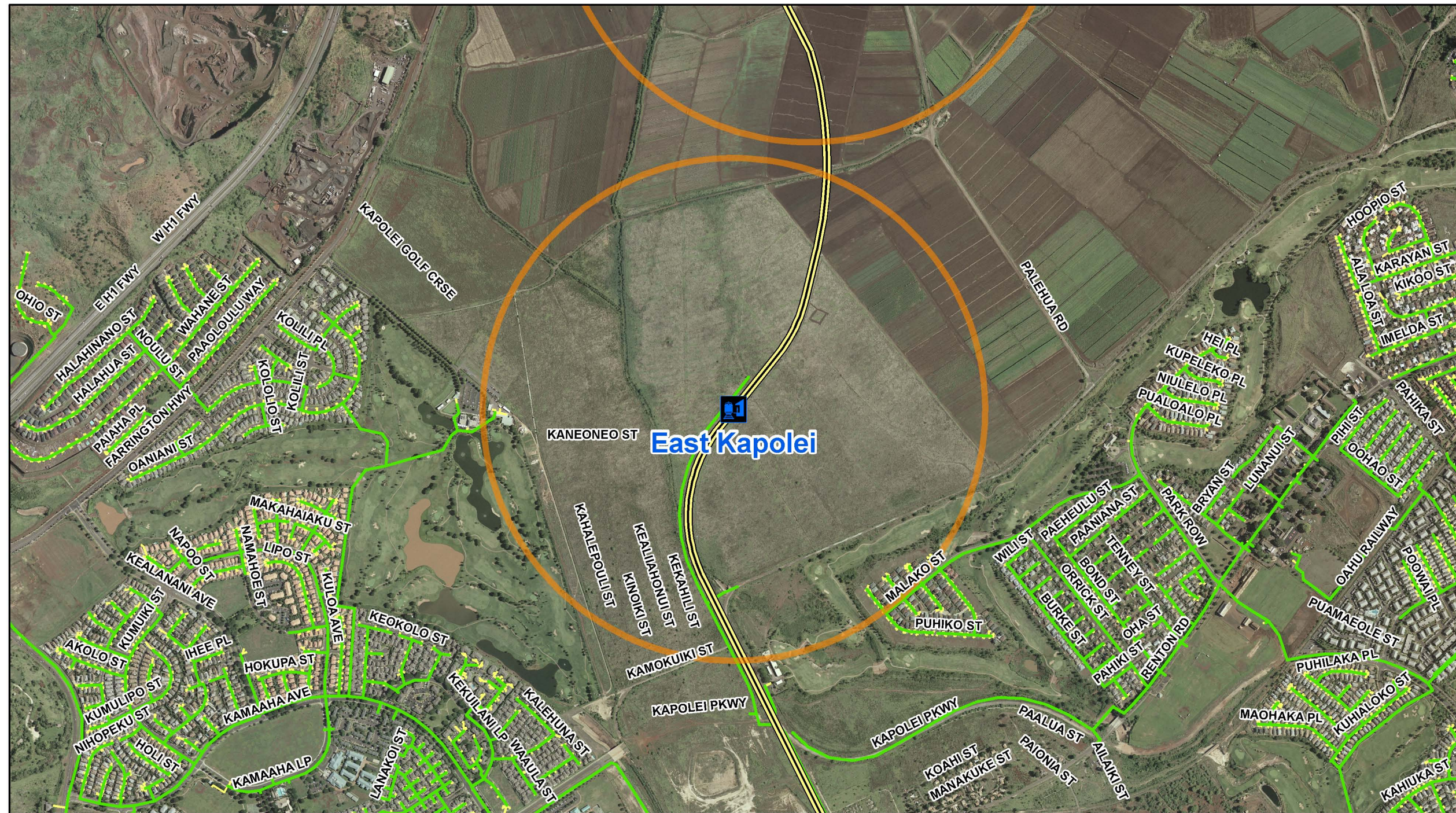
Strategic Action Plan: Major Initiatives

- 1. Increase Workforce Housing Inventory**
 - Adopt new Islandwide Affordable Housing Requirements to require longer affordability period at lower income levels in more projects.
 - Increase affordable housing production and adopt benchmarks.
- 2. Increase Low-Income and Homeless Housing Options**
 - Acquire, develop, rehabilitate, and lease Housing First units.
 - Leverage existing HUD funding to implement projects and to better coordinate and target homeless services.
- 3. Invest in Better Neighborhoods**
 - Develop affordable and workforce housing in mixed-use, mixed-income catalytic TOD projects, using public-private partnerships.
 - Adopt a housing finance toolkit with incentives to stimulate private investment.
 - Rehabilitate existing housing and invest in neighborhood infrastructure.
- 4. Update Policies and Regulations to Promote Housing Production**
 - Adopt Neighborhood TOD Plans and update ordinances, zoning and parking requirements to make it easier to build mixed-use projects near rail stations.
 - Expand zoning for multi-family, ohana and accessory dwelling units (ADUs) for affordable rental housing.
 - Revise housing construction standards and building codes.
- 5. Coordinate Implementation and Measure Progress**
 - Establish a strategic development office to fast-track implementation.
 - Track production and inventory of affordable housing.

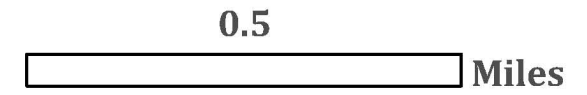
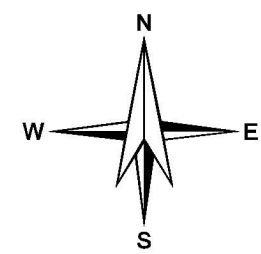
Acting together on this Strategy will help us emerge from our housing crisis and build a more diverse and affordable housing stock over time. The recommended next step, after initial discussion with Council, is to reconvene stakeholder groups for review, present the policy to other interested parties, and then refine the recommendations for submittal to City Council. Adoption of the key principles as a policy will affirm the City’s commitment to the production, preservation and maintenance of well-located affordable and workforce housing.

Download Housing Strategy at www.honoluluodpp.org/

Honolulu Rail Transit Stations and Surrounding Sewer Capacity



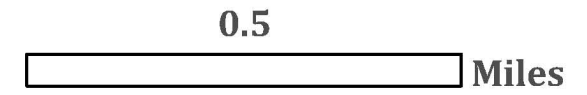
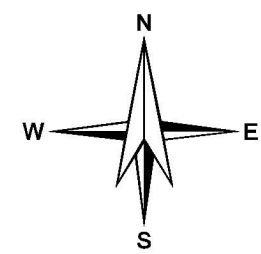
Legend		Sewer Flow Surcharge (1995 INFIX)	
	Station Radius (1/2 mile)		>100%
	Proposed Rail Transit Station		75 - 100%
	Proposed Rail Transit Alignment		0 - 75%
	Sewer Lateral		



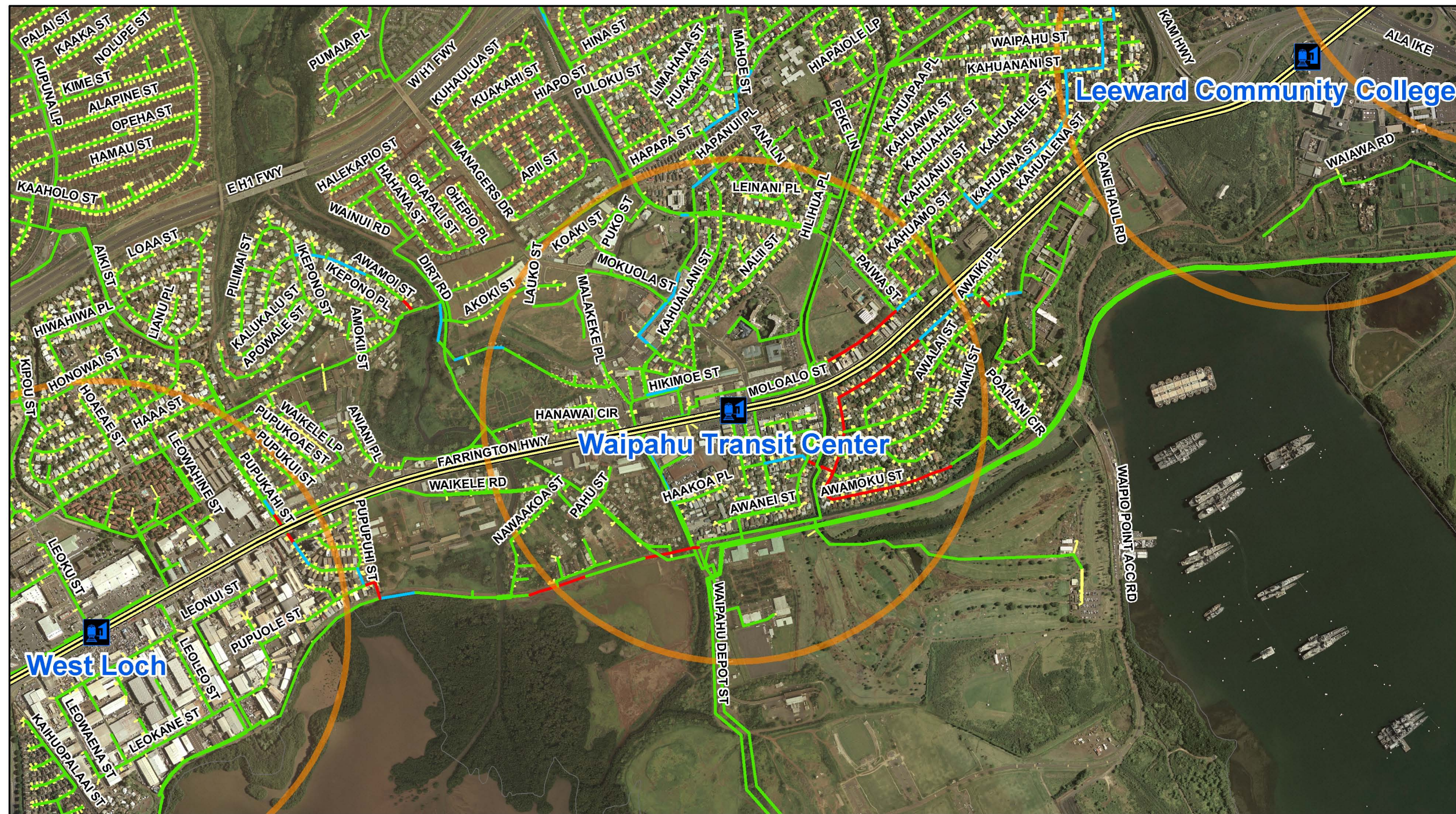
Honolulu Rail Transit Stations and Surrounding Sewer Capacity










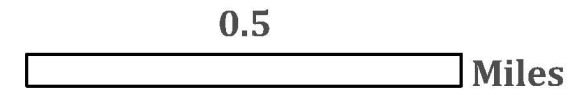
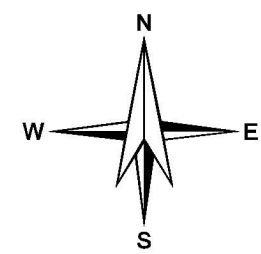
Legend		Sewer Flow Surcharge (1995 INFIX)	
	Station Radius (1/2 mile)		>100%
	Proposed Rail Transit Station		75 - 100%
	Proposed Rail Transit Alignment		0 - 75%
	Sewer Lateral		



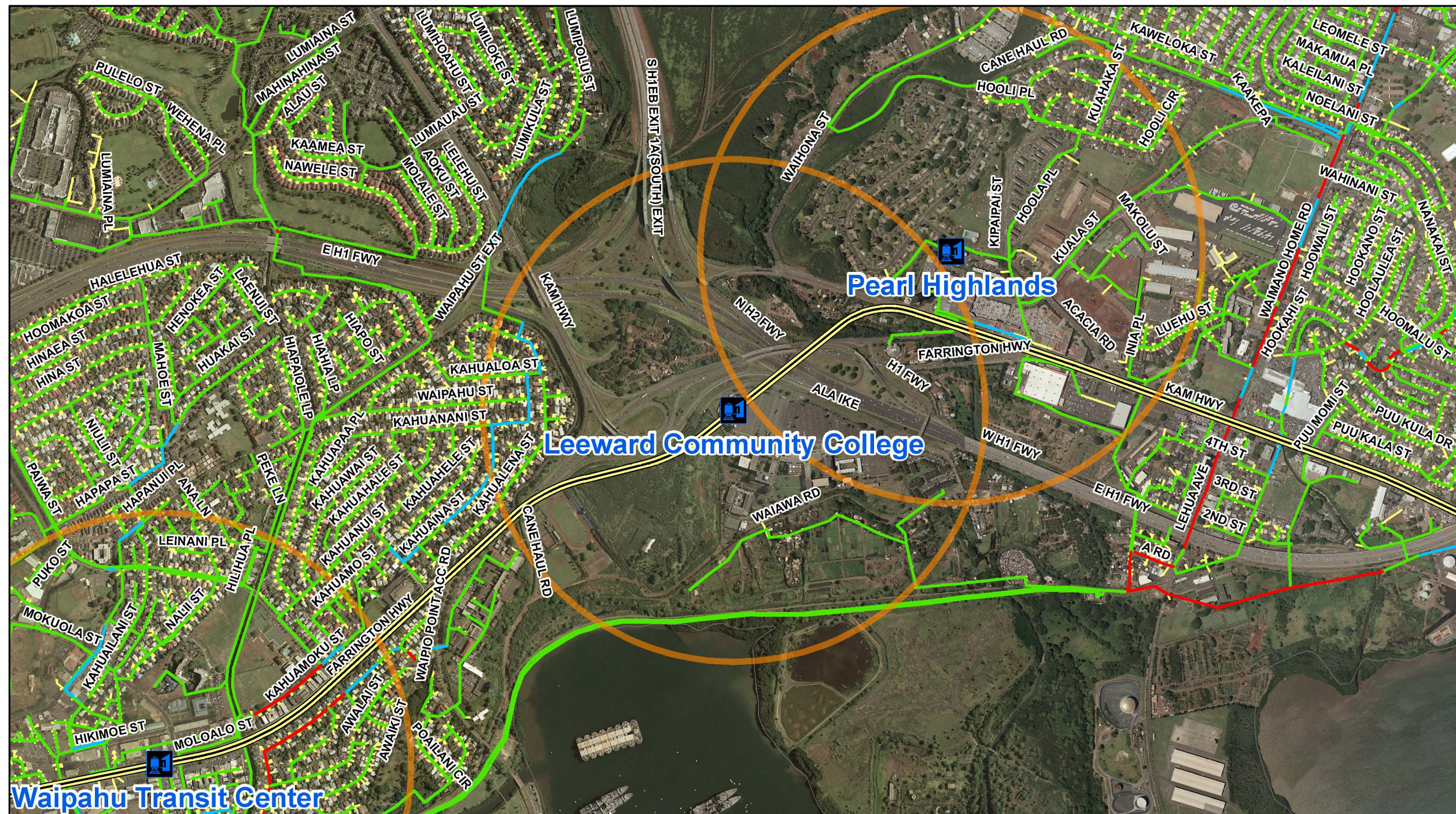
Honolulu Rail Transit Stations and Surrounding Sewer Capacity



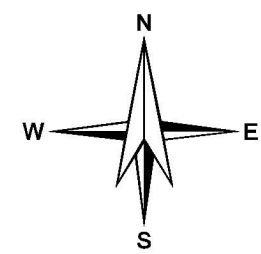
Legend	
	Station Radius (1/2 mile)
	Proposed Rail Transit Station
	Proposed Rail Transit Alignment
	Sewer Lateral
Sewer Flow Surcharge (1995 INFIX)	
	>100%
	75 - 100%
	0 - 75%



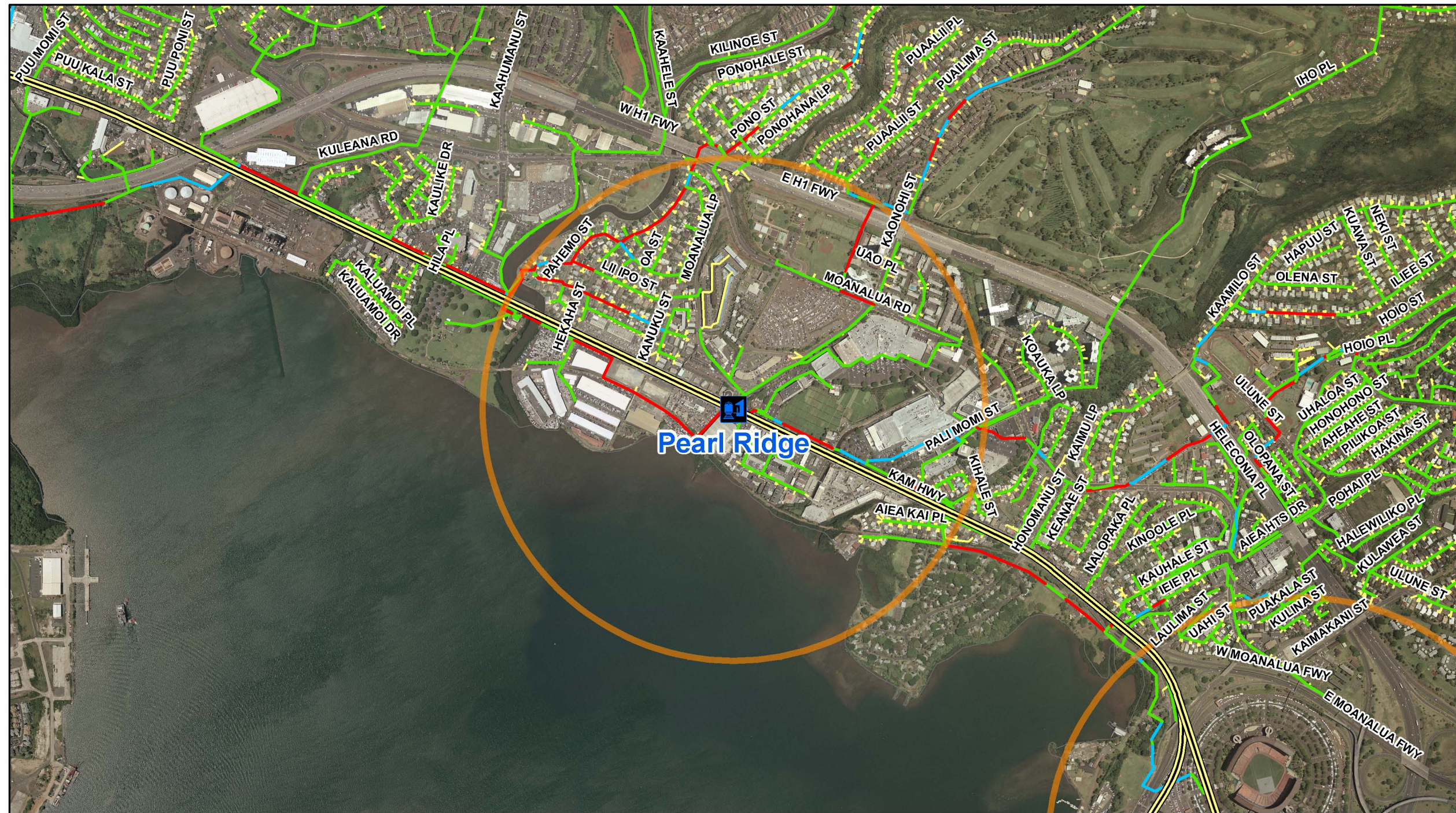
Honolulu Rail Transit Stations and Surrounding Sewer Capacity










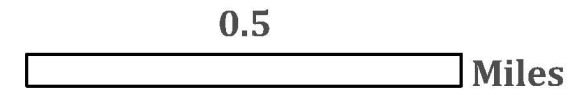
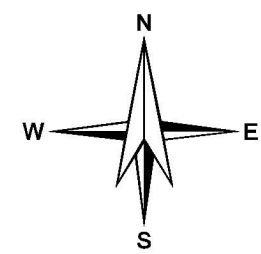
Legend	
	Station Radius (1/2 mile)
	Proposed Rail Transit Station
	Proposed Rail Transit Alignment
	Sewer Lateral
Sewer Flow Surcharge (1995 INFIX)	
	>100%
	75 - 100%
	0 - 75%



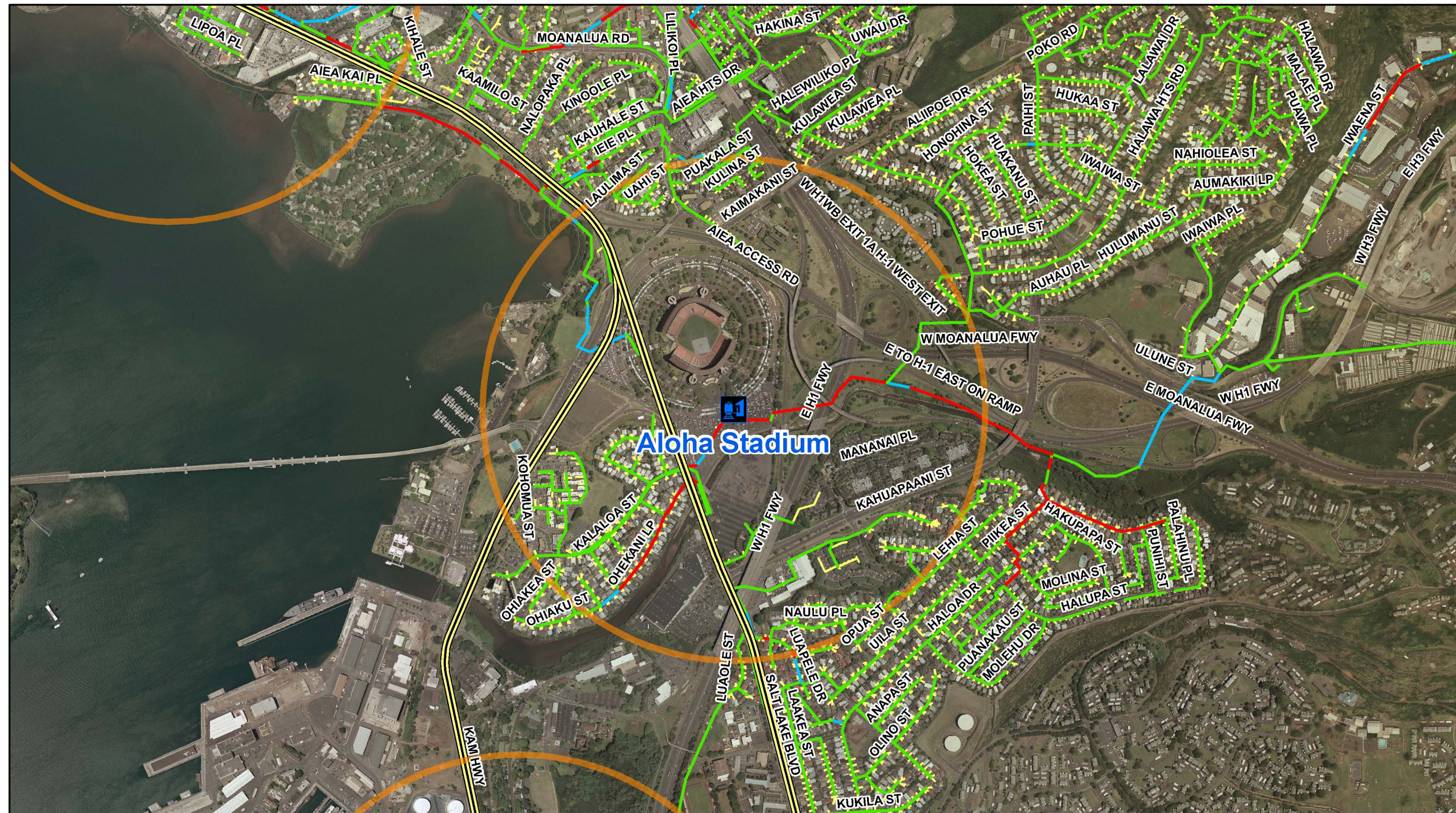
Honolulu Rail Transit Stations and Surrounding Sewer Capacity










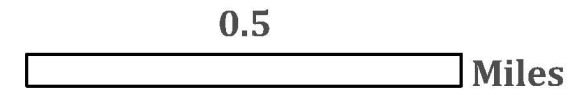
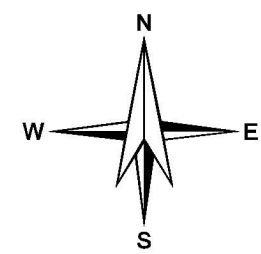
Legend	
	Station Radius (1/2 mile)
	Proposed Rail Transit Station
	Proposed Rail Transit Alignment
	Sewer Lateral
Sewer Flow Surcharge (1995 INFIX)	
	>100%
	75 - 100%
	0 - 75%



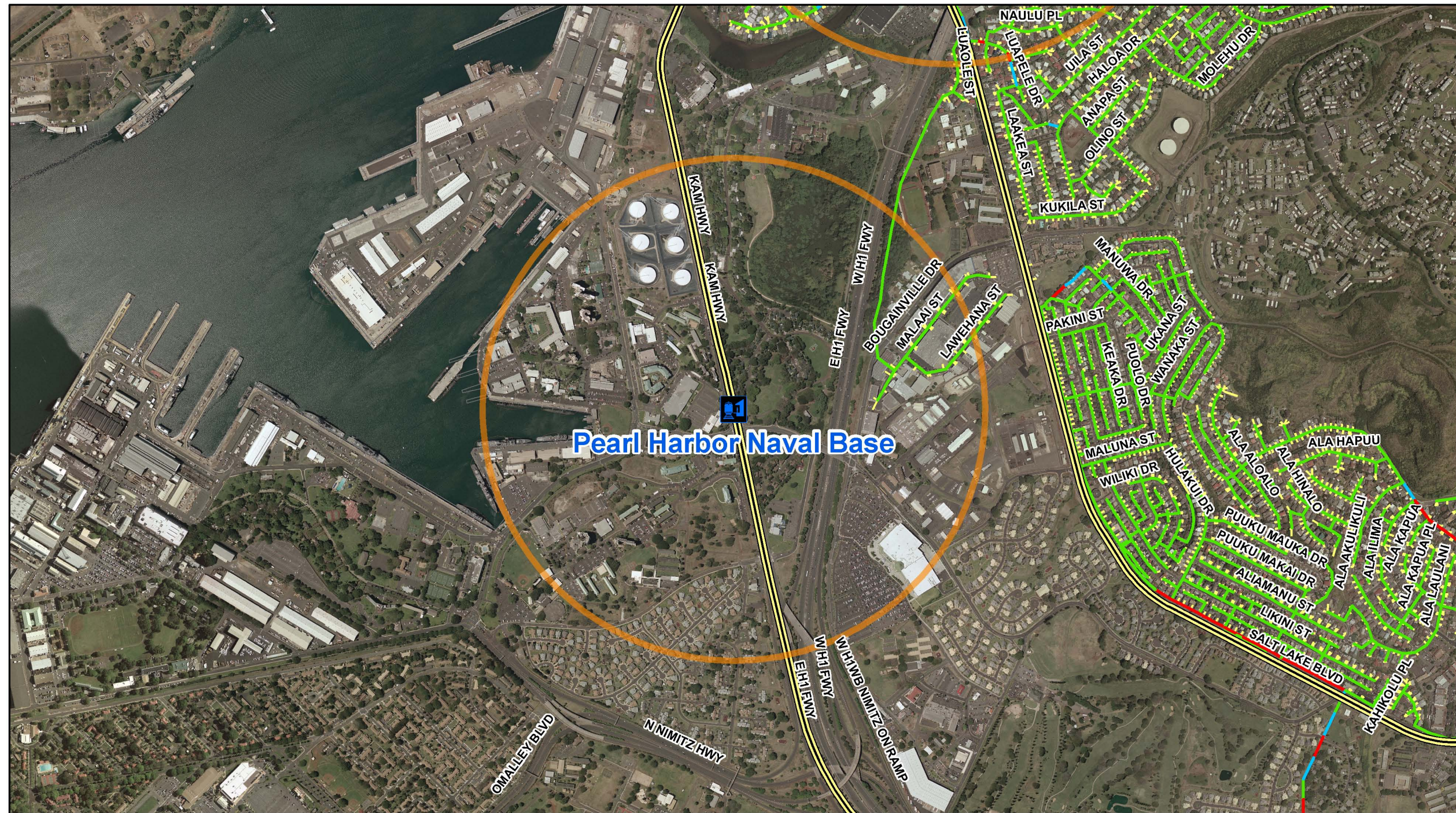
Honolulu Rail Transit Stations and Surrounding Sewer Capacity










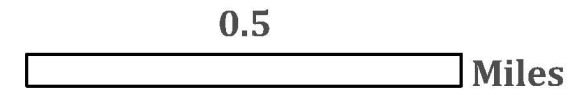
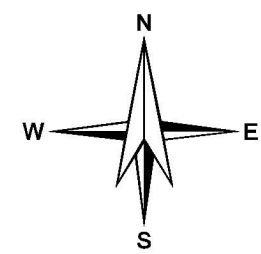
Legend	
	Station Radius (1/2 mile)
	Proposed Rail Transit Station
	Proposed Rail Transit Alignment
	Sewer Lateral
Sewer Flow Surcharge (1995 INFIX)	
	>100%
	75 - 100%
	0 - 75%



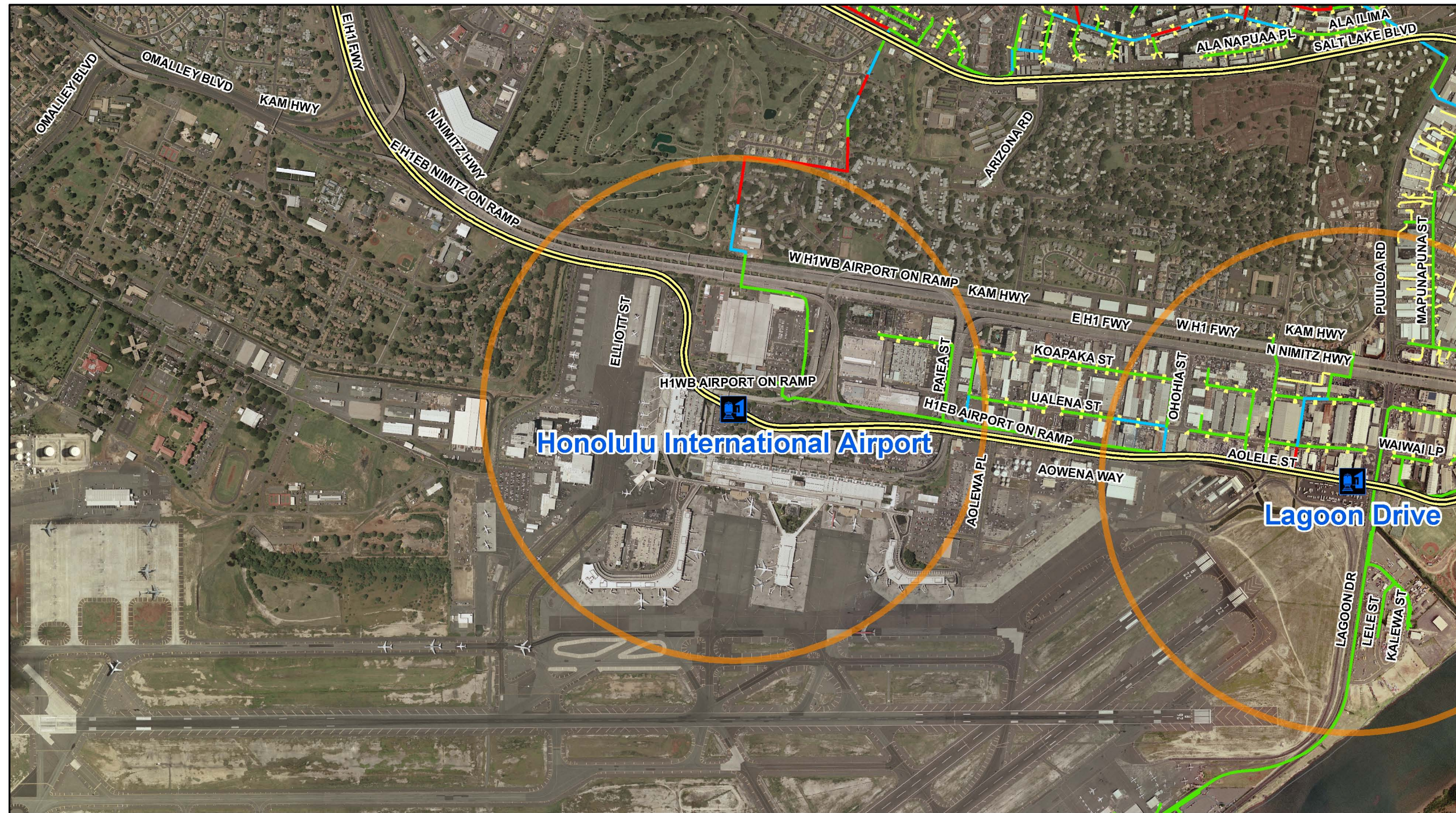
Honolulu Rail Transit Stations and Surrounding Sewer Capacity



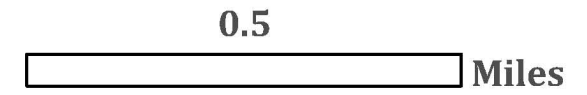
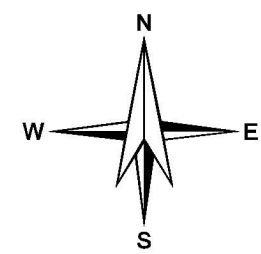
Legend		Sewer Flow Surcharge (1995 INFIX)	
	Station Radius (1/2 mile)		>100%
	Proposed Rail Transit Station		75 - 100%
	Proposed Rail Transit Alignment		0 - 75%
	Sewer Lateral		



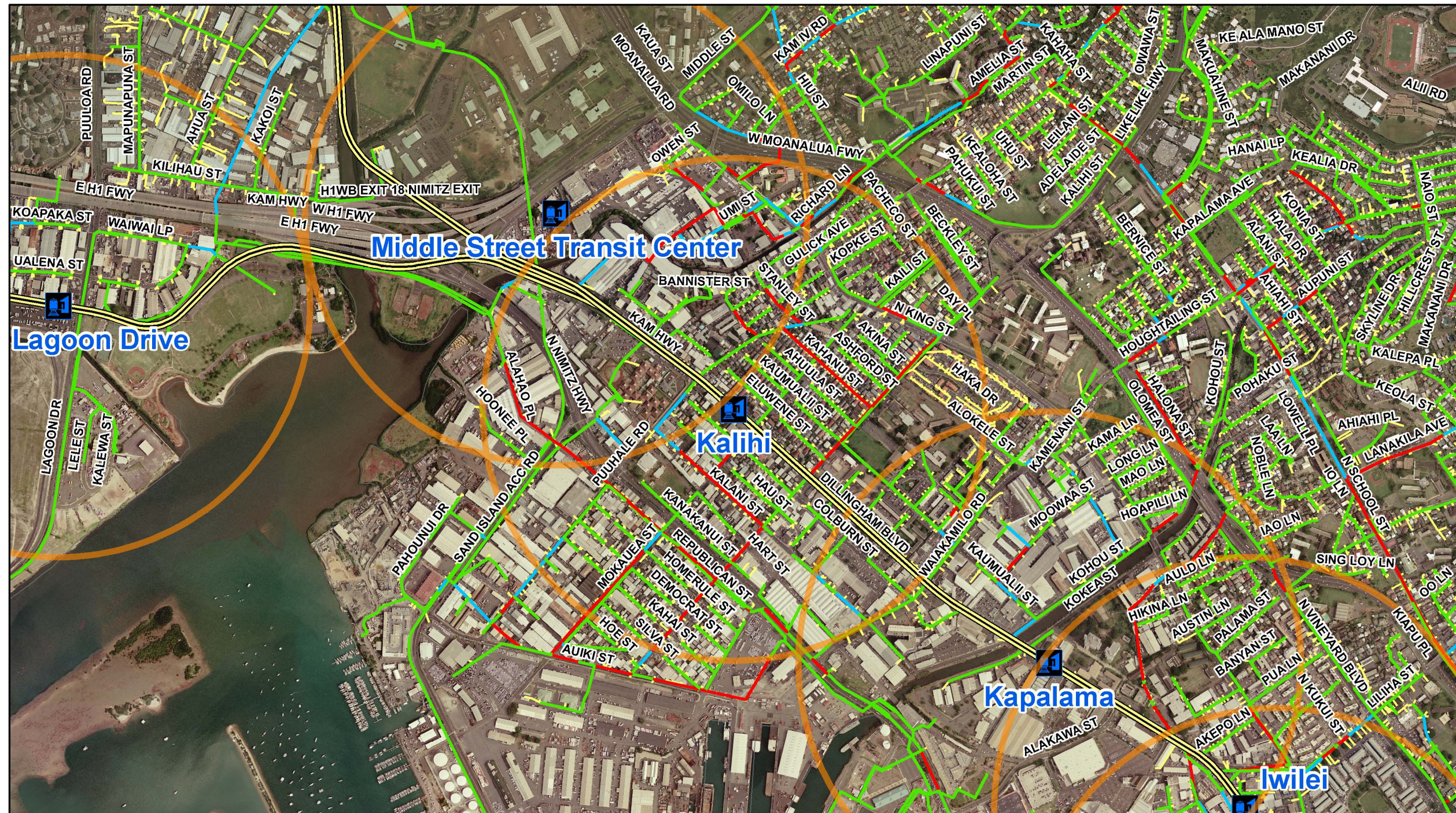
Honolulu Rail Transit Stations and Surrounding Sewer Capacity










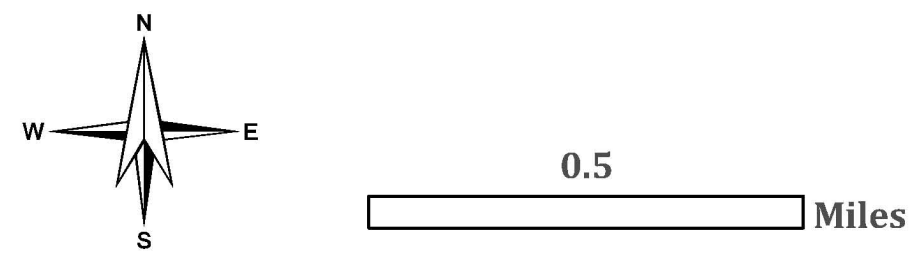
Legend		Sewer Flow Surcharge (1995 INFIX)	
	Station Radius (1/2 mile)		>100%
	Proposed Rail Transit Station		75 - 100%
	Proposed Rail Transit Alignment		0 - 75%
	Sewer Lateral		



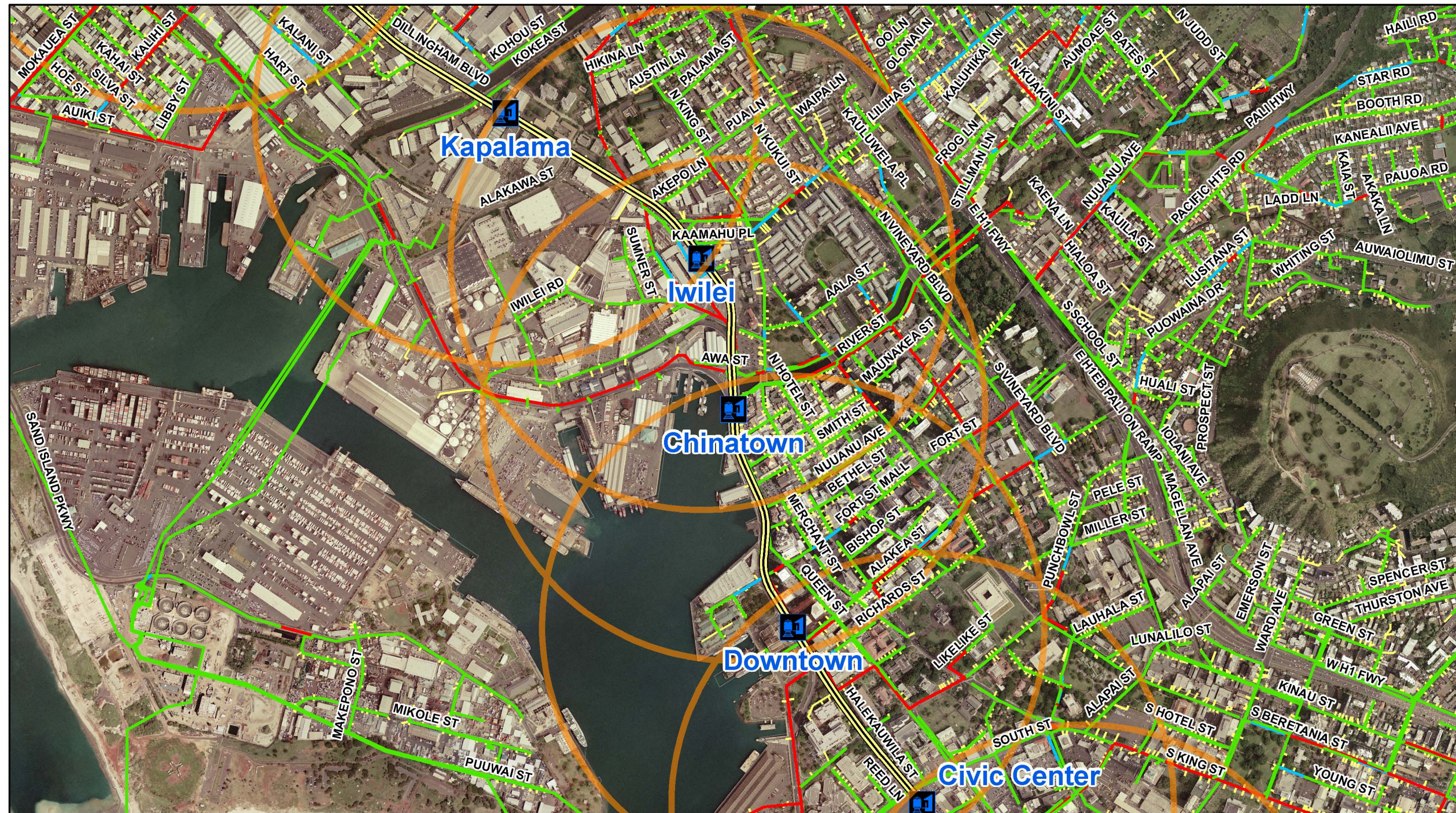
Honolulu Rail Transit Stations and Surrounding Sewer Capacity










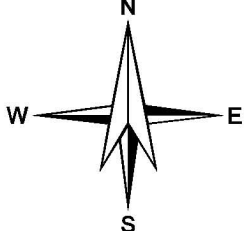
Legend	
	Station Radius (1/2 mile)
	Proposed Rail Transit Station
	Proposed Rail Transit Alignment
	Sewer Lateral
Sewer Flow Surcharge (1995 INFIX)	
	>100%
	75 - 100%
	0 - 75%

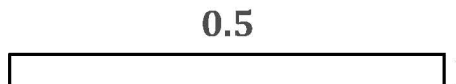


Honolulu Rail Transit Stations and Surrounding Sewer Capacity

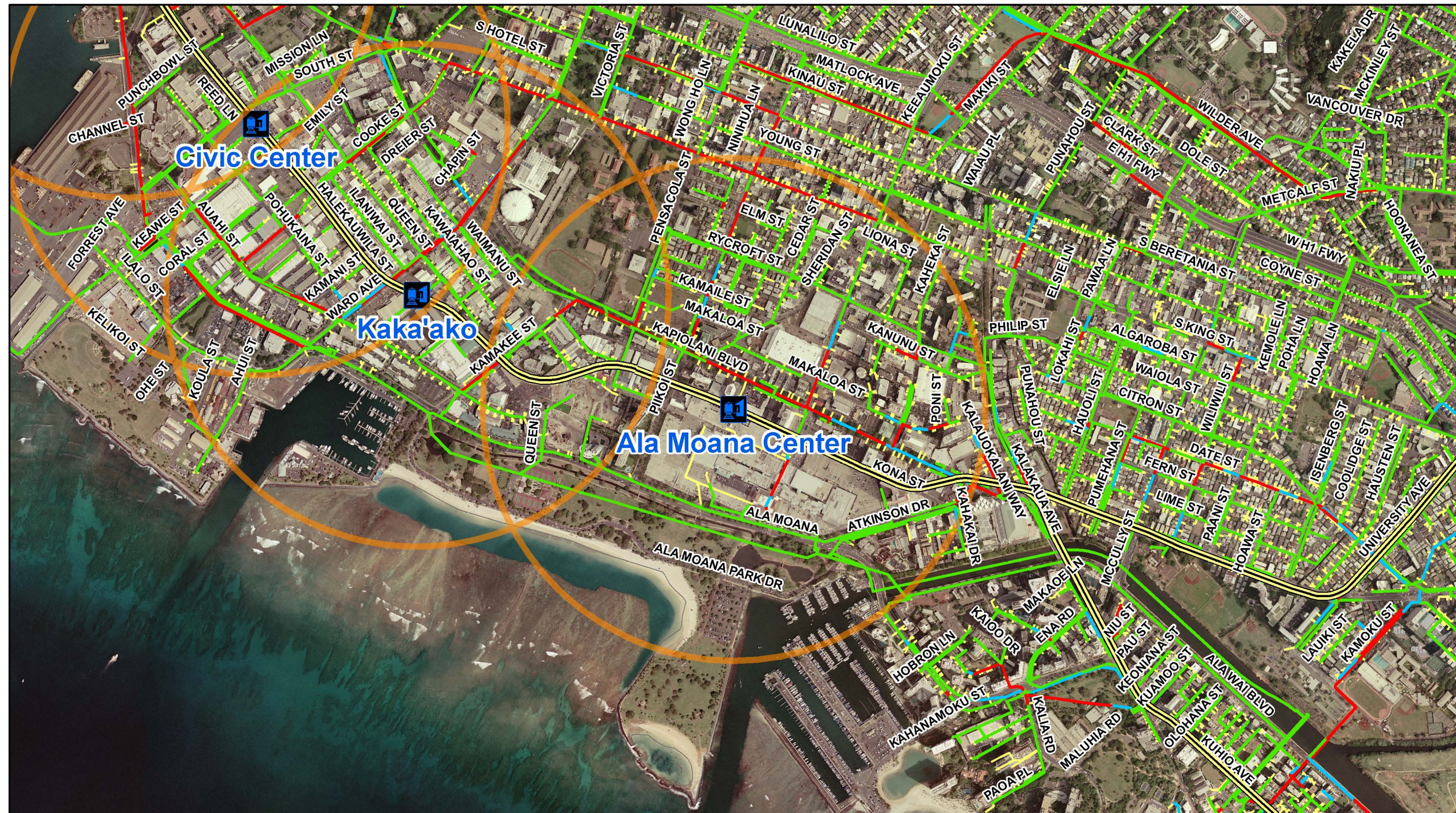


Legend	
	Station Radius (1/2 mile)
	Proposed Rail Transit Station
	Proposed Rail Transit Alignment
	Sewer Lateral
Sewer Flow Surcharge (1995 INFIX)	
	>100%
	75 - 100%
	0 - 75%

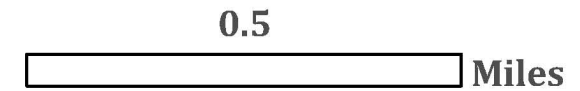
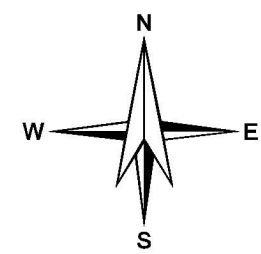




Honolulu Rail Transit Stations and Surrounding Sewer Capacity



Legend		Sewer Flow Surcharge (1995 INFIX)	
	Station Radius (1/2 mile)		>100%
	Proposed Rail Transit Station		75 - 100%
	Proposed Rail Transit Alignment		0 - 75%
	Sewer Lateral		



State Owned TMKs



TMK 91016180
199.167874 Ac

TMK 91016181
141.437587 Ac

TMK 91017095
9.155119 Ac

TMK 91017110
291.483867 Ac

TMK 91016179
156.220216 Ac

TMK 91017096
72.230578 Ac
East Kapolei

TMK 91017106
18.008195 Ac

TMK 91016120
1.039072 Ac
TMK 91016110
0.447722 Ac

TMK 91017107
17.784602 Ac

TMK 91017111
0.549419 Ac

TMK 91151055
19.280917 Ac

TMK 91017094
20.601748 Ac

TMK 91151001
4.575851 Ac



Kapolei Golf Course

Ewa Villages Golf Course

Oahu

Malako St

Paheulu St

Wili St

Lehu St

Ulukou St

Bond St

Kualoa St

Kaapu Trail St

Kaapu Trail St

Kaapu Trail St

Punako St

Maeko St

St

 State Owned TMKs



TMK 91018005
65.731846 Ac

TMK 91017099
0.310405 Ac

TMK 91017098
4.046114 Ac

TMK 91017097
36.160242 Ac

TMK 91016183
1.524504 Ac

TMK 91017098
4.046114 Ac

TMK 91018008
40.427229 Ac

UH West O'ahu
TMK 91017096
72.230578 Ac

TMK 91016180
193.167874 Ac

TMK 91016181
141.437587 Ac

TMK 91017110
291.483862 Ac

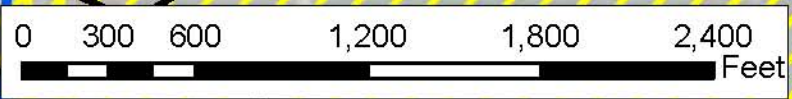
TMK 91017095
97.55119 Ac


TMK 91016179
156.220216 Ac

Kualakai Pkwy

430

711



 State Owned TMKs



Queen Liliuokalani Fwy

Farrington Hwy

Farrington Hwy

Old Fort Weaver Rd

Old Fort Weaver Rd

7110

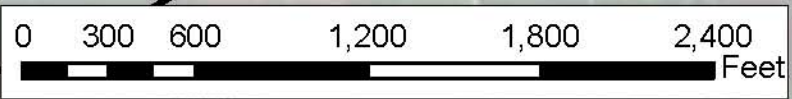
Ho'opi'i

TMK 91018005
65.731846 Ac

TMK 91017099
0.310405 Ac

TMK 91017097
36.160242 Ac

TMK 91017098
4.046114 Ac



State Owned TMKs



TMK 94053117
5.899335 Ac

TMK 94010027
2.669014 Ac

TMK 94001030
1.415206 Ac

TMK 94039076
0.33852 Ac

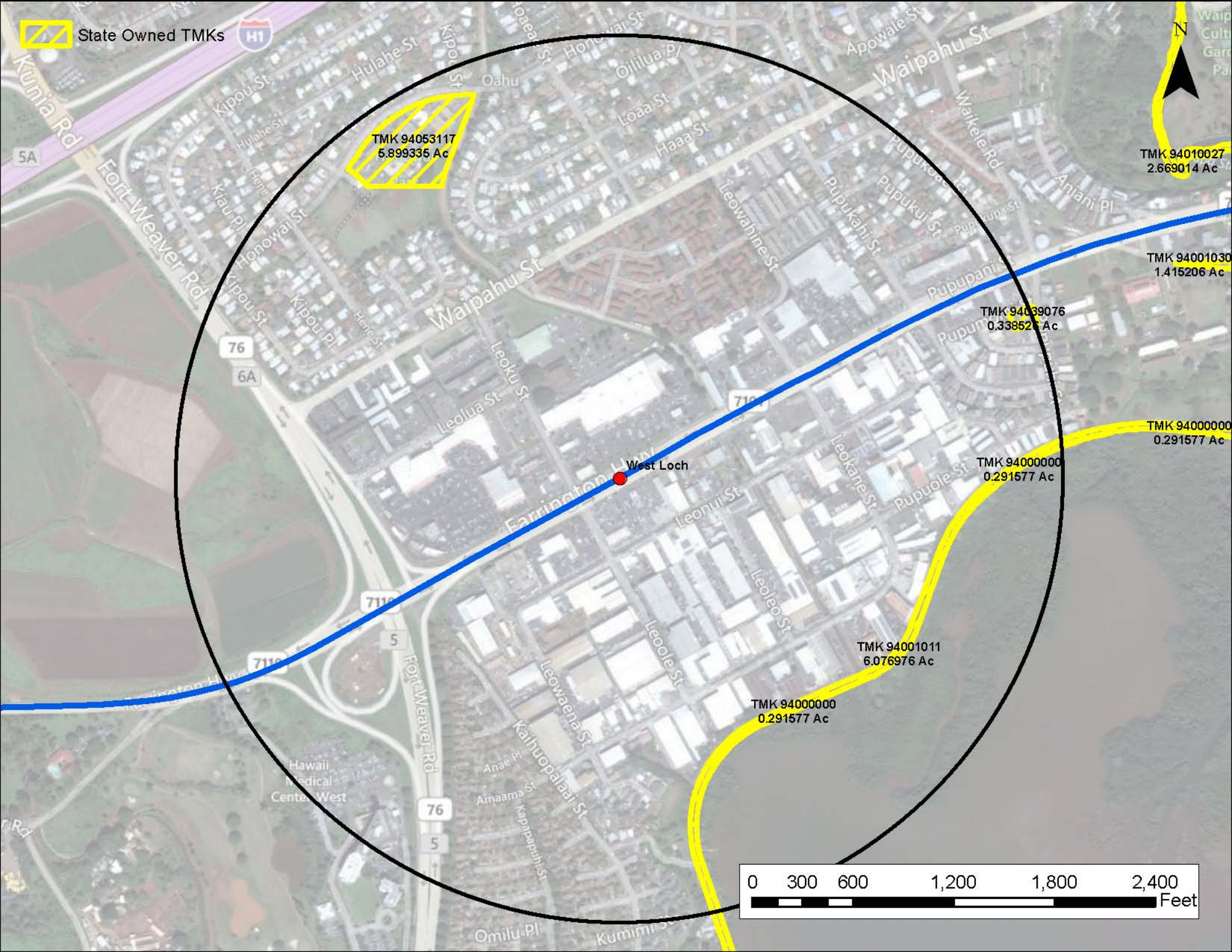
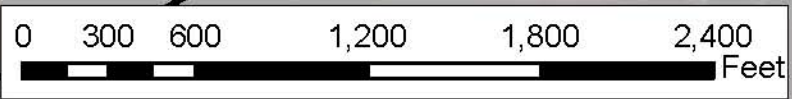
TMK 94000000
0.291577 Ac

TMK 94000000
0.291577 Ac

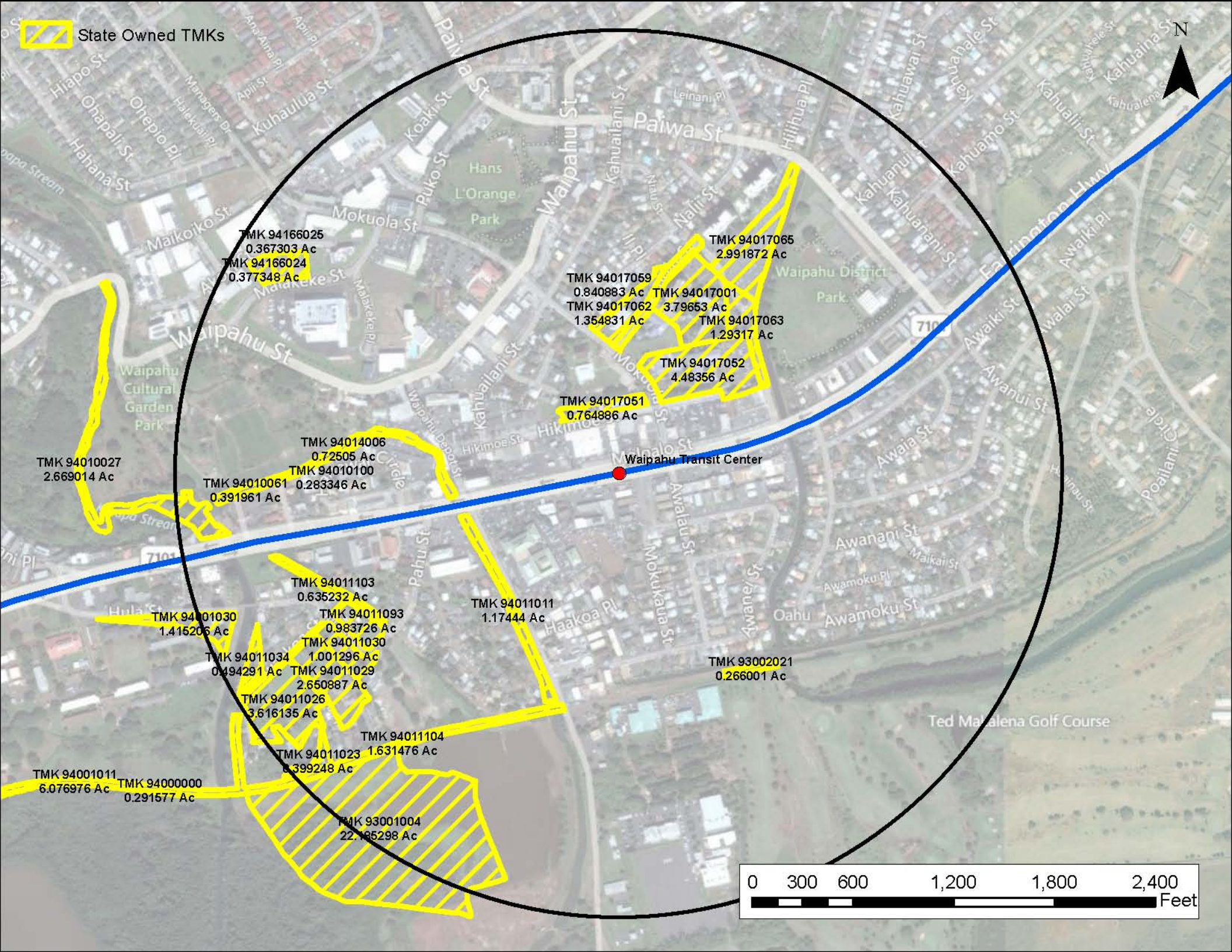
TMK 94001011
6.076976 Ac

TMK 94000000
0.291577 Ac

West Loch



 State Owned TMKs



TMK 94166025
0.367303 Ac
TMK 94166024
0.377348 Ac

TMK 94017065
2.991872 Ac

TMK 94017059
0.840883 Ac
TMK 94017001
3.79653 Ac
TMK 94017062
1.354831 Ac
TMK 94017063
1.29317 Ac

TMK 94017052
4.48356 Ac

TMK 94017051
0.764886 Ac

TMK 94010027
2.669014 Ac

TMK 94014006
0.72505 Ac
TMK 94010100
0.283346 Ac
TMK 94010061
0.391961 Ac

TMK 94011103
0.635232 Ac

TMK 94011011
1.17444 Ac

TMK 94010103
1.415205 Ac

TMK 94011093
0.983726 Ac

TMK 94011030
1.001296 Ac

TMK 94011029
2.650887 Ac

TMK 94011034
0.494291 Ac

TMK 94011026
3.616135 Ac

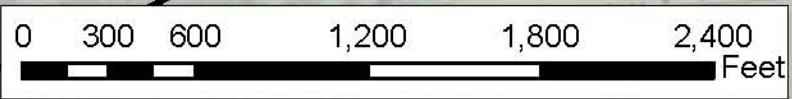
TMK 94011104
1.631476 Ac

TMK 94011023
8.399248 Ac

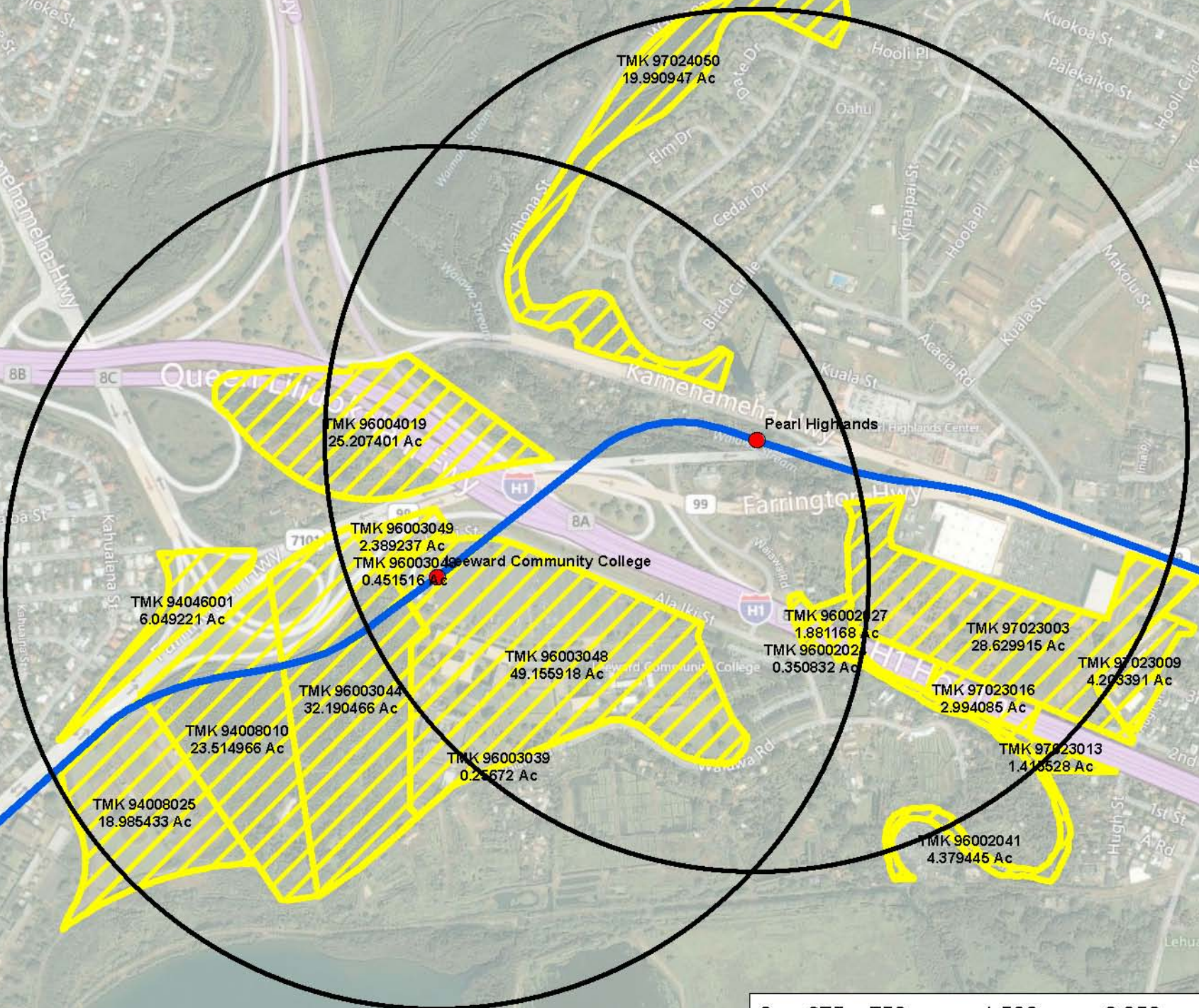
TMK 94001011
6.076976 Ac
TMK 94000000
0.291577 Ac

TMK 93001004
22.185298 Ac

TMK 93002021
0.266001 Ac



 State Owned TMKs



TMK 97024050
19.990947 Ac

TMK 96004019
25.207401 Ac

TMK 96003049
2.389237 Ac
TMK 96003048
0.451516 Ac

TMK 94046001
6.049221 Ac

TMK 94008010
23.514966 Ac

TMK 94008025
18.985433 Ac

TMK 96003044
32.190466 Ac

TMK 96003048
49.155918 Ac

TMK 96003039
0.25672 Ac

TMK 96002027
1.881168 Ac
TMK 96002021
0.350832 Ac

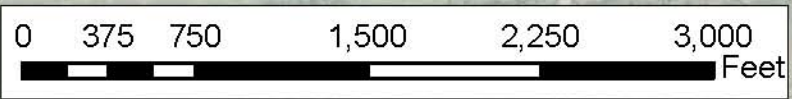
TMK 97023003
28.629915 Ac

TMK 97023016
2.994085 Ac

TMK 97023009
4.203391 Ac

TMK 97023013
1.413528 Ac

TMK 96002041
4.379445 Ac



State Owned TMKs

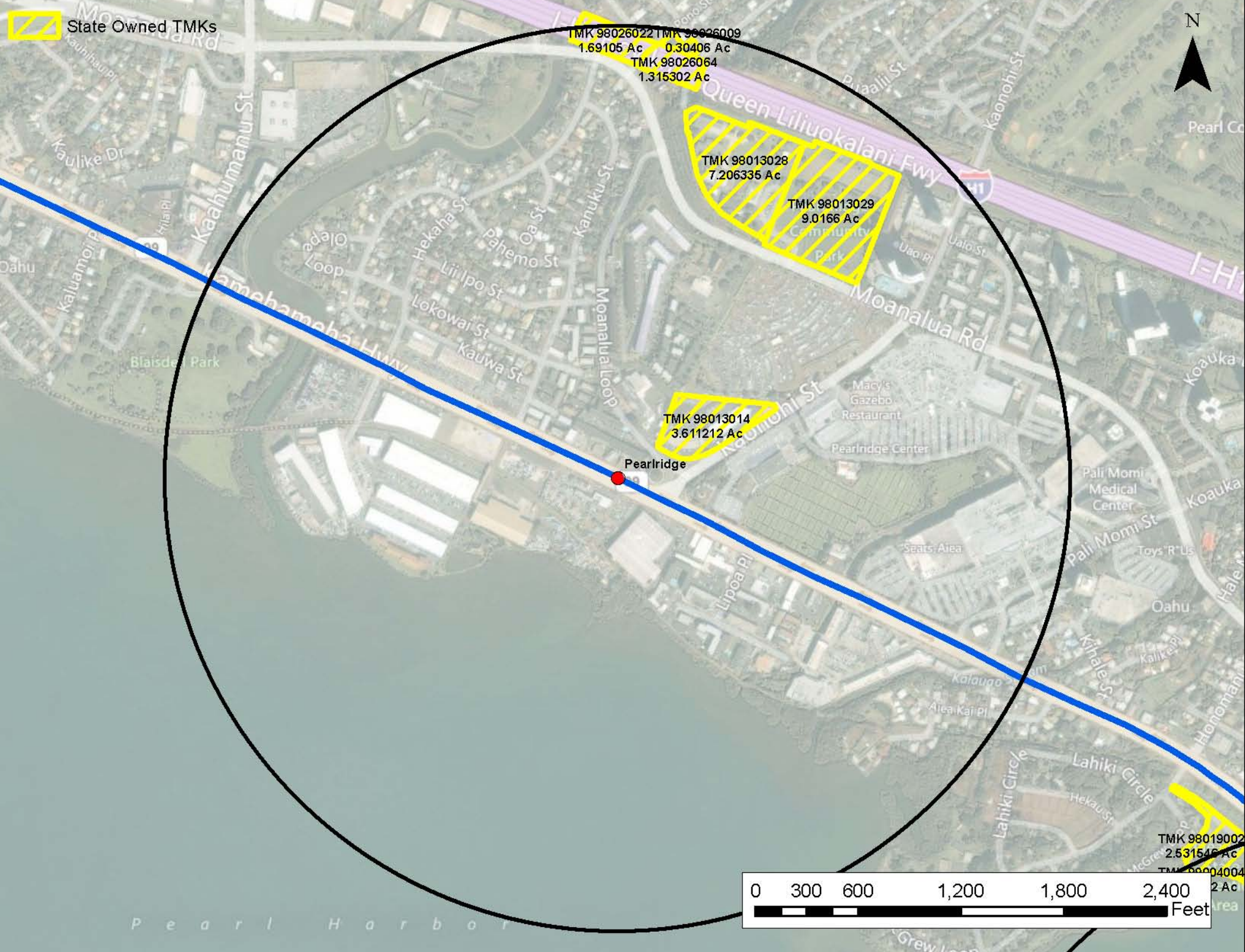
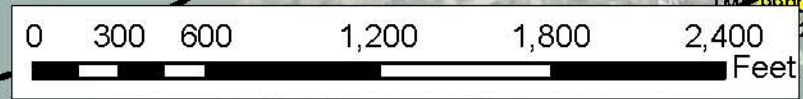
TMK 98026022 1.69105 Ac
TMK 98026009 0.30406 Ac
TMK 98026064 1.315302 Ac

TMK 98013028 7.206335 Ac

TMK 98013029 9.0166 Ac


TMK 98013014 3.611212 Ac

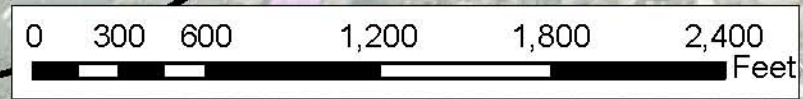
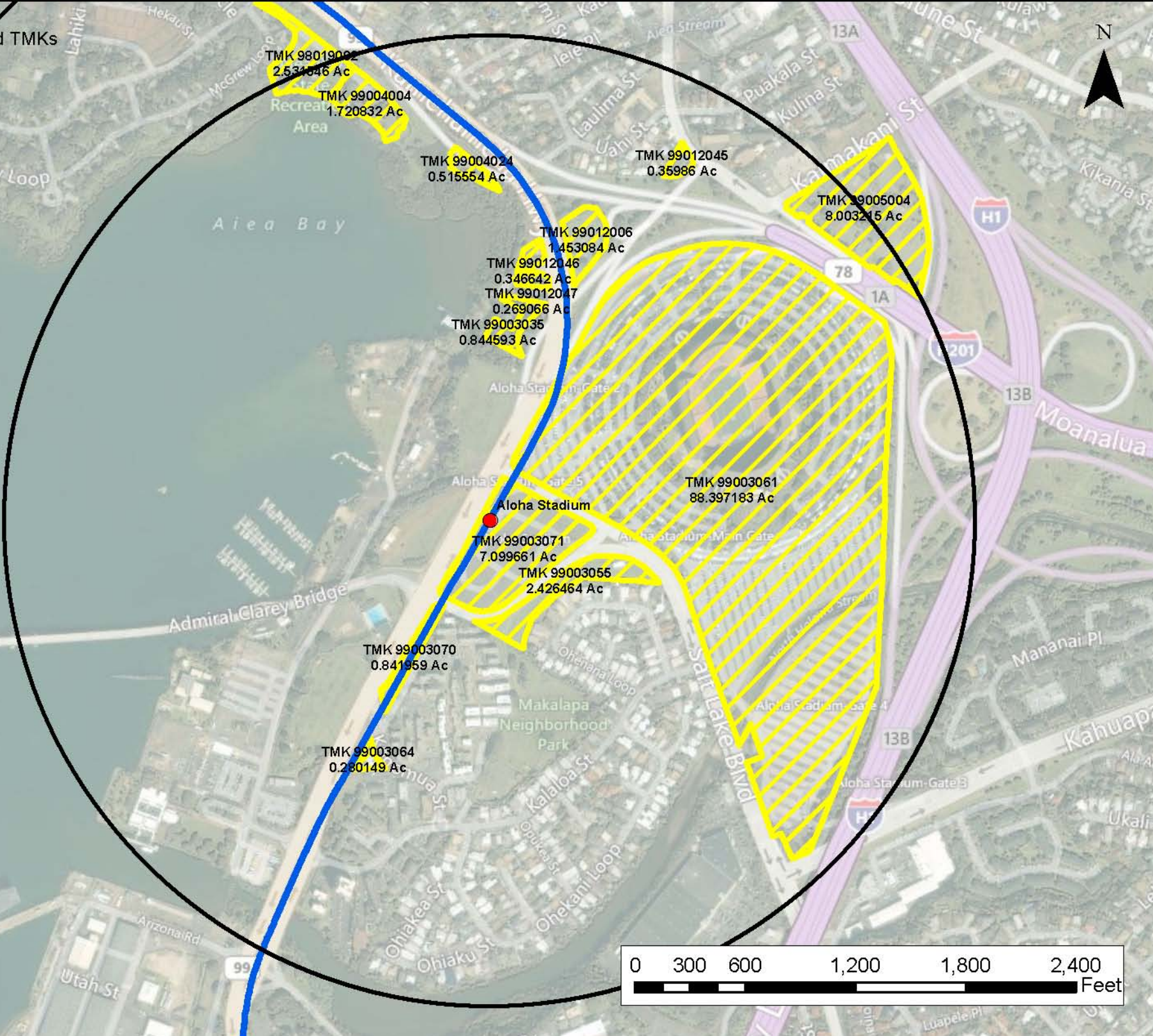
Pearlridge




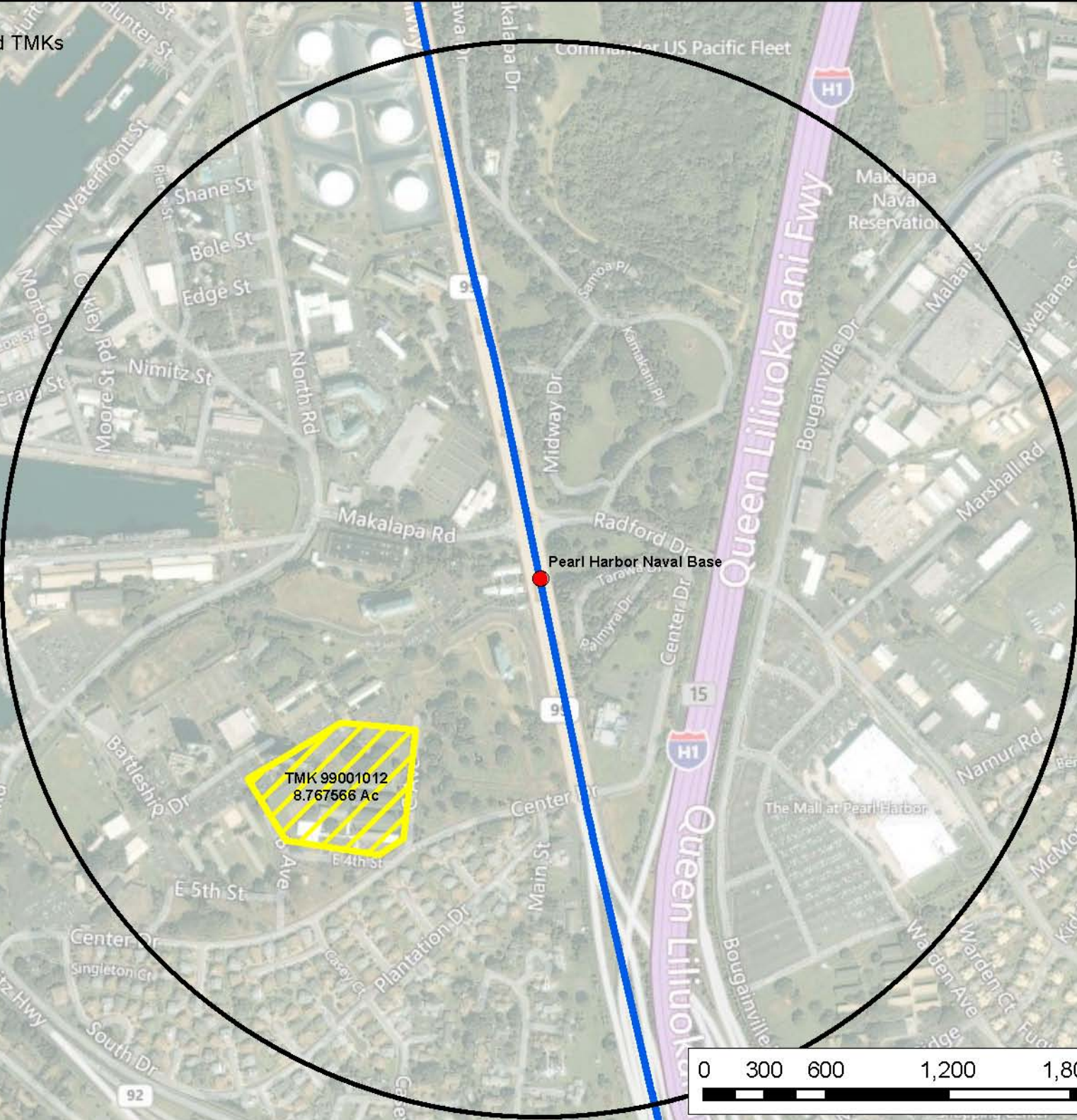
Pearl Harbor

TMK 98019002 2.531546 Ac
TMK 98004004 2 Ac

 State Owned TMKs

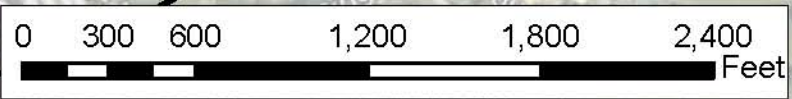



 State Owned TMKs

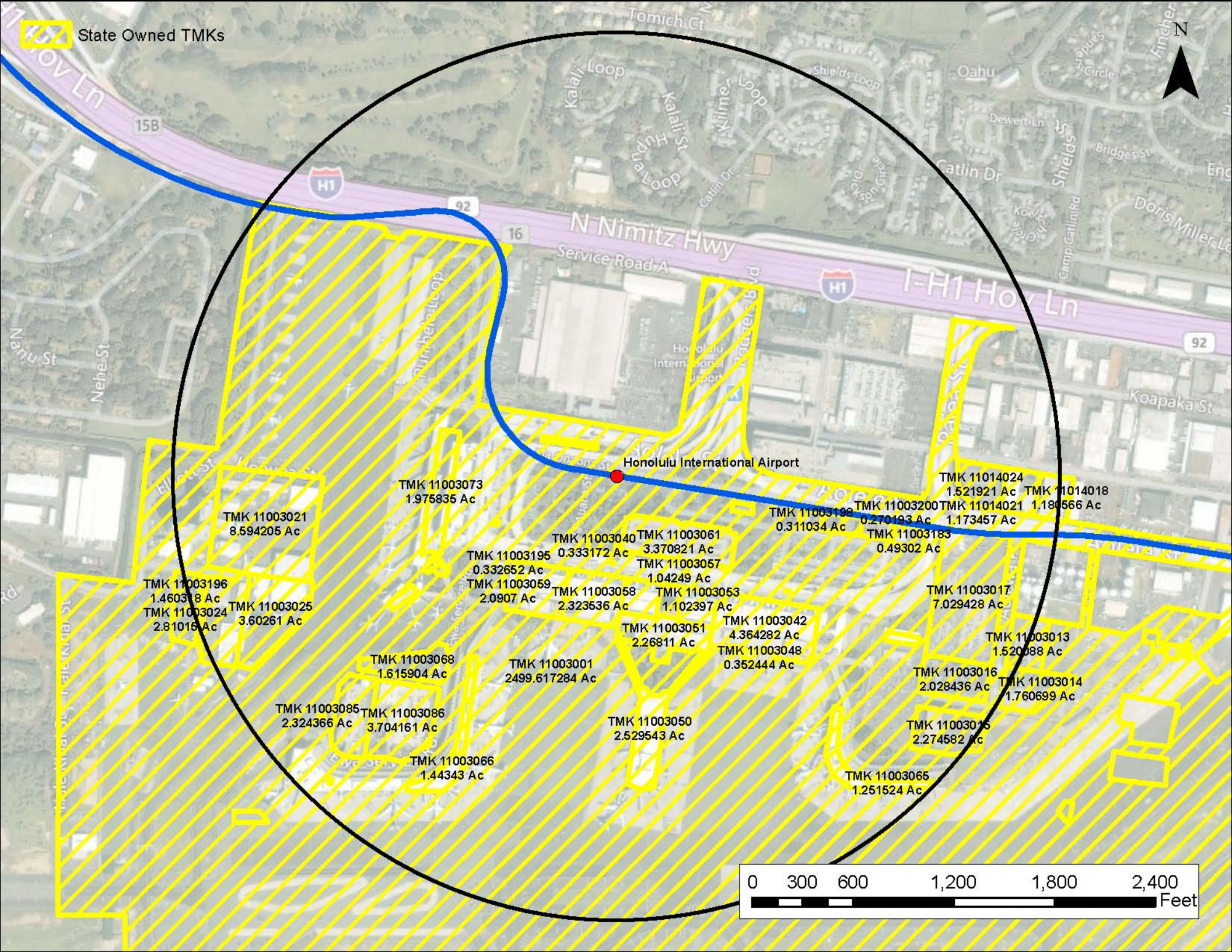



TMK 99001012
8.767566 Ac

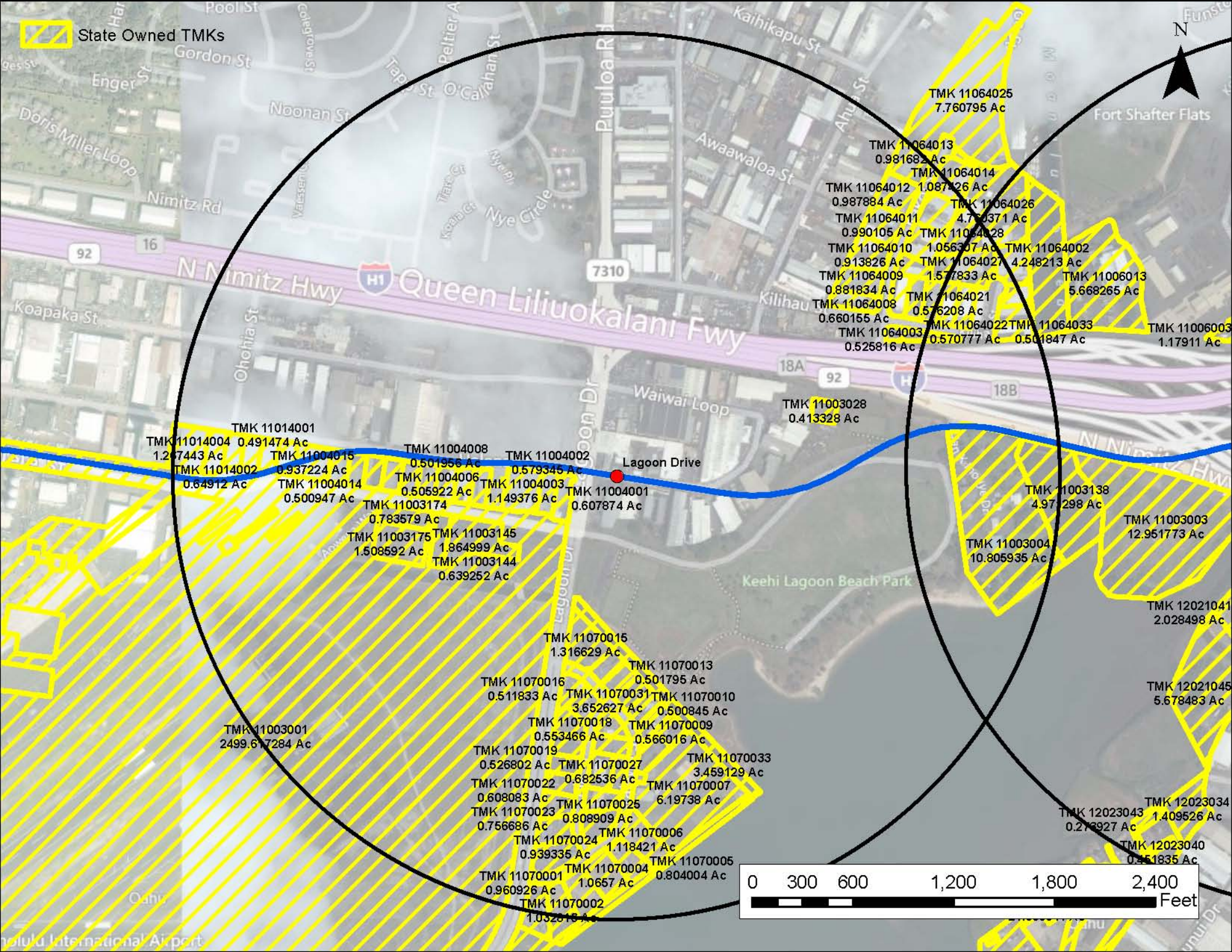
Pearl Harbor Naval Base



 State Owned TMKs



 State Owned TMKs



TMK 11064025
7.760795 Ac

TMK 11064013
0.981682 Ac

TMK 11064014
1.087426 Ac

TMK 11064012
0.987884 Ac

TMK 11064026
4.750371 Ac

TMK 11064011
0.990105 Ac

TMK 11064028
1.056307 Ac

TMK 11064010
0.913826 Ac

TMK 11064002
4.248213 Ac

TMK 11064009
0.881834 Ac

TMK 11006013
5.668265 Ac

TMK 11064008
0.660155 Ac

TMK 11064021
0.576208 Ac

TMK 11064003
0.525816 Ac

TMK 11064022
0.570777 Ac

TMK 11064033
0.501847 Ac

TMK 11006003
1.17911 Ac

TMK 11003028
0.413328 Ac

TMK 11014001
0.491474 Ac

TMK 11014004
1.257443 Ac

TMK 11014002
0.64912 Ac

TMK 11004015
0.937224 Ac

TMK 11004014
0.500947 Ac

TMK 11004008
0.501956 Ac

TMK 11004006
0.505922 Ac

TMK 11004003
1.149376 Ac

TMK 11004002
0.579345 Ac

TMK 11004001
0.607874 Ac

TMK 11003174
0.783579 Ac

TMK 11003175
1.508592 Ac

TMK 11003145
1.864999 Ac

TMK 11003144
0.639252 Ac

TMK 11070015
1.316629 Ac

TMK 11070016
0.511833 Ac

TMK 11070013
0.501795 Ac

TMK 11070031
3.652627 Ac

TMK 11070010
0.500845 Ac

TMK 11070018
0.553466 Ac

TMK 11070009
0.566016 Ac

TMK 11070019
0.526802 Ac

TMK 11070027
0.682536 Ac

TMK 11070033
3.459129 Ac

TMK 11070022
0.608083 Ac

TMK 11070025
0.808909 Ac

TMK 11070007
6.19738 Ac

TMK 11070023
0.756686 Ac

TMK 11070024
0.939335 Ac

TMK 11070006
1.118421 Ac

TMK 11070001
0.960926 Ac

TMK 11070004
1.0657 Ac

TMK 11070005
0.804004 Ac

TMK 11070002
1.032018 Ac

TMK 11003138
4.97298 Ac

TMK 11003004
10.805935 Ac

TMK 11003003
12.951773 Ac

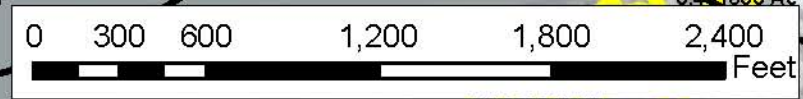
TMK 12021041
2.028498 Ac

TMK 12021045
5.678483 Ac

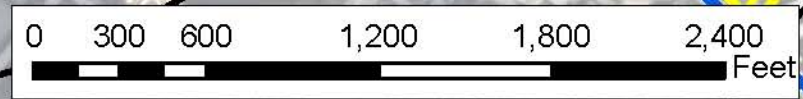
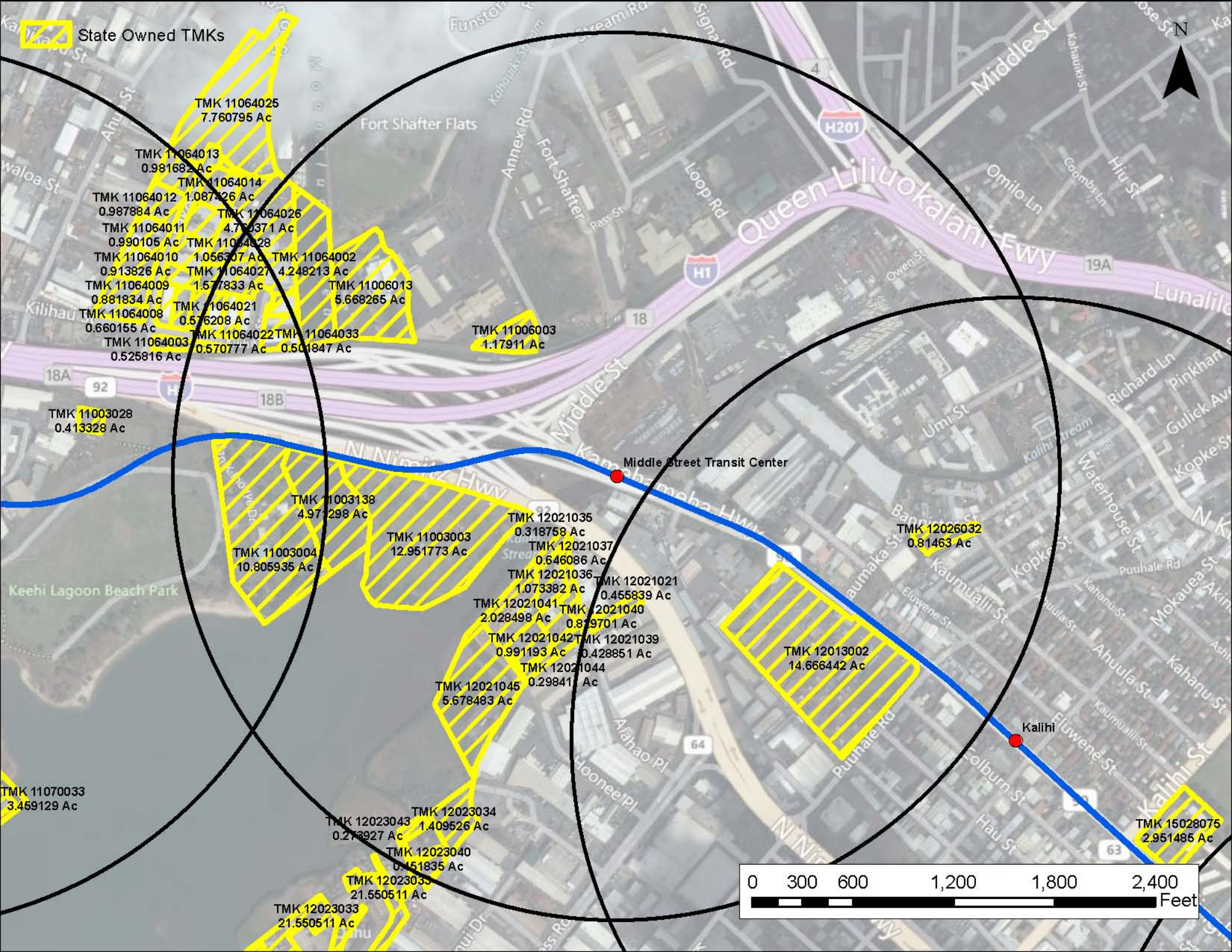
TMK 12023034
1.409526 Ac

TMK 12023043
0.273927 Ac

TMK 12023040
0.451835 Ac



State Owned TMKs



State Owned TMKs



TMK 15025001
0.584748 Ac

TMK 15001001
16.165000 Ac

TMK 15024029
2.471049 Ac

TMK 15024001
7.261449 Ac

TMK 15028075
2.951485 Ac

TMK 16008021
3.731277 Ac

TMK 15018004
0.553744 Ac

TMK 15018002
2.841942 Ac

TMK 15018003
0.845844 Ac

TMK 15018001
4.856668 Ac

TMK 15017006
9.598858 Ac

TMK 15005016
5.906932 Ac

TMK 15005003
2.942091 Ac

TMK 15005039
0.696561 Ac

TMK 15017004
0.329191 Ac

TMK 15006028
1.927032 Ac

TMK 15017001
0.255976 Ac

TMK 15006027
0.558603 Ac

TMK 17029003
14.692156 Ac

TMK 15020006
2.690611 Ac

TMK 15020004
3.309961 Ac

TMK 15020016
1.375619 Ac

TMK 15020009
6.436118 Ac

TMK 15033009
1.527357 Ac

TMK 15032005
3.393155 Ac

TMK 15032002
37.419081 Ac

TMK 15042001
3.422897 Ac

TMK 15034003
0.799219 Ac

TMK 15034026
0.581652 Ac

TMK 15034004
2.880517 Ac

TMK 15035010
3.641686 Ac

TMK 15035015
0.82103 Ac

TMK 15035009
1.622723 Ac

TMK 15009010
0.356069 Ac

TMK 15007002
1.804322 Ac

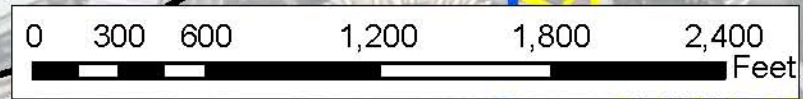
TMK 15007001
3.725782 Ac

TMK 17026006
1.85402 Ac

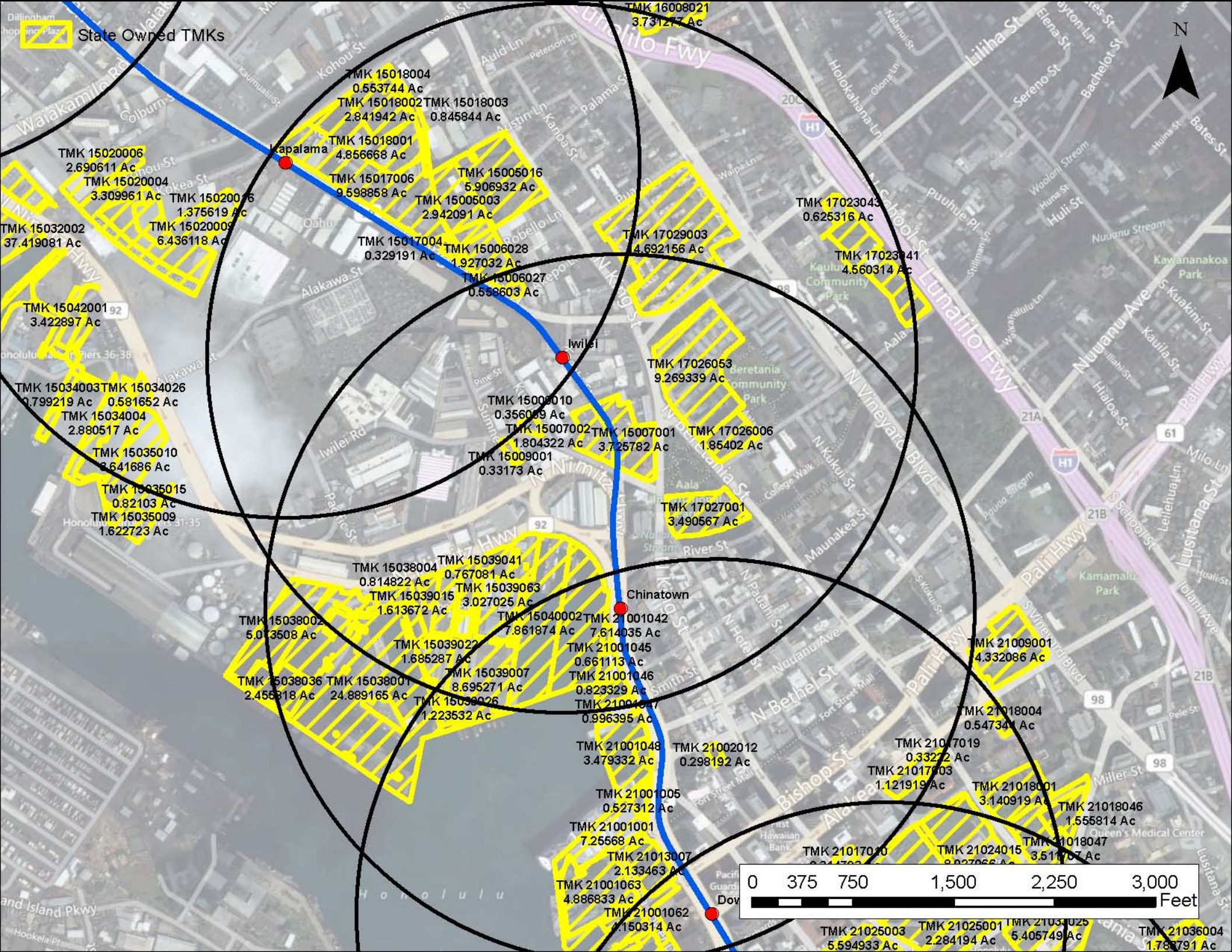
TMK 15009001
0.33173 Ac

TMK 15040002
7.861874 Ac

3.490567 Ac



State Owned TMKs



TMK 15018004
0.553744 Ac
TMK 15018002
2.841942 Ac
TMK 15018003
0.845844 Ac

TMK 15018001
4.856668 Ac
TMK 15017006
9.598858 Ac

TMK 15005016
5.906932 Ac
TMK 15005003
2.942091 Ac

TMK 15017004
0.329191 Ac
TMK 15006028
1.927032 Ac
TMK 15006027
0.558603 Ac

TMK 16008021
3.731277 Ac

TMK 17023043
0.625316 Ac

TMK 17029003
4.692156 Ac
TMK 17023041
4.560314 Ac

TMK 15020006
2.690611 Ac
TMK 15020004
3.309961 Ac
TMK 15020006
1.375619 Ac
TMK 15020009
6.436118 Ac

TMK 15032002
37.419081 Ac

TMK 15042001
3.422897 Ac

TMK 15034003
0.799219 Ac
TMK 15034026
0.581652 Ac
TMK 15034004
2.880517 Ac

TMK 15035010
3.641686 Ac

TMK 15035015
0.82103 Ac
TMK 15035009
1.622723 Ac

TMK 15009010
0.356089 Ac
TMK 15007002
1.804322 Ac

TMK 15009001
0.33173 Ac

TMK 15007001
3.725782 Ac

TMK 17026006
1.85402 Ac

TMK 17027001
3.490567 Ac

TMK 15038004
0.814822 Ac
TMK 15039015
1.613672 Ac

TMK 15039041
0.767081 Ac
TMK 15039063
3.027025 Ac

TMK 15038002
5.013508 Ac

TMK 15039022
1.685287 Ac

TMK 15038036
2.458818 Ac
TMK 15038001
24.889165 Ac

TMK 15039007
8.695271 Ac
TMK 15039026
1.223532 Ac

TMK 15040002
7.861874 Ac

TMK 21001045
0.661113 Ac
TMK 21001046
0.823329 Ac

TMK 21001047
0.996395 Ac

TMK 21001048
3.479332 Ac

TMK 21002012
0.298192 Ac

TMK 21001005
0.527312 Ac

TMK 21001001
7.25568 Ac

TMK 21001307
2.133463 Ac
TMK 21001063
4.886833 Ac

TMK 21001062
0.150314 Ac

TMK 21001042
7.614035 Ac

TMK 21009001
4.332086 Ac

TMK 21018004
0.547341 Ac

TMK 21017019
0.33272 Ac

TMK 21017003
1.121919 Ac

TMK 21018001
3.140919 Ac

TMK 21018046
1.555814 Ac

TMK 21018047
3.51107 Ac

TMK 21017010
0.344705 Ac

TMK 21024015
0.227066 Ac

TMK 21031025
5.405749 Ac

TMK 21025003
5.594933 Ac

TMK 21025001
2.284194 Ac

TMK 21036004
1.78791 Ac

