

**DEPARTMENT OF BUSINESS,  
ECONOMIC DEVELOPMENT & TOURISM**  
KA 'OIHANA HO'OMOHALA PĀ'OIHANA, 'IMI WAIWAI  
A HO'OMĀKA'IKA'I

JOSH GREEN, M.D.  
GOVERNOR

SYLVIA LUKE  
LT. GOVERNOR

JAMES KUNANE TOKIOKA  
DIRECTOR

DANE K. WICKER  
DEPUTY DIRECTOR

No. 1 Capitol District Building, 250 South Hotel Street, 5th Floor, Honolulu, Hawaii 96813  
Mailing Address: P.O. Box 2359, Honolulu, Hawaii 96804  
Web site: [dbedt.hawaii.gov](http://dbedt.hawaii.gov)

Telephone: (808) 586-2355  
Fax: (808) 586-2377

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December 26, 2023

The Honorable Ronald D. Kouchi,  
President and Members  
of the Senate  
Thirty-Second State Legislature  
State Capitol, Room 409  
Honolulu, Hawaii 96813

The Honorable Scott K. Saiki,  
Speaker and Members of the  
House of Representatives  
Thirty-Second State Legislature  
State Capitol, Room 431  
Honolulu, Hawaii 96813

Dear President Kouchi, Speaker Saiki, and Members of the Legislature:

For your information and consideration, I am transmitting a copy of the Office of Planning and Sustainable Development, Department of Business, Economic Development, and Tourism's Report on sites with capacity for housing 10,000 units per year for 50 years, as requested by Senate Concurrent Resolution 162 and House Resolution 188 of the 2023 Legislative Session. In accordance with Section 93-16, Hawaii Revised Statutes, I am also informing you that the report may be viewed electronically at: <http://dbedt.hawaii.gov/overview/annual-reports-reports-to-the-legislature/>.

Sincerely,

James Kunane Tokioka

Enclosure

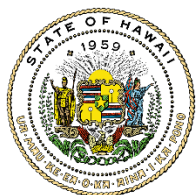
c: Legislative Reference Bureau

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# Toward a Transit-Oriented Development Housing Investment Strategy

Report to the 2024 State Legislature  
In Response to SCR 162 and HR 188, 2023 Legislative Session

December 2023



**Office of Planning and Sustainable Development**  
Department of Business, Economic Development and Tourism

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# 1 Introduction

Senate Concurrent Resolution (SCR) 162 and House Resolution (HR) 188 (Resolutions), passed in the 2023 legislative session, requested the Office of Planning and Sustainable Development (OPSD) to identify sites with the capacity to accommodate 10,000 new homes per year for the next 50 years—to the extent allowed by the availability of urban lands, capital, subsidies, and incentives as well as market demand. The Resolutions also requested OPSD to convene a working group of representatives from the Hawai'i Housing Finance and Development Corporation (HHFDC), Hawai'i Community Development Authority (HCDA), and Hawai'i Public Housing Authority (HPHA). SCR 162 also included the Office of the Governor in the working group. No funds were appropriated for this effort.

This report responds to both Resolutions and fulfills the requirement for the submittal of findings and recommendations to the 2024 Legislature.

## ► Study Approach

The OPSD-led study relied on information from prior and current work being conducted in several arenas. The approach is from the perspective of transit-oriented development (TOD) investment as a vehicle to address the housing objectives in the Resolutions. This aligns with SCR 162's thesis that the State has an important role in "promoting the design and location of housing taking into account physical settings, accessibility to public facilities and services, and the concerns of existing communities and surrounding areas" and HR 188's desire to create "livable homes located in suitable environments." As framed in this report, housing needs can best be met through a coordinated investment strategy in TOD areas statewide.

A working group of representatives from HHFDC, HCDA, HPHA, and the Governor's Office was convened to provide data and comment on the draft report, maps, and findings. The final draft of this report was distributed to the Working Group members for their review and comment.

## ► Study Components

The study is organized as follows:

- a. Housing Needs and Trends;
- b. Affordable Housing Needs;
- c. The Benefits of Locating Housing in TOD Areas;
- d. Mapped TOD Areas and Their Alignment with County Plan Growth Policies;
- e. Potential Housing in TOD Areas;
- f. Achieving Housing at Scale: Infrastructure, Density and Affordable Housing; and
- g. Recommendations.

## 2 Housing Needs and Trends

OPSD reviewed existing housing and population policy documents. Data discussed in this section draws from the HHFDC's *2019 Hawai'i Housing Planning Study*, which outlines housing needs by 2025; the Economic Research Organization at the University of Hawai'i's (UHERO) *2023 Hawai'i Housing Fact Book*, which analyzes housing market trends; the *2023 Hawai'i State Data Book*, which provides data on housing construction; and County General Plans and regional development plans. A study of housing for *Individuals with Access and Functional Needs in Hawai'i 2019-2020* prepared for HHFDC was used to obtain information on housing needs by population group.

The planning horizons of these documents generally extend from five to 20 years. In planning practice, these durations avoid the inherent uncertainty of long-term economic and population growth trends while enabling plausible scenarios for a cohesive vision for the future.

The data scan corroborates observations that Hawai'i's housing crisis has been a long time in the making. Coupled with soaring housing prices that have made housing unaffordable to many households in Hawai'i, the State and counties face a variety of challenges in providing and preserving affordable housing for its residents.

### ► Statewide Housing Need/Demand

Demand projections for additional housing units include three components:

- a. Housing needed to accommodate projected population changes;
- b. Existing pent-up need for housing due to chronic shortages in housing stock<sup>1</sup>; and
- c. Housing for those currently homeless.

The 2019 HHPS / HHFDC *Consolidated Plan for Program Years 2020 through 2024* (July 1, 2020 – June 30, 2025) estimates the State housing need at a total of 50,156 units. During this five-year period, approximately 18,078 units are needed to address population change and new household formation. Approximately 3,619 housing units are needed to house homeless individuals or households. Another 28,459 units are needed to reduce pent-up demand.

The current data suggests that between 3,000 to 5,000 units are needed annually to satisfy the resident population after pent-up demand and housing for the homeless are met. Comparison of U.S. Census data on resident population in 2020 and 2022 with the estimates in the DBEDT *2045 Population and Economic Projections Series* suggests that housing demand estimates need to be recalibrated to reflect slowing resident population growth rates<sup>2</sup>. It is unclear whether the recent population decline is a direct response to the lack of affordable

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<sup>1</sup> The un-met demand is estimated in the 2019 HHPS, by analyzing survey data on residents intending to move and residents that are not qualified to purchase or rent due to low income and high housing prices.

<sup>2</sup> According to the U.S. Census Bureau, in 2020, the statewide resident population was 1,451,043 persons. The DBEDT 2045 Series projected an amount of 1,466,632 person in 2020, which means a difference of approximately 15,000 persons, which accounted for 1.03% of population statewide in 2020. In 2022, this gap widened to 44,088 persons, accounting for 3.06% of population statewide in 2022. The 2019 HHPS recognized the difference in population estimated and actual population and was adjusted to account for this in its assessment for housing demand, particularly, in anticipating the need for units in the period of 2020-2025 (HHPS 2019, page 13).

housing, a temporal decline associated with economic downturns caused by the 2018 recession followed by the COVID pandemic, or an indication of a long-term slowing in the rate of resident population growth—or a combination of these and other factors. Further study is necessary to assess what effect recent declines in State resident population growth

Housing needs for each county are summarized below.

### ▶ **Hawai'i County**

Estimates show that Hawai'i County will require 13,303 units by 2025 to accommodate demand, representing 27% of the total need for additional units across the State. Of these units, 56% (7,489) will need to be affordable for those at or below 80% area median income (AMI), and an additional 2,143 units will be needed for those between 80-120% AMI. Nearly 30% of additional units are needed for those at or below 30% AMI. To meet the demand for housing by 2025, an average of 2,660 additional units is needed per year. Between July 2020 and July 2022, the County saw an additional 1,751 new housing units, or 876 units per year—a third of the average number of units needed each year.

### ▶ **City and County of Honolulu**

The City's Department of Planning and Permitting's (DPP) *Fiscal Year 2021 Annual Report on the Status of Land Use on Oahu, February 2023*, estimates that approximately 50,000 net new units would be needed over the 2020-2045 period to house all of O'ahu's projected population in 2045. The *2019 Hawai'i Housing Planning Study* estimates that between 2020 and 2025, O'ahu will need 22,168 additional housing units. Of those units, 54% (12,046) will need to be affordable for those making at or below 80% AMI, and an additional 3,037 will need to be affordable for households with 80-120% AMI. To meet the need for 22,168 housing units by 2025, 4,400 additional housing units are needed per year. The DPP report projects total housing unit need at 2,820 units per year. Between July 2020 and July 2022, 2,696 units, or 1,348 per year, were produced.

### ▶ **Kaua'i County**

Kaua'i will need 4,281 additional housing units by 2025. Of those units, 57% (2,439) will need to be affordable for those making at or below 80% AMI. An additional 136 units will be needed to be affordable for those making 80-120% AMI. The Kaua'i General Plan projects housing need in 2035 at 9,000 units. Kaua'i County is one of two counties that experienced an actual decrease in the total number of housing units in the past five years—losing 241 housing units. To meet the 4,281 units needed by 2025, 857 additional housing units would be needed per year. The *2022 Hawai'i Data Book* shows that between July 2020 and 2022, only 289 units were built, an average of 144.5 units per year. At the present production rate, only 17% of the total number of units needed to meet demand by 2025 would be built.

### ▶ **Maui County**

Prior to the August wildfires on Maui, Maui County was estimated to need an additional 10,404 units by 2025. About 41% of these units (4,262) needed to be affordable to those at or below 80% AMI, and an additional 740 units were needed for those between 80-120% AMI.

Maui County also experienced an actual decline in housing units since 2019, losing 175 units between 2019 and 2023. Maui County needed an average of 2,081 additional housing units per year. The *2022 Hawai'i Data Book* shows that between July 2020 and 2022, 1,335 units, or an average of 668 units per year, were built in the County with production falling behind the number of units needed each year. The August wildfire events have drastically altered Maui's immediate and short-term housing needs. The Lahaina wildfire exacted a devastating toll on lives and burned about 2,000 residential structures or roughly 3% of the County's total housing stock, placing additional pressure on Maui's existing housing stock.

### 3 Affordable Housing Needs

Estimating housing need is complicated by a range of issues influencing the production of and affordability of housing in Hawai'i. Of the 50,156 units estimated to be needed by 2025, approximately 52% of those units are needed for households at or below 80% AMI. An additional 6,056 units are needed for those earning 80 to 120% AMI. Figure 1 shows units needed by AMI and annual income groups. Of the 23,320 units planned for the market between 2020 and 2024, just over 42% are in the affordable range and the remaining 57% of units will be priced at market rates.

**Figure 1. Housing Units Needed by Area Median Income Groups through 2025**

	Total Units Needed, 2020 through 2025								
	HUD Income Classification								Total
	LT 30	30 to 50	50 to 60	60 to 80	80 to 120	120 to 140	140 to 180	180+	
State of Hawaii	10,457	5,730	3,141	6,910	6,055	4,011	5,854	7,997	50,156
Honolulu	4,200	2,923	1,979	2,944	3,037	1,710	2,405	2,970	22,168
Maui	1,721	777	492	1,272	740	647	1,800	2,955	10,404
Hawaii	3,475	1,356	373	2,285	2,143	1,163	1,198	1,309	13,303
Kauai	1,060	674	297	408	136	492	451	763	4,281
	Total Units Needed, 2020 through 2025								
	Income Classification								Total
	Less than \$30k	\$30k to \$45k	\$45k to \$60k	\$60k to \$75k	\$75k to \$100k	\$100k to \$150k	More than \$150k		
State of Hawaii		10,123	5,679	5,591	5,730	7,191	8,762	7,080	50,156
Honolulu		3,979	2,539	2,241	2,368	3,439	4,077	3,526	22,168
Maui		2,039	1,174	1,279	1,143	1,734	1,822	1,213	10,404
Hawaii		3,904	1,497	2,285	1,982	943	1,774	918	13,303
Kauai		1,367	385	204	613	494	630	588	4,281

Source: Housing Demand Survey and Hawai'i Housing Model, 2019

The *Hawai'i Housing Factbook* issued by UHERO in June 2023 reports that median housing costs in Hawai'i are 2.7 times the national level, and that median single-family and condominium unit prices have more than tripled over the last 30 years. In 2012, a median priced single-family home was affordable to households earning 120% of the State's median



income; in 2022, a median priced single-family home was affordable to households making 180% of State median income. In addition, almost 40% of households statewide rent. While the rental market in Hawai'i has been relatively stable over the last ten years, rental rates continue to rise and the State's median monthly rent in 2021 was \$1,755, the highest of all States. Approximately 55% of renters in Hawai'i are considered rent burdened, paying greater than 30% of their income on housing rent, and 28% of these are severely rent burdened, paying more than 50% of their income on rent.

The UHERO report notes that home and condominium buyers with out-of-state addresses made up over 22% and 28% respectively of buyers in 2022—with out-of-state buyers being particularly active in the Kaua'i and Maui County markets. Housing owned by out-of-state buyers that is not made available for local residents contributes to housing under-supply, as does the use of housing stock for short-term vacation rentals. Short-term vacation rentals make up approximately 5.5% of the statewide housing stock but are a significantly larger portion for Kaua'i and Maui County, with short-term vacation rental units making up 16% and 14% of Kaua'i and Maui's housing stock, respectively.

All this suggests that solely building more units to address the housing crisis may not solve the problem if more is not done to develop deeply affordable units and to retain and preserve the State's affordable housing inventory.

## 4 Benefits of Building Housing in Transit-Oriented Development Areas

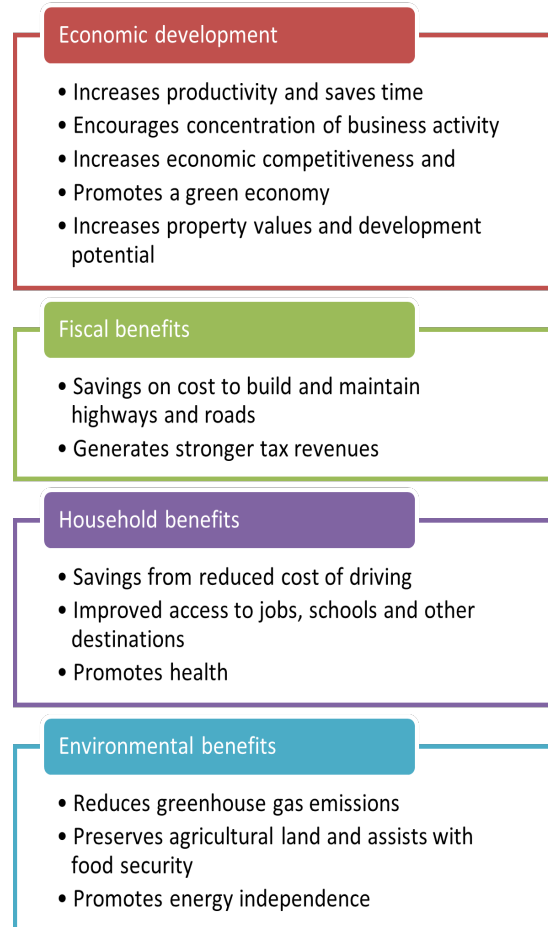
State and county collaboration and shared investment within existing urban or town centers served by rail or bus transit has proven to be an effective means of producing housing. Current and future housing needs can likely be satisfied by infill development and redevelopment in TOD areas. This aligns with long-standing objectives in the Hawai'i State Plan, HRS Chapter 226, and the growth center policies in respective county land use plans. Housing production through TOD would provide a broad range of benefits as outlined in Figure 2.<sup>3</sup>

The *Honolulu Transit-Oriented Development Scenarios Study* conducted in July 2013 modeled the positive impacts that corridor-focused development along O'ahu's rail corridor would have over more dispersed development patterns, including the standard subdivision model. The corridor-focused development scenario resulted in reductions in land consumption, vehicle miles traveled (VMT), highway and arterial roadway costs, building energy use, water consumption, greenhouse gas emissions, fiscal impacts of development, and household costs. A corridor-focused scenario reduces development pressure on rural and agricultural lands and allows more residents to live closer to jobs in the urban core.

Living near rail or bus service can provide not only time-savings with respect to access to jobs and other amenities, but also transportation cost-savings for households that are already cost-burdened. According to a study by Ulupono Initiative in 2021, the average annual cost for one car in Hawai'i was approximately \$8,100. Approximately 80% of Hawai'i households own two or more cars. For households owning two or more cars in Hawai'i, the cost savings from using transit or living in a TOD area could be significant.

TOD also plays a significant role in meeting State climate and clean energy goals, particularly in the transportation energy sector through reduction in VMT and promoting transportation modal shifts to transit and active transportation. According to the HCEI *Hawai'i*

**Figure 2. TOD Benefits**



*Credit: Millar/Smart Growth America, 2012.*

<sup>3</sup> Millar/Smart Growth America, *Leveraging State Agency Involvement in Transit-Oriented Development to Strengthen Hawaii's Economy*, 2012.

*Transportation Energy Analysis* report completed in 2015, TOD is the most impactful strategy in reducing VMT and has the potential to reduce fossil fuel imports by roughly 23 million gallons per year by 2030. TOD is a key land use strategy in the Hawai'i State Energy Office's Decarbonization Strategy prepared in response to Act 238, Session Laws of Hawai'i (SLH) 2022.

More compact development patterns can provide fiscal savings to the State and counties through efficiencies in infrastructure and services. The 2013 PRP study found positive fiscal benefits in a corridor-focused scenario:

- a. An estimated 17% savings in capital infrastructure and operations and maintenance costs for the corridor-focused scenario over a standard subdivision scenario; and
- b. Potential public sector revenue per acre from residential properties under the corridor-focused scenario that was three times that per acre from residential properties under the standard suburban scenario.

TOD has the transformative potential to create compact mixed-use neighborhoods that offer Hawai'i residents more housing choices with convenient access to transit, jobs, goods, and services; promote walkability and other active transportation modes; and provide opportunities to promote community resilience.

## 5 TOD Areas and Alignment with County Plans

This section describes the TOD areas that are the focus of collaborative State-county TOD planning under the leadership of the TOD Council. Delineation of TOD areas statewide was first initiated through State and county meetings for the preparation of the *State TOD Strategic Plan* in 2017. The initial task was to identify potential TOD projects that could promote mixed-use neighborhoods with affordable housing served by public transit (rail or bus) in existing urban or regional centers. The City and County of Honolulu’s (CCH) Skyline Rail

Corridor from East Kapolei to Ala Moana was well-established as O’ahu’s TOD area. For the Neighbor Islands, those regional or town centers in which projects were identified have served as their TOD areas. Over time, new TOD projects directing housing and other community building efforts around transit in planned growth centers have been accepted by the TOD Council for inclusion in the *Strategic Plan*. The TOD areas where joint State-county TOD planning is focused are listed in Figure 3 and are shown in maps in Appendix A of the report.

**Figure 3. TOD Areas Statewide**

<b>O’ahu Rail Corridor, inclusive of TOD Plan Areas</b>
East Kapolei (CCH)
Aiea-Pearl City (CCH)
Halawa (CCH)
Airport (CCH)
Kalihi (CCH)
Downtown (CCH)
Kakaako-Civic Center (HCDA)
Ala Moana (CCH)
<b>Hawai’i</b>
Kailua-Kona (Ane K Hwy Corridor)
Hilo
Pahoa
Keaau
<b>Kaua’i</b>
Lihue
Kapaa
Waimea
Kilauea
Hanapepe-Eleele
Koloa
<b>Maui</b>
Kaahumanu Ave Community Corridor
West Maui TOD Corridor
South Maui TOD Corridor

The TOD area maps were developed by first mapping the TOD projects in the *State TOD Strategic Plan*. The projects were then overlaid with lands within three-quarters of a mile of rail or bus transit routes, stations, or hubs that serve or are associated with the identified TOD projects. The transit service corridor was then overlaid with State land use district and county plan data that was limited to lands in the State Urban Land Use District and/or lands designated in county plans as urban, urban expansion, or neighborhood centers, or lands that had been identified as special planning areas (SPA) by the respective county. The TOD area boundaries were then generalized to comprise those largely urban-designated lands within a three-quarter mile of scheduled public transit in or immediately adjacent to a designated transit station or town center. The boundaries for the Lihue and Kailua-Kona TOD areas delineated by the respective county for the *State TOD Infrastructure Financing and Delivery Strategies* study were used for this report.

## ► City and County of Honolulu (CCH) TOD Area

For the purposes of this study, the entire Skyline rail corridor is considered the O‘ahu TOD area, within which the State, through the *State Strategic Plan for Transit-Oriented Development*, has designated the East Kapolei, Halawa, and Iwilei-Kapālama areas as State TOD Priority Areas.<sup>4</sup> The City’s eight TOD Plans envision housing potential in higher-density, walkable, mixed-use neighborhoods within one-half mile of the 21 planned rail stations along the rail corridor. The HCDA’s Kaka‘ako TOD Overlay Plan envisions a similar dense, mixed-use development pattern for the areas surrounding the two planned rail stations within the HCDA Kaka‘ako Community Development District. In 2017, the DPP estimated that the TOD planning areas around the Skyline rail stations could accommodate approximately 62,200 new housing units at buildout.<sup>5</sup>

## ► Hawai‘i TOD Areas

The County of Hawai‘i’s draft General Plan (September 2023) sets out a Land Use objective of focusing development within existing urban centers and defines Urban Growth Areas as a means to direct and manage growth. Establishment of Urban Growth Areas will enable the County to “manage growth effectively, preserve natural and cultural resources, plan infrastructure efficiently, stimulate economic development, and foster strong cohesive communities.”<sup>6</sup> The proposed Land Use Maps establish urban growth boundaries for Hilo, Kailua-Kona, Kea‘au, and Pāhoa. Kailua Village and Downtown Hilo are identified as examples of TOD centers within their larger Urban Growth Areas. The Kailua-Kona area has been a focus of the State and County since the inception of the *State TOD Strategic Plan*. The County’s Kona Community Development Plan, adopted in 2008, aims to avoid low-density sprawl within the region and direct growth toward compact transit-oriented villages along the Ane Keohokalole Highway corridor that offer increased density and a mixture of homes, shops, and places to work in proximity to bus transit. Puna is one of the fastest growing districts on Hawai‘i, spurred in part by lower cost access to unimproved subdivided lots created between 1958 and 1973. The Puna Community Development Plan (CDP) vision is to shift the current pattern of sprawling subdivisions to village and town centers, improving access to public and commercial services, stimulating local employment opportunities, and reducing dependence on the automobile for transportation.<sup>7</sup> The CDP designates Kea‘au and Pāhoa as regional town centers. They contain a nucleus of region-serving facilities served by County bus service and

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<sup>4</sup> The three State TOD areas were prioritized because: (a) they possess a critical mass of State lands and facilities that are planned for significant development or redevelopment; (b) State development plans align with and promote planned growth objectives in the City’s adopted TOD Plans; (c) there are opportunities for cost-sharing of infrastructure and civic investments; and (d) State projects could catalyze other public and private investments that could improve or enhance community vitality.

<sup>5</sup> The City TOD Plans’ residential estimates assume that not all sites will be developed or redeveloped to their maximum intensity—such that the anticipated buildout for Plan areas is less than 80% of the maximum intensity allowable under planned TOD land use designations. Should additional residential units be needed in the future, some additional capacity could be realized. Potential housing buildout could increase as rail service expands and development starts to occur around stations. This is reflected in the higher residential buildout (27,000 units), identified in HHFDC’s 2023 *Iwilei Infrastructure Master Plan*, that is twice the unit count for the combined Kalihi and Downtown TOD Plans (11,330) estimated when the Plans were adopted.

<sup>6</sup> County of Hawai‘i General Plan (draft), September 2023, page 46.

<sup>7</sup> County of Hawai‘i Puna Community Development Plan, page 3-1.

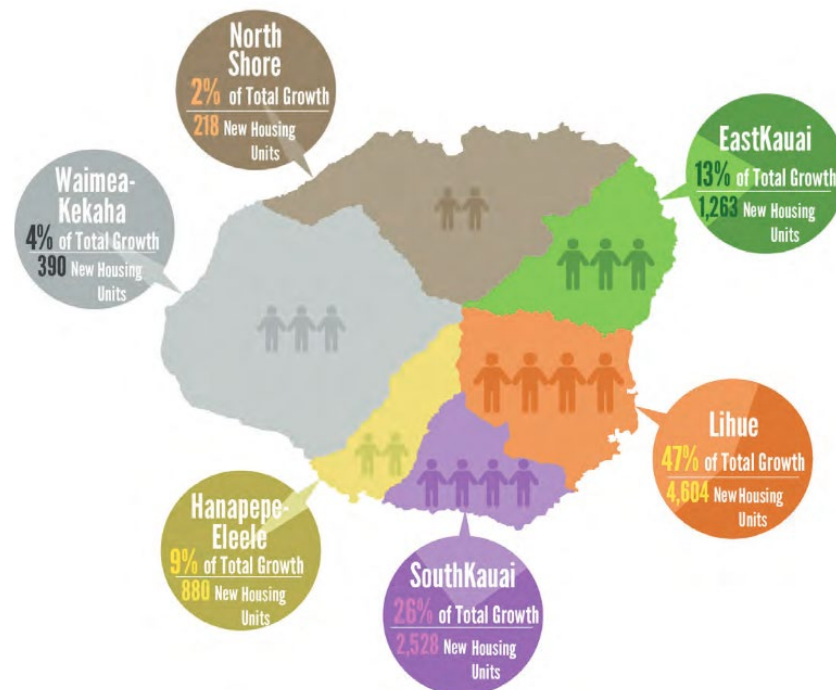


have been the focus of State and County TOD planning activities outside of the Hilo and Kailua-Kona areas.

### ► **Kaua'i TOD Areas**

The Kaua'i General Plan, adopted in 2018, promotes development within growth boundaries through infill and compact development within or adjacent to existing towns as a means to not only preserve the rural character of the island, but also to achieve other policy goals including promotion of affordable housing options in close proximity to jobs, goods, and services, community revitalization, walkable and connected neighborhoods, transit service for towns, creation of vibrant hubs for local commerce, and managing the cost of public infrastructure delivery. The General Plan directs 47% of the total residential growth—4,600 new housing units—to the Līhu'e Planning district, which encompasses Līhu'e Town, its surroundings, and the Puhi area. The Plan also recognizes residents' desire to maintain the unique character of Kaua'i's towns and the preservation of open space to separate towns. The Plan identifies those existing centers where affordable housing, neighborhood revitalization, and infill development should be promoted, including Līhu'e Town Core, Kapa'a Town, Koloa, Hanapepe-'Ele'ele, Waimea, and Kilauea Town. Figure 4 below shows the TOD Areas in their respective Planning Districts and anticipated housing growth in each Planning District.<sup>8</sup>

**Figure 4. Anticipated Distribution of Kaua'i County Population and Housing Units by Planning District**



<sup>8</sup> *Kaua'i Kākou, Kaua'i County General Plan*, 2018, page 27.

## ► **Maui TOD Areas**

Adopted in 2012, the Maui Island Plan—a component of the Maui General Plan 2030—sets out growth policies and establishes growth boundaries for communities on Maui to direct future growth. Through its work with the TOD Council, the County identified three TOD Areas that correspond to directed growth policies in the Island Plan for the Wailuku to Kahului, Lahaina to Kaanapali, and Kihei regions: the Kaahumanu Avenue Community Corridor (Wailuku-Kahului), the West Maui TOD Corridor (Lahaina to Kaanapali), and the South Maui TOD Corridor (Kihei).

The Kaahumanu Avenue Community Corridor, a subarea within the Wailuku-Kahului Community Plan, was the subject of a TOD corridor planning study funded by the State Legislature. The Action Plan sets out land use and transportation recommendations to increase affordable housing in the Corridor, better connect people to goods and services of daily life, make transit and active transportation modes safe and attractive, and enliven the corridor through business development and arts and cultural experiences. The South Maui TOD Area lies within the area for which the County has launched its South Maui Community Plan update. The Island Plan identified several areas in Kihei for additional growth by 2030. The West Maui TOD Area lies within the West Maui Community Plan area. The West Maui Community Plan, adopted in 2022, envisioned the creation of residential and mixed-use development with targeted redevelopment in areas close to services and transportation options and identified portions of Lahaina Town as a Transit Oriented Corridor (TOC), the first County plan to apply the TOC community plan designation. The County was in the process of finalizing a West Maui TOD Corridor Plan when the wildfires occurred. In the wake of the Lahaina wildfire, housing reconstruction in the West Maui TOD area is especially critical, as it will be in other TOD areas on Maui.

## **6 Potential for Housing in TOD Areas**

TOD areas statewide have the potential to absorb the 50,156 units needed by 2025. The TOD areas can also accommodate many of the 3,000 to 5,000 units needed annually after pent-up demand and homelessness is addressed, based on the quantity of land available in the TOD areas. This section describes the opportunities for housing in these TOD areas and is intended to guide initiatives to provide housing in urban and regional centers served by rail or bus.

### ► **Lands in TOD Areas Statewide**

Statewide, these TOD areas comprise roughly 57,000 acres, of which over 15,500 acres are either State or county lands. On O‘ahu alone, there are approximately 3,800 acres of State and City lands within three-quarters of a mile of the rail guideway and stations—of which, approximately 2,000 acres are State-owned. On the Neighbor Islands, almost 12,000 acres of State and county lands lie within the TOD areas. Lands with public schools and public parking facilities that may be considered for co-location of housing have been included in this tabulation.

**Figure 5. Land Area and Public Lands in TOD Areas Statewide**

TOD Areas	Total	State-County Lands	Public Schools <sup>1</sup>		State Parking <sup>2</sup>
	Acres		Acres	Number	Acres
<b>Statewide</b>	<b>56,976</b>	<b>15,888</b>	<b>78</b>	<b>1,217</b>	<b>36</b>
O'ahu Rail Corridor	20,205	3,870	45	518	17
<b>Hawai'i</b>	<b>26,223</b>	<b>9,156</b>	<b>17</b>	<b>344</b>	<b>12</b>
Kailua-Kona (Ane K Hwy Corridor)	13,111	4,896			
Hilo	9,490	3,274			
Pahoa	1,687	882			
Kea'au	1,935	104			
<b>Kauai'i</b>	<b>2,008</b>	<b>683</b>	<b>6</b>	<b>99</b>	<b>3</b>
Lihu'e	195	52			
Kapa'a	505	336			
Waimea	327	80			
Kilauea	454	17			
Hanapepe-'Ele'ele	330	178			
Koloa	197	20			
<b>Maui</b>	<b>8,539</b>	<b>2,178</b>	<b>10</b>	<b>256</b>	<b>3</b>
Ka'ahumanu Ave CC	2,046	1,086			
West Maui TOD Corridor	2,428	686			
South Maui TOD Corridor	4,065	407			

<sup>1</sup> School locations, available acreage, and suitability need to be further evaluated with the DOE, SFA, and schools.

<sup>2</sup> Parking and site suitability and locations need to be further evaluated.

The baseline estimate consists of planned and projected housing unit counts for projects from three primary sources:

1. Identified TOD projects in the TOD Strategic Plan;
2. Additional housing projects identified in the State TOD Infrastructure Financing and Delivery Strategies for TOD Pilot Areas study conducted pursuant to an Act 88, SLH 2021 budget proviso; and
3. Projects identified by HHFDC and HPHA as part of Act 305 studies, which includes properties identified by the Counties in their Consolidated Housing Plans prepared for HUD program funding.

Figure 5 summarizes the acreage of TOD project and other sites in TOD areas statewide and the housing units at buildout for projects for which data is available. Statewide, 91 sites have been identified, to date, with planned housing units. The cumulative acreage for these sites is over 3,000 acres. Over 66,600 new housing units could be provided by these sites alone over the next 30 to 50 years. The housing potential for other TOD project sites and other public lands in TOD areas is unknown at this time. Further study is needed to determine the potential for additional housing and the estimated number of units that could be developed for

these lands. Appendix B provides a list of projects within the TOD areas with planned housing units compiled by HHFDC, HCDA, HPHA, and OPSD for this report.

**Figure 6. Estimated Housing Unit Potential for TOD and Other Projects in TOD Areas Statewide**

<b>Planned Housing Units in TOD Areas</b>				
<b>TOTALS</b>		<b>65,947</b>	<b>32,446</b>	<b>2,157</b>
<b>Island</b>	<b>TOD Area</b>	<b>Total Units</b>	<b>Afford Hsq Units</b>	<b>Exist/Built</b>
<b>Hawai'i</b>		<b>3,893</b>	<b>3,504</b>	<b>395</b>
	<b>Hilo</b>	1,034	1,034	
	<b>Kailua-Kona</b>	3,254	2,470	395
<b>Kaua'i</b>		<b>2,168</b>	<b>1,652</b>	<b>55</b>
	<b>Hanapepe-Eleele</b>	625	625	
	<b>Kapaa</b>	488	342	55
	<b>Kilauea Town</b>	200	200	
	<b>Lihue-Puhi</b>	710	285	
	<b>Waimea Town</b>	200	200	
<b>Maui</b>		<b>2,440</b>	<b>1,240</b>	<b>284</b>
	<b>Kaahumanu Ave TOD Corridor</b>	585	301	82
	<b>South Maui TOD Corridor</b>	590	590	
	<b>West Maui TOD Corridor</b>	1,549	349	202
<b>O'ahu</b>		<b>57,446</b>	<b>26,050</b>	<b>1,423</b>
	<b>Aiea-Pearl City TOD (CCH)</b>	1,436	700	36
	<b>Airport TOD (CCH)</b>	1,785		
	<b>Ala Moana TOD (CCH)</b>	3,118	1,446	
	<b>Downtown TOD (CCH)</b>	11,044	6,850	754
	<b>East Kapolei TOD (CCH)</b>	16,284	2,401	
	<b>Halawa TOD (CCH)</b>	4,754	2,730	260
	<b>Kakaako-Civic Center (HCDA)</b>	5,729	2,077	
	<b>Kalihi TOD (CCH)</b>	12,923	8,050	373
	<b>Waipahu TOD (CCH)</b>	1,796	1,796	
Projects with Planned Housing Units		91		

*The City TOD Plan Areas are followed by (CCH); the HCDA TOD Overlay Plan Area is followed by (HC*

## ► **Public School Teacher and Staff Housing**

Nationwide, public-school systems have been constructing teacher and staff housing on or near school properties, driven by the need to attract and retain teachers in high-cost areas and areas where workforce housing options are limited. Locally, there has been growing legislative interest in this as one way to address teacher shortages. A 2022 measure, HB 2345, HD1, SD2, would have authorized the State to buy a 12-acre parcel of land behind Holomua Elementary School for development of up to 300 units, which would be rented at below market rates to starting teachers. In 2023, the Legislature passed bill (Act 172, SLH 2023), which provides the School Facilities Authority (SFA) with \$185 million for a pilot teacher housing program at the Mililani, Waipahu, and Nānākuli campuses.

As seen in Figure 5, OPSD identified as many as 78 public schools within TOD areas statewide whose campuses total approximately 1,200 acres, a portion of which could potentially site teacher and staff housing. Not all school sites could accommodate housing, so the actual number of housing units that could be provided at public schools within TOD areas is currently uncertain, but promising.

OPSD conducted a quick scan of national examples of teacher housing projects to get a sense of the housing yield that might be possible at public schools within TOD areas. Completed or planned projects had housing yields ranging from 20 to 106 units per acre. A California report cited an average of 47.6 units per acre and a median project size of 75 units per school.<sup>9</sup> This unit per acre figure masks the wide range of site sizes and locales included in the California study, as site size is associated with site yield and the type of locale. In “city” locales, the median site area for projects is 1.4 acres. The maximum site yield helps to determine the scope of a project and particularly its finances, in terms of construction costs and rental income. In practice, the actual number of units built is typically scaled up or down to ensure financial feasibility and reflect the need for employee housing within the local school district.

Consideration should be given to incorporating rental housing units for teachers and staff in the planning, design, and construction of new school sites within TOD areas, such as those planned for East Kapolei. This strategy might also be incorporated at existing public-school sites where school capacity will need to be increased to accommodate growth of residential populations in TOD areas.

The work being done by SFA pursuant to Act 172 will lay the foundation for identifying how the co-location of teacher and staff housing might be pursued—and appropriate housing site area and density for public school campus types—to realize the housing potential of school campuses in TOD areas. A preliminary estimate by SFA staff is that at least 20% of the 1,200 acres of public-school lands could accommodate teacher and staff housing.

## ► **State Parking Facilities**

OPSD also examined a Department of Accounting and General Services (DAGS) inventory of State parking facilities to determine whether there is potential for more intensive

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<sup>9</sup> Center for Cities + Schools et al, *Education Workforce Housing in California*, 2022.



use of existing facilities to co-locate affordable housing units with parking. This very preliminary analysis yielded a shortlist of potential sites with significant surface parking or standalone parking structures centrally located within TOD areas that might offer redevelopment opportunities. The data suggests housing could be accommodated on approximately 17 acres on O‘ahu, 12 acres on Hawai‘i, 3 acres on Kaua‘i, and 3 acres on Maui. Additional study would be needed to determine the viability of redevelopment of these or other public parking sites.

### ► **Other Vacant/Underutilized Lands**

Further work is needed to determine housing potential on sites that currently lack a housing component and to identify additional vacant and underutilized public parcels not already identified in these TOD areas. Additional study in collaboration with public landowners would be needed to determine:

1. What lands need to be excluded from housing use due to existing uses, sensitive environmental conditions, potential exposure natural hazards, and other factors;
2. The potential housing capacity for the additional underutilized public lands; and
3. What would be needed to unlock that capacity, including infrastructure.

### ► **Achieving Housing at Scale: Infrastructure and Density**

Significant housing potential is embodied in the TOD areas. These areas could provide for the majority of Hawai‘i’s housing needs over the next 50 years through a sustained and disciplined investment strategy. The State and counties can pursue the production of affordable housing on two fronts:

1. Housing associated with TOD projects; and
2. Housing on vacant and underutilized public lands, which could include University of Hawai‘i System campus lands, public school sites, and public parking facilities.

A housing strategy that capitalizes on higher allowable densities in TOD areas on already urbanized lands aligns with both State and county policies. However, satisfying pent-up demand and staying abreast of new annual household formation is constrained by various factors related to capital, subsidies, incentives, and market demand—of which funding and infrastructure capacity are the most critical.

The lack of sufficient funding to pay for the upfront costs of infrastructure is a pervasive problem statewide. While the Counties have been investing in regional infrastructure and services to communities for many years through capital budgets, off-site infrastructure improvements to expand capacity for individual projects often need to be funded by developers. This approach has contributed to delays in housing production, as well as the piecemeal delivery of improvements whose costs are passed on to purchasers and renters.

Efforts to address infrastructure capacity issues have been growing. Building on the City’s infrastructure planning for the Iwilei-Kapālama area, the *State TOD Planning and Implementation Study for the Island of O‘ahu*, completed in 2020, advanced collaborative infrastructure planning for the State East Kapolei, Halawa, and Iwilei-Kapālama TOD Priority Areas. HHFDC completed the *State Iwilei Infrastructure Master Plan* in May 2023 that includes the costs and phasing of infrastructure that will be needed to deliver the 27,000 units for this

area. Similarly, the *TOD Infrastructure Financing Study* for four TOD Pilot Areas statewide—Iwilei, Ane Keohokalole Highway Corridor (Kailua-Kona), Lihu'e Town Core, and Ka'ahumanu Avenue Community Corridor—found that for each area there are significant infrastructure needs that exceed current county funding commitments. The study recommends actions to establish new revenue sources and enhance existing funding and financing tools for housing-related and TOD infrastructure, including amendments to the conveyance tax and county surcharges on the general excise tax (GET), enabling a constitutional amendment to support use of tax increment financing, promoting use of community facilities districts where feasible, establishing a statewide infrastructure revolving fund, etc.

In 2023, the Legislature passed a measure that enabled all counties to adopt GET surcharges for transit, transportation, or housing infrastructure. In doing so, the Legislature signaled a major policy shift. Rather than continue to rely mainly upon the public capital improvement process and private sector developers to provide infrastructure for housing, the State would allow county GET surcharges to fund major regional infrastructure systems. Ideally, this will not only expedite public infrastructure construction, but could also help lower housing prices.

Achieving housing potential, particularly on public lands, will have to overcome market constraints and the costs associated with higher-density, multi-family residential construction. Concerns about current market constraints regularly impede plans to deliver the needed density and mix of uses to realize the TOD potential at sites ahead of market demand. Moreover, infrastructure cost savings of compact development and infill redevelopment can be offset by the higher development and financing costs of moderate- to high-density housing. Accordingly, more work is needed to create an institutional environment where a greater variety of housing products and mixed-use projects are delivered by public and private developers.

## **7 Recommendations**

The proposed strategy is relatively straightforward: continued support and increased capital investment in projects identified through the TOD Council and Yes In My Back Yard (YIMBY) Working Group, which were established by the Legislature as forums for State-county collaboration to advance TOD and to promote solutions to Hawai'i's affordable housing crisis, respectively.

Recent legislative measures have expanded the State's institutional capacity in support of affordable housing development in TOD areas, such as authorizing long-term leases for public agencies developing housing (HHFDC, HPHA, and HCDA) and the establishment of a TOD Infrastructure Improvement District program within HCDA that enables HCDA to facilitate infrastructure delivery in TOD areas. Legislative appropriations have supported efforts to conduct this work through funding for housing and front-end infrastructure investments, such as cash infusions into the State Rental Housing Revolving Fund and Dwelling Unit Revolving Fund, DHHL housing, recent appropriations for the design of electrical system upgrades in Iwilei, funds for East Kapolei infrastructure master planning, and State CIP TOD Planning grants that expand agency capacity to deliver on TOD and housing.

These efforts align with Governor Green's key housing initiatives, including its submission of a grant application in October 2023 for approximately \$10 million in federal

funding to tackle the production and preservation of affordable housing. If awarded, the PRO Housing grant, *Infrastructure Unlocks Housing Production*, would support work on a range of regulatory, administrative, and legislative matters statewide. The investments are anticipated to unlock the production of at least 10,800 new housing units within the next six years, and with time and additional infrastructure, will help deliver up to 30,000 new units. The market is capable of producing housing but cannot build affordable housing at scale or at the pace necessary without government assistance or a more prominent government role in producing affordable units.

Recommended TOD housing investment areas have largely been mapped. Preliminary TOD project sites with planned housing or housing potential within TOD areas have been identified on nearly 4,000 acres of public lands. The full buildout potential on the remaining 16,000 acres of public lands in TOD areas is unknown; nor has the full buildout potential for other lands in the TOD areas been determined. More work is needed to identify this potential and is included in the recommended priority actions broadly described below.

**Action Item 1. Funding for Identified Housing and Infrastructure Improvement.** Funding and/or financing for implementation of known housing and infrastructure projects within TOD areas.

**Action Item 2. Assessment of Housing Potential and Infrastructure Needs in Remaining TOD Areas Statewide.** This would involve two major components:

- **Identification of public lands within TOD areas that have not yet been studied.** Inventory public lands and determine their availability for housing development in the near-term and longer-term. This would entail collaboration with public landowners to assess the viability of housing development on their lands, and the creation of a list of lands that could be considered for housing development over time.

This initial work could assess potential for housing or co-location of housing, including agencies' intended use of the properties; existing uses, facilities and conditions; site constraints and environmental conditions; constraints related to tenancy agreements; entitlements required; and opportunities to integrate mixed-use and transit. This effort could conclude with a shortlist of public lands that lend themselves to housing development.

- **Creation of housing programs on lands shortlisted for development.** This would entail a high-level housing development program of both public and private redevelopment opportunities, qualitative and quantitative assessment of proposed development program uses and intensity, an initial assessment of potential housing projects and delivery options, and finally an assessment of the order of magnitude infrastructure needs and costs associated with the housing/development program.
- **TOD Area Infrastructure Implementation Master Plans.** This entails more detailed study of infrastructure project needs and costs, funding and financing, and improvement project schedule, and the preparation of programmatic

environmental review documents for infrastructure master plans that can expedite project design, engineering, and construction by individual agencies.

**Action Item 3. Implementation of the PRO Housing proposal (if awarded) or fund implementation of the PRO Housing proposal components.** If awarded, the PRO Housing work program will enable the following activities over the next ten years to advance housing production in TOD Areas. Should the HUD application be denied, the Legislature could consider funding these activities and creating positions to support implementation:

- a. The creation of a statewide infrastructure bank or revolving fund;
- b. The creation of a community facilities district or comparable financing mechanism for infrastructure in Iwilei, O'ahu;
- c. Infrastructure design for TOD projects in Līhu'e, Kaua'i, Kahekili Terrace on Maui, and Kamakana Villages on Hawai'i Island; and
- d. Research and policy development to advance policy and institutional changes to stimulate and improve preservation of affordable housing stock for future generations.

There are many possible solutions to achieving affordable housing at scale in TOD areas. An entity, or at least several dedicated housing professionals, can be tasked with coordinating the work of producing and preserving affordable housing in the right place and at the right density. Joint State-county consultation and collaboration will be essential to developing priority short- and medium-term project schedules and funding and financing plans for TOD Areas.

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Intentionally investing in public facilities and lands in TOD areas can produce housing where residential growth can be accommodated without further urbanizing agricultural and rural lands. Investing in TOD areas provides a means to tackle the existing backlog in affordable units statewide and contribute to the annual production of housing for future households. Finally, much more work is needed to address housing affordability and to better preserve Hawai'i's affordable housing stock for generations to come. Sustained investment in these recommendations will contribute significantly to addressing Hawai'i's long-standing housing needs.

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# Appendix A.

## TOD Area Maps

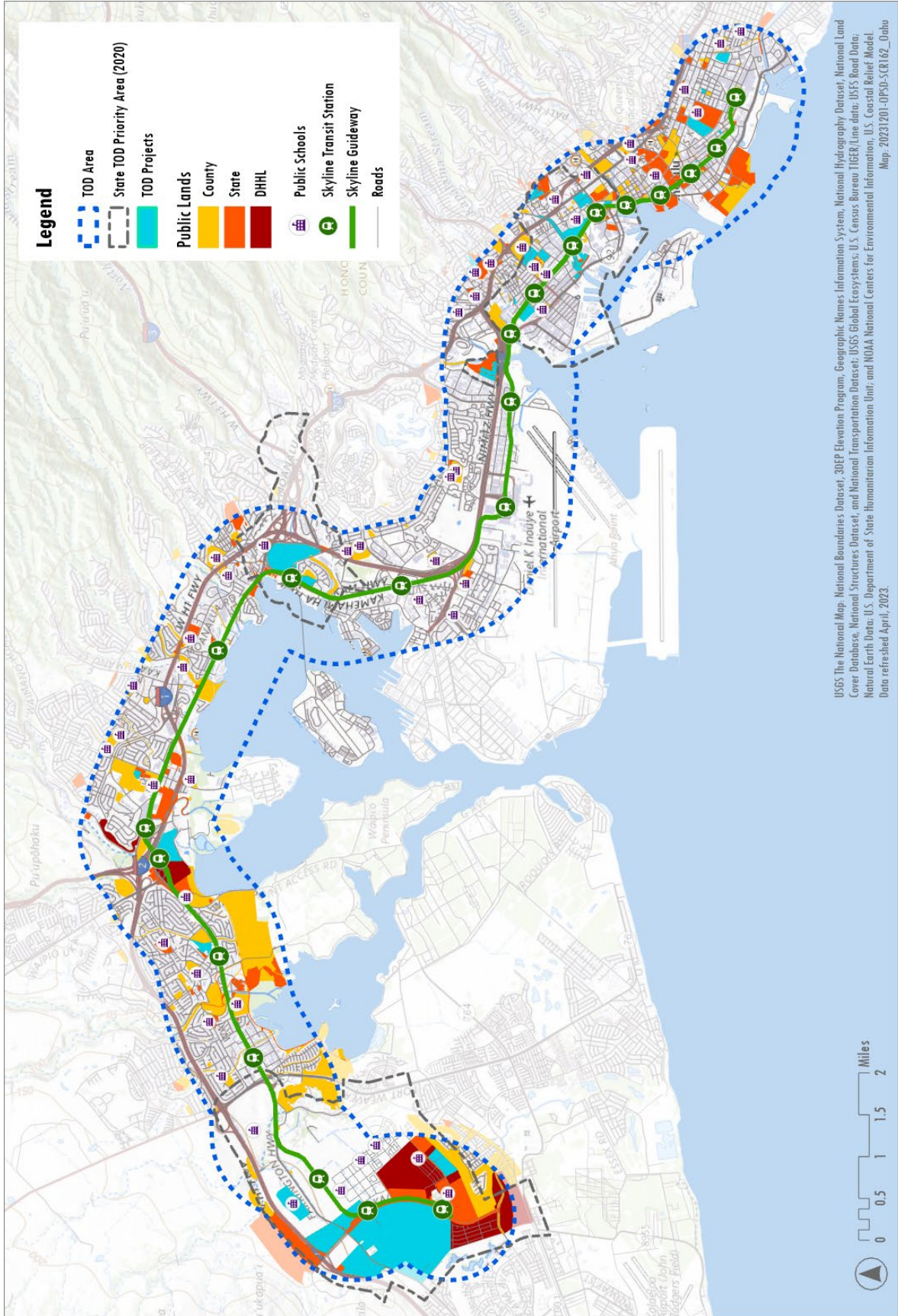


Figure A-1. TOD Projects, Public Lands, and Public Schools: Skyline TOD Corridor, O'ahu



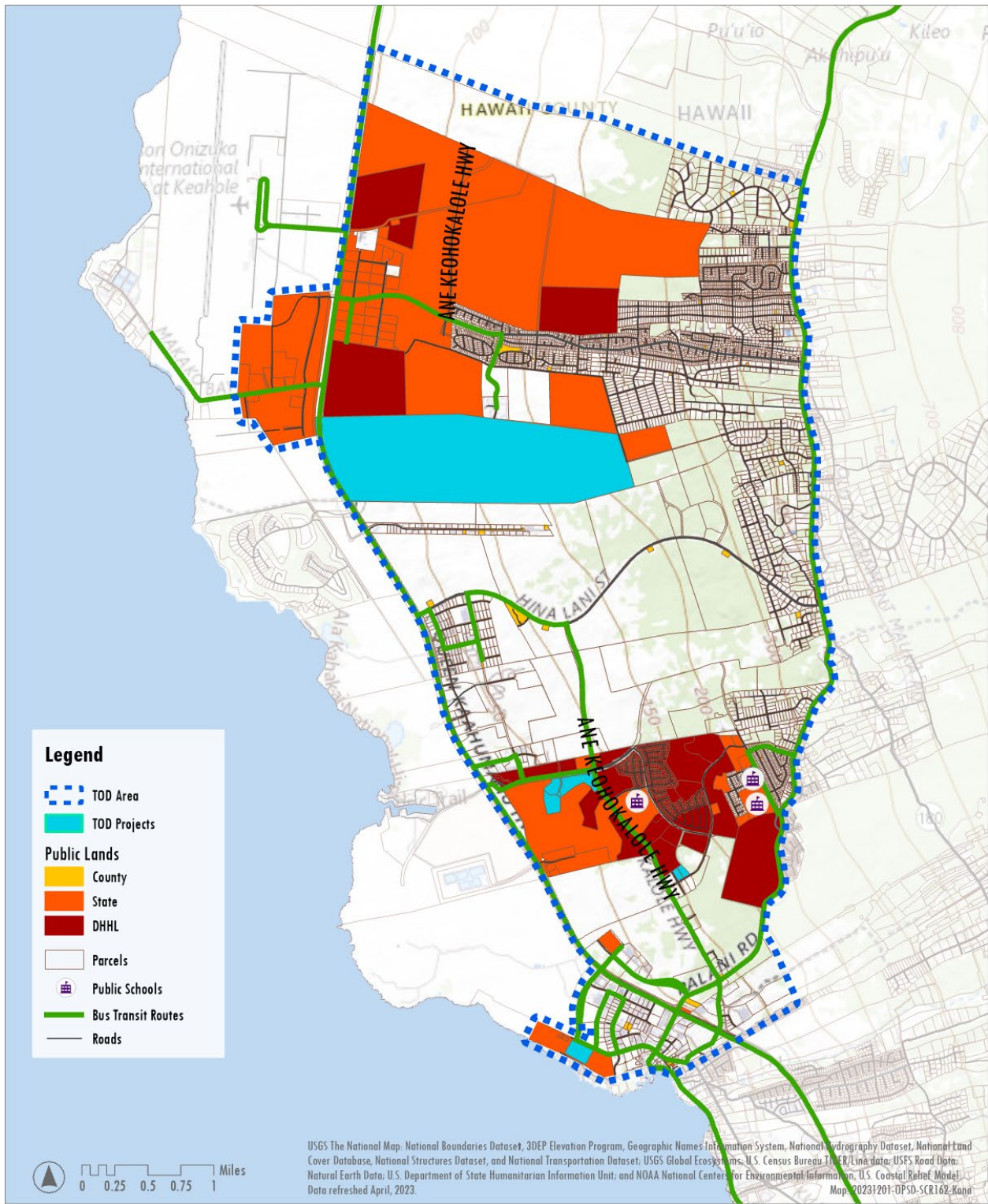
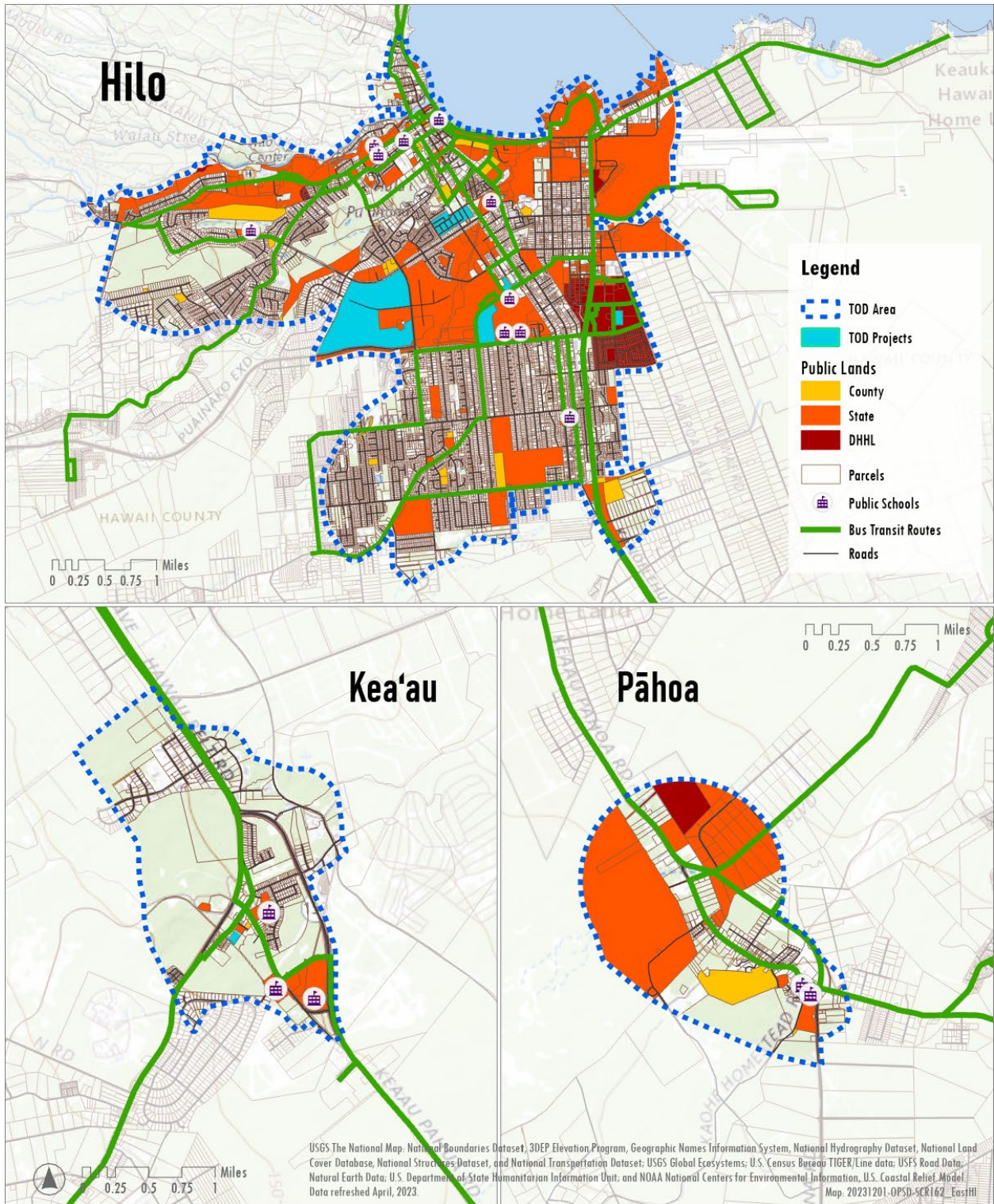


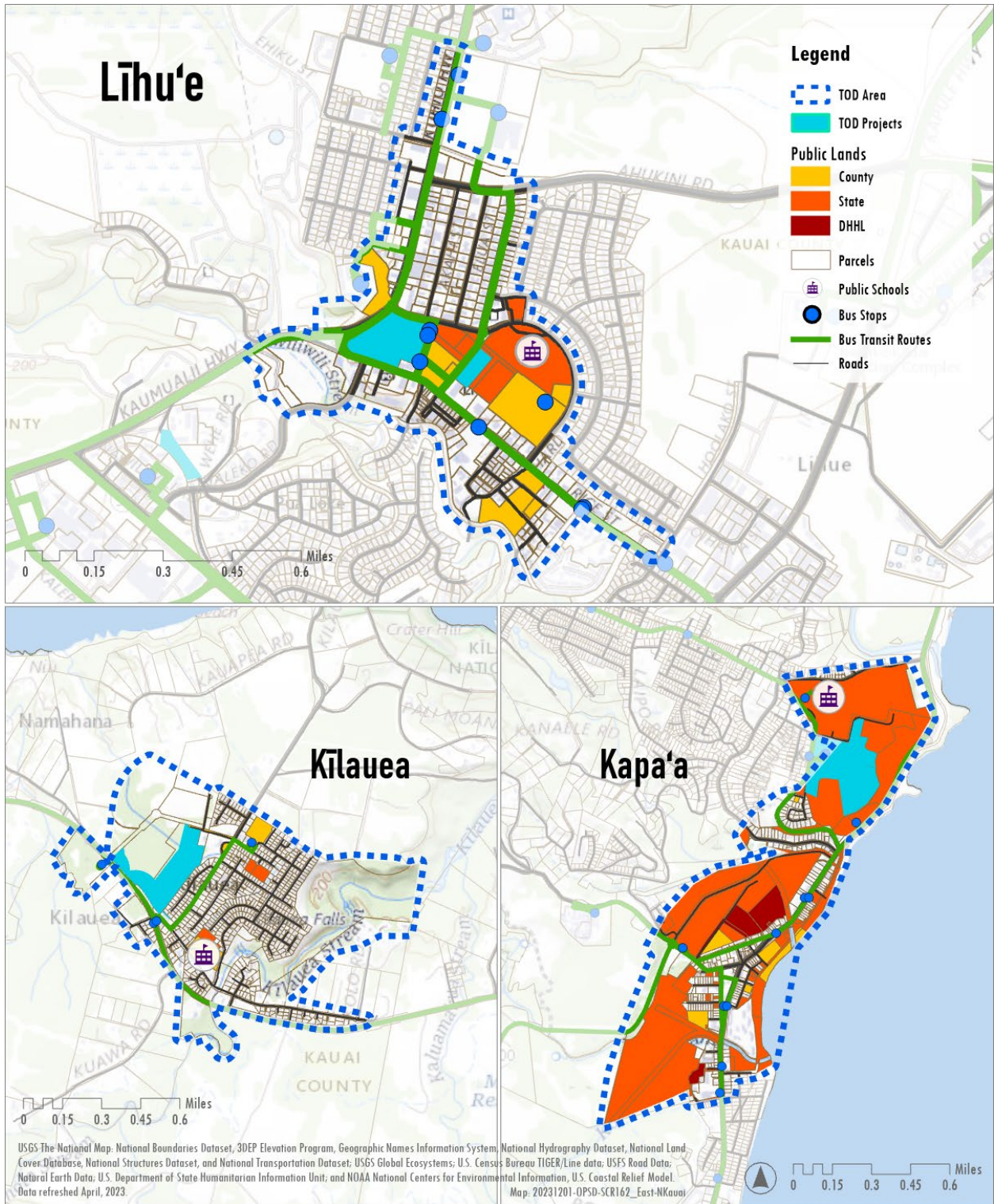
Figure A-2. TOD Projects, Public Lands, and Public Schools: Kailua-Kona (Ane K Corridor), Hawai'i





**Figure A-3. TOD Projects, Public Lands, and Public Schools: Hilo, Kea'au & Pāhoa, Hawai'i**





**Figure A-4. TOD Projects, Public Lands, and Public Schools: Līhu'e, Kapa'a & Kīlauea, Kaua'i**



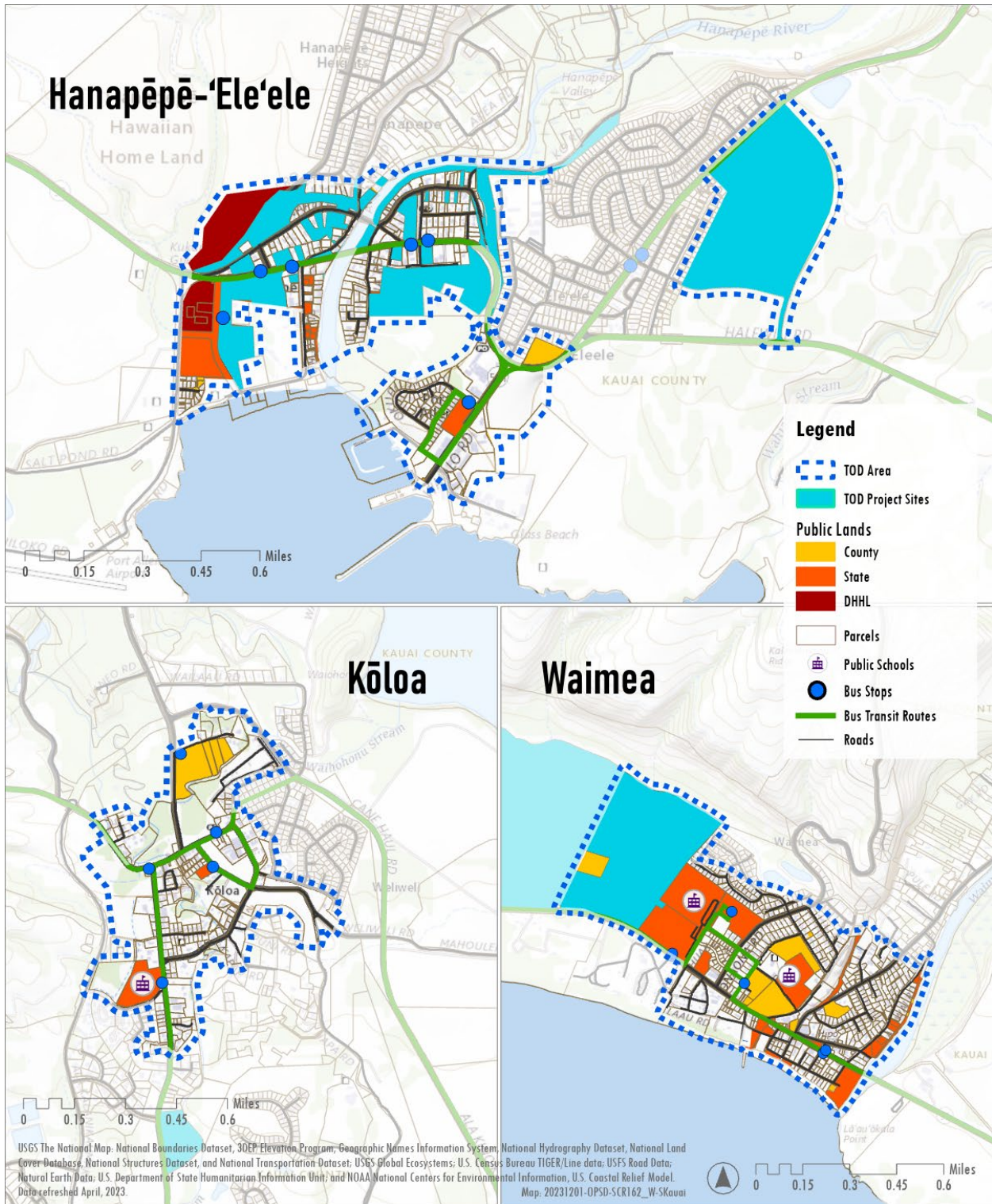


Figure A-5. TOD Projects, Public Lands, and Public Schools: Hanapēpē-'Ele'ele, Waimea & Kōloa, Kaua'i



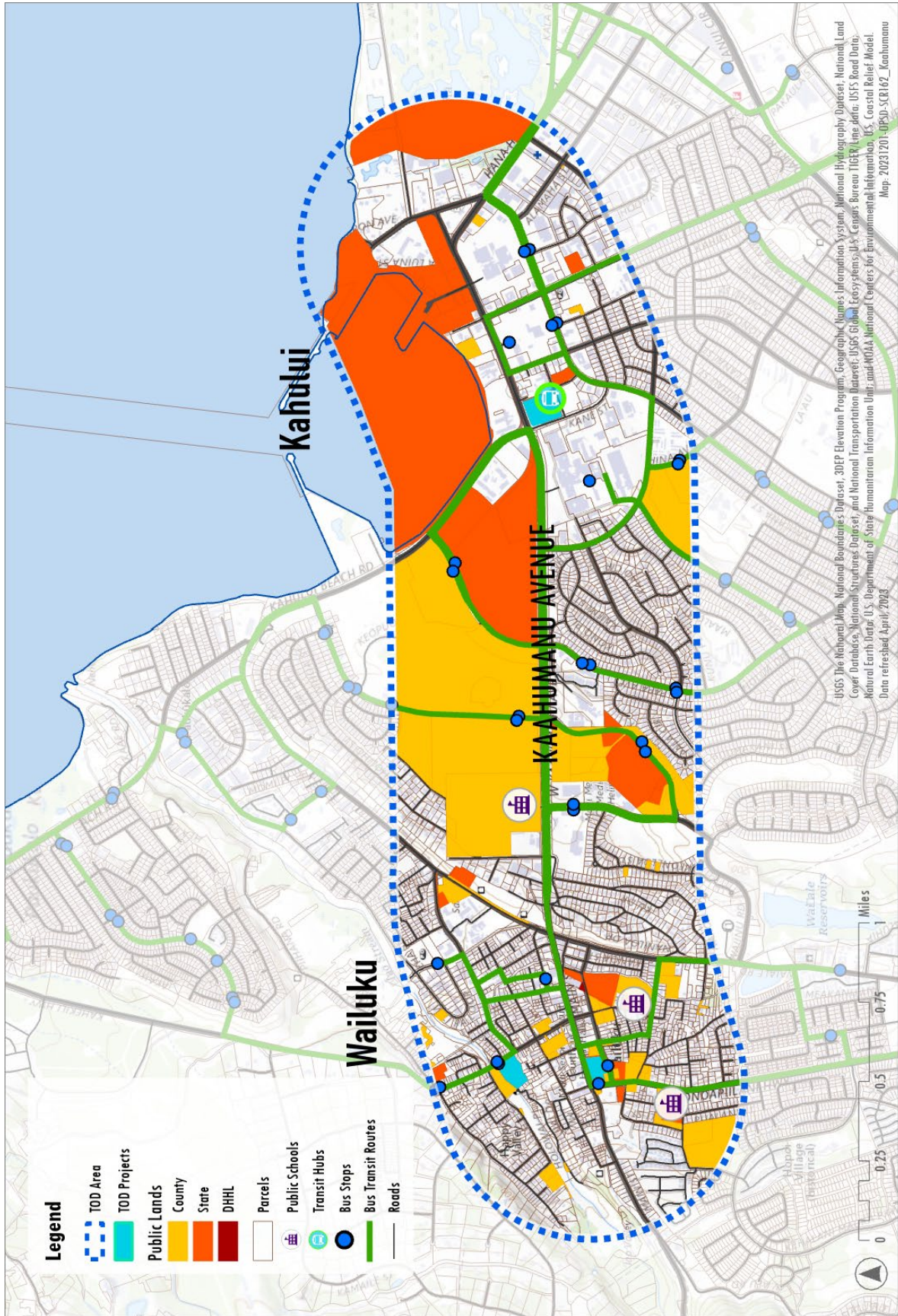
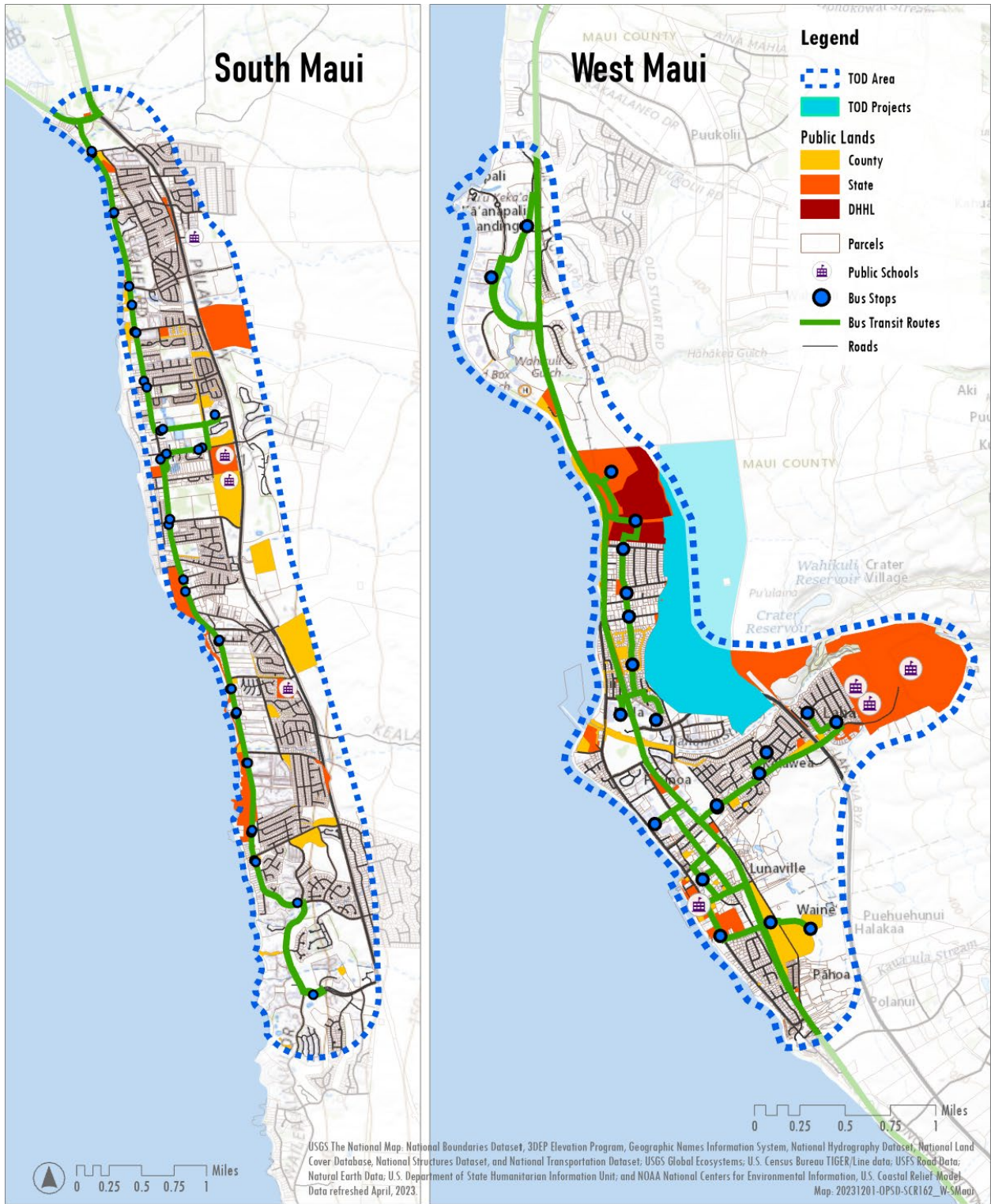


Figure A-6. TOD Projects, Public Lands, and Public Schools: Ka'ahumanu Avenue Community Corridor, Maui





**Figure A-7. TOD Projects, Public Lands, and Public Schools: South & West Maui, Maui**

**Appendix B.**  
**Projects in TOD Areas with Planned Housing Units**

## Appendix B. Projects in TOD Areas with Planned Housing Units

TOD In Sf TOD		TOTALS				Afford						
Island	Area	Strat Plan	Proj ID	Project Name	Agency	Acres	Total Units	Hsg Units	Exist/Built	Current Phase	Housing Data Source	
Hawaii						2,901	65,947	32,446	2,157			
Hilo							3,893	3,504				
<input checked="" type="checkbox"/>	H-03	Prince Kuhio Plaza Affordable Housing			COH	7	100	100		Pre-planning	TOD Fact Sheets	
<input checked="" type="checkbox"/>	H-05	Ka Hui Na Koa O Kawili Affordable Housing			COH	7	110	110		Construction	TOD Fact Sheets	
<input checked="" type="checkbox"/>	H-07	UH Hilo Commercial/Mixed Use/Student Housing			UH Hilo	36	106	106		Pre-planning	UH email	
<input checked="" type="checkbox"/>	H-14	Lanakila Homes/Complete Streets/Multi-Modal Impr			HPHA/COH	29	250	250		Planning	HHFDC A305 Hsg Study	
<input type="checkbox"/>	HSG-036	Hale Na Koa 'O Hanakahi			State	6	92	92		Planning	HHFDC A305 Hsg Study	
<input type="checkbox"/>	HSG-039	Haihai Street Affordable Housing			COH	34	118	118		Pre-planning	HHFDC A305 Hsg Study	
<input type="checkbox"/>	HSG-041	Hale Ola O Mohouli (Mohouli Senior Phase 3)			COH	5	90	90		Planning	HHFDC A305 Hsg Study	
<input type="checkbox"/>	HSG-059	Hualalai Court Apartments			HHFDC		104	104		Design	HHFDC Development Br data	
<input type="checkbox"/>	HSG-063	Kaiaulu O Kapiolani			HHFDC		64	64		Plan/Design	HHFDC Development Br data	
Kailua-Kona							2,859	2,470				
<input checked="" type="checkbox"/>	H-11	Kamakana Villages Senior/Low Income Housing			HHFDC	6	1,399	617	170	Planning	HHFDC A305 Hsg Study	
<input checked="" type="checkbox"/>	H-12	Kukuioia and Village 9 Affordable Housing			HHFDC/COH	36	160	160		Planning	HHFDC A305 Hsg Study	
<input type="checkbox"/>	HSG-013	Villages of La'i 'Opua			DHHL		985	985	225	Design/Constructio	HHFDC A305 Hsg Study	
<input type="checkbox"/>	HSG-033	Kaiminani Street			COH		200	200		Pre-planning	HHFDC A305 Hsg Study	
<input type="checkbox"/>	HSG-034	Ane Keohokalole Affordable Housing			COH	38	200	200		Pre-planning	HHFDC A305 Hsg Study	
<input type="checkbox"/>	HSG-035	Honua'ula Living Community (Kealakehe Homestead			DHHL		105	104		Pre-planning	HHFDC email	
<input type="checkbox"/>	HSG-040	Kaloko Heights			Private	11	100	99		Construction	HHFDC A305 Hsg Study	
<input type="checkbox"/>	HSG-058	Honuaula Living Community			HHFDC		105	105		Plan/Design	HHFDC Development Br data	
Kaua'i							2,168	1,652				
Hanapepe-Eleele							625	625				
<input checked="" type="checkbox"/>	K-04	Lima Ola Workforce Housing Development			COK/KHA/HH	75	550	550		Planning	HHFDC A305 Hsg Study	

Island	TOD Area	In St TOD Strat Plan	Proj ID	Project Name	Agency	Acres	Afford			Current Phase	Housing Data Source
							Total Units	Hsg Units	Exist/Built		
		<input type="checkbox"/>	HSG-062	Kai Olino	HHFDC		75	75		Design/Const	HHFDC Development Br data
<b>Kapaa</b>											
		<input checked="" type="checkbox"/>	K-08	Samuel Mahelona State Hospital/TOD Master Plan	HHSC/COK	34	433	342	342	Planning	HHFDC A305 Hsg Study
		<input checked="" type="checkbox"/>	K-17	Hale Nana Kai O Kea	HPHA	3			19	Planning	HPHA RFQ
		<input type="checkbox"/>	HSG-001	Kapa'a Homes	HPHA	4	146		36	Planning	HPHA RFQ
<b>Kilauea Town</b>											
		<input checked="" type="checkbox"/>	K-16	Kilauea Town Affordable Housing Expansion	COK/KHA	48	200	200	200	Planning	HHFDC A305 Hsg Study
<b>Lihue-Puhi</b>											
		<input checked="" type="checkbox"/>	K-01	Lihue Old Police Station/Civic Center TOD Proof of Co	DAGS/COK	1	50	25	25	Planning	HHFDC A305 Hsg Study
		<input checked="" type="checkbox"/>	K-05	UH Kauai Community College LRD/Student Housing	UH KCC	197	24	24	24	Pre-planning	UH email
		<input checked="" type="checkbox"/>	K-14	Lihue Civic Center Redevelopment	COK	9	170	170	170	Planning	HHFDC A305 Hsg Study
		<input type="checkbox"/>	HSG-015	Lihue Mill Site Redevelopment	Private	14	400			Pre-planning	KCC Ord 1103, Bill 2836
		<input type="checkbox"/>	HSG-016	Rice Street Apartments	Private	2	66	66	66	Design	HHFDC Development Br data
<b>Waimea Town</b>											
		<input checked="" type="checkbox"/>	K-13	Waimea 400 Master Plan	COK/PD/K	34	200	200	200	Planning	TOD Fact Sheets
<b>Maui</b>											
<b>Kaahumanu Ave TOD Corridor</b>											
		<input checked="" type="checkbox"/>	M-02	Kahului Civic Center Mixed-Use Complex	HHFDC/DAGS	6	303	301	301	Planning	HHFDC email
		<input checked="" type="checkbox"/>	M-07	Kahekili Terrace Redevelopment/Master Plan	HPHA	5	282		82	Planning	HPHA RFQ
<b>South Maui TOD Corridor</b>											
		<input type="checkbox"/>	HSG-018	Kihei Fire Station Site	COM	6	250	250	250	Pre-planning	HHFDC A305 Hsg Study
		<input type="checkbox"/>	HSG-055	Hale O Piikea	HHFDC		223	223	223	Plan/Design	HHFDC Development Br data
		<input type="checkbox"/>	HSG-065	Liloa Hale	HHFDC		117	117	117	Plan/Design	HHFDC Development Br data
<b>West Maui TOD Corridor</b>											
		<input checked="" type="checkbox"/>	M-01	Villages of Leali'i (HHFDC)	HHFDC	1,033	1,200			Planning	TOD Fact Sheets
		<input type="checkbox"/>	HSG-009	Leali'i Village 1-B	DHHL	51	250	250	250	Design	HHFDC A305 Hsg Study



Island	TOD Area	In St TOD Strat Plan	Proj ID	Project Name	Agency	Acres	Afford			Current Phase	Housing Data Source
							Total Units	Hsg Units	Exist/Built		
O'ahu	<input type="checkbox"/>	HSG-042	David Malo Circle (Lahaina Wildfire Loss)	HPHA	2		18		TBD	HPHA email	
	<input type="checkbox"/>	HSG-043	Pi'ilani Homes	HPHA	2		42		TBD	HPHA email	
	<input type="checkbox"/>	HSG-054	Front Street Apartments (Lahaina Wildfire Loss)	HHFDC			142		Pre-planning	HHFDC Development Br data	
	<input type="checkbox"/>	HSG-061	Kahoma Subdivision (Lahaina Wildfire Loss)	HHFDC		10	10		Pre-planning	HHFDC Development Br data	
	<input type="checkbox"/>	HSG-064	Kaiaulu O Kupuohi (Lahaina Wildfire Loss)	HHFDC		89	89		Pre-planning	HHFDC Development Br data	
								<b>57,446</b>	<b>26,050</b>		
<b>Aiea-Pearl City TOD (CCH)</b>											
<input checked="" type="checkbox"/>	0-12	Hale Laulima Homes	HPHA	4	736		36		Planning	HPHA RFQ	
<input checked="" type="checkbox"/>	0-33	Pearlridge Bus Center/TOD Project	CCH	3	300	300			Planning	HHFDC A305 Hsg Study	
<input type="checkbox"/>	HSG-021	Halewiliko Highlands (Aiea Sugar Mill)	CCH	7	400	400			Planning	HHFDC A305 Hsg Study	
<b>Airport TOD (CCH)</b>											
<input type="checkbox"/>	HSG-010	Makalapa Mixed-Use Community (US Navy)	NAVFAC	73	1,785				Pre-planning	Proj website	
							<b>3,118</b>	<b>1,446</b>			
<b>Ala Moana TOD (CCH)</b>											
<input checked="" type="checkbox"/>	0-31	Makua Ali'i & Paaokalani Homes	HPHA	9	638	638			Pre-planning	HHFDC A305 Hsg Study	
<input type="checkbox"/>	HSG-022	Kalia/Ala Moana Transit Hub	CCH	1	500	500			Pre-planning	HHFDC A305 Hsg Study	
<input type="checkbox"/>	HSG-025	The Park at Keeaumoku	Private		972	146			Construction	HHFDC A305 Hsg Study	
<input type="checkbox"/>	HSG-028	1500 Kapiolani	Private		534	78			Design/Permitting	HHFDC A305 Hsg Study	
<input type="checkbox"/>	HSG-029	Sky Ala Moana	Private		474	84			Construction	HHFDC A305 Hsg Study	
							<b>10,290</b>	<b>6,850</b>			
<b>Downtown TOD (CCH)</b>											
<input checked="" type="checkbox"/>	0-21	School Street Administrative Offices Redevelopment	HPHA	12	800	800			Design	HHFDC A305 Hsg Study	
<input checked="" type="checkbox"/>	0-22	Mayor Wright Homes Redevelopment	HPHA	15	2,814	300	364		Planning	HPHA RFQ	
<input checked="" type="checkbox"/>	0-23	Liliha Civic Center Mixed-Use Project	HHFDC/DAGS	4	600	600			Planning	HHFDC A305 Hsg Study	
<input type="checkbox"/>	HSG-004	Iwilei Mixed-Use Development (5 properties)	Private	19	4,343	2,663			Planning	Priv (2020 AH PIG)	
<input type="checkbox"/>	HSG-014	Kukui Gardens	HHFDC	9	990	990	390		Pre-planning	HHFDC A305 Hsg Study	
<input type="checkbox"/>	HSG-020	Aala Park	CCH	3	700	700			Pre-planning	HHFDC A305 Hsg Study	
<input type="checkbox"/>	HSG-032	1192 Alakea Street	Private		222	222			Construction	HHFDC A305 Hsg Study	

Island	TOD Area	In St TOD Strat Plan	Proj ID	Project Name	Agency	Acres	Afford		Current Phase	Housing Data Source	
							Total Units	Hsg Units Exist/Built			
		<input type="checkbox"/>	HSG-056	Halewaiolu Senior Residences	HHFDC		156	156	Construction	HHFDC Development Br data	
		<input type="checkbox"/>	HSG-057	Hocking Hale	HHFDC		40	40	Plan/Design	HHFDC Development Br data	
		<input type="checkbox"/>	HSG-066	Maunakea Tower Apartments	HHFDC		379	379	Construction	HHFDC Development Br data	
<b>East Kapolei TOD (CCH)</b>											
		<input checked="" type="checkbox"/>	0-01	Ka'uluokaha 'i Increment II-A, Multi-Family/Commerc	DHHL	33	250	250	Planning	TOD Fact Sheets	
		<input checked="" type="checkbox"/>	0-02	UH West Oahu University District	UH	168	2,870	1,230	Planning	UH email	
		<input checked="" type="checkbox"/>	0-05	UH West Oahu Multi-Campus Housing (Faculty/Stude	UHWO		150	150	Pre-planning	UH email	
		<input checked="" type="checkbox"/>	0-06	East Kapolei Master Development Plan	DLNR	175	1,000		Planning	Agency update	
		<input type="checkbox"/>	HSG-006	Ho'opili	DR Horton		11,243		Construction	Priv (2020 AH FIG)	
		<input type="checkbox"/>	HSG-011	Ka'uluokaha 'i Increments II-C-II-F	DHHL	141	702	702	Plan/Design/Const	DHHL Kaaluokaha MP	
		<input type="checkbox"/>	HSG-024	Ewa Villages Golf Course Surplus Lands	CCH	176	69	69	Pre-planning	HHFDC A305 Hsg Study	
<b>Halawa TOD (CCH)</b>											
		<input checked="" type="checkbox"/>	0-13	Aloha Stadium Redevelopment / Ancillary Developm	SA/DAGS	99	1,800		Planning	NASED FEIS	
		<input checked="" type="checkbox"/>	0-14	Pu'uwai Momi Homes Redevelopment	HPHA	12	2,430	2,430	260	Planning	HPHA RFQ
		<input type="checkbox"/>	HSG-007	Halawa View Apartments	Private		524	300		Design	Priv (2020 AH FIG)
<b>Kaaka'o-Civic Center (HCDA)</b>											
		<input checked="" type="checkbox"/>	0-25	690 Pohukaina Commons	HHFDC	2	625	625	Planning	HHFDC A305 Hsg Study	
		<input type="checkbox"/>	HSG-026	Ulana Reserved Housing	Private	2	696	696	Construction	HCDA email	
		<input type="checkbox"/>	HSG-030	Ililani Tower	Private		328	197	Construction	HHFDC email	
		<input type="checkbox"/>	HSG-044	Ward Village-Victoria Place	Private	2	350		Construction	HCDA email	
		<input type="checkbox"/>	HSG-045	Park Ward Village	Private	3	546		Construction	HCDA email	
		<input type="checkbox"/>	HSG-046	Ward Village-Kalae	Private	3	330		Construction	HCDA email	
		<input type="checkbox"/>	HSG-047	Ward Village-The Launiu	Private	2	486		Construction	HCDA email	
		<input type="checkbox"/>	HSG-048	Ward Village-Mahana	Private	2	340		Construction	HCDA email	
		<input type="checkbox"/>	HSG-049	Ward Village-Meia	Private	2	242		Construction	HCDA email	
		<input type="checkbox"/>	HSG-050	Ward Village-Ilima	Private	2	148		Construction	HCDA email	

TOD Area	In Strat Plan	Proj ID	Project Name	Agency	Acres	Afford		Current Phase	Housing Data Source
						Total Units	Hsg Units Exist/Built		
<input type="checkbox"/>	HSG-051	Kaiāiulu 'o Kaka'ako-Kahauna	Private	4	861	519		Construction	HCDA email
<input type="checkbox"/>	HSG-052	Kaiāiulu 'o Kaka'ako-Alia	Private	3	483	40		Construction	HCDA email
<input type="checkbox"/>	HSG-053	Kaiāiulu 'o Kaka'ako-Kali'u	Private	2	294			Construction	HCDA email
<b>Kalihi TOD (CCH)</b>									
<input checked="" type="checkbox"/>	0-17	Kamehameha and Ka'ahumanu Homes	HPHA	23	4,873	373	Iwilei-Kapalama (St)	Planning	HPHA RFQ
<input checked="" type="checkbox"/>	0-19	Kapalama Project Conceptual Plan	DHHL	5	500	500	Iwilei-Kapalama (St)	Pre-planning	TOD Fact Sheets
<input checked="" type="checkbox"/>	0-41	Kuhio Park Terrace Low-Rises and Kuhio Homes	HPHA	10	650	650	Iwilei-Kapalama (St)	Planning	Agency update
<input type="checkbox"/>	HSG-005	Kapalama Master Plan (KS)	KS	104	6,900	6,900	Iwilei-Kapalama (St)	Planning	HHFDC A305 Hsg Study
<b>Waipahu TOD (CCH)</b>									
<input checked="" type="checkbox"/>	0-10	Ho'olulu and Kamalu Redevelopment	HPHA	4	740	740		Pre-planning	HHFDC A305 Hsg Study
<input type="checkbox"/>	HSG-008	Keawala at Waipahu (Kamehameha Schools)	KS	4	537	537		Planning	HHFDC A305 Hsg Study
<input type="checkbox"/>	HSG-023	Okada Trucking Site	CCH	19	375	375		Pre-planning	HHFDC A305 Hsg Study
<input type="checkbox"/>	HSG-060	Jack Hall Waipahu Apartments	HHFDC		144	144		Design/Const	HHFDC Development Br data

Projects with Planned Housing Units

The table above has been compiled for general planning purposes. Blank cells in the Total and Affordable Housing units indicate that the number of units has yet to be determined or in the case of private development, the affordable units have been developed offsite. Acreage data is blank where the source data was unavailable. The list includes State TOD Strategic Plan projects (checked in the checkbox) that have an identified residential component. The remaining projects include residential projects that have been identified by HHFDC, HCDA, HPHA, and OPSD for this report. The housing unit numbers are the high-end of estimates provided by the project agency in the data source identified in the Housing Data Source column. The City TOD Plan Areas are indicated by (CCH); the HCDA TOD Overlay Plan Area is indicated by (HCDA).

**Appendix C.**  
**Senate Concurrent Resolution 164**  
**and House Resolution 188,**  
**2023 State Legislature**

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# SENATE CONCURRENT RESOLUTION

REQUESTING THE OFFICE OF PLANNING AND SUSTAINABLE DEVELOPMENT TO  
CONVENE A MULTIAGENCY WORKING GROUP TO IDENTIFY SITES THAT  
HAVE THE COLLECTIVE CAPACITY TO ACCOMMODATE TEN THOUSAND  
NEW HOMES PER YEAR, FOR THE NEXT FIFTY YEARS.

1 WHEREAS, the Hawaii State Planning Act's Objectives and  
2 Policies for Socio-Cultural Advancement -- Housing, section 226-  
3 19, Hawaii Revised Statutes, provides that planning for housing  
4 shall be directed toward providing greater opportunities for  
5 Hawaii's people to secure reasonably priced, safe, sanitary, and  
6 livable homes located in suitable environments that accommodate  
7 the needs of families and individuals through collaboration and  
8 cooperation between government, nonprofit, and for-profit  
9 developers to ensure the availability of more rental and for-  
10 sale affordable housing; and

11  
12 WHEREAS, the Hawaii State Planning Act requires the State  
13 to promote design and location of housing developments taking  
14 into account the physical setting, accessibility to public  
15 facilities and services, and other concerns of existing  
16 communities and surrounding areas; and

17  
18 WHEREAS, the Hawaii Housing Finance and Development  
19 Corporation, Hawaii Community Development Authority, Hawaii  
20 Public Housing Authority, and Office of Planning and Sustainable  
21 Development work closely to coordinate the provision of housing  
22 to the extent allowed by constrained resources of urban-  
23 designated land, capital, subsidies, incentives, and market  
24 demand; now, therefore,

25  
26 BE IT RESOLVED by the Senate of the Thirty-second  
27 Legislature of the State of Hawaii, Regular Session of 2023, the  
28 House of Representatives concurring, that the Office of Planning  
29 and Sustainable Development is requested to convene a  
30 multiagency working group to identify sites that have the



1 collective capacity to accommodate ten thousand new homes per  
2 year, for the next fifty years; and

3

4 BE IT FURTHER RESOLVED that the working group is requested  
5 to include the Chief Housing Officer of the Office of the  
6 Governor and representatives from the Hawaii Housing Finance and  
7 Development Corporation, Hawaii Community Development Authority,  
8 Hawaii Public Housing Authority, and Office of Planning and  
9 Sustainable Development; and

10

11 BE IT FURTHER RESOLVED that the working group is requested  
12 to submit its findings and recommendations, including any  
13 proposed legislation, to the Legislature no later than twenty  
14 days prior to the convening of the Regular Session of 2024; and

15

16 BE IT FURTHER RESOLVED that certified copies of this  
17 Concurrent Resolution be transmitted to the Governor; Chief  
18 Housing Officer of the Office of the Governor; Director of the  
19 Office of Planning and Sustainable Development; and Executive  
20 Directors of the Hawaii Housing Finance and Development  
21 Corporation, Hawaii Community Development Authority, and Hawaii  
22 Public Housing Authority.



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## HOUSE RESOLUTION

REQUESTING THE OFFICE OF PLANNING AND SUSTAINABLE DEVELOPMENT TO  
CONVENE A MULTIAGENCY WORKING GROUP TO IDENTIFY SITES THAT  
HAVE THE COLLECTIVE CAPACITY TO ACCOMMODATE TEN THOUSAND  
NEW HOMES PER YEAR, FOR THE NEXT FIFTY YEARS.

1           WHEREAS, the Hawaii State Planning Act's Objectives and  
2 Policies for Socio-Cultural Advancement -- Housing, section 226-  
3 19, Hawaii Revised Statutes, provides that planning for housing  
4 shall be directed toward providing greater opportunities for  
5 Hawaii's people to secure reasonably priced, safe, sanitary, and  
6 livable homes located in suitable environments that accommodate  
7 the needs of families and individuals through collaboration and  
8 cooperation between government, nonprofit, and for-profit  
9 developers to ensure the availability of more rental and for-  
10 sale affordable housing; and

11  
12           WHEREAS, the Hawaii State Planning Act requires the State  
13 to promote design and location of housing developments taking  
14 into account the physical setting, accessibility to public  
15 facilities and services, and other concerns of existing  
16 communities and surrounding areas; and

17  
18           WHEREAS, the Hawaii Housing Finance and Development  
19 Corporation, Hawaii Community Development Authority, Hawaii  
20 Public Housing Authority, and Office of Planning and Sustainable  
21 Development work closely to coordinate the provision of housing  
22 to the extent allowed by constrained resources of urban-  
23 designated land, capital, subsidies, incentives, and market  
24 demand; now, therefore,

25  
26           BE IT RESOLVED by the House of Representatives of the  
27 Thirty-second Legislature of the State of Hawaii, Regular  
28 Session of 2023, that the Office of Planning and Sustainable  
29 Development is requested to convene a multiagency working group  
30 to identify sites that have the collective capacity to  
31 accommodate ten thousand new homes per year, for the next fifty  
32 years; and  
33





# H.R. NO. 188

1 BE IT FURTHER RESOLVED that the working group is requested  
 2 to include representatives from the Hawaii Housing Finance and  
 3 Development Corporation, Hawaii Community Development Authority,  
 4 Hawaii Public Housing Authority, and Office of Planning and  
 5 Sustainable Development; and

6  
 7 BE IT FURTHER RESOLVED that the working group is requested  
 8 to submit its findings and recommendations, including any  
 9 proposed legislation, to the Legislature no later than twenty  
 10 days prior to the convening of the Regular Session of 2024; and

11  
 12 BE IT FURTHER RESOLVED that certified copies of this  
 13 Resolution be transmitted to the Governor; Director of the  
 14 Office of Planning and Sustainable Development; and Executive  
 15 Directors of the Hawaii Housing Finance and Development  
 16 Corporation, Hawaii Community Development Authority, and Hawaii  
 17 Public Housing Authority.

18  
 19  
 20

OFFERED BY:   
 MAR 10 2023

