

“Celebrate Waipahu”

TOD

WAIPAHU

Transit-Oriented Development



As most transit trips begin and end as walking trips, the area within easy walking distance of a transit station is where development opportunities can take advantage of and encourage transit ridership. Such transit-oriented development (TOD) may be the redevelopment of existing facilities or new development and should be designed with an emphasis at the pedestrian scale – mixing residences, employment, shopping, and services.



PLANNING FOR RAIL TRANSIT

What is Honolulu Rail Transit?

The Honolulu Rail Transit system will serve 21 stations between East Kapolei and Ala Moana Center. Over 60% of Oahu's population currently lives within this transit corridor, and the population in the corridor is projected to continue to grow faster than the rest of Oahu.

Rail transit provides an opportunity to help reduce the growth of traffic congestion by taking cars off the road; improve travel reliability; shorten travel times for most riders between home and work; and increase transportation options by transit, bicycle, and on foot.

How Can We Prepare For It?

The Department of Planning and Permitting (DPP) is currently preparing neighborhood transit-oriented development (TOD) plans to help integrate land use and transportation planning around the rail stations in anticipation of the rail project. The plans are intended to address opportunities for new development and holistically plan for orderly growth and improved accessibility around the stations.

Each plan begins by looking at lands within one-half mile of the proposed transit stations. Land use, mobility, urban form, and open space elements are addressed in every plan but result in different outcomes in different neighborhoods, including TOD

district boundaries that relate to topographic and other physical parameters. The City is responsible for completing plans for the 19 station areas under its jurisdiction. The remaining two station areas in Kaka'ako are under the jurisdiction of the Hawaii Community Development Authority, and they are governed by their own TOD plan.

Successful TOD depends on participation and broad-based support from government, residents, businesses, community organizations, landowners, developers, and the financial sector. Good TOD projects increase transit ridership, as well as respond to community concerns, needs, and goals.

As has been the experience of other communities with rapid transit systems, no specific TOD strategy works for all cities and communities. Each community must determine what type of TOD will work best given its specific strengths and assets, growth and population trends, transportation, infrastructure, and social needs. Development happens as the result of private investment in response to local market forces. The role of government is primarily to provide the policy ground rules, define and offer strategic incentives, ensure that adequate infrastructure is available, and engage the community in helping direct private investment into public benefit.

THE WAIPAHU NEIGHBORHOOD TOD PLAN

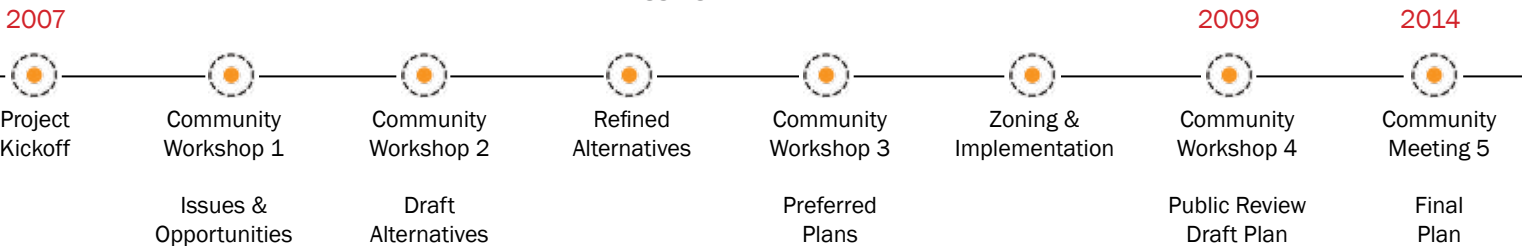
What Is the Plan?

The Waipahu Neighborhood TOD Plan was the first of the community-based TOD planning efforts led by the DPP. The Plan focuses on the areas around two proposed rail transit stations—at the intersections of Farrington Highway/Leoku Street and Farrington Highway/Mokuola Street—referred to as the West Loch Station and Waipahu Transit Center Station, respectively. It is the community’s vision to “Celebrate Waipahu” by fostering neighborhood improvements and future urban development adjacent to those stations. Plan highlights that are common to both station areas include:

- A Connected Greenway Network
- Multi-Family Housing
- New Mini Parks and Open Spaces
- Boulevard Treatment along Farrington Highway
- Parking Management and Park-n-Ride Facilities



PROJECT TIMELINE



What Was the Planning Process?

The planning process for the Waipahu corridor has involved community workshops, Advisory Committee meetings, and a property and business owner open house. The Advisory Committee, composed of individuals from a diverse range of interests and affiliations, serves as a sounding board for the project, providing essential guidance and encouraging community participation at the public workshops.

Beginning in August of 2007, the planning process included identification of issues, opportunities and constraints, the creation and refinement of alternatives, and development of preferred station area plans. The Waipahu Neighborhood TOD Plan also includes recommendations on phasing, implementation, and revisions to the Land Use Ordinance (LUO), including TOD special district regulations for the areas around the two Waipahu stations.

The Waipahu Neighborhood TOD Plan builds upon the recommendations of previous planning efforts – the Waipahu Town Plan, Waipahu Livable Communities Plan, and Central Oahu Sustainable Communities Plan.



Community Workshop

COMMUNITY VISION

“Celebrate Waipahu” reflects Waipahu’s unique role and character in the overall Honolulu region and recognizes that transit-oriented development has the potential to improve the public’s general perception of Waipahu through the emphasis of existing cultural and natural resources, economic development, neighborhood improvements, and strengthening the quality of residential developments.

GUIDING PRINCIPLES FOR WAIPAHU NEIGHBORHOOD



1. Maintain the Local Character of the Place

The West Loch Station area is the gateway to Waipahu for people coming from West Oahu. It has developed as a low- and mid-rise commercial center that is lacking community resources and gathering places. Maintain the neighborhood’s role as an employment center, enhance this area’s ability to attract commercial and residential uses, and emphasize the Waipahu gateway character of the area.

The Waipahu Transit Center Station area reflects Waipahu’s heritage as a former sugar plantation town with an impressive collection of cultural and community resources. Continue the generally low-rise character and wide range of uses of the “Old Town” area. Preserve the historic sugar mill smokestack, now incorporated into the Leeward YMCA, as a landmark for Waipahu.



2. Enhance the “Green Network”

Emphasize a network of green spaces, including trails and paths, that links parks and neighborhood open spaces. Reconnect the neighborhood to Pearl Harbor, and celebrate the “land of gushing waters.” (Waipahu is derived from wai, meaning “water,” and pahu, meaning “gush forth.”)



3. Create a Safe, Pedestrian-First Environment

Design development in areas immediately around the stations to create a positive pedestrian experience. Connect the stations to major activity centers with new streets and pathways.



4. Provide Mixed-Income Housing

Provide a mixture of housing choices that includes a variety of price options, housing types, and unit sizes to support a wide range of households. Maintain the quantity of affordable housing. As host to succeeding generations of new immigrants, Waipahu may have a higher proportion of lower-income housing units than other communities. To create a more balanced inventory, market housing is encouraged, while still maintaining an affordable housing stock.



5. Inter-Modal Transportation Network

Expand the existing inter-modal transportation network with new streets, paths, and trails to accommodate pedestrians, bicyclists, kiss and ride drop-offs, buses, and local through traffic. While these elements may already be present in parts of Waipahu, they are not consistently offered in all areas.



6. Create a Mixed-Use Village-Like Setting in the Core Areas

Allow and encourage land use types and building forms that will help to create an active, vibrant village-like character. Village-like characteristics include small-scaled shops and buildings, convenient services that can be reached by walking, and an abundance of opportunities to get to know your neighbors.

WEST LOCH STATION

FARRINGTON  LEOKU

Fort Weaver Road, a major arterial, marks the ewa border of Waipahu. Fort Weaver Road is elevated above Farrington Highway as it nears the interchange with the H-1 Freeway, creating a substantial physical landmark, visual barrier and defining edge to the station area. This intersection and the surrounding area act as a major gateway to Waipahu and have significant locational advantages for new commercial and office development.

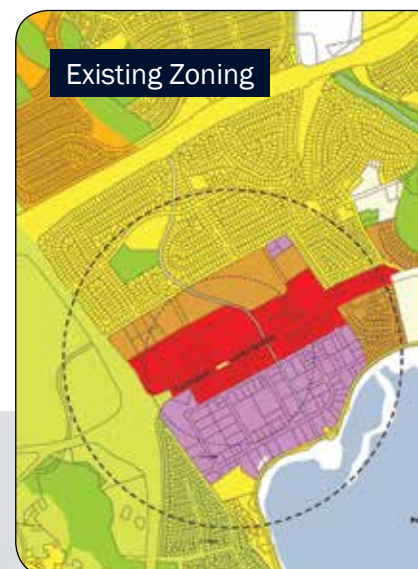
Within one-quarter mile of the West Loch (Leoku) Station, the existing land use consists primarily of retail, light industrial, and

auto service uses. The industrial area makai of Leonui Street covers over 50 acres and hosts over 1.8 million square feet of industrial space. On the mauka side of Farrington Highway are two large shopping centers and a number of smaller fast food restaurants. Leolua Street marks a noticeable transition into a multi-family neighborhood. On the makai side of Farrington there are currently a number of auto dealers and service uses. Along Leowaena, Leole, and Leoleo Streets heading makai towards Pearl Harbor, the businesses are primarily light industrial and warehousing.



PLAN HIGHLIGHTS

- Intensify development with up to 3,000 additional housing units by 2030
- Create a mixed-use “main street” along Leole Street connecting the transit station, the Pearl Harbor Historic Trail, and Pearl Harbor
- Encourage more pedestrian-oriented development along Farrington Highway
- Encourage “gateway” signature development at Fort Weaver Road and Farrington Highway, including new office buildings
- Add live/work buildings makai of Farrington Highway while still allowing light industrial use
- Restore the drainage channel between Leokane and Leoleo Streets as a natural greenway path and linear park
- Allow higher building heights in exchange for community benefits such as day care facilities, public art, or LEED certification



WAIPAHU TRANSIT CENTER STATION

FARRINGTON  MOKUOLA

Of the two station areas, the Waipahu (Mokuola) area contains a greater mixture of uses and a more fine-grained street and block network. This area is defined by its plantation town character, with the Waipahu Sugar Mill smokestack acting as an icon for the neighborhood. Several historic buildings line Waipahu Depot Street mauka of Farrington.

Within one-quarter mile of the Waipahu (Mokuola) Station, the existing land use consists primarily of small retail centers, business services, single and multi-family residential, auto

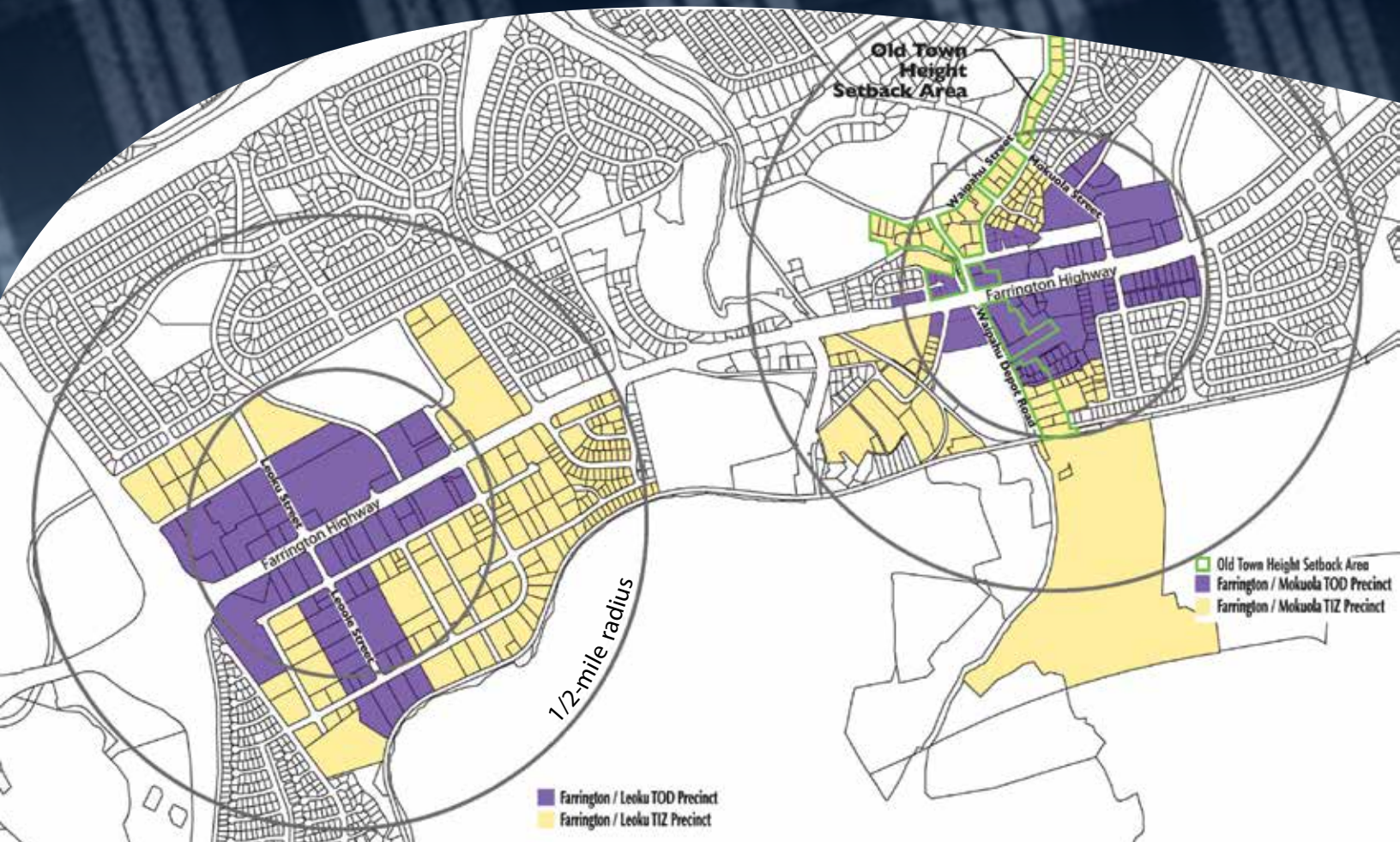
services, and civic uses. The Waipahu bus transfer station, civic center, and library are approximately 500 feet from the proposed station.

The Hawaii Plantation Village, Leeward YMCA, Filcom Center, and Waipahu's parks and open spaces, such as Waipahu District Park, Hans L' Orange Park, and Ted Makalea Golf Course, draw visitors from a wide radius. These cultural amenities help to make Waipahu unique and should be preserved and enhanced.



PLAN HIGHLIGHTS

- Intensify development with up to 1,500 additional housing units by 2030
- Respect the historical character and architecture of the Waipahu town core
- Restore Kapakahi Stream as a green walkway that connects Pouhala Marsh, the Pearl Harbor Historic Trail, a new Festival Marketplace, and the Hawaii Plantation Village
- Build on cultural amenities, preserving and respecting the past, while creating a vibrant community for the future
- Encourage more pedestrian-oriented development along Waipahu Depot Street, Farrington Highway, and Waipahu Street to enhance Waipahu as a complete and convenient neighborhood
- Integrate existing community facilities with the surrounding neighborhood through open space and streetscape improvements
- Address the flood hazard limitations of the transit station area



TOD ZONING

The Waipahu Neighborhood TOD Plan serves as the basis for TOD zoning. Existing zoning regulations will be modified or replaced based on recommendations contained in the TOD Plan. Two levels of TOD zoning precincts are recommended: the core area, or TOD Precincts, which are roughly lands within one-quarter mile from each station, and Transit-Influenced Zone (TIZ) Precincts, which are roughly between one-quarter mile and one-half mile from each station.

Recommendations Include:

Land Uses Permitted

Similar to BMX-3 Community Business Mixed-Use District, allowing for a range of office, retail, business services, as well as multi-family dwellings

Floor Area Ratios (FAR)

Maximum FAR should be raised to 3.5
Minimum FAR of 0.5

Building Area

No regulation on "lot coverage"

Building Heights (Maximum)

Height limits vary based on existing land use patterns, community objectives, and market considerations.

| Station | TOD Precinct | TIZ Precinct |
|-------------------|--------------|--------------|
| Waipahu (Mokuola) | 60 feet | 45 feet |
| West Loch (Leoku) | 90 feet | 60 feet |

Old Town Height Setback: 10-foot setback of third story and above

While the regulations are similar, there is more attention to design and more intensity allowed in the core areas. The TIZ Precincts provides a transition between the TOD Precincts and areas beyond, which are lower-density neighborhoods. The design guidelines of the Waipahu Town Plan and Waipahu Livable Communities Plan will continue to guide building forms and architectural design.

Affordable Housing

For projects over a certain number of units, a percentage must be reserved as affordable to qualifying families.

Higher densities and building heights allowed for projects providing more than the base requirement of affordable units

Parking

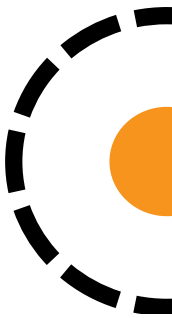
TOD Precinct – similar to the BMX-4 Central Business Mixed-Use District

TIZ Precinct – similar to Land Use Ordinance requirements per use

On-street parking should be credited as required parking.

Common Open Space

All housing projects to provide park space for recreational purposes



PHASING

The sketches below are illustrative and intended to show that TOD does not occur overnight; rather it matures and evolves over time. The actual sequencing of development depends on numerous factors, including the real estate market of a particular neighborhood, the availability of financial incentives, and the interest of individual property owners. It will take several decades, even generations, for full “build-out.”

The first phase is the construction of the train station and complementary changes in bus routes. The first developments are likely to be very close to the stations and on a larger property. Later phases will see additional infill development, including more outlying and smaller properties. With less parking needed, surface parking lots are replaced with mixed-use buildings and parking garages.



COMMUNITY BENEFITS

“Celebrate Waipahu” defines a historic community of the future with increased community amenities triggered by new investment. Many of these amenities can be developed by the private sector. In return for development bonuses, a project can incorporate any number of these amenities within the project, or off-site. The likely development bonus would be higher building heights, or it could be higher density (floor area) or less required parking. In addition to improved infrastructure and strong community design elements, the Plan reflects the following desired community benefits:

- A network of green spaces linked to the two transit stations
- A wide range of housing options for small and large families, singles, and the elderly within a range of prices: affordable, workforce, and market
- Maintenance of the existing quantity of affordable housing
- New day care facilities for seniors and toddlers
- Pedestrian streetscape amenities, including comfortable and safe sidewalks, shady street trees, and drainage systems
- “Green buildings”
- Preservation of historic properties, including the Waipahu Sugar Mill smokestack
- Space for community meetings and offices and storage for non-profit organizations
- Public art
- New cultural facilities, such as museums and art galleries
- Additional parks, open space, or public plazas that can be used for informal gatherings and cultural events

PUBLIC REALM IMPROVEMENTS

To realize the visions and principles expressed in “Celebrate Waipahu,” a concerted, long-term effort is needed by both the public and private sectors to upgrade the public realm. Public sector investments are primarily in the form of capital improvement program (CIP) projects. For Waipahu, public realm investment is primarily needed in three areas: roadway and parking improvements, park and open space expansion, and drainage improvements. Major recommendations include:

- Complete the sidewalk system, particularly from the two transit stations to major activity centers, such as shopping centers, social service nodes, and parks.
- Incorporate new streets and paths to break up the larger blocks around the West Loch Station to create more walkable, pedestrian-oriented blocks.
- For about two blocks around the West Loch (Leoku) Station, emphasize the streets running parallel to Farrington Highway as local streets, servicing abutting commercial uses, making allowances for “kiss-n-ride” stops for transit riders, and reducing local traffic on Farrington Highway. This is called the “urban transit boulevard” concept (below).



Many streets in the station areas lack pedestrian amenities



Frontage road running parallel to Farrington Highway



Kapakahi Stream is in need of major cleaning and restoration



- A major portion of the area around the Waipahu (Mokuola) Station has significant flooding potential, creating a major obstacle to redevelopment. To delete the Flood Hazard District designation, initiate a major “upstream” flood control project in conjunction with the Army Corps of Engineers.
- Restore Kapakahi Stream mauka of Farrington Highway and create a “Stream Walk,” linking Pouhala Marsh, the Pearl Harbor Historic Trail, and the Waipahu (Mokuola) Station.
- A major recommendation from the community is the provision of park-n-ride facilities near the transit centers to reduce on-street parking in residential neighborhoods by daily commuters. This could be developed by the private sector.
- Waipahu is deficient in park space by City standards. Therefore, as development occurs, create new small urban parks, open spaces, and transit plazas. These can be provided through private development.



Existing mid-rise residential building



Historic Waipahu Store building

URBAN DESIGN

The benefits of community design are not easily quantifiable, but it is important in creating a “sense of place,” a destination, and community identity. Community design also addresses public health and safety concerns (through more active, walkable streets), economic investment, and community amenities. The Plan recommends the following design policies:

- Open up at least a visual, if not physical, relationship with Pearl Harbor by creating harbor-mauka views, continuing the Pearl Harbor Historic Trail, and providing long-term control of encroaching hau and other introduced plants that block views along the Harbor.
- Continue respect for the plantation heritage and low-rise plantation building forms around the Waipahu Station.
- Create new mixed-use living opportunities around the West Loch Station by introducing mid-rise buildings for office, retail and residential uses, taking advantage of dramatic ewa and harbor vistas. The area should continue to be a major employment center.



Pearl Harbor Historic Trail



Existing mid-rise commercial building (left) and inappropriate urban design (right) at Farrington Highway/Waipahu Depot Road intersection



NEXT STEPS

The following steps should be taken in the near-term in order to put the Waipahu Neighborhood TOD Plan into action and to ensure that future TOD and neighborhood improvements follow the vision and principles defined by the community.

- Acceptance of the Waipahu Neighborhood TOD Plan
(Resolution 14-47, CD1 adopted by Honolulu City Council, April 16, 2014)
- Adoption of the Waipahu Neighborhood TOD Special District zoning regulations
- Identification of incentives and funding sources at the City, State, and federal levels
- Partnerships with property owners interested in redeveloping according to the Plan
- Identification and advancement of short-term (3-5 years) public improvement projects in the station areas

For more information about the City's TOD program, please visit www.todhonolulu.org or call 768.8000

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