

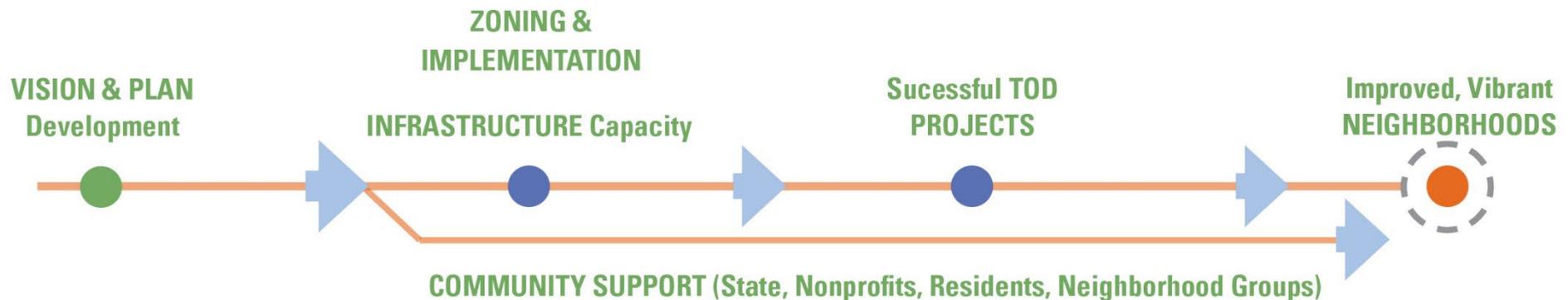
Understanding Opportunity Zones in Hawaii

Harrison Rue, Honolulu DPP

October 4, 2018

TOD Honolulu Program

- TOD vision, neighborhood plans and zoning
- Infrastructure finance tools and incentives
- Affordable housing strategy and investments
- Walkable, connected, complete streets
- Catalytic projects and market interest
- Mayor's TOD Subcabinet coordinates strategy, infrastructure, permits, funding, projects
- Working with State Interagency TOD Council





Land Use Ordinance (LUO) & Zoning Map Amendments

Interim Planned Development – Transit Permit (IPD-T)

- Flexible permit process to facilitate catalytic TOD projects prior to adoption of the neighborhood plans, zoning maps, and LUO amendments

• **Adopt TOD Special District** (entire rail corridor)

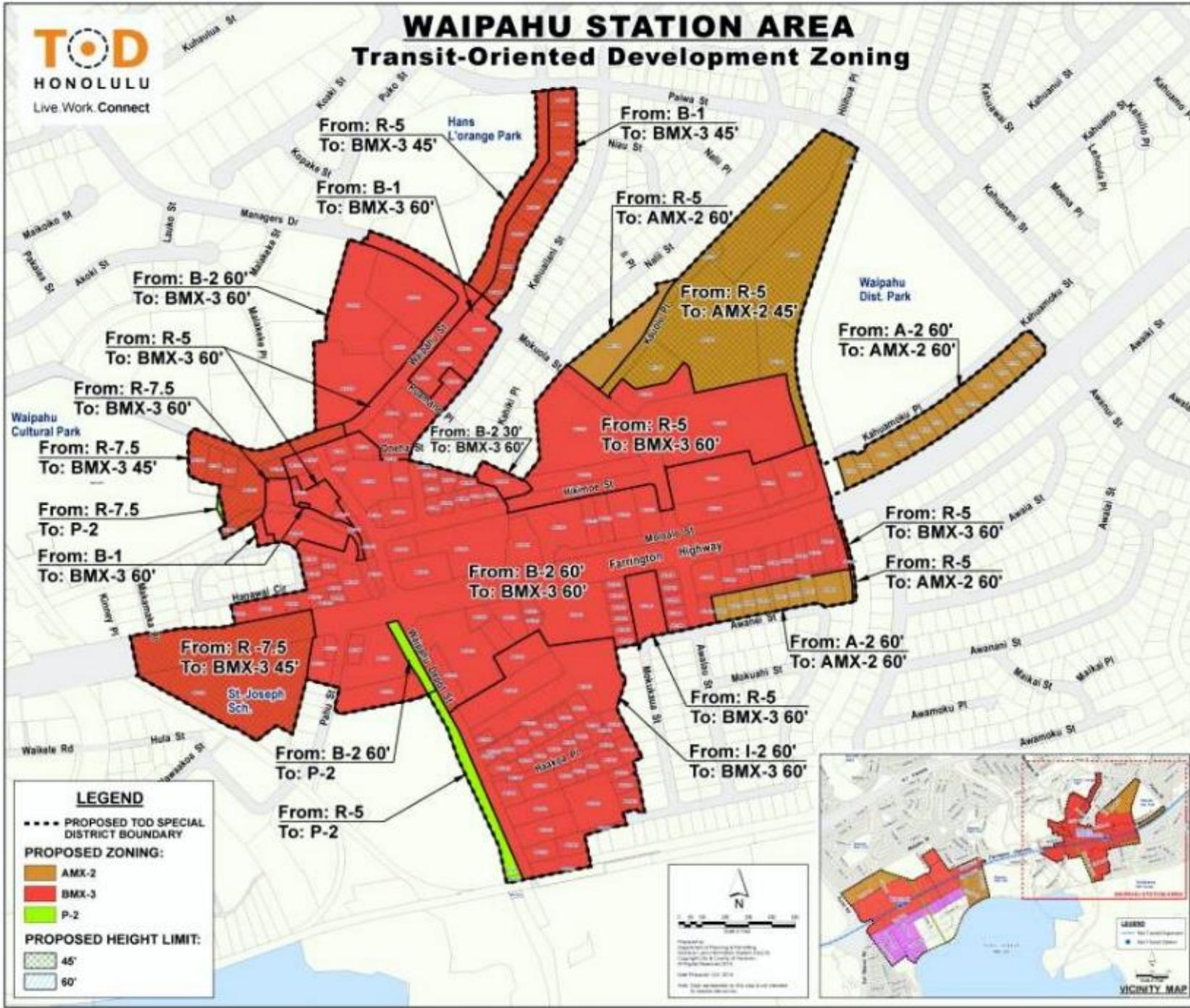
- Use and design standards that activate the streetscape
- Reduced vehicular parking / New bicycle parking
- Developing formulas for community benefits like affordable housing & connectivity, in return for added height & density

• **Adopt Zoning Map Changes** (each TOD zone)

- Allows for more mixed uses, e.g. AMX, BMX, IMX
- Waipahu adopted, continues along entire transit corridor after each plan is adopted

WAIPAHU STATION AREA

Transit-Oriented Development Zoning



LEGEND

- PROPOSED TOD SPECIAL DISTRICT BOUNDARY
- PROPOSED ZONING:**
 - AMX-2
 - BMX-3
 - P-2
- PROPOSED HEIGHT LIMIT:**
 - 45'
 - 60'



From: R-5 To: BMX-3 45'

From: B-1 To: BMX-3 45'

From: R-5 To: AMX-2 60'

From: B-1 To: BMX-3 60'

From: R-5 To: AMX-2 45'

From: A-2 60' To: AMX-2 60'

From: R-5 To: BMX-3 60'

From: R-7.5 To: BMX-3 60'

From: R-7.5 To: BMX-3 45'

From: R-7.5 To: P-2

From: B-1 To: BMX-3 60'

From: B-2 60' To: BMX-3 60'

From: R-5 To: BMX-3 60'

From: A-2 60' To: AMX-2 60'

From: R-5 To: BMX-3 60'

From: R-5 To: AMX-2 60'

From: R-7.5 To: BMX-3 45'

From: B-2 60' To: P-2

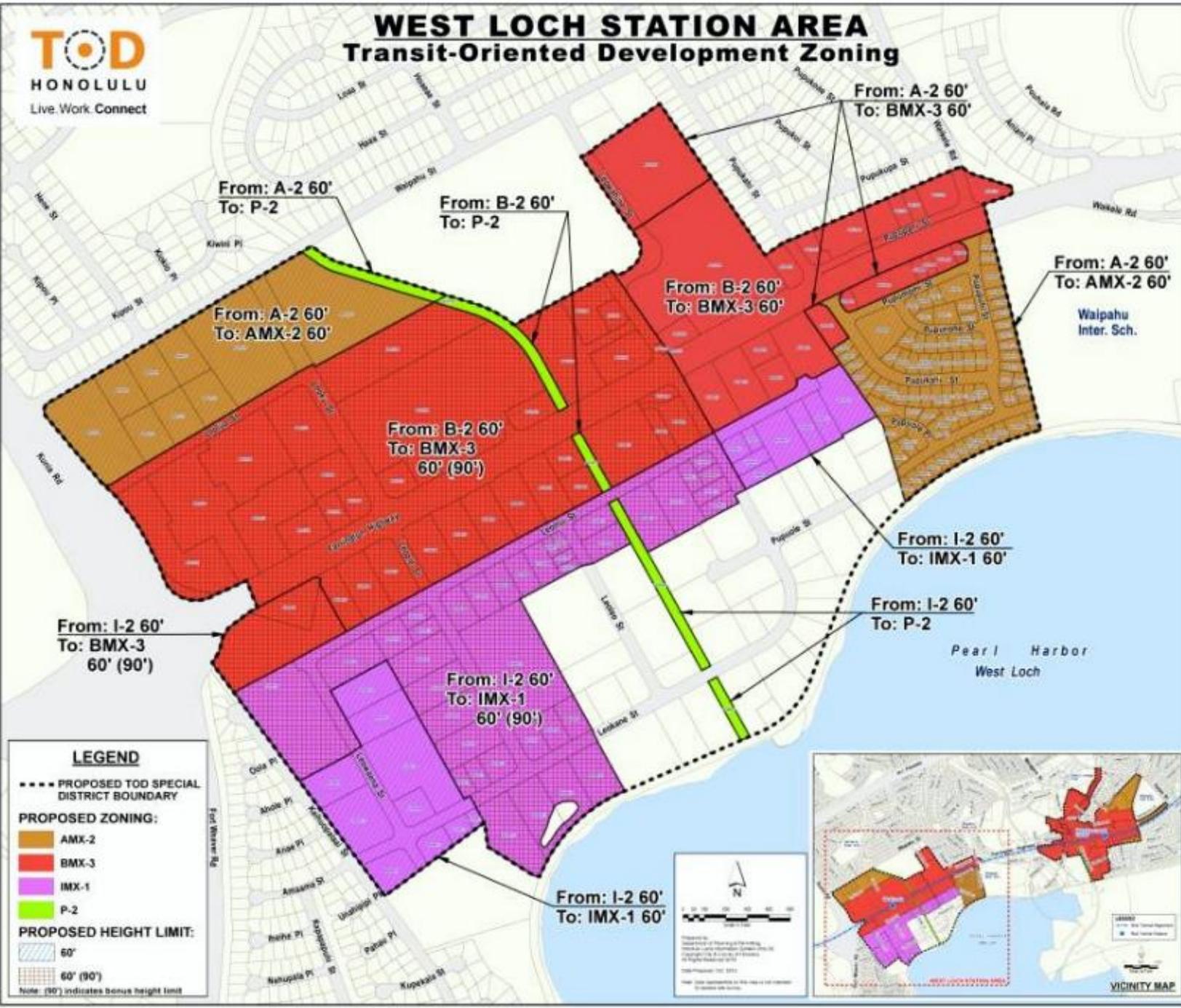
From: R-5 To: P-2

From: R-5 To: BMX-3 60'

From: I-2 60' To: BMX-3 60'

WEST LOCH STATION AREA

Transit-Oriented Development Zoning



From: A-2 60'
 To: AMX-2 60'

Waipahu Inter. Sch.

From: I-2 60'
 To: IMX-1 60'

From: I-2 60'
 To: P-2

From: I-2 60'
 To: IMX-1 60'

From: A-2 60'
 To: P-2

From: B-2 60'
 To: P-2

From: B-2 60'
 To: BMX-3 60'

From: B-2 60'
 To: BMX-3
 60' (90')

From: I-2 60'
 To: IMX-1
 60' (90')

From: I-2 60'
 To: BMX-3
 60' (90')

LEGEND

----- PROPOSED TOD SPECIAL DISTRICT BOUNDARY

PROPOSED ZONING:

- AMX-2
- BMX-3
- IMX-1
- P-2

PROPOSED HEIGHT LIMIT:

- 60'
- 60' (90')

Note: (90') indicates bonus height limit

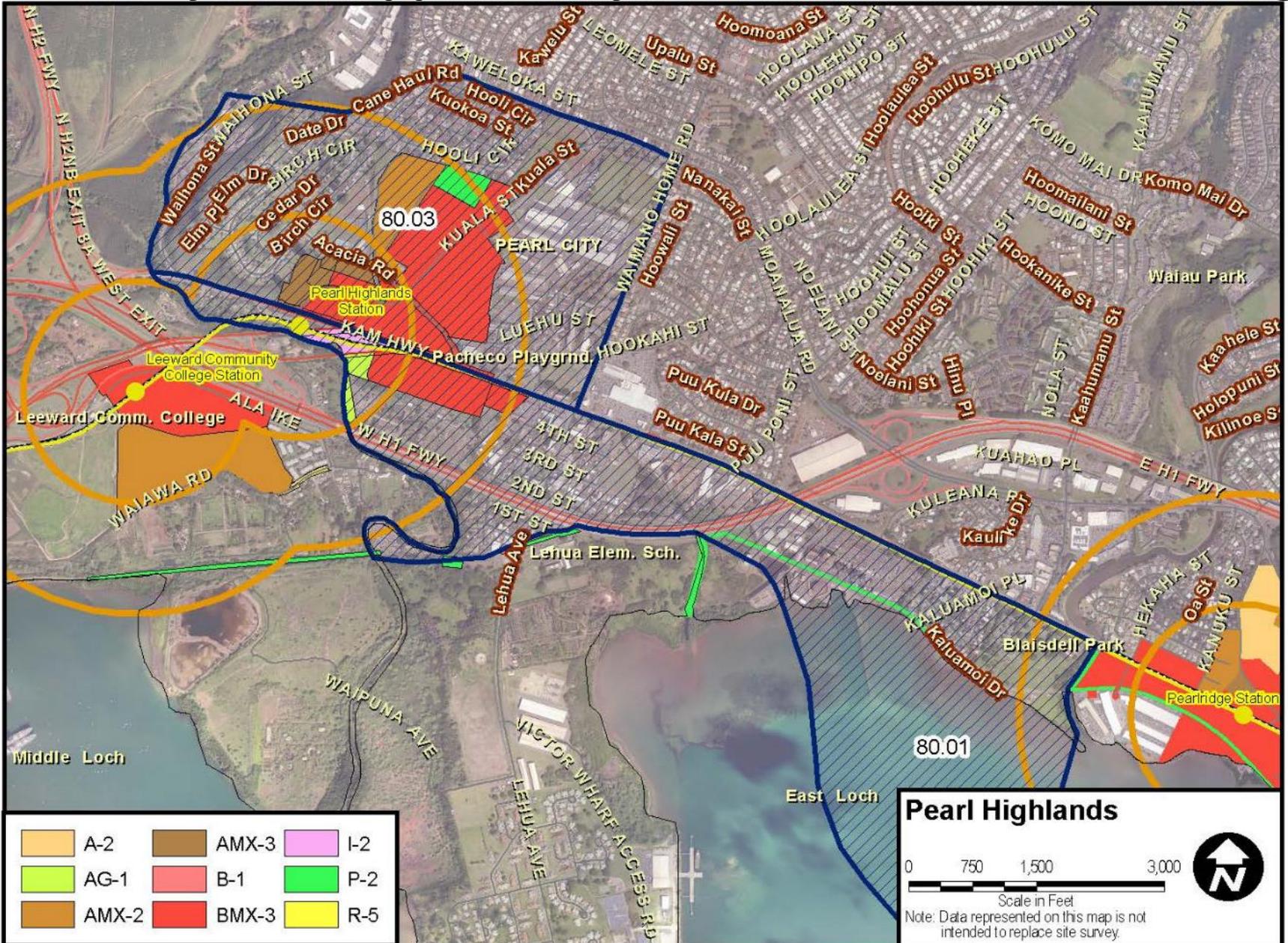


WEST LOCH / LEOKU DEVELOPMENT



- Neighborhood mini parks adjacent to infill development

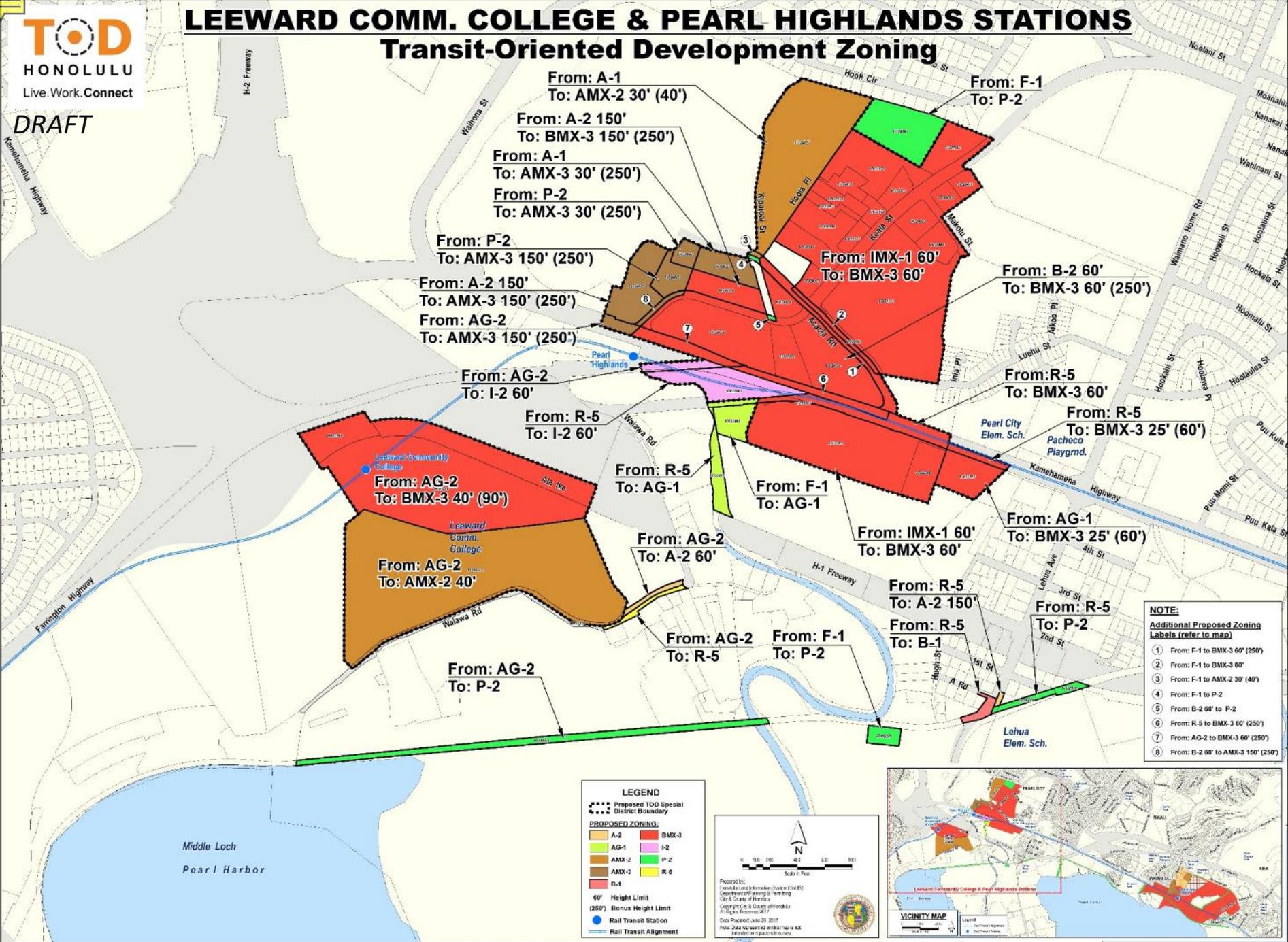
Pearl City-Aiea Opportunity Zones and TOD Draft Zoning



LEEWARD COMM. COLLEGE & PEARL HIGHLANDS STATIONS

Transit-Oriented Development Zoning

DRAFT



- From: A-1
To: AMX-2 30' (40')
- From: A-2 150'
To: BMX-3 150' (250')
- From: A-1
To: AMX-3 30' (250')
- From: P-2
To: AMX-3 30' (250')
- From: P-2
To: AMX-3 150' (250')
- From: A-2 150'
To: AMX-3 150' (250')
- From: AG-2
To: AMX-3 150' (250')
- From: AG-2
To: I-2 60'
- From: R-5
To: I-2 60'
- From: R-5
To: AG-1
- From: AG-2
To: A-2 60'
- From: AG-2
To: P-2
- From: F-1
To: AG-1
- From: IMX-1 60'
To: BMX-3 60'
- From: IMX-1 60'
To: BMX-3 60'
- From: R-5
To: A-2 150'
- From: R-5
To: B-1
- From: R-5
To: P-2
- From: B-2 60'
To: BMX-3 60' (250')
- From: R-5
To: BMX-3 60'
- From: R-5
To: BMX-3 25' (60')
- From: AG-1
To: BMX-3 25' (60')
- From: F-1
To: P-2

Leeward Community College
Leeward Comm. College

From: AG-2
To: BMX-3 40' (90')

From: AG-2
To: AMX-2 40'

NOTE:
Additional Proposed Zoning Labels (refer to map)

- 1 From: F-1 to BMX-3 60' (250')
- 2 From: F-1 to BMX-3 60'
- 3 From: F-1 to AMX-2 30' (40')
- 4 From: F-1 to P-2
- 5 From: B-2 60' to P-2
- 6 From: R-5 to BMX-3 60' (250')
- 7 From: AG-2 to BMX-3 60' (250')
- 8 From: B-2 60' to AMX-3 150' (250')

LEGEND

- Proposed TOD Special District Boundary
- Proposed Zoning:
 - A-2
 - AG-1
 - AMX-2
 - AMX-3
 - B-1
 - BMX-3
 - I-2
 - P-2
 - R-5
- 60' Height Limit
- 250' Bonus Height Limit
- Rail Transit Station
- Rail Transit Alignment

Scale: Feet

0 50 100 150 200 250 300

North Arrow

Prepared by:
Honolulu Civic Center, Special Districts
Department of Planning & Zoning
City & County of Honolulu
2100 Ala Moana Blvd., 15th Floor
Honolulu, HI 96815
Date Prepared: June 20, 2017
How: Data was prepared at the map's scale.
Revisions: 10/10/17



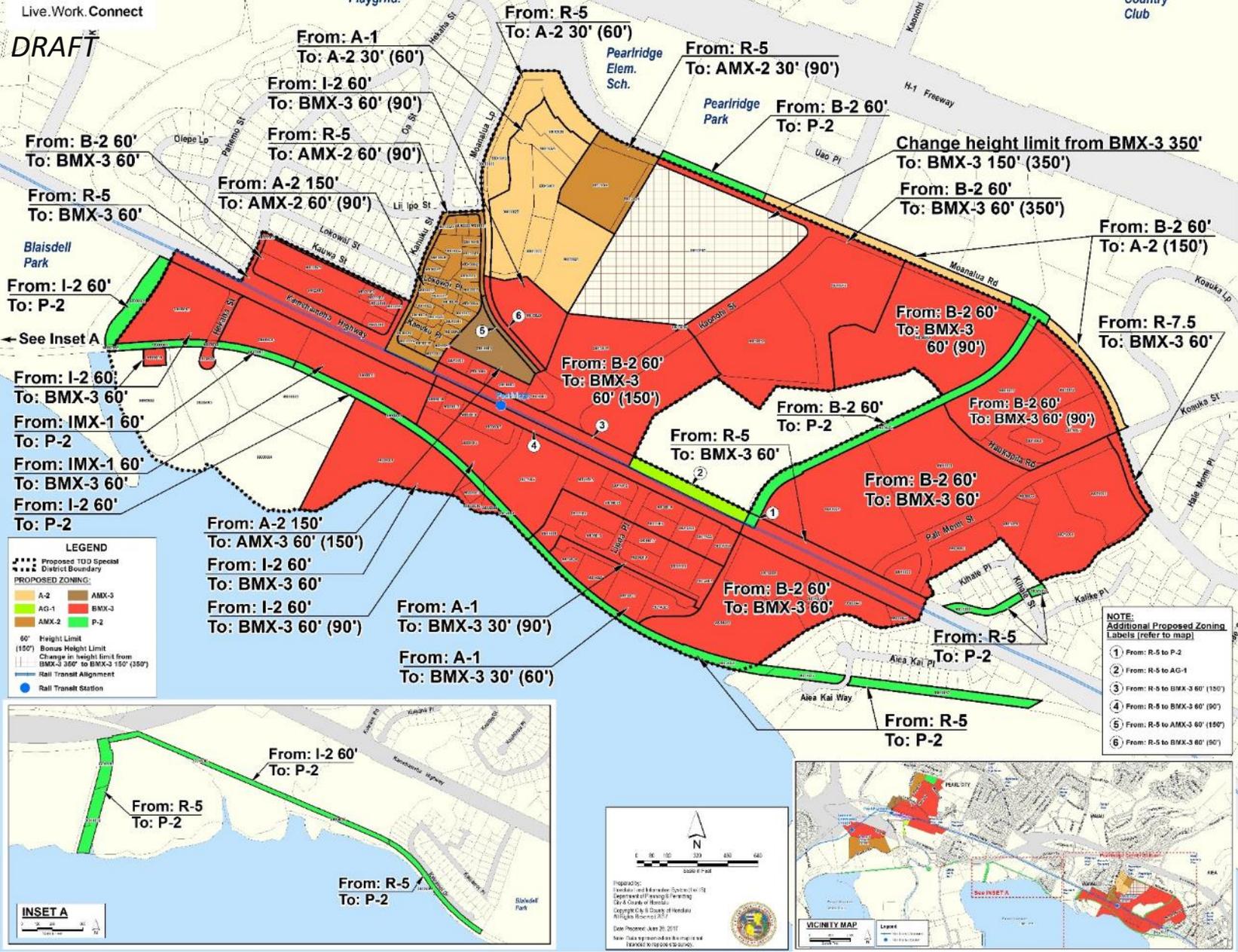
Housing Development at Pearl Highlands

For Illustrative Purposes Only



PEARLRIDGE CENTER STATION Transit-Oriented Development Zoning

DRAFT



Pearl
Country
Club

Waimalu
Elem.
Sch.
Waimalu
Playgrnd.

Pearlridge
Elem.
Sch.

Pearlridge
Park

Blaisdell
Park

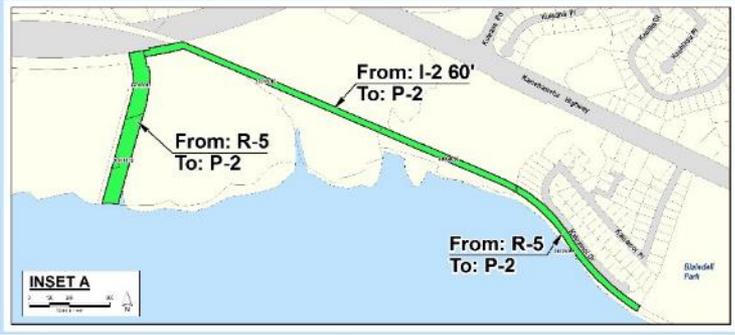
See Inset A

LEGEND

- Proposed TOD Special District Boundary
- PROPOSED ZONING:**
 - A-2
 - AG-1
 - AMX-2
 - AMX-3
 - BMX-3
 - P-2
- 60' Height Limit
- 150' Bonus Height Limit
- Change in height limit from BMX-3 350' to BMX-3 150' (350')
- Rail Transit Alignment
- Rail Transit Station

NOTE:
Additional Proposed Zoning Labels (refer to map)

- From: R-5 to P-2
- From: R-5 to AG-1
- From: R-5 to BMX-3 60' (150')
- From: R-5 to BMX-3 60' (90')
- From: R-5 to AMX-3 60' (150')
- From: R-5 to BMX-3 60' (90')



0 100 200 300 400 500 600
5000 Feet

Prepared by:
Franklin and Madeline Architects Ltd.
Department of Planning & Learning
City & County of Honolulu
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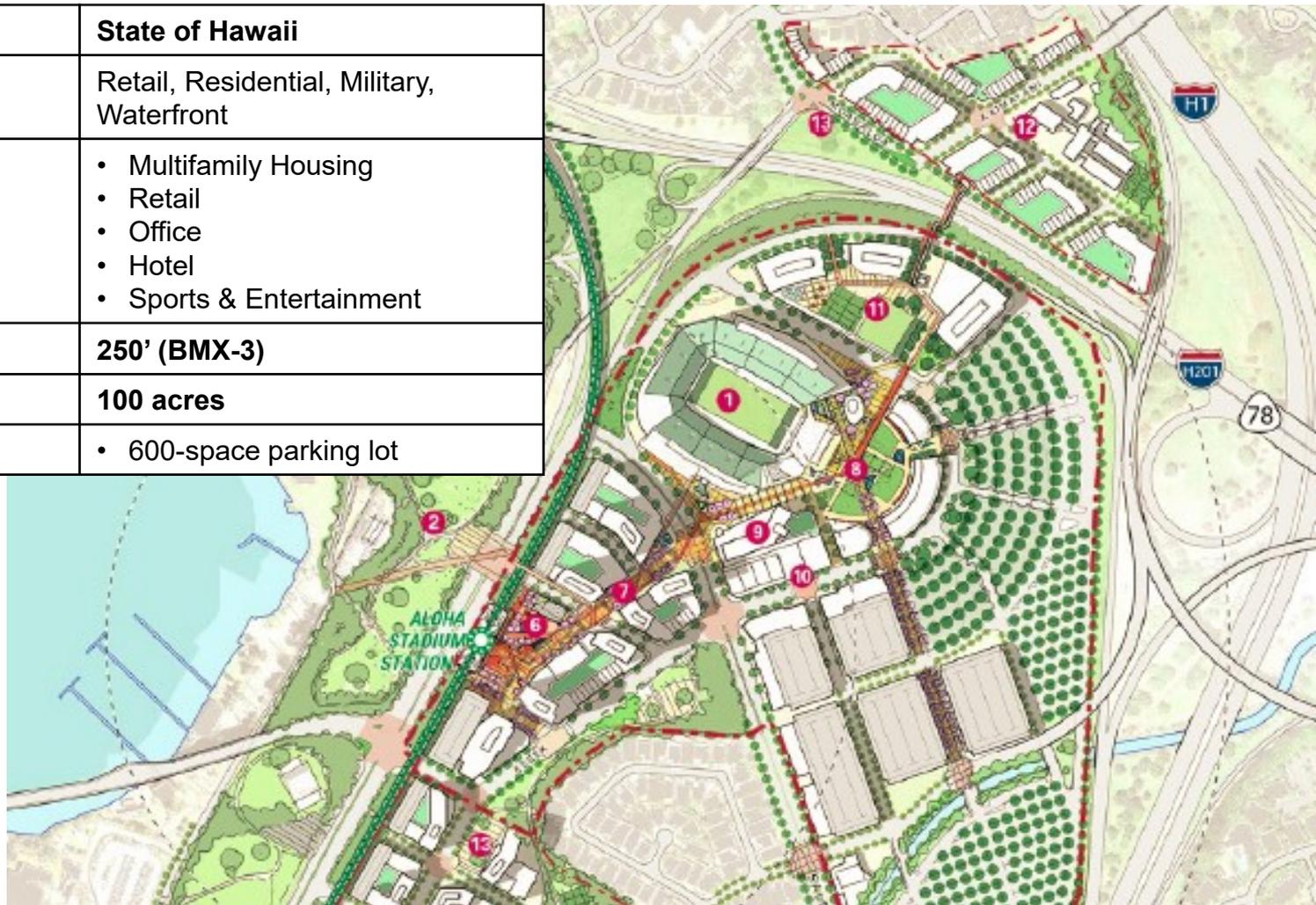
Date: December, June 20, 2017

Note: This map is prepared on the map and is subject to the map's scale and projection.



Aloha Stadium Station (Halawa, HI)

Ownership	State of Hawaii
Neighborhood Type	Retail, Residential, Military, Waterfront
Development Opportunities	<ul style="list-style-type: none">• Multifamily Housing• Retail• Office• Hotel• Sports & Entertainment
Height Limit (Zoning)	250' (BMX-3)
Land Area	100 acres
Station Features	<ul style="list-style-type: none">• 600-space parking lot



Conceptual redevelopment plan for Aloha Stadium property

Halawa Area TOD Plan



Halawa Area TOD Plan Concepts

1. Stadium Visibility along Hwy
2. Mixed Use Gateway at Station
3. Salt Lake Blvd Redirection
4. 200-300 Room Hotel
5. Critical Mass
5. Bike and Ped Improvements
6. Transportation Improvements
7. Parking Strategy



HALAWA AREA DRAFT TOD PLAN

Kapalama & Iwilei Station Areas

- Industrial district ➔ mixed-use neighborhood
- Largest potential for new housing in the rail corridor
- Easy walking distance to downtown Honolulu
- City and State are investing in utilities, streets, & parks

MAKAI CANAL
nature park



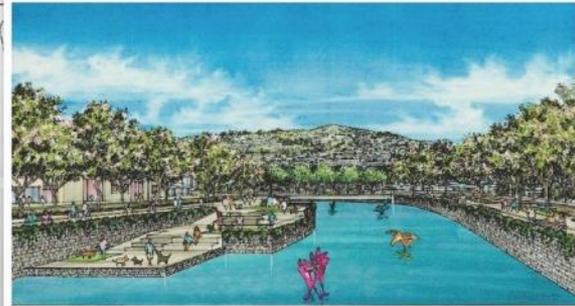
view looking makai

CENTRAL CANAL
gathering place



view looking makai

MAUKA CANAL
community terrace



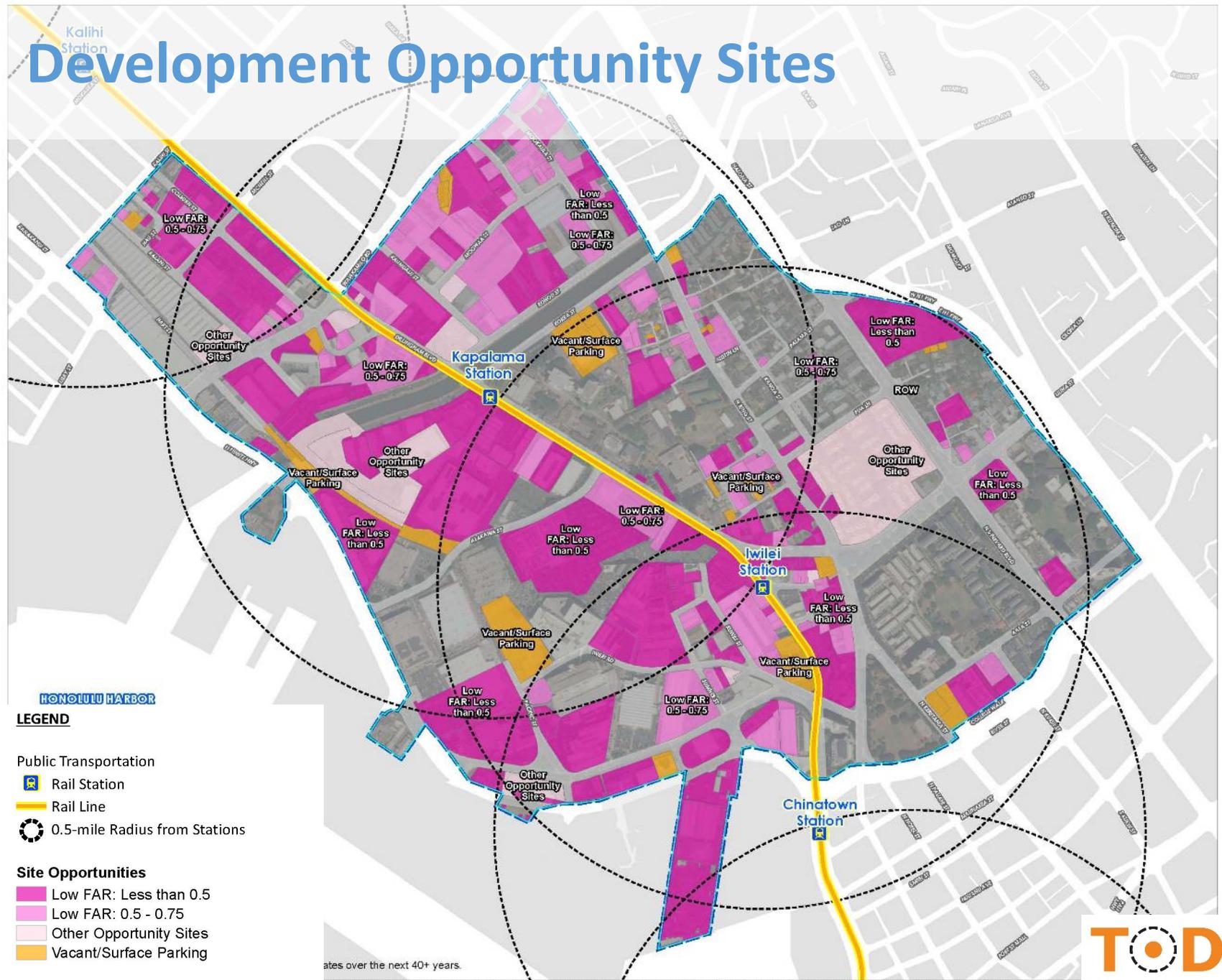
view looking mauka



Infrastructure district – Iwilei/Kapalama



Development Opportunity Sites



HONOLULU HARBOR

LEGEND

Public Transportation

- Rail Station
- Rail Line
- 0.5-mile Radius from Stations

Site Opportunities

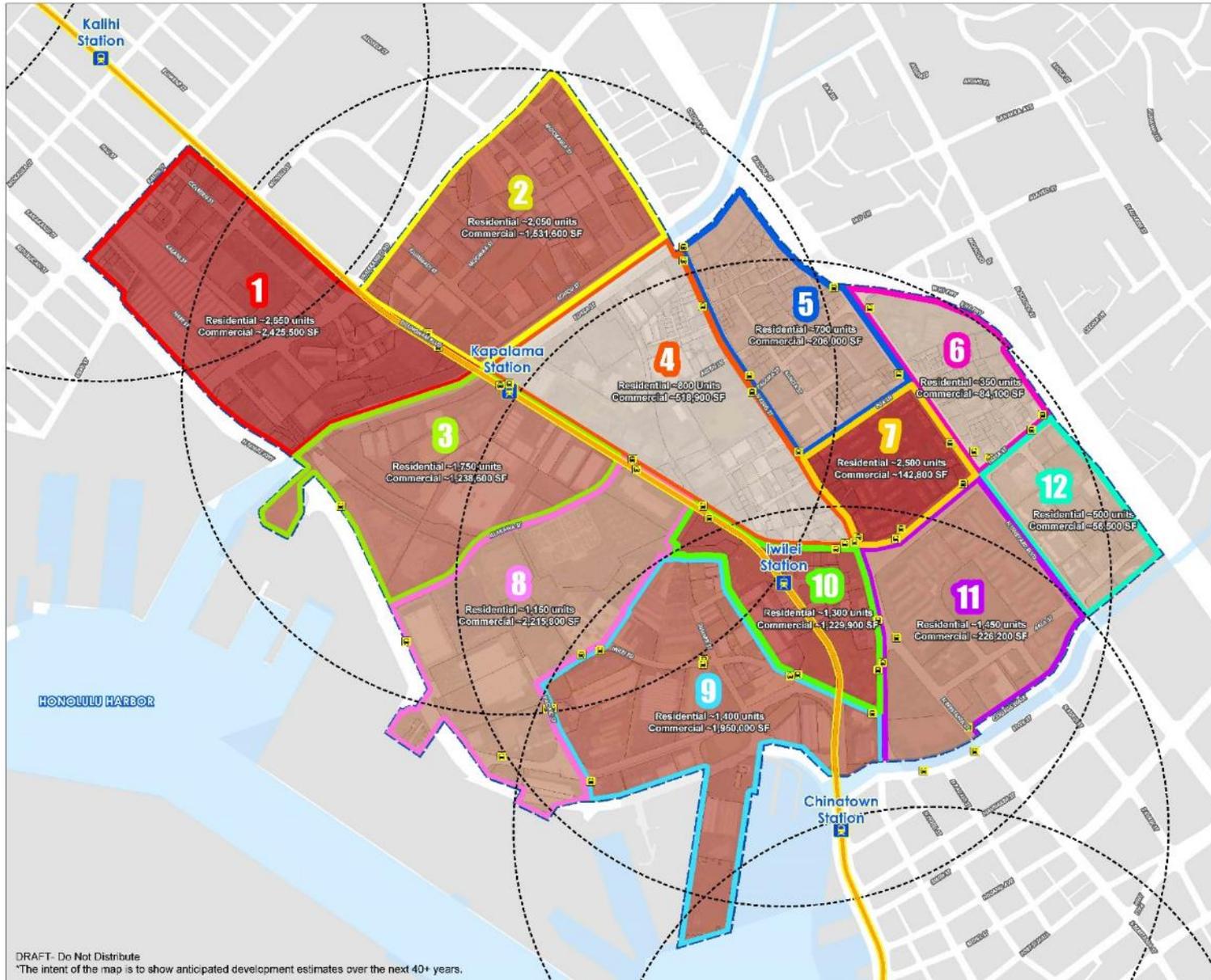
- Low FAR: Less than 0.5
- Low FAR: 0.5 - 0.75
- Other Opportunity Sites
- Vacant/Surface Parking

ates over the next 40+ years.

Disclaimer: This graphic has been prepared for general planning purposes only and should not be used for boundary interpretations or other spatial analysis. Source: Analysis based on data provided by DTLTT & BLMHA for TOD Development Assumptions. File: Q:\504th\GPP\TOD Iwilei Kapala\505\65\Project\2017_09_25_Site_Opportunities_Subsidiaries.mxd



Iwilei/Kapalama Infrastructure Master Plan



LEGEND

Public Transportation

- Bus Stops
- Rail Station
- Rail Line
- 0.5-mile Radius from Stations

Sub-District

1	5	9
2	6	10
3	7	11
4	8	12

Development Potential (S.F. per Ac.)

Low

High

DRAFT -- 12/9/2016
Iwilei/Kapalama
Infrastructure Master Plan

Anticipated Total Development

Department of Planning and Permitting
NORTH
LINEAR SCALE (FEET)

0 350 700

Island of O'ahu
PDR.LAWAII & ASSOCIATES, INC.

DRAFT - Do Not Distribute
*The intent of the map is to show anticipated development estimates over the next 40+ years.

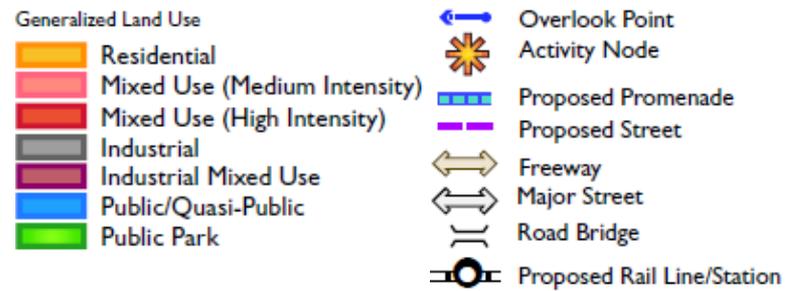
Disclaimer: This graphic has been prepared for general planning purposes only and should not be used for boundary, infrastructure or other spatial records. Source: Analysis based on data provided by DP/PT&B, 8/4/2016, for TOD Development Assumptions. File: C:\Public\DPPTOD\1014\Expansive\DRP\Map\A\Planning\2016.12.1.100\1014\Expansive-Full-Build-Out.mxd

Kapalama Canal



Kalihi Station Area

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





Financial incentives and tools

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

- Reduce Fees to Lower Affordable Housing Cost (*Ord 18-1*)
- Adjust Real Property Tax Exemptions (*Ord 18-1*)
- Establish Infrastructure Finance Districts (*Iwilei-Kapalama*)
- Modify Existing Affordable Housing Fund (*in Charter amendment*)
- Create new TOAH loan fund (for mixed-income projects)
- Target City private activity bonds for affordable housing
- Create a Community Land Trust/ Land Acquisition Fund
- Target use of HOME & CDBG Funding (*in HUD ConPlan*)

Brownfields Redevelopment Assistance

- \$700k in Brownfields Assessment Grants from US EPA
- Conduct Phase I & II environmental assessments and develops clean-up plans
 - Have conducted 11 Phase I assessments, 6 Phase II, and one clean-up plan to date.
- Targeted towards smaller landowners and businesses
- Technical assistance and education
- Can help lead to potential clean-up funding