



AIEA-PEARL CITY

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.



Live.Work.Connect



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. Over 40% of Honolulu jobs are within the corridor.

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 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 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 Kakaako 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, walking and bicycling, as well as respond to community concerns, needs, and goals.

As has been the experience of other communities with rapid transit systems, no single TOD strategy works for all cities and communities. Each community must determine what type of development 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 policies and set the blueprint, define and offer strategic incentives, ensure that adequate infrastructure is available, and engage the community in helping direct private investment into public benefit.

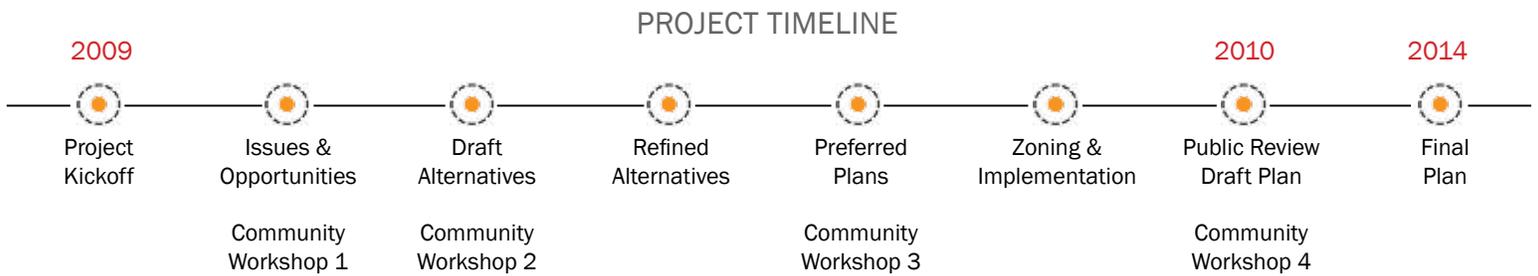
AIEA-PEARL CITY NEIGHBORHOOD TOD PLAN

What Is the Plan?

The Aiea-Pearl City Neighborhood Transit-Oriented Development Plan (the Plan) presents a community vision for the existing neighborhoods surrounding the planned Leeward Community College (LCC), Pearl Highlands, and Pearlridge rail stations. The goal of the Plan is to foster livable communities that take full advantage of transit—creating new transportation options while encouraging economic growth and attractive redevelopment.

Although each has its own unique identity, needs, and opportunities, the Aiea-Pearl City station areas are all envisioned as compact, pedestrian-friendly environments that provide various housing, employment, and recreational opportunities. To achieve this vision, the Plan recommends appropriate strategies for land use, urban design, transportation, and parks and open space.

The Plan is intended as both an overall framework for growth and a guide for local decision making around the three rail stations. It is conceptual in nature, showing possible improvements on both public and private property. In order to ensure positive change in the station areas, it is essential that stakeholders work together on future projects.



What Was the Planning Process?

An inclusive community-based planning effort elicited the goals and ideas of area stakeholders. This process included community workshops, a resident survey, an open house, local business outreach, and Advisory Committee meetings. 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 July of 2009, the planning process included identification of issues, opportunities and constraints, the creation and refinement of alternatives, and development of preferred station area plans. The Plan also includes recommendations on phasing, implementation, and revisions to the Land Use Ordinance, including TOD Special District regulations for the areas around the three Aiea-Pearl City stations (see Next Steps, p. 12).

TOD recommendations for the Aiea-Pearl City corridor build upon the recommendations of previous planning efforts: Aiea-Pearl City Livable Communities Plan, Pearl Harbor Historic Trail Master Plan, Primary Urban Center Development Plan, and Central Oahu Sustainable Communities Plan.



COMMUNITY'S VISION

"Create an integrated, connected urban environment that fosters healthy living and cultural identity."

GUIDING PRINCIPLES FOR AIEA & PEARL CITY TOD NEIGHBORHOODS



Pearl Harbor Historic Trail - Improved shoreline access and bike and pedestrian facilities

1. Create Access and Views to Water and Pearl Harbor Historic Trail

Water has always played an important role in this area, from the ancient Hawaiian fishponds to sugar plantation irrigation to today's military presence in Pearl Harbor. This principle links the station area neighborhoods to nearby streams, springs, wetlands, and shoreline. The Plan promotes creating new public spaces and revitalized neighborhoods along the waterfront as development occurs, enhancing view corridors from mauka areas, and improving the Pearl Harbor Historic Trail.



LCC neighborhood - New housing and park space

2. Encourage Workforce Housing

A mixture of housing choices around the transit stations is desired, including a variety of price options, housing types, and unit sizes to support a wide range of households. Much of the affordable housing currently located in Aiea and Pearl City was developed in the 1960s and 1970s and is in need of repair, renovation, or redevelopment. A Plan objective is to increase the quantity of workforce housing while also increasing the overall quality of the existing housing stock.





Pearl Highlands Center - Redevelopment of existing parking lot



Kaonohi Street - Bike lanes and pedestrian-friendly sidewalks



Pearlridge Center - Redevelopment oriented toward Sumida Farm, with overlook and pathway

3. Create a Comfortable and Lively Pedestrian Environment

Current development in the area is primarily auto-oriented. The introduction of rail transit can be the impetus for fostering a true multimodal environment. New sidewalks, street trees, street-level storefronts and activities, and streetscape amenities will make walking and biking more enjoyable. New neighborhoods can be built through “greyfield” redevelopment of existing parking lots such as those at LCC, Pearl Highlands Center, and Pearlridge Center. A diversity of uses will help ensure that these areas are active and safe at different times of the day and week.

4. Provide Multimodal Access to and from the Stations

Rail transit will be part of a larger multimodal transportation network that connects communities. Residents and visitors will have transportation options, allowing them to choose the most efficient, economical, and enjoyable way to get around. Existing and new streets designed as “complete streets” will safely accommodate pedestrians, bicyclists, buses, drivers, kiss-and-ride drop-offs, and park-and-ride traffic. Off-street paths and trails also contribute toward creating a vehicle-free environment for walking, jogging, and biking.

5. Develop New and Enhance Existing Open Space Amenities

Rail transit provides opportunities to create great public spaces at and near the stations. This principle recognizes the need for and creation of a connected network of public spaces that includes parks, plazas, paths, trails, and pedestrian-friendly streets.

PLAN HIGHLIGHTS

Each station area is unique with its own set of plan recommendations, as noted in the sections below. However, the shared goal of becoming livable, transit-enhanced, and connected neighborhoods results in recommended improvements that are common to all three areas, including:

- New streets and sidewalks
- Structured parking in conjunction with new mixed-use development
- Active transit plazas
- Affordable and workforce housing

LEEWARD COMMUNITY COLLEGE STATION

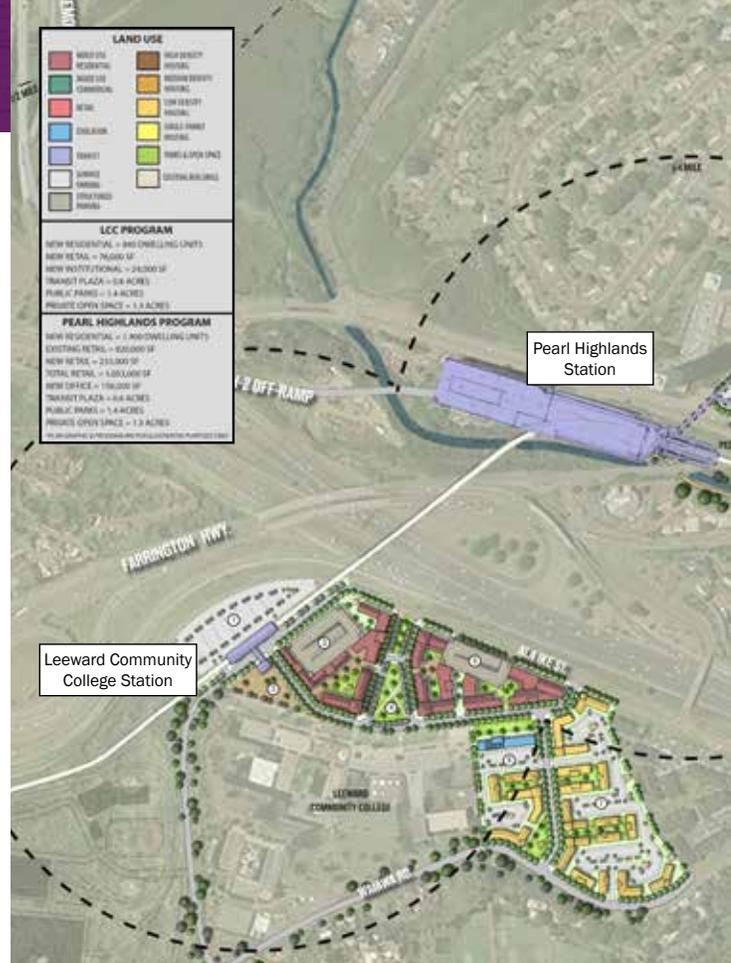
area is envisioned as a college-oriented neighborhood catering to students and faculty from the adjacent college, entrepreneurial businesses, as well as current and new residents.

- New bicycle paths along the extension of Ala Ike Street and along Waiawa Stream
- Pearl Harbor Historic Trail improvements
- Mixed-use development on existing surface parking area mauka of LCC campus
- Central green park mauka of LCC campus
- Low-density housing diamond head of LCC campus
- Neighborhood mini park diamond head of LCC campus in conjunction with new development
- Wider sidewalks and landscaping on existing streets
- Secondary access road connecting the station area to Farrington Highway

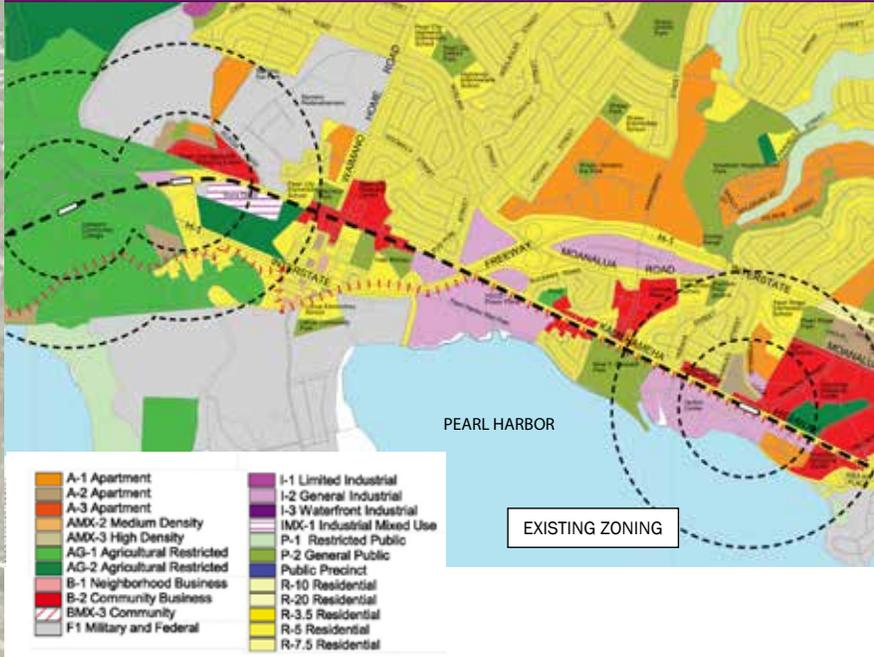
PEARL HIGHLANDS STATION

will be a major intermodal facility and connection point for riders coming from central Oahu and mauka directions. Ongoing infill and revitalization of the commercial district can carefully balance the needs of passengers and shoppers arriving via transit, walking and wheeling, and via automobile.

- New bicycle paths along Waiawa Stream
- Tallest buildings in close proximity to station and lower development on perimeter
- Medium-density housing within 1/4 mile of the station and at the NW corner of Acacia Road and Kuala Street
- Neighborhood park on triangle property makai of Acacia Road
- Medium-density housing and neighborhood mini parks mauka of Walmart
- Low-density housing adjacent to Kanaeha Place and single-family housing along diamond head boundary of Plan area
- New Main Street within existing Pearl Highlands Center
- Development above rail transit station parking garage
- Improved public access and enhancements to University of Hawaii (UH) Urban Garden Center



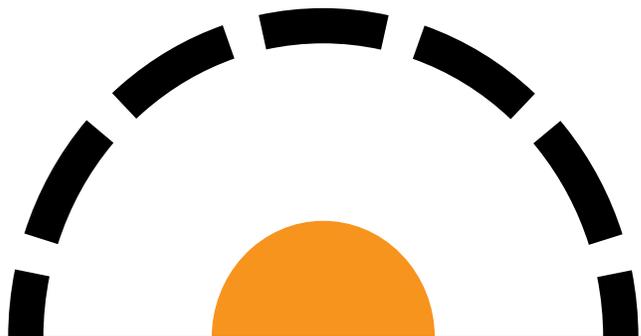
FOR ILLUSTRATIVE PURPOSES ONLY



PEARLRIDGE STATION

area is a major urban center and regional destination with opportunities for new development, the regeneration of Pearlridge Center, and improved access to the Pearl Harbor Historic Trail and shoreline.

- Secondary shoreline path ewa of Kaonohi Street
- Pearl Harbor Historic Trail improvements
- Medium-density housing makai of Kamehameha Highway, potentially above proposed bus transfer facility
- High-density housing mauka of Kamehameha Highway
- Low-density housing along Moanalua Loop
- Pedestrian trail along the upper perimeter of Sumida Farm with overlook
- New Main Street connecting Moanalua Road and Kaonohi Street
- Wider sidewalks and landscaping on existing streets
- Additional waterfront park along Pearl Harbor shoreline
- “Window to Pearl Harbor” shoreline park at the terminus of Kaonohi Street
- Neighborhood mini-park mauka of Sumida Farm



COMMUNITY BENEFITS

The Aiea-Pearl City Neighborhood TOD Plan defines a future for the three rail station communities with increased community amenities triggered by new investment. Many of these amenities can be developed by the private sector through a community benefits bonus. In return for development bonuses, a project can incorporate any number of these amenities within the project, or off-site, to help support community values and goals. The likely development bonus could be higher building heights, higher density (floor area), or less required parking. Improvements created through a community benefits strategy should focus directly on the following key plan elements:

LEEWARD COMMUNITY COLLEGE STATION AREA

- Secondary access road
- Development of public gathering space adjacent to campus
- Pearl Harbor Historic Trail connection makai of campus

PEARL HIGHLANDS STATION AREA

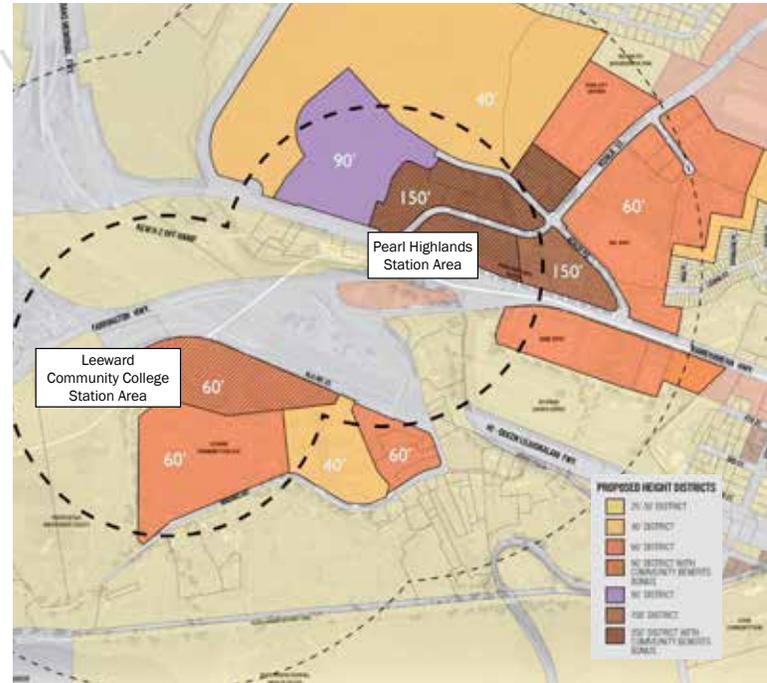
- Pearl Highlands Center pedestrian improvements and bridge connection to rail station
- Access and improvements to UH Urban Garden Center
- Creation of public park space

PEARLRIDGE STATION AREA

- Kaonohi Street pedestrian and bicycle improvements
- Transit plaza and pedestrian connection/view corridor from station to Pearl Harbor Historic Trail
- Pearl Harbor Historic Trail improvements
- Sumida Farm trail and overlooks

GENERAL

- Local jobs/workforce training
- Student and faculty housing
- Affordable housing
- Locally-owned retail support
- Sidewalk and streetscape upgrades

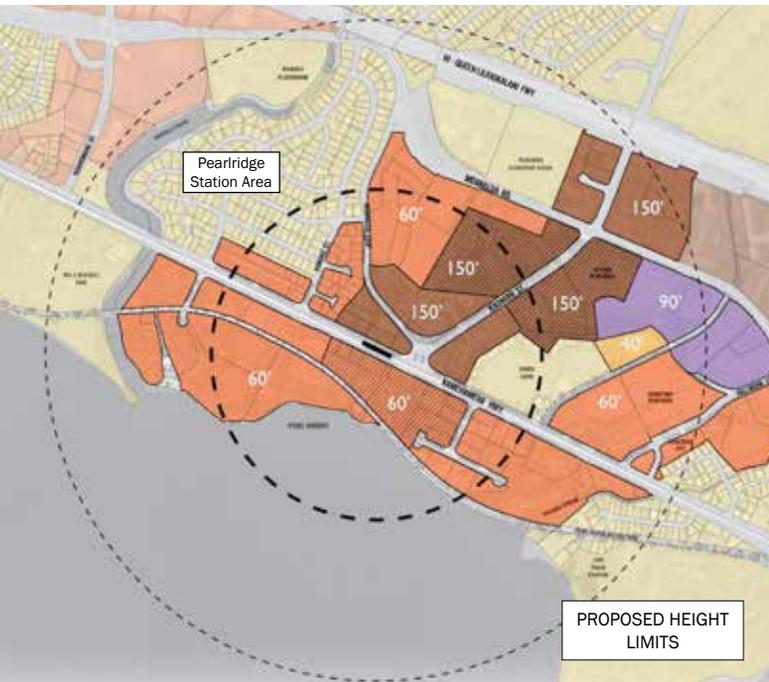


Leeward Community College - Existing parking lot



Leeward Community College - TOD vision

TOD ZONING



The recommendations contained in the TOD Plan would serve as the basis for modifying the current zoning regulations. Two levels of TOD zoning precincts are recommended:

- TOD Precinct is the core area, generally encompassing lands within one-quarter mile from each station
- TIZ (Transit-Influenced Zone) Precinct is the area roughly one-quarter mile to one-half mile from each station

While the recommended development standards may be similar, there is greater attention to design and increased intensity in the core area (TOD Precinct). The TIZ Precinct provides a transition between the TOD Precinct and areas beyond, which are primarily lower-density neighborhoods.

Recommendations Include:

Land Uses

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

Maximum Floor Area Ratio (FAR)

TOD Precinct – Maximum FAR of 2.5
(up to 3.5 with Community Benefit Bonus)
TIZ Precinct – Maximum FAR of 1.0
(up to 1.5 with Community Benefit Bonus)

Building Area

No regulation on lot coverage, similar to business districts

Maximum Building Heights

Height limits vary based on existing land use patterns, community objectives, and market considerations. See the Proposed Height Limits Maps.

Affordable Housing

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

Projects that provide additional affordable units may be granted height and density bonuses, as well as relief from development standards, such as minimum parking requirements.

Incentives should be provided to encourage affordable rental units.

Parking

TOD Precinct – similar to the BMX-4 Central Business District
TIZ Precinct – similar to current requirements for use, with lowered requirements for housing, office, and retail

On-street parking may be credited as required parking.

Publicly Accessible Open Space

New developments on parcels of 20,000 square feet or larger should provide publicly accessible open spaces or contribute an equivalent value toward public park improvements within the station area.



Kaonohi Street - Existing conditions



Kaonohi Street - TOD vision

PUBLIC REALM IMPROVEMENTS

To realize the vision and principles expressed in the Aiea–Pearl City Neighborhood TOD Plan, a concerted, long-term public-private partnership effort is needed to upgrade the public realm. Public sector investments are primarily in the form of capital improvement projects. For Aiea and Pearl City, the following public realm investments have been identified for the three rail station areas.



- A connected off-street trail network is a major component of the Plan. Recommendations include new trails along Waiawa Stream and around Sumida Farm, improvements to the existing Pearl Harbor Historic Trail, and connections between these facilities and area destinations.
- Existing streets throughout the station areas have narrow sidewalks and lack many amenities that would make them safe and comfortable for pedestrians and bicycles. Sidewalks near the stations should be widened, and streetscape elements should be added, such as street trees, bicycle lanes, places to sit, trash receptacles, and adequate lighting.
- Development potential at Leeward Community College is currently limited by its single access point. A secondary access road connecting LCC with Farrington Highway in the ewa direction would improve connectivity and provide an impetus for new TOD.
- New development should contribute to a vibrant and engaging public realm by orienting buildings and active uses to the sidewalk and situating parking behind buildings or within structures wrapped within active uses.
- In conjunction with new development, new local street connections should be provided to break up large blocks, create more walkable station areas, and more evenly distribute local traffic.
- The Plan recommends a bus transit transfer facility makai of the Pearlridge station to provide easy connections between rail and local buses, improve access to surrounding residential neighborhoods, and remove queuing buses from the curb lane of Kaonohi Street where a bicycle lane is proposed. This project would require property acquisition and capital improvements, and should incorporate mixed-use development.
- New waterfront parks are proposed along the Pearl Harbor shoreline near the Pearlridge station to improve public access to water and open space, and to help re-establish this area as a waterfront neighborhood.
- Transit plazas with active uses are proposed for all three stations in Aiea and Pearl City.

PHASING

These sketches of development on the LCC campus parking lot 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 roadway improvements. The first developments are likely to be very close to the station and on a larger property. Later phases will see additional infill development, including outlying and smaller properties. The surface parking lots would be reduced or replaced with mixed-use buildings and parking garages.



Kuala Street - Existing conditions



Kuala Street - TOD vision



Existing Conditions



Phase 1



Phase 2



Phase 3



Phase 4

NEXT STEPS

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

- Adoption of the Aiea-Pearl City Neighborhood TOD Plan (Honolulu City Council)
- Adoption of the Aiea-Pearl City 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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