



EXISTING ZONING

BACKGROUND & CONTEXT

The Honolulu Rail Transit Project is planning a 20-mile elevated rail line that will connect West Oahu with downtown Honolulu and Ala Moana Center. Over sixty percent of Oahu's population currently lives within the area served by this corridor, and is expected to grow faster than the rest of Oahu.

East Kapolei is west of Pearl Harbor, located on both sides of Kualakai Parkway between the H-1 Freeway and the Ewa Villages Golf Course/ Ewa Villages and between Fort Weaver Road and the Kapolei Golf Course. The East Kapolei Neighborhood TOD Plan focuses on three proposed transit stations: **Ho'opili, University of Hawaii at West Oahu (UHWO) and East Kapolei.**

Public investment in transit can create the impetus for the development around the three East Kapolei station areas. A greater amount of development can be expected within the 1/4 mile transit radius because this area is within a comfortable walking distance from the station and has greater visibility from the station. Development will be less intensive moving outward toward the 1/2 mile radius due to the greater walk distances. The Alternatives that have been developed as a result of this planning process focus primarily on the areas in closer proximity of the stations while transitioning to the planned lower density neighborhoods surrounding these areas.

HISTORIC

The East Kapolei region was historically an agricultural area consisting mainly of sugar cane plantations. Generations of people have lived and worked in this area and connection to the land should be acknowledged in the development of the station areas. The sites provide an important opportunity to connect new development with the history of the island, plantation heritage, local culture and the surrounding areas by creating gathering places where the community can celebrate its past, present and future.



SCENIC & NATURAL LANDMARKS

Various locations offer important scenic landmarks including views of Kapolei, Palailai, Makakilo pu'u, distant views of Pearl Harbor, downtown Honolulu, Diamond Head and the Ko'olau and Waianae mountain ranges. Existing streams and gulches also serve as important neighborhood landmarks. It is the intent of the Plan to preserve and enhance scenic views and natural landmarks in the station areas.



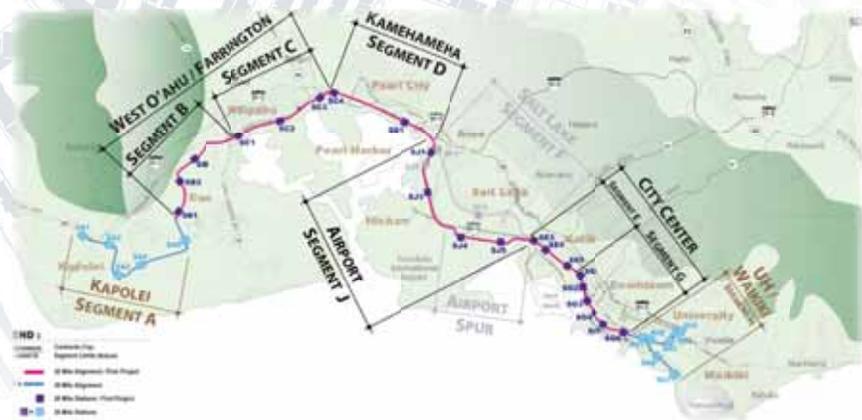
CULTURAL

New cultural nodes including UHWO, the Kroc Center, schools and parks will be located around the stations. These areas will provide new cultural destinations for residents and visitors alike. Each station area should reflect and reference Ewa's history and surrounding resources and attributes.

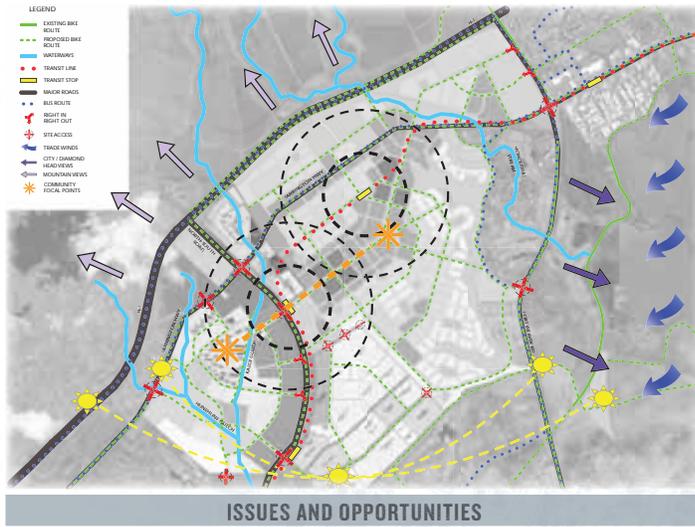
SITE PHOTOGRAPHS

EXISTING ZONING

- The majority of the Plan area, makai of H-1 and between Fort Weaver Road and Kualakai Parkway is currently zoned AG-1 (Restricted Agricultural District).
- The area west of Kualakai Parkway, where the proposed UHWO campus will be located, is primarily BMX-3 (Community Business Mixed Use District), with pockets of A-2 (Medium Density Apartment District), P-2 (General Preservation District), and R-3.5 and R-5 (Resident Districts).
- Diamond Head of Kualakai Parkway, where the Kroc Center will be located is currently zoned A-2 (Medium Density Apartment District).



TRANSIT STATION LOCATIONS



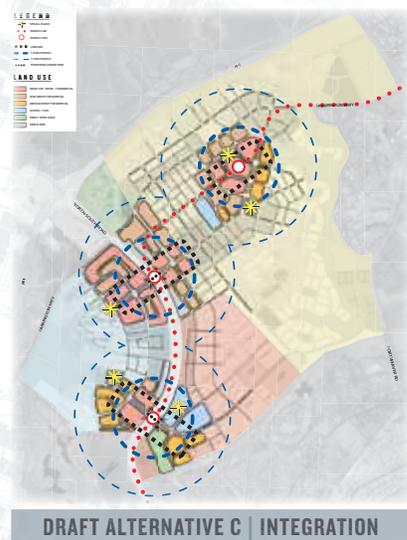
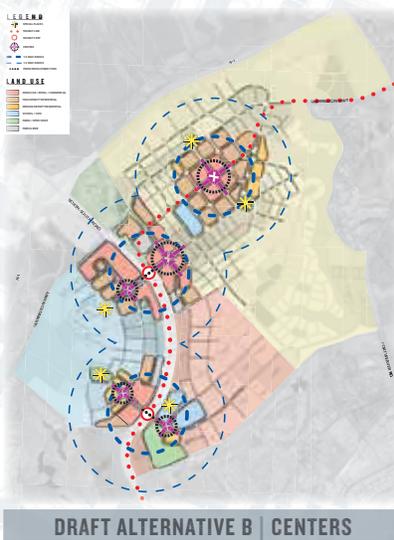
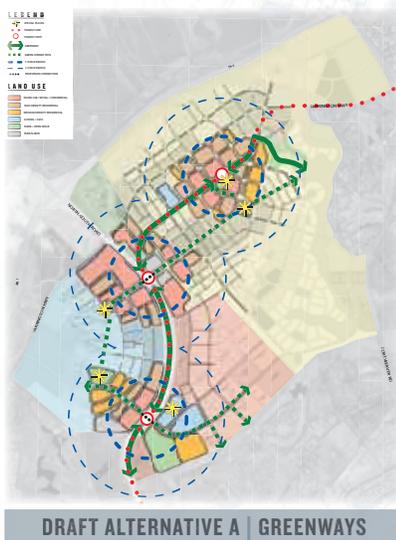
PROCESS

Successful transit-oriented development depends on participation and broad-based support from government, residents, businesses, community organizations, landowners, developers and the financial sector. Responsible TOD projects follow careful listening and feedback of the concerns and needs of all invested parties that result in a common set of goals. The East Kapolei Neighborhood TOD Plan reflects the coordinated effort of all interested parties.

The East Kapolei Neighborhood TOD Plan was developed through a community based, multi-step, integrated effort. It included Task Force Workshops and Community Workshops which gave the design project team critical information and feedback to develop the Plan in a responsive manner. The Task Force included local property owners, developers, neighborhood board members and other community leaders. Based on the work done during the workshops, the design team was able to refine the Alternatives and Plan vision. All interested parties have had the ability to actively participate in the design process.



The three draft alternatives on this page represent the initial big ideas that helped to form the Station Area Plan. The Preferred Station Area Plan represents an integration of many ideas created through a community based design process.





During the first Task Force Meeting, the following principles were generated and highlighted as key elements to integrate into the Plan. The principles reflect the priorities and values of those participating in the design process and are intended to create a responsible, creative, and attractive place to live, work and play.

MAKE THE CONNECTIONS



To create the greatest community benefit from the introduction of rail transit, it is important to carefully integrate transit into the communities and design the station and the development around the stations to connect, rather than divide, neighborhoods. Connections to regional open space and greenways will link residents of East Kapolei with other Ewa communities and regional recreational resources. Safe pedestrian connections across Kualakai Parkway will be essential to the success of station area neighborhoods on both sides of this regional roadway. Finally, the design of the areas around the stations need to reflect a spiritual connection to Ewa's unique culture and history

CREATE THE ACCESS

It is important to create multi-modal and interconnected communities to give residents and visitors a range of transportation choices so that they can choose the most direct, efficient, and economical way for them to get around. The station area Plan ensures that transit, buses, cars, bikes and pedestrians are accommodated in comfortable and convenient ways. New streets, paths and trails will be developed in order to accommodate pedestrians, bicyclists, park 'n ride drop-offs, buses and local through traffic.



MIX IT UP



It is important to create a diverse mix of uses in the station area because it will create a vibrant community attractive to residents and visitors. Within a 1/4 mile from each of the transit stations, a medium density development is planned. Medium densities will help generate pedestrian activity and the various uses will ensure that the area is busy at different times of the day. Enabling pedestrians to exit a transit station, their home or place of business and be able reach a variety of shops and services after a short walk creates highly desirable communities.

CREATE GATHERING PLACES



The introduction of rapid transit provides the opportunity to create great public spaces at the stations. Great public spaces are free to all, and if properly designed, give residents and visitors a sense of pride, aloha spirit, connection to local culture and ownership.

Higher surrounding densities, a mix of uses, good management, and public amenities will ensure that the transit stations become gathering places for the host communities. The streets in active retail areas will serve as neighborhood gathering places and will feature cafes and outdoor seating in order to create an active, vital public environment.



The transit greenway and neighborhood mini parks are the defining community gathering places and major open space features in the Plan. The greenway and neighborhood mini parks will provide a variety of gathering places from small shady seating areas to ball courts and community gardens.

Transit plazas are located adjacent to all three stations. These plazas will be active gathering places, used primarily by riders coming and going to the rail stations. The transit plazas will be the gateways to the station areas and include place-making features such as landscaping, public art, informational signage and displays celebrating the uniqueness of each community. The plazas can also serve as locations for community events.

DEVELOP UNIQUE STATION AREA IDENTITIES

This principle recognizes the uniqueness of each station area in the East Kapolei region. Each of the stations will be developed to serve different purposes, include different uses and attract a different mix of residents and visitors. Linking together a diverse collection of unique destinations will maximize the benefit of the transit system to the riders by giving them a wider choice of destinations and attractions.

- Ho'opili Station - The Ho'opili Station area will be "local, mixed-use village." It will be a neighborhood center as well as a destination on both the transit line and the greenway.
- UHWO Station - The UHWO Station will be the "campus gateway" for the UHWO. The area surrounding the UHWO Station will be a destination for people from all over Oahu including faculty, students, workers, shoppers and residents.
- East Kapolei Station - The East Kapolei Station will be a "community use" station. It will draw ridership from users of the Salvation Army's Kroc Community Center and will also serve as a major bus transfer area and park 'n ride location.



PROMOTE A VARIETY OF HOUSING CHOICES



The Plan calls for a variety of housing choices, and the station area neighborhoods will attract a wide variety of residents. Student housing, senior housing, live/work, multi-family housing and single family housing, for both sale and rent, will be provided. Within the 1/4 mile TOD (transit-oriented development) areas, housing will be in the form of medium density, multi-family developments along with mixed-use buildings with apartments or condos over ground-floor retail. Blocks beyond the TOD zone but within the larger 1/2 mile TIZ (transit-influenced zones) areas may also include low-density townhouses, apartments, and single family environments.

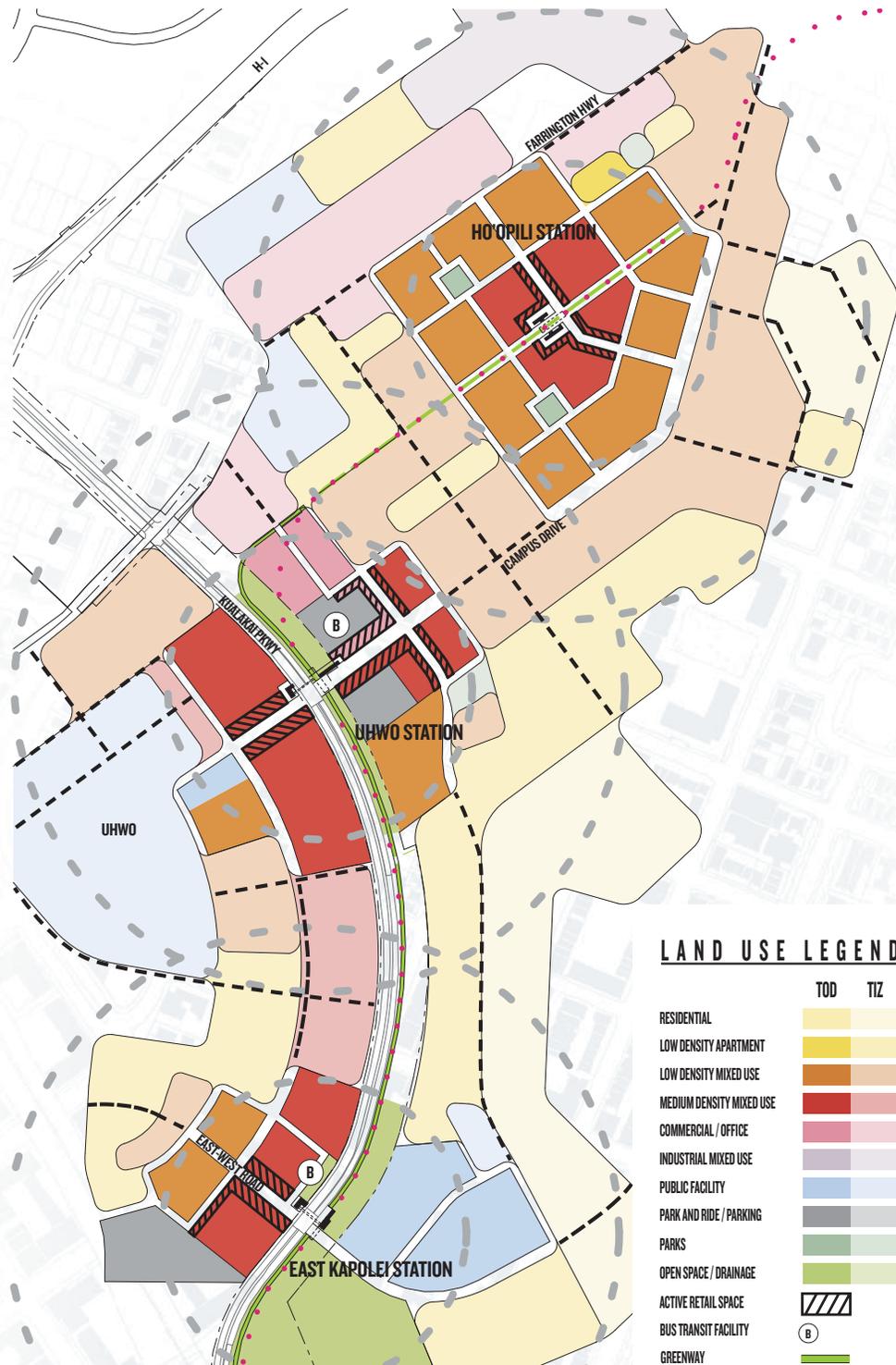
Having a community that attracts many different types of residents contributes to its overall health. A dynamic community is one that a variety of people can invest their time and energy into and feel as though their contribution makes a difference and helps to strengthen communal bonds and responsibility.

CREATE A DYNAMIC URBAN ENVIRONMENT

The East Kapolei Neighborhood TOD Plan aims to create a dynamic urban environment. Each of the previously stated characteristics will contribute to the overall success of the area. A dynamic urban environment encourages residents and visitors to actively utilize the amenities provided in the station area and engage in life on the street, thus reducing automobile usage and strengthening community social bonds.

Streets will be designed to be pedestrian friendly. They will provide a safe and comfortable environment for pedestrians to move around the station area. The station areas will be designed to cater to pedestrians but also allow for transit, bicycles and automobiles.





OVERVIEW

The East Kapolei Neighborhood TOD Plan envisions three vibrant nodes along the proposed transit line at Ho’opili, UHWO and East Kapolei. The plan focuses intensity within a 1/4 mile (TOD) of each station in order to create highly walkable and diverse village centers. These core areas provide the foundation for each of the station area’s unique but integrated identities. Ho’opili is seen as the “local, mixed use village,” while UHWO is the “campus gateway” and the East Kapolei is the “community use station.” The areas between 1/4 mile and 1/2 mile from the stations (TIZ) have less intense but still active and diverse development since they are within walking distance of the transit station. This supports the idea of “stepping down” the development in both building height and intensity to be compatible with the less dense, residential neighborhoods surrounding the station areas.

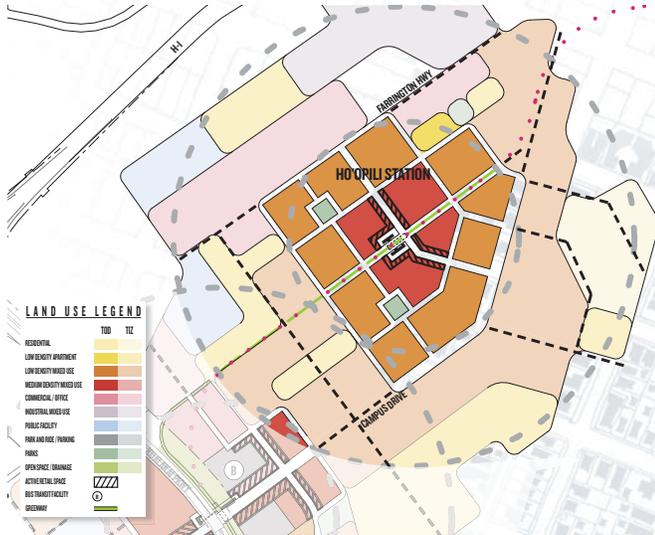
To further connect the three stations, a greenway will run below the transit line. This greenway path will provide natural elements and connectivity between the stations. Parks and open space are also located within walking distance of the greenway to continue the network of public green space. Open space plays an important role in the Plan as it allows for community gathering and community identity. Further, it fosters people’s connection to the natural areas of Oahu. Connecting to what is uniquely Hawaii helps visitors and residents appreciate the natural beauty and cultural resources that the area has to offer such as local agriculture, cultural festivals, traditional hula, and community events.

The Plan not only intends to connect people to natural and open space but also to the developed areas radiating from the station. Streets are designed to support pedestrian activity along with bicycles and low speed traffic. The density and diversity of uses contribute to this pedestrian environment and the unique character of place. It allows residents and visitors to travel to many destinations by foot, rather than automobile.

OVERALL STRUCTURE

The Ho'opili Station area will be a local, mixed-use community. The neighborhood consists of an active transit plaza with kiss-and-ride areas, taxi drop offs, bus stops, and a bicycle and pedestrian friendly environment. To facilitate this environment, the plan includes active retail uses on the ground floor with outdoor cafes, benches and seating areas, attractive paving and appropriate landscaping. Public art and water features will contribute to the identity and place making of Ho'opili Station. The station area will provide active gathering space for residents and visitors.

The area surrounding Ho'opili Station will be a neighborhood center as well as a destination on both the rail line and greenway. Ho'opili will have a unique identity as a walkable, sustainable urban neighborhood for Oahu.



HO'OPILI STATION LAND USE PLAN

CONCEPTUAL ILLUSTRATION - HO'OPILI STATION (LOOKING MAUKA)

CONNECTIVITY & CIRCULATION



The bus and transit stations will allow for easy transfer between different modes of transportation. Bus routes will include both regional lines and short community circulators. Kiss 'n rides will allow for easy drop offs, and the greenway bike path will offer an alternate way to reach the transit station.

The greenway corridor serves as the primary artery connecting the three station areas. The heart of the greenway is envisioned as a wide landscaped median beneath the elevated rail with low-speed neighborhood streets on either side. The corridor would include a paved bicycle and pedestrian path along with small trees, flowers, landscaping and public art.

The greenway is a unique amenity to East Kapolei and could be designed in a way to reflect the culture and traditions of the area. On the diamond head side of the greenway, the bike and

pedestrian pathway could be graded to descend into the natural Kaloi Gulch area and out to Old Fort Weaver Road. From there, a connection to the Pearl Harbor Historic Trail is possible. The Pearl Harbor Historic Trail would connect the East Kapolei area with neighboring Waipahu, West Loch and the greater region.

PARKS & OPEN SPACE

To support the principle of "communities within a garden" introduced by the Ewa Development Plan, the Ho'opili station area integrates several types of parks and open space. As mentioned before, the greenway acts as a natural connector between the station areas allowing people to enjoy its path and landscaping.

In addition to the greenway, the Ho'opili station area has a series of semi-private and public open spaces. The courtyards of the mixed-use blocks will be landscaped and inviting spaces for residents and workers. From windows and balconies people will also be visually connected to the natural environment.

Neighborhood mini parks will serve the general community. These parks will be connected through landscaped areas in medians and on streetscape to the greenway. Adjacent residences will have direct access to this open space thus further enhancing one's connection to the natural environment. The parks will be designed in such a way to encourage both active and passive activities from gatherings, sports to reading and relaxing. They may also feature play equipment, weather protection, picnic tables and other amenities.



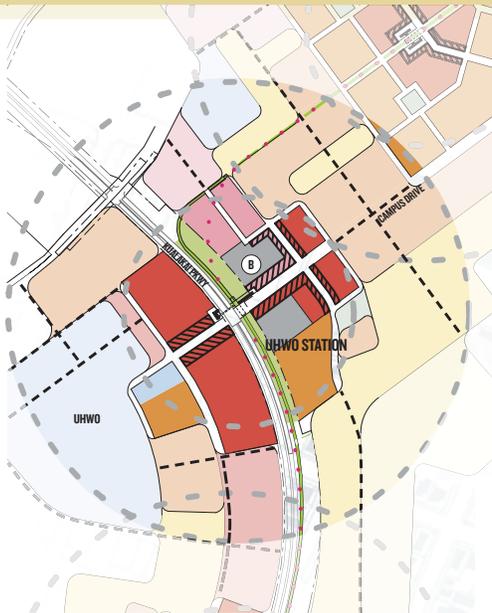
LAND USE & URBAN FORM



The Ho'opili Station area plan carefully integrates several land uses with the station itself, from medium-density, mixed-used buildings to parks and lower density housing. Adjacent to the transit station is a medium-density, mixed-use town center that will help establish the individual identity of this neighborhood. The primary artery of active ground floor retail runs perpendicular to the station to create a dynamic pedestrian-oriented streetscape. The station, therefore, serves as the nucleus for development.

The active ground floor retail will continue beyond the immediate station area and town center to facilitate a pedestrian friendly, mixed-use neighborhood. Specific blocks will have semi-private open space or a neighborhood mini park to allow for gathering, recreation and relaxation. This area will include mixed-use buildings between 4-6 stories. The buildings will step down to 2-4 stories in more residential areas. At full build-out, the area within 1/4 mile

of the Ho'opili Station will contain approximately 2,300 dwelling units along with 308,000 square feet of commercial/office/retail space. Buildings and building heights in the mixed-use areas will be scaled to create a vibrant, pedestrian oriented environment. Pedestrian friendly streets will continue outward as the land use transitions from primarily mixed-use to primarily residential so that people will feel safe and be encouraged to walk throughout the area.



OVERALL STRUCTURE

The UHWO Station area will be the campus gateway that will serve as a destination for people from all over Oahu including students, workers, shoppers and residents. The UHWO Station will integrate the greenway. Campus Drive which connects the UHWO campus with the station area will be connected by a pedestrian walkway over the intersection allowing for safe, easy access to the rail. Campus Drive will have student oriented businesses and create an active, Main Street gathering space for faculty, students, commuters and shoppers. There will be multi-modal access pathways throughout the area to ensure the maximum influence and benefit of the TOD.

LAND USE LEGEND

RESIDENTIAL	TOD	TIC
LOW DENSITY HOUSING		
MEDIUM DENSITY HOUSING		
COMMERCIAL OFFICE		
INDUSTRIAL HOUSING		
PUBLIC FACILITY		
PARK AND RECREATION		
OPEN SPACE (GREEN)		
ACTIVE RETAIL SPACE		
TRANSIT FACILITY		
GREENWAY		



UHWO STATION LAND USE PLAN

CONCEPTUAL ILLUSTRATION - UHWO STATION (LOOKING WEST)



CONNECTIVITY & CIRCULATION

It will be essential, especially in the early years of rail operations, to provide easy vehicular access for drivers from the Kapolei and the Waianae Coast, as well as those from the Ewa and Ewa Beach areas. The Plan provides park 'n ride locations at both the UHWO and East Kapolei Stations.

The park 'n ride facility at the UHWO Station will serve drivers from Kapolei and the Waianae Coast and should be accommodated in structures or on surface lots adjacent to the station. Parking structures should be wrapped with retail uses on the ground floor, and office and/or residential spaces on the upper floors facing the street to mask the parking.

As the greenway hits Kualakai Parkway, it could continue makai either under the elevated rail or in the larger drainage area on the Diamond Head side of the road. The greenway will allow greater regional bike and pedestrian access to the communities surrounding the transit stations. This bike connection can provide a larger amenity and access route for the UHWO and

the destinations to which it connects including the Salvation Army's Kroc Community Center and communities within Phase II of the Department of Hawaiian Home Lands' East Kapolei project makai of Kualakai Parkway. With this concept, the physical width of Kualakai Parkway can be used as a connector, not a divider, between neighborhoods. This access will be essential to both recreational and commuter cyclists.

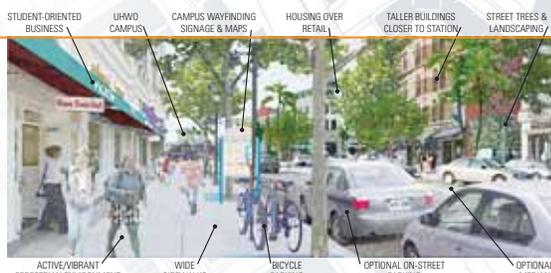
PARKS & OPEN SPACE

The greenway acts as a connector for all of the landscaping and open space network located in the plan area. It will also serve as a connector between important destination points. For example, within a block from the greenway will be five mini parks, two elementary schools and the Kroc Community Center.

Other gathering spaces will be located on retail streets in the form of small plazas, cafes, seating areas and wide sidewalks. These important elements will help strengthen the sense of community in this new neighborhood and foster positive interactions between residents and visitors.



LAND USE & URBAN FORM



Adjacent to the station, there will be higher density development featuring active ground floor retail, housing, and offices. This area will also have two park 'n ride facilities to serve the large number of student and employee commuters. The station will also be accessible via the greenway's multi-use path running along Kualakai Parkway, which connects all three of the stations in the East Kapolei Neighborhood Plan.

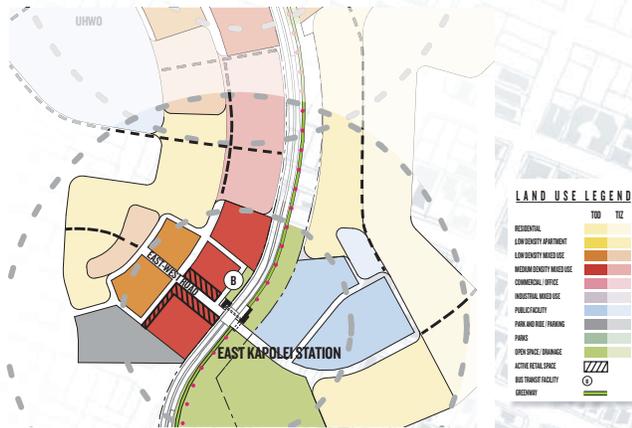
In addition to Campus Drive, the UHWO Station area creates a second Main Street one block Diamond Head of Kualakai Parkway. Mixed-use buildings directly adjacent to the station should be 6-8 stories on the Ho'opili side of the station and 4-5 stories on the UHWO side of the station to highlight this as an activity center and provide definition to the wide, fast-moving thoroughfare of Kualakai Parkway. In addition, the increased building heights signify the

importance of the campus and create a visible landmark for people. These buildings will be inwardly focused (away from Kualakai Parkway) with primary entrances and facades facing towards pedestrian-oriented streets.

Residential buildings should step down to 2-4 stories in other areas. The DLNR property mauka of the transit station has the opportunity to provide employment uses in 3-6 story office buildings adjacent to the elevated rail and Kualakai Parkway. At full build-out it is anticipated that the area within 1/4 mile of the UHWO Station could contain approximately 2,400 dwelling units along with 509,000 square feet of commercial/office/retail space.

OVERALL STRUCTURE

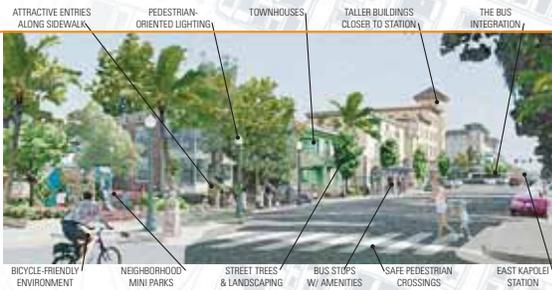
The East Kapolei Station will be "community use" station. It will draw ridership from users of the Kroc Community Center and will also serve as a major bus transfer area and park 'n ride location. A pedestrian overpass will connect the station with the neighborhood allowing for safe, easy access. Commuters will be served by a large parking structure for the park 'n ride, a bike path along Kualakai Parkway and a large bus transit center. Coordinating several modes of transportation in a cohesive plan will reduce congestion, pollution and commute times.



EAST KAPOLEI STATION LAND USE PLAN

CONCEPTUAL ILLUSTRATION - EAST KAPOLEI STATION

CONNECTIVITY & CIRCULATION



Just as the elevated rail will act as a regional spine for more local transit operations, the green corridor can act as the backbone for the green network. Within a block from the green corridor will be five mini parks, two elementary schools and the Kroc Community Center, all of which will act as destination points for local riders and pedestrians.

It will be essential, especially in the early years of rail operations to provide easy access for drivers from the Kapolei and the Waianae Coast as well as those from the Ewa and Ewa Beach areas. The plan provides park 'n ride locations at both UHWO and East Kapolei Stations.

The Plan includes a park 'n ride at East Kapolei Station to serve Ewa and Ewa beach residents. It is likely that this park 'n ride, located on the UHWO side of Kualakai Parkway will be a surface lot, at least for the short term. Opportunities for shared commuter and student parking are considered.

The Plan includes a major bus transit facility at the East Kapolei Station. This bus transit area should be located off-street on the UHWO side of Kualakai Parkway within a section of the parcel designated as a park 'n ride. This location will help to provide strong access and circulation for both buses and cars in the station area. Pedestrians will be able to access the facilities via an elevated walkway over Kualakai Parkway.

PARKS & OPEN SPACE

The bike path and greenway along Kualakai Parkway plays an important role in connecting the green space of the East Kapolei Station Area to the other two stations in the Plan. Unlike the other two stations, the East Kapolei Station is adjacent to a large natural preservation area makai of the station. This natural preservation area will not only help preserve the natural habitat of the endangered Red Ilima (Abutilon Menziesii) but also enhance views and one's connection to the natural environment.

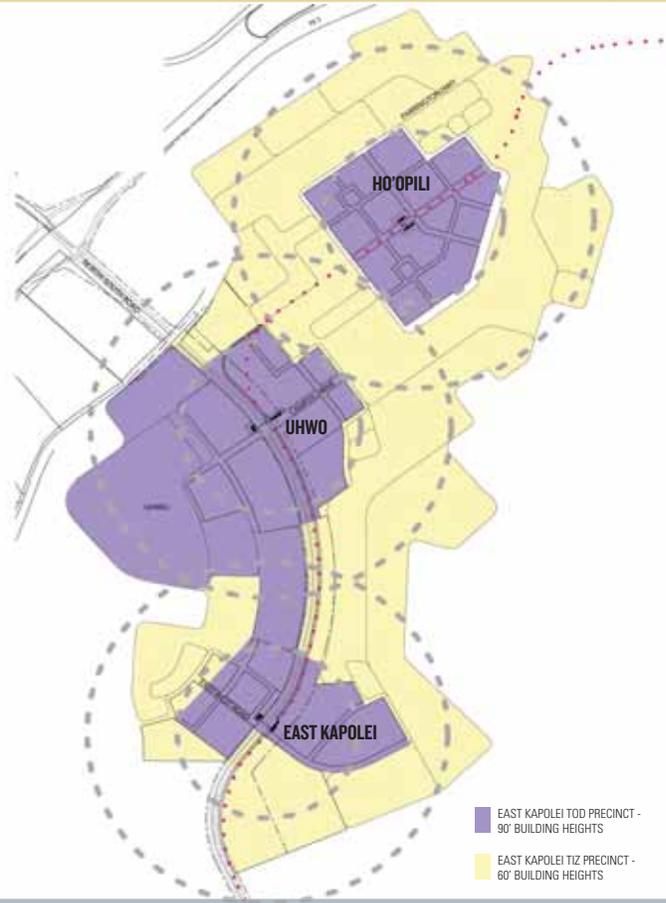
Semi-private open space, located within the mixed-use blocks, will provide places for residents, workers and visitors to enjoy the outdoors. In addition, these spaces can act as venues for gathering and community events. People will have to opportunity to enjoy an attractively landscaped green space within the urban environment.



LAND USE & URBAN FORM



The East Kapolei Station area should include 3-4 story mixed-use buildings on the blocks immediately adjacent to Kualakai Parkway on the UHWO side. Residential buildings a block from Kualakai Parkway should be 2-4 stories tall. Residential development on the property makai of the Kroc Community Center should be 2-4 stories. At full build-out it is anticipated that the area within 1/4 mile of the East Kapolei Station could contain approximately 990 dwelling units along with 83,000 square feet of commercial/office/retail space.



TOD & TIZ ZONING PRECINCTS

TOD SPECIAL DISTRICT

The TOD Special District is intended to ensure the community vision for the station areas through zoning standards that enable and promote transit-oriented development.

The **TOD**, or transit-oriented development, precincts are generally within 1/4 mile of the stations, or in areas with greater development potential. The areas will likely be developed sooner and should include larger building forms and higher-intensity mixed-use, employment and residential options.

The **TIZ**, or transit-influenced zone, precincts are located beyond the TOD core, between 1/4 mile to 1/2 mile from the stations and should be less intense by nature. Properties within the TIZ precincts will most likely redevelop over a longer time frame and should include smaller buildings that "step down" to meet surrounding lower density neighborhoods.



Green Street - Portland, OR

Green Street w/ Stormwater - Portland, OR

GREEN STREETS

It is recommended that green street principles be adopted. A green street is defined as a street that uses vegetated facilities to manage stormwater runoff at its source. A green street is a sustainable stormwater strategy that meets regulatory requirements and resource protection goals by using a natural systems approach to manage stormwater, reduce flows, improve water quality and enhance watershed health.

Green streets have the potential to:

- Reduce polluted stormwater entering East Kapolei's streams and ultimately Pearl Harbor
- Divert stormwater from the sewer system and reduce basement flooding, sewer backups and combined sewer overflows to Pearl Harbor
- Reduce impervious surface so stormwater can infiltrate to recharge groundwater and decrease surface water run-off
- Increase urban green space
- Improve air quality and reduce air temperature
- Reduce demand on the City and County's sewer collection system and the cost of constructing expensive pipe systems
- Address requirements of federal and state regulations to protect public health and restore and protect watershed health



TOD ZONING PRECINCTS

Required parking in the TOD Precincts:

Use	Parking Requirement
Multi-Family Dwelling	1 per unit
Auditoriums	1per 300sf
Business Services	1per 500sf
Eating & Drinking Establishments	1 per 300sf of drinking area over 1,500sf plus 1per 400sf of kitchen and other areas
Financial Institutions	1 per 600sf over 4,000sf
Hotels	1 per 4 units
Medical Clinics	1 per 600sf over 4,000sf
Medical Laboratories	1 per 600sf over 4,000sf
Meeting Facilities	1 per 300sf
Offices, Other	1 per 600sf over 4,000sf
Personal Services	1 per 600sf over 4,000sf
Retail, Other	1 per 600sf over 4,000sf
Sales	1 per 1,200sf

Recommended Maximum Building Heights in the TOD Precincts:

- Ho'opili Station area:**
- Buildings in the TOD Precinct should not exceed 90 feet.
- UHWO Station area:**
- Buildings in the TOD Precinct, east and west of Kualakai Parkway should not exceed 90 feet.
- East Kapolei Station area:**
- Buildings in the TOD Precinct should not exceed 90 feet.

TIZ ZONING PRECINCTS

Required parking in the TIZ Precincts:

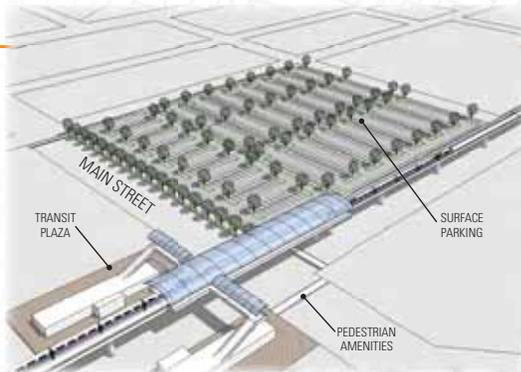
Use	Parking Requirement	Use	Parking Requirement
Multi-Family Dwelling	Plus 1 guest parking stall per 10 units	Repair Establishments, Minor	1 per 500sf
Less than 800sf	1 space	Wholesaling & Distribution	1 per 1,000sf
Between 800sf-1,200sf	1.5 spaces	Recreation Facilities	1 per 200sf
1,200sf and over	2 spaces	Art Galleries, Museums, Libraries	1 per 400sf
Commerce & Business	1 per 500sf	Auditoriums, Meeting Facilities & Theaters	1 per 75sf of assembly space
Business Services	1 per 500sf	Day-Care Facilities	1 for each 10 care recipients of design capacity
Convenience Stores / Food & Grocery Stores	1 per 400sf	Schools: Elementary & Intermediate	1 for each 20 students of design capacity plus 1 per 400sf of office floor space
Data Processing Facilities	1 per 800sf	Schools: High, Language, Vocational, Business, Technical & Trade	1 for each 10 students of design capacity plus 1 per 400sf of office floor space
Eating & Drinking Establishments	1 per 300sf	Automobile Service Stations	3 per repair still
Shopping Center	1 per 400sf	Broadcasting Stations	1 per 400sf
Dwellings, Detached, Duplex	2 per unit plus 1 per 1,000sf over 2,500sf		
Hotels	1 per unit		
Industrial	1 per 1,500sf		

Recommended Maximum Building Heights in the TIZ Precincts:

- Ho'opili Station area:**
- Buildings in the TIZ Precinct should not exceed 60 feet.
- UHWO Station area:**
- Buildings in the TIZ Precinct should not exceed 60 feet.
- East Kapolei Station area:**
- Buildings in the TIZ Precinct should not exceed 60 feet.
- Kualakai Parkway Height Allowance Overlay - Due to the scale of Kualakai Parkway, buildings that front it will be allowed taller height limits. Consideration should be given to allowing up to 120 feet as an incentive to providing community benefits. This area is envisioned as a campus gateway, and the increased building height can serve as a celebration of the importance and energy of UHWO.

In accordance with the Ewa Development Plan, phasing needs to be carefully orchestrated to support the vision for Ewa. Appropriate phasing will maximize the effect of investment in infrastructure, guiding development in critical areas and public investment, incorporating the Plan priorities and evaluating progress. The East Kapolei Neighborhood Plan is phased in such a way that it respects the guidelines laid out by the Ewa Development Plan.

The High-Capacity Transit Corridor is a top priority for the Ewa Plan, and the East Kapolei Plan is based on the development of such a corridor. Below is a sample phasing program for a prototypical block at the Ho'opili Station that uses the rapid transit system as a baseline. However, the phasing strategies can be applied to each of the station areas as development occurs.



PHASE 1

Phase 1 begins with the construction and opening of the transit station. Blocks adjacent to the station may be used as surface parking / park 'n rides to serve users of the transit line. These surface lots will be attractively landscaped to enhance user satisfaction and reduce the heat island effects that can occur with large paved areas. In addition, street trees will be added to the first portion of the "Main Street" to be developed. To help create a pleasant walking environment for pedestrians, crosswalks and sidewalks will be provided at this time.



PHASE 2

Phase 2 introduces the first mixed-use building on the primary corner of the station area. This building will attract businesses, and residents. It will act as an anchor and catalyst for the area. The remainder of the site will remain a surface parking lot to serve both the mixed-use building and the transit riders until further development can occur.

There will be residences or office space available on the upper floors of the building, while the first floor begins to establish the vibrant, pedestrian friendly streetscape with attractive storefronts and cafes. The riders utilizing the transit stop will help to support the first business tenants as they move from the station to the parking lot beyond.



PHASE 3

Phase 3 adds a second mixed-use building extending the "Main Street" facade. This street will cater to the pedestrian with an active ground floor including retail, restaurants and cafes. The "Main Street" will help to establish the station area's identity and provide an amenity for residents and workers.

In addition, Phase 3 also develops the first residential-only building. The residents of this building will help to support the businesses in the mixed-use buildings. This will be an attractive place for potential residents because of its proximity to shops and transit. The residences closest to the transit station will be at a premium because of the amenity that it provides, not only with the rail service but also to the greenway running below the elevated transit line. The greenway will establish an early connection between the neighborhoods being developed along the transit line and further reinforce the principles of both the Ewa Development Plan and East Kapolei Neighborhood TOD Plan.

The greenway is also fully developed at this phase with landscaping, trees and the complete bikeway. People utilizing the bikeway will be connected to each of the station areas in the East Kapolei Neighborhood TOD Plan and can easily travel from one "Main Street" to the next thus fostering the critical regional connection.



PHASE 4

Phase 4 represents full build-out. The entire block is complete and the surface parking has been replaced by more residential buildings and a parking structure that will serve the entire site as well as transit riders. The full build-out block represents a dynamic and cohesive development. The residents support and are attracted by the mixed-use 'main street' which is fully developed and active. A vibrant, pedestrian oriented streetscape awaits visitors, users of the transit line and residents. In addition, the courtyards will provide residents with their own semi-private green space, or, if they chose, they can utilize one of the nearby neighborhood parks.