

Aiea-Pearl City

City and County of Honolulu



TOD Special District & Zoning

Planning Commission

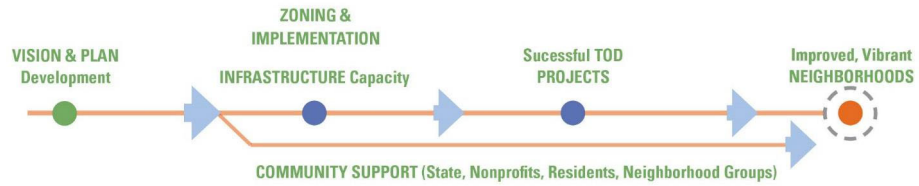
July 13, 2022

Presentation Outline

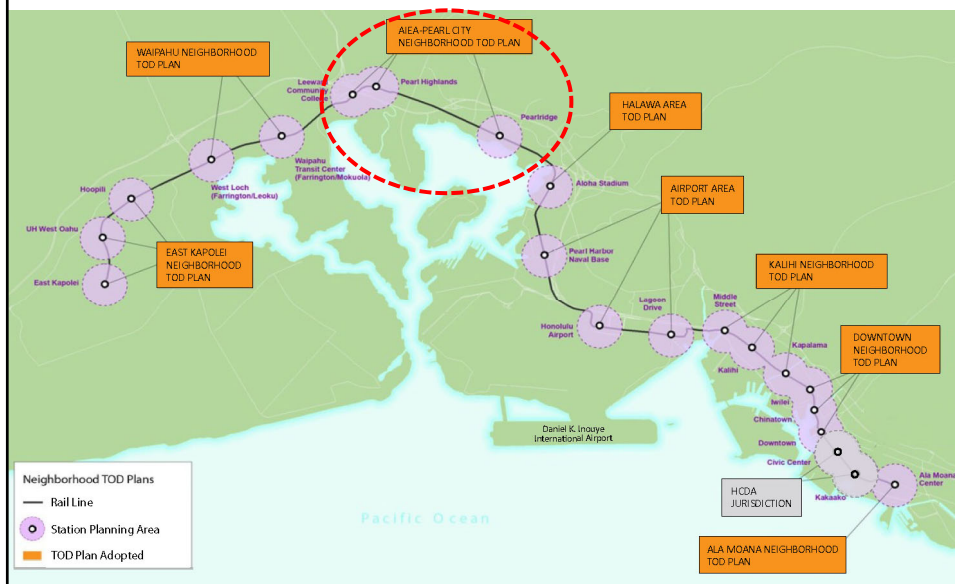
- TOD Program Overview
- Planning and Research Background
- Proposed Zone Changes
- Proposed Special District



TOD Program Overview



Neighborhood TOD Planning



TOD Plan Principles

- Create access and views to water and Pearl Harbor Historic Trail
- Encourage workforce housing
- Create a comfortable and lively pedestrian environment
- Provide multimodal access to and from the stations
- Develop new and enhance existing open space amenities

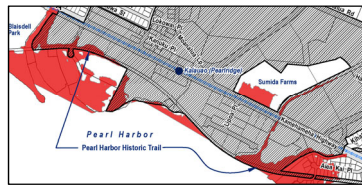


TOD Special District – Primary Design Objectives

1. Develop the **Kalauao** (Pearlridge) station area as a **major urban center and regional destination** with opportunities for new high-density residential and commercial development that **enhance access and views** to the area's natural features
2. Preserve **views of Pearl Harbor** from Kaonohi Street
3. Create **additional housing units, improved access and amenities** along the Pearl Harbor Historic Trail, and **new waterfront open spaces** in the area makai of Kamehameha Highway
4. Transform the existing parking lots and low-density commercial uses near the **Waiawa** (Pearl Highlands) station area into a **walkable, pedestrian-oriented environment** by allowing new high-density development
5. Promote the area as an **attractive place to live and work** by emphasizing and improving amenities like the Pearl Harbor Historic Trail, the University of Hawaii Urban Garden Center, and the wide variety of local shopping and dining
6. Improve **access to regional transportation** options, especially pedestrian and bicycle access to the Pearl Harbor Historic Trail from public streets
7. Promote the vision of the **Halaulani** (Leeward Community College) station area as a **college-oriented neighborhood** that provides new housing, services, transportation options, and gathering places for students, faculty, and area residents

Coastal Hazards Considerations

- Relatively new area of study with limited guidance
- No TOD Special District or zoning proposed if property over 50% impacted by projected sea level rise
- TOD Special District and limited zoning proposed if property under 50% impacted by projected sea level rise
- Site layout modification possible through TOD Special District permit if coastal hazards, such as sea level rise, impact site
- Reviewing projects on impacted properties on case-by-case basis as more policies and regulations being developed



Proposal Overview

- 3 rail station areas
 - Halaulani (LCC), Waiawa (Pearl Highlands), Kalauao (Pearlridge)
- Extending TOD Special District
 - Key street and view corridor designations
 - Permits bonus FAR and height for community benefits
- Zone changes to allow more mixed uses
 - Maximum base and bonus heights listed on map
 - Heights taper downslope and away from station

Public Participation

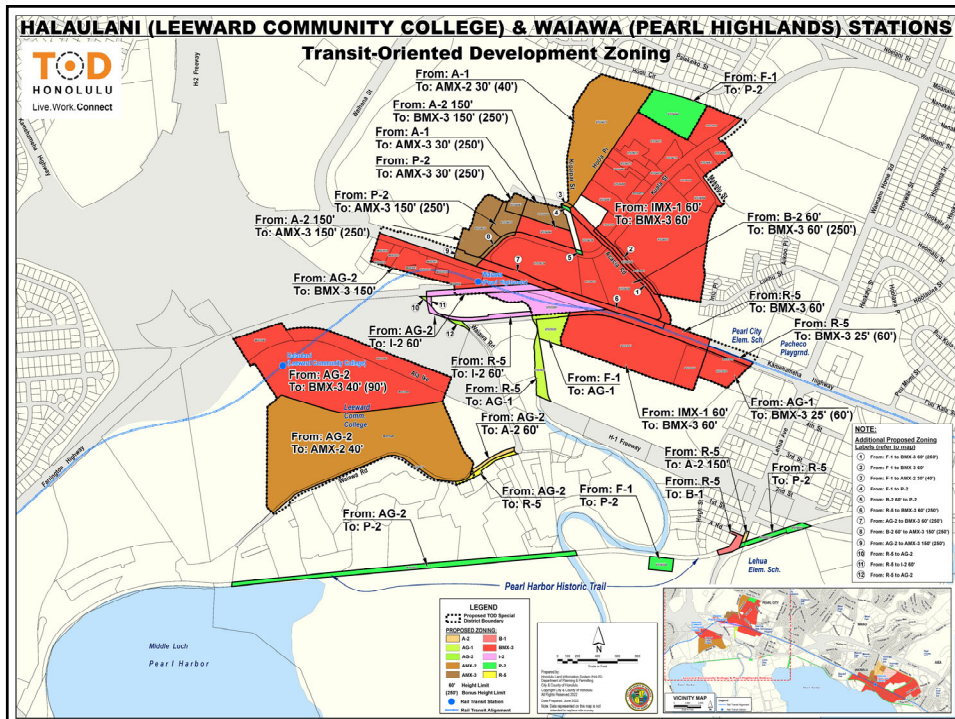
- Aiea-Pearl City TOD Plan
 - 4 public workshops
 - Planning Commission public hearing
 - City Council public hearing → adopted via Resolution 14-71, FD1
- Aiea-Pearl City TOD Special District Regulations and Zoning
 - Notification letters to affected property owners
 - Zone change properties
 - Special district properties
 - Properties within 300 feet
 - Standard RFCs: neighborhood boards, agencies, community orgs
 - Public workshop: January 2018
 - Planning Commission public hearing: July 2022
 - City Council public hearing: TBD

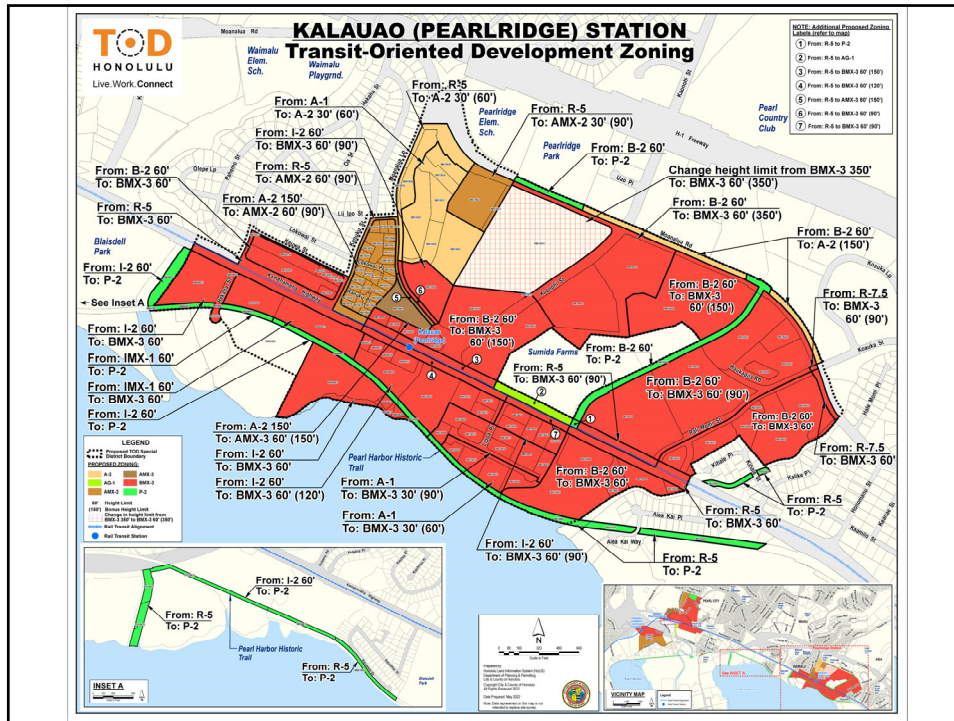
Proposed Zoning Map Changes

- Not all areas from TOD Plan being rezoned
- Incorporating mixed use zoning
 - Commercial activities at street level, residential on upper floors
 - Enliven town centers
 - ✓ Streets used at different times of the day
 - ✓ People can live, work, play, and shop in same area
- Building heights
 - Up to 90 feet in Halaulani (LCC) station area
 - Up to 250 feet in Waiawa (Pearl Highlands) station area
 - Up to 350 feet in Kalauao (Pearlridge) station area
 - Slight increases following public input
 - Community benefits required to utilize bonus heights

Mixed Use Zoning Districts

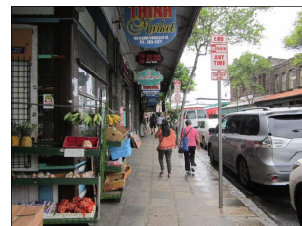
- Apartment Mixed Use (AMX)
 - Allows some commercial uses in areas where mostly apartments are (or will be) located.
- Business Mixed Use (BMX)
 - Allows residential uses close to employment and retail.





TOD Special District – Objectives

- Mixture of density and activity
- Maximize transit ridership
- Alternative modes of transportation
- Connectivity and convenient access
- Quality urban design
- Streetscape amenities
- Mix of housing: affordable and rental
- Publicly accessible/useable spaces
- Economic enhancement



TOD Special District – Features

- Regulates building placement and site layout/function, not design focused
 - Buildings near sidewalk/street, parking in back
 - Active ground floor uses and transparency
- Off-street parking optional near transit (TOD areas)
- Density and height bonuses
 - Exchanged for community benefits (e.g., affordable housing, streetscape improvements, parks)
- Skip to building permit if can comply with standards
 - Applies to new things, not existing
 - Permits for activity/use (e.g., increasing density or height)

Community Benefits

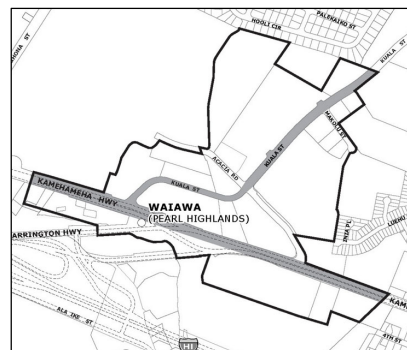
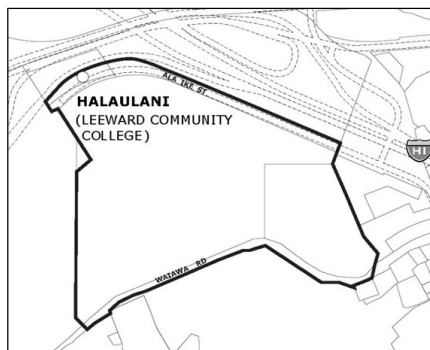
Project elements that will mitigate impacts of greater heights, greater densities, or modifications to special district development standards.

- Affordable housing
- Open space and parks
- Right-of-way improvements
- Financial contributions to existing community amenities or public uses
- Facilities that enhance multi-modal transportation and the pedestrian experience

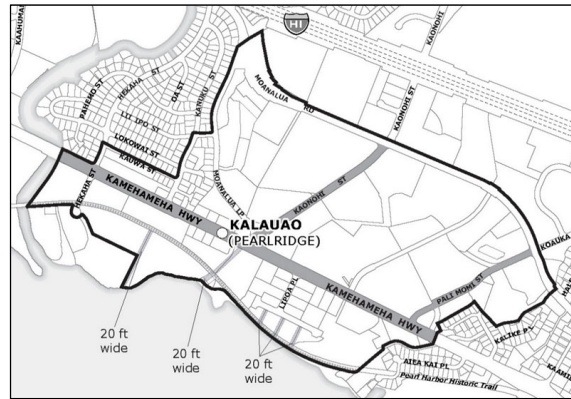
TOD Special District – Nonconformities

- Nonconforming Structures: Up to 90% replacement value, new floor area must comply
- Nonconforming Uses: May be expanded on site, but no new floor area allowed
- Nonconforming Site Development: Repairs okay, but new structures must comply

Proposed TOD Special District & Key Streets

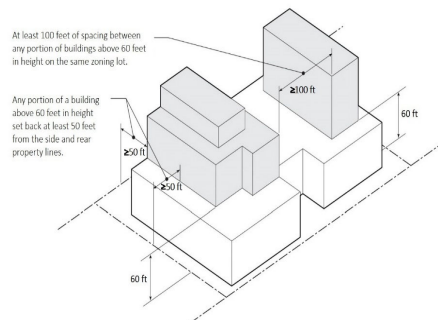


Proposed TOD Special District, Key Streets, & View Corridors



TOD Special District – Proposed Setbacks & Orientation

- Max front setback along Highways: 15 feet
- Buildings above 60 feet: setback 50 feet from side and rear, or 100 feet between towers
- Setback modifications under certain circumstances
- Buildings above 40 feet: mauka-makai alignment



TOD Special District – Proposed FAR & Height Bonuses

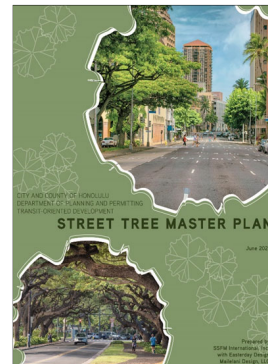
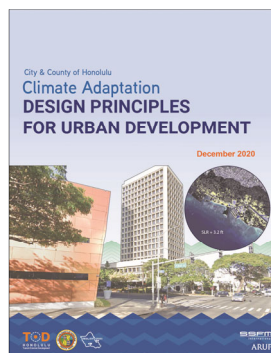
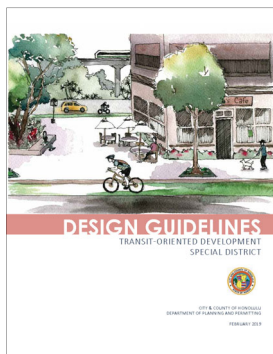
Floor Area Ratios

	BMX-3 and B-2 Districts	Apartment and Apartment Mixed Use Districts	Industrial and Industrial Mixed Use Districts
Base FAR	2.5	Refer to Table 21-3.3	Refer to Table 21-3.5
Maximum FAR with Minor Special District Permit	3.5	1.2 x Base FAR	1.2 x Base FAR
Maximum FAR with PD-T Approval	7.0	2.0 x Base FAR	2.0 x Base FAR

Heights

Maximum Height with Minor Special District Permit	60 feet over the base height limit; or twice the base height limit, whichever is less
Maximum Height with Major Special District Permit	120 feet over the base height limit; or three times the base height limit, whichever is less
Maximum Height with PD-T Approval	More than 120 feet over the base height limit; or more than three times the base height limit, whichever is less

Developer Resources



www.honolulu.gov/tod/projects/dev-resources



Mahalo!
Questions / Comments?

www.honolulu.gov/tod



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