

City and County of Honolulu



TOD Special District & Zoning Aiea-Pearl City

Public Meeting • January 24, 2018

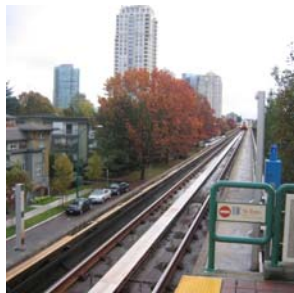
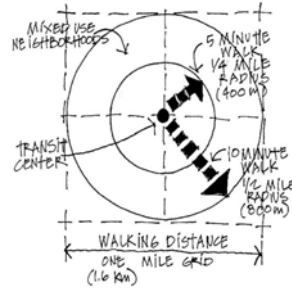
Presentation Overview

Transit-Oriented Development (TOD)

- TOD Background
- Planning and Implementation
- Tonight's Focus:
 - Zoning
 - Special District Regulations

What is TOD?

Transit-oriented development is compact, mixed-use development within easy walking distance of a transit station



A Tale of Two Programs

TRANSIT - HART

- Rail Alignment
- Build Stations
- Apply for Permits
- Land Acquisition
- Adjust Streets
- Public Outreach



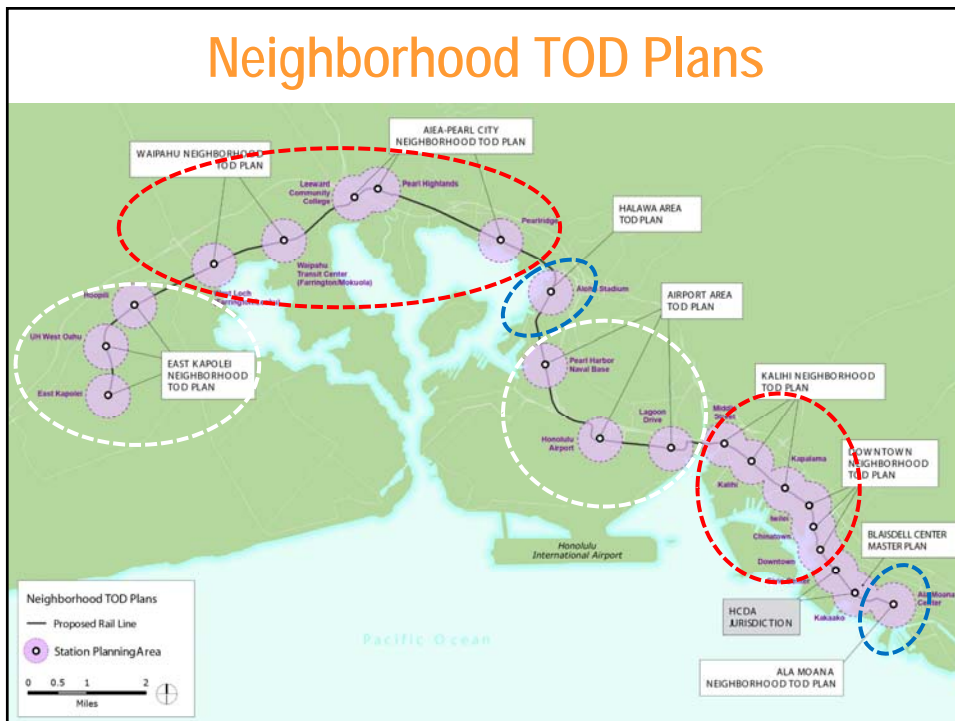
TOD - DPP

- Neighborhood Planning
- Build PPPs
- Process Permits
- Develop Zoning
- Circulation Proposals
- Public Outreach

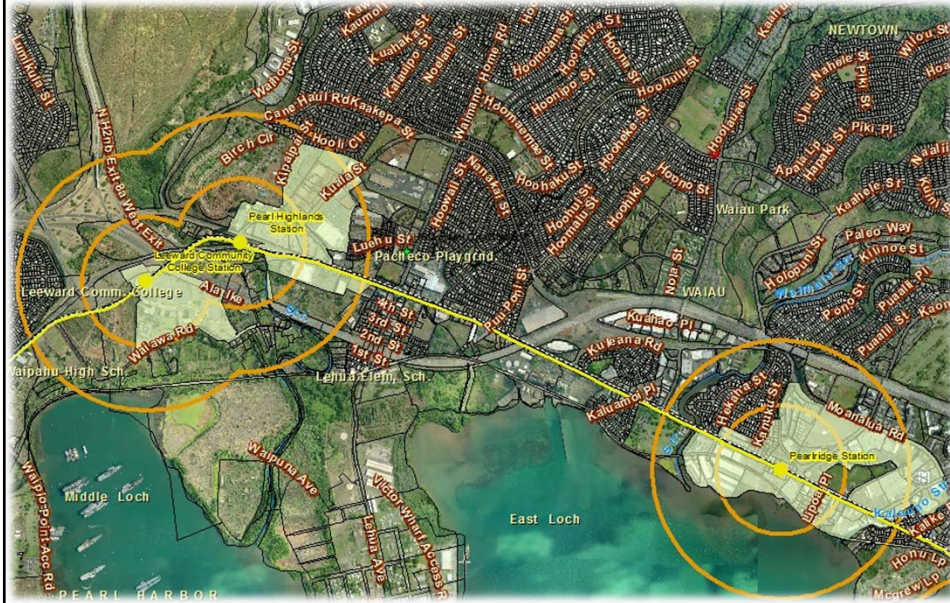


TOD Planning

Neighborhood TOD Plans



Aiea-Pearl City Neighborhood TOD Special District



Aiea-Pearl City Neighborhood TOD Plan Station Area Principles

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



Aiea-Pearl City Neighborhood TOD Plan Station Area Visions

- **LCC:** College-oriented neighborhood
- **Pearl Highlands:** Shopping district
- **Pearlridge:** Major urban center and regional destination



Aiea-Pearl City Neighborhood TOD Plan Land Use Summary

- TOD areas should have a mix of land uses
- Higher densities and heights concentrated near stations;
lower farther away
 - Modified for Pearlridge station area to preserve downslope views
- Recreational/open space
 - Pearl Harbor Historic Trail
 - UH Urban Garden Center
 - Sumida Farm



TOD Implementation



- Finalize and adopt TOD Plans
- **TOD special district and zoning**
- Affordable housing strategy
- Financial and incentive tools
- Partner roles
- Catalytic projects and infrastructure



TOD Zoning

Proposed Zoning Map Changes

- Based on TOD Plan
- Mostly AMX+BMX districts with new bonus heights and density
 - Base heights the same
 - Community benefits required to utilize bonus heights
- Mixed-Use Zoning
 - Allows for commercial or industrial activities at street level, residential on upper floors
 - Enlivens town centers
 - ✓ Streets used at different times of the day
 - ✓ People can live, work, play, and shop in same area

Mixed Use Zoning Districts

- Apartment Mixed Use (AMX)
 - Allows some neighborhood-oriented 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 Regulations

Special District – Objectives



- Mixture of density and activity
- Maximize transit ridership
- Improved walking and biking
- Connectivity and convenient access
- Quality urban design
- Streetscape amenities
- Mix of housing: affordable and rental housing
- Publicly accessible/useable gathering spaces

Special District

- Part of Land Use Ordinance: Sec. 21-9.100, ROH
 - Linked to effective date of affordable housing requirement under City Council review
- Expanding boundaries to include: LCC, Pearl Highlands, and Pearlridge station areas
- Proposing prohibition of the following uses within ¼ mile of a station on a key street:
 - *New* repair establishments-minor in Business and Business Mixed-Use zoning districts
 - *New* drive-thru facilities in all zoning districts
 - *New* automobile service stations

Special District – Key Streets



Special District – Key Streets Use Requirements

Ground floors on **key streets** must be active.



Good



Not Good

Special District – Key Streets Design Requirements

New store fronts on **key streets** must be transparent.



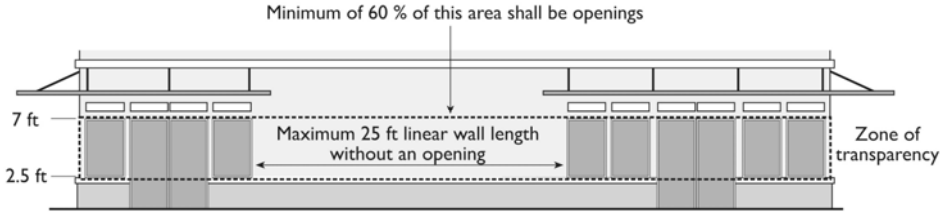
Good



Not Good

Special District – Key Streets Design Requirements

New store fronts on **key streets** must be transparent.



Special District – Key Streets Design Requirements

New buildings on **key streets** must be close to the sidewalk and street corners to create a lively streetscape.



Good

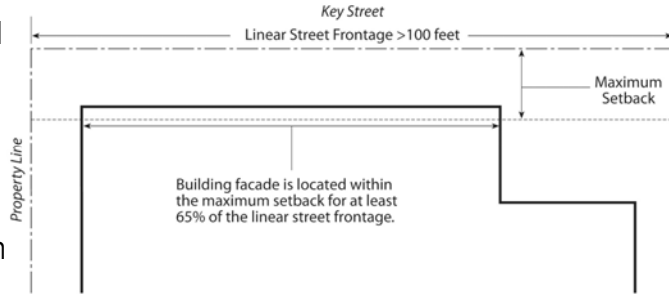


Not Good

Special District – Key Streets Design Requirements

New buildings on **key streets** must be close to the sidewalks.

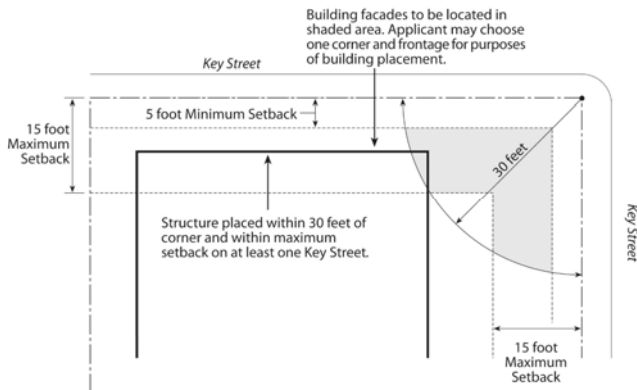
- New maximum and minimum building setbacks.
- 65% to 75% of façade must be in the setback depending on width of the property.



Special District – Key Streets Design Requirements

New buildings on **key streets** must be close to street corners.

- New buildings on street corners must be located within 30 feet of a the corner.



Special District – All Streets Front Yards

Front yards can be paved as extensions of the sidewalk.



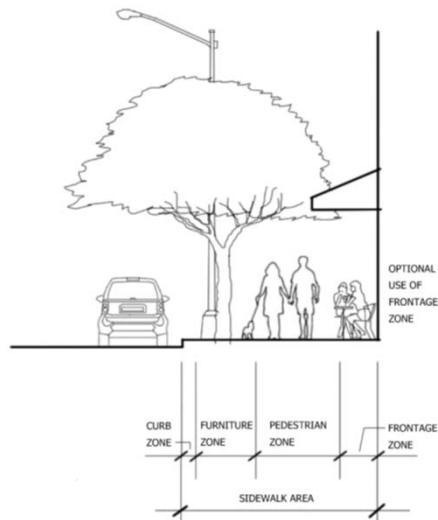
Good



Also Good

Special District – All Streets Front Yards

- Paved yards are easier to keep clean and can be used to attract customers with merchandise displays, dining, benches, bike racks or other public amenities.



Special District – All Streets Building Facades

New buildings with entrances facing the street, few blank walls, and lots of windows are safer to walk by and create a lively pedestrian experience.



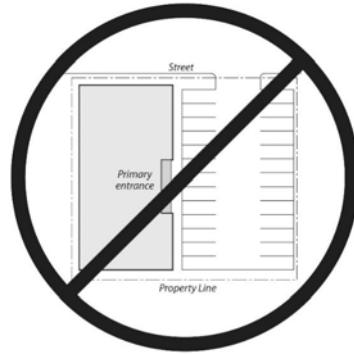
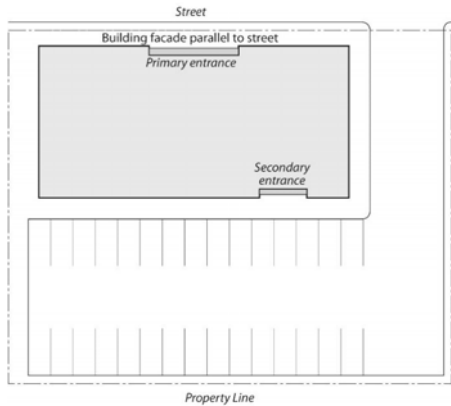
Special District – All Streets Parking

On-site parking requirements are reduced or eliminated.

No Parking Required for Commercial or Industrial Uses	
Parking for Residential Uses	# of Stalls Required
• 300 sq. ft. or less	0
• 301 – 600 sq. ft.	0.5
• 601 – 800 sq. ft.	0.75
• 800 sq. ft. and over	1

Special District – All Streets Parking

New parking lots should
be behind buildings.



Special District – All Streets Parking Structures

New parking structures must
have active, commercial uses on
the ground floor.



Special District – All Streets Bicycle Standards

New development will need to provide on-site parking for bicycles.

	Long-term Bike Parking	Short-term Bike Parking
Residential	1 bike space per 2 residential units	1 bike space per 10 residential units, or a min. of 10 bike spaces
Non-residential	1 bike space per 1,200 sf of floor area, or 1 bike space per 30 car stalls	1 bike space per 2,000 sf of floor area, or 1 bike space per 10 car stalls

Special District – Key Streets Design Requirements

Walls in front yards are limited to 3 feet in the AMX zone.



Good



Not Good

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.

Special District – Nonconformities

“Nonconforming site development” means...

Structures and uses comply with zoning standards, but not new special district requirements for building locations, entrances, transparency, and parking location.

Special District – All Streets Height & Density Bonuses

- Taller, more compact buildings encourage people to use transit.
- For increased height & density, developers will provide community benefits.



Community Benefits

“Those project elements which will mitigate impacts of greater heights, greater densities, or modifications to special district development standards.”

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

Special District Permits

- Special District regulations specify where/what can be built
- Design Guidelines assist with compliance
- Activity or Use on property dictates type of permit:
 - Exempt
 - Minor
 - Major
 - Planned Development-Transit
- Streamlined process to get to building permit

Next Steps

- Draft proposal - comment period through March 2018
- Final proposal, with any revisions, submitted to Planning Commission in spring 2018
- Planning Commission public hearing and recommendation submitted to City Council in spring/summer 2018
- City Council public hearing and final decision



Questions / Comments?

www.honolulu.gov/tod

Phone: 768-8012



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