

Authorization: Dawn Takeuchi Apuna
Director
Advertisement: July 14, 2023
Public Hearing: July 26, 2023

DEPARTMENT OF PLANNING AND PERMITTING
KA 'OIHANA HO'OLĀLĀ A ME NĀ PALAPALA 'AE
CITY AND COUNTY OF HONOLULU

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July 10, 2023

MEMORANDUM

TO: Pane Meatoga, III, Chair
and Members of the Planning Commission

FROM: Dawn Takeuchi Apuna, Director
Department of Planning and Permitting (DPP)

SUBJECT: Halawa Area Transit-Oriented Development (TOD)
Land Use Ordinance (LUO) Amendment to TOD Special District

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In accordance with enabling Ordinance 09-4, relating to TOD, we are pleased to transmit two zoning bills to implement the adopted Halawa Area TOD Plan. These bills cover one additional rail transit station area and propose the following:

- Zone changes for Halawa (Aloha Stadium) station area, approximately 227 acres; and
- Amendments to LUO Article 9 (Revised Ordinances of Honolulu [ROH] Chapter 21) TOD Special District that incorporate the same station area and certain updates.

Each proposed bill is accompanied by a staff report and recommendations. This memorandum frames the amendments within the larger context of the City's TOD efforts. Ordinance 09-4 states, in part, that "... a general land use scheme must be created that provides for a deliberate, inclusive process to plan for TOD so that well-defined, meaningful, and appropriate regulatory and incentive programs can be adopted for each area around a transit station or type of station." The DPP has followed such a process to develop the neighborhood TOD plans and is recommending approval of the proposed zone changes and LUO amendments.

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Land Use Planning

The neighborhood TOD plans identify opportunities for new development, orderly growth, and improved accessibility around the rail transit stations. Each plan covers one to three station areas, and addresses land use, circulation, urban design, housing, community facilities, parking, pedestrian amenities, historic and cultural enhancements, and infrastructure. The neighborhood TOD plans are aligned with the Oahu General Plan and regional development plans. All of the neighborhood TOD plans have been adopted by the City Council.

As discussed in the attached zone change report, the DPP has analyzed all TOD properties along the entire rail transit corridor for sea level rise impacts. If over half of a property is impacted by the referenced 3.2 feet of projected sea level rise, it is being excluded from the TOD Special District and zone changes, even if recommended in its neighborhood TOD plan, since policies and regulations are still being developed to more fully address impacts. The Halawa TOD area is not impacted.

Regulations and Community Benefits

The proposed LUO amendments and zoning map changes will help direct and manage growth around the rail transit stations. One of the most important changes involves rezoning from single to mixed uses. The City-initiated zone changes will expand the types of allowable uses and are intended to stimulate appropriate development activity around the stations.

The proposed TOD zoning for Halawa generally provides additional development rights to incentivize TOD and achieve desired community benefits. Any height increase over the current limits will be a bonus height. Bonus height and density are regulated through the TOD Special District within the LUO and require the provision of community benefits (e.g., affordable housing and streetscape improvements), which help further implement the neighborhood TOD plans.

The TOD Special District is designed to supplement or modify the underlying zoning district regulations to promote TOD (e.g., front yard requirements are relaxed to allow outdoor dining), while providing opportunities for review and comment on major projects. It also specifies site layout and ground-floor building design requirements to promote walkable, active streetscapes, and usable public space. These development standards are intended to improve the pedestrian experience around the rail transit stations, especially along designated "key streets," which are expected to handle the most pedestrian and business activity.

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An island-wide affordable housing requirement (AHR), pursuant to ROH Chapter 29, imposes higher percentages of affordable housing on for-sale residential projects seeking TOD bonuses, among other factors. Whereas prior zone change applicants executed unilateral agreements to provide affordable housing, the AHR will apply to projects in these City-initiated TOD zone change areas that meet the applicability criteria stated in ROH Chapter 29. As mentioned, projects can also provide additional affordable housing as a community benefit to receive bonus height and/or density through TOD permits. Various ordinances have created financial and other incentives to develop affordable housing.

The TOD Special District and zoning were already adopted for the two Waipahu station areas through Ordinances 17-54 and 17-56, respectively; and for the three Aiea-Pearl City station areas through Ordinances 22-29 and 22-30, respectively. Through this and future submittals, zoning and the TOD Special District will be expanded to incorporate additional station areas, based on the recommendations of the adopted neighborhood TOD plans. Upcoming TOD neighborhood submittals will focus on the initial rail transit service areas.

Participatory Process

The neighborhood TOD plans were developed with extensive community engagement. Further engagement occurred for the LUO and zone change proposals. The Aiea and Aliamanu-Salt Lake-Foster Village-Airport Neighborhood Boards did not take a position on the proposals. The TOD website (www.honolulu.gov/tod) provides additional opportunities to obtain information and provide input on TOD items, such as projects and proposed regulations.

Recommendation

The DPP has found the LUO and zone change proposals to be consistent with State and City land use plans and policies. Therefore, the DPP recommends approval. Please review the reports and recommendations and then forward them, together with your findings and recommendation through the Mayor, to the City Council.

Thank you for your continued support of these efforts.

Enclosure(s)

cc: Mayor Rick Blangiardi
Michael D. Formby, Managing Director
Council Chair Tommy Waters

LUO AMENDMENT RELATING TO THE TRANSIT-ORIENTED DEVELOPMENT SPECIAL DISTRICT

I. Introduction

The Transit-Oriented Development Special District (TOD SD), adopted under Ordinance No. 17-54, established the overall regulatory framework for the entire rail corridor. It also established development standards to facilitate transit-enhanced neighborhoods around the Hoaeae (West Loch) and Pouhala (Waipahu Transit Center) rail stations. Ordinance No. 22-29 expanded the TOD SD by adding three rail station areas: Halaulani (Leeward Community College), Waiawa (Pearl Highlands), and Kalauao (Pearlridge). Ordinance No. 22-29 also added new regulations, which identified important view corridors, established tower separation and building orientation standards, and clarified TOD SD permit requirements for height and density bonuses.

The current proposal will expand the TOD SD by adding the Halawa (Aloha Stadium) station area based on specific recommendations in the Halawa Area TOD Plan (TOD Plan). Adjustments to existing regulations based on our experience implementing the TOD SD are also proposed. Most of the proposed changes will apply to the entire TOD SD. Specifically, the proposed amendments to the Land Use Ordinance (LUO) will:

- Add a new exhibit to show the new station area and key streets;
- Add a section about the primary design objectives of the area covered under the TOD Plan; and
- Clarify the permit requirements for height bonuses and minor additions within the TOD SD.

II. Halawa Area TOD Plan

On December 9, 2020, the City Council adopted the TOD Plan under Resolution No. 20-224, CD1. The TOD Plan area includes the Halawa (Aloha Stadium) station area. The proposed LUO amendment will expand the TOD SD to include this station area. A separate bill with zoning map amendments to establish mixed-use zoning districts and height limits in the new station area is being transmitted to the City Council via the Planning Commission in concert with these LUO amendments.

The LUO will summarize the primary design objectives and priorities of the TOD Plan area, as summarized below:

- Develop a TOD-oriented sports and entertainment district tied to the stadium in the Halawa (Aloha Stadium) station area;
- Establish a gateway corridor connecting the rail station and stadium; and
- Concentrate an eclectic mix of street-level retail with consistent frontage along Salt Lake Boulevard.

III. Public Meeting and Request for Comments

On May 16, 2023, the Department of Planning and Permitting (DPP) presented the proposed LUO and zoning map amendments during a community meeting at Aiea Elementary School. Property owners impacted by the proposed changes and those within 300 feet of the proposed changes were notified of the meeting by mail. In addition, requests for comments were mailed to agencies and community organizations. The DPP did not receive any written comments related to the proposed LUO amendments of the TOD SD. The accompanying report for the zoning map amendments includes further discussion.

IV. TOD SD Project Classifications

A minor change is proposed to update Table 21-9.8, TOD SD Project Classification Table. Based on our experience with implementing the TOD SD regulations, we found that on project sites larger than one acre, minor additions along key streets would require a Major TOD SD permit due to the general language of “additions”. Generally, minor additions do not need the level of detail, analysis, and scrutiny of a major permit. Therefore, we recommend that a project classification be added for “minor additions to existing structures or construction of new accessory structures on sites one acre or more in size.” Items that could be considered as minor additions or accessory structures include, but are not limited to, new photovoltaic structure, new canopy structures or awnings, or storage room additions to existing structures. Essentially, a minor TOD SD Permit would be required for such projects when proposed along identified key streets within a rail station area. Adding the project classification ensures that TOD SD objectives, principles, and designs are achieved, while streamlining our permit processing. This would apply to all TOD SD areas.

V. Conclusion

The expansion of the TOD SD into the area covered under the TOD Plan builds upon and improves the existing TOD SD. Once this draft bill is passed:

- One new station area will be added to the TOD SD (identifying additional key streets may be necessary as large properties develop with new roads, such as the stadium site);
- The primary design objectives for the station area will be spelled out; and
- The TOD SD height bonuses and permit project classifications will be clarified.

We recommend passage of the draft bill.



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RELATING TO THE TRANSIT-ORIENTED DEVELOPMENT SPECIAL DISTRICT.

BE IT ORDAINED by the People of the City and County of Honolulu:

SECTION 1. Purpose. The purpose of this ordinance is to expand the transit-oriented development ("TOD") special district to include one additional Honolulu Rail Transit Project station area and to incorporate land use standards and guidelines for that area based on the recommendations in the Halawa Area TOD Plan.

SECTION 2. Section 21-9.100-2, Revised Ordinances of Honolulu 2021 ("Neighborhood TOD Plans"), is amended by adding subsection (i) to read as follows:

"(i) The primary design objectives of the Halawa Area TOD Plan are as follows:

- (1) Develop a TOD-oriented sports and entertainment district tied to the stadium in the Halawa (Aloha Stadium) station area;
- (2) Establish a gateway corridor connecting the rail station and stadium; and
- (3) Concentrate an eclectic mix of street-level retail with consistent frontage along Salt Lake Boulevard."

SECTION 3. Section 21-9.100-8, Revised Ordinances of Honolulu 2021 ("General requirements and development standards"), is amended by amending subsection (a) to read as follows:

"(a) Site development and design standards. Development standards are as established for the underlying base zoning district except as provided below.

- (1) Density and height.*
 - (A) The maximum FAR is as prescribed by the underlying zoning district, unless modified through a special district permit or PD-T permit, through which an applicant may seek approval to exceed the base FAR up to a maximum FAR as follows:*



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	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

- (B) The open space bonus provisions of §§ 21-3.110-1(c) and 21-3.120-2(c) are not applicable.
- (C) In the apartment mixed use districts, the maximum commercial use density and location provisions of § 21-3.90-1(c) and Table 21-3.3 may be modified through a special district permit if the proposed development meets the objectives of the TOD special district, as enumerated in § 21-9.100-6.
- (D) *Height.* For maximum height not prescribed to a zoning district in this chapter, the allowable height is as prescribed on the zoning map ~~[, unless modified through a special district or PD-T permit]~~. An applicant may seek approval to exceed the base height up to the parenthetical height identified as the bonus height limit on the zoning map, where applicable, through a special district or PD-T approval as follows:

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

- (E) Where a TOD special district permit is sought to achieve height or density bonuses, the degree of flexibility requested must be



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commensurate to the community benefits the development will provide for the enhancement of the surrounding area. The highest degree of flexibility may be authorized for those projects that demonstrate:

- (i) The provision of measures or facilities, or both, to promote a highly functioning, safe, interconnected, multimodal circulation system, supporting easy access to, and effective use of the transit system on a pedestrian scale;
- (ii) The provision of open space, particularly usable, safe, and highly accessible public accommodations, gathering spaces, or parks, either onsite, within the TOD station area, or at a public park or gathering space within 400 feet of the same TOD station area boundary; and
- (iii) An appropriate mix of housing and unit types, particularly affordable for-sale or rental housing, or both, located on the project site or within the same rail station area as the project site. Affordable housing provided as a community benefit under this paragraph must be in addition to the affordable housing requirements of Chapter 29, which are based on a percentage of the total number of dwelling units in the principal project, and include higher percentages for IPD-T, PD-T and TOD special district projects seeking bonus height or density, or both.

The above notwithstanding, the completed project must be able to contribute positively to the economic enhancement of the affected area and the city, particularly with regard to providing a broad mix of uses, diverse housing, and diverse employment opportunities, including but not limited to whether the construction workforce employed on all phases of the project will be paid no less than the prevailing minimum wages established for public works projects pursuant to HRS Chapter 104.

- (F) When an applicant seeks to exceed the base height or density through a special district permit, the following conclusions must be made:



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- (i) Additional project elements that provide community benefits beyond what would otherwise be required have been incorporated into the project plan, as described in § 21-9.100-9(e);
 - (ii) The increase in height or FAR is reasonably related to the level of community benefits provided;
 - (iii) The additional FAR or height will not be detrimental to the quality of the neighborhood character or urban design, and will not negatively impact any adopted public views; and
 - (iv) The provision of community benefits in conjunction with the increase in FAR or height will further the goals and objectives of the TOD special district and the applicable neighborhood TOD plan.
- (2) *Building area.* Within the TOD special district, the building area standard for zoning lots in the apartment mixed-use and industrial mixed-use districts, as set forth in Tables 21-3.3 and 21-3.5, respectively, are not applicable.
- (3) *Yards, setbacks, street facade, and building placement.*
- (A) Required yards (in feet) in a TOD special district are as follows:

Required Yard Standards		B-2 and BMX-3 Districts	Apartment and Apartment Mixed Use Districts	Industrial and Industrial Mixed Use Districts
Minimum Front Setback ¹	All Streets	5		
Maximum Front Setback ¹	Non-Key Street	10	None	
	Key Street	10	15	10
	Highway ²	15		

¹ Front setbacks may be modified pursuant to § 21-9.100-8(a)(3)(C).
² For the purposes of this subdivision, "highway" refers to Farrington Highway or Kamehameha Highway. This provision prevails where there are other maximum front setbacks.



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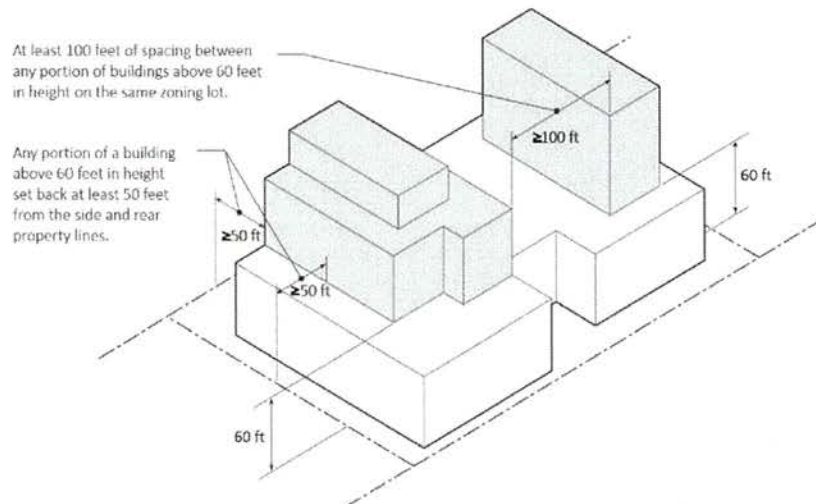
- (B) The maximum setback must be measured from the front property line to the exterior face of the building. See Figures 21-9.3 and 21-9.4
- (C) The minimum and maximum front setbacks may be modified as follows:
 - (i) Buildings may encroach into the front yard; provided that:
 - (aa) A paved public sidewalk at least 8 feet in width fronts the building; or
 - (bb) Other buildings on the same block and sharing the same street frontage are set back less than 5 feet from the property line, and the proposed building location will match the existing setbacks so that the proposed building facade creates a consistent building alignment.
 - (ii) Buildings may be located beyond the maximum setback if the additional setback is necessary to provide for a tree within the property because it is not feasible to provide for street trees within the adjacent right-of-way due to limitations such as the location of existing infrastructure.
- (D) *Street facade and building placement.*
 - (i) On corner zoning lots fronting at least one key street, buildings must be located within 30 feet of such corner. See Figure 21-9.5.
 - (ii) On a zoning lot with a street frontage of 100 feet or less per frontage, the ground floor building facade must be placed within the maximum front setback for at least 75 percent of the linear street frontage. See Figure 21-9.6.
 - (iii) On a zoning lot with a street frontage greater than 100 feet per frontage, the ground floor building facade must be placed within the maximum front setback for at least 65 percent of the linear street frontage. See Figure 21-9.7.
 - (iv) Where a zoning lot fronts two or more key streets, the applicant may designate one of the streets or corners for purposes of street facade and building placement. The



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structure must be placed within the maximum setback on at least one key street. Setback improvements must be provided along all key street frontages, as set forth in § 21-9.100-8(a)(3)(E). See Figures 21-9.8 and 21-9.9.

- (v) Any portion of a building above 60 feet in height must be set back at least 50 feet from the side and rear property lines, and spaced at least 100 feet from any portion of other buildings above 60 feet in height on the same zoning lot, as depicted in the following illustration:



- (vi) To preserve important views, no structures greater than 3 feet in height, except for open work fences, may be constructed in the areas identified as view corridors in the § 21-9.100-12 exhibits. The director may approve uses and structures allowed in standard required yards; provided that no views will be adversely impacted.
- (vii) Buildings above 40 feet in height must be oriented with the long axis aligned in a mauka-makai direction.
- (E) *Setback improvements.*
- (i) For structures within 15 feet of the property line with commercial or industrial uses on the ground floor, the setback area between the property line and the building facade must be improved with a combination of hard



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surface, landscaping that does not obstruct pedestrian access to the setback area, and pedestrian amenities, such as outdoor dining, benches and publicly accessible seating, shade trees, portable planters, trash and recycling receptacles, facilities for recharging electronic devices, Wi-Fi service, bicycle facilities, or merchandising displays.

- (ii) Awnings and other sunshade devices may exceed the 36-inch horizontal projection limit established in § 21-4.30(b), and may encroach into the right-of-way; provided that they meet all requirements of the building codes and do not conflict with any street tree requirements.
- (iii) For ground-floor residential uses, covered porches, stoops, or lanais may encroach into the required front yard. Other portions of the front yard must be landscaped, except for necessary access drives and walkways.
- (F) For zoning lots on key streets in the apartment mixed-use districts, walls and fences located between the property line and the front facade of a building set back 15 feet or less must not exceed 3 feet in height.
- (G) Where a side yard, rear yard, or zoning district boundary line abuts a designated bike-walk greenway, a 10-foot setback must be provided. This setback area must be landscaped or improved with a combination of hard surface, landscaping, and pedestrian amenities, such as benches, shade trees, water fountains, or bicycle facilities to enhance the greenway user experience. The setback area may also be used for convenience or commercial purposes that support the users of the bike-walk greenway, such as outdoor dining, merchandise displays, bicycle repair stations, and refreshment kiosks. No fences, except for openwork fences that do not exceed 4 feet in height, may be erected within the 10-foot setback area. For the purposes of this section, "openwork" means at least 50 percent open.
- (H) If a street tree plan or TOD special district street tree plan exists for the street that fronts the project, the applicant shall install street trees, as required by the director.



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- (l) The standards of this subdivision may be modified through a special district permit if at least one of the following conclusions may be made:
 - (i) Irregular property lines, zoning lot configuration, coastal hazards as projected using best available science, or topography of the zoning lot render the yards, setbacks, street facade, or building placement standards infeasible;
 - (ii) The existing built environment is arranged in such a way that the yards, setbacks, street facade, or building placement standards are incompatible or unreasonable, and better overall design may be achieved by following existing development patterns; or
 - (iii) The proposed building placement provides for publicly accessible, highly usable parks or gathering spaces, and will not detract from the purposes of the TOD special district.
- (4) *Building orientation and entrances.*
 - (A) Building facades must be predominantly oriented to and parallel with the street, property line, or adjacent public spaces. A primary building entrance must be placed on that street frontage. See Figures 21-9.10 through 21-9.12.
 - (B) Where multiple businesses are located along the front facade of the ground floor of a building, each establishment must have a separate entrance on that street frontage.
 - (C) At least one entrance must be placed every 50 feet of the building facade facing a street or pedestrian plaza.
 - (D) The requirements of this subdivision may be modified through a special district permit if irregular property lines, zoning lot configuration, or topography of the zoning lot renders them infeasible.
- (5) *Building transparency, blank wall limits, and required openings for*



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ground-floor facades.

- (A) Building facades within 20 feet of a front or street-facing property line must contain windows, doors, or other openings for at least 60 percent of the building facade area located between 2.5 and 7 feet above the level of the sidewalk. See Figure 21-9.13. Blank walls must not extend for more than 25 feet in a continuous horizontal plane without an opening on the ground floor of a building; provided that:
 - (i) Along key streets, this provision applies to all buildings, except for the portions of a building with residential dwelling units on the ground floor. Residential lobbies are subject to the transparency standard; and
 - (ii) Along non-key streets, structures with residential or industrial uses on the ground floor are exempt from this standard.
 - (B) Openings fulfilling this requirement must be designed to provide views into work areas, display areas, sales areas, lobbies, or similar active spaces, or into window displays that are at least 3 feet deep.
 - (C) Modifications to the building transparency standard may be approved through a special district permit; provided that:
 - (i) The proposed use has unique operational characteristics for which the required windows and openings are incompatible, such as in the case of a cinema or theater; and
 - (ii) Street-facing building facades will exhibit architectural relief and detail, and will be enhanced with landscaping and street furniture, or provide canopies and awnings in such a manner as to create visual interest at the pedestrian level and activate the sidewalk area.
- (6) *Pedestrian walkways.* Walkways with a minimum 5-foot



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unobstructed width must be provided according to the following standards:

- (A) Pedestrian walkways must create internal connections by connecting all buildings on a zoning lot to each other, to onsite automobile and bicycle parking areas, and to any onsite open space areas or pedestrian amenities. See Figures 21-9.14 and 21-9.15;
- (B) Pedestrian walkways must connect the principal pedestrian entryway to a sidewalk on each street frontage;
- (C) Direct and convenient access must be provided to neighboring properties from commercial and mixed use developments on zoning lots 1 acre or more in size whenever possible; and
- (D) Where walkways cross or are parallel to driveways, parking areas, or loading areas, they must be clearly identifiable through the use of different paving materials or other visual markings.”

SECTION 4. Section 21-9.100-11, Revised Ordinances of Honolulu 1990 (“TOD special district-project classification”) is amended by revising Table 21-9.8 TOD Special District Project Classification to read as follows:

“

Table 21-9.8 TOD Special District Project Classification		
Activity/Use	Required Permit	Special Conditions
Major modification, additions, or new construction on sites 1 acre or more in size	M/m	Projects on key streets are major. All others will be minor, unless the director has determined that the project may result in substantial impacts.



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<p align="center">Table 21-9.8 TOD Special District Project Classification</p>		
Activity/Use	Required Permit	Special Conditions
<p><u>Minor additions to existing structures or construction of new accessory structures on sites 1 acre or more in size</u></p>	<p>m/E</p>	<p><u>Projects on key streets are minor. All others will be exempt, unless the director has determined that the Project may result in substantial impacts.</u></p>
<p>[Alterations or repair on sites one acre or more in size]</p>	<p>[E]</p>	
<p>Major modification, alteration, repair, additions, or new construction on sites less than one acre in size</p>	<p>E</p>	
<p>Interior <u>or exterior</u> repairs, alterations and renovations to all structures</p>	<p>E</p>	
<p>Modifications to FAR</p>	<p>M/m</p>	<p>See § 21-9.100-8(a)(1)(A). PD-T approval may be required prior to obtaining a major permit.</p>
<p>Modifications to height</p>	<p>M/m</p>	<p>See § 21-9.100-8(a)(1)(D). PD-T approval may be required prior to obtaining a major permit.</p>



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Table 21-9.8 TOD Special District Project Classification		
Activity/Use	Required Permit	Special Conditions
Modification to the following standards: <ul style="list-style-type: none"> • Yards and setbacks • Street facade and building placement • Building orientation and entrances • Building transparency • Number of parking stalls • Location of above ground surface parking • Location of service area and loading spaces • Bicycle parking • The commercial use density and location provisions in the apartment mixed use districts • Additional commercial density in the apartment mixed use districts. • Reconfiguration of sidewalk area 	m	Where modifications to the standards are otherwise covered in a major permit, the minor permit is not required.
Demolition of structures	E	
Residential units in the IMX-1 district	m	



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Table 21-9.8 TOD Special District Project Classification		
Activity/Use	Required Permit	Special Conditions
Streetscape improvements, including street furniture, light fixtures, sidewalk paving, bus shelters and other elements in public rights-of-way when part of the development of a zoning lot	m/E	If the director has determined that the project may result in substantial impacts to a TOD special district, a minor permit is required; otherwise exempt. Where addressed as part of another permit, a minor permit is not required.
Major above-grade infrastructure improvements not covered elsewhere, including new roadways, road widenings, new substations, new parks and significant improvements to existing parks	m/E	If the director has determined that the project may result in substantial impacts to a TOD special district, a minor permit is required; otherwise exempt.
Minor above-grade infrastructure improvements not covered elsewhere; all below-grade infrastructure improvements; and all emergency and routine repair and maintenance work	E	
<p>A special district permit is not required for activities and uses classified as exempt, as well as other project types that do not fall into one of the categories listed above. These activities and uses, however, must still conform to the applicable objectives and standards of the special district. This conformance will be determined at the building permit application stage.</p> <p>Pursuant to §§ 21-2.110-2, 21-9.100-8(a)(1)(A) and 21-9.100-8(a)(1)(D), PD-T approval may be required prior to obtaining a major special district permit. Where a PD-T or major special district permit are otherwise required, a separate minor special district permit is not required.</p> <p>Legend: Project classification: M = Major; m = Minor; E = Exempt</p>		



CITY COUNCIL

CITY AND COUNTY OF HONOLULU
HONOLULU, HAWAII

ORDINANCE _____

BILL _____

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SECTION 5. Section 21-9.100-12, Revised Ordinances of Honolulu 2021 ("TOD special district boundaries"), is amended by adding subsection (f) to read as follows:

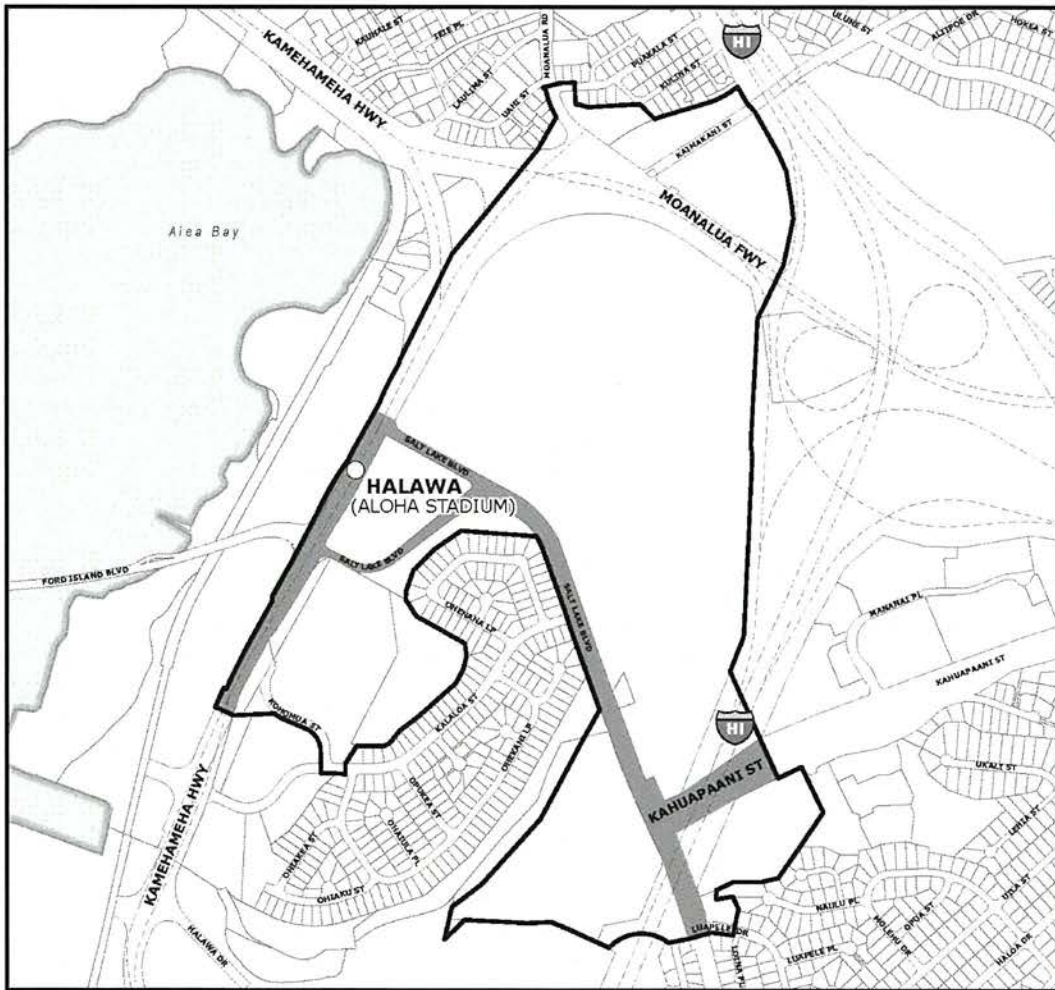
“(f) The Halawa (Aloha Stadium) station area TOD special district boundaries are designated on Exhibit 21-9.24, set forth at the end of this article.”



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SECTION 6. Chapter 21, Article 9, Revised Ordinances of Honolulu 2021 ("Special District Regulations"), is amended by adding a new Exhibit 21-9.24 to read as follows:

**"EXHIBIT 21-9.24
Halawa (Aloha Stadium) Station Area**



Halawa TOD Area



LEGEND

- TOD Special District Boundary
- Key Street
- Rail Station

”



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SECTION 7. Ordinance material to be repealed is bracketed and stricken. New material is underscored. When revising, compiling, or printing this ordinance for inclusion in the Revised Ordinances of Honolulu, the Revisor of Ordinances need not include the brackets, the material that has been bracketed and stricken, or the underscoring.

SECTION 8. This ordinance takes effect upon its approval.

INTRODUCED BY:

DATE OF INTRODUCTION:

Honolulu, Hawai'i

Councilmembers

APPROVED AS TO FORM AND LEGALITY:

Deputy Corporation Counsel

APPROVED this _____ day of _____, 20____.

Rick Blangiardi, Mayor
City and County of Honolulu