

# Aiea-Pearl City

City and County of Honolulu



## TOD Special District & Zoning- Bills 49 and 50

Zoning & Planning Committee

August 31, 2022

Submitted by the Department of Planning and Permitting.

DEPT. COM. 629  
ZP

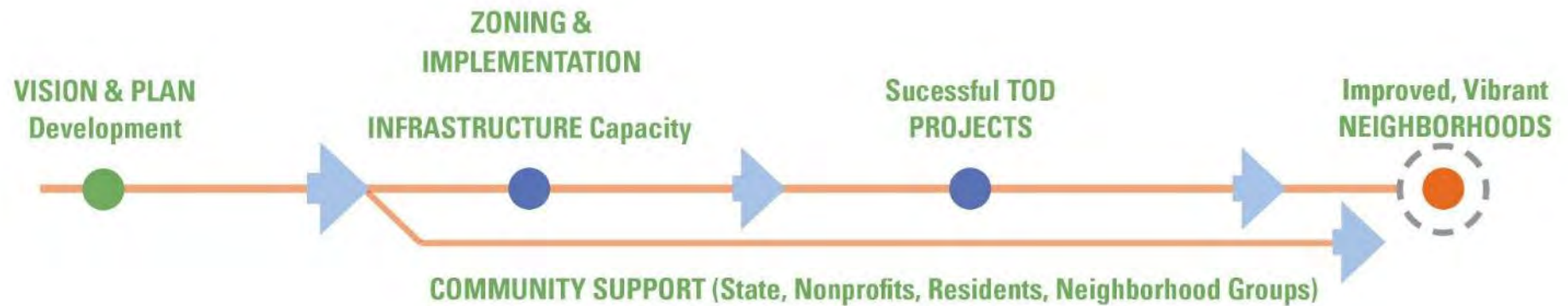


# Presentation Outline

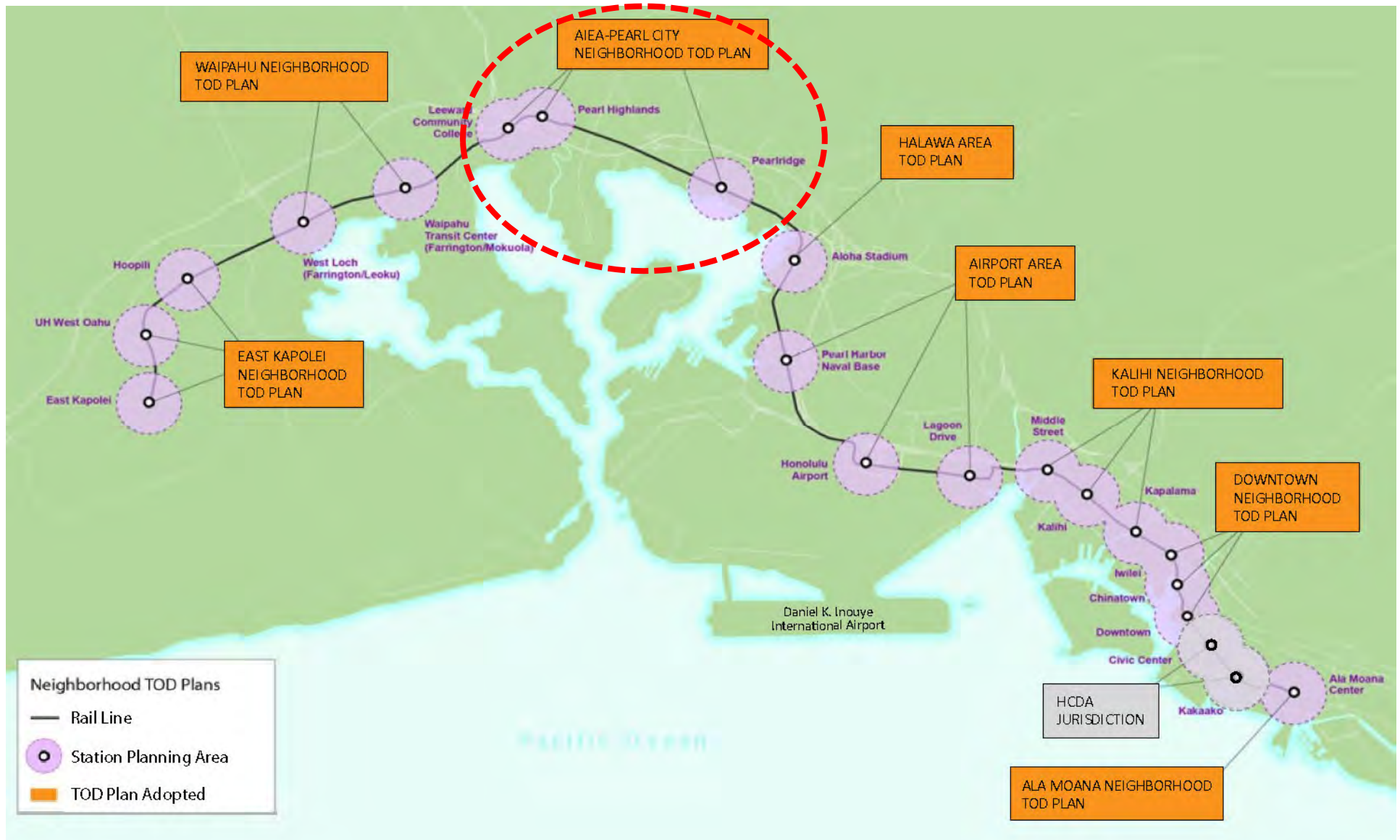
- TOD Program Overview
- Planning and Research Background
- Proposed Zone Changes – Bill 50 (2022)
- Proposed Special District – Bill 49 (2022)



# 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

The graph illustrates the demographic trend of an aging population in the United States. The solid line represents the historical data, showing a steady increase from 4% in 1900 to 16% in 2020. The dashed lines represent future projections, indicating that the percentage of the population aged 65 and over is expected to continue rising, with the highest projection reaching approximately 19% by 2020.

- [illegible]



# Proposal Overview

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- 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 & 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 Z&P Committee, LCC, Wed. 8/31, 6:00pm (& online)**
  - 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

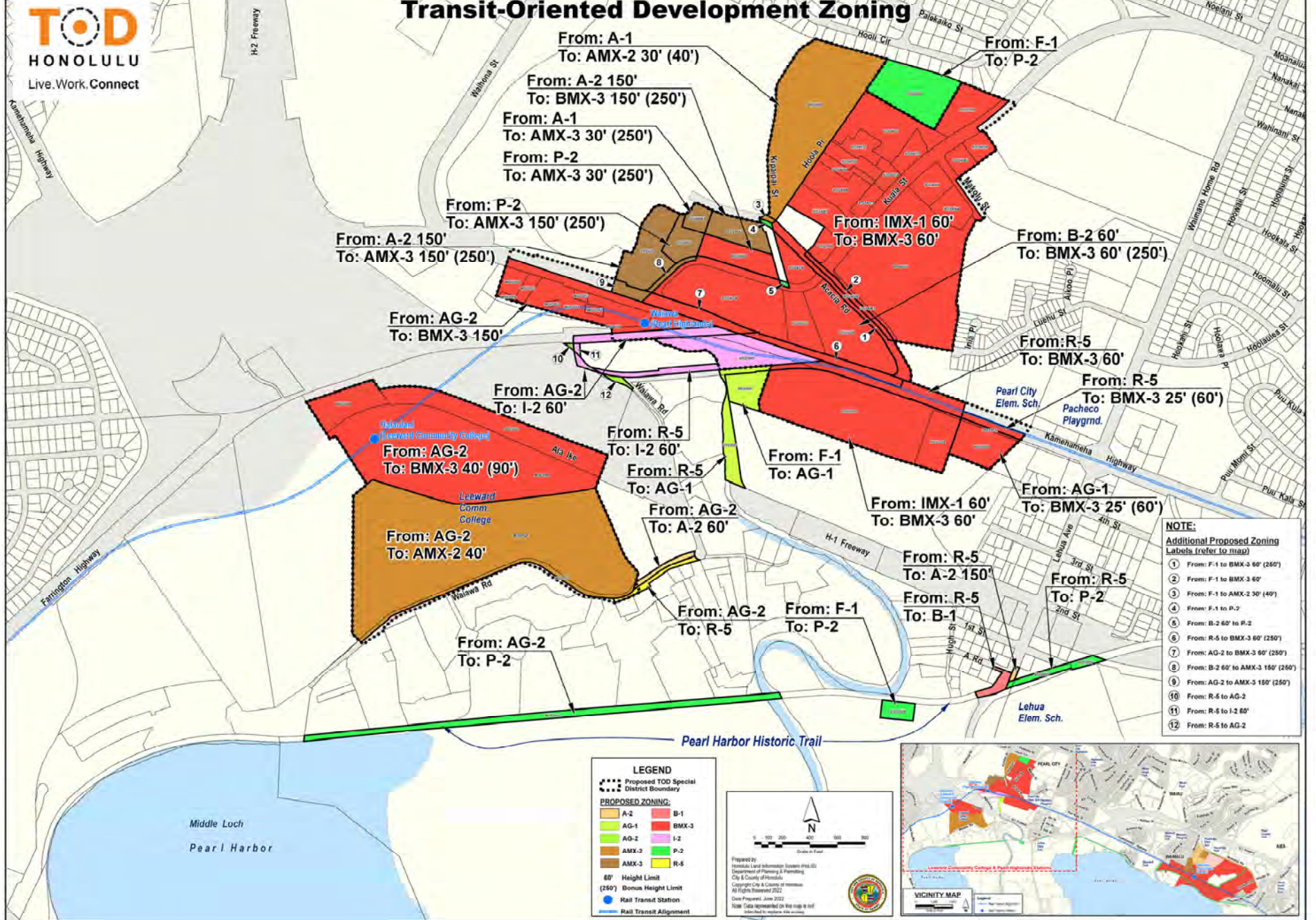
- Apartment Mixed Use (AMX)
  - Allows some commercial uses in areas where mostly apartments are (or will be) located.
- Business Mixed Use (BMX)
  - Allows residential uses close to employment and retail.





# HALAULANI (LEEWARD COMMUNITY COLLEGE) & WAIAWA (PEARL HIGHLANDS) STATIONS

## Transit-Oriented Development Zoning





# HALAULANI (LEEWARD COMMUNITY COLLEGE) & WAIAWA (PEARL HIGHLANDS) STATIONS

## Transit-Oriented Development Zoning

**TOD**

HONO  
Live Work

**Fr: A-1  
To: AMX-2 30' (40')**

**Fr: A-2 150'  
To: BMX-3 150' (250')**

**Fr: B-2 60'  
To: BMX-3 60' (250')**

**Leeward Community College**

**Fr: AG-2  
To: BMX-3 40' (90')**

**From: AG-2  
To: BMX-3 150'**

**From: AG-2  
To: I-2 60'**

**From: AG-2  
To: BMX-3 40' (90')**

**From: AG-2  
To: AMX-2 40'**

**From: AG-2  
To: P-2**

**From: R-5  
To: I-2 60'**

**From: R-5  
To: AG-1**

**From: AG-2  
To: A-2 60'**

**From: AG-2  
To: R-5**

**From: F-1  
To: P-2**

**From: IMX-1 60'  
To: BMX-3 60'**

**From: R-5  
To: A-2 150'**

**From: R-5  
To: B-1**

**From: AG-1  
To: BMX-3 25' (60')**

**From: R-5  
To: P-2**

### NOTE:

Additional Proposed Zoning

Labels (refer to map)

- ① From: F-1 to BMX-3 60' (250')
- ② From: F-1 to BMX-3 60'
- ③ From: F-1 to AMX-2 30' (40')
- ④ From: F-1 to P-2
- ⑤ From: B-2 60' to P-2
- ⑥ From: R-5 to BMX-3 60' (250')
- ⑦ From: AG-2 to BMX-3 60' (250')
- ⑧ From: B-2 60' to AMX-3 150' (250')
- ⑨ From: AG-2 to AMX-3 150' (250')
- ⑩ From: R-5 to AG-2
- ⑪ From: R-5 to I-2 60'
- ⑫ From: R-5 to AG-2

### LEGEND

Proposed TOD Special

District Boundary

### PROPOSED ZONING:

A-2

AG-1

AG-2

AMX-2

AMX-3

B-1

BMX-3

I-2

P-2

R-5

60' Height Limit

250' Bonus Height Limit

Rail Transit Station

Rail Transit Alignment

Pearl Harbor Historic Trail



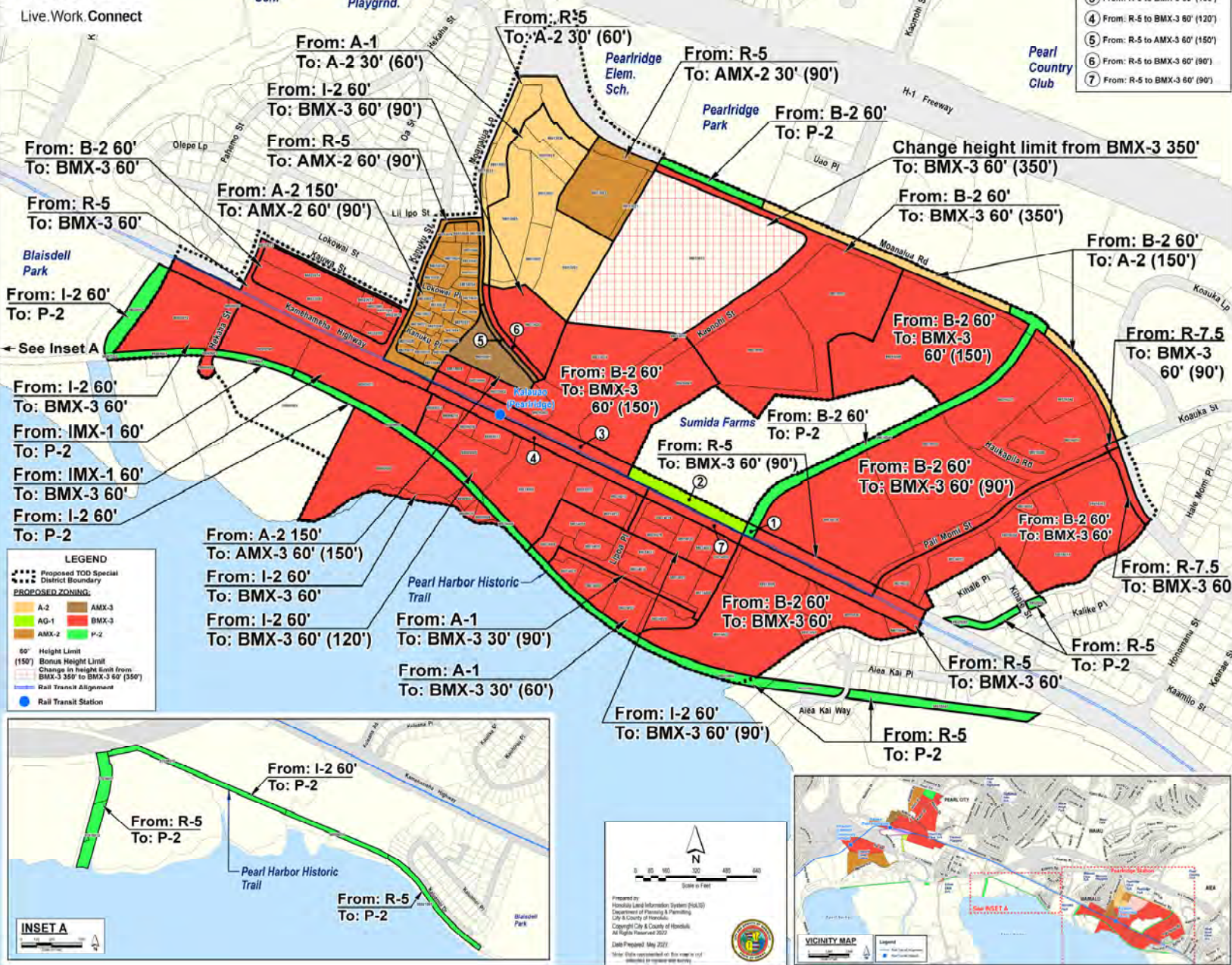
Prepared by:  
Honolulu Land Information Systems (HLIS)  
Department of Planning & Permitting  
City & County of Honolulu  
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Date Prepared: June 2022  
Note: Colors represented on this map do not  
necessarily represent actual zoning.





# KALAUAO (PEARLRIDGE) STATION Transit-Oriented Development Zoning

- NOTE: Additional Proposed Zoning Labels (refer to map)**
- ① From: R-5 to P-2
  - ② From: R-5 to AG-1
  - ③ From: R-5 to BMX-3 60' (150')
  - ④ From: R-5 to BMX-3 60' (120')
  - ⑤ From: R-5 to AMX-2 60' (90')
  - ⑥ From: R-5 to BMX-3 60' (90')
  - ⑦ From: R-5 to BMX-3 60' (90')





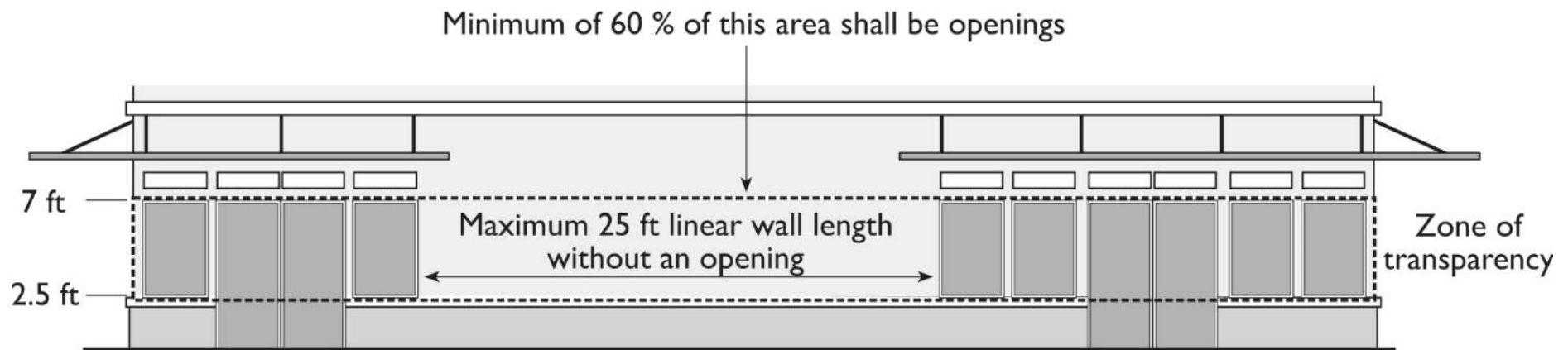
# TOD Special District – Objectives

- 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/usable spaces
- Economic enhancement



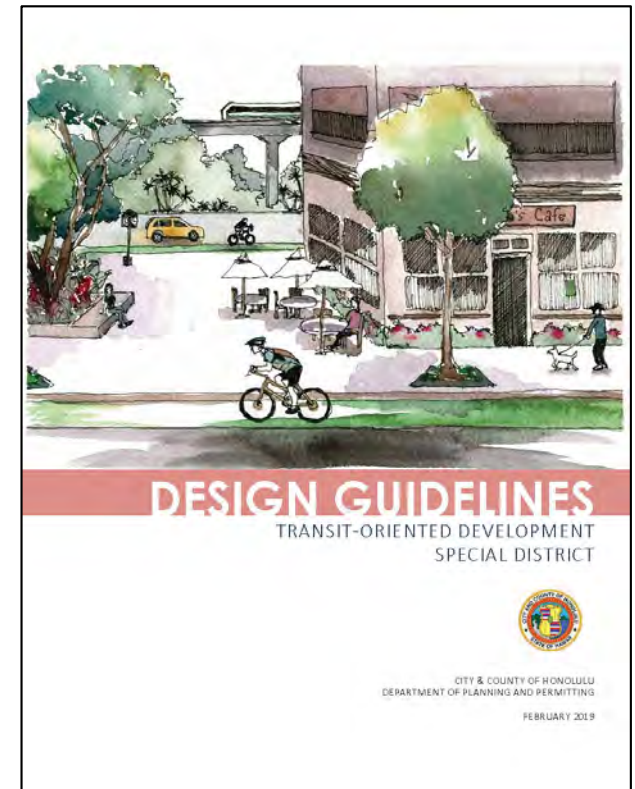
# TOD Special District – Features (1)

- 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 (TOD areas)



# TOD Special District – Features (2)

- 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

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

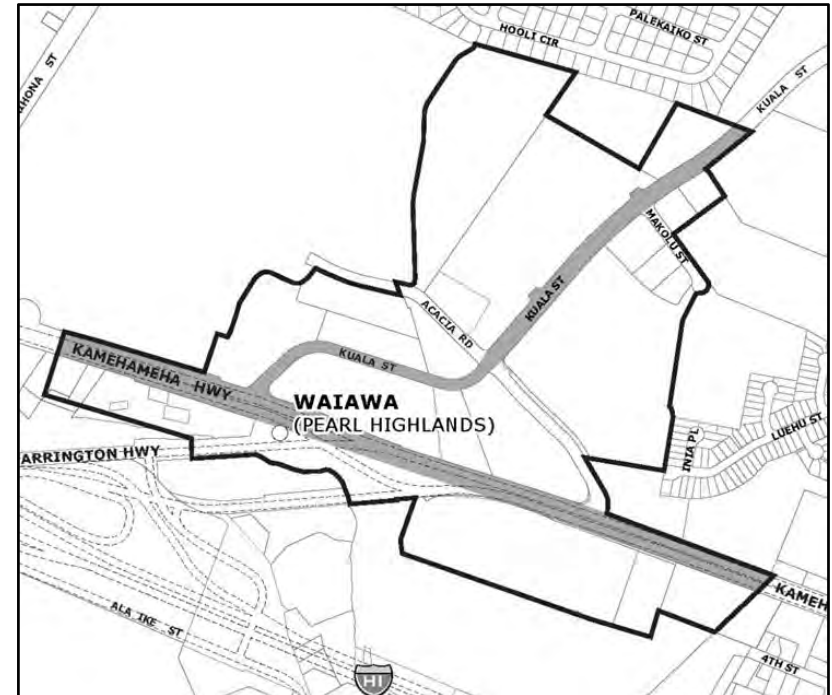
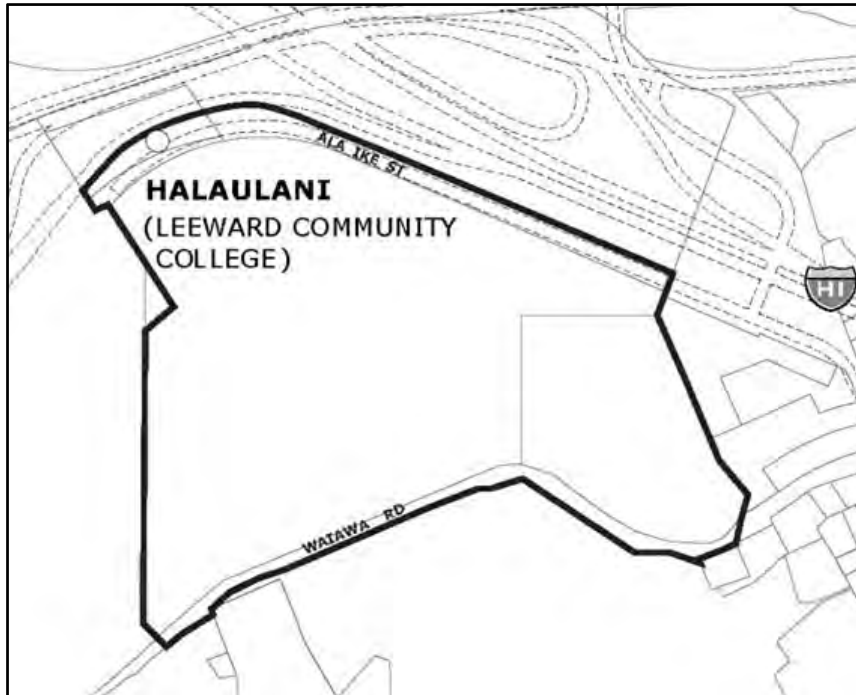
- Affordable housing
- Open space and parks
- Right-of-way improvements
- Financial contributions to existing community amenities or public uses
- Facilities that enhance multi-modal transportation and the pedestrian experience

# TOD Special District – Nonconformities

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- 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

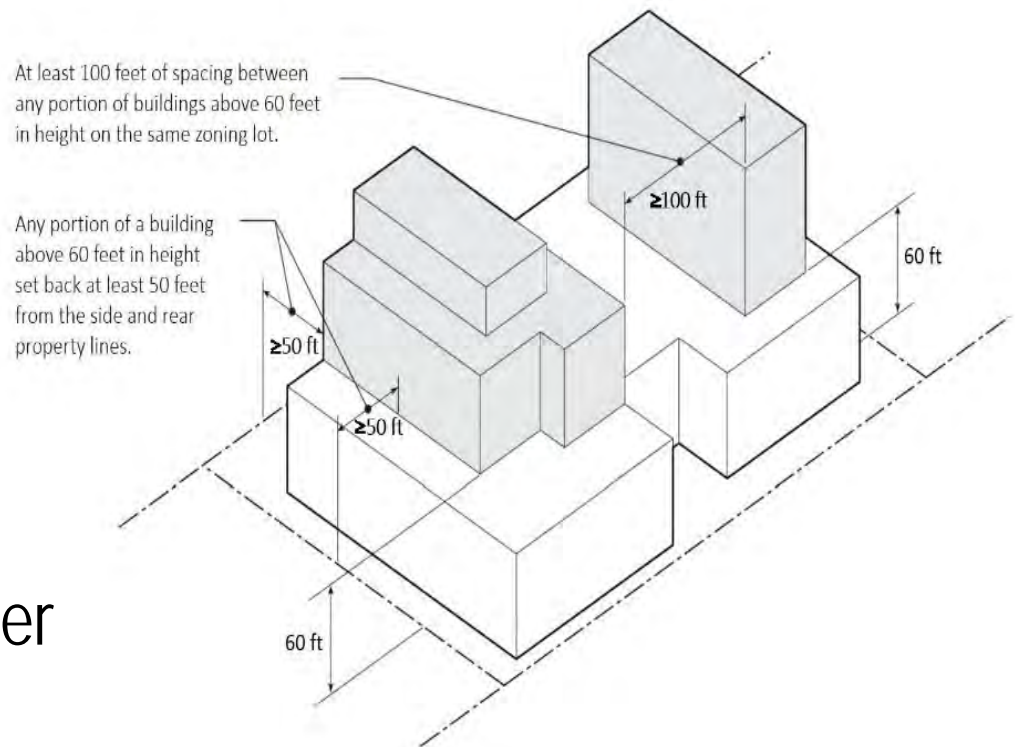






# TOD Special District – Proposed Setbacks & Orientation

- 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

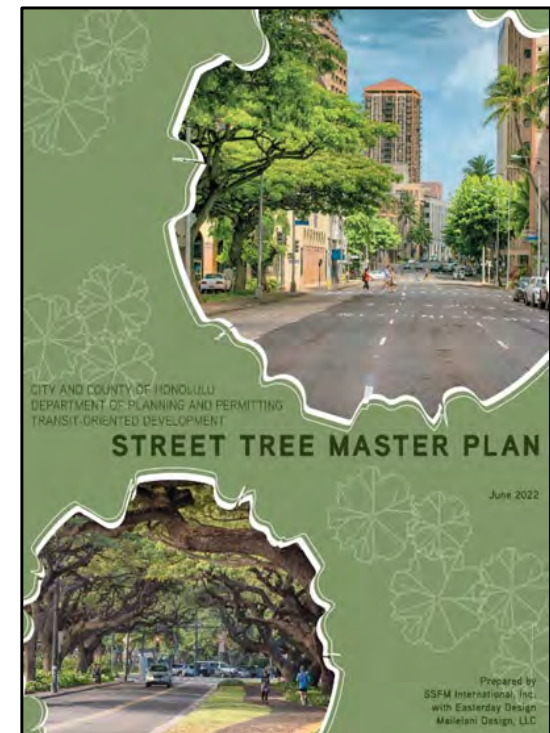
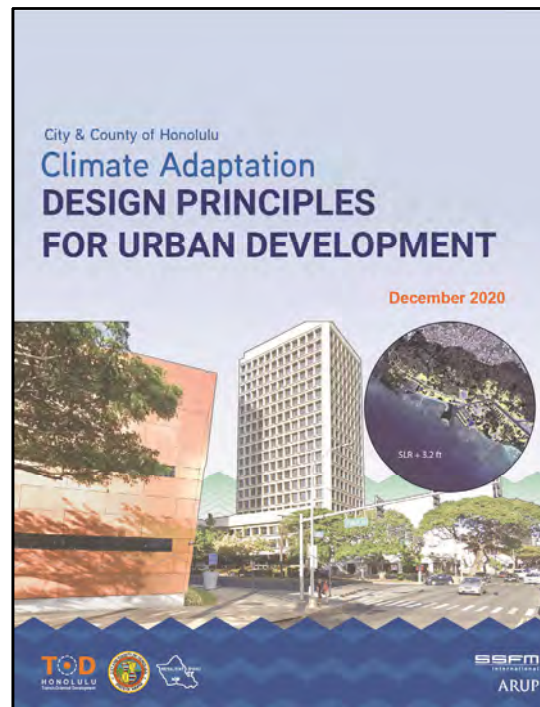
## Floor Area Ratios

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

## Heights

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

# Development Resources



[www.honolulu.gov/tod/projects/dev-resources](http://www.honolulu.gov/tod/projects/dev-resources)





*Mahalo!*

Questions / Comments?

[www.honolulu.gov/tod](http://www.honolulu.gov/tod)



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