'24JUL29 PM 2:01 CITY CLERK

PRIMARY URBAN CENTER DEVELOPMENT PLAN

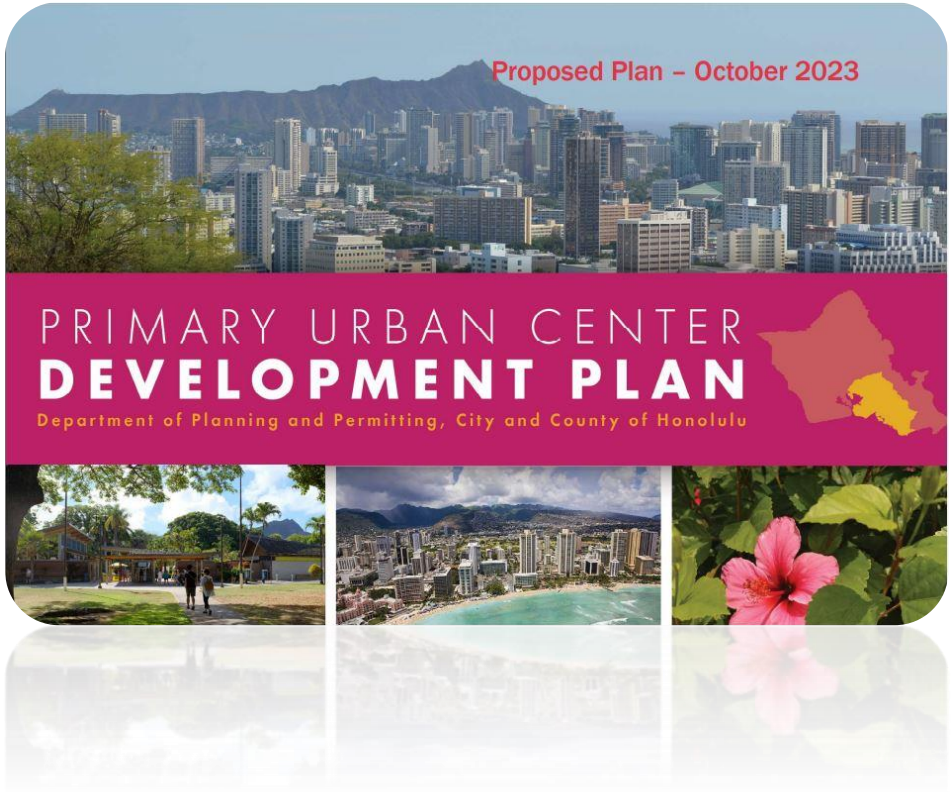
Primary Urban Center Development Plan Update

Mayor Rick Blangiardi

DEPT. COM. 567
P&E

Submitted by the Department of Planning and Permitting for the July 30, 2024 Committee on Planning and the Economy Special Meeting

Council District VII Briefing



HONOLULU
Planning & Permitting

Planning & the Economy City Council Committee Briefing for :
City Council District VII, Radiant Cordero
Moanalua High School, July 30, 2024





Purpose of the Development Plans:

Section 6-1507. General and Development Plans

*"The purposes of preparing a general plan and development plans are to **recognize and anticipate the major problems and opportunities concerning the social, economic and environmental needs and future development of the city and to set forth a desired direction and patterns of future growth and development.** The director shall prepare a general plan for the entire city and development plans for particular areas of the city."*

Section 6-1509. Development Plans

*"Development plans" shall promote the formation of smart and sustainable communities. Development plans shall consist of conceptual schemes for implementing and accomplishing the development objectives and policies of the general plan within the city... **The development plans and maps…shall describe the desired urban character and the significant natural, scenic and cultural resources for the several parts of the city to a degree which is sufficient to serve as a policy guide for more detailed zoning maps and regulations and public and private sector investment decisions.***

Role of the Development Plans:



General Plan

Development Plans & Sustainable Communities Plans

Special Policy Plans

Implementing Ordinances and Regulations

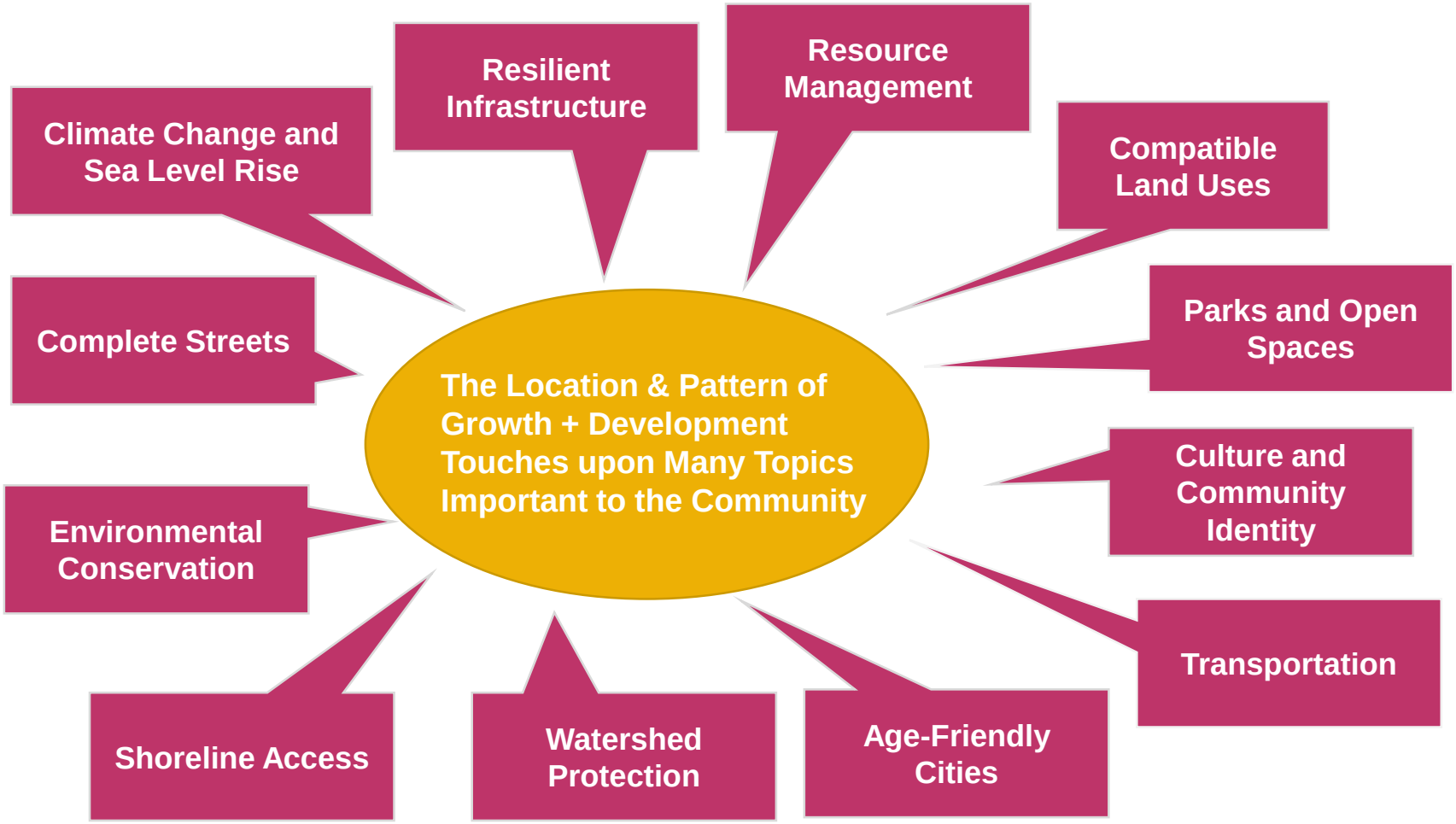
- Zoning
- Stormwater Rules
- Park Dedication
- Subdivision Ordinance, Etc.

Special Area Plans TOD Plans

Functional Plans

- WATER USE
- WASTEWATER
- TRANSPORTATION
- SOLID WASTE
- PARKS
- ETC.

CIP Projects


Climate Change and Sea Level Rise
Resilient Infrastructure
Resource Management
Compatible Land Uses
Complete Streets
Parks and Open Spaces
The Location & Pattern of Growth + Development Touches upon Many Topics Important to the Community
Environmental Conservation
Culture and Community Identity
Transportation
Shoreline Access
Watershed Protection
Age-Friendly Cities

Plan Themes:



Housing affordability, types and conditions



Mobility improvements including rail, bus, bicycle, pedestrian, and roadway facilities



Setting priorities for major infrastructure improvements



Creating livable, "age-friendly" communities



The location, amount and type of new development



Planning for climate change and sea level rise



Creating a diverse and prosperous economy



Preserving and enhancing parks, open spaces and natural features





PUC DP Revision Process Timeline:

POLICY PREVIEW

Winter 2020

Research and Initial Outreach Phase: 2017-2019

-Stakeholder Interviews

-Project Kick-off

-Statistical Survey

-Public Outreach & Events

-Research and Reports

PUBLIC REVIEW DRAFT

May 2022

Plan Drafting Phase: 2020-2023

-Policy Workshops

-Public Review Draft (PRD) Outreach

-PRD Comments and Responses

-NB Group Meetings

-Plan Revisions

PROPOSED PLAN

October 2023

Adoption Process Phase: 2023-2024

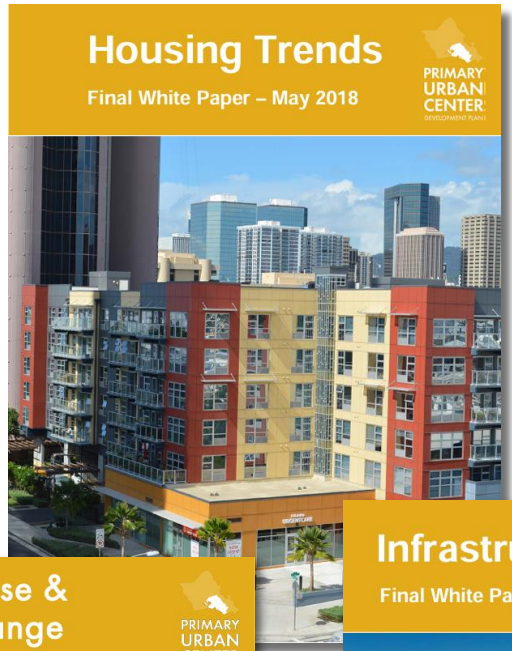
-Planning Commission Hearings 1 and 2

-Special Information Sessions

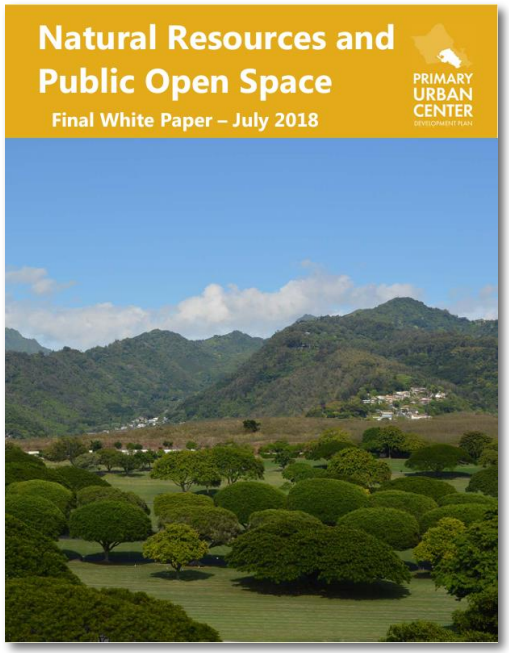
-Council Committee(s), District Briefings, and Full Council

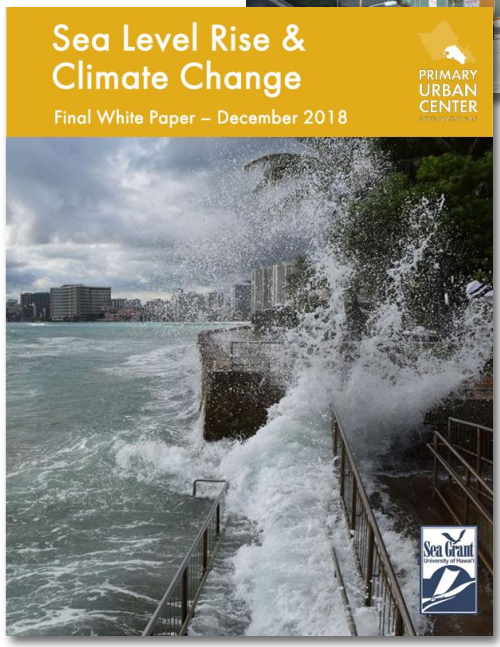
Adoption anticipated in 2024 (TBD)

Research Phase:













Community Engagement Program:

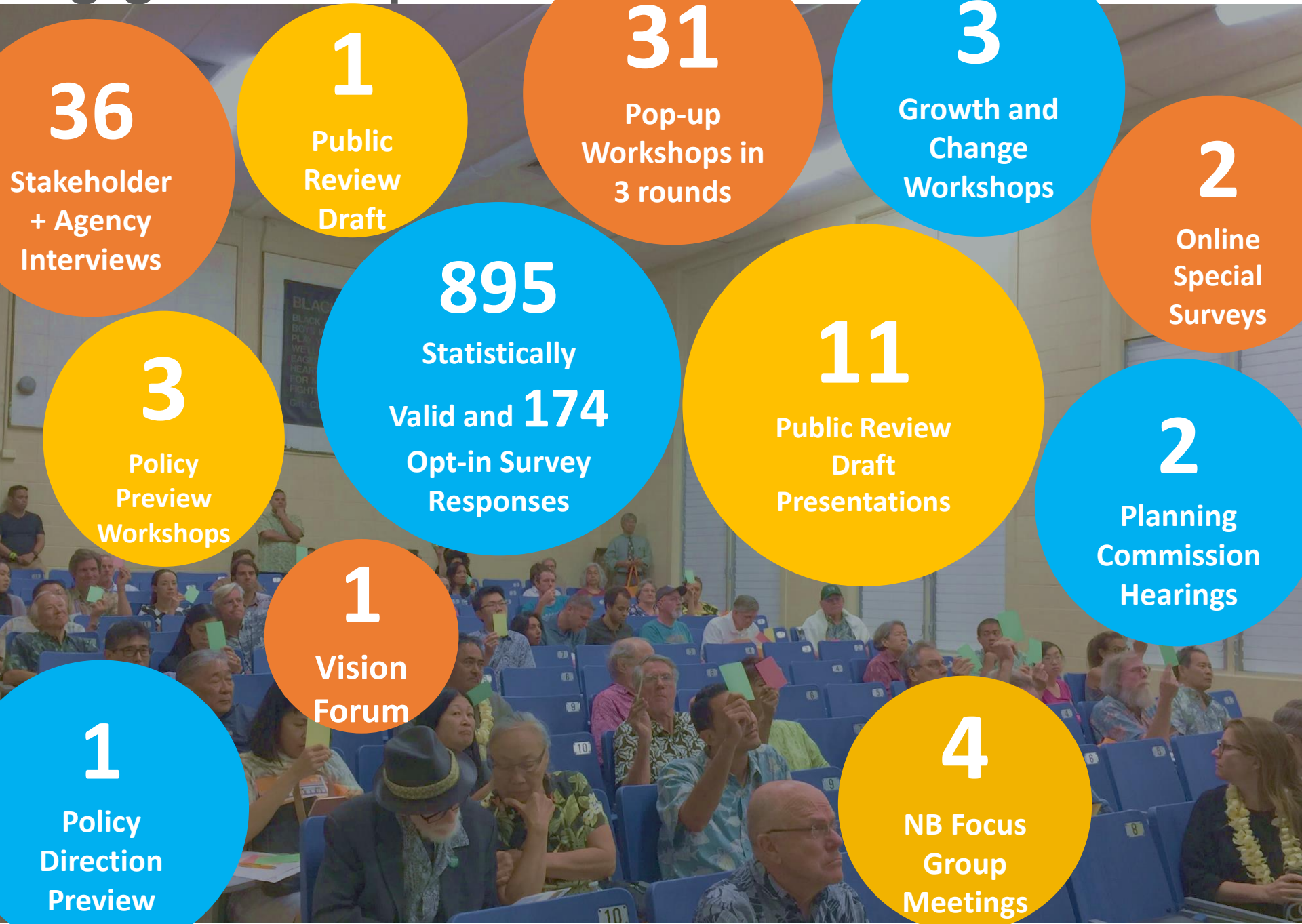
- Gather meaningful input and feedback from stakeholders and the community at a variety of events and platforms, including notifying NBs of all events and activities
- Increase participation by “meeting people where they are” with expanded outreach and programming. Achieve broad representation, including from community members who do not usually participate in civic projects by:
  - Holding open houses, policy workshops, and a public forum
  - Presenting special topics and promoting plan awareness at pop-up booths and community events
  - Soliciting feedback online through a project website and surveys
  - Direct feedback on plan content through the Public Review Draft Process







Engagement Snapshot:



36 Stakeholder + Agency Interviews

1 Public Review Draft

31 Pop-up Workshops in 3 rounds

3 Growth and Change Workshops

2 Online Special Surveys

3 Policy Preview Workshops

895 Statistically Valid and **174** Opt-in Survey Responses

11 Public Review Draft Presentations

2 Planning Commission Hearings

1 Vision Forum

1 Policy Direction Preview

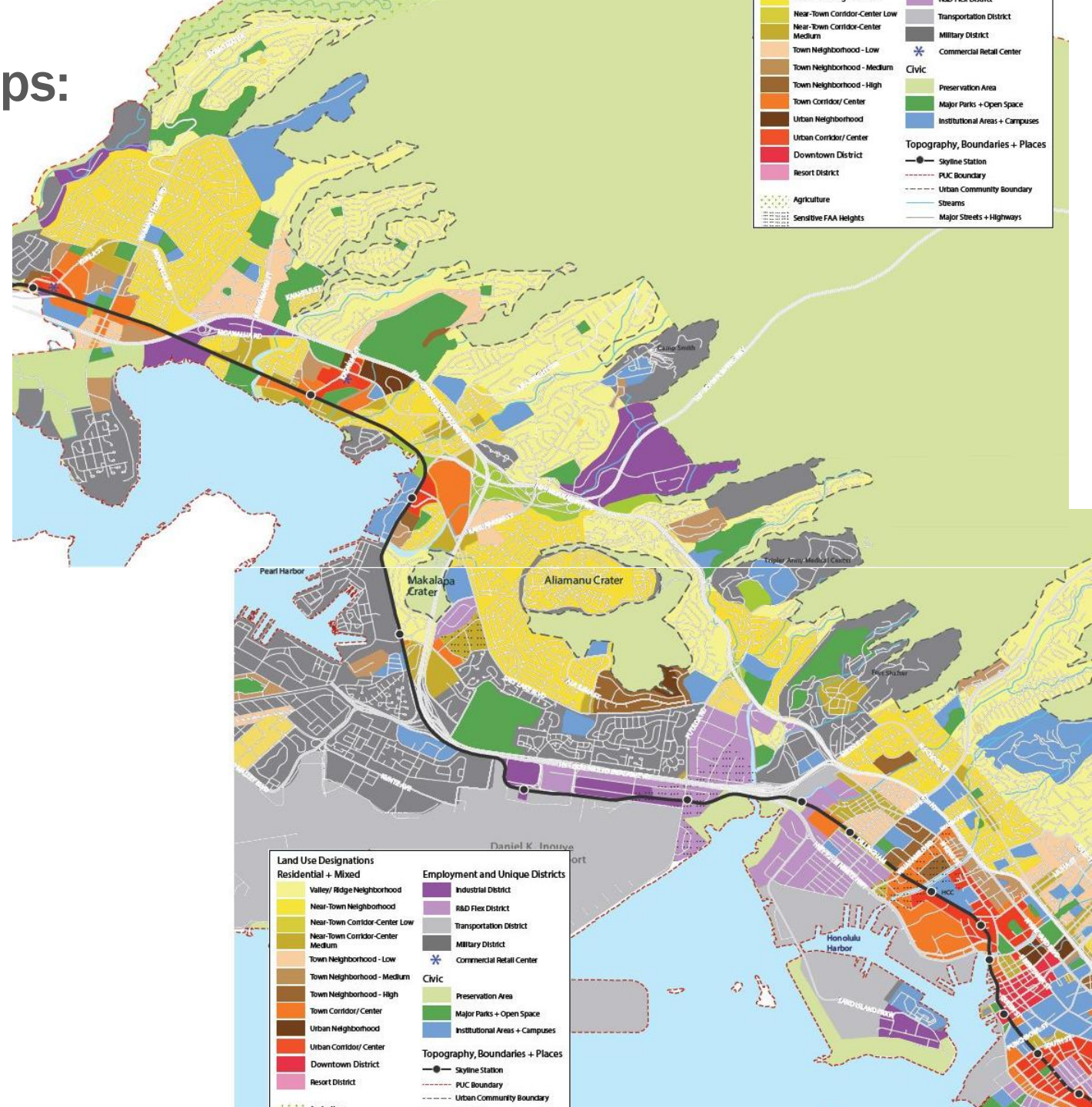
4 NB Focus Group Meetings

PUC DP Approach to Growth:

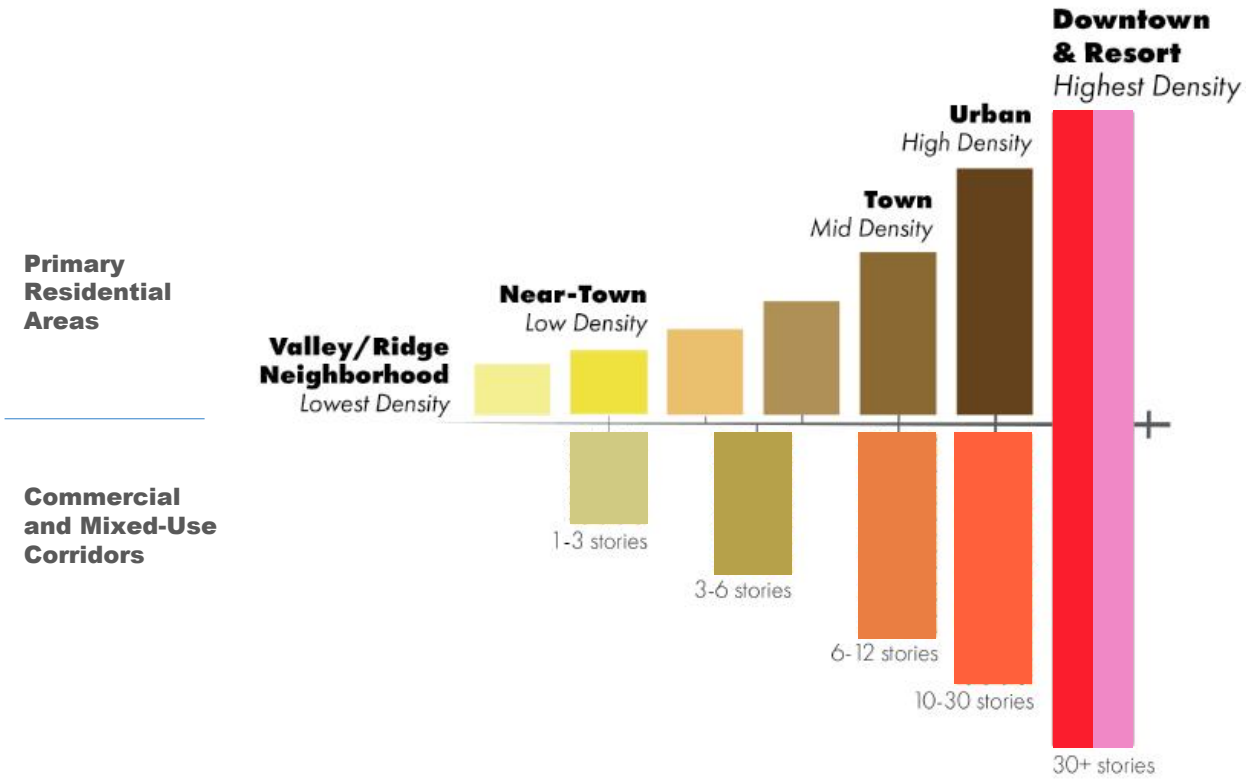


- ❑ Focus the majority of future growth near transit and daily services, with the highest densities along the rail corridor, following planning in the TOD Neighborhood Plans
- ❑ Invest in bus transit-supportive corridors and adjacent mixed-density neighborhoods
- ❑ Grow sustainably by avoiding environmentally-constrained areas and by maintaining the Urban Growth Boundary
- ❑ Aligning infrastructure expansion with priority growth areas, manage growth and investment for the benefit of all residents
- ❑ Support a walkable, well-designed, & well-connected PUC
- ❑ Promote sustainable development practices well suited to Honolulu's climate

Place Type Maps:



PUC Place Types Scale:



Place Types Guidance:

Urban Corridor/Center



An intensely urban, highly walkable district or corridor anchored by high-capacity transit with a mix of building forms including mid-rise and high-rise buildings. A robust public realm enables multi-modal access to transit for residents of the district and those in adjacent neighborhoods. It is a vertically mixed-use place comprised of primarily-attached multi-story buildings and high-rises. Likely anchored by a destination that attracts people from across the city and includes a mix of uses that activate the district beyond traditional working hours.

Vibrant mixed-use corridor or center

Mid-rise and high-rise commercial blocks

~10 to 30 stories with occasional taller buildings at key intersections

Transit Oriented

Mix of retail and other active uses fronting sidewalks with residential and office above or behind

Kapi'olani Boulevard

URBAN CORRIDOR/CENTER

High-intensity mixed-use. The highest intensity mixed-use character in the PUC, outside of Downtown, is directed to these places. Supports the ongoing transformation of key urban TOD corridors.

Community improvements. Require development improvements to the surrounding public realm, open space, and mobility in these areas.

Tower height. Employ towers as modern landmarks through careful design, massing and siting. Ensure towers have distinct bottom, middles, and tops.

Preserve public views. Projects in high-intensity areas should employ view studies, tower spacing, setbacks, and orientation to preserve significant public views.

Ground floor use. Some amount of public commercial use (retail, restaurant/dining, entertainment, medical/small office) is expected of residential projects. Façades with high window volumes (shopfronts, forecourts, galleries) are encouraged.

On-site public open space. Encourage publicly accessible open spaces (plazas, courtyards, pathways, greenways) in higher density residential and mixed-use projects. Carefully and deliberately integrate these spaces into project design.

Ensure pedestrian-oriented design. Maximum length of individual new buildings or building masses along public street frontage should be limited without major massing breaks. Utilitarian building elements should be located on side streets or alleys/rear streets. Driveways should be screened, hidden, or otherwise reduced in impact.

High-quality structured parking. Parking should be located in structured facilities or screened with decorative screening green walls/landscaping, murals, and/or retail façades.







Place Type Topics:

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New Chapter Topics:

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New Plan Format:



Goal MC-1: Provide Safe, Accessible, and Affordable Multimodal Transportation Options

Policy MC-1.2: Continually improve the efficiency and connectivity of public transit in PUC neighborhoods through improved travel times and frequency.

TheBus service supports one of the highest transit ridership rates per-capita in the county. TheBus also has one of the lowest costs per passenger mile and lowest cost per boarding passengers of any system. This service is now supplemented by the first completed segment of the Skyline rail, offering commuters another convenient mode choice. Maintaining seamless connections between bus, rail, and active transportation modes will be essential to the functioning and ridership of rail, and to the efficiency and reliability of an affordable transporation network.

Priority Actions:

	Timeline:	Partners:
Improve transit wayfinding. Continue to enhance wayfinding and signage to increase readability and improve seamless connectivity between transportation modes. Implement the TOD Wayfinding Master Plan.	SHORT	• DPP • DTS
Shared access card. Expand services linked to the "Holo" card that allows pre-payment across public transportation services using a single reloadable card.	SHORT	• DTS • HART • Bike Share
Plan for "Red carpet" bus only lanes and bus priority service along key infill corridors. Continue to enhance key corridors with sufficient planned or existing density to support high-frequency transit service and transit prioritization (e.g.,bus-only lanes, transit signal prioritization, and bus stop improvements).	ONGOING	• DPP • DTS • DDC

Other Actions:

- *Invest in and implement projects with a focus on public transit safety and comfort as recommended by Age Friendly Honolulu initiative, such as:*
  - *TheBus and TheHandi Van schedules in different formats (e.g., Braille, large print);*
  - *Increase the number of clean and accessible restrooms at transit stops and stations.*



TheBus in service around O'ahu


Honolulu's new generation TheBus is electric (Source: DTS)



Holo card (Source: TheBus)

Goals

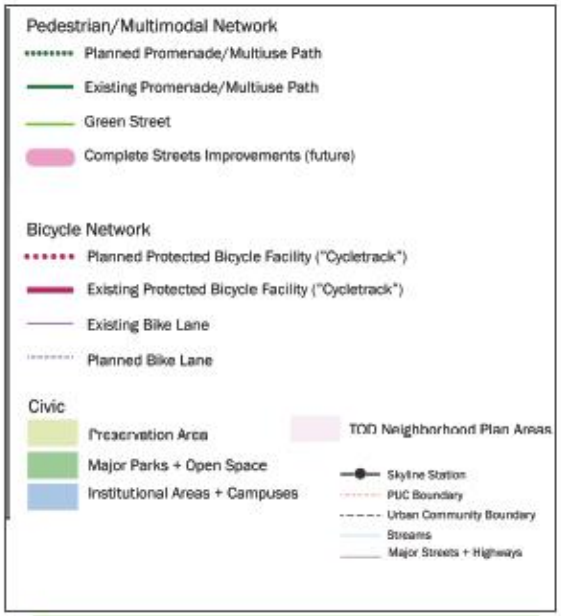
Policies

Actions

New Plan Format:



Maps



Indicators

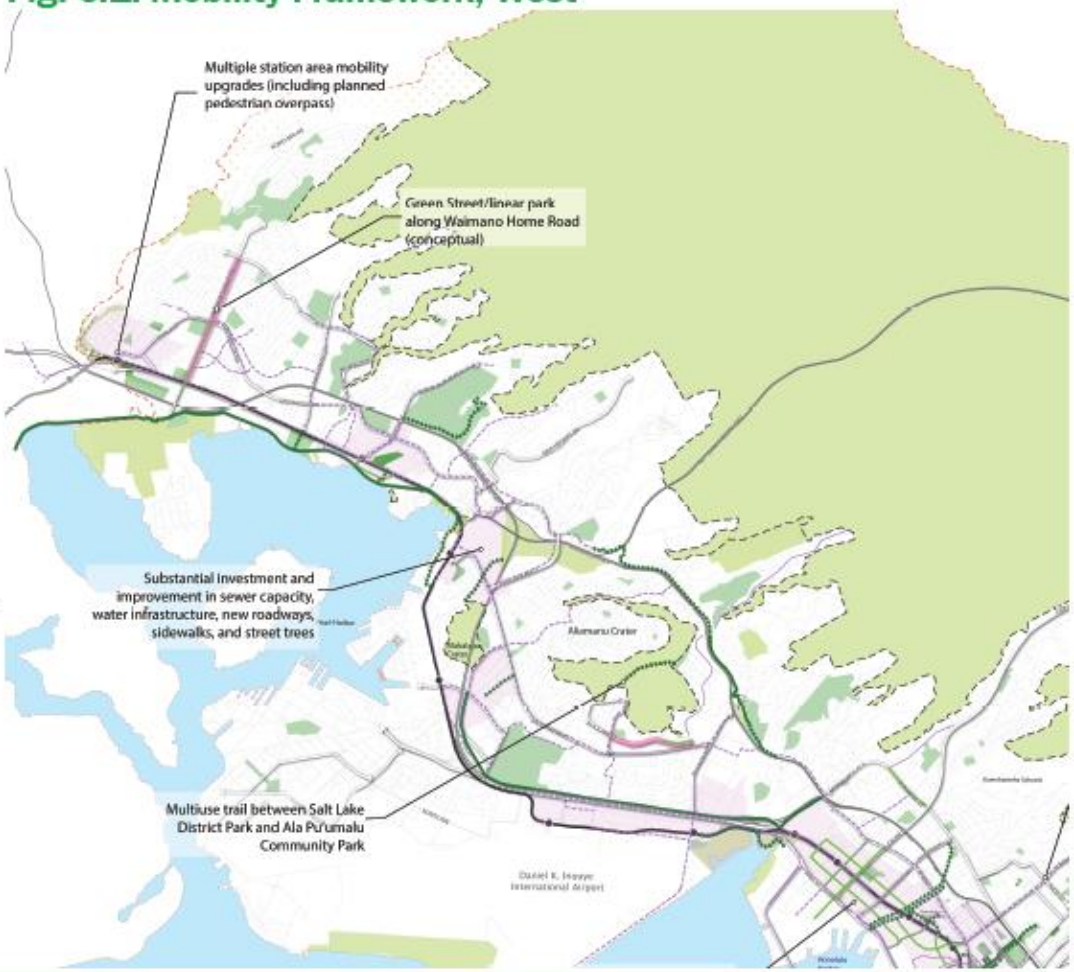
Chapter 6. Mobility + Connectivity Indicators:

Vehicle Miles Traveled (VMT) per capita (Countywide):
2021 baseline: 6,486
Source: City and County of Honolulu Annual Sustainability Report, 2023

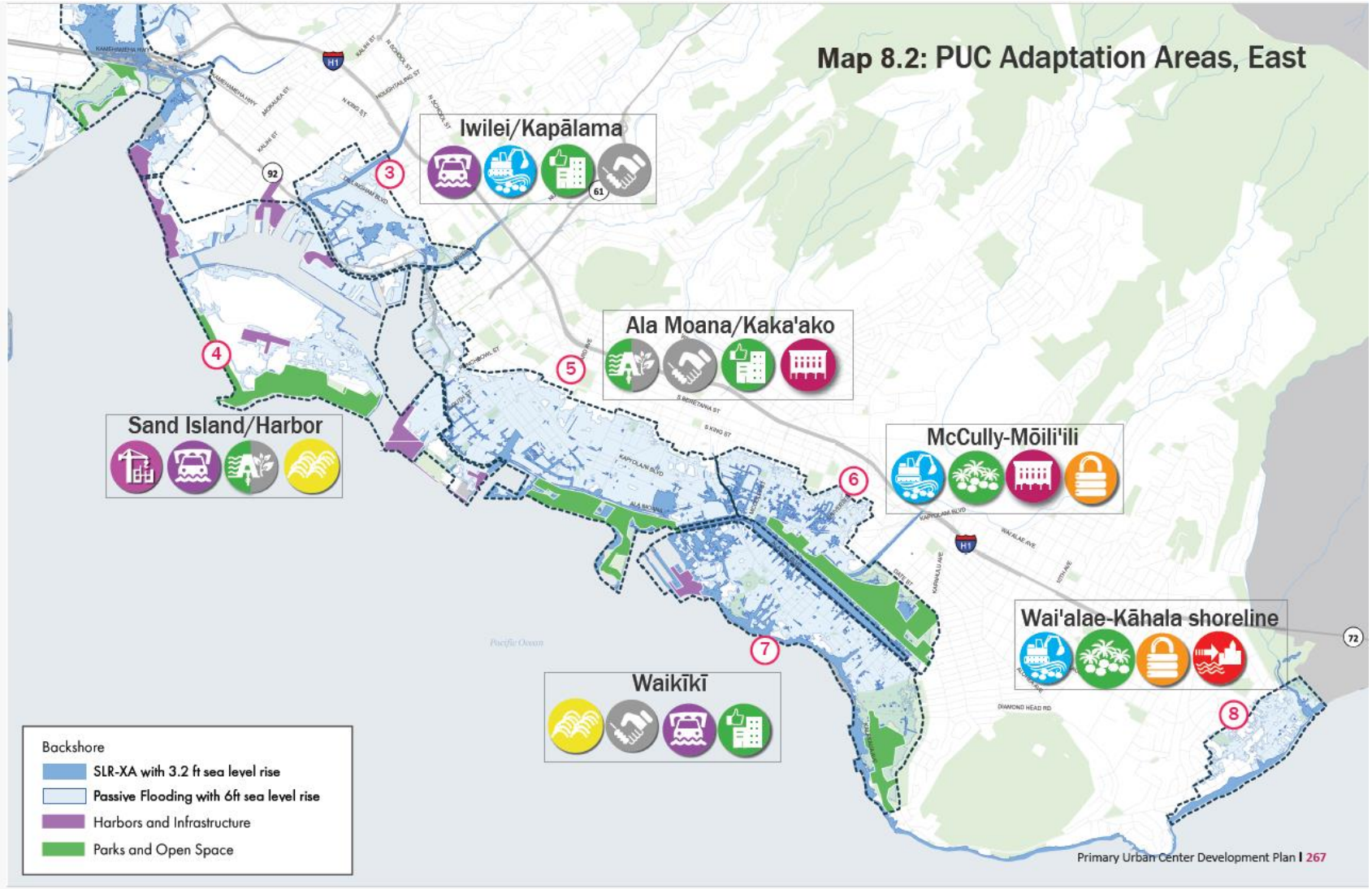
Percent Drove Alone (Countywide)
2021 baseline: 63.7%
Source: City and County of Honolulu Annual Sustainability Report, 2023

Why These Indicators? While both of these metrics are tracked at the City and County level, given the prominence of the PUC in terms of population, and employment, these figures are still meaningful in broadly gauging how well improvements to the integrated transit system and the push to locate new housing near existing transit, goods, and services, is doing in diverting drive-alone commutes to active transportation modes.

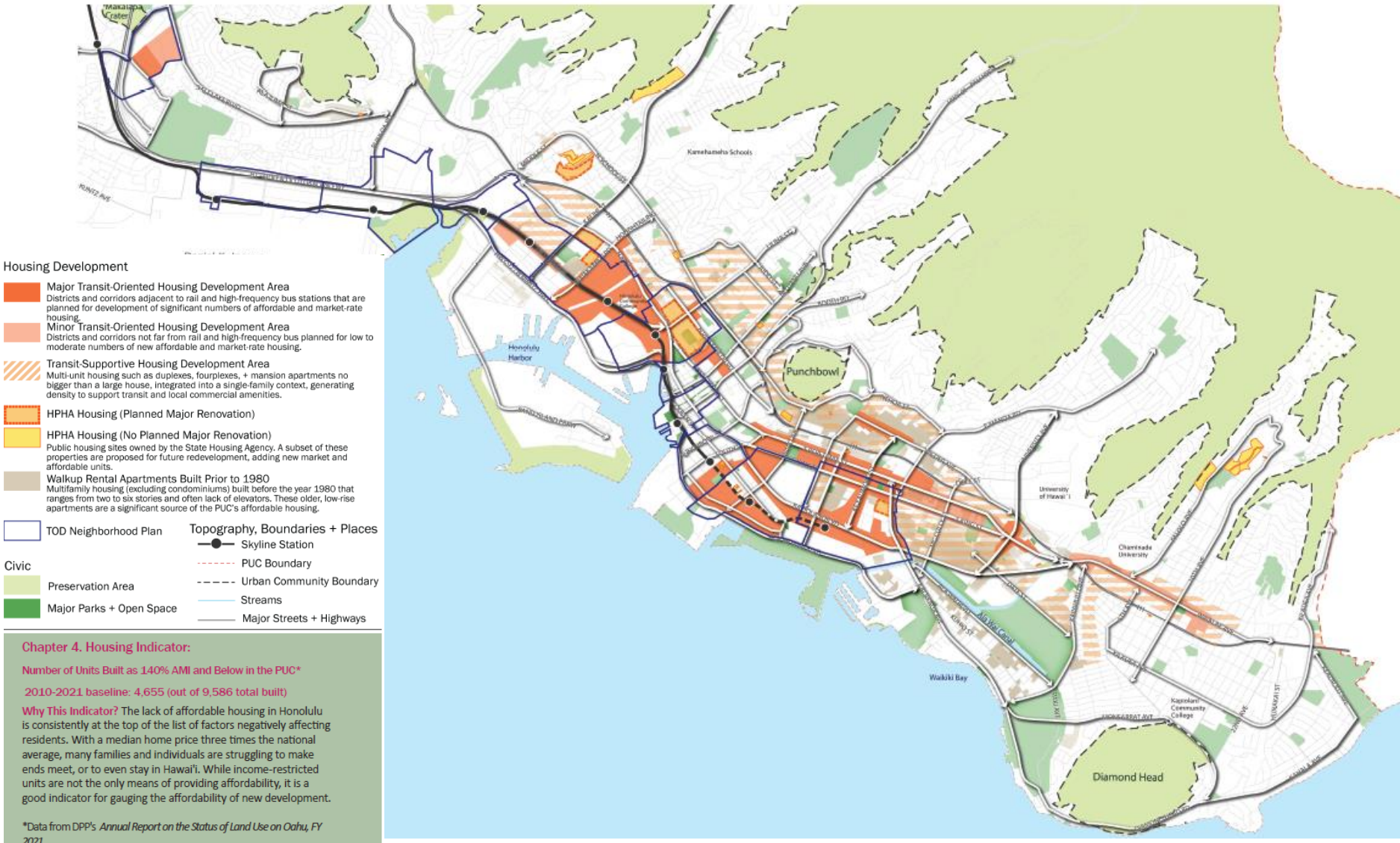
Fig. 6.1: Mobility Framework, West



Proposed Plan Highlight: Adaptation Areas, East



Proposed Plan Highlight: Housing Framework, East



Chapter 4. Housing Indicator:

Number of Units Built as 140% AMI and Below in the PUC*

2010-2021 baseline: 4,655 (out of 9,586 total built)

Why This Indicator? The lack of affordable housing in Honolulu is consistently at the top of the list of factors negatively affecting residents. With a median home price three times the national average, many families and individuals are struggling to make ends meet, or to even stay in Hawai'i. While income-restricted units are not the only means of providing affordability, it is a good indicator for gauging the affordability of new development.

*Data from DPP's *Annual Report on the Status of Land Use on Oahu, FY 2021*

Proposed Plan Highlight: Parks + Open Space, West

Existing Parks and Public Open Space

- Regional and District Parks, Cemeteries, and Recreational Open Space
- Golf Courses
- Campuses + Institutions
- Preservation Land
- Agriculture

Future Parks and Public Open Space

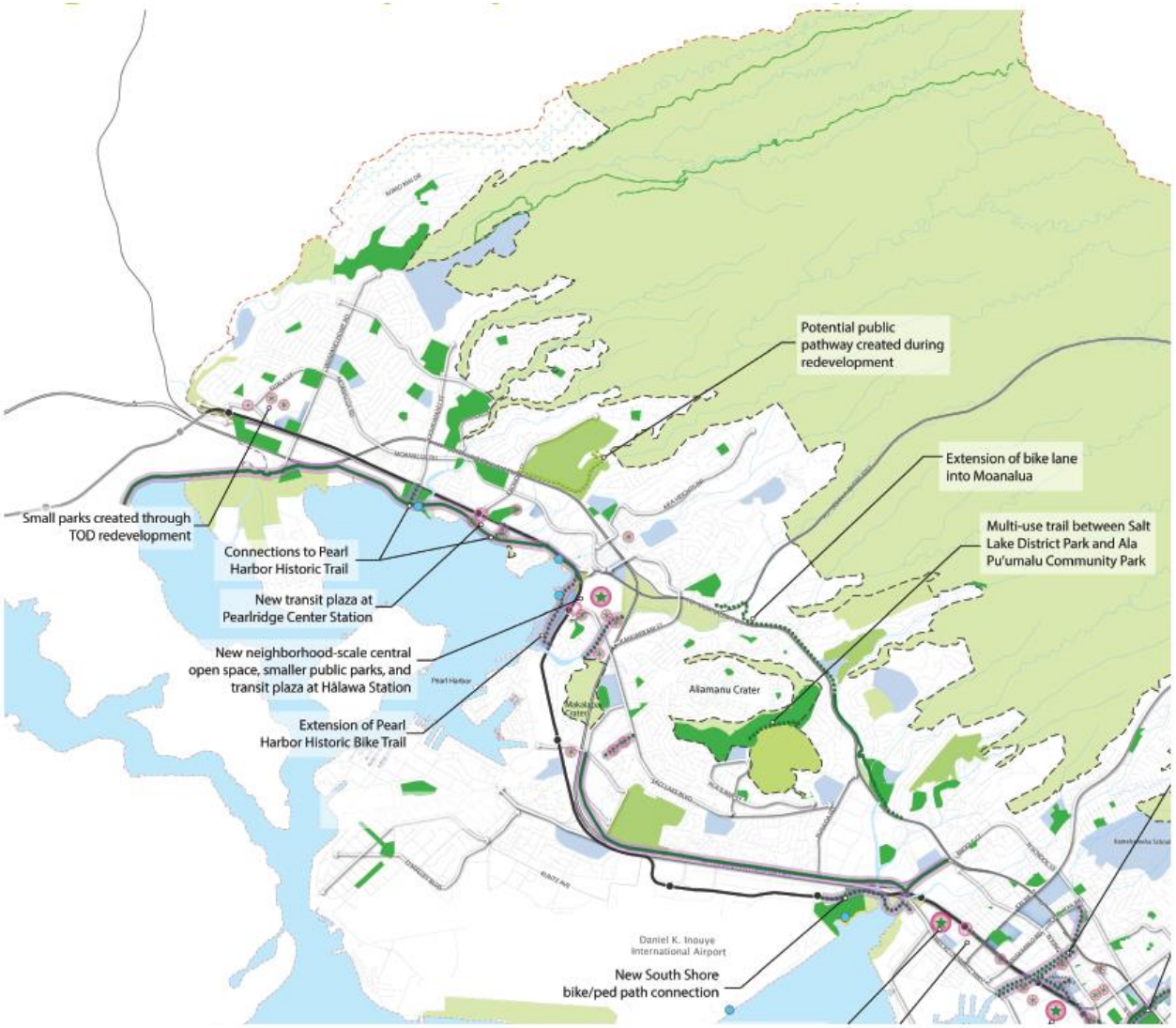
- Proposed Conceptual Public Space (large)
- Proposed Conceptual Public Space (small)
- New Transit Plaza

Park-to-Park Connections

- Planned Dedicated Pedestrian/Bicycle Facility
- Existing Dedicated Pedestrian/Bicycle Facility
- Na Ala Hele Public Trails
- "Lei of Parks"

Coastal Access

- Shoreline Public Access Point
- Beaches



Chapter 5. Parks + Open Space Indicators:

Urban Tree Canopy Coverage

2016 baseline: 23% coverage (35% goal for 2035)

Source: www.smarttreespacific.org/projects/honolulu-urban-tree-canopy-assessment/, 100k Trees O'ahu Map

ParkScore

2021 baseline: 48.6 (max 100)

Source: www.tpl.org/parkscore/rankings

Why These Indicators? *Tree Canopy:* Honolulu has a city-wide goal to increase its urban tree canopy coverage from 23% in 2016, to 35% in 2035. Policies in the PUC DP aim to slow the loss of current canopy to redevelopment, as well as the planting of new trees. *Park Score:* The Trust for Public Land's annual ParkScore provides a snapshot of how cities' parks compare across a number of metrics. Honolulu can improve most by increasing parks investment and amenities.

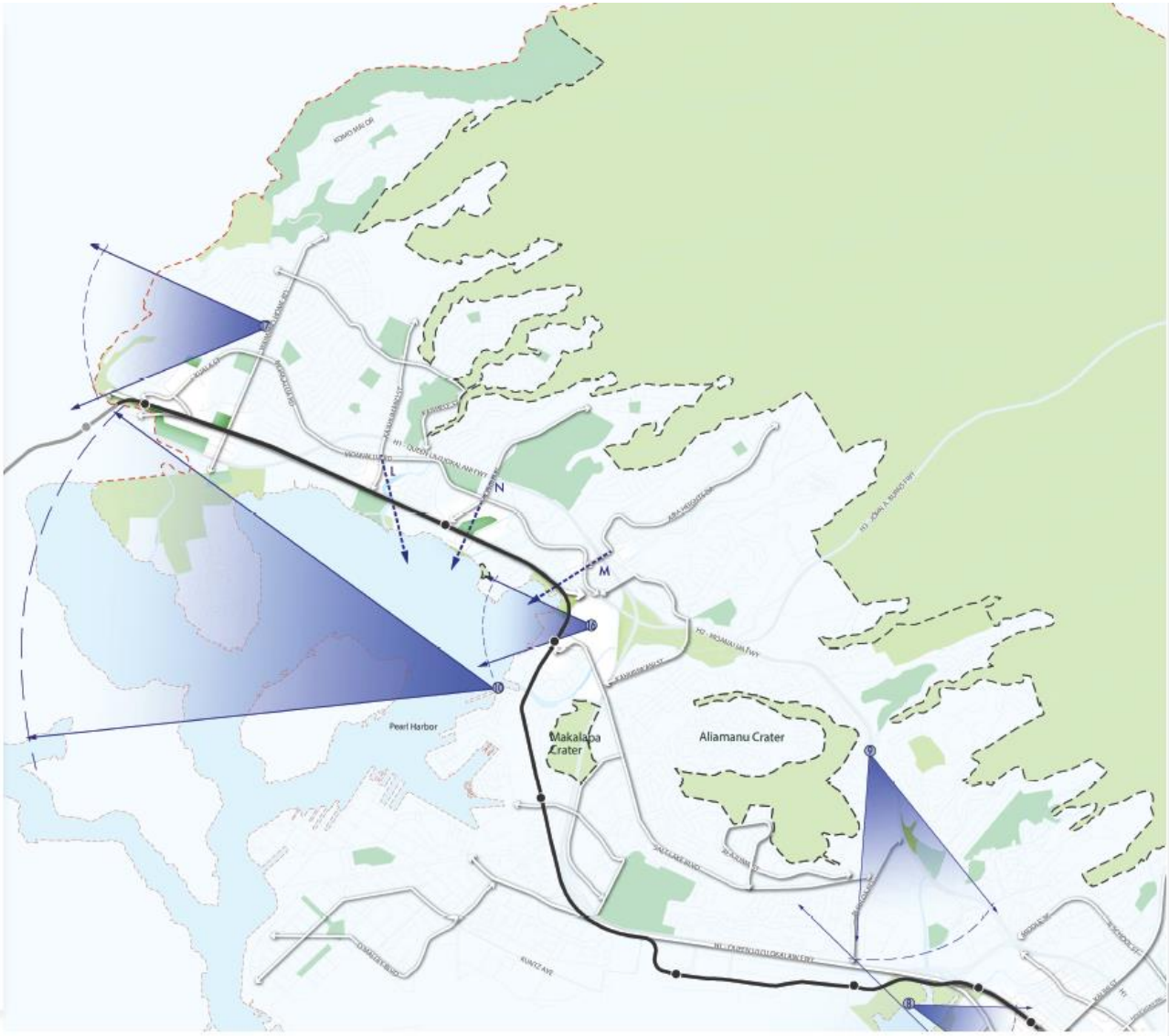
Proposed Plan Highlight: Significant Public Views, West

Corridor Views – Preserve by employing appropriate landscaping and tower setbacks for key streets:

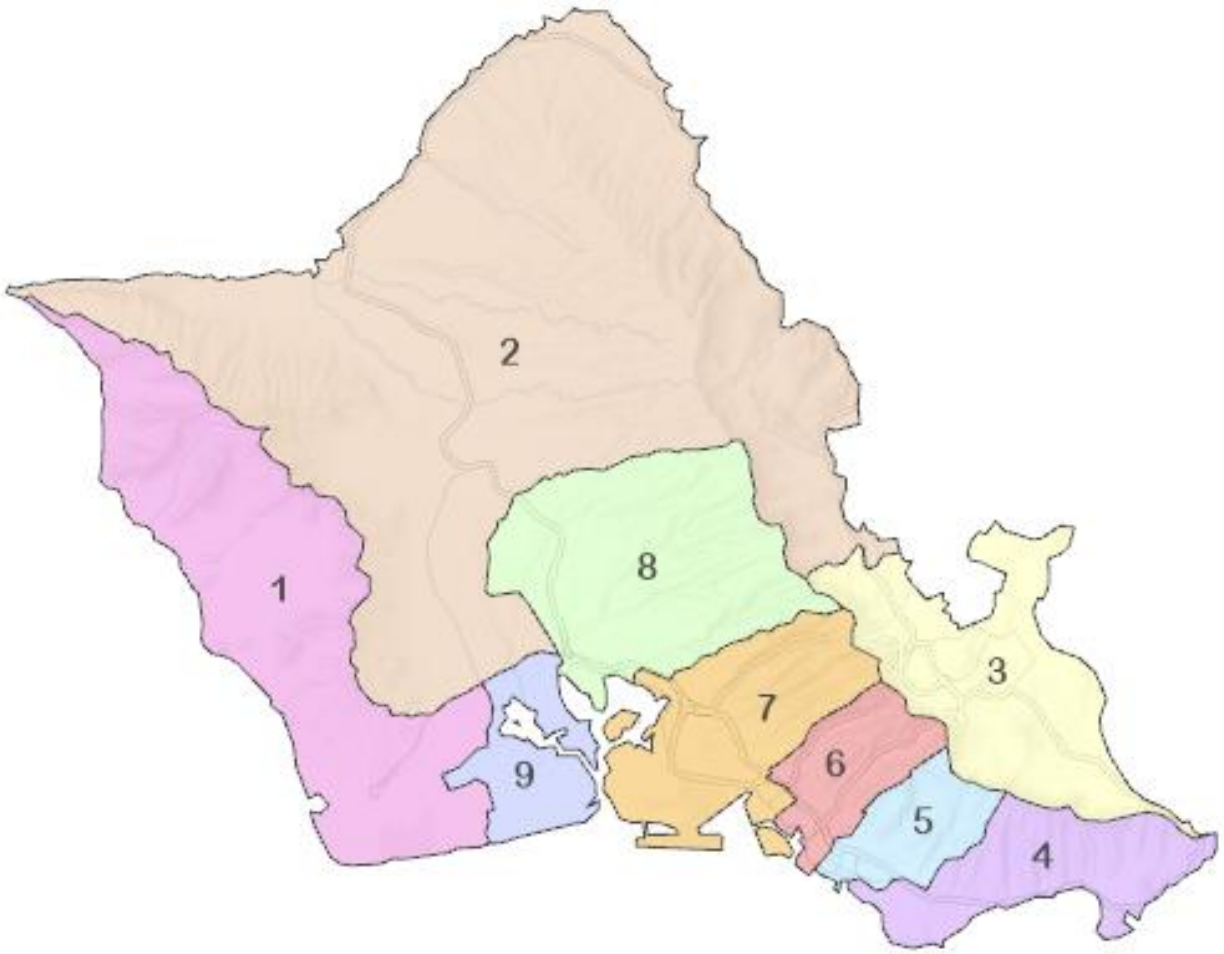
A. Ke'eaumoku mauka & makai
B. Pensacola Street mauka
C. from KCC (Kilauea Avenue) both ways
D. Bishop Street mauka
E. Cooke Street mauka
F. Ward Avenue mauka & makai
G. Pi'ikoi Street mauka & makai
H. Kamakee Street mauka
I. Kalākaua Avenue makai
J. University Avenue makai
K. Liliha Street mauka & makai
L. Ka'ahumanu Street makai
M. 'Aiea Heights Drive makai
N. Kaonohi Street makai

Panoramic Views: Preserve through height limits, bulk/envelope restrictions, dimensional standards

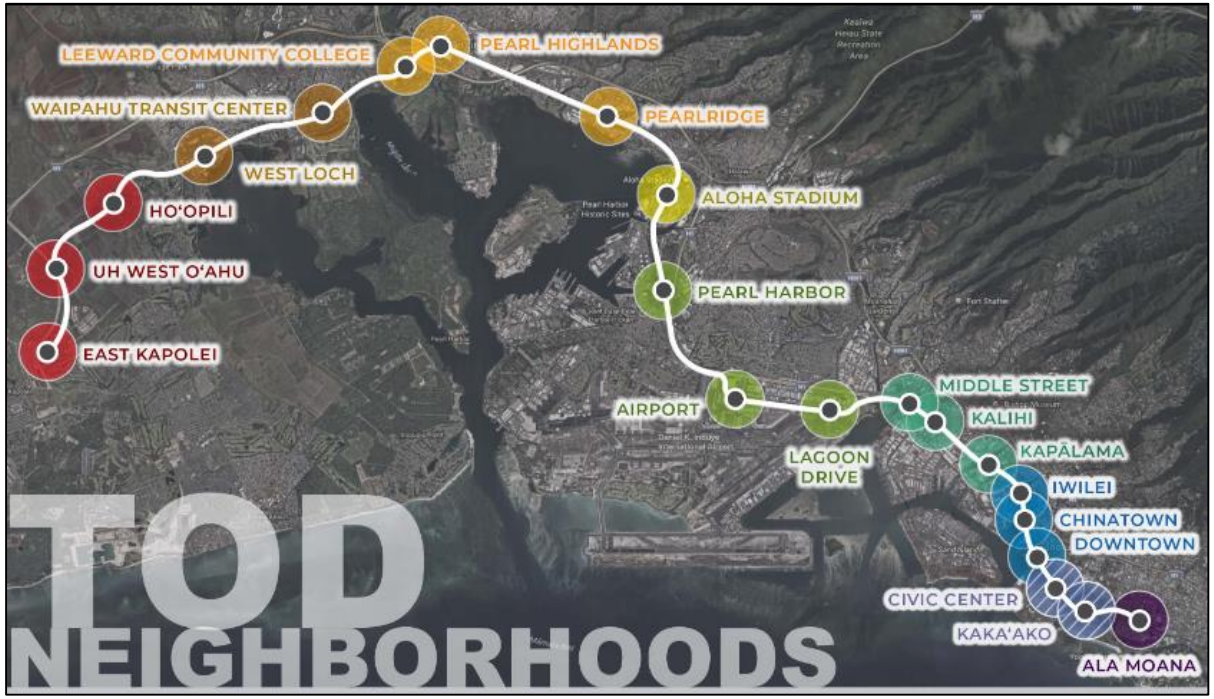
0. Kap'iolani Community College towards Waikiki
1. from Ala Wai Canal Promenade toward Ko'olau Range
2. from H1/Liliha towards Punchbowl
3. from Kaka'ako Waterfront Park toward Ko'olau Range
4. Fort DeRussy towards Ko'olau Range
5. from Punchbowl Lookout toward Diamond Head
6. from Diamond Head rest stop to Tantalus/Punchbowl
7. from Magic Island to Diamond Head
8. from Ke'ehi Lagoon Park toward Punchbowl
9. H1 towards Ke'ehi/Mapunapuna
10. from Pearl Harbor Visitor Center toward Wai'anae Range
11. from Magic Island toward Wai'anae Range
12. from Sand Island to Punchbowl
13. from Tantalus to Diamond Head
14. Kaheka Street toward Ko'olau Range
15. from Ala Moana Regional Park toward Ko'olau Range
16. from future Aloha Stadium (Hālawa)
17. from Waimano Home Road toward Wai'anae Range
18. Punchbowl Street towards Punchbowl
19. Fort Street Mall towards Aloha Tower
20. Alakea Street towards Punchbowl

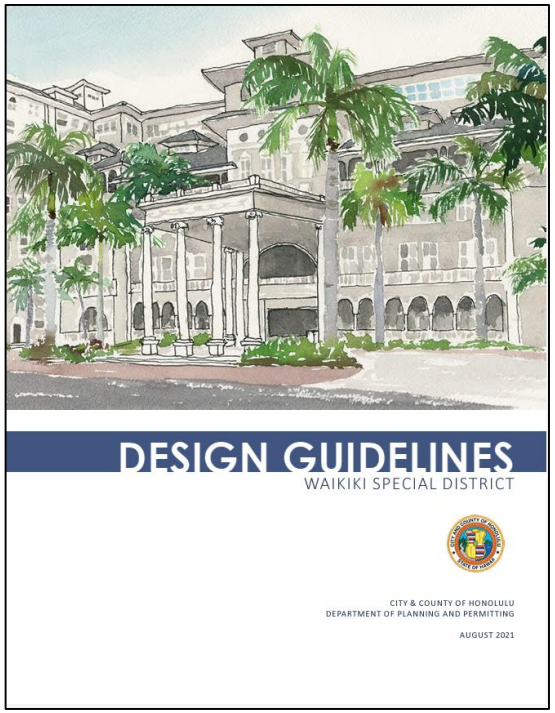


PUC DP highlights for Council District VII



Neighborhood Guidance:







Council District VII

Councilmember: Floor Leader Radiant Cordero

PUC Neighborhoods: Kalihi Kai, Māpunapuna, Fort Shafter, Moanalua, Salt Lake, Hickam, Āliamanu, Foster Village, Pearl Harbor, Hālawa, ʻAiea, Pearlridge, Mokuʻumeʻume, and Sand Island



Special Districts/Special Area Plans :

Kalihi Area TOD Plan (DPP TOD, 2017): Underlines the opportunities for mixed-use, diverse housing, and employment, as well as reinvigorating educational centers, new open spaces, promenade along the Kapālama Canal and multi-modal circulation network for connectivity.

Airport Area TOD Plan (DPP TOD, 2022): Promotes the area as a job hub/employment center, an improved gateway from Honolulu Airport, and infill development near the rail station.

Hālawa Area TOD Plan (DPP TOD, 2020): Envisions increased housing and retail options near to the rail, the Pearl Harbor Historic Trail, and a revitalized Aloha Stadium district.

Council District VII

Councilmember: Floor Leader Radiant Cordero

PUC Neighborhoods: Kalihi Kai, Māpunapuna, Fort Shafter, Moanalua, Salt Lake, Hickam, Āliamanu, Foster Village, Pearl Harbor, Hālawa, ʻAiea, Pearlridge, Mokuʻumeʻume, and Sand Island



Special Districts/Special Area Plans :

ʻAiea-Pearl City Area TOD Plan (DPP TOD, 2014): Envisions a compact, pedestrian-friendly environment with alternative modes of transportation, housing provision, employment, recreational opportunities and access to the Pearl Harbor Historic Trail.

New Aloha Stadium Entertainment District (NASED) planning (Stadium Authority and State DAGS): A new planned mixed-use neighborhood at the Aloha Stadium property, anchored by a new stadium.

Selected Legacy Plans/Reports:

Pearl Harbor Historic Trail Master Plan (DPP 2001): A plan that honors the history of the OR&L Railway, and promotes seamless recreational connectivity betweem ʻAiea and Nanakuli. ***Core principles carried over: Improving recreational bike access to the shoreline and activity centers via the Pearl Harbor Historic Trail.***

Kalihi-Pālama Action Plan (DPP 2004): Envisions improving Oʻahu's "crossroads" with improved infrastructure, in a community that is "visually, economically, and socially inviting." ***Core principles carried over: reverse infrastructure neglect in Kalihi and increase opportunities for businesses and public gathering places for community connection.***

Council District VII

Councilmember: Floor Leader Radiant Cordero

PUC Neighborhoods: Kalihi Kai, Māpunapuna, Fort Shafter, Moanalua, Salt Lake, Hickam, Āliamanu, Foster Village, Pearl Harbor, Hālawa, ʻAiea, Pearlridge, Mokuʻumeʻume, and Sand Island

Focus Area Themes in the Proposed Plan:

- Kapālama (TOD Transformation District): Predominant Place Types: Urban Corridor/Center, Town Corridor/Center, Town High, Flex (Light Industrial)
  - This area will see more transformation than most. Dramatic redevelopment of vacant and underutilized land to support a new TOD neighborhood
  - Area adaptation actions are needed for climate related hazards
  - Leverage new development to create a vibrant public realm
  - Invest in infrastructure upgrades to serve the area



- North King/North School Streets (Mid-Town Corridors): Predominant Place Types: Near Town Corridor/Center Medium, Town Corridor/Center, Town High, Town Low, Near Town Neighborhood
  - Buffer pedestrians and cyclists from fast moving traffic
  - Preserve historic landmark buildings, established businesses and affordability
  - Stimulate limited infill with improvements to area infrastructure and streets/sidewalks

Council District VII

Councilmember: Floor Leader Radiant Cordero

PUC Neighborhoods: Kalihi Kai, Māpunapuna, Fort Shafter, Moanalua, Salt Lake, Hickam, Āliamanu, Foster Village, Pearl Harbor, Hālawa, ʻAiea, Pearlridge, Mokuʻumeʻume, and Sand Island

Focus Area Themes in the Proposed Plan:

- Hālawa (TOD Transformation District): Predominant Place Types: Urban Corridor/Center, Town Corridor/Center, Town-Medium, Near Town Corridor/Center Medium, Near Town Neighborhood
  - This area is envisioned to become a new mixed-use neighborhood anchored by a redeveloped Aloha Stadium and rail
  - Prioritize multi-modalism in the design of the new district
  - Extend the Pearl Harbor Historic Trail to the rail station area

- Aiea Town Center and Lower Kaʻahumanu Street (Suburban Town Centers): Predominant Place Type: Near Town Corridor/Center Medium
  - Infill gradually over time with appropriate low-intensity mixed uses
  - Invest in streetscape and mobility improvements
  - Preserve lower-intensity, neighborhood serving character

- Pearl Highlands and **Pearlridge** (TOD Transformation District): Predominant Place Types: Industrial, Urban Corridor/Center, Town Corridor, Near-Town Corridor Medium
  - Transform the regional mall environment into a livable, urban mixed-use community with housing, employment, retail, and recreation
  - Infill in particularly moderate to high-density residential and mixed-use buildings
  - Enhance/ invest in multimodal access to the station area, streetscape comfort, and safety



PRIMARY URBAN CENTER DEVELOPMENT PLAN

Primary Urban Center Development Plan Update

Mahalo

HONOLULU Planning & Permitting