EXHIBIT A



PRIMARY URBAN CENTER
DEVELOPMENT PLAN



Department of Planning and Permitting, City and County of Honolulu

April 2025







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O‘AHU’S

GATHERING PLACE

Primary Urban Center Development Plan

Honolulu Department of Planning and Permitting, April 2025

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In collaboration with:
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Strategic Economics, Inc.
Townscape, Inc.
University of Hawai'i Sea Grant Program
Wilson Okamoto Corporation



A Letter from the Mayor



I am very pleased to share with you the update to the Primary Urban Center Development Plan (PUC DP), a 20-plus year roadmap for Oʻahu's most populous region of over 450,000 residents spanning from Waiʻalae - Kāhala to Pearl City, mauka to makai.

The PUC DP implements the broad policies of the Oʻahu General Plan at a regional level by identifying areas of growth and stability within Honolulu's Urban Center, while addressing key environmental, economic, and community topics of interest for all who live, work, or play in the region.

The goals, policies, and actions within the PUC DP are intended to strengthen urban Honolulu's many distinct neighborhoods, efficiently deliver services for all ages, from keiki to kūpuna, and protect the ʻaina that makes Honolulu such a special place to call home.

The Plan contains actionable, long-range policies to guide land use over the next two decades to create transit-served and walkable neighborhoods, guide infrastructure investments, improve community resilience in the face of increasing natural hazards, and responsibly manage resources.

I want to thank all of those who contributed time and insight to this Plan by attending an event, participating in a survey, or submitting a comment. We look forward to working in partnership with the public and this Plan to protect and improve upon the unique characteristics of our precious city and to prosper as a community in the years ahead.

Rick Blangiardi
Mayor

Acronym Key

A

ADU—Accessory Dwelling Unit
AHR—Affordable Housing Requirement
ALICE—Asset Limited, Income Constrained, Employed

B

BID—Business Improvement District
BRT—Bus Rapid Transit
BWS—Honolulu Board of Water Supply

C

CAP—Climate Action Plan
CAS—Climate Adaptation Strategy
CCSR—Office of Climate Change, Sustainability, and Resilience
CIP—Capital Improvement Program
CPTED—Crime Prevention through Environmental Design
CWA—Clean Water Act
CWRM—Commission on Water Resource Management

D

DBEDT—Hawai‘i Department of Business, Economic Development and Tourism
DAGS—Hawai‘i Department of Accounting and General Services
DCS—Department of Community Services
DDC—Department of Design and Construction
DEM—Department of Emergency Management
DFM—Department of Facilities Maintenance
DLM—Department of Land Management
DLNR—Hawai‘i Department of Land and Natural Resources
DOBOR—Division of Boating and Ocean Recreation
DOE—Hawai‘i Department of Education
DOH—Department of Health
DOT/HDOT—Hawai‘i Department of Transportation (A- Airports Division, H-Harbors Division)
DP—Development Plan
DPP—Department of Planning and Permitting
DPR—Department of Parks and Recreation
DTS—Department of Transportation Services

E

ENV—Department of Environmental Services

F

FAA—Federal Aviation Administration
FAR—Floor Area Ratio

G

GP—O‘ahu General Plan

H

HART—Honolulu Authority for Rapid Transportation
HCC—Honolulu Community College
HCCC—Honolulu Climate Change Commission
HCDA—Hawai‘i Community Development Authority
HESD—Honolulu Emergency Services Department
HFD—Honolulu Fire Department
HPD—Honolulu Polic Department
HPHA—Hawai'i Public Housing Authority
HOU—Mayor's Office of Housing

I

IMX—Industrial Mixed-Use

J

JTMC—Joint Traffic Management Center

K

KCC—Kapi‘olani Community College

L

LID—Low Impact Development
LUO—Land Use Ordinance

M

MEP—Maximum Extent Practicable
MOCA—Mayor's Office of Culture and the Arts

N

NAVFAC—Navy Facilities Engineering Systems Command
NASED—New Aloha Stadium Entertainment District

O

OCCC—O‘ahu Community Correctional Center
OER—Office of Economic Revitalization
OHPC—O‘ahu Historic Preservation Commission
OPSD—Hawai‘i Office of Planning and Sustainable Development
OMPO—O‘ahu Metropolitan Planning Organization
ORTP—O‘ahu Regional Transportation Plan
OTS—O‘ahu Transit Services

P

PUC DP—Primary Urban Center Development Plan

R

R&D—Research & Development

S

SCP—Sustainable Communities Plan
SHPD—State of Hawai'i Historic Preservation Division
SLR—Sea Level Rise
SLR-XA—Sea Level Rise Exposure Area
SMA—Shoreline Special Management Area
SOEST—UH School of Ocean and Earth Science Technology

T

TIP—Transportation Improvement Program
TDR—Transfer of Development Rights
TOD—Transit-Oriented Development
TSMO—Transportation Systems Management & Operations

U

UH—University of Hawai‘i

W

WMP—Watershed Management Plan
WWTP—Wastewater Treatment Plant

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ʻŌlelo Hawaiʻi

ahupuaʻa: Land division usually extending from the uplands to the sea.

ʻāina: Land, earth.

honua: Land, earth, world, fundamental.

hui: club, association, partnership.

kai: Sea, seawater, area near the sea.

kupuna: Grandparent, ancestor, relative or close friend of the grandparent's generation (plural kūpuna).

keiki: Child, offspring, descendant, youngster.

lānai: Porch, veranda, balcony.

mālama: To care for, attend, preserve, protect.

moʻolelo: Story, tale, myth, history, tradition.

ʻohana: Family, relative, kin group, related.

ʻōlelo: Language, speech, word, talk.

uka: Inland, upland, toward the mountain, shoreward (if at sea).

wai: Water (fresh water).

***Definitions derived from the Ulukau Electronic Library, Pukui/Elbert Hawaiian Dictionary.**

Common usage directional terms:

diamond head (side): generally eastward

ewa (side): generally westward

mauka: towards the mountains, inland

makai: towards the sea, coastal

Introduction

Preface

What is the role of the PUC DP?

The role of the Primary Urban Center Development Plan (referred to throughout as the PUC DP or Plan) is to implement the comprehensive vision of the O'ahu General Plan (GP) through policies and guidelines that reflect the unique conditions, geography, and concerns of the Primary Urban Center region. The population distribution in the GP calls for the PUC to retain the majority of the island's population (about 43 percent) through 2040. The PUC DP provides further development guidance for the region in support of the GP, and is updated through a detailed public process that ultimately informs zoning, infrastructure investments, and other City codes and standards.

Purpose and Authority

The General Plan and Development Plans

The GP is the island's primary policy document that describes key long-term objectives of the community. It addresses a broad range of important topics such as land use, transportation, economic development, infrastructure, and natural resource management. While the GP puts forward Policy direction for the whole island of O'ahu, the island is further divided into eight primary planning regions, including the Primary Urban Center. Each of these planning regions has its own long-range document, either a Development Plan (DP) or Sustainable Communities Plan (SCP), so termed depending on whether a region is actively planned for growth (DP), or is a rural or mature community expecting little expansion (SCP). The eight planning regions on O'ahu include: The Primary Urban Center, Central O'ahu, 'Ewa, Wai'anae, North Shore, Ko'olau Loa, Ko'olau Poko, and East Honolulu. Of the eight planning regions, only the PUC and 'Ewa have DPs, with the remainder of the areas covered by SCPs. A Revised O'ahu General Plan was adopted by the City Council in January 2022.

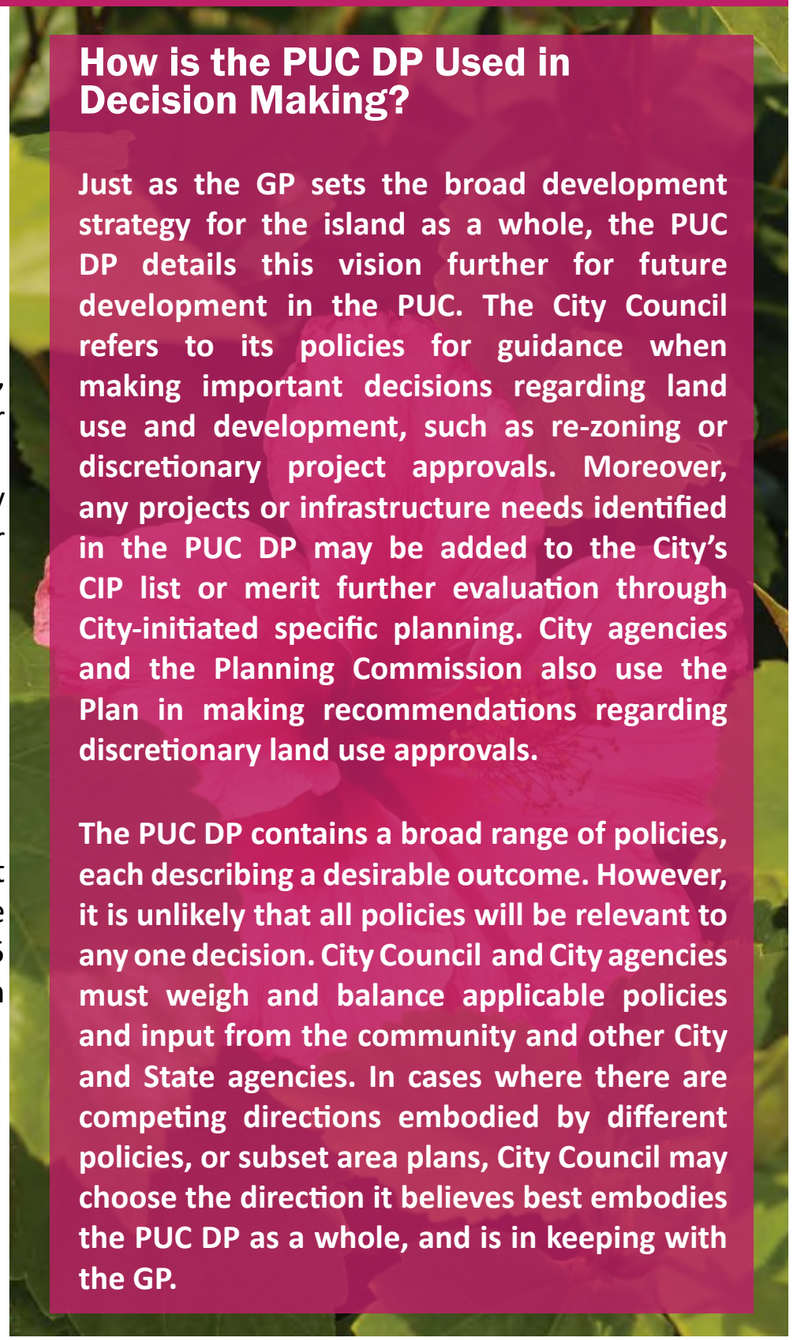
Authority of the Development Plan

Development Plan authority, like that of the General Plan, derives from the Honolulu City Charter which requires their preparation to guide "the improvement and development of the city." While these plans are not themselves regulatory documents, they establish the broad policy context for the land use and budgetary actions that determine how the urban environment evolves. All public improvement projects, zoning changes, and other discretionary land use approvals are required to be consistent with both the General Plan and the DP or SCP of the region that they are located.

All DPs and SCPs are developed through a process of community outreach, interviews, research, and engagement over a sustained period, and are adopted by ordinance. The DPs and SCPs have a planning horizon of approximately 25 years and are updated on a rolling basis, or as specified in their respective adopting ordinances.

Land Use Planning and Management

The City and County of Honolulu (City) has a three-tier planning system that guides the island's growth and development. In addition to the two tiers already described of (1) the GP and (2) the eight DPs and SCPs, a third tier (3) is composed of implementing regulations including the



How is the PUC DP Used in Decision Making?

Just as the GP sets the broad development strategy for the island as a whole, the PUC DP details this vision further for future development in the PUC. The City Council refers to its policies for guidance when making important decisions regarding land use and development, such as re-zoning or discretionary project approvals. Moreover, any projects or infrastructure needs identified in the PUC DP may be added to the City's CIP list or merit further evaluation through City-initiated specific planning. City agencies and the Planning Commission also use the Plan in making recommendations regarding discretionary land use approvals.

The PUC DP contains a broad range of policies, each describing a desirable outcome. However, it is unlikely that all policies will be relevant to any one decision. City Council and City agencies must weigh and balance applicable policies and input from the community and other City and State agencies. In cases where there are competing directions embodied by different policies, or subset area plans, City Council may choose the direction it believes best embodies the PUC DP as a whole, and is in keeping with the GP.

City's Land Use Ordinance (LUO) that details the specific uses and development standards that are allowed on each property; the Capital Improvement Program (CIP) that funds projects and infrastructure; and functional plans required by the City Charter. All tiers work together to coordinate land use management on O'ahu within the purview of the City.

Additional supporting plans include the Transit-Oriented Development Neighborhood Plans that provide specialized guidance for rail station area neighborhoods; adopted policy guidance documents like Honolulu's Age-Friendly City Action Plan, and the City's O'ahu Resilience Strategy, and Climate Action Plan; and other functional and facilities plans. The City also partners with the semi-autonomous Honolulu Board of Water Supply (BWS) to align policies with the Watershed Management Plans (WMPs) that correspond to the island's eight planning regions and contribute to the O'ahu Water Management Plan.

Update Process

Why Update this Plan?

Honolulu's City Charter provides that the regional plans (DPs and SCPs) are to be updated to respond to changes in community priorities and conditions on the ground on a schedule to be determined by the Director of the Department of Planning and Permitting (DPP). The adopted Ordinances for the regional plans have typically stipulated the interval between the start of each new review cycle as five years. However, this and other more recent plans recommend a ten-year interval as a more desirable and feasible timeline.

The PUC DP was last adopted in 2004, and today's PUC faces a set of challenges that have evolved since then.

A few notable changes among many others:

- Rents in Honolulu increased by almost 42 percent between 2010 and 2021, placing the city among the top ten most expensive rental markets in the United States [1].
- Climate change hazards and their impacts are increasing in frequency and intensity, including sea level rise (SLR) impacts in the PUC, projected to be disproportionately higher than elsewhere in the State due to the high density and high value of development on the region's low-lying coastal lands.
- Highways are anticipated to become more congested, as the number of daily trips made by residents island-wide is expected to increase by 27% from 2007 levels to the year 2035[2].

The issues above and others make this a timely update. The goal of this Plan is to help ensure that the PUC has the policies in place to fulfill the vision of the GP in the face of changing conditions, and to ensure that the PUC remains a thriving community for its residents, workers, and visitors. This Plan, as previously stated, has a planning horizon of roughly 25 years. A notable exception is the policy discussion on planning for climate change and SLR impacts, which necessitates both a near and longer-term look ahead.

Engagement Summary

The participation of the PUC community has proven crucial to the Plan's development. The primary objectives of the engagement process are to:

- Make a plan based on community priorities and input.
- Encourage broad demographic and geographic representation.
- Invite a diversity of community voices to be heard.
- Provide a range of opportunities for input.
- Ensure community support for, and ownership of, the Plan.

To facilitate community participation, the City hosted a series of pop-up events, community workshops and other meetings, and regularly updated the project website to notify the community of upcoming activities and events. The engagement process was far-reaching as follows:

- Dozens of stakeholder and agency interviews were conducted.
- 30+ "pop-up workshop" booth events in various locations around the PUC were held.
- A statistically valid community survey with over 1,000 responses was an early direction-setting part of the outreach process.
- Multiple online surveys including topics on neighborhood character, sea level rise planning, and COVID-19 recovery were conducted throughout the outreach phase.
- A "Vision Forum" and subsequent community input informed the development of the "Guiding Principles" for the PUC DP.
- A round of land use and scenario workshops were held to look at future growth scenarios.
- Plan review workshops, including a Neighborhood Board review process were held.
- Feedback received during the comment period for the Public Review Draft led to changes in the Proposed Plan, as transmitted to the Honolulu Planning Commission.

1 ACS 5-Year Public Use Microdata Sample, 2017-2021 and 2006-2010
2 CMP Study of Congestion Levels on O'ahu (OMPO, 2011)

Housing

Provide an adequate supply of housing for residents by:

1. Concentrating new housing growth in complete neighborhoods near transit, jobs, goods, and services.
2. Enabling and encouraging a greater variety of housing types in the PUC, including middle-density and mid-rise residential, mixed-use development, and co-housing that supports long-term affordability goals.
3. Strengthening the City's Affordable Housing Requirements and seeking additional affordable housing as a community benefit.

Placemaking + Growth

Create complete neighborhoods in the PUC by:

1. Refining transit-oriented planning that enables livable, walkable neighborhoods, with active gathering places between home and work.
2. Reinvigorating bus transit-served commercial corridors with moderate density, mixed-use, infill.
3. Transforming single-use commercial districts into walkable mixed-use destinations as appropriate.
4. Balancing change in Waikīkī and elsewhere with climate change adaptation planning and avoidance of hazards and environmentally sensitive areas.

Healthy Communities

Support a healthy community by:

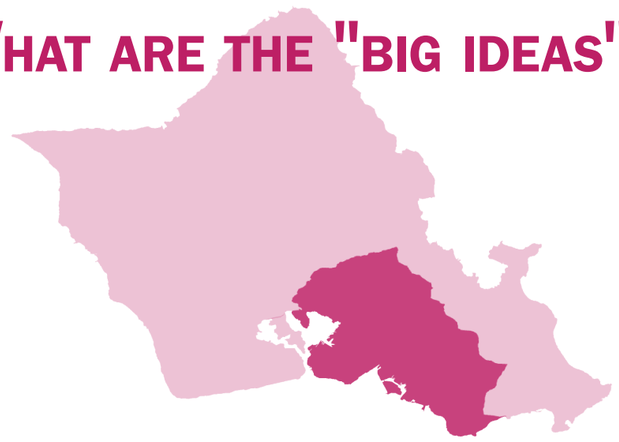
1. Implementing Age-Friendly recommendations for the built environment especially for safety, accessibility, and to promote physical activity.
2. Expanding the community gardens program, adjusting land use standards for community gardening, and promoting access to local produce.
3. Promoting equitable development, meaningful community benefits, and supporting sustainable building practices.

Parks + Public Open Space

Connect people to their PUC parks by:

1. Prioritizing a connected system of multiuse paths, linear parks, protected bike lanes, and pedestrian malls or promenades as an evolution of the "Lei of Parks" concept.
2. Promoting innovative urban open spaces like parklets, flexible use plazas, and public/private partnerships in dense and developing areas.
3. Creating a network of Green Streets.
4. Improving the ecological function of parks and beaches.

What are the "big ideas"?



Sea Level Rise + Coastal Hazards

Respond to the growing threat of sea level rise to buildings, homes, and infrastructure across the PUC by:

1. Creating tools for increased adaptation requirements and design standards over time for the Sea Level Rise Exposure Area (SLR-XA) and SLR.
2. Developing interagency adaptation approaches for shoreline and nuisance flooding impacts at the coastline and in backshore areas.
3. Engaging the community in near- and long-term adaptation choices (i.e. regulatory changes, impact avoidance measures, and natural or engineered mitigations and adaptations).

Mobility + Connectivity

Develop solutions to traffic congestion and provide greater mode choice for trips in the PUC by:

1. Implementing high-frequency bus service between destination hubs, including rail.
2. Right-sizing parking policies and adopting traffic management strategies in the PUC's densest areas.
3. Implementing bicycle networks on Complete Streets with a focus on protected/separated lanes to increase multimodal travel options.
4. Increasing availability of electric vehicle charging stations.

Economic Development

Grow a diversified economy in the PUC by:

1. Maintaining key industrial uses near the harbor, airport, and other important locations.
2. Supporting Downtown as a center of innovation, education, creativity, and as a livable neighborhood.
3. Supporting a sustainable tourism economy, and supporting Waikīkī as a livable neighborhood.
4. Encouraging flexible work spaces and adequate commercial space in new mixed-use developments, and increasing accommodation for telework and home occupations in existing neighborhoods.

Water Resources

Promote integrated watershed management goals by:

1. Implementing a One Water framework mauka to makai for interagency infrastructure collaboration, especially for adapting to climate change and SLR.
2. Pursuing an integrated approach to storm water infiltration and flood management through multiple solutions including green streets, low impact development, retention basins, and stream improvements.
3. Continuing to improve the coordination of wastewater infrastructure and land use planning.

Vision + Context

Honolulu's Primary Urban Center

The PUC is home to about 440,000 people and is the most populous of O'ahu's eight regional plan areas. The PUC stretches from Wai'alae-Kāhala to Pearl City, extending along a portion of O'ahu's southern coast, mauka to makai, from the top of the mountain watersheds to the shoreline.

The PUC includes major economic activity hubs, from the Downtown and Civic Centers, to the island's primary resort area, Waikīkī. It is also home to neighborhoods old and new, reflecting O'ahu's diverse community and rich culture. The PUC has a beautiful natural setting including geographic landmarks such as the Diamond Head and Punchbowl craters, as well as many well-used parks, beaches, and cultural, educational, and governmental institutions.

This updated iteration of the PUC DP provides a proactive approach to shaping growth that incorporates guidance through specific land use policies, transit-oriented planning, and directed infrastructure investment. Land use policies in the DP prize community-focused design and character; elevate considerations of equitable development; remain responsive to market conditions and preferences; and respond to environmental conditions such as climate change and sea level rise impacts, resource management imperatives, and protection of sensitive ecological areas.

How to Use this Plan

The Plan plays a critical role in regard to the location and nature of growth in the PUC. Specifically, this is accomplished through four primary Plan tools:

1) the Plan presents specific *goals*, *policies,* and *actions* regarding growth, infrastructure, mobility, and many other critical topics;

2) the Plan includes broad visioning and character guidance for key *focus areas*;

3) a map of *place types* (the illustrative land use map) and corresponding descriptions, communicate the desired development form and intensity of the various designations; and

4) a series of topic-specific *performance indicators* are included to help track progress on key objectives over time. Together, these four elements sketch a framework for the continued maturation and growth of the PUC, and each is described further below.

Goals + Policies + Actions

The Plan uses a broad framework of *goals, policies, and actions*. Goals are statements of the desirable big-picture outcomes. Each goal is supported by several policies that give further definition to the goals and break them into smaller parts. Each policy then includes proposed actions to move towards fulfillment of the policy and underlying goal statement. In this way, the Plan includes and establishes clear policies and actions to guide growth to appropriate locations, communicate community preferences to developers, and to provide guidance for the City's infrastructure planning, transportation investments, outdoor amenities, and environmental planning for resources and resiliency.

Focus Areas Vision + Guidance

The Plan articulates neighborhood-specific visions and priorities that can be used by communities to seek the benefits, amenities, and services they need. Focus Areas illustrate where growth is expected to occur, or continue to occur, at varying scales, and/or highlights areas where investment is encouraged to meet the community's vision for vibrancy, housing choice, transportation choice, open space, and livability.

Place Types

The Plan establishes a palette of place types that describe the general density, intensity, and character of different land use types, and is depicted on the Plan's illustrative land use maps. The place types on the PUC DP maps are not zoning; however they effectively communicate the desired character and form for the built environment, including the retention of stable areas.

Indicators

Each Chapter includes indicators that can communicate progress towards the Plan goals. While not every policy is quantifiable, the short set of chosen metrics address big themes in the Plan and can help stakeholders to check in year over year on how well the Plan is being implemented, and identify where course corrections may be needed.

Guiding Principles

The Vision to 2040 and beyond

When creating this Plan the project team put forward a set of guiding principles to shape the Plan goals and policies with the intent of reflecting back important values of the community. To that end this set of principles was refined in an iterative process through feedback at workshops and via outreach activities. The following is a summary of the key principles that inform this Plan. While not policies in and of themselves, these principles are the broad themes woven throughout, and that collectively provide a vision for how to grow in the PUC.

1 Support Complete Neighborhoods.



Support the PUC's vibrant and distinct neighborhoods. Create new, and enhance existing neighborhoods with an appropriate mix of housing, well-maintained parks, and community meeting places. Create greater access to the retail, services, schools, and employment that support the daily life of residents. Encourage compatible architecture in historic areas and enhance neighborhood character throughout the PUC.

2 Focus on Sound Infrastructure.



Plan for and invest in functional, resilient, and well-maintained infrastructure. Coordinate infrastructure investments and new growth. Look for opportunities to "dig once" when replacing aging infrastructure and upgrading streets.

3 Grow Sustainability Practices.



As development in the PUC advances, make decisions and take measurable actions to reduce carbon emissions, retain stormwater onsite, promote green construction and landscaping practices, increase the urban tree canopy, reduce the urban heat island effect, and increase natural areas. Focus higher-density development in appropriate areas including: TOD areas near rail or high-frequency bus service, along walkable mixed-use corridors, and in centers of activity and commerce.

4 Provide High-Quality Parks + Outdoor Spaces.



Maintain and create quality parks, open spaces, and natural areas. In highly urban areas, provide trees, public gathering spaces, linear parks, and community gardens. Encourage community involvement and creative design for public and recreation spaces in new development. Recognize and advance the ecological value of parks as serving multiple functions, such as migratory habitat for wildlife, and stormwater sequestration.



5

Increase Agency Coordination.



Bolster inter-governmental collaboration and partnerships between City agencies and State agencies to solve cross-cutting challenges such as housing affordability, transportation safety and accessibility, sea level rise and climate change actions, and economic development.

6

Create Housing Solutions.



Champion policies that result in safe, healthy, resilient, and affordable housing options. Actively seek to expand the diversity of housing choices in the PUC to relieve housing shortfalls and meet the needs of residents. Continue to expand efforts and programs to address the causes of homelessness.

7

Expand Economic Diversity.



Retain sufficient industrial land and office uses to support and expand economic activity in the PUC, especially near the airport, harbor, and downtown business districts. Encourage and attract emerging industries through allowing for increased mixed-uses, co-working environments, and flexible spaces. Promote the PUC's vital role in commercial, industrial, transportation, and government functions, and as the Pacific's leading business and travel destination.

8

Create a Healthy, Age-Friendly PUC for Kūpuna to Keiki.



Support strategies from the City's Age-Friendly Honolulu Action Plan to provide abundant services and safe gathering places that serve all ages. Encourage new development to pursue universal design principles for the benefit of all age groups and users. Create policies and guidelines to support public health and to invest in neighborhoods equitably. Foster a sense of community and care for our neighbors.



9

Enhance Multi-Modal Transportation.



Improve the quality and safety of the pedestrian environment and continue to expand safe facilities for all users. Acknowledge and plan for evolving mobility choices, including bicyclists, shared mobility, electric vehicles, and autonomous vehicles. Continue to provide excellent transit service through TheBus, TheHandi-Van, and rail service. Maintain a balanced freight network.

10

Prepare for Sea Level Rise + Climate Change.



Mitigate the root causes of climate change and plan for and adapt to sea level rise and other climate change hazards, in accordance with guidance from the City's Climate Change Commission, and best available science. Work cooperatively to evaluate options and implement best practices. Put in place a Climate Adaptation Strategy and outline capital improvements, infrastructure assessments, and other measures needed to address the long term effects of climate change.

11

Care for our Island Heritage.



Respect Native Hawaiian culture and knowledge and celebrate the rich cultural diversity of the PUC and its significant historic features. Protect Native Hawaiian cultural, historic, and pre-contact sites and monuments to recognize the unique history, landmarks, and natural environment of the PUC and preserve it for future generations.

12

Mālama Honua.



Care for the earth by supporting resource conservation. Recognize the gifts of the ʻāina as finite and in need of protection and restoration, including, natural resource and habitat areas, streams, beaches, and forest watersheds that lead to the ocean. Protect important views to provide a respite and connection to nature. Protect drinking water, ocean resources, and conservation lands.

Growth + Development

Growth + Development

GOAL GD-1:
Direct Higher Density Growth to Mixed-Use Transit Oriented Development (TOD) Areas.

Policy GD-1.1: Focus higher intensity mixed-use development and supporting public infrastructure around rail stations.

Policy GD-1.2: Create mixed-use TOD neighborhoods with meaningful character and a sense of place.

Policy GD-1.3: Facilitate the evolution of shopping malls and big box retail near rail stations from isolated single-use centers into true gathering places.

Policy GD-1.4: Refine the discretionary TOD permitting process to balance higher-density entitlements with commensurate community benefits.

GOAL GD-2:
Invest in Bus Transit-Supportive Corridors and Adjacent Mixed-Density Neighborhoods.

Policy GD-2.1: Support mixed-use infill development and increased bus service along key underutilized commercial corridors.

Policy GD-2.2: Promote moderate-scaled residential infill while preserving affordability in mixed-density neighborhoods.

Policy GD-2.3: Invest in long-term growth in commercial corridors and mixed-density neighborhoods outside of the Sea Level Rise Exposure Area (SLR-XA).

Policy GD-2.4: Provide green space and landscaping improvements in mixed-density in-town neighborhoods, especially those lacking parks.

GOAL GD-3:
Plan for Context-Appropriate Infill and Redevelopment in Lower-Density Places.

Policy GD-3.1: Allow gradual addition of house-form multiunit dwellings and small apartment buildings near lower-intensity commercial corridors.

Policy GD-3.2: Continue to improve multimodal access and connectivity in lower-density neighborhoods.

Policy GD-3.3: Maintain the lower intensity character of valley/ridge and near-town neighborhoods.

Policy GD-3.4: Improve infrastructure capacity planning for areas of low to moderate growth to meet demand for ADUs and modest infill development.



GOAL GD-4:
Avoid Development in Sensitive or Protected Areas and on Steep Slopes.

Policy GD-4.1: Continue to discourage new development beyond the Urban Growth Boundary and on very steep slopes.

Policy GD-4.2: Decrease building and structure encroachments on streams and wetlands (except for those essential to flooding control).

GOAL GD-5:
Manage Growth and Public Investment for the Benefit of All PUC Residents.

Policy GD-5.1: Make equitable public investment a priority in all functional planning through ongoing evaluation of corridors and neighborhoods with deficiencies in basic services and amenities.

Policy GD-5.2: Manage the broader, indirect impacts of high-density development and growth on adjacent communities through focused effort and sustained attention.

Policy GD-5.3: Support and maximize high-quality affordable housing on public lands.

Policy GD-5.4: Align infrastructure expansions with growth areas.

Key Outcomes

The PUC DP establishes a direction for future growth that builds upon Honolulu's unique character, culture, climate, and setting. The vision for the PUC has the majority of new growth focused in active, transit-rich areas, while the character and scale of other neighborhoods is maintained through smaller improvements and lower-density infill. The majority of growth in the PUC will be guided to align with rail transit service and new investments that improve transportation choices for residents. Transit-oriented development in rail station areas will be a key contributor in delivering new affordable housing units through the City's affordable housing requirements, allowing more residents to live and work in town.

Planned growth in desired locations will be made possible through key public infrastructure projects and greater agency coordination. DP policies guide growth in order to avoid adverse environmental impacts, increase compactness in the core of the PUC around retail, jobs, and services, and support this growth with multimodal transportation options. O'ahu's General Plan calls for the full build-out of the PUC in order to reduce the effects of sprawl into rural areas. To achieve this aim, it is important that urban environments be developed so that they are livable, attractive, affordable, and offer a high quality of life for residents.

Setting the Stage

The PUC experienced considerable growth with the addition of almost 30,000 people in 5,000 households between 2000 and 2015, yet in the past several years, the PUC has mirrored the island-wide trend of a net outflow of population. However, a variety of factors are expected to contribute to the stabilization and continued growth in the PUC, including a current housing shortfall and high housing demand for new residential units, economic growth across a variety of sectors including professional and business services and healthcare, new opportunities for growth and mixed-uses along the rail transit corridor, and new attention to other mixed-use/commercial corridors within the PUC. Currently, there are many ongoing and planned development projects in the PUC, including:

- Mixed-use and residential projects located in the Ala Moana TOD Neighborhood Plan area;
- Redevelopment of Mayor Wright public housing into a mixed-income, mixed-use neighborhood, and other major Hawai'i Public Housing Authority (HPHA) projects;
- A series of plans and proposals on publicly owned lands, most notably the redevelopment of Aloha Stadium into the New Aloha Stadium Entertainment District (NASED);
- The proposed relocation of the O‘ahu Community Correctional Center (OCCC) to Hālawa and potential redevelopment of its current Kalihi site; and,
- The completion of redevelopment in Kaka‘ako, including mixed-use and residential highrises, commercial spaces, and additional public open space.

Looking Ahead

Modern-day urban challenges such as worsening automobile traffic and housing shortfalls, have renewed interest in walkable places and compact lifestyles. Mixed-use places where daily destinations are within walking distance to one another make it possible to live, work, learn, and recreate in the PUC while minimizing reliance on private automobiles. Ongoing transportation investment in rail and connecting public transportation modes will spur the development of mixed-use places and infill along the rail line and contribute to a network of vibrant PUC corridors. The Plan's policies address this anticipated growth so that it contributes to complete communities with a balance of uses, amenities, outdoor spaces, and good connectivity. Additional policies concerning placemaking, the environment, building form and character, historic and cultural preservation, and the overall look and feel of places around the PUC are also outlined to support and maintain the unique sense of place in communities across the PUC.



Urban Pattern Shifts Over Time in the PUC

Early urban development patterns in Honolulu mostly remained compact and focused around the areas that now comprise Chinatown, Downtown, and the Civic Center. In the early 20th century, the PUC expanded outward following a series of now-defunct streetcar lines, which reinforced a fine-grained, mixed-use pattern of transit and services.

Beginning in the 1950s, development patterns in the PUC became increasingly sprawling and characterized by rapid growth. In 1953, Honolulu's first limited access highway opened, the Mauka Arterial, which extended along a portion of what is now the H-1. The widespread adoption of the private automobile made it possible to expand residential neighborhoods in less connected areas and increase development on steeper terrain and further away from other uses. These new subdivisions were far more homogenous in their land use mix compared to older neighborhoods. Streetcar lines that existed near Downtown and near-town locations at this time were not extended to the new development areas.

Freeway construction continued with the creation of Interstate H-1 and extensions to Pearl City and Waiʻalae in the early 1960s. As a result, development in the 1970s through the early 2000s continued by and large to separate uses, with residential neighborhoods and commercial shopping centers growing in geographically separated, auto-oriented patterns with little emphasis on mixed-uses and walkability. The 1970s and 1980s also saw the development of large public housing projects, an intensified Waikīkī, and more new subdivisions to the west.

A counterpoint and partial response to the tendency toward sprawl in the past half-century or more, has been the long-standing -(since the 1970s)- General Plan strategy to "keep the country, country" by focusing growth in the primary and secondary (Kapolei) urban centers of the island. The directive to maintain the rural areas and build out a compact urban core is a policy that is followed to the present day. This Plan's policies strongly support minimal growth in rural, agricultural, and preservation areas on Oʻahu by continuing to direct growth in population, and growing and retaining jobs, in the PUC.

New development in the PUC will overwhelmingly be in the form of infill or redevelopment. While the DPP expects development in O'ahu's "second city" region to the west (Ewa-Kapolei) to continue at a faster pace for the Plan's twenty to twenty-five year time horizon, the new development opportunities in the PUC's rail corridor are nonetheless subject to substantial growth over time. This potential is reflected in the PUC DP's land use policies and supported by the Honolulu TOD Demand Analysis and Market Projections prepared for the City by Strategic Economics (2019). It is important that the new growth occuring in the PUC position residents in areas that are supported by transit, jobs, and services, and reduce the need for further sprawl. Such a growth pattern will support the PUC to continue to grow in the longer term in a livable and sustainable fashion.



Relationship between the PUC DP and Growth

The City's Development Plans play a critical role with regards to the location and nature of growth on O‘ahu. Accordingly, the PUC DP presents "place types" (land uses and intensities), neighborhood character vision, and growth policies that together sketch a framework for the continued maturation and growth of the PUC:

1. **Growth Approach.** The Plan establishes clear policies and actions to guide growth to appropriate locations, communicate community preferences to landowners and developers, and lead the way for well-ordered infrastructure planning.
2. **Place Types.** The Plan establishes a palette of place types that describe character and form for the built environment, including areas suitable for growth, and the retention of stable areas. These types identify the pattern of land use and development intensity throughout the PUC and define the overarching strategies to shape and direct future development and continued maturation.
3. **Focus Areas Visioning.** The Plan articulates neighborhood-specific vision and priorities, which can be used in guiding communities to obtain the benefits, amenities, and services they prioritize. These visions point to areas where growth can occur or improvements can be made to meet the community's desire for vibrancy and livability.

Taking a Proactive Approach to Growth

This Plan seeks to provide a proactive approach to growth that:

- Incorporates stronger guidance through transit-oriented planning, geographically specific land use policy, and directed infrastructure investment;
- Prizes community-focused design and character and elevates considerations of equity;
- Remains responsive to market conditions and preferences; and
- Responds to environmental conditions such as climate change and SLR through integrated planning, proactive resource management, and conservation.



Looking mauka on Kalākaua Avenue.

How Does the Development Plan Get Us There?

Catalyzing the most intense growth around key rail stations.

By supporting on-going TOD and transit-focused planning with detailed implementation actions, the Plan focuses the highest intensities and majority of new growth around frequent transit, daily services, and activity centers. Bus and rail-oriented development is critical as the PUC intensifies, while simultaneously adapting to sea level rise and other climate related constraints. Concentrating higher-intensity growth in this manner takes advantage of mobility access and supports mixed-use neighborhood development with meaningful character and a sense of place.

Enabling affordable housing and mixed-use redevelopment along existing transit-served corridors.

The PUC DP supports stimulating infill and redevelopment along existing corridors such as King and Beretania Streets, highlighting moderate-density mixed-use corridors outside of the TOD areas. The Plan calls for expanded infrastructure capacity in most *Focus Areas* (Chapter 3) to support this growth. As redevelopment creates opportunities for improved housing quality and affordability, compatibility with surrounding uses is maintained through density transitions and context-sensitive design. Neighborhood-scale mixed-use development is envisioned along vibrant “main streets” such as Kapahulu and Wai'alae Avenues, as well as through infrastructure investments in underdeveloped commercial corridors.

Constraining growth to sustainable, minimal-hazard locations.

The PUC DP policies focus on growth that it is environmentally sound, equitable, and well suited to Honolulu’s climate. The Plan’s land use designations guide development away from hazards and sensitive natural environments. The long-standing Urban Growth Boundary policy discourages building beyond currently designated residential areas, protecting upper forest areas and avoiding excessive development on steep slopes. The Plan also calls for establishing buffers to control flooding and improve maintenance and habitat along stream edges. Projected sea level rise impacts are incorporated into the PUC DP's framework, and gradual changes to land use regulations are expected to control growth in areas heavily impacted by rising sea levels and chronic flooding.

Managing growth for the benefit of all residents.

Ongoing implementation of the TOD Neighborhood Plans and the PUC DP will seek to generate improvements for communities, prioritize equitable public investments, and coordinate infrastructure closely with new development. The PUC DP further identifies *Focus Areas* (Chapter 3) for future planning efforts that are scaled appropriately to the degree of change anticipated in a given neighborhood, corridor, or center. The Plan promotes targeted improvements such as increasing parks access, sidewalks, drainage, and safety enhancements, and by pursuing increased funding for neighborhood-scale projects such as public art, gateways, and facade improvements.

Related Policies

Policy PL-3.5: Conduct focused corridor and area planning to guide improvements.

Policy H-1.1: Enable and incentivize residential infill development in transit-accessible planned growth areas.

Policy H-1.3: Encourage a greater variety of housing types, including low or middle-density multi-family housing, ADUs and 'ohana units, mid-rise apartment buildings, and shared housing models.

Policy PPOS-1.3: Seek opportunities to create new parks in high-density and growing areas of the PUC.

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

Policy SLR-2.1: Plan for priority growth outside of higher impact areas and vet proposed solutions for higher impact areas with the community

Policy SLR-3.3: Monitor ongoing impacts within the SLR-XA across infrastructure agencies to update development regulations that implement adaptation.

Policy ED-1.1: Accommodate and encourage commercial job growth in dense, transit-rich locations.

Fig. 1.1: Vision Map, Growth + Development, West

Major Centers

Regional Center
An Island-wide destination with major activity and intensity

Town Center
Emerging major nodes of activity, growth, and investment. Serves a larger radius than Neighborhood Center

Existing Economic Anchors
Downtown, Waikiki Resort, Ala Moana Center

Mixed-Use Growth Focus Areas

New Streets
Proposed public rights-of-way, intended to break down large blocks near transit

Major Infill/Redevelopment Focus Area
Areas projected for significant growth - near rail stations, bus priority corridors, or regional commercial centers

Secondary Infill/Redevelopment Focus Area
Corridors and districts suitable for urban mixed-use infill, but at a scale and intensity lower than major infill areas

Industrial Preservation and Expansion
Areas with existing industrial or flex uses that are to be retained for similar uses, or expanded vertically where appropriate.

Housing Focus Areas

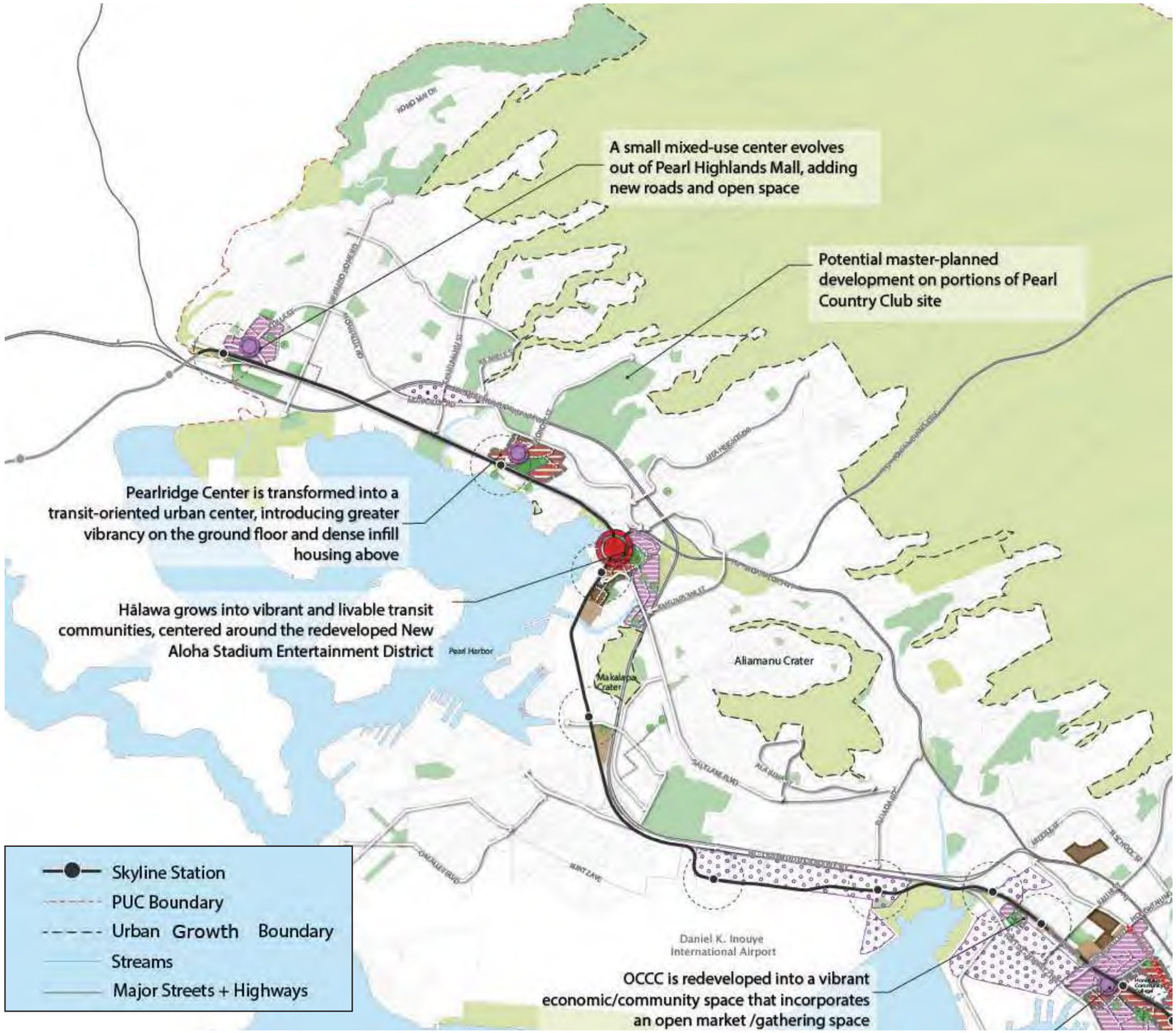
Planned HPHA Public Housing Redevelopment
Properties owned by the public housing agency which are scheduled for reconstruction/upgrading

Midrise Residential Infill Opportunities
Surrounding character and building heights support existing and new lowrise apartments

Transit Improvements

Current/Planned Bus-Priority Service
Upgrades to bus frequency, boarding areas, and signals

Phase 2 Skyline Extension (Civic Center to Ala Moana)
Not Shown: proposed future rail connection to UH Manoa



Chapter 1. Growth + Development Indicator:

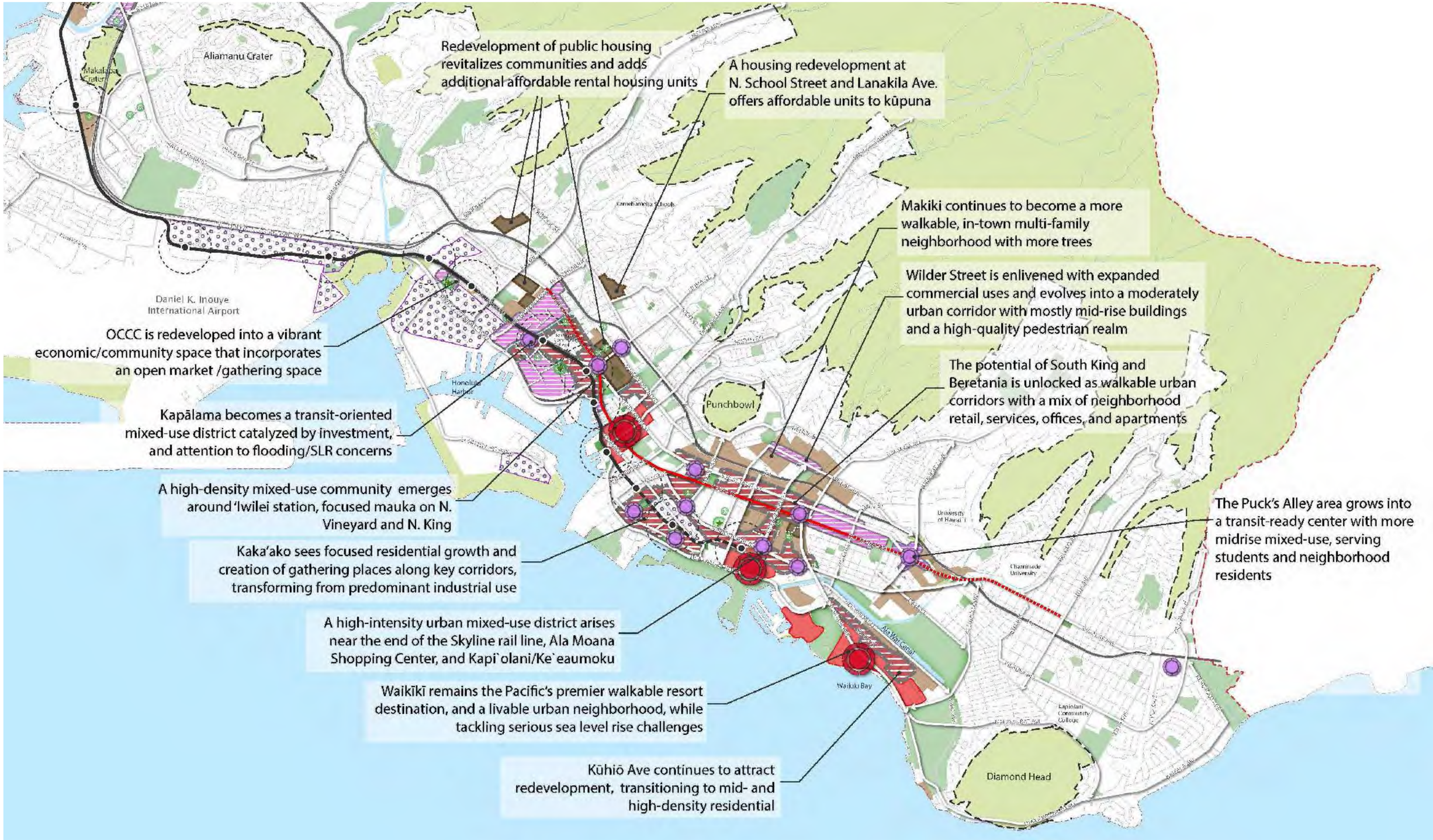
PUC Actual Population Share and General Plan (GP) Allocation

GP PUC Share to 2040 (43%), Actual 2020 share (45%)*

Why This Indicator? The General Plan sets the respective population shares for each development area based on the City's directed growth policies. These include to fully develop the PUC, to establish a "second city" in Ewa-Kapolei, and to keep the more rural areas stable. It may seem counter-intuitive that the PUC's population share would remain roughly stable for the PUC DP's approximately 20 year horizon. However, due to new development projected in the PUC, it is not expected to lose population share to the faster-growing Ewa area. Rather, both DP areas are expected to absorb the bulk of O'ahu's population growth during the Plan horizon.

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

Fig. 1.2: Vision Map, Growth + Development, East



Goal GD-1. Direct Higher Density Growth to Mixed-Use Transit-Oriented Development (TOD) Areas.

Policy GD-1.1: Focus higher intensity mixed-use development and supporting public infrastructure around rail stations.

The completion of rail will give a significant boost to the mobility and housing choices available in the Primary Urban Center. The significant public investment in rail attracts urban development that can benefit from the proximity to rapid transit and its ridership, revitalizing neighborhoods. Increases in redevelopment in these areas also provides an opportunity to create benefit for both new and existing area residents in the form of greater amenities, uses, and designs that best serve the community. Since densification is projected in both the near and midterm for TOD rail areas, continued investment and planning holistically for phased infrastructure is essential.

Priority Actions:

Long-Range Land Use/Master Planning within Station Areas. Continue working with public and private property owners to develop long-range plans for the location and scale of growth within TOD Special District areas.

Timeline



Partners:

- DPP
- State Agencies
- Major land owners

Advanced Infrastructure Planning. Continue to identify & prioritize catalytic investments necessary to stimulate growth in TOD areas through infrastructure master planning.



Partners:

- DPP
- ENV
- DFM
- DDC
- DTS
- BWS
- State partners
- HECO

Implement TOD Neighborhood Plans. Support the vision and implementation of the adopted TOD Neighborhood Plans. Plans within the PUC include: 'Aiea - Pearl City, Hālawa, Airport, Kalihi, Downtown, Civic Center - Kaka'ako (HCDA), and Ala Moana.



Partners:

- DPP
- State Agencies
- Major land owners

Other Actions:

- *Thoughtfully integrate rail transit stations into planned adjacent developments.*



Midrise housing built near a planned rail station.

TRANSIT-ORIENTED DEVELOPMENT POLICY FRAMEWORK:

1. **Enable a mix of land uses;**
2. **Enable higher densities;**
3. **Encourage travel by non-automobile transport;**
4. **Encourage a mixture of market-rate and affordable housing;**
5. **Encourage public-private partnerships in such development;**
6. **Utilize form-based zoning, exemptions, or other alternatives from existing development regulations, and develop other incentives;**
7. **Encourage activity at defined community corridors, nodes, and centers;**
8. **Encourage public input in the design of each transit station so each station reflects unique community design themes, history or landmarks.**

Goal GD-1. Direct Higher Density Growth to Mixed-Use Transit Oriented Development (TOD) Areas.

Policy GD-1.2. Create mixed-use TOD neighborhoods with meaningful character and a sense of place.

A livable urban community is one with abundant variety and choices – choice of convenient transportation modes, a variety of shopping and dining options, choice in housing types and designs, and a variety of public gathering places. As the City's TOD Neighborhood Plans demonstrate, implementing TOD is not "one size fits all." Transit-oriented places should be unique and sensitive to the existing neighborhood character. A successful transit-oriented district provides opportunities for improved mobility, accessibility, and more active public spaces. TOD Neighborhoods should include informal opportunities for gathering and socializing, recreation, and participating in community life.

Priority Actions:

Prioritize Complementary and Active Uses. Encourage and attract complementary retail uses and amenities on sites adjacent to or integrated with the rail stations, particularly, food markets, pharmacies and medical services, education facilities, and other daily services.

Timeline



Partners:

- DPP

"Key Streets" Policy Implementation. Key Streets are streets in the direct vicinity of a rail station, and identified in the TOD Neighborhood Plans as vital areas to support active mobility and economic activity. Continue implementing the Key Streets requirements for active ground floor uses on key transit-adjacent streets. Extend Key Streets requirements to require active uses at additional intersections over time.



Partners:

- DPP
- DTS
- DDC

Other Actions:

- *Encourage large developments to include outdoor public areas and amenities such as meeting rooms, classrooms/studios, and room for arts institutions.*
- *Ensure that TOD zoning allows for co-working spaces, live/work dwellings, and other flexibility in land uses.*
- *Permit creative and temporary uses, including interim uses, pop-up restaurants & food trucks, and public art (as compliant with any Special District guidelines).*
- *Incorporate TOD density bonuses into future capacity planning and modeling for adjacent areas.*



Pickleball courts provide opportunities for neighborhood gathering and recreation.

Goal GD-1. Direct Higher Density Growth to Mixed-Use Transit Oriented Development (TOD) Areas.

Policy GD-1.3: Facilitate the evolution of shopping malls and big box retail near rail stations from isolated single-use centers into true gathering places.

As brick-and-mortar retail demand and commercial uses continue to shift, providing older retail centers in TOD plan areas with additional land use flexibility and a framework for enhancing their character to ensure that they are positioned for success over the next 20 years and beyond is an important consideration. Introducing new residential, civic, and office uses into commercial and warehouse districts adjacent to rail will enliven TOD neighborhoods in traditionally commercial areas and create live, work, and play mixed-use environments.

Priority Actions:

Active Frontage Requirements. Fulfill active frontage and Pedestrian-Oriented Design requirements for redevelopment of commercial uses in the TOD Special District to eliminate expansive blank walls and to maintain an active streetscape.

Timeline



Partners:

- DPP

Other Actions:

- *Work with developers to effectuate redevelopment of big-box retail within new, higher-density developments such as multistory retail or mixed-use retail with office or residential above.*
- *Allow a broad range of high-density residential and commercial uses in the TOD Special District above existing regional malls.*
- *Integrate employment and service uses beyond retail in older commercial centers, such as tech, health care, arts and culture, or other active commercial space uses.*
- *Consider allowing more flexible uses for commercial retail centers outside of the TOD Special District.*

RETHINKING THE POTENTIAL OF MALLS

Many of the major shopping malls and commercial centers in the PUC were built in an era of more abundant and less expensive land, and less traffic congestion. However, the concept of retrofitting single-use (retail) malls has been gaining traction in recent years. Larger malls and aging commercial centers at different points in their lifespans will likely continue to diversify their uses to include more full service dining, grocery and other daily retail and entertainment uses, or residential towers. Smaller malls and centers could adapt their auto-oriented environments into more active neighborhood centers over time through design retrofits that prioritize pedestrian friendliness, compact buildings, and attractive public gathering spaces.



Construction on Kapi'olani Boulevard.

Goal GD-1. Direct Higher Density Growth to Mixed-Use Transit Oriented Development (TOD) Areas.

Policy GD-1.4: Refine the discretionary TOD permitting process to balance higher-density entitlements with commensurate community benefits.

In anticipation of completion of the rail line, the City has been conducting community-scale planning for development and improvements along the transit route for the past decade or more through the TOD Neighborhood Plans. A key component of this planning work has been to establish a program whereby taller and denser development than the baseline allows would be permitted under TOD zoning in exchange for tangible improvements to the project site and surrounding areas (known as "height/density bonuses" for commensurate "community benefits"). During the TOD Neighborhoods planning process, communities identified items such as affordable housing, improved parks and public spaces, street and roadway investments, and multimodal transportation facilities as some of their highest priorities. The City may negotiate those or other similar infrastructure improvements as community benefits, if a project is seeking height and/or density bonuses above the baseline. These projects are realized through project reviews, community vetting, and are subject to City Council approval.

Priority Actions:

Enhanced Community Benefits Processes. Seek to continually improve outcomes by:

- Conducting a periodic assessment of community benefits generated by TOD projects.
- Consider establishing a minimum valuation per square foot of community benefits that is expected from new residential, commercial, and hotel development, and adjust as needed.
- Refer to fulfilling the recommendations of the respective TOD Neighborhood Plan when evaluating proposed community benefits.

Timeline



Partners:

- DPP
- Community groups/ partners

Equitable Development Scorecard. Adopt or develop a community-based equitable development scorecard to quickly and efficiently advise community members of potential impacts of proposed developments. Develop clear expectations for community benefits levels and establish a more standard framework for granting bonuses.

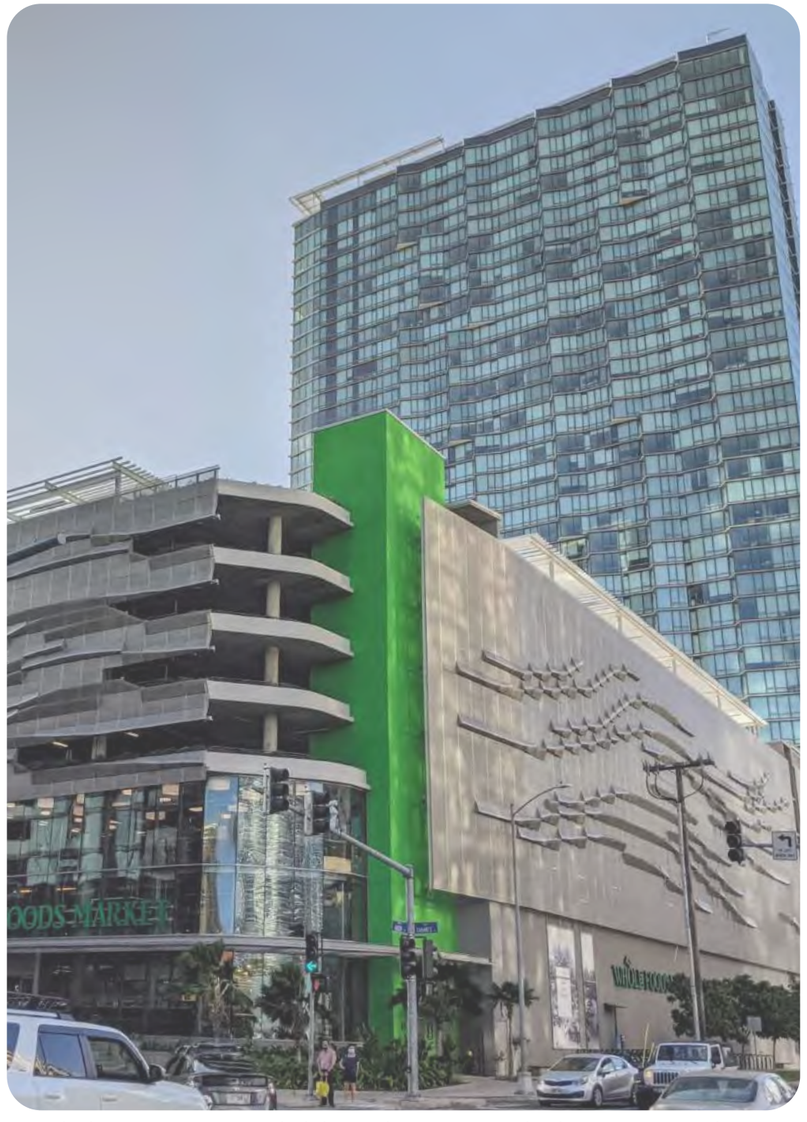


Partners:

- DPP
- State agencies
- Community groups/ partners

Other Actions:

- *Include a community benefits prioritization list in future Special Area Plans to guide the benefits desired from new development in these areas and corridors.*



High density tower in Kaka'ako with grocery and other commercial space.

Goal GD-2: Invest in Bus Transit-Supportive Corridors and Adjacent Mixed-Density Neighborhoods.

Policy GD-2.1: Support mixed-use infill development and increased bus service along key underutilized commercial corridors.

Mixed-use corridors with housing, offices, and retail, support multi-modal transportation, can minimize commute times, and provide flexibility for changing economic landscapes and space-type needs. Honolulu has historically included many scales of mixed-use environments, and many parts of the city already include mixed-use areas. As the PUC grows, mixed-use corridor development offers opportunities to accommodate growth without expanding into natural and rural areas, while delivering new housing and business opportunities and nearby services and amenities in established communities. Mixed-use places typically occur along important corridors or at the edges of residential-use neighborhoods. Updates to the zoning code will help revitalize existing mixed-use places while encouraging the development of new mixed-use areas.

Priority Actions:

Bus Priority Planning. Continue to plan for bus-priority and enhanced transit in the mid-to-long term along mixed-use corridors such as North and South King Streets, Beretania Street, University Avenue, and the full length of Kapi'olani Boulevard. Work to increase bus frequency and upgrade transit shelters along Town and Near-Town Corridor place types.

Timeline



Partners:

- DTS
- DDC
- DPP
- OTS

Catalytic Improvements. Identify and implement catalytic investments along and adjacent to mixed-use corridors including streetscape improvements, pedestrian/bicycle improvements, new parks and green infrastructure, sewer upgrades, and signage. Use catalytic transit, roadway, and mobility improvements to propel mixed-use development, and identify both quick-build and long-term projects.



Partners:

- DTS
- DPP
- DDC
- ENV
- DFM
- DPR
- BWS



King and Beretania Streets are PUC thoroughfares that could support infill housing.

Other Actions:

- *Advocate for the inclusion of key census tracts along PUC bus-priority corridors in the next round of the 'Federal Opportunity' Zones program.*
- *Consider requiring transit supportive densities in bus-priority areas through minimum performance standards.*

Goal GD-2: Invest in Bus Transit-Supportive Corridors and Adjacent Mixed-Density Neighborhoods.

Policy GD-2.2: Promote moderate-scaled residential infill while preserving affordability in mixed-density neighborhoods.

Existing mixed-density neighborhoods, such as Makiki and Mōʻiliʻili in the urban core continue to densify over time. These neighborhoods generally include moderate-to-high density apartments along with older lower-density residential, with few mixed uses away from major thoroughfares. In these neighborhoods, larger buildings are juxtaposed with walk-up apartments and single-family homes, in a wide range of styles and ages, with varying scale, height, and bulk. Although no recent area planning has taken place in these neighborhoods, these locations nonetheless possess features that are attractive for redevelopment. Opportunities include underutilized parcels, reasonable proximity to commercial centers, educational institutions, and medical facilities, above average transit service, minimal hazard exposure from sea level rise, and wastewater infrastructure that is adequate for moderate numbers of new units and businesses. Due to these assets, these neighborhoods will attract development interest over time. It is crucial that this growth is guided so as not to decrease quality of life for existing residents, but to add to visual cohension, improve sidewalk and public infrastructure conditions, and increase neighborhood amenities.

Priority Actions:

Small lots. Revise standards such as allowable floor area ratio and height in apartment and apartment mixed-use districts, dimensional lot/site requirements, front and side setbacks, and parking standards to enable small lot redevelopments in lower-intensity residential place types and to support infill on small lots.

Timeline



Partners:

- DPP

Other Actions:

- *Develop incentives for renovation and rehabilitation of multifamily walkups and small apartment buildings.*
- *Recommend relocation assistance and option to return as a condition when multi-family buildings are redeveloped.*





Mixed-density PUC neighborhoods offer mid-scale housing options.

Goal GD-2: Invest in Bus Transit-Supportive Corridors and Adjacent Mixed-Density Neighborhoods.

Policy GD-2.3: Invest in long-term growth in active commercial corridors and mixed-density neighborhoods outside of the SLR-XA.

Frequent exposure to flooding degrades buildings and utilities through structural damage and corrosion. Any residential or commercial structures or buried utilities that experience frequent or sustained flooding, particularly from contaminated floodwaters, face long-term challenges. The scale of the risk posed by SLR to the PUC is now evident through exposure mapping at the state and county level. Retrofitting existing buildings and requiring re-development to meet enhanced resiliency standards will be essential, as will strategies to reduce future adaptation needs by investing in directed growth areas outside of the SLR-XA. Accordingly, the City should prepare to invest in infrastructure in areas that are less impacted by passive flooding, as well as investing in adaption actions for areas that are already dealing with these challenges. Larger individual projects often serve as a catalyst for nearby projects, and sufficient infrastructure and neighborhood planning should be in place to guide new growth areas.

Priority Actions:

Infill Development Incentives. Develop focused planning incentives, infrastructure fee waivers, tax abatement, or subsidies for infill development and building rehab and reuse.

Timeline



Partners:

- DPP

Infill Design Guidelines. Develop design guidelines and development standards for Town and Near-Town Mixed-Density Areas to ensure that new affordable and mid-rise apartments on mixed-use/commercial streets have pedestrian-oriented active frontages.



Partners:

- DPP
- BWS
- DFM
- DDC
- DTS



Bus Arriving at Downtown.

Other Actions:

- *Coordinate infill redevelopment projects on City-owned properties.*
- *Identify and create a geographic catalog of underutilized sites for infill opportunities.*

Goal GD-2: Invest in Bus Transit-Supportive Corridors and Adjacent Mixed-Density Neighborhoods.

Policy GD-2.4. Provide green space and landscaping improvements in mixed-density in-town neighborhoods, especially those lacking parks.

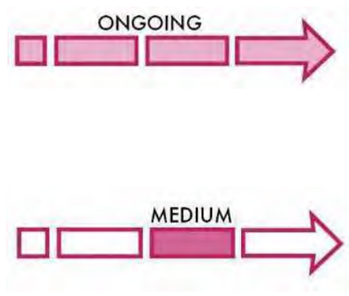
Many mixed-density neighborhoods have substantial numbers of older buildings and have not experienced much recent private investment. Therefore, it is crucial that both public and private investments be made deliberately to improve the character and quality of life in established neighborhoods by paying attention to deficiencies in open space quantity and quality. Coordinated multi-agency facilities planning is cruicial to help the City prioritize key improvements such as repaved streets, new sidewalks, or street trees. The Complete Streets program, planning for Green Streets, and other planned improvements to the public realm should include among their considerations the open space deficiences of existing neighborhoods. The City also requires new residential developments to provide improvements such as street trees and landscaping, and should discourage in-lieu fees in favor of providing these open space improvements, with attention to maintenance programs.

Priority Actions:

Design Guidance. Encourage commercial projects located on corner lots to include courtyards, plazas or other semi-public/public usable open spaces that can serve as conveniences to residents, visitors, or passersby. Projects on street corners are encouraged to place building façades near the lot line at the corner, if not occupied by usable open space.

Neighborhood Green Streets. Identify locations for public capital improvements, particularly sidewalk widening, coordinated tree planting projects, utility undergrounding, curb extensions and swales. Include neighborhood green space access as a criteria consideration for placement and design.

Timeline



Partners:

- DPP

Partners:

- DTS
- DFM
- DDC
- ENV
- DPP
- CCSR
- BWS



An apartment complex with common open space.

Other Actions:

- *Revisit thresholds at which larger redevelopment projects must provide a net increase of green space (including roof decks, green roofs, and similar) and discourage the use of in-lieu fees.*

Neighborhood Green Streets should be designed with best management practices for storm water. Green Streets are intended to serve as a primary channel for storm water capture, reducing polluted runoff while providing natural areas for community enjoyment. Large rain gardens, planters, and permeable paving define this street typology. In addition, bike lanes and upgraded street elements that reduce paved asphalt traffic lanes provide the opportunity to introduce porous surfaces either in the form of pavers or landscaping. Apart from mitigating storm water runoff for water quality and flood control purposes, Green Streets features also assist in cooling ambient temperatures.

Goal GD-3: Plan for Context-Appropriate Infill and Redevelopment in Lower-Density Places.

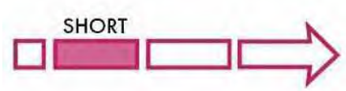
Policy GD-3.1: Allow gradual addition of house-form multi-unit dwellings and small apartment buildings near lower-intensity commercial corridors.

While most new growth in the PUC is being steered toward TOD areas, there are also generally stable and lower-intensity neighborhoods where much more moderate and gradual growth is appropriate. These areas are generally (1) mixed-density residential districts in the urban core where the majority of existing development is significantly less intense than the potential maximum allowable under zoning, or (2) areas surrounding commercial corridors in less-dense neighborhoods. "Missing middle" development can be a low-impact method of increasing housing supply in these areas, and an important economic opportunity for small property owners.

Priority Actions:

Encourage and Enable Missing Middle Housing. Adjust maximum allowable densities and provide incentives to promote the gradual addition of house-form multi-unit dwelling types within one or two blocks of mixed-use corridors.

Timeline



Partners:

- DPP

MISSING MIDDLE HOUSING:

For additional details and examples see Policy H-1.2 in Chapter 4, Housing.



Small apartment buildings are appropriate in lower-to-moderate density areas.



Houseform apartments can gently add density to lower-density areas.

Goal GD-3: Plan for Context-Appropriate Infill and Redevelopment in Lower-Density Places.

Policy GD-3.2: Continue to improve multimodal access and connectivity in lower-density neighborhoods.

Places where walking and biking are safe, efficient, and convenient methods of moving between destinations are attractive to residents. Policies and improvements that promote walkability and bikeability can also be applied to lower intensity mixed-use corridors. A combination of infrastructure improvements and amenities can foster an environment where walking is safer and more comfortable, and in doing so, support commercial activity with increased foot traffic. Additionally, all residential neighborhoods can benefit from well-planned traffic calming and safety measures to encourage walking and other forms of non-vehicular travel. Special priority should be given to school crossings and other higher-traffic uses. The City should endeavor to ensure that all residents of the Primary Urban Center have reasonable access to public transit options in their neighborhoods.

Priority Actions:

Mobility Improvements. Implement mobility improvements such as marked areas for parking, and striping on roadways for bicycles (and scooters, as allowed).

Traffic Calming. Continue to support traffic calming improvements, especially along wider streets with fast moving traffic.

Timeline

ONGOING

Partners:
- DTS
- DDC
- DPP

ONGOING

Partners:
- DTS
- DDC



A low-stress protected bicycle path on Pensacola Avenue. (Source: DTS)

Other Actions:

- *Pursue Complete Streets improvements and bicycle infrastructure for corridors serving lower-density neighborhoods.*
- *Allow bikesharing expansion onto key neighborhood streets that serve lower-density neighborhoods.*
- *Explore emerging and future technologies to address "first mile" and "last mile" access issues for public transit and expand existing bus route coverage in lower-density neighborhoods.*

SPOTLIGHT ON THE KALIHI TOD NEIGHBORHOOD PLAN "LIVING STREET ZONES" CONCEPT ["KE ALA O KE OLA"]

The Kalihi rail station area has a wide range of existing uses (industrial, commercial, single-family homes). The area is characterized by small parcel sizes, and narrow streets with an abundance of curb cuts. The desire to maintain parking and keeping down the cost of improvements are all considerations when planning for improvements. The Kalihi TOD NP identifies "living street zones" for this area. Living Street Zones are planned near the station area where circulation improvements are needed and desired, but standard sidewalks and curb configurations are less feasible (and where the street zone may be shared by both the City and private owners). Living street zones will include traffic calming techniques and designs that will give all users equal access to the right-of-way, and are compliant with the American Disabilities Act (ADA).

Goal GD-3: Plan for Context-Appropriate Infill and Redevelopment in Lower-Density Places.

Policy GD-3.3. Maintain the lower intensity character of valley/ridge and near-town neighborhoods.

Near-Town place type neighborhoods are located, for example, in older residential parts of 'Aiea and Pearl City, Salt Lake, Kaimukī, and Kapahulu. These neighborhoods generally are found between low-density Valley/Ridge place type neighborhoods and more dense urban neighborhoods, often surrounding a suburban scale main street or commercial center.

Valley/Ridge place type neighborhoods are generally low-density residential areas that consist almost entirely of single-family and townhouse development. They are located on the PUC's slope-and-valley topography areas farthest from the coastal plain and sometimes directly abutting conservation areas.

Both of these place types (Near Town and Valley/Ridge) are overwhelmingly developed with residential uses and provide much of the PUC's reservoir of housing. Unique conditions in some of these neighborhoods include sites with steep topography where development may result in hazardous conditions or adverse visual impacts on important public views. While some areas of near-town neighborhoods may be good candidates for limited residential infill (see Chapter 3, Focus Areas), the overall strategy is to preserve the less-intense character of these existing residential areas as they evolve over time.



Valley/ridge neighborhoods are characterized by lower-intensity uses with occasional commercial centers or main streets.

Priority Actions:

Addressing house-form multi-family. Where conditions permit, allow up to four-plexes that can meet lower-intensity development standards and provide on-site parking. Prevent overdevelopment of suburban single-family house lots through enforcement of bedroom limits, floor-area ratio limits, and lot coverage maximums.

Timeline



Partners:

- DPP

Support community-led improvements. Engage with improvement efforts led by the community and/or business associations whenever possible to improve conditions in areas that are expected to see little growth or large-scale planning efforts in the near term.

Timeline



Partners:

- DPP

Other Actions:

- *Support local neighborhood organizations that help to maintain neighborhood parks and recreational facilities.*
- *Enforce short-term rental rules and regulations.*

Goal GD-3: Plan for Context-Appropriate Infill and Redevelopment in Lower-Density Places.

Policy GD-3.4: Improve infrastructure capacity planning for areas of low to moderate growth to meet demand for ADUs and modest infill development.

Lower-density neighborhoods within the PUC can gently add density and satisfy some of the area's housing demand through the addition of accessory dwelling units (ADUs). However, some areas where there has been interest in this type of construction, have also been constrained by infrastructure limitations. Assessing the utility, street, and other necessary infrastructure capacity to stimulate ADU projects should be done on a rolling basis. Supporting regular assessments would provide homeowners with the requisite zoning with greater opportunities to develop an ADU, 'ohana unit, duplex, or townhouse on their property.

Priority Actions:

Address ADU constraints. Continue to identify and develop solutions to areas with higher-than-average ADU rejection rates due to infrastructure constraints. Continue to incentivize ADU and ‘ohana unit development through:

- Reduced or waived permitting fees
- ADU Loan program
- Pre-approved ADU designs

Timeline



Partners:

- DPP
- ENV

Regular Infrastructure Modeling. Work collaboratively to run wet infrastructure (water, wastewater, and stormwater) modeling/projections on a regular cycle.

Timeline



Partners:

- ENV
- DPP
- BWS
- DFM



An ADU demonstration unit at the State Capitol in 2017.

Goal GD-4. Avoid Development in Sensitive or Protected Areas and on Steep Slopes.

Policy GD-4.1: Continue to discourage new development beyond the Urban Growth Boundary and on very steep slopes.

Growth should be avoided where the development is encroaching upon significant conservation areas, public scenic protections, ecological value areas, or where development is likely to be impacted by hazardous natural conditions. The PUC's spectacular environmental setting provides a backdrop to daily activities, a home to many residents, a place to engage with nature, and a crucial set of natural resources. However, topographical and ecological constraints should be given due consideration when determining areas that are suitable for development.

Priority Actions:

Maintain the Urban Growth Boundary. Avoid adjustments to the Urban Growth Boundary. Consider makai extents to the boundary where warranted in future DP iterations.

Timeline



Partners:

- DPP

Slope Development. Develop additional strategies to address previously developed slopes and valley walls where deposits of unstable soils are susceptible to slow-moving shifts and slides. Develop additional standards and best practices to address new development in sloped areas.



Partners:

- DPP
- ENV
- DDC
- DTS



The high mountain reaches of the PUC should remain undeveloped.

Goal GD-4. Avoid Development in Sensitive or Protected Areas and on Steep Slopes.

Policy GD-4.2: Decrease building and structure encroachments on streams and wetlands, except for those essential to flooding control.

The streams of the PUC provide significant open space, biological, scenic, and ecological value, though many would benefit from significant improvements. In particular, the need to protect stream habitats and enhance their capacity to handle stormwater requires more tailored policies and enforcement than in the past, spurred on by increasing storm frequency and severity. Maintaining a careful symbiosis between nature and the urban fabric in the PUC is essential to building a sustainable future, and further degradation of streams and stream quality in the PUC should be avoided. In addition, increasing stream maintenance, protections, and where appropriate, multi-use pathways, can lead to better recreational and scenic enjoyment of the PUC's stream corridors.

Priority Actions:

Re-think Stream Encroachment Practices. Establish riparian zones for perennial streams. Discourage new structures that encroach upon streams and wetlands other than those for drainage, flood control, recreation facilities, and maintenance purposes. Establish a clear mechanism for maintaining the integrity of these environments, potentially through stormwater quality rules or flood zone restrictions.

Timeline



Partners:

- DPP
- DFM
- DDC
- BWS
- State partners

Other Actions:

- *Prohibit excessive pavement and building lot coverage to decrease the volume and rate of stormwater discharge.*



Buildings are close along the edges of Pālolo and other streams in the PUC.

Goal GD-5. Manage Growth and Public Investment for the Benefit of All PUC Residents.

Policy GD-5.1: Make equitable public investment a priority in all functional planning through ongoing evaluation of corridors and neighborhoods with deficiencies in basic services and amenities.

Some areas of the PUC that have not seen significant investment in years face an uneven quality of the urban environment. Many other areas will face increasing infrastructure challenges related to SLR, climate change, or from the mixed impacts that new high-density development can have on established communities. The City can move toward better outcomes by directing new private investment to contribute to improvements needed or expressed as important by PUC communities through finer grained neighborhood planning processes. The City can also use public investments to improve infrastructure quality and maintenance in areas with deficiencies in these basic services. Comprehensive infrastructure planning underway such as the implementation of the O'ahu Pedestrian Plan will help to better understand the needs of under-resourced urban areas and to broaden the reach of the public investment that serves all residents.



A neighborhood street that is deficient in drainage facility in Mapunapuna.

Priority Actions:

Leverage Plans and Funding. Seek federal Community Development Block Grants, Opportunity Zone funding, and other federal funds, to fulfill components of community-based neighborhood plans wherever feasible.

Timeline



Partners:

- DPP
- DCS
- BFS

Regular Infrastructure Assessments. Use comprehensive infrastructure planning efforts such as the O'ahu Pedestrian Plan, transportation network planning, and storm water master planning to identify and act upon needs-based improvements to City assets and services.



Partners:

- BWS
- DTS
- DFM
- DDC
- ENV
- DPP
- HECO



A residential PUC neighborhood that lacks sidewalk.

Other Actions:

- *Seek equitable community-driven solutions to costly infrastructure challenges posed by climate change and sea level rise.*

Goal GD-5. Manage Growth and Public Investment for the Benefit of All PUC Residents.

Policy GD-5.2: Manage the broader, indirect impacts of high-density development and growth on adjacent communities through focused effort and sustained attention.

Growth in the PUC may fluctuate in the short-term, but it is expected to remain the island's principal area of density -and therefore growth, change, and renewal- over the long-term. The General Plan policies stipulate the "full development" of the PUC and directed growth to the second urban center of Kapolei in order to prevent sprawl into more rural areas of the island. Given this emphasis, it is vital to leverage new development or redevelopment for the benefit of all PUC residents, and to continue to invest in the PUC's existing neighborhoods. Key to this aim is working with community members in preserving areas for long-established uses within new planned developments, and providing design guidance and standards for more graceful transitions between different scales of development.

Priority Actions:

Community Planning Funds. Consider a new round of neighborhood vision planning or create a revolving fund for community led projects.

Timeline



Partners:
- DPP
- Neighborhood Boards

Preserve Historic Assets. Use planning tools to preserve important historic assets as change occurs.



Partners:
- State Agencies
- DPP
- Historic Preservation Commission

Transition Guidelines. Develop design strategies to improve transitions between different development areas with divergent uses.



Partners:
- DPP
- HCDA

Other Actions:

- *Periodically reassess major indicators of areas identified as vulnerable for ongoing policy assessment.*
- *Bolster engagement and capacity building of residents and businesses impacted by redevelopment through continued outreach on planning and development related issues.*



Appropriate transitions should be made between high and low-rise areas.



Some existing industrial/flex areas should be preserved as single-use in the PUC, and not lost to mixed-use redevelopment.

Goal GD-5. Manage Growth and Public Investment for the Benefit of All PUC Residents.

Policy GD-5.3: Support and maximize high-quality affordable housing on public lands.

The lack of affordable housing units is a serious and ongoing concern for the local community. Various public agencies and departments own sizeable parcels of land within the PUC, including around future rail stations. This presents a major opportunity to align interests and create "win-win" affordable housing development. Increasing affordable housing inventory along transit lines will enable more residents struggling in the housing market to secure stable housing and increase their access to jobs, goods, and vital services.



A City-owned affordable rental development for seniors.

Priority Actions:

Continued City and State Collaboration. Continue collaborative joint planning between public agencies to ensure that development maximizes affordable housing production.

Timeline



Partners:

- DPP
- OPSD
- DAGS
- HCDA
- HPHA
- DHHL

Acquire Properties for Affordable Housing. Focus efforts to acquire and redevelop underutilized properties along Near-Town and Town place type corridors for 100% affordable housing projects.

Timeline



Partners:

- DLM
- DPP
- DAGS
- HPHA

Other Actions:

- *Support redevelopment of OCCC into a mixed-use block that includes a new park, affordable housing, and community services.*
- *Maximize space for community-serving uses (such as retail, personal services, recreational amenities, schools, daycare for children, senior care, and health facilities) in affordable developments.*

Goal GD-5. Manage Growth and Public Investment for the Benefit of All PUC Residents.

Policy GD-5.4: Align infrastructure expansions with growth areas.

It is essential to integrate infrastructure planning with future planned or expected development. City-initiated changes to zoning and large public projects that allow for additional growth and intensification should be coordinated with ongoing and planned infrastructure investments. Proactively aligning new investment with future growth and redevelopment areas should support new growth while still ensuring that the needed improvements affecting existing area residents do not lag behind.

Priority Actions:

Prioritized Infrastructure Upgrades. Prioritize infrastructure improvements in areas identified for growth in the short and mid-term (based on growth projections, market projections, plans, and known projects). Assess infrastructure capacity in all focus areas relative to anticipated future growth.

Timeline



Partners:

- BWS
- ENV
- DTS
- DPP
- DFM

Improved CIP review. Improve the long term functional planning and phasing plans for capital improvements by creating new standard procedures for conformance.



Partners:

- BFS
- BWS
- ENV
- DTS
- DPP
- DFM

Short-Term Wastewater Improvements. Complete short-term wastewater system upgrades:

- Prepare adequate capacity in advance for Mayor Wright's redevelopment and other major affordable housing projects along North King Street
- Finish Hono'uli'uli Basin upgrades to address capacity constraints in Pearlridge.



Partners:

- ENV

Other Actions:

- *Complete medium and long-term wastewater upgrades, focusing on:*
  - » *Improving sewer capacity around the Stadium, including distributed systems or a gravity plant to bypass and eliminate the need for the Navy plant;*
  - » *Improving service lines around Wai'alae Avenue, especially on the makai side;*
  - » *Conducting capacity assessment for the entire King Street corridor and expand if needed to accommodate future growth.*

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Placemaking + Character

Placemaking + Character

GOAL PL-1:
Enhance the PUC's Unique Places.

Policy PL-1.1: Encourage development projects and a public realm that reflects Hawai'i's culture and arts.

Policy PL-1.2: Improve the sense of entry at key gateways in the PUC by aligning public improvements and private development.

Policy PL-1.3: Protect and care for historical structures in the PUC.

Policy PL-1.4: Preserve cultural and archaeologically significant resources in the PUC.

Policy PL-1.5: Continue to preserve significant panoramic public views of natural landmarks through Special District provisions.

Policy PL-1.6: Enhance key mauka-makai view corridors.

GOAL PL-2:
Promote Excellent Building and Site Design that Responds to Honolulu's Climate and Environment.

Policy PL-2.1: Encourage sustainable building and site design practices that respond to the tropical climate.

Policy PL-2.2: Integrate greenery and green infrastructure into new developments, especially large sites.

Policy PL-2.3: Actively pursue Honolulu's tree canopy goals, especially in interior neighborhoods lacking trees.

GOAL PL-3:
Support Vibrant Commercial/Mixed Use Corridors and Neighborhood Centers in the PUC.

Policy PL-3.1: Activate "main street" corridors with pedestrian amenities, frequent gathering places, and expressions of community identity.

Policy PL-3.2: Support an attractive and pedestrian-friendly public realm along well-used PUC corridors.

Policy PL-3.3: Ensure pedestrian-oriented design in all corridors and centers, especially in Town Corridor, Urban Corridor, Downtown, and Resort areas.

Policy PL-3.4: Improve multimodal connections and pedestrian pathways within and between the PUC's mixed-use corridors, town neighborhoods, parks, and public institutions.

Policy PL-3.5: Conduct focused corridor and area planning to guide improvements.

Key Outcomes

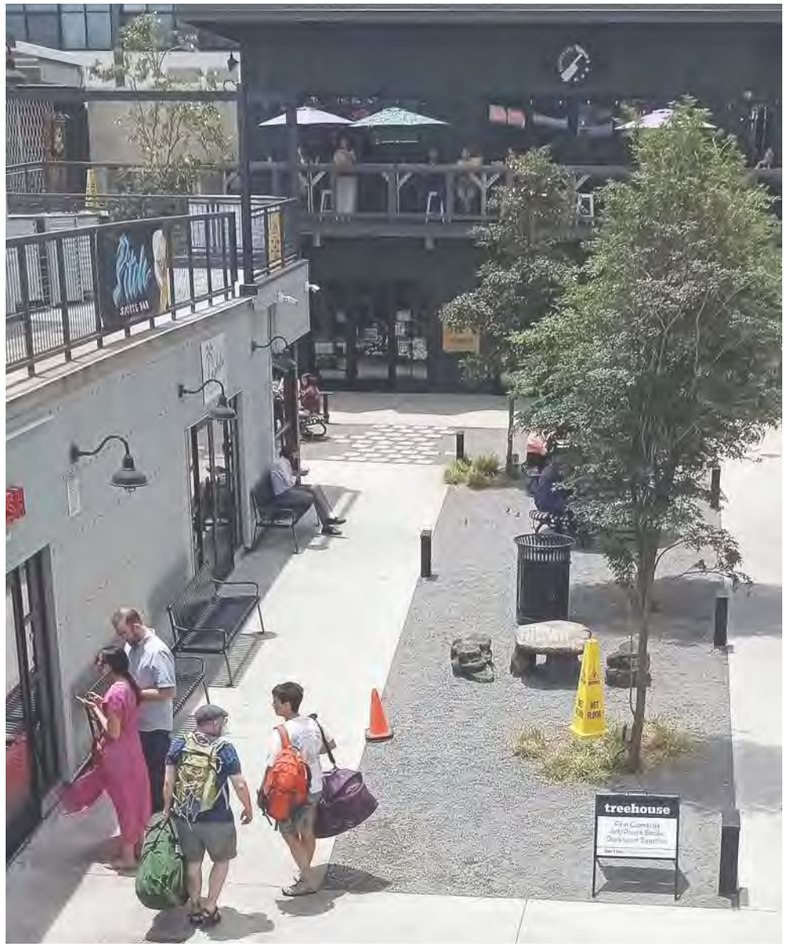
Apart from parks and conservation areas, there are few empty spaces in the PUC. New phases and ongoing growth in the PUC will primarily take the form of infill development, redevelopment of aging properties, and other expansions of existing uses. New development in the PUC will include mixed uses in more locations- especially around activity and employment centers- in a manner that will allow currently single-use commercial areas to evolve into diverse neighborhoods that support walking, biking, and well-designed public spaces. New growth should build off of and enhance key socializing and gathering places in the PUC.

Complementing and contributing to the rich tapestry of places in the PUC should be among the goals of every project. Care should be taken to uphold protections for significant public views, and create attractive public environments. Significant historical and cultural resources should be protected. Inclusion of public art, gateway markers for distinct areas, and flexible gathering spaces should be encouraged, as should the rehabilitation and repurposing of exisiting buildings, when feasible.

DP policies encourage the use of green building best practices and especially the integration of connected indoor and outdoor spaces, reflecting Hawai'i's climate, architectural character, and year- round outdoor lifestyle. Climate sensitive design can additionally help combat urban heat island effects by increasing permeable areas, trees, vegetation, and use of shading structures to cool ambient temperatures. Street tree assessments should also consider heat abatement as a benefit and a strategy for tree placement.

Connections to key destinations such as commercial centers and parks will be increased through greater emphasis on pedestrian improvements and bicycle networks. The comfort of the public realm will be improved through Complete Streets, the greening of key streets, and other supportive programs. The Plan's policies are also employed to promote equitable development outcomes in the PUC by recommending ongoing assessments of areas lacking basic infrastructure services and by improving coordination of directed growth with public realm enhancements.

Embracing Place Types to simplify communication around development character is a further goal of this Plan, in order to encourage development and public improvements that support resident needs. For example, place type recommendations in the PUC DP suggest the character, scale, and affordability of existing low- and moderate-density residential neighborhoods be supported with gradual addition of house-form multi-unit dwellings near commercial corridors and neighborhood main streets. Likewise, denser redevelopment should be facilitated for major thoroughfares with excellent transportation.



Chapter 2. Placemaking + Character Indicator:

TOD Neighborhood Plan Areas in the PUC with Adopted Zoning, (out of 6)

As Of 2023: 1 ('Aiea-Pearl City)

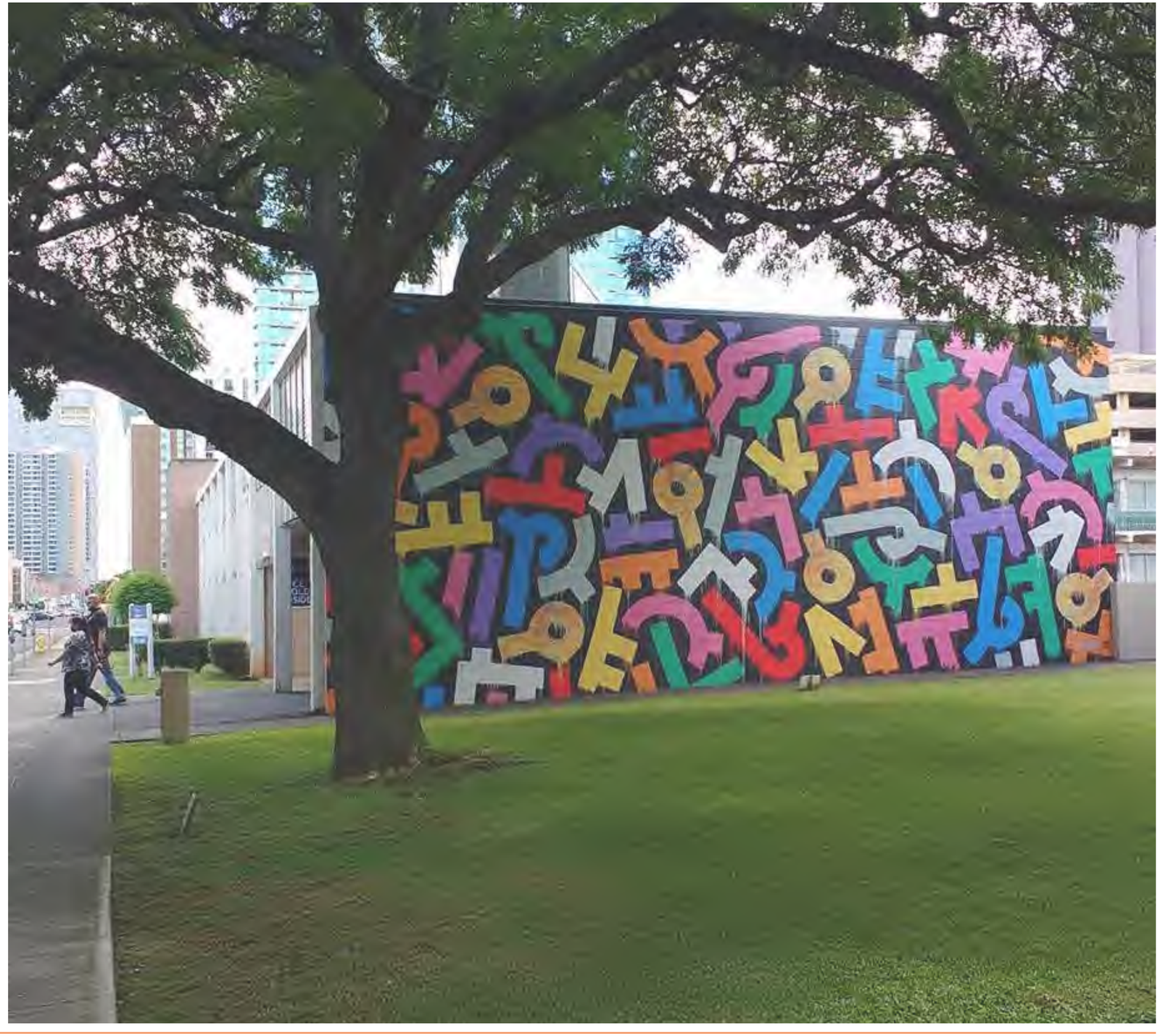
Why This Indicator? Planning for mixed-use development along Honolulu's rail corridor has been ongoing along with the rail's construction. A culmination of the adopted TOD Neighborhood Plans is the adoption of corresponding zoning changes, collectively the TOD Special District. The TOD SD will support higher densities and more diverse uses in rail station neighborhoods, creating live/work/play communities. Interim policies are already in place on a project-by-project basis for TOD NP areas not yet rezoned.

Setting the Stage

The PUC is made up of countless places that are clearly distinct from the areas around them. This Plan categorizes these distinctions into “Place Types,” which capture the characteristics that makes a location distinct, as well as the shared attributes that may be found across similar areas in other locations. Although many different factors influence an area’s unique sense of place, the PUC DP's Place Types focus primarily on physical characteristics, such as building types, sizes and uses, and street grid patterns.

Analyzing these characteristics across the PUC defines a palette of Place Types that make it easier to identify and understand the physical building blocks that make up Honolulu's urban form. Place Types represent the similar physical patterns that can be observed across the PUC. For example, street networks can be well-connected grids or winding cul-de-sacs; buildings can be located closer together or farther apart; front yards may be large, small, or non-existent; and land uses may be mixed vertically, horizontally, or separated altogether.

The Place Types in this Plan take into account existing conditions while providing an aspirational vision for the future. When Place Types accurately represent the areas where they are applied, they help to guide the pace of growth and change and provide a shared language to engage with the planning process. In practical terms, Place Types that are applied to areas with similar existing conditions indicate that near-term change in that place will be minimal, while Place Types that are considerably different than the existing conditions indicate areas where greater transformation is expected or planned.



How Does the Development Plan Get Us There?

Enhancing the unique identities of PUC neighborhoods, corridors, and centers.

This Plan seeks to enhance the PUC's neighborhoods and centers by encouraging the incorporation of local culture and identity in development projects in the public realm through: art in parks and plazas, the installation of design features at PUC gateways, and by continuing to protect significant mauka-makai public views and views of natural landmarks through height limits and Special Districts provisions. The following Focus Areas chapter of the Plan also identifies catalytic projects and investments along commercial corridors and areas of growth that will help revitalize the character of neighborhood-serving streets (Near-Town and Town Corridors place types) and enhance the daily lives of residents with improved infrastructure and mobility.

Support for a diversity of places throughout the PUC.

The Plan supports active, mixed-use neighborhood places of gathering, and promotes walkable, mixed-use corridors and centers that serve adjacent residential areas. New incentives and TOD zoning enable mixed-use infill and redevelopment near transit. A finer-grained implementing mechanism for the PUC DP is Special Area Planning. The PUC DP carries forward the vision of adopted TOD Neighborhood Plans that have been developed in recent years, and identifies additional areas that could benefit from future smaller-scale plans.

Fostering a walkable, well-designed, and well-connected PUC.

The Plan's policies emphasize incremental improvement of the built environment and public realm through a combination of public investment and private projects. By identifying clear form guidelines, accessible, comfortable, and consistent improvements can be made.

Respect for the environment.

The Plan's policies encourage building, site, and public realm design that is specific to Honolulu's climate and context, fostering a public realm that is both pleasant and sustainable. Guidance includes promoting building and site design that responds to the local conditions, topography, and ecology. Plan policies further suggest that assessments be made to better align public infrastructure investments for mobility and green infrastructure in areas currently lacking in these services.

Embracing Place Types.

The Plan contains clear strategies and illustrative maps to guide growth to appropriate locations, communicate community preferences to development interests, and to assemble the framework of various public infrastructure planning. Higher density development is intrinsically linked to more affordable housing through the City's affordable housing rules, as is reinvesting in and restoring public places, parks, and streets.

Related Policies

Policy GD-1.2: Create mixed-use TOD neighborhoods with meaningful character and a sense of place.

Policy GD-2.4: Provide green space and landscaping improvements in mixed-density in-town neighborhoods, especially those lacking parks.

Policy GD-3.3: Maintain the lower intensity character of valley/ridge and near-town neighborhoods.

Policy PPOS-1.2: Implement a "10-minute walk" standard for park accessibility in the PUC.

Policy MC-1.4: Improve pedestrian connectivity and safety throughout the PUC.

Policy HC-2.1: Encourage housing designed for kūpuna in mind, and in a variety of household sizes.

Policy ED-1.2: Enhance the ability of new and small businesses to thrive and grow in the PUC.

Fig. 2.1: Land Use Map/Place Types, West PUC

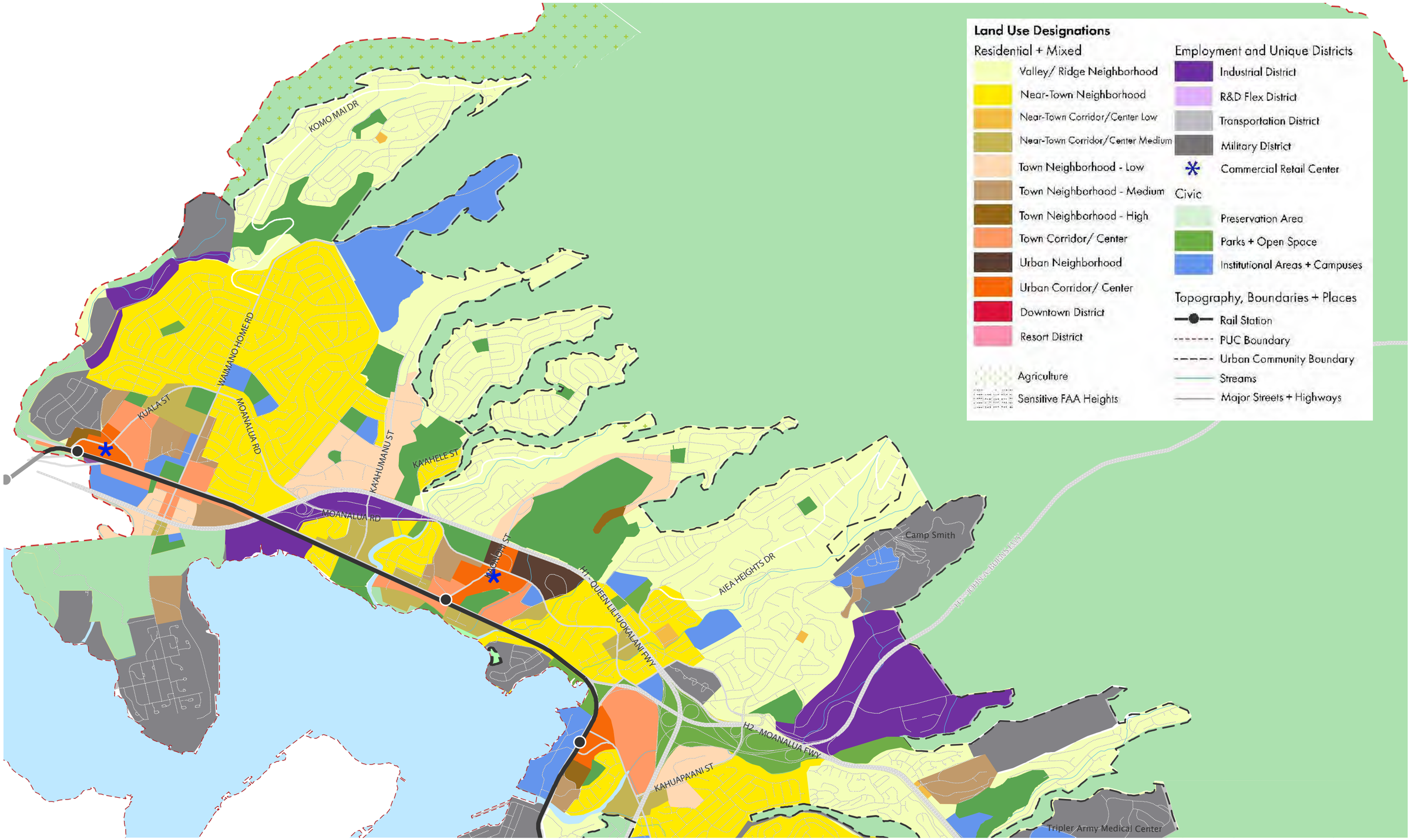
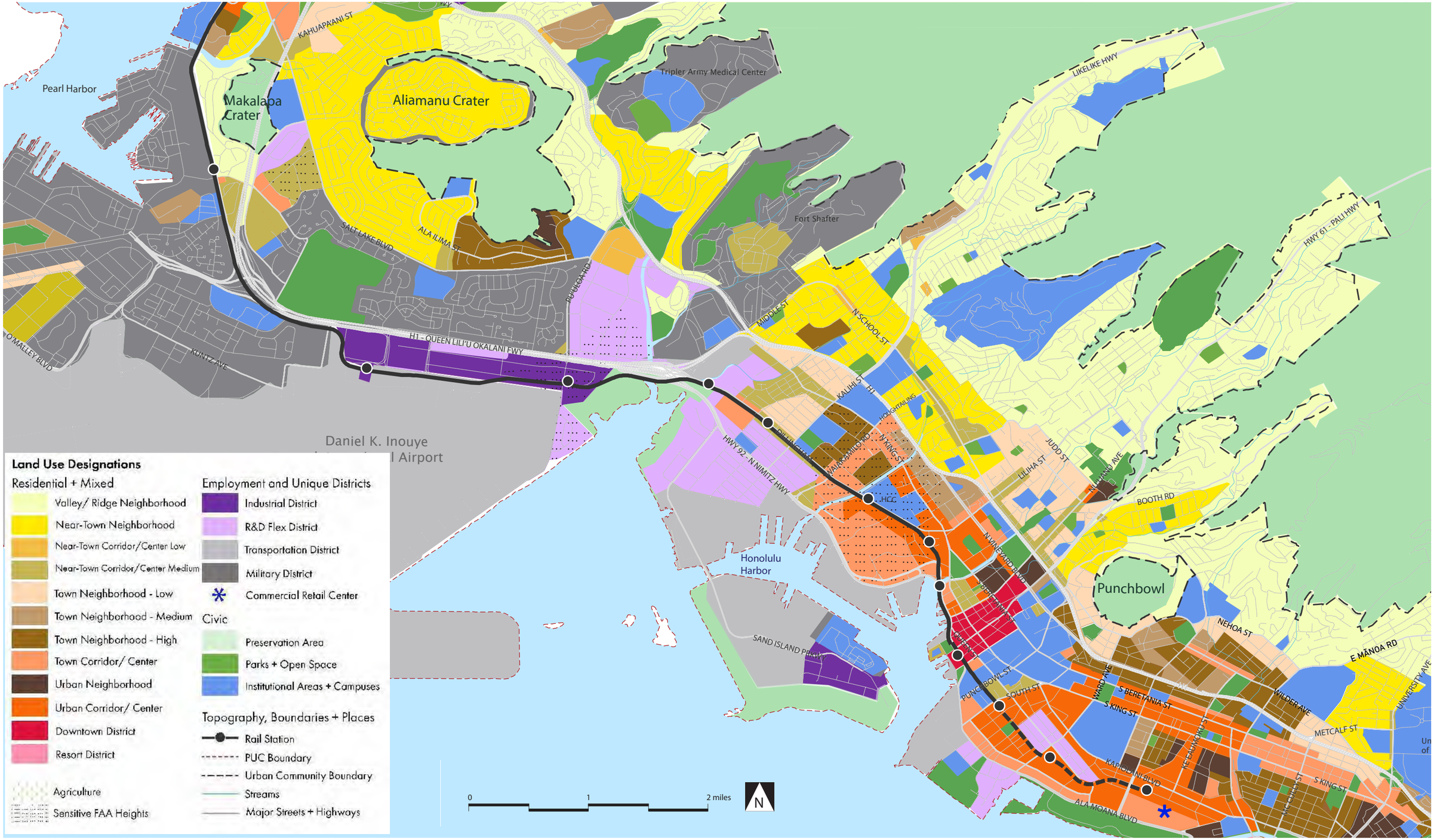


Fig. 2.2: Land Use/Place Types Map, Central PUC



Land Use Designations

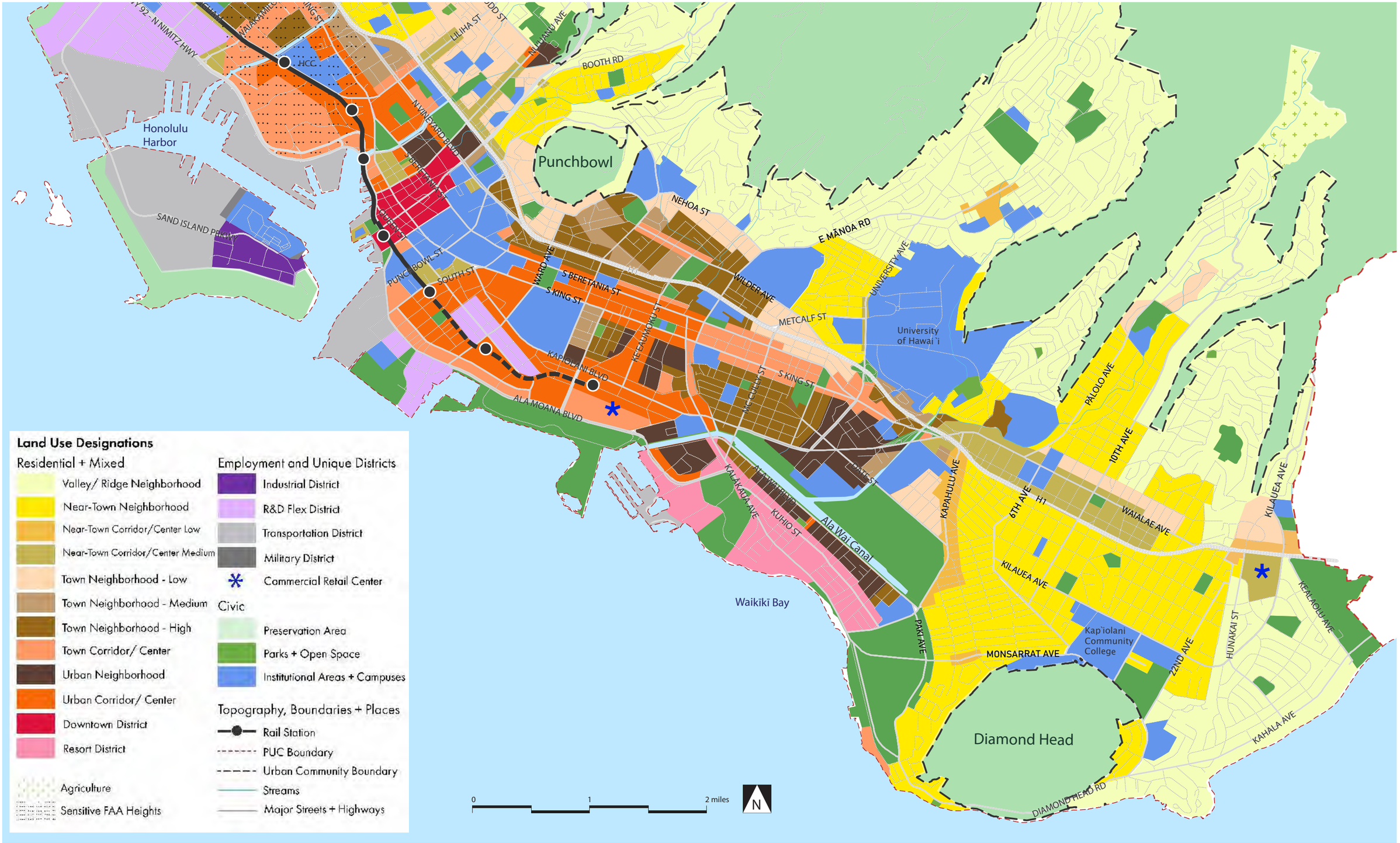
Residential + Mixed
- Valley/ Ridge Neighborhood
- Near-Town Neighborhood
- Near-Town Corridor/Center Low
- Near-Town Corridor/Center Medium
- Town Neighborhood - Low
- Town Neighborhood - Medium
- Town Neighborhood - High
- Town Corridor/ Center
- Urban Neighborhood
- Urban Corridor/ Center
- Downtown District
- Resort District
- Agriculture
- Sensitive FAA Heights

Employment and Unique Districts
- Industrial District
- R&D Flex District
- Transportation District
- Military District
- Commercial Retail Center

Civic
- Preservation Area
- Parks + Open Space
- Institutional Areas + Campuses

Topography, Boundaries + Places
- Rail Station
- PUC Boundary
- Urban Community Boundary
- Streams
- Major Streets + Highways

Fig. 2.3: Land Use/Place Types Map, East PUC



Place Types - Summary Matrix

Residential + Mixed Use Place Types

Place Type	Valley/Ridge Neighborhood	Near-Town Neighborhood	Near-Town Corridor - Center Low
			
Description	A residential neighborhood, usually characterized by dramatic topographical features and separated from adjacent neighborhoods by ridge lines extending makai from the Koʻolau Range. These neighborhoods are made up mainly of house-scale buildings with front yards, accessed primarily by car and limited bus transit. The unique topographical constraints in these neighborhoods make them generally unsuitable for much additional growth.	A residential neighborhood made up primarily of house-scale buildings with front yards, typically located on the flat coastal plains or at the foot of Valley/Ridge neighborhoods. These neighborhoods have generally well connected street networks and proximity to mixed-use areas. They are denser and more suitable for potential future growth than Valley/Ridge Neighborhoods, providing a transition between the Valley/Ridge Neighborhoods and more intense neighborhoods of the PUC.	A small group of neighborhood-oriented businesses, with a mix of active storefronts located near the sidewalk or behind a small setback, sometimes located within small strip-style shopping centers. A Near-Town Corridor/Center Low is mixed-use, consisting of a mix of attached and house-form buildings up to 3 stories in height. This place type supports walkability in lower-density residential neighborhoods by making it convenient for nearby residents to walk or bike to access everyday goods and services.
Character	Residential neighborhood	Residential neigbhorhood adjacent to mixed-use areas	Neighborhood-scale corner stores and small main streets
Building Form	Low-rise detached houses and duplexes	Low-rise houses, duplex, triplexes and fourplexes	Small attached and detached lowrise buildings in a walkable, ‘main street’ format
Building Height	~1 to 3 stories	~1 to 3 stories	~1 to 3 stories
Transit Access [1]	Limited Transit	Limited Transit	Transit Supportive
Use(s)	Residential	Residential	Primarily retail and service uses with some residential and live/work above or behind
Examples in PUC	Mānoa Valley	Kaimukī	Monsarrat Avenue

Residential + Mixed Use Place Types

Place Type	Near-Town Corridor - Center Medium	Town Neighborhood Low	Town Neighbhorhood Medium
			
Description	A neighborhood-scale main street featuring neighborhood-serving retail and services, with active storefronts located at or near the sidewalk. A Near-Town Corridor/Center is mixed-use, consisting primarily of attached multi-story buildings, with some house-form buildings, extending along both sides of the street for several contiguous blocks. A robust public realm and access to transit make this a highly walkable environment, providing easy access to nearby residents and an amenity for residents of mixed-use buildings along the main street.	A generally walkable, mixed-density residential neighborhood made up of primarily single and multi-unit house-scale buildings and small apartments within walking distance of a transit-rich mixed-use area. These neighborhoods provide a transition in scale and intensity between the lower-intensity residential neighborhoods and more dense residential neighborhoods and mixed-use areas.	A more closely spaced neighborhood with walk-ups, apartment buildings and mid-rise buildings located close to the sidewalk, within walking distance of transit corridors or mixed-use areas. These neighborhoods provide an environment with urban low- and medium-rise residential buildings to provide a transition in scale and intensity between lower-intensity, mixed-density residential neighborhoods and more intense neighborhoods or mixed-use areas.
Character	Neighborhood-scale main street	Mixed-density neighborhood	Mixed-density neighborhood
Building Form	Attached and detached lowrise buildings in a walkable, ‘main street’ format	Duplex, multiplex, rowhouse, courtyard apartments, low-rise walkups	Duplex, multiplex, rowhouse, courtyard apartments,mid-rise apartments/walkups
Building Height	~3-6 stories, occasionally 7 or 8 at key intersections	~2 to 4 stories	~2 to 6 stories
Transit Access	Transit Supportive	Transit Supportive	Transit Supportive
Use(s)	Mix of retail and other active uses fronting sidewalks with residential above or behind	Primarily residential with occasional neigbhorhood-serving retail or service uses at key intersections	Primarily residential with occasional neigbhorhood-serving businesses
Examples in PUC	Waiʻalae Avenue	Kapahulu neighborhood	McCully

[1] Transit Access Scale: Limited Transit, Transit Supportive, Transit Oriented, Transit Rich.

Residential + Mixed Use Place Types

Place Type	Town Neighborhood High	Town Corridor - Center	Urban Neighborhood
			
Description	A walkable neighborhood with walk-ups, apartment buildings, mid-rise buildings and some high-rises. This place type provides a dense residential neighborhood environment that supports high-rise buildings but is made up of a wide variety of other large multi-unit building types. These neighborhoods are within walking distance to high-intensity and transit-rich mixed-use areas.	An urban, highly walkable corridor or center anchored by transit with a mix of building forms including mid-rise and occasional high-rise buildings. A robust public realm enables multi-modal access to transit for residents of the district and those in adjacent neighborhoods.	A highly walkable high-rise and mid-rise residential neighborhood activated by occasional neighborhood-serving, pedestrian-oriented commercial uses on the ground floor and at key intersections. These neighborhoods are within easy walking distance to the PUC's most intense mixed-use areas.
Character	Vibrant mixed-density neighborhood	Vibrant mixed-use corridor or center	Vibrant residential neighborhood
Building Form	Walkups, midrise and highrise apartments/condos	Mid-rise and high-rise commercial blocks with occasional high-rises with public space at key corners	Mid-rise and high-rise apartments/ condos
Building Height	~Up to 12 stories, occasionally 15 stories	~6-12 stories, occasionally 15 at key intersections	~10 to 30 stories with occasional taller buildings at key intersections
Transit Access	Transit Supportive	Transit Oriented	Transit Supportive
Use(s)	Primarily residential with occasional neigbhorhood-serving retail or service uses at key intersections	Mix of retail and other active uses fronting sidewalks with residential and office above or behind	Primarily residential with occasional neigbhorhood-serving retail or service uses at key intersections
Examples in PUC	Mō`ili`ili	Beretania Street	Ala Moana

1 Transit Access Scale: Limited Transit, Transit Supportive, Transit Oriented, Transit Rich.

Residential + Mixed Use Place Types

Placetype	Urban Corridor - Center	Downtown	Resort District
			
Description	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.	An intensely urban, highly walkable high-rise district featuring attached multi-story buildings, with robust transportation connections providing access to employment from across the PUC. Anchored by a concentration of jobs with supporting retail and services, its proximity to the civic center and concentration of office uses makes the district a regional destination.	The PUC's sole resort district is Waikīkī. An intensely urban, highly walkable district on the makai side of Waikīkī (distinct from Waikīkī's apartment district). It is anchored by a variety of uses that focus on tourism, like hotels, restaurants and commercial frontages. It works as a regional, national and international destination and consists of a variety of high-rise and medium-rise detached buildings. It is a transit-rich district and offers an active public realm attractive beyond traditional working hours.
Character	Vibrant mixed-use corridor or center	The most intense high-rise district that concentrates employment	Vibrant disctrict focused on tourism
Building Form	Mid-rise and high-rise commercial blocks	Mid-rise and high-rise commercial blocks	Attached block-scale buildings
Building Height	~10 to 30 stories with occasional taller buildings at key intersections	~Up to 40 stories	~Up to 40 stories
Transit Access	Transit Oriented	Transit Rich	Transit Rich
Use(s)	Mix of retail and other active uses fronting sidewalks with residential and office above or behind	Mix of office-serving retail and services fronting sidewalks with office above or behind	Resort, with resort-serving retail and services
Examples in PUC	Kapi'olani Boulevard	Downtown	Waikīkī resort district

Specific-Use and Employment District Place Types

Open Space Types

Place Type	Industrial	R&D Flex	Transportation	Military	* Commercial Center	Institutional Areas & Campuses	Parks and Open Space	Preservation
								
Description	Heavy industrial use areas often separated from other uses or places; uses such as manufacturing, production, repair, and distribution.	Light industrial areas with a mix of uses and building scales that are generally compatible with nearby neighborhoods.	Airports, ports, railyards, and other transportation service uses that require significant space for staging, maintenance, and maneuvering activities.	Areas controlled by the military.	Commercial Centers/regional mall buildings and parking facilities that are anchored by retail and may include other uses.	Schools, hospitals, universities and other institutions, adjunct uses, government facilities, and City-owned recreation facilities.	Areas for outdoor recreation within the PUC, including most parks and recreation facilities.	Protected natural areas such as upper watersheds, beaches, natural and cultural landmarks, ecological areas.
Purpose	Heavy manufacturing, supply and service yards, large infrastructure operations.	Supports light industrial uses that provide employment and needed services for residents and businesses, and may include live-work.	Provides facilities for logistics and operations for connectivity between regions on O'ahu or to off-island destinations.	Military uses and operations, including bases, housing, infrastructure, and other.	Denote existing commercial centers.	Provide spaces and flexibility for important community-serving institutions.	Provide space for active and passive recreation to support health and quality of life.	Protects local ecosystems and cultural resources.
Use(s)	Industrial	Light manufacturing and industrial, research and development, makerspace, flex, and automotive services	Transportation	Military	Continued focus on regional and island-service retail and service uses	Educational and Institutional uses	Recreational uses	Conservation and Recreational uses
Abbreviation	IND	FX	TR	MI	n/a	INT	P-OS	PA

Place Types Guidelines

VALLEY/RIDGE NEIGHBORHOOD

Limit bulky single-family dwellings. Prevent over development of single-family house lots through continued monitoring of certain dwelling elements in proposed projects, including number of bedrooms, wet bars, laundry rooms, bathrooms, lot coverage maximums, tailored to the residential lot dimension.

Limit overdevelopment of nonresidential buildings. Limit the scale and form of non residential uses such as churches, daycare facilities, and private schools. While these uses are generally consistent with the purpose of a residential zone, they tend to be less compatible with surrounding uses as their building scale becomes larger.

Home businesses. Support home businesses that meet Land Use Ordinance requirements and create jobs and opportunities for entrepreneurship.

Short-term rentals. Strictly limit short-term rentals in residential areas.

On-going maintenance and improvement. Encourage property owners to improve (and maintain) their front yards and façades.

Light and air. Continue to require yards and setbacks sufficient for light and air access.

Shade canopy and drainage. Support additional planting of shade canopy trees to create a pleasant ambience for residents, motorists, and pedestrians, and encourage increased permeable surfaces.

Integrate into the natural environment. Strongly encourage building and site design that embraces the natural context of ridge and valley development, accepting natural constraints and ecological conditions, and considering adequate access to public recreation areas.





NEAR-TOWN NEIGHBORHOOD

Limit bulky single-family dwellings. Prevent over development of single-family house lots through continued monitoring of certain dwelling elements in proposed projects, including number of bedrooms, wet bars, laundry rooms, bathrooms, lot coverage maximums, tailored to the residential lot dimension.

Complementary development. Ensure new development projects are compatible in scale and provide adequate transitions to adjacent residential properties.

Limit overdevelopment of nonresidential buildings. Limit the scale and form of nonresidential uses (such as churches, daycare facilities, private schools). While these uses are generally consistent with the purpose of a residential zone, they tend to be less compatible with surrounding uses as their building scale becomes larger.

Additions. For any additions or expansions, encourage varied façades and /or architectural features that reduce the apparent structural bulk. Additions, such as a new bedroom or bathroom, should use complementary building materials and forms.

Additional Dwelling Units and ‘Ohana Units. Promote Accessory Dwelling Units (ADUs) and 'Ohana Units where allowed by zoning and supported by waste water infrastructure.

Short-term rentals. Strictly limit short-term rentals in residential neighborhoods.

Increase permeable surfaces. For renovations and re-developments, require reductions in pavement coverage in front yards and otherwise increase permeable surfaces, and encourage the use of drought-tolerant landscaping.

On-going maintenance and improvement. Encourage property owners to improve and maintain their front yards and façades.

Fencing. Encourage low rock walls, wooden fencing, trellises, landscaping/shrubbery, or other high-quality fencing. Avoid front yard fences made from concrete blocks or chain links.









NEAR-TOWN CORRIDOR - CENTER LOW

Commercial focus. In any redevelopment or renovation, maintain the focus on neighborhood retail and services.

Community identity. Take steps to enhance civic pride and activity through design and attractive gathering places.

Orientation and enclosure. Orient new construction towards streets, public spaces, or shared private spaces. Encourage greater street enclosure and reduced street-facing setbacks during redevelopment.

Respect adjacent building scale. Maintain current zoning height limits (typically 2, 3 or occasional 4 story heights).

Civic, institutional, and office use. Support location of office, civic, community, educational, and other public uses in this Place Type.

Context-appropriate transitions. For developments adjacent to residential areas, encourage using landscaping, buffers, building type and form modulations, and other techniques to reduce sharp transitions.

Residential infill. Encourage house-form residential infill (duplex to fourplex, townhouse, courtyard and similar low-rise attached residential types).

Improve façades. Encourage higher transparency for commercial ground floors, limiting the amount of area that may be covered with advertisements or other impediments that reduce visibility. Strongly encourage site-scale public realm improvements and support façades improvements to aging buildings.

NEAR-TOWN CORRIDOR - CENTER MEDIUM

Commercial use. In redevelopments or renovations, at a minimum, seek to maintain the current amount of retail/commercial square footage.

Mixed-uses. Allow and encourage a complimentary mix of land uses, including residential, to foster walkable neighborhoods.

Business retention. Provide incentives for retaining existing small and/or local businesses, such as exempting the use from the total FAR allowed.

Height minimums. Encourage a minimum height of two stories for new buildings**.**

Quality façades. Encourage improvements to the appearance and quality of shopfronts and signage, and transparency standards. Build out to the sidewalk on corridor corner lots.

Emphasize transitions. Balance the form, design, and character of new low and moderate-intensity development to minimize impacts on neighboring properties.

Adaptive reuse. Encourage the reuse and repurposing of historic buildings, architectural elements, or façades when safe and feasible.





TOWN NEIGHBORHOOD LOW

Encourage "missing middle" housing. Allow house-form multi-unit dwellings in this Place Type. Balance the form, design, and character of missing middle development to minimize impacts on neighboring properties.

Appropriate infill. Allow for context-sensitive infill that acts as a buffer between low-density housing and more intense uses. Use Town Low development as a transition between Near-Town neighborhoods and Near-Town corridors.

Improve design and architecture. Encourage the use of high-quality building materials and architecture that relates to surrounding character. Unify adjacent apartments visually by matching character of other new development.

Ongoing improvement. Encourage property owners to maintain and improve their front yards and façades.

Orientation. Orient new residential construction towards streets, public spaces, or shared private spaces, by placing parking to back or side of the lot.

Public to private transition. Support landscaped entrances and elevation of ground floor residential uses. Reduce gating or "walling off" of residential properties from the street, or soften with landscaping.

Additional Dwelling Units and 'Ohana Units. Promote ADUS and 'Ohana Units where allowed by zoning and supported by waste water infrastructure.

Short-term rentals. Strictly limit short-term rentals in residential areas.





TOWN NEIGHBORHOOD MEDIUM

Midrise podium infill. Support midrise podium development of typically four to six stories. Taller buildings may be permitted per zoning.

Middle-density dwellings. Encourage innovative middle-density dwellings, such as alley-loaded tuck-under townhouses and stacked walk-up townhouses.

Walk-up redevelopment. Support redevelopment of existing walk-up apartments into new walk-ups as feasible. Encourage new apartments to present quality frontages on collector or other primary streets, and contribute to a walkable, transit-friendly environment.

Ensure neighborly building-to-building relationships as redevelopment occurs.

- Encourage shared public space between neighboring developments
- Ensure the use of high-quality building materials and architecture that relates to surrounding character
- Unify adjacent apartments visually by matching character of other new development.

Address poor building-to-street relationships as redevelopment occurs.

- At least one primary entrance should open directly onto the primary street frontage (or an adjoining public space)
- Encourage consistent street walls that frame the street/sidewalk.
- Breaks in the street wall are appropriate for open spaces, pathways, greenways, or other similar spaces.

Public to private transition. Support landscaped entrances and elevation of ground floor residential uses. Work to reduce gating or "walling off" of multifamily residential complexes from the street.

Ongoing improvement. Encourage property owners to maintain and improve their front yards and façades.

Orientation. Orient new residential construction towards streets, public spaces, or shared private spaces, by placing parking to back of the lot.

Some mid- and high-rise towers are physically isolated from other buildings and from the public street, accessible only from the parking garage or across a parking lot. There may be little to unify the buildings visually, and little in terms of shared public space where neighbors can become acquainted. Because of the juxtaposition of buildings of dramatically different scales, transitional neighborhoods lack a consistent character. Steps should be taken during design review to relate adjacent properties, simplify mobility connections, and create a cohesive pedestrian space.







TOWN NEIGHBORHOOD HIGH

Midrise and highrise development. Support development of apartments primarily between six and twelve stories in this Place Type.

Ensure neighborly building-to-building relationships as redevelopment occurs.

- Encourage shared public space between neighboring developments
- Ensure the use of high-quality building materials and architecture that relates to surrounding character
- Unify adjacent apartments visually by matching character of other new development.

Improve building-to-street relationships as redevelopment occurs.

- At least one primary entrance should open directly onto the primary street frontage (or an adjoining public space)
- Encourage consistent street walls that frame the street/sidewalk.
- Breaks in the street wall are appropriate for open spaces, pathways, greenways, or other similar spaces.
- Shade sidewalks and enhance pedestrian comfort.

Flexibility for smaller lot sizes. Support flexibility in standards for joint-development parcels, such as regarding minimum lot sizes and dimensions for Apartment Mixed Use (AMX) and Business Mixed Use (BMX) Districts.

Ongoing improvement. Encourage property owners to maintain and improve their front yards and façades.

Minimum on-site open space. Require a minimum amount of common and private open space in higher density residential and mixed-use projects. Carefully and deliberately integrate these spaces into project design and require maintenance by the property management organization.

Orientation and enclosure. Orient new construction towards streets, public spaces, or shared private spaces. Encourage greater street enclosure and reduced street-facing setbacks during redevelopment.

Support Crime Prevention Through Environmental Design (CPTED). Increase natural surveillance by encouraging pedestrian activity and clear sightlines; use walkways, signage, paving, and landscaping to create natural access control and distinguish between public and private areas.

TOWN CORRIDOR - CENTER

Moderate intensification. Allow for moderate intensification in this Place Type. The character of the new development may be significantly more urban or intense than surrounding properties.

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 such as service yards, parking lots, or utilities should be located on side streets or alleys/rear streets. Driveways and parking facilities should be visually screened, hidden, or otherwise reduced in impact.

Tower height. Design towers to add visual interest. Ensure towers have distinct bottom, middles, and tops.

Ground floor design. Façades should be adjacent to sidewalks with maximum ground-floor transparency, tall ceiling to floor heights, frequent entrances, appropriate structural bay widths and depths, and loading access to support retail uses.

Active streetscape. Street furniture and amenities should be provided. Consider sidewalk variances for café dining and similar uses that activate the public realm along primary streets. Frontages facing service streets, alleys, rear lot lines, or private open space are not typically expected to have active uses.

Ground floor uses. Engaging ground-floor uses should be located along a notable portion of the building frontage. These include but are not limited to neighborhood commercial, residential and office amenity spaces (such as exercise, food service, and customer service) and lobbies, and civic or community uses. Discourage ground floor residential on the primary corridor, unless provided with significant elevation (4+ feet) and setback (20+ feet). Modestly elevated ground floor residential may be appropriate on residential side streets.

Transitions. Use landscaping, setbacks, alleys, and building massing to reduce impacts of new higher-intensity development.

Minimum on-site open space. Provide common and private open space in higher density residential and mixed-use projects (70 to 100 sf/unit). Deliberately integrate these spaces into project design and require maintenance by the property management organization.

Height minimums. Encourage a minimum height of three stories on new buildings.





URBAN NEIGHBORHOOD

High-rise development. Support apartment buildings generally up to 24 stories for this Place Type.

Residential focus. Residential uses are the primary use for any development or redevelopment. Conditionally allow commercial spaces at intersections or intermittently, as appropriate.

Focus on ground-level comfort. Building entrances should be connected efficiently and obviously to the sidewalk (including through plazas and open spaces). Provide shade, wayfinding, art, and other elements to enhance the pedestrian experience.

Active streetscape. Maximum ground-floor façade transparency is preferred. Support ground floor unit frontages or other community uses/common areas on the ground floor.

Quality façades. Encourage high-quality materials and discourage flush windows. Discourage unshielded exterior A/C units for individual units.

Ensure consistent street walls. Breaks in the street wall are appropriate for open spaces, pathways, greenways, or other similar spaces.

Minimum on-site open space. Require a minimum amount of common and private open space in higher density residential and mixed-use projects. Carefully and deliberately integrate private and common open space into project design and require maintenance by the property management organization.

Engage the corners. Encourage building and site design that enhance corners of major streets. Parking should not be located at key corners, while building entrances should be located close to the corner. Encourage façades at corners to include unique design and special materials, and allow additional height for architectural features. Corner open spaces should include landmarks or specimen trees.

Support Crime Prevention through Environmental Design (CPTED). Encourage projects to: increase natural surveillance by encouraging pedestrian activity and clear sightlines; use walkways, signage, paving, lighting, and landscaping to clearly distinguish between public and private areas.



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.







DOWNTOWN DISTRICT

Regional visual landmark. Allow the tallest landmark buildings in the Downtown, with the highest along Alakea Street, Bishop Street, and Fort Street Mall.

Employment core and transitional uses. Encourage new office development, as well as mixed office/commercial or residential development (on separate floors) and office conversions.

View corridor protection. Ensure high-rise tower massing that preserves the maximum amount of mauka-makai viewsheds.

Provide improved facilities for the public. Work with development projects and existing businesses to provide safe and clean public restrooms and well-maintained public gathering places.

Highly active ground floors. Recommend that ground floor frontages and façades be treated with detail, interest, and activity. Provide 360 architecture & urban design, eliminating blank walls.

Screen parking. Use false façades (windows, balconies, and other building façade elements) to hide structured parking podiums.



RESORT DISTRICT

Promote SLR adaptation through redevelopment. Provide flexibility for hotel/resort redevelopment regarding sea level rise adaptation designs (parking requirements, floor to ceiling heights, ground floor design and street setbacks). Enforce shoreline setbacks and public access requirements.

Highly active, detailed frontages. Ensure larger internal spaces or parking areas are wrapped by storefronts, stand-alone businesses or other pedestrian-oriented features. Ensure high-quality materials and details on buildings facing the street, especially on the most visible first few floors.

Pedestrian friendly streetscape. Design hotel frontages and streetscapes to accommodate all modes of transportation, with priority for higher volumes of pedestrians.

Indoor-outdoor spaces. Expand plazas, shared spaces, and outdoor amenities, particularly mixed indoor/outdoor buildings and courtyards. Improve line of sight from the sidewalk into internal public spaces.

Parking impact on the public realm. Diminish the impact of parking and drop off/pick up on the public realm by reducing the width of curb cuts and driveways, and wrapping or screening parking garages.



FLEX (R&D) DISTRICT

Residential and industrial mix. Maintain small-scale multifamily uses amongst non-noxious light industrial uses.

Loft development. Support affordable residential loft development in lower-intensity flex areas to maintain living spaces for artists, fabricators, and similar creative workforce housing.

Live/work housing. Protect and allow live/work residential spaces that help meet the changing needs of work and work from home demand.

Emerging industries. Support a diverse mix of light industrial, information, makerspace, boutique food/wine/ beer processing, local food, and technology uses in order to provide jobs and tax revenues for the PUC by allowing and supporting emerging economic uses.



INDUSTRIAL DISTRICT

Employee amenities. Encourage the development of amenity uses and spaces in industrial areas, especially for employee gathering and socializing. Provide shade in plazas, pathways, and parking lots to provide heat relief.

Environmental hazard cleanup. Monitor potential environmental contamination (soil, waste, water, air) and ensure compliance with federal cleanup requirements.

Connectivity. Encourage connectivity improvements through very large properties.

Manage traffic impacts. Mitigate excessive traffic impacts on neighboring properties that impact their ability to conduct normal industrial business operations.

Transportation conditions. Encourage industrial re-developments to support repaving and repairing of adjacent streets and sidewalks.



Goal PL-1: Enhance the PUC's Unique Places.

Policy PL-1.1: Encourage development projects and a public realm that reflects Hawai'i's culture and arts.

Buildings and public spaces that incorporate elements of Native Hawaiian and local island culture help to reinforce community identity. In addition to beautifying the public realm, art enriches the physical environment by engaging residents and reinforcing a sense of place. When created in partnership with the community, public art and cultural uses can celebrate the community's heritages and contribute to meaningful connections between residents and the PUC's neighborhoods. Key actions include continued support for existing art-in-public-spaces programs and identifying new opportunities for arts and cultural spaces and involvement in planning initiatives.

Priority Actions:

Public Places. Pursue a program for Art in Public/Civic Spaces such as parks, medians, roundabouts, beaches, and especially outdoor gathering spaces. Create incentives for developers to incorporate public art around new rail stations. Public art in Special Districts should be consistent with applicable guidelines. Continue to support the Art in City Buildings Program through increased coordination.

Timeline



Partners:

- DPP
- MOCA
- DPR
- DOE
- HCDA
- HART/DTS

Architectural Details. Encourage expressions of art and culture in architectural details, especially for large buildings.



Partners:

- public and private projects

Event space. Create new event space for public use as compatible with other land use provisions.



Partners:

- public and private projects

Other Actions:

- *Identify opportunities to incentivize public art and support cultural activities in private development, such as via the TOD discretionary permitting process.*
- *Involve local artists whenever possible in area planning efforts to encourage innovative outreach strategies and promote consideration of public art and space for cultural and arts activities during the design of developments and in special area plans.*
- *Support collective painting of murals and installation of other public art to activate public spaces, for day and night.*



The Hawai'i Convention Center was designed with roof "sails" to maximize natural ventilation from the tradewinds, and an indoor-outdoor aesthetic.



A mural depicting the endangered i'iwi bird.

Goal PL-1: Enhance the PUC's Unique Places.

Policy PL-1.2: Improve the sense of entry at key gateways in the PUC by aligning public improvements and private development.

Providing visual interest, gateways and markers can support placemaking efforts within the PUC. Entryways and special location markers incorporating artistic and cultural elements provide opportunities to reflect upon the community's past, present, and future.

Priority Actions:

Key PUC Gateway Improvements. Select meaningful points entering into and within the PUC to be enhanced with unique design features, such as monuments, gateway markers, art, or wayfinding improvements. These may include, but are not limited to:

- Arriving and Departing from the Daniel K. Inouye International Airport
- Debarking from the cruise terminal at Pier 2 to Downtown
- Waikīkī on Ala Moana Blvd and Kalākaua Ave
- Chinatown and Downtown historic areas
- Civic Center and Arts District
- Key waterfront areas
- As the Kalaniana'ole Highway becomes H1
- Rail station areas
- Other key commercial corridors

Timeline



Partners:

- DPP
- DDC
- DFM
- DTS
- DPR
- BIDs
- Community Associations

SUGGESTED FEATURES FOR PUBLIC ART AND COMMUNITY GATEWAYS:

- **Commission and support local community artists.**
- **Coordinate with other area or streetscape improvements for coherent character.**
- **Interactive, such as pieces that invite user participation or provide sensory stimulation.**
- **Interpretive, to deepen understanding and appreciation of the area's history/cultural assets.**
- **Functional art that doubles as seating, wayfinding, or lighting.**



Columns at each rail station depict mo'olelo of the area. (Source: HART)

Goal PL-1: Enhance the PUC's Unique Places.

Policy PL-1.3: Protect and care for historical structures in the PUC.

Historic buildings and places help to tell the story of the PUC. Protecting and enabling these community resources to thrive helps keeps that story alive for future generations. Strategies and policies can help protect the integrity of historic places by encouraging rehabilitation where necessary and accommodating new uses in historic structures. Special Area design guidelines help preserve the integrity of historic places while they continue to grow and evolve. For example, reusing elements of Honolulu's historic architecture in modern building renovations and rebuilds (such as signage or façade details) supports a sense of place specific to the locale.

Priority Actions

Transit Oriented Development Areas. Actively integrate transit-oriented development with historic preservation in the vicinity of rail stations.

Timeline



Partners:

- DPP
- HART
- OHPC
- OPSD

Expanded Historic Preservation. Work with the O'ahu Historic Preservation Commission, the State Historic Preservation Division, and historical preservation non-profits to identify additional historic resources in future plan areas and existing historic districts.

Timeline

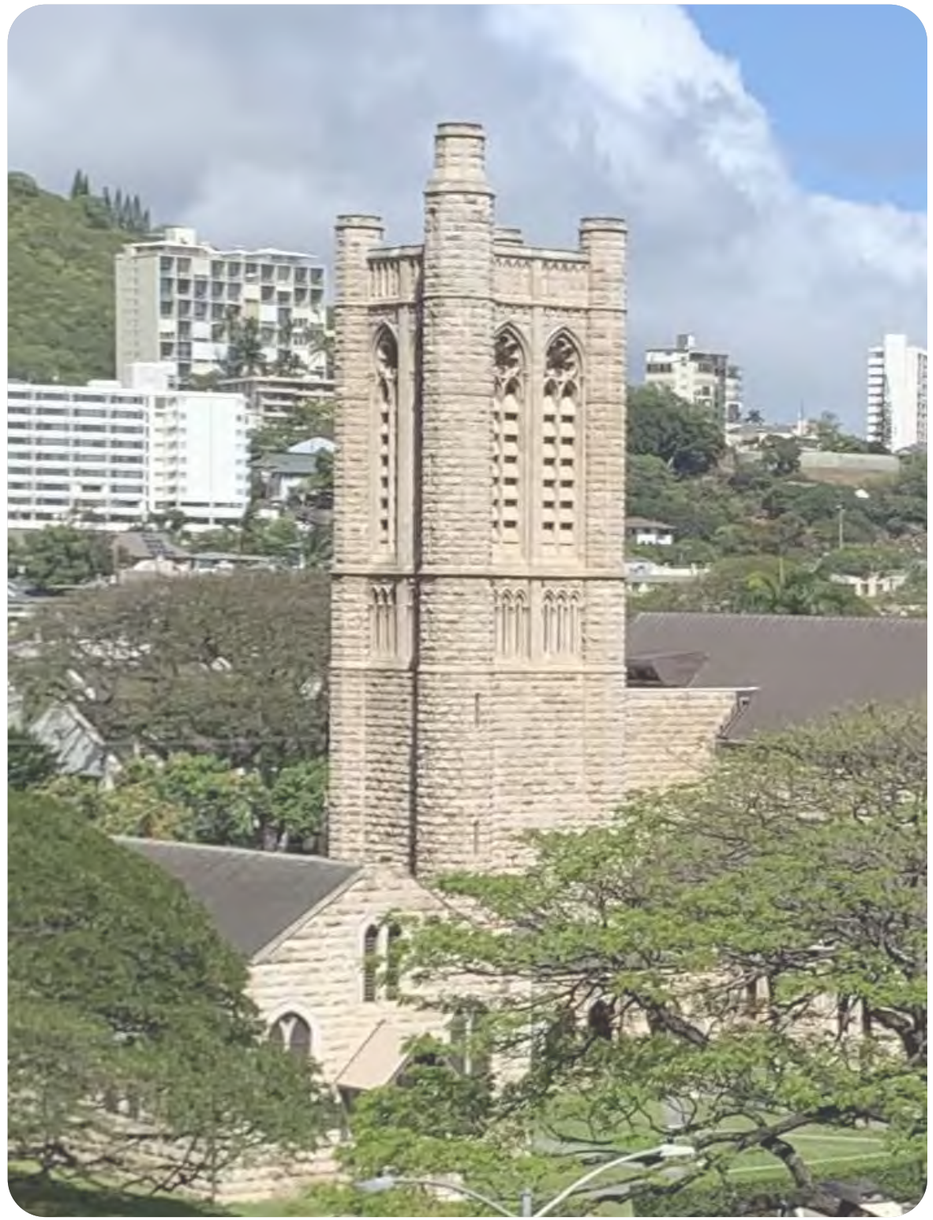


Partners:

- DPP
- OHPC
- SHPD

Other Actions:

- *Track updates to the State Inventory of Historic Places on annual basis and notate properties in GIS.*
- *Expand existing density transfer programs to provide incentives for property owners to preserve, restore, and adaptively reuse historic/character buildings in transit areas.*
- *Support HART with implementation of its stipulated historic preservation preservation-related programs.*



The Cathedral Church of Saint Andrew broke ground in 1867.

Goal PL-1: Enhance the PUC's Unique Places.

Policy PL-1.4: Preserve cultural and archaeologically significant resources in the PUC.

Physical and cultural landmarks provide provide historical and environmental continuity and context within the PUC. Policies should help protect and enhance these elements in partnership with community stewardship groups.

Priority Actions:

Regulatory Protections. Enforce preservation and zoning restrictions in Special Districts and consider visual impacts from adjacent/nearby development on cultural and other significant PUC resources. Continue to evaluate the need for additional Special Districts and effectiveness of current Special District regulations.

Timeline



Partners:

- DPP
- OHPC
- SHPD

Hawaiian Cultural Resources. Protect Native Hawaiian cultural and archaeological resources in the PUC through the environmental quality control process, state guidance, and working with community groups.

Timeline



Partners:

- OHPC
- DPP
- SHPD
- OEQC
- Community Partners



Thomas Square Park is on the National Register of Historic Places.



The Duke Kahanamoku statue is a Waikīkī landmark (Source: MOCA)

Goal PL-1: Enhance the PUC's Unique Places.

Policy PL-1.5: Continue to preserve significant panoramic public views of natural landmarks through Special District provisions.

Natural views of open space, water, and significant landforms are important components of the PUC's environment. View corridors providing vistas of the surrounding natural areas help to reinforce the delicate relationship that exists between urban communities and an island of finite resources. Strategic control of building heights and massing helps to preserve views and the integrity of Honolulu's skyline, while street design improvements provide an opportunity to frame views along linear view corridors.

Priority Actions:

Significant Views. Follow Special Design District height guidance and the zoning map to preserve significant views of natural landmarks from public spaces. Continue to require view studies and design alterations to ensure public views preservation.

Timeline



Partners:

- DPP

Views in TOD Districts. Integrate significant public views protection into TOD Special District rules.

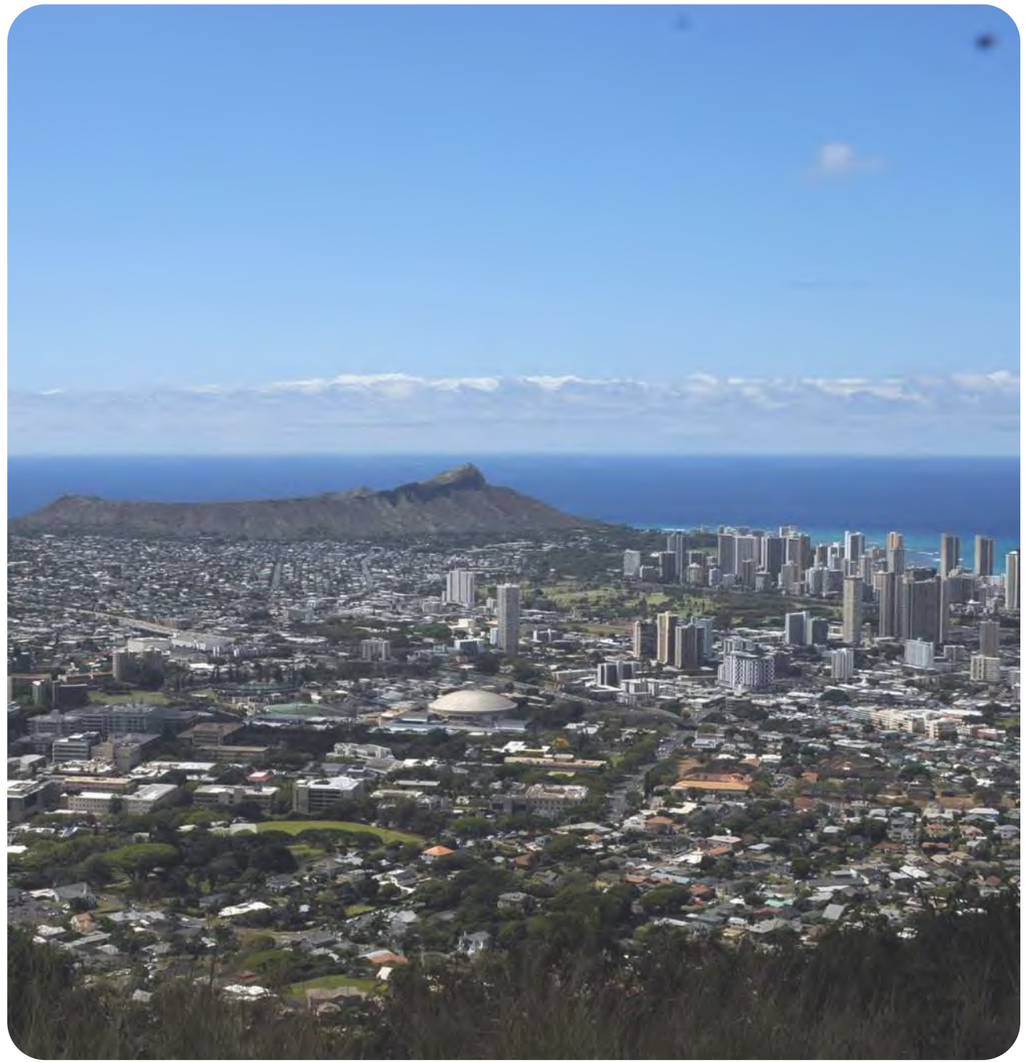


Higher Building Policy. Refine the tower design review process, standards and guidelines. Review proposals for high-rise buildings (over 150') to avoid interruption of important public views. Encourage unique and exemplary design to promote an attractive skyline.



Other Actions:

- *Discourage structures built high on slopes that are visually obtrusive, especially when they interrupt the silhouette of a ridgeline.*



Tools that preserve views of natural landmarks and mauka-makai view corridors include special districts, height limits, and the application of PUC DP policies in design review processes.

Goal PL-1: Enhance the PUC's Unique Places.

Policy PL-1.6: Enhance key mauka-makai view corridors.

Attention should be focused on enhancing significant mauka-makai view corridors during streetscape improvements such as widened sidewalks, and encouraging the undergrounding of utilities whenever feasible.

Priority Actions:

Reduce Public Views Obstruction. Review modification of building height and/or envelope on a case-by-case basis if a proposed building would degrade a mapped view corridor or identified significant public view.

Timeline



Partners:

- DPP

Streetscape for Views Protection. Consider mapped PUC DP public views when making streetscape changes and enhancements. Consider street trees that are compatible with views retention (whose mature canopies will not substantially block significant views) when selecting new trees.

Timeline



Partners:

- DPP
- DFM
- DDC
- DTS
- DPR

Other Actions:

- *Encourage undergrounding of utilities on major view corridors.*

KEY MAUKA-MAKAI VIEW CORRIDORS:

Ke'eaumoku Street (mauka)
Pensacola Street (mauka)
Bishop Street (mauka)
Cooke Street (mauka)
Ward Avenue (mauka-makai)
Pi'ikoi Street (mauka-makai)
Kamake'e Street (mauka-makai)
Kalākaua Avenue (mauka)
Liliha Street (mauka)
Ka'onohi Street (makai)
McCully Street (mauka)
River Street (mauka-makai)
South Street (mauka)



Mauka views create a sense of spaciousness in urban neighborhoods.



A mauka view corridor along River Street.

Goal PL-2: Promote Excellent Building and Site Design that Responds to Honolulu's Climate and Environment.

Policy PL-2.1: Encourage sustainable building and site design practices that respond to the tropical climate.

Building and public realm design has historically been guided by local climate and the availability of different building materials. Today, air conditioning technology and globalized supply chains have removed many constraints for building any style of building, in any setting. Nonetheless, taking a page from design that responds to the PUC's particular climate and context - for example, providing roof overhangs for shading, siting structures to take advantage of prevailing breezes, including indoor/outdoor environments for year-round use, and providing cooling landscaping areas - creates benefits such as a distinctive aesthetic quality, greater user comfort, reduced energy usage/embodied energy, and, importantly, improved connection and response to environmental conditions. Honolulu's relatively mild climate makes these design benefits easy to attain, and environmental performance can also be supported through building design requirements or incentives that promote efficient buildings.

Priority Actions:

Preferred Checklists for New Development. Allow use of green rating systems or specialized checklists for new residential and commercial buildings when feasible and desired, and continue to refine efficiency standards for new construction. Include adaptive reuse to residential.

Timeline

ONGOING

Partners:

- CCSR
- DPP

Utilizing Tropical-Zone Building Code. Continue updating the building code to encourage or allow passive design features appropriate for the PUC's tropical climate.

Partners:

- CCSR
- DPP



The UH Culinary Institute is positioned to optimize daylighting. (Source: UH)

Other Actions:

- *Establish and/or identify tax credits, abatements, incentives, or other funding sources to encourage preferred green building patterns and practices.*
- *Encourage inclusion of indoor-outdoor spaces in developments to take advantage of Honolulu's tropical climate and help to activate the public realm.*
- *Encourage architecture that incorporates elements to provide shade and protection from rain for surrounding sidewalks and public spaces in areas where buildings abut the sidewalk.*

Indoor-outdoor living is an important quality of life component in the PUC. Thoughtful design approaches can make outdoor spaces comfortable for active and passive activity in a variety of weather conditions and seasons. While Honolulu's island climate is generally mild, rain, heat, and humidity can sometimes discourage outdoor activity and active transportation choices such as walking and riding a bike. Shaded and covered sidewalks and walkways, and buildings and landscaping designed to capture breezes, can help to minimize the impacts of these and other weather conditions.

Goal PL-2: Promote Excellent Building and Site Design that Responds to Honolulu's Climate and Environment.

Policy PL-2.2: Integrate greenery and green infrastructure into new developments, especially large sites.

Apart from beautification and additional space for recreation or repose, making room for greenery and green infrastructure in urban developments serves a number of other purposes too. From helping to improve local micro-climates, to mimicking natural functions like drainage, to improving local air quality, green space should be considered a flexible building block for great public spaces.

Priority Actions:

Green Infrastructure Design Principles. Design outdoor spaces to serve dual purposes as attractive amenities with funtional elements. Incorporate green infrastructure design principles in the design of stormwater management systems to the extent feasible. Seek on-site solutions that leverage natural systems and processes.

Timeline



Partners:

- DFM
- DTS

LID in the Right of Way. Incorporate green streets design principles, including bioswales, planter boxes and rain gardens into street redesign projects to the extent feasible or as needed.

Timeline



Partners:

- DFM
- DTS
- BWS

Other Actions:

- *Study the feasibility of creating an ecological benefits program to encourage urban development that supports and creates habitat for native flora and fauna.*
- *Incentivize the incorporation of biophilic design elements into new/renovated buildings that are visible from the sidewalk including features inspired by nature, green walls, and courtyards.*



The parking structure of the Frank Fasi municipal building is domed with a grassy park area.

Goal PL-2: Promote Excellent Building and Site Design that Responds to Honolulu's Climate and Environment.

Policy PL-2.3: Actively pursue Honolulu's tree canopy goals.

Trees are critical urban infrastructure and necessary for the health of our communities. However, many of the PUC's mixed-density neighborhoods have an insufficient amount of tree canopy cover and shade which, combined with a high proportion of asphalt, generates excess heat, creating uncomfortable conditions. The City's goal is to increase the tree canopy across O'ahu's communities to 35 percent by 2035. This will be accomplished through a combination of policy and planning, people and implementation, and practice and maintenance.

Priority Actions:

Street Tree Planting Program/Master Plan. Support the 2019 Urban Tree Plan by identifying sustainable funding for street tree planting and maintenance, and identifying priority areas for street tree planting to achieve the 100,000 Tree Initiative.

Timeline



Partners:

- DPR
- CCSR
- DFM
- DDC
- DTS
- DPP

Development Review for Urban Trees. Establish tree canopy requirements for parking lots, commercial, residential, and institutional uses. Include tree, landscaping, and vegetation buffering requirements in the final site plan approval checklist. Require a tree protection management plan prior to preliminary plan approval. Follow best practices to retain trees in new developments to slow loss of canopy cover.



Partners:

- DPR
- CCSR
- DPP

Partnerships for Trees. Pursue strong non-profit partnerships to support planting and early tree care, and outreach and education to the community on the importance of trees to community health.



Partners:

- DPR
- CCSR
- DPP



Street trees cool Honolulu's Downtown.

Other Actions:

- *Continue working to improve the DPR/CCSR Urban Forest platform and facilitate City data collection. Track trees planted and maintained and/or removed to ensure sound management of City trees.*
- *Update the Urban Forestry Management Plan.*
- *Regularly update the Urban Tree Canopy Assessment (on a five-year cycle).*
- *Continue to support and improve the effectiveness of the City's Exceptional Tree Program.*

Goal PL-3: Support Vibrant Commercial/Mixed-Use Corridors and Neighborhood Centers in the PUC.

Policy PL-3.1: Activate “main street” corridors with pedestrian amenities, frequent gathering places, and expressions of community identity.

Physical improvements can help to activate streets and provide spaces for community activity and gatherings that occur on a regular basis. Appropriate standards can promote this compatibility between various uses and encourage a flexible and active public realm. Through policies that respond to the specific needs of distinct corridors and activity centers within the PUC, this plan supports the wide variety of places necessary for a thriving economy and a high quality of life for residents, workers, and visitors.

Priority Actions:

Engage with Community Groups in Area/Corridor Planning. Work closely with community-based groups in area planning efforts to develop clear strategies to activate and program underused civic spaces, underutilized corridors, and other public gathering places.

Active Space Requirements. Create requirements along Near-Town and Town corridors for active, flexibly-designed ground floors that support retail, commercial, live/work, or other active uses that sustain a high-quality pedestrian experience.

Timeline

ONGOING

Partners:
- DPP
- DES
- DPR

SHORT

Partners:
- DPP

Other Actions:

- *Prioritize under-resourced areas for Public Realm Improvement Plans/Complete Streets efforts (publicly funded infrastructure upgrades for utilities, streetscapes, and roadways).*
- *Identify catalytic urban green space opportunities, including linear and pocket parks, and permit/promote temporary open spaces and plazas.*
- *Regularly assess infrastructure conditions (sidewalk and roadways) in key PUC corridors.*
- *Support the formation of BIDs (Business Improvement Districts), and support other forms of neighborhood stewardship.*



A "parklet" celebrates the Kalihi neighborhood.



Numerous street fairs, festivals, parades, and community gatherings take place in the PUC each year.

Goal PL-3: Support Vibrant Commercial/Mixed-Use Corridors and Neighborhood Centers in the PUC.

Policy PL-3.2: Support an attractive and pedestrian-friendly public realm along well-used PUC corridors.

Urban design and connectivity impact more than just the relative convenience of getting around the PUC. Policies that promote walkability and vibrant streetscapes that support mixed-use places, locating residences, offices, shops, restaurants, civic uses, and transit near one another, make walking the short distance between destinations more convenient than driving. Places that provide an inviting public realm can support active lifestyles for the people who live and work there and reduce the need for short car trips.

Priority Actions:

Updated Corridor Standards. Adopt corridor build-to standards that are appropriate for context and intended form, including:

- Review standards for required yards.
- Increase the allowable eave projection into required setbacks.
- Continue to reduce minimum lot sizes and dimensions for AMX and BMX Districts and re-evaluate other applicable development standards such as floor area ratio and parking.
- Encourage buildings to be oriented to public sidewalks and actively engage the street and adjust minimum and maximum setbacks.
- Encourage public outdoor uses in mixed-use developments.

Timeline



Partners:

- DPP

Improvements by Development Projects. Encourage (and/or require) projects to incorporate design elements, such as street trees, street furniture, appropriate walkway widths and building orientation, etc.



Partners:

- DPP
- DTS
- DDC
- DPR
- CCSR

Coordinated Improvements. Continue to leverage needed street and infrastructure construction or right-of-way redesign projects across agencies to improve the public realm (Complete Streets).



Partners:

- DPP
- DTS
- DDC



Pedestrian improvements enhance safety and support the retail environment.

Other Actions:

- *Prioritize collision hot spots for Complete Streets improvements, such as bulbouts, medians, signal changes, or similar.*
- *Establish coordinated bicycle/pedestrian improvements along high-frequency TheBus corridors that connect to rail.*
- *Encourage additional outdoor, curbside, restaurant and commercial seating where feasible and practical.*

Goal PL-3: Support Vibrant Commercial/Mixed-Use Corridors and Neighborhood Centers in the PUC.

Policy PL-3.3: Ensure pedestrian-oriented design in all corridors and centers, especially in Town Corridor, Urban Corridor, Downtown, and Resort areas.

A combination of infrastructure improvements and amenities can create a safer and more comfortable walking environment. Solutions should be context-sensitive and tailored to different areas within the PUC. Creating pedestrian-friendly mixed-use places allows nearby residents to benefit from services and amenities within walking distance while also minimizing impacts on local traffic congestion from short car trips. Continuing to expand public realm improvements and multimodal improvements such as Complete Streets projects, bikeway networks, and bus priority projects along key mixed-use corridors and centers will promote walking and transit ridership and improve access to daily services throughout the PUC.

Priority Actions:

Additional Frontage Design Standards. Where they do not currently exist, implement design standards or guidelines for commercial and mixed-use zones to ensure a high-quality public realm along most street-facing façade for new construction and renovations, such as:

- Elevating ground-floor residential space a minimum distance above the sidewalk level to provide privacy and ensure usable residential spaces.
- Encourage ground-floor residential uses to have façade treatments to engage the pedestrian environment
- Limit the maximum length of individual new buildings or building masses along public street frontage to create human-scaled buildings with access to fresh air and daylight.
- Locating utilitarian building elements such as service yards, parking lots, or utilities on side streets or alleys/rear streets or within screened mechanical rooms.
- Limiting the number and width of new garage entries and driveway curb cuts crossing the sidewalk to encourage a comfortable pedestrian environment.
- Requiring that parking and vehicle areas be located behind or under buildings.

Timeline



Partners:

- DPP

Prioritization of Capital Improvements. Review and revise scoring criteria for capital improvement funding to elevate projects that support the vision of a walkable mixed-use environment.



Partners:

- DPP
- DDC
- DTS

Other Actions:

- *Determine the feasibility of requiring parking and trip demand management strategies to minimize need for parking in more intense and urban place types.*
- *Incorporate pedestrian-scale street and sidewalk lighting in all major projects located in Town, Urban, Downtown, and Resort place types.*
- *Provide funding and coordination for a frontage improvement program for key corridors.*

KEY CORRIDORS

Buildings oriented to the pedestrian realm. **Building façades should be parallel to the right-of-way and should open directly onto the sidewalk or onto a pedestrian walkway.**

Transparency for active uses. **Buildings with active uses should have a high degree of façades transparency with large windows and/or glass doors. Long blank walls should be avoided along ground-floor frontages.**

Articulated building massing and façades. **Buildings should provide varied front yard depths within a narrow range; recessed or otherwise articulated entries; a variety of colors, materials and/or textures; varied roof forms; and coherent building fenestration.**

Employ distinct entries for residential uses. **Façades of residential uses should incorporate porches, lanais, porticoes, bay windows, and/or other architectural features that provide a sense of entryway and visual interest from the public space.**

Goal PL-3: Support Vibrant Commercial/Mixed-Use Corridors and Neighborhood Centers in the PUC.

Policy PL-3.4: Improve multimodal connections and pedestrian pathways within and between the PUC's mixed-use corridors, town neighborhoods, parks, and public institutions.

In order to provide mobility options for residents and visitors in the PUC, this plan provides policy guidance to promote a broad range of place types where walkability is prioritized. Areas with small block lengths and frequent intersections provide more options for pedestrian routes and minimize the distance that pedestrians must walk to move through an area. Places with these characteristics are considered more walkable than places with long block lengths and widely-spaced intersections. Dead-end streets, cul-de-sacs, and looping streets diminish an area's walkability by severing connections to the wider street grid, while through-streets tend to increase walkability with greater route options. New developments can help to support better connectivity between existing places by attending to connections to surrounding sites.

Priority Actions:

Comprehensive Wayfinding. Continue to develop comprehensive wayfinding signage scaled for a variety of users including people walking, riding bikes and driving.

Enhanced Pedestrian Connections to Transit. Pursue strategies such as:

- Continue to invest in pedestrian facilities at urban TOD stations.
- Support street calming on secondary and service streets within transit-oriented areas.
- Acquire easements for pedestrian connections in rail station areas and bus transit corridors with poor existing connectivity.
- Develop overhead pedestrian walkways at all rail stations where traffic calming or road diets are not feasible.
- Provide sidewalk approaches to all bus stops in the PUC.

Linear Parks as Connectors. Seek out new locations for linear parks (such as the Diamond Head/Fort Ruger Pathway); potential locations include: Punchbowl, Mānoa Stream, Waimano Home Road, and within the redeveloped Pearl Country Club Golf Course). Prioritize multi-modal access when building/acquiring new parks or upgrading existing parks.

Timeline



Partners:

- DTS
- DPP



Partners:

- DTS
- DDC
- DPP
- HART



Partners:

- DPR
- DPP
- DTS
- DDC
- DFM



Traffic-calming improvements along North King Street (Source: Ulupono Initiative)

Other Actions:

- *Identify areas with high volumes of pedestrian traffic to prioritize streetscape and safety improvements. This includes Safe Routes to School projects and improved accessibility to other public places such as libraries, hospitals, parks, and community centers.*
- *Introduce standards or guidelines for additional connections through superblocks when redevelopment on those blocks occurs (within Town, Urban, Downtown and Resort Place Types).*

Goal PL-3: Support Vibrant Commercial/Mixed-Use Corridors and Neighborhood Centers in the PUC.

Policy GD-3.5: Conduct focused corridor and area planning to guide improvements.

The PUC contains corridors and neighborhoods that may have lacked significant investment or development in recent years. Often, the building blocks for improved mixed-use character are present, but need reinforcing and refreshing. Underbuilt properties along corridors and centers farther from rail that fall outside of projected sea level rise impacts are likely to attract development interest in the future. In order to support placemaking alongside redevelopment activity, the City can provide needed planning for improvement and enhancement. Neighborhood or area planning tools can provide specific future guidance for places expected to experience varying levels of change and beautification.

Priority Actions:

Area Planning. Depending on level of interest/ engagement by the community and the pace/amount of future growth, lead future Special Area Plans to manage corridor growth (especially for Near-Town Corridors):

- Engage with active local planning organizations
- In any future planning effort, seek to improve the built environment near main streets that intersect with H-1
- Develop design guidelines and implement public realm improvements. (See Focus Areas Chapter for more information).

Timeline



Partners:

- DPP
- City Council
- Neighborhood Boards



Areas experiencing more growth can benefit from Special Area Plans.

Significant Public Views

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

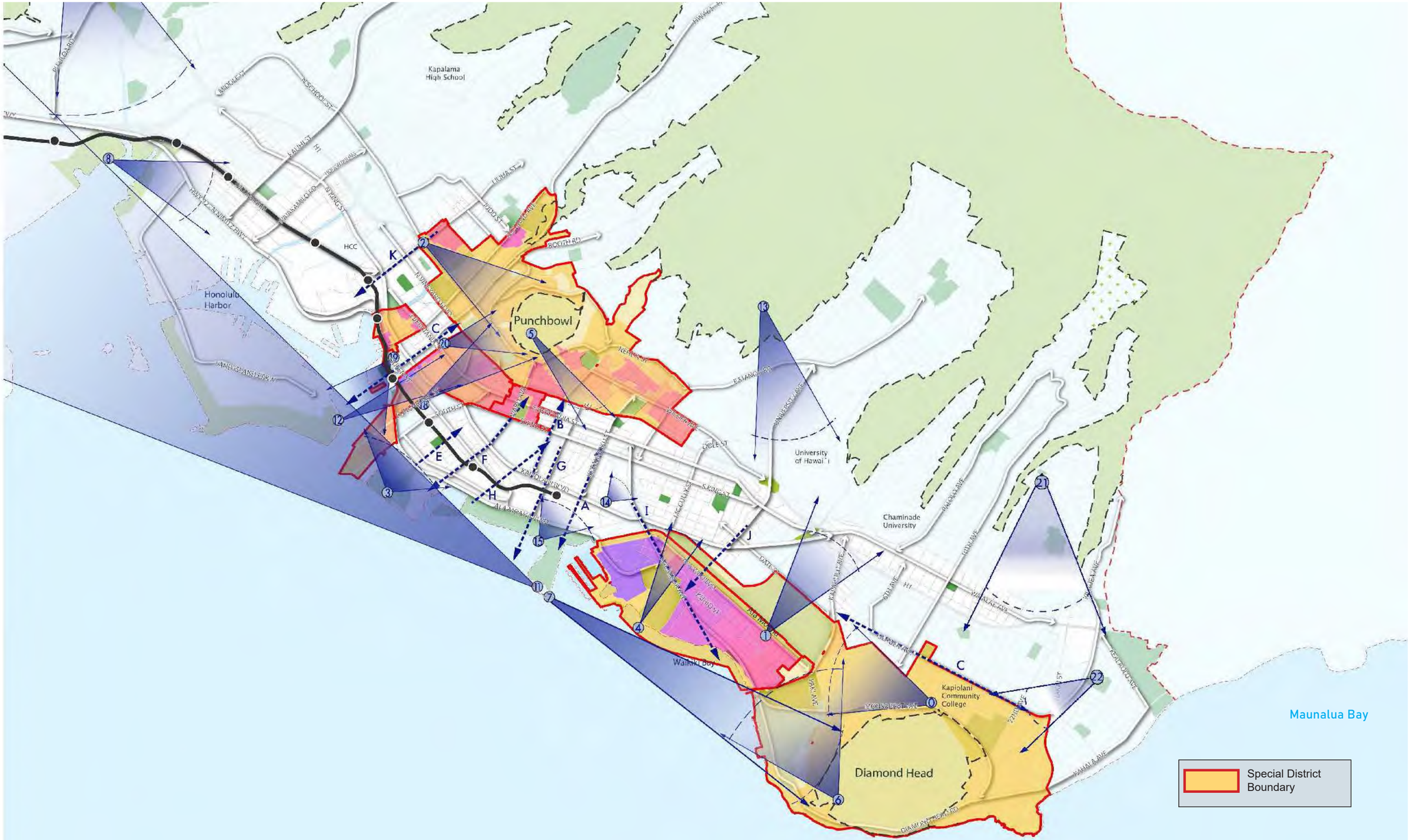
Panoramic Views: Preserve through height limits, bulk/ envelope restrictions, dimensional standards

0. from Kapi'olani Community College toward Waikīkī
1. from Ala Wai Canal Promenade toward Ko'olau Range
2. from H1 / Liliha toward Punchbowl
3. from Kaka'ako Waterfront Park toward Ko'olau Range
4. from Fort DeRussy toward 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. from H1 toward 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. from 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. from Punchbowl Street toward Punchbowl
19. from Fort Street Mall toward Aloha Tower
20. from Alakea Street toward Punchbowl
21. from Maunalani Community Park toward Diamond Head and Maunalua Bay
22. from Kāhala Community Park toward Diamond Head

Fig. 2.4: Significant Public Views, West



Fig. 2.5: Significant Public Views, East



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Focus Areas

Focus Areas



How to Use This Chapter

This chapter describes in detail how specific areas in the PUC may change over time. The following defines characteristics for each of these places across the PUC by:

- Locating ***growth*** areas that are shaping change and transformation in the PUC;
- Providing ***vision*** (land use and character guidance) and describing existing or upcoming ***catalytic projects*** for key areas; and
- Identifying areas of ***stabilization*** where less change is expected during the Plan horizon but where improvements and enhancements are recommended.

Recent community planning for this Plan and for the TOD Neighborhood Plans has provided opportunities for residents and frequenters of the PUC to provide feedback on the desired character of growth and change, along with the desired degree of that change. The guidance that follows reflects specific change-related goals for different neighborhood areas within the PUC. Implementation and catalytic projects for specific communities and focus areas highlight actions to deliver the vision described by the Place Type associated with those locations.

The PUC DP policies reflect a proactive approach to shaping the location, form, and type of future growth and redevelopment to benefit the PUC's communities. The following list summarizes a clear vision and guidance for how specific areas are likely to change in the future, and opportunities to improve the urban form. This chapter's content is intended to help guide communities to seek amenities, benefits, and services for their focus area and to help steer public and private investments into the appropriate locations. Potential catalytic projects are identified, along with locations desiring improved vibrancy, elevating important issues relating to neighborhood livability.

Residential neighborhoods, commercial corridors, and centers of activity play different roles within the urban landscape. The physical character and variety of places in the PUC reflects the unique histories and the communities that have developed here. Identifying urban form characteristics using the palette of Place Types, as described in the preceding chapter, P*lacemaking + Character (page 37)*, makes it possible to define appropriate policies and strategies for these different places.

In this chapter, guidelines are presented for specific areas of the PUC, each experiencing different levels of growth and change; from densely urbanizing TOD corridors, to well-loved neighborhood-serving commercial streets. Guidelines are presented for the purpose of guiding growth and change over time, preserving and enhancing existing character, and improving the utility, resilience, connectivity, and look and feel of the public realm.

Each focus area section is organized as follows:

1. **Vision:** What are the key conditions and future possibilities in this area?
2. **Applicable Place Types:** What is the envisioned land use, intensity, and character of the area's districts, corridors, and neighborhoods?
3. **Applicable Area Plans/Special Design Districts:** Does this area have special guidance in the form of an Area Plan or LUO Special Design District? (*Note this category does not apply to all identified Focus Areas)
4. **Guidance (i.e., what strategies align with the vision?) regarding:**
   - Urban Design
   - Land Use and Development
   - Multimodal Environment
5. **Catalytic Projects/Plans:** What major improvements or projects are already planned or in motion for this area? (*Note this category does not apply to all identified focus areas)
6. **Additional Actions:** Additional implementation actions appropriate for the area.



Degree of Change

Each focus area spread begins with a sidebar that further describes the level of growth and development expected in the area. These range from the most intense change at the top ("transform") to the least, at the bottom ("preserve"):

| TRANSFORM | EVOLVE | INFILL |

| ENHANCE / INVEST | PRESERVE |

Area Adaptation Actions Recommended

This symbol appears for areas where short-term, mid-term, or long-term SLR actions are recommended.

East PUC

Waikīkī	pp. 82-87
Ala Moana & Kaka'ako	pp. 88-93
South King/Beretania Sts.	pp. 94-99
Wai'alae Avenue	pp. 100-103
Kapahulu Avenue	pp. 104-107
McCully-Mō'ili'ili & Date St.	pp. 108-111
Makiki	pp. 112-115

Central PUC

Downtown	pp. 116-119
Chinatown	pp. 120-123
Upper Nu'uanu Ave. & Liliha St.	pp. 124-127
Iwilei / N. Vineyard Corridor	pp. 128-131
Kapālama	pp. 132-135
N. King & N. School Streets	pp. 136-139

West PUC

Hālawa (Stadium District)	pp. 140-143
Pearl Highlands & Pearlridge	pp. 144-147
'Aiea Town Center & Ka'ahumanu St.	pp. 148-151
Lehua Ave. & Waimano Home Road	pp. 152-155

Fig. 3.1: Focus Areas, West (location key)

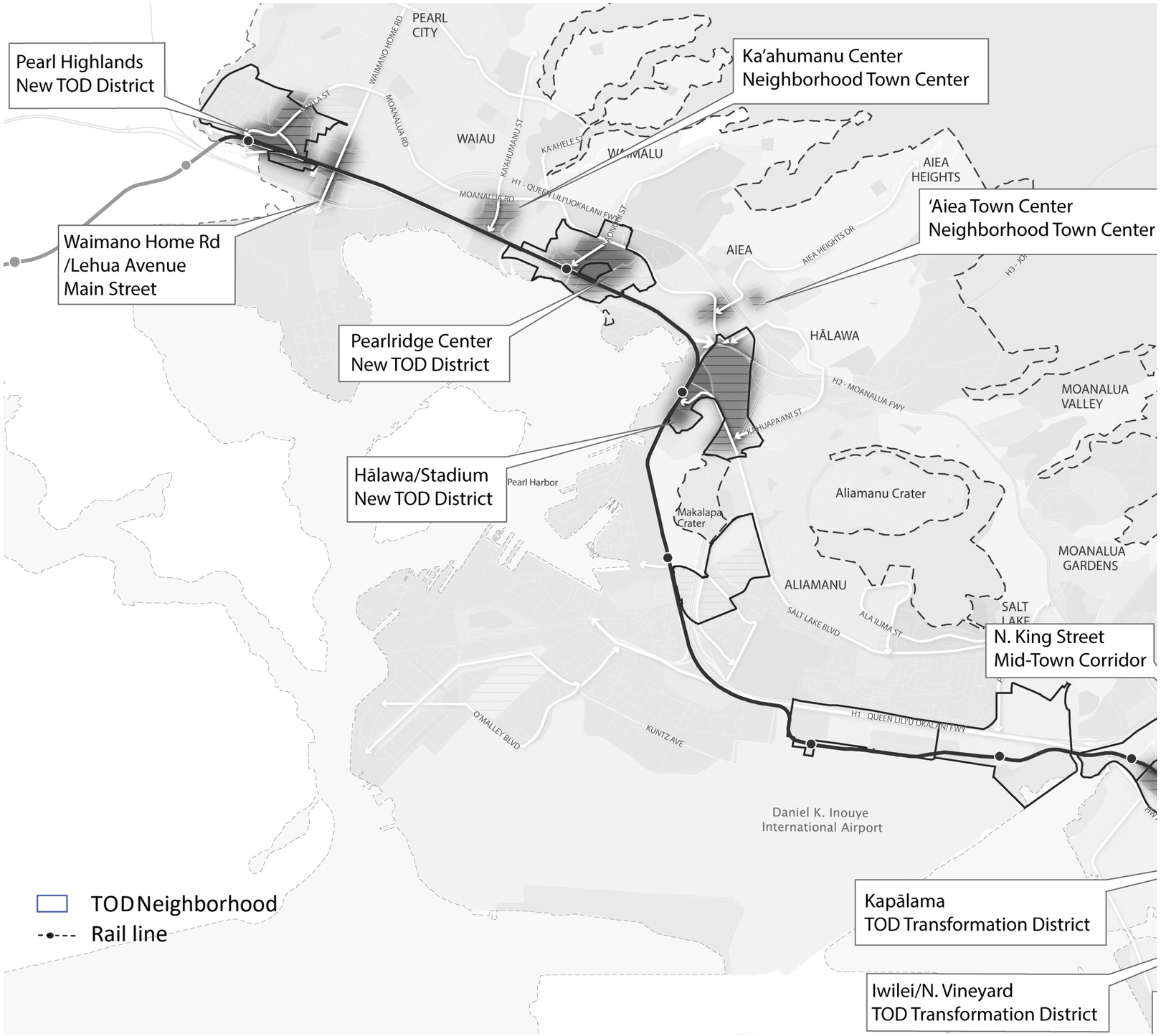
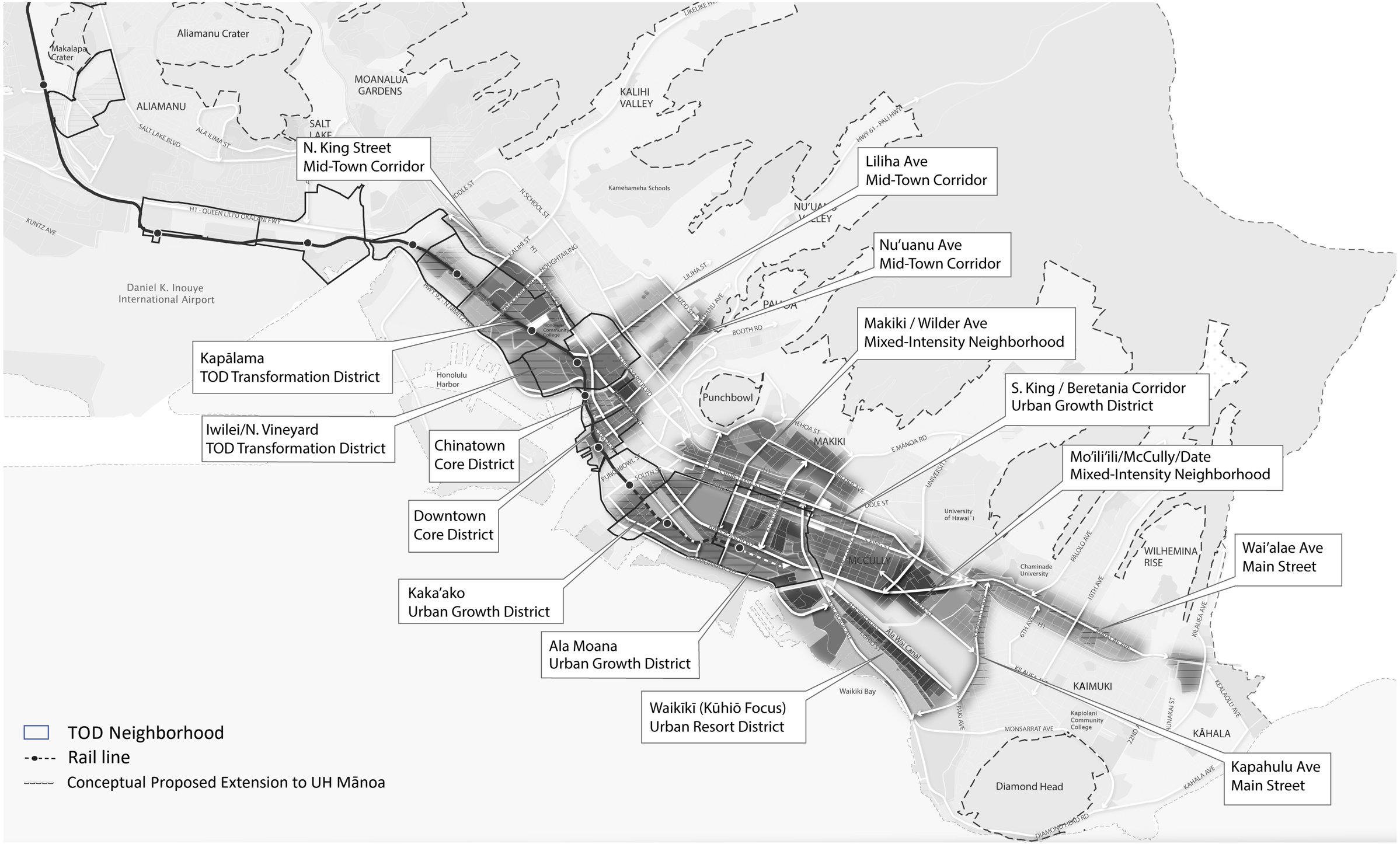


Fig. 3.2: Focus Areas, East (location key)



Focus Areas - East PUC:

Urban Resort District and Livable Neighborhood

Waikīkī

EVOLVE | the lively resort corridor of Kalākaua for greater coastal resiliency, and the urban mixed-use corridors of Ala Moana Boulevard and Kūhiō Avenue, for greater coastal resiliency and additional neighborhood serving amenities/ services.

INFILL | continued higher-density residential development in the apartment precinct of Waikīkī for long-term use.

ENHANCE/INVEST | Adapt infrastructure, parks/beaches, buildings with resilient design measures and strategies.

PRESERVE | views of the Ko'olau mountains, Diamond Head, and Punchbowl from within Waikīkī, as well as the unique blend of urban resort activity and a dense, walkable neighborhood.

Waikīkī

The Pacific's premier walkable resort destination, and a livable urban neighborhood.

Vision

Waikīkī balances two contrasting but mutually supportive uses. The resort area is a major economic center of the PUC, providing employment, industry, and a constant influx of street-level activity. The apartment residential area (generally mauka of Kūhiō Avenue except for the area with street frontage immediately mauka of Kūhiō Avenue, from Kuamo'o Street to Paokalani Avenue), is a lively residential neighborhood, home to many long-time and new residents. The edges where these two places meet and complement one another are the urban corridors of Ala Moana Boulevard and Kūhiō Avenue; both corridors offer services, entertainment, dining, and retail uses that cater to residents and visitors.

Waikīkī remains a primary economic engine for the City and State and accordingly continues to attract new development and redevelopment, even as the area must adapt to the effects of climate change. Over time, the area's resort area will continue to evolve – redeveloping older buildings, reinforcing infrastructure and adapting structures with resilient design measures, improving pedestrian orientation, and maintaining high levels of street-frontage activity and interest. The apartment residential neighborhood is expected to continue a transition to mid-and-higher density redevelopment, while still retaining some smaller low-rise and walk-up buildings that lend the residential neighborhood its character. Neighborhood-serving commercial uses on the mauka side of Kūhiō Avenue should be considered for Seaside Avenue. The street already has commercial uses at the intersection with Kūhiō Avenue, is about one-quarter mile in length, and is located in the approximate center of the high-density Apartment Precinct, placing it within convenient walking distance for many residents of this area. Extension of limited commercial uses further along the street would not only put services within closer reach of residents, but also help create a more relaxed neighborhood-focused "center" for Waikīkī.



Paddlers on the Ala Wai canal.

Applicable Area Plans or Special Districts:

- Waikīkī Special District (LUO)

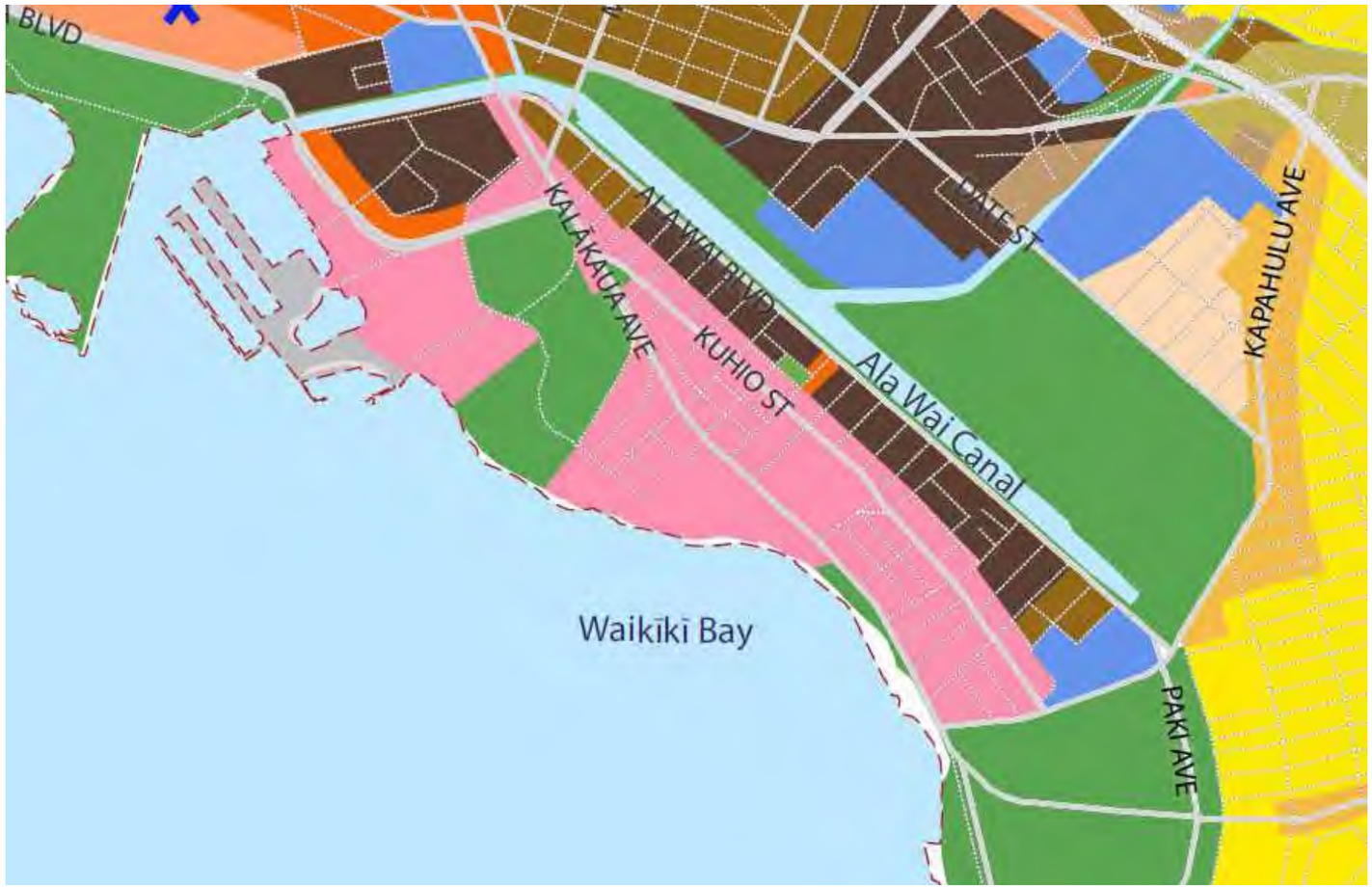


Shopping experience in Waikīkī.



Waikīkī urban form along Kalakaua Ave.

Focus Area Vicinity Map: Waikīkī



**Close-up of Fig. 2.3 Land Uses/Place Type Map, East PUC (p.44); does not show zoning*

Key Place Types for Waikīkī

R **Resort** (High-intensity resort and retail, generally makai of Kūhiō Avenue and zoning lots with street frontage immediately mauka of Kūhiō Avenue, from Kuamo'o Street to Paokalani Avenue.)

U-C **Urban Corridor** (Up to high-intensity mixed-use that transitions the resort and neighborhood areas along Kūhiō and Ala Moana Boulevard, and is neighborhood-serving along Seaside Avenue.)

U-N **Urban Neighborhood** (Medium to high-intensity residential in the Apartment Precinct.)



Guidance

Urban Design

Create lively and attractive public streets and spaces. Ensure that all development projects provide active frontages and high-quality ground-floor design. As perhaps the busiest and most visited place in the PUC, it is important that the experience of being in Waikīkī is pleasant and memorable.

Reflect Hawai'i's arts and culture in the built environment. Feature vibrant elements of traditional to contemporary Hawaiian visual arts and culture through design components and details in architecture and the public realm, and in education and programming for visitors.

Protect essential views by employing clear and effective height limits. A maximum building dimension parallel to the shoreline should be established to prevent blocking mauka-makai views. Conditionally allowing greater heights between Kuamo'o Street and Paoakalani Street if accompanied by exceptional community-enhancing and climate change adaptive design, should be considered. Restrict allowed building heights or envelope/bulk if a proposed building would degrade the key view corridor between Diamond Head and Punchbowl. Another defining quality of the Waikīkī neighborhood is the clear view of the Ko'olau range along the Ala Wai Canal Promenade, which should be vigorously maintained.

Maintain connections to adjacent districts. Connections to and from the Waikīkī neighborhood can be strengthened in a number of ways. A new pedestrian and bicycle bridge will connect Ala Wai Boulevard to University and continued effort should be made to develop a beachfront promenade extending from Diamond Head to Downtown, connecting the chain of existing parks and promenades with funding and maintenance participation from adjacent properties. Waikīkī's relationship and connectivity to the Convention Center should be enhanced.

Land Uses and Development

Maintain a strong full-time residential population in Waikīkī. Waikīkī should remain a neighborhood that is both affordable and desirable to live in. Seek out and leverage opportunities to increase affordable workforce housing and senior housing options for residents. Mixed hotel-type developments should not be supported in the apartment precinct of Waikīkī where residential uses are primary. Invest in community programs and supportive services to enhance neighborhood quality of life.

Enable continued redevelopment and revitalization of Waikīkī's urban resort area. Support continued redevelopment of existing hotel/lodging uses in the Resort place type, provided that sufficient resilience and adaptation measures are included. Clearly lay out recommended compliance and regulatory pathway(s) for non-conforming hotels that were grandfathered in to the Waikīkī Special District's residential zones (Apartment Mixed-Use and Apartment). Support a balanced mix of destination retail, experiential retail, dining, and entertainment uses on the street level along Kalākaua Avenue, and transition to more neighborhood-serving uses along Kūhiō Avenue.

Prepare Waikīkī for rising sea levels. Work collaboratively with proposed developments to actively plan for sea level rise impacts. Strictly reduce permit variances to shoreline standards.

Complete development of a comprehensive Area Adaptation Plan, including identification and prioritization of area-wide resilience improvements, projected costs, and potential funding sources.

Secure long-term funding for climate change adaptation. Advocate for continued funding from State and Federal sources for Waikīkī adaptation projects. Consider an infrastructure adaptation district for property owners in the resort area. Establish partnerships to manage maintenance and operation of district improvements over the long term.

Multimodal Environment

Continue to invest in expanded multimodal facilities and improved connectivity within and into/out of Waikīkī. Improve pedestrian/bicycle connections to Kapi'ōlani Regional Park, to Ala Moana Regional Park, and the Convention Center, including a protected or buffered lane along the length of Kalākaua Avenue. Where no bike lanes exist, increase the stencilling of "sharrows" on streets in Waikīkī to inform drivers that roads are available to all types of users. The planned Ala Pono pedestrian bridge project will provide another access point to the peninsula. Support circulator buses and/or shuttle services that connect Waikīkī with Ala Moana. Pedestrian access should be the priority in Waikīkī's street design through wide sidewalks, midblock crossings, paving and landscaping treatments, and traffic calming strategies, including limiting vehicle access where appropriate.

Additional Actions:

Short-term action:

Building on the Waikīkī Beach Special Improvement District Association/ Department of Land and Natural Resources "Envision Waikīkī Beach" effort, refine a comprehensive vision and supporting regulatory framework for the district. Waikīkī is due for a focused Area Plan and Adaptation Plan that goes beyond the periodic revisions to Special Design District regulations. This new Area Plan will strive to balance the ongoing vitality of the resort economy, redevelopment opportunities, circulation and access, and livability for residents. Preparations for climate change and sea level rise adaptation actions must be at the heart of any long-term vision for Waikīkī. Some intensification, i.e. higher Floor Area Ratios (FAR) and heights, could be explored in the context of coastal adaptation efforts. Existing disaster recovery planning efforts should be considered.

Long-term action:

Continue to support and partner with the Ala Wai Watershed Collaboration.

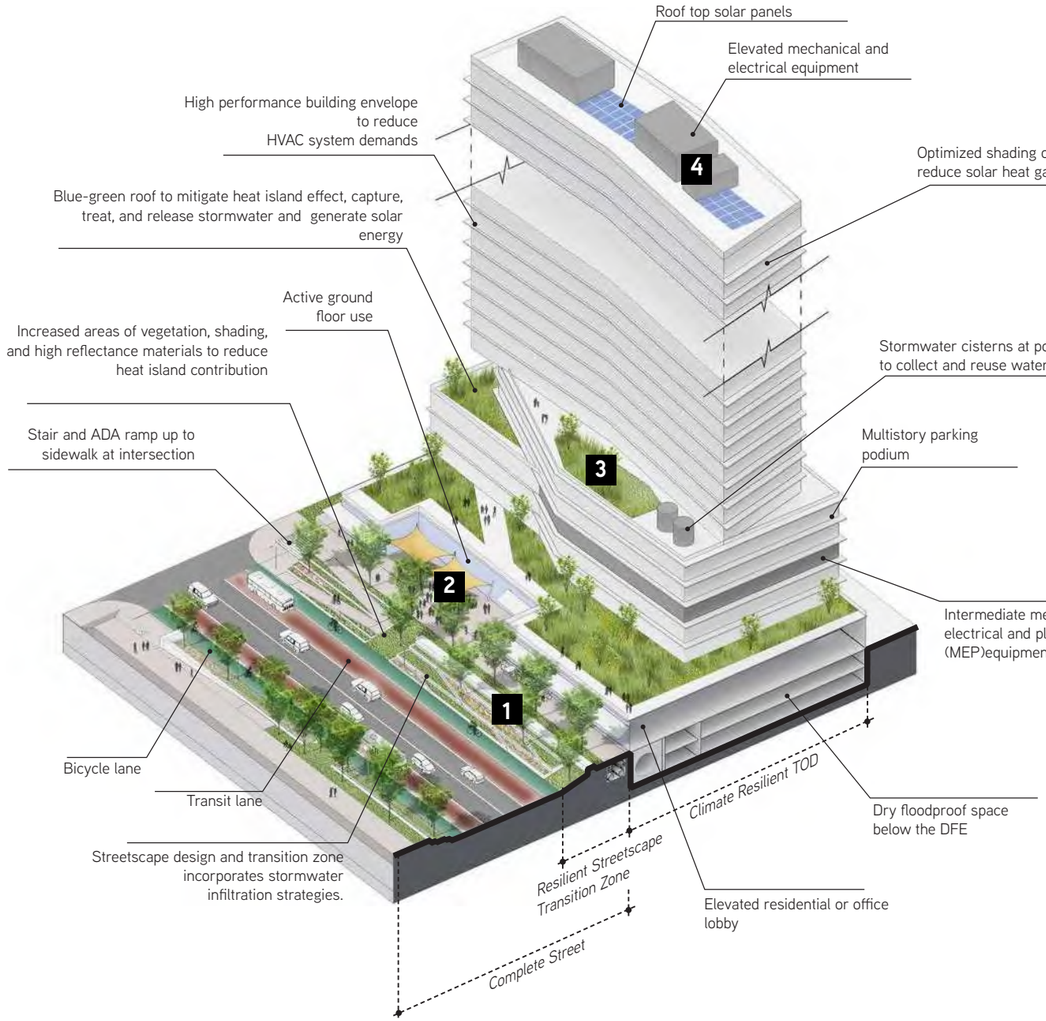


Area Adaptation Actions Recommended

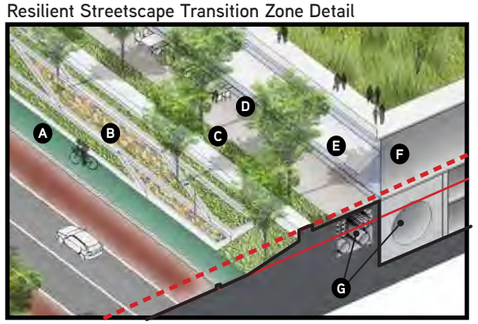


Tourists and locals enjoying beach time at Waikīkī.

*Climate Adaptation Design Guidelines for Towers**



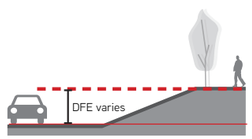
Resilient Streetscape Transition Zone Detail



All Resilient Transition Zones must be ADA compliant

Design Flood Elevation

Standard Design Elevation



- A Bike Lane
- B Transitional planters
- C Tree lawn
- D Street furniture
- E Active ground floor use
- F Raised ground floor
- G Supporting Infrastructure



Climate Adaptation in Waikīkī

Waikīkī is a highly engineered landscape owing to the 1930's era Ala Wai Canal project that drained and filled a natural wetlands for development. As a result, the area has a high water table and the engineered beaches require extensive maintenance. It is the PUC's only large scale resort and a key driver of the island economy. It is also highly urbanized as both a resort, and a residential neighborhood. With all of this complexity, it is little wonder that Waikīkī is often heavily featured in conversations on rising sea levels and climate change adaption on O'ahu. City and state visioning and planning efforts are under way to move the needle on this conversation, and to provide first steps in design guidance and to frame continuing agency coordination. See also Chapter 8, Sea Level Rise + Coastal Hazards Planning.

**The figure to the left is from the City's Climate Adaptation Design Principles for Urban Development, that align with Action 14 of the O'ahu Resilience Strategy.*

Catalytic Projects

Identified projects that are expected to have a notable impact on this focus area:

1. **Ala Pono Bridge:** Planned pedestrian and bicycle bridge over the Ala Wai Canal, connecting from Ala Wai Boulevard to University Avenue.

2. **Waikīkī Beach Master Plan:** Protecting and nourishing the Halekulani, Royal Hawaiian, and Kūhiō Beaches using relocated sand and beach stabilizing structures.

3. **Ala Wai Flood Risk Management Project:** Partnership between the City and the US Army Corps of Engineers to study and evaluate flood risk management for the Ala Wai watershed that outflows to Waikīkī and to counter potential catastrophic flooding that could be a threat to life and property. Currently in the design deliberation phase with an ongoing community process at the time of writing, this project will result in flood management measures that may include flood retaining walls along the Ala Wai and additional flood structures and detention basins in limited upstream locations.

4. **Waikīkī Promenade:** Completion of multiple improvements that would offer uninterrupted pedestrian access around the entire perimeter of Waikīkī.

5. **Adapt Waikīkī 2050 Plan:** The City is developing a first of its kind Special Area Plan for adaptation in Waikīkī that will focus on: Addressing near-term topics of alignment of City infrastructure adaptation under the One Water framework; Recommending adjustments to Special District design provisions for greater resilience; Ensuring protection of significant public viewsheds; and maintaining the viability of Waikīkī as both a resort and an urban neighborhood. The project is estimated to run from mid 2023 to 2026 and will include community and stakeholder engagement.

- *Also of note:* The State OPSD has partnered with the University of Hawai'i Community Design Center (UHCDC) and UH Sea Grant to study various adaptation pathways for Waikīkī's future led by faculty research and incorporating applied student learning. Titled the ***Waikīkī Resilience & SLR Adaptation Project (WRAP)***, community engagement and collaboration with stakeholder agencies will feature in this project.

2040 Growth Projections

Waikīkī Existing Dwelling Units: 18,680 units

Base Growth Scenario: 1,000-1,500 units

This scenario matches the market-constrained projections, and represents incremental redevelopment of some vacant and/or underutilized parcels, many located in the Urban Mixed Corridor place type.

High Growth Scenario: 2,500-3,000 units

This assumes a more extensive and comprehensively planned redevelopment of many older properties along Kūhiō Avenue and the mauka Urban Neighborhood, assuming appropriate district adaptation improvements.



Beachgoers near the Royal Hawaiian Hotel.

Focus Areas - East PUC:

Urban Growth Districts

Ala Moana & Kaka‘ako

TRANSFORM | transform into high density mixed-use regional transit-oriented districts.

INFILL | medium & high-density residential uses over active ground floors.

ENHANCE/INVEST | improve access to day-to-day neighborhood touch points and cultural and community amenities. Invest in sea level rise adaptation projects ad ensure delivery of community benefits.

PRESERVE | light industrial uses centered on Kawaiaha'o Street, and smaller-scale housing in the Sheridan neighborhood.

Ala Moana & Kaka‘ako

High-intensity urban mixed-use districts with excellent access to later phases of rail.

Vision

Currently, Ala Moana and Kaka‘ako are the two PUC neighborhoods most transformed by their location near future Skyline transit stations. Both adjacent neighborhoods continue to grow into high density mixed-use regional centers, focusing growth around pedestrian oriented streets and multimodal transit. Development of opportunity sites along key corridors will result in additional housing and creation of day-to-day neighborhood touch points, such as full-service grocery stores, cafes and eateries, and cultural and community amenities that serve both new and existing residents. The permitting structure of the TOD Special District areas will help to generate community benefits, such as open space, connectivity improvements, and increases in affordable housing. The design and ground-level character of new high-rise buildings should be tailored to the human scale, and offer improved connections and neighborhood gathering places. Activities such as pop-ups, street food events and markets, and public art are encouraged. Height protections for upper Ala Moana's Sheridan neighborhood and Kaka‘ako's light industrial core, along with preservation of area landmarks and adaptive re-use of buildings, will continue to preserve some of the historic fabric of the area, adding to the vibrant urban mix.



Atrium space at the Ala Moana shopping center.

Applicable Area Plans or Special Districts:

- Ala Moana Neighborhood TOD Plan
- HCDA Kaka'ako Community Development District plans and rules



Focus Area Vicinity Map: Ala Moana - Kaka'ako



**Close-up of Fig. 2.3 Land Uses/Place Type Map, East PUC (p.44); does not show zoning*

Key Place Types for Ala Moana & Kaka'ako

FX **Flex/R&D District** (Preservation of non-residential uses along parts of Queen and Kawaiaha'o Streets.)

U-C **Urban Corridor - Center** (Highest-intensity mixed use along the rail transit line, along South Street and around Ke'eaumoku Street/Kapi'olani Boulevard.)

T-C **Town Corridor- Center** (Medium to high-intensity mixed use along the makai side of Ala Moana Boulevard.)

TN-M **Town Neighborhood Medium** (Lower-intensity single and multi-family residential in the Sheridan neighborhood.)

TN-H **Town Neighborhood High** (Moderate-intensity residential transitions between Town-Medium and Urban Neighborhood east of Pensacola Street.)

U-N **Urban Neighborhood** (Moderate to high-intensity residential primarily between Ke'eaumoku St. and Kalākaua Avenue.)

Guidance

Urban Design

Create an environment welcoming to street-level uses. Promote street-level activity, comfortable public spaces, and a diverse array of uses that appeal to both residents and visitors. Strengthen relationships between places by improving midblock connectivity, increasing usable open space, and preserving significant public views. Ensure that buildings use variations in massing, materials, and human-scaled street frontages to soften the impacts of new high-rise development.

Maintain significant public views. Significant public views as outlined in this Plan, TOD Neighborhood Plans, and Special District provisions are to be maintained throughout the PUC. However, special attention needs to be paid to preserving these views in rapidly intensifying areas with tall towers like the Ala Moana and Kaka'ako neighborhoods. Projects should be assessed on a case by case basis for siting and configuration to best preserve significant public views.

Land Uses and Development

Continue implementation of TOD neighborhood projects. Seek exemplary community benefits within a few blocks of planned Skyline stations and along major corridors such as Kapi'olani Boulevard, Ke'eaumoku Street, Ala Moana Boulevard, and Auahi Street as major TOD development projects continue advancing. Support growth with new community centers, gathering spaces, parks, or similar spaces for programming, neighborhood life, and other events/resources.

Address impacts of flooding, SLR, and poor drainage. Require strong adaptive design and mitigation measures for development in the SLR-XA and impacted areas. Continue to formulate appropriate development standards and adaptation requirements.

Preserve some low-intensity and low-rise uses. Discourage tall tower redevelopment in the Sheridan neighborhood, and preserve affordability. Preserve low-rise industrial in the Kawaiaha'o industrial district even as infrastructure and pedestrian improvements are introduced to the area. Encourage rehabilitation and adaptive reuse of existing building elements as feasible, and assets with historic character in the Ala Moana-Kaka'ako area.

Control the expansion of resort-type uses in Ala Moana. Due to its proximity to Waikīkī and to visitor attractions such as the Ala Moana Center and the Hawai'i Convention Center, Ala Moana will remain an attractive and appropriate location for boutique hotels and traveler accommodations. However, Ala Moana should remain a neighborhood oriented to full time residents and not overwhelmed as an extension of the Waikīkī resort area. Projects providing full time residential housing should be prioritized.



A Building well-connected to the public right of way.



Encourage the preservation of local landmarks during redevelopment.

Multimodal Environment

Improve street crossings to break up superblocks. Make improvements along Kalākaua Avenue, including sidewalk, crossing, and signalization upgrades to increase safety and comfort from South King Street to Kapiʻolani Boulevard. Promote the reconstruction of Victoria Street into a green street that joins Kapiʻolani Boulevard through to South King Street, increasing pedestrian connectivity through the Blaisdell Center complex and for McKinley High School. Improve pedestrian conditions near area senior centers and transit stops.

Surround the neighborhood with high-frequency transit. Support bus transit connections to the first Skyline phases, and support the installation of bus-priority service along nearby South King and Beretania Streets. Include continued upgrades to frequency of buses and quality of boarding/station areas, transit shelters, and wayfinding signage for residents and visitors.

Additional Actions:

Short-term action:

Implement the Ala Moana TOD Neighborhood Plan and Kaka'ako TOD Overlay Plan. Continue to plan for future phase Skyline connections.

Long-term action:

Coordinate with the State as the Kakaʻako Community Development District transitions back to the City's jurisdiction.

Long-term action:

Support a coordinated district-wide effort to plan for sea level rise and to establish district partnerships for necessary funding.



Area Adaptation Actions Recommended



Restaurants on the ground floor of a mixed-use low rise building.



Restaurants on the ground floor of a mixed-use low rise building.

Catalytic Projects

The following are identified projects that are expected to have a notable impact on this focus area.

1. **Kaiāulu ʻo Kakaʻako Master Plan implementation:** A development plan for lands owned by Kamehameha Schools that envisions a mixed-used urban village on nine contiguous city blocks. The area is ultimately anticipated to have up to 2,700 dwellings, some of which have been already completed. Auahi, as a retail street, and Cooke, as a linear park-to-park connector, will form the crossroads of the neighborhood.
2. **HECO Kakaʻako Site Transformation:** Potential redevelopment of a large HECO property facing Ward Avenue with residential and office uses.
3. **Pohukaina Mixed-use Project:** Proposed redevelopment of the Fisher Hawaii location into highrise workforce housing, ground floor retail, and a public elementary school.
4. **Ala Wai Harbor Revitalization:** Desired improvements to harbor facilities, new amenities, and improvements for water quality and flooding prevention.
5. **Ala Moana Park Improvements and Master Plan**. A vision to upgrade the facilities, infrastructure, park surfaces, and drainage at Ala Moana Regional Park.

2040 Growth Projections

Ala Moana Existing Dwelling Units: 9,050 units
Base Growth Scenario: 3,000-3,500 units

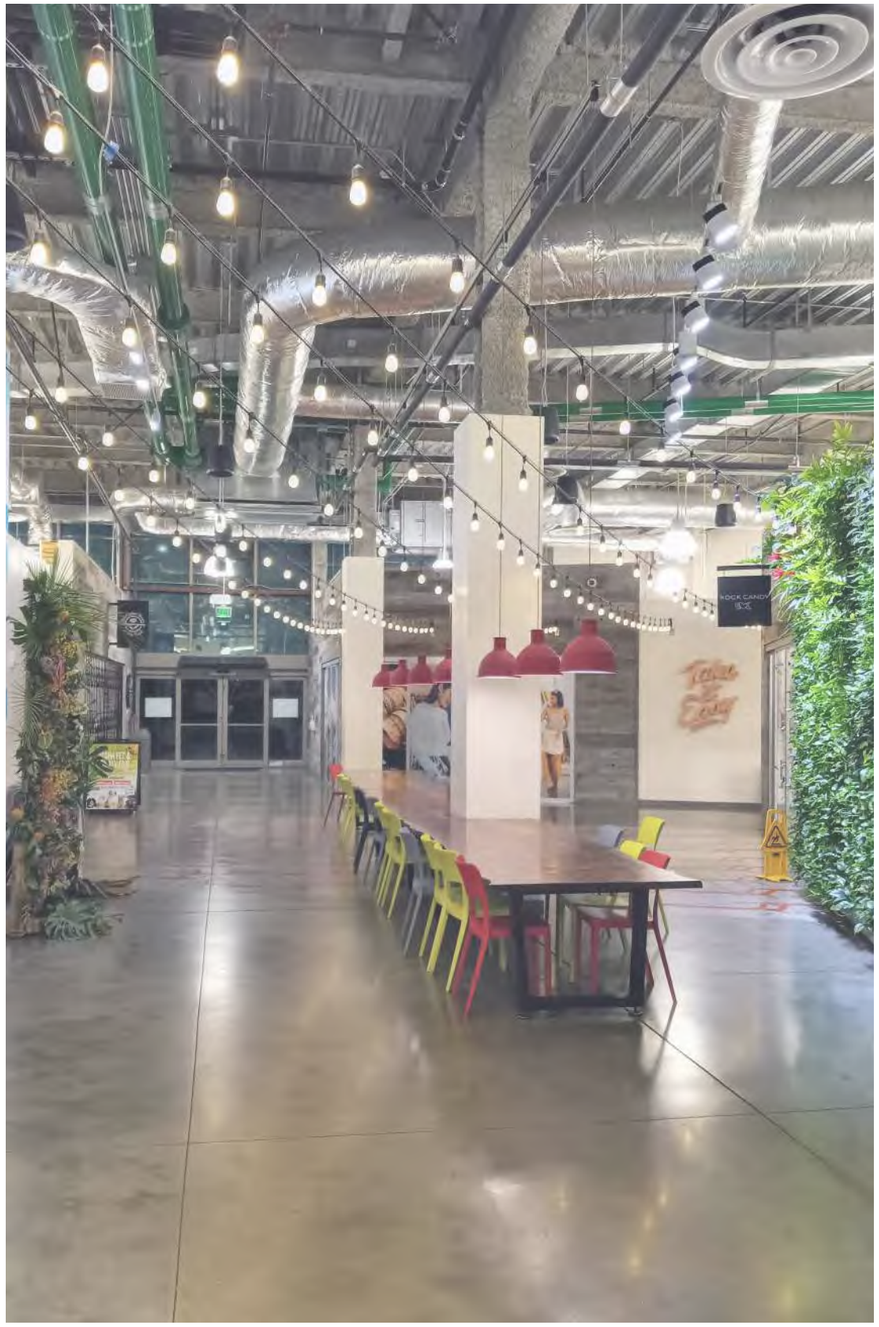
This projection largely mirrors market expectations, encompassing most approved and planned/pipeline projects along Kapiʻolani Boulevard and around the Ala Moana Center.

Kakaʻako Existing Dwelling Units: 4,900 units
Base Growth Scenario: 3,000-3,500 units

This projection is derived from remaining to be built projects in the Ward Village Master Plan (The base projection number includes several block-scale redevelopments in Ward Village that were recently completed).

Combined Growth Scenario: 6,000-7,000 units

This projection is derived from remaining to be built projects in the Ward Village Master Plan (The base projection number includes several block-scale redevelopments in Ward Village that were recently completed).



A redeveloped shopping center in Kaka'ako retains an industrial aesthetic.

Focus Areas - East PUC:

Urban Growth Districts

South King & Beretania Corridors

EVOLVE | towards moderate density mixed-use corridors, as a pair of highly walkable Complete Streets.

INFILL | medium & high-density residential uses over and behind retail and community uses; employ a mix of mid-rise and high-rise building forms.

ENHANCE/INVEST | in corridor façades, streetscape and pedestrian amenities, and bus rapid transit. Require active ground floor uses.

South King/Beretania Corridors

Regional thoroughfares evolve as walkable urban corridors with a mix of neighborhood retail, services, offices, apartments, and served by bus rapid transit.

Vision

The South King and Beretania corridors will be augmented by moderate density, mixed-use infill development. This highly walkable pair of Complete Streets will be serviced by frequent transit and framed by a mix of mid-rise and high-rise building forms defined by dynamic architecture. As the area grows over time, it will maintain its commercial prominence by increasingly integrating neighborhood shopping and services with multifamily housing. Ground floors will have active, engaging, pedestrian-oriented frontages. Auto-oriented commercial uses should be gradually replaced by vertical mixed development. Streamlined and upgraded bus routes will run at high frequencies along the length of these urban arterials. Catalytic public investments and policy incentives will help overcome barriers to high-quality, pedestrian-supportive infill.

The west end of the corridor will continue to contain the highest intensity and activity as it steps down from the nearby TOD Special District centered on Ala Moana. The east end of the corridor will be characterized by medium intensity infill development and softer transitions to the adjacent lower-intensity residential neighborhoods. Neighborhoods between the South King and Beretania corridors and the H-1 freeway will continue to develop as a mix of medium and high-intensity residential uses. Public realm enhancements aimed at creating a more unified streetscape experience along the length of the corridor, knit together improvements to existing parks (Capital Mall, Thomas Square, Cartwright, Pawa'a In-Ha, and Old Stadium Parks, Mō`ili`ili Field, and Kalo Place Mini Park). Circulation improvements are recommended for public schools (William McKinley High, Queen Ka’ahumanu Elementary, Prince Jonah Kuhio Elementary, George Washington Middle), and "green street" improvements are recommended for Young Street.



Applicable Area Plans or Special Districts:

- Thomas Square / Honolulu Academy of Arts Special District (LUO)
- Hawai'i Capital Special District (LUO)





**Close-up of Fig. 2.3 Land Uses/Place Type Map, East PUC (p.44); does not show zoning*

Key Place Types for South King/Beretania

U-C **Urban Corridor** (High-intensity mixed use between South Street and Punahou Street.)

T-C **Town Corridor** (Medium to high-intensity mixed use from Punahou Street to beyond University Avenue.)

TN-H **Town Neighborhood High** (High-intensity residential in the Kinau Street area.)

TN-M **Town Neighborhood Medium** (Mixed-density in the McCully neighborhood.)

TN-L **Town Neighborhood Low** (Low/medium-intensity residential in the Coyne Street area.)

Guidance

Urban Design

Create engaging streetscapes. Street-facing façades should largely abide by the intent of TOD active frontage/streetscape design guidelines (for "key streets"). This includes promoting street-level activity, high visibility for ground floor uses, comfortable public spaces, and a diverse mix of uses. Ensure that buildings use variations in massing and materials to soften the impacts of higher-rise development.

Foster vibrant commercial corridors. In addition to neighborhood-serving goods and services, support small business uses and co-working spaces. Encourage local retail, and culture and arts uses in projects. Allow ground-floor townhouses and live/work units in the eastern portion of the focus area.

Land Uses and Development

Stimulate redevelopment and infill along these underutilized commercial corridors. Support projects that aggregate parcels to create a larger contiguous parcel by offering incentives such as density bonuses, setback reductions, or other. The high volume of existing commercial activity, significant transportation capacity (3 to 5 travel lanes), and minimal exposure to sea level rise-induced flooding are assets that can support future growth.

Work with affordable housing developers, housing agencies, and others to promote affordability. Ensure that high-density projects serve the needs of the community and address the affordable housing deficit. For projects with ten or more for-sale units and subject to affordable housing provisions, encourage projects to have low parking ratios and improve connectivity to transit. Support additional housing projects for seniors, especially near existing medical facilities, and for students near University of Hawai'i at Mānoa.

Multimodal Environment

Strengthen connectivity between Downtown/Civic Center and the University of Hawai'i at Mānoa. Add and improve safe pedestrian crossings, including at midblocks to break up longer segments. Continue to expand connectivity to the separated bicycle lane on S. King St. and consider an additional protected bicycle lane on Beretania Street. Upgrade Young Street as a slower, greener, multimodal street.

Invest in Bus Rapid Transit or 'bus-priority' service. Increase bus-priority service along both South King and Beretania Streets, including continued upgrades to frequency of buses, bus quality, express buses, and improved boarding. Bus shelter areas should be provided on these corridors to further support mixed-use infill and commuter transit use.

Continue to develop parking management solutions. Support and facilitate construction of shared public parking garages, shared private parking programs, flexible on-street parking spaces, and infrastructure upgrades that support the vitality of retail. Avoid large surface parking lots and encourage rear-loaded parking, off of the corridors.



Master planned redevelopment of the Blaisdell Center would bring new transformative cultural arts and public space to the S. King Street corridor.

Focus Area Note: Beyond Rail Oriented Development

Transit-served mixed-use development within the PUC need not be limited to rail transit. Bus routes with express lanes or expedited service also benefit from and support a mixed-use environment that is within proximity to these high-frequency stop locations. High-capacity bus routes in Honolulu can support medium intensity mixed-use growth in areas of the PUC beyond those that are within walking distance to existing and planned Skyline stations.



Lively farmer's market at the Blaisdell Center.

Additional Actions:

Short-term action:

Develop a Corridor Plan with specific design guidelines, roadway planning, sewer upgrades, and mix of uses. No recent area plans have addressed the future growth potential of these corridors and a Special Area Plan would be timely. A focused Corridor Plan would catalyze the necessary short-term infrastructure and streetscape improvements to support long-term reinvestment and revitalization of these important regional thoroughfares.

Long-term action:

- Create a phasing plan for sewer capacity upgrades to serve the corridors' projected growth under higher redevelopment scenarios.
- Previous conversion to one-way arterials has created quick-moving and hard-to-cross streets. Taking steps to restore a sense of pedestrian orientation to these corridors can stimulate a more comfortable and active street-level for area residents and to support commercial uses.



A high-rise residential building.



South King street, an engaging and vibrant corridor and an established commercial corridor.

Catalytic Projects

The following are identified projects that are expected to have a notable impact on this focus area:

1. **Neal S. Blaisdell Center Improvements:** While the City's comprehensive Master Plan redevelopment effort stalled in 2019 due to a lack of available funding, renovation improvements are moving forward for the Arena, Concert Hall, Exhibition Hall, and Hawai'i Suites meeting rooms, all to be completed in 2024. These improvements will preserve historic assets and enhance the Blaisdell Center's role as a multi-functional community gathering place and a central hub for the arts.

2. **Straub Medical Center Redevelopment:** An extensive redevelopment and modernization of the Straub campus will bring improvements to the medical facilities in four phases. Phase 3 will bring a significant public green space with open views to Thomas Square Park to the corner of South King Street and Ward Avenue.

2040 Growth Projections

South King/Beretania Existing Dwelling Units: 7,250 units

Base Growth Scenario: 2,000-2,500 units

In line with market projections, this scenario assumes significant infill along the King/Beretania corridor, but overall a higher share of the PUC's growth goes into other focus areas.

High Growth Scenario: 3,500-4,500 units

This scenario anticipates a more extensive redevelopment of the corridor. Comprehensive sewer upgrades are a necessary prerequisite.



Biki users riding in protected bike lanes (Source: DTS)

Focus Areas - East PUC:
Vibrant Main Streets

Wai'alae Avenue

INFILL | gradually infill with attached multi-story midrise buildings to support a vibrant corridor.

ENHANCE/INVEST | in improvements to mobility to promote traffic calming and walkable access to services, and façade improvements to enhance streetscape character.

PRESERVE | design compatibility between corridor buildings and adjacent smaller scale residential.

Wai'alae Avenue

Kaimukī's vibrant neighborhood-scale, mixed-use, Main Street.

Focus Area Note: Wai'alae & Kapahulu Avenues

Wai'alae and Kapahulu are two lengthy corridors that form the major commercial spine of the eastern PUC. These neighborhood-oriented streets are some of Honolulu's earliest (and formerly "suburban") street car corridors, and are characterized by a generally walkable urban pattern with a predominant mixture of single and two-story retail and services in mixed-use buildings. Both of these main streets offer the foundation for continued walkable, mixed-use infill at a scale that does not overwhelm adjacent residential areas. Similarly, there is potential for increased middle-density housing surrounding the corridors to synergize with existing services and amenities. These streets will continue to be attractive to small businesses, with potential for modest infill in the intermediate future.

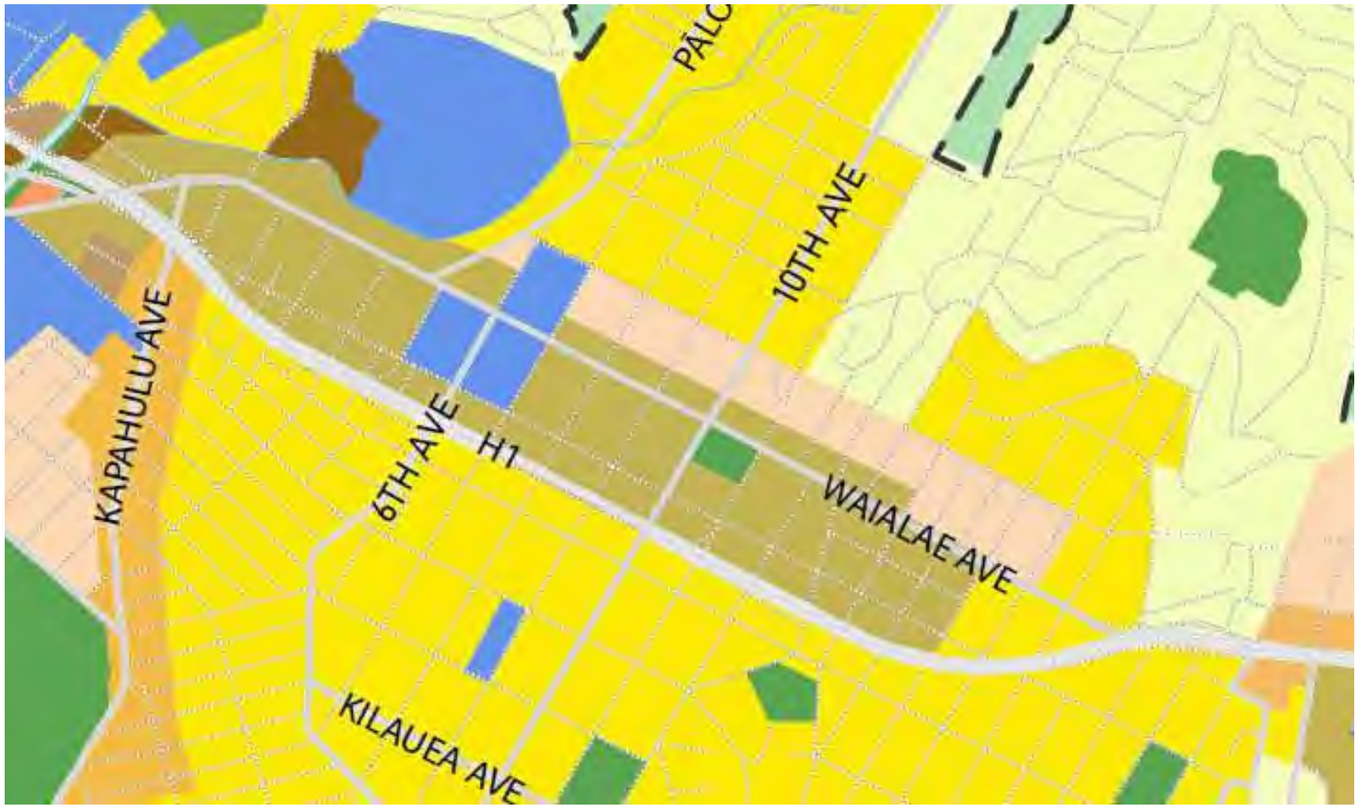
Vision

Wai'alae will be enhanced as a neighborhood-scale, mixed-use main street, characterized by community-serving retail and services. Active storefronts located at or near the sidewalk ensure pedestrian activity and support multifamily residential nearby. The areas along Wai'alae Avenue should gradually infill with primarily-attached low multi-story buildings and some house-form buildings. Neighborhoods immediately adjacent to the corridor may add context-appropriate "missing middle" housing types. Low-rise residential and commercial uses will increase intensity moderately along commercial portions of Wai'alae Avenue approaching Kapi'olani Boulevard. On the opposite end of Wai'alae Avenue, Kāhala Mall and surrounding commercial properties may evolve over a long period of time to incorporate a mix of low-scaled uses. Overall, this business district and the corridor itself should remain as a mixed-use shopping, dining, and services hub surrounded by residential areas where neighbors can walk to stores and daily errands, interacting with others frequently.



Transparent store front in Kaimukī's vibrant neighborhood.

Focus Area Vicinity Map: Wai'alae Avenue



**Close-up of Fig. 2.3 Land Uses/Place Type Map, East PUC (p.44); does not show zoning*

Key Place Types for Wai'alae Avenue

NT-CM **Near-Town Corridor - Center Medium** (Medium intensity mix mauka of Wai'alae Avenue and the H-1 Freeway at the base of Pālolo Valley from 11th Avenue to Kapahulu Avenue; and at Kāhala Mall, not shown on map.)

NT-L **Near-Town Corridor - Center Low** (Low-intensity parcels across from Kāhala Mall, immediately mauka of Wai'alae Avenue; the Times Supermarket parcel located immediately mauka of Wai'alae Avenue; and mauka of Wai'alae Avenue, east of Kilauea Street, up to Malia Street, not shown on map)

TN-L **Town Neighborhood Low** (low multi-story residential on Diamond Head side of Wai'alae Avenue.)

NT-N **Near-Town Neighborhood** (lower-density residential neighborhood.)

Guidance

Urban Design

Promote the pedestrian experience. Enhance Wai‘alae Avenue’s walkable and historic quality by encouraging consistent details such as narrow shop frontages, awnings/canopies, transom windows, recessed entrances, and ground-level elements to create a pedestrian-friendly environment. Investments in sidewalks and streetscapes will offer benefits to property owners and nearby residents, especially incremental replacement of asphalted front setback areas with landscaping or permeable paving.

Sustain the continued vibrancy of the Main Street environment. Allow for flexibility in ground floor uses supportive of local small businesses. Encourage contiguous zero lot line commercial frontages facing Wai‘alae Avenue. Support start-ups, pop-ups, local entrepreneurs, and other new and innovative neighborhood-serving businesses.

Land Uses and Development

Preserve the unique surrounding urban form of Kaimukī. Support “missing middle ” housing that is sensitively designed to be compatible with neighboring properties and serves the local housing market. Encourage revitalization of historic structures and ensure that denser redevelopments reflect existing context, form, and architecture.

Multimodal Environment

Continue to upgrade the safety and comfort for all modes. Seek to complete bicycle facilities identified in the O'ahu Bike Plan, especially connecting to and from Wai‘alae Avenue. Improve bus stops and shelters along the corridor for commuters. Maintain adequate public parking necessary to support local retail and employers.



Pocket parks activate the street environment.

Additional Actions:

Short-term action:

Gather community input to provide Complete Streets improvements (comprehensive upgrades to the shopping/strolling experience, such as bulbouts, crossing improvements, additional street trees, bioswales, landscaping, etc). Encourage the undergrounding of utilities/power lines to clear visual clutter and improve safety.

Long-term action:

Promote permanent transit improvements along Wai'alae Avenue. Consider a Waiʻalae to Waikīkī/Ala Moana streetcar service and/or other bus priority upgrades to increase foot traffic.

2040 Growth Projections

Wai'alae Corridor Existing Dwelling Units: 1,300 units

Base Growth Scenario: 500-1,000 units

This projection has a wide range and is assuming a slight increase in surrounding neighborhood density along with redevelopment of some existing auto-oriented uses on the corridor.



Restaurants creating a pedestrian-friendly environment.



Crosswalk connected to sidewalk to enhance pedestrian safety.

Focus Areas - East PUC:

Vibrant Main Streets

Kapahulu Avenue

INFILL | gradually infill with multi-story buildings at key nodes to support a vibrant corridor. Preserve significant public views to the adjacent Diamond Head Special District.

ENHANCE/INVEST | in pedestrian comfort between buildings, streetscape conditions, and calming traffic.

PRESERVE | design compatibility between corridor buildings and adjacent residential areas.

Kapahulu Avenue

As a vibrant 'Main Street,' Kapahulu Avenue evolves into greater pedestrian orientation, supported by adjacent missing middle housing.

Vision

Kapahulu Avenue will continue to be improved as a neighborhood-scale, commercial corridor with neighborhood-serving retail and services and active storefronts located at or near the sidewalk. The short-term focus should be on buffering the spaces between buildings and cars, creating a more welcoming space for public strolling and socializing, and curbing fast moving traffic. Gradually over the long-term, the corridor and supporting residential blocks will evolve, growing up to three stories and occasionally four stories at key nodes, with attached low multi-story buildings and some house-form buildings. Blocks immediately on either side of Kapahulu Avenue will redevelop to more mixed-density residential over time, however, further distanced blocks will continue to be made up of both single-unit and multi-unit house-sized buildings.



A multi-story midrise residential building.

Applicable Area Plans or Special Districts:

- Diamond Head Special District (LUO)



Murals on businesses add community character.

Focus Area Vicinity Map: Kapahulu Avenue



**Close-up of Fig. 2.3 Land Uses/Place Type Map, East PUC (p.44); does not show zoning*

Key Place Types for Kapahulu Avenue

NT-CL **Near-Town Corridor - Center Low** (low multi-story mixed-use fronting on Kapahulu Avenue.)

NT-N **Near-Town Neighborhood** (lower-density residential neighborhood.)

TN-L **Town Neighborhood Low** (lower-density and missing middle residential in neighborhoods adjacent to Kapahulu Avenue.)

Guidance

Urban Design

Promote the pedestrian experience. Maintain high-quality, wide sidewalks, and expand wherever possible to at least 10 feet wide. Encourage narrow shop frontages, awnings/canopies, transom windows, recessed entrances, and detailed ground-level elements to create a pedestrian-friendly environment and respect the historic character of the surrounding architecture. Work with properties to improve façades, transparency, signage, and to replace asphalted front setback areas with landscaping or sidewalk. Encourage implementing 2-story building heights for a welcoming street enclosure. Encourage 'rounded' corner architecture at prominent intersections, such as on both sides of Winam Avenue, both to soften the irregular angles of the curved street, and to further build upon the street's existing character.

Land Uses and Development

Promote gradual, context-sensitive mixed-use infill. Support retail or other active commercial uses along Kapahulu Avenue. Facilitate appropriately-scaled infill along the corridor with low to medium-intensity mixed use development, both vertical and horizontal. Ensure that new buildings provide façade articulation and visual interest.

Multimodal Environment

Continue enhancing a walkable public realm. Seek opportunities for seating, parklets, shade/cooling, and other resting spots for pedestrians. Where space allows, invest in street trees in the public right of way. Consider utilizing bulb-outs to add planted infiltration areas where sidewalks are narrow.

Additional Actions:

Long-term action:

Monitor underground saltwater intrusion impacts on infrastructure, especially near the Ala Wai Canal.



Biking the Lei of Parks.

Catalytic Projects

The following are identified projects that are expected to have a notable impact on this focus area.

1. **Complete Streets improvements:** Comprehensive improvements to the shopping/strolling experience, i.e. bulbouts, crossing improvements, undergrounding utilities, additional street trees, bioswales, landscaping, etc.

2. **BWS Water Reclamation/Recycling Plant:** A potential pilot infrastructure project that would be located on small portion of Ala Wai Golf Course property.

2040 Growth Projections

Kapahulu Avenue Existing Dwelling Units: 900 units
Growth Scenario: 250-750 units

This projection assumes a slight increase in neighborhood density and redevelopment of key underutilized corridor-fronting parcels.



An inviting storefront for pedestrians.

Focus Areas - East PUC:

Mixed-Intensity Neighborhoods

McCully-Mō‘ili‘ili

INFILL | existing lowrise walkups redevelop over time into midrise walkup housing.

ENHANCE/INVEST | streetscape improvements, pilot green infrastructure and flood prevention projects, and open space upgrades.

PRESERVE | affordability of moderately priced smaller scale rental housing and significant public views of the Ko‘olau Range from the Ala Wai Canal promenade.

McCully-Mō‘ili‘ili

Mixed-intensity neighborhood where improvements to the built environment and continued housing affordability are balanced as properties redevelop.

Vision

McCully-Mō'ili'ili is a largely lower-intensity multifamily residential neighborhood where existing lowrise walkups will be redeveloped over time as new lowrise or midrise housing. While gradually evolving towards a consistent mid-intensity multifamily character, this area will remain a key location of moderately priced and affordable rental housing for the PUC. Very fine small-lot parcelization patterns continue to serve as a source of protection against rapid displacement. However, low lying backshore areas below King Street will see an increased risk of flooding over time, and drainage solutions should be pursued; large scale flood control public works solutions for the Ala Wai Canal/ Waikīkī drainage region should also improve conditions in these neighborhoods. The area mauka of Date Street will become a vibrant mixed-density neighborhood, containing a mix of large house-size buildings, walk-up apartments, and occasional midrise multi-family buildings. Lower-rise buildings that maintain existing zoning heights are appropriate in the area across from Ala Wai Golf Course, retaining significant public views of the Ko‘olau Range from the Ala Wai Canal promenade. The McCully-Mō'ili'ili area should be pegged for streetscape improvements, pilot green infrastructure (flood prevention) projects, and other open space upgrades.

Focus Area Note: Design for Affordability

Mixed-density neighborhoods comprised of a variety of older walkup and midrise apartments provide the lion’s share of the PUC's affordable rental housing. When redevelopment of this "naturally occuring affordable housing" stock occurs, displacement risk cannot be overlooked. However there is also potential to realize successful and characterful middle-density housing that continues to fulfill the affordable housing needs of the community when exsting buildings do age out and are replaced. Redevelopment near revitalizing transit corridors should include opportunities for community input early in the process, and deliberately include measures to contain housing and rental costs. Effort should be made to so that new construction units are inherently more affordable. Some examples of "affordable by design" concepts from both the public and private sector include:

- *Adjusted parking req./ parking maximums*
- *Efficiency-sized units*
- *Designing common (shared) open space*
- *Resource and energy efficient designs*
- *Missing Middle Housing (i.e., smaller scale, low-rise multi-unit housing that can be achieved on smaller parcels and is less costly to build).*

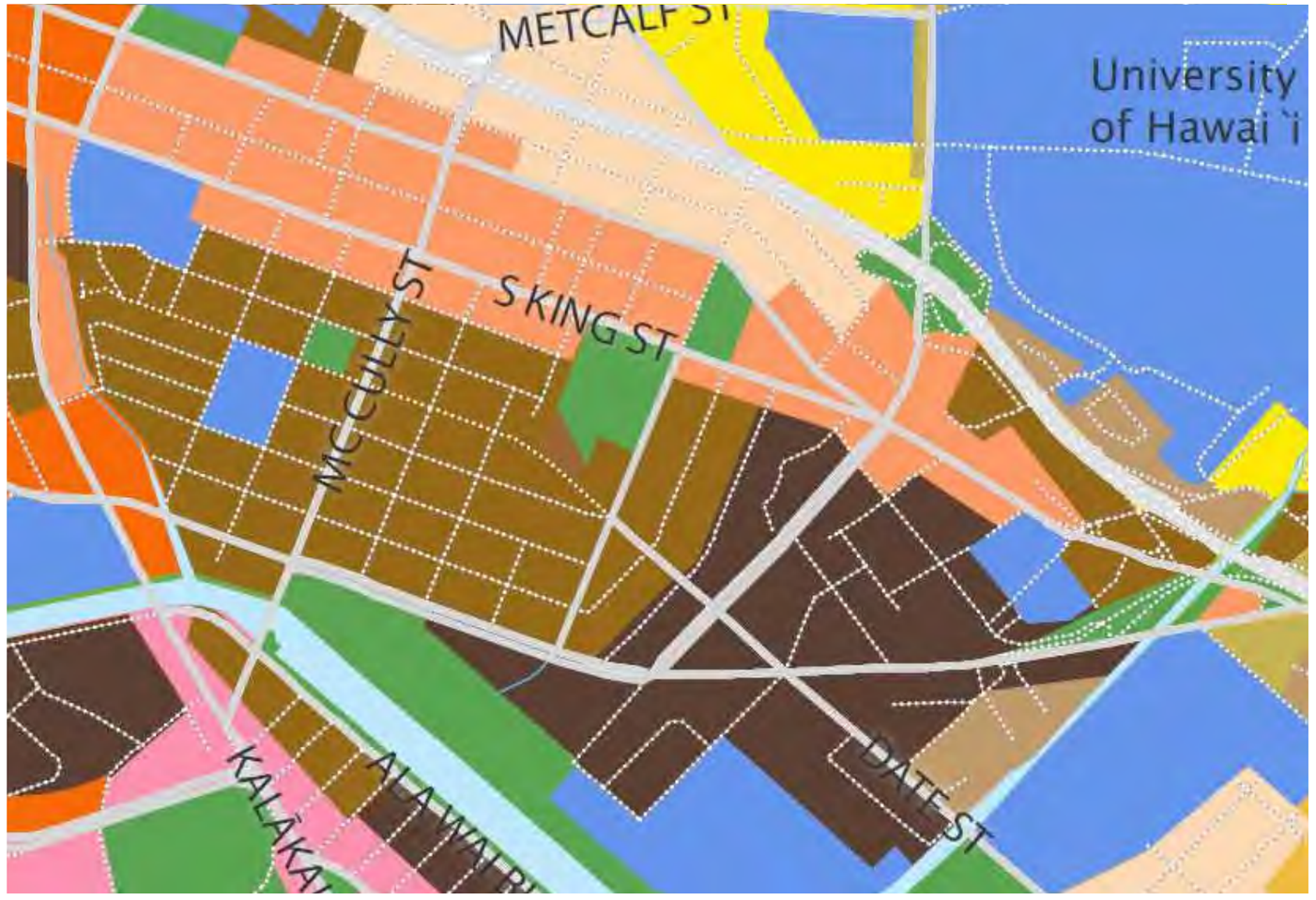


Public arts in Mōʻiliʻili.



A street intersection with Biki station, bike lane, and pedestrian crosswalk.

Focus Area Vicinity Map: McCully-Mōʻiliʻili



**Close-up of Fig. 2.3 Land Uses/Place Type Map, East PUC (p.44); does not show zoning*

Key Place Types for McCully-Mōʻiliʻili

T-C **Town Corridor - Center** (Mid to high-intensity mixed-use redevelopment near the intersections of King Street with McCully Street and University Avenue.)

TN-M **Town Neighborhood Medium** (Low intensity multifamily residential throughout most of the neighborhood.)

TN-H **Town Neighborhood High** (Moderate intensity residential around Prince Jonah Kūhiō Elementary School.)

U-N **Urban Neighborhood** (Moderate to high-intensity residential south of Kapi'olani Boulevard around Ala Wai Elementary and Date Street.)



Colorful and inviting frontage on a neighborhood business.

Guidance

Urban Design

Encourage neighborly frontages. Visually deemphasize vehicle parking impact on the primary frontage of buildings through consolidating driveways, fencing or screening, installation of decorative garage doors or other false façades, or tandem parking strategies. Redevelopment of lowrise walkups on the edge of transit districts or facing key neighborhood streets (McCully Street, Isenberg Street, Date and Citron Streets, University Avenue) should effectively screen parking or locate it behind buildings.

Land Uses and Development

Maintain the neighborhood's housing affordability. Monitor and assess effectiveness of affordability requirements in new developments and incentivize retention of affordably priced rental units in redevelopments. Promote missing middle and middle-density housing types by permitting flexibility on parking and elevator standards, with the provision of accessibility improvements on ground floors. Support midrise residential infill development with an emphasis on addressing the lack of rental housing that serves workforce incomes. Encourage affordable-by-design concepts such as simplified façade treatments, layouts to maximize usable space, stacking of walls with plumbing, and passive design techniques for easier cooling. Deliberately seek to connect non-profit and public housing developers to potential housing opportunity sites.

Address drainage and flooding concerns. The McCully-Mō'ili'ili neighborhood faces varying degrees of exposure to projected sea level rise-induced chronic flooding. As such, proposed projects located in the SLR-XA should conduct analysis of sea level risk, and demonstrate integration of adaptation measures.

Multimodal Environment

Support improvements to residential streets. Create "green streets" through addition of stormwater interventions, large-canopy trees, and other landscaping for shade and cooling. Support the expansion of bikesharing on key neighborhood streets and improvements to bike network connectivity, including completion of the "Lei of Parks" multimodal pathway concept with clear linkages along a single pathway from Kapi'olani Park to Ala Moana Regional Park. Complete missing sidewalks in the pedestrian network.

Additional Actions:

Short-term action:

Small-scale climate adaptation projects on streets and blocks most vulnerable to water-related hazards, to include pilot green infrastructure, pumping, and flood retention projects.

Mid-term action:

Improve sewer capacity along Date Street.

Mid-term action:

Initiate a long-term visioning and area planning effort for the McCully-Mō'ili'ili neighborhood (and vicinity) that balances housing affordability, redevelopment guidance, and sea level rise resilience.



Area Adaptation Actions Recommended

Catalytic Projects

The following are identified projects that are expected to have a notable impact on this focus area.

1. **Bowl-o-Drome Redevelopment:** A project by the Department of Hawaiian Homelands at the site of the former Bowl-o-Drome bowling alley. The project includes mixed residential and commercial development for the benefit of DHHL applicants.

2. **Kaimukī High School project:** Proposed by the Department of Education, a project that would redevelop the 34 acre site, generating income for the construction of modern school facilities. The project may include desired public benefits, such as affordable or teacher housing.

3. **Pilot Mōʻiliʻili Community Resilience Hub:** A new community facility type called for in the O'ahu Resilience Strategy that would provide a coordination hub for disaster preparedness and following a disaster for services such as: 1) Emergency shelter or cooling center; 2) A central community gathering site and distribution center; 3) Backup renewable energy and energy storage; 4) Water and food stores; and, 5) Medical supplies.

2040 Growth Projections

Existing Area Dwelling Units: 11,500 units

McCully-Mō'ili'ili—Growth Scenario: 750-1,250 units

This projection slightly builds upon a market-constrained outlook, assuming policy incentives encourage greater redevelopment of aging housing stock. However, a worsening of flooding impacts could impact neighborhood livability and desirability over time.

Date Street and Upper Kapiʻolani Boulevard—Growth Scenario: 500-750 units

This projection is slightly higher than a market-constrained outlook, assuming renewed redevelopment interest in the Date Street area.



A residential building under construction in the neighborhood

Focus Areas - East PUC:

Mixed-Intensity Neighborhoods

Makiki

EVOLVE | Wilder Street into a more dense mixed-use corridor with more neighborhood serving commercial uses and street activity.

INFILL | incrementally intensify in Town High areas with high-rise residential, and infill "missing middle" housing in Town Medium areas.

ENHANCE/INVEST | in mixed-use corridor streetscape and sidewalk improvements, transit improvements, and open space upgrades.

PRESERVE | affordable retail spaces.

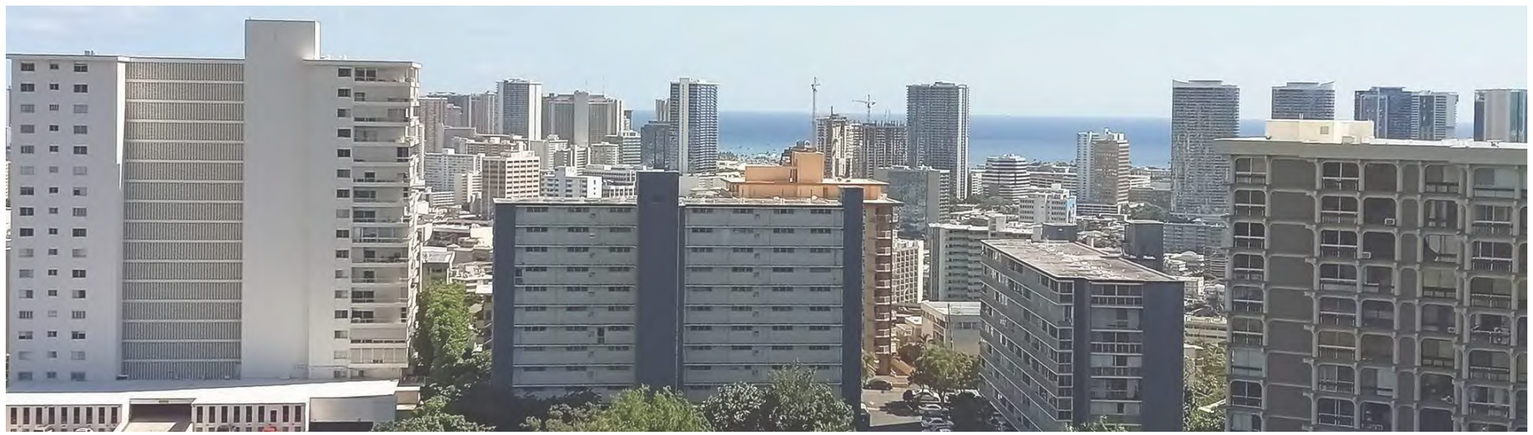
Makiki

A gradual transformation into a more dense, in-town neighborhood with a mixed-use corridor at its heart.

Vision

Makiki will continue an evolution towards a vibrant mixed-density neighborhood, taking advantage of moderately-scaled infill to generate improvements in housing quality and diversity, street and sidewalk conditions, and overall corridor character. The eclectic nature of the neighborhood will be preserved as it intensifies, characterized by a mix of large house-size buildings, walk-up apartments, and mid-rise/high-rise buildings. More intense residential infill will be balanced with preservation of significant public views to and from Punchbowl. Makiki will incrementally intensify into Town High areas with high-rise residential (generally between 10 and 15 stories), and infill of "missing middle" housing in Town Medium areas, taking advantage of the area's relative lack of projected sea level rise constraints.

The Wilder Avenue corridor will become more active and enlivened by expanding commercial uses, evolving into a moderately urban and walkable mixed-use corridor with a high-quality public realm, and anchored by bus transit. Over time, crossing points under and over H-1 will be reshaped into more effective multimodal connections, smoothing access to Thomas Square and the restored Neal S. Blaisdell Center campus.



Makiki neighborhood makai view from Punchbowl.

Applicable Area Plans or Special Districts:

- Punchbowl Special District (LUO)



Makiki has a wide mixture of building types and uses.

Focus Area Vicinity Map: Makiki



**Close-up of Fig. 2.3 Land Uses/Place Type Map, East PUC (p.44); does not show zoning*

Key Place Types for Makiki

T-C **Town Corridor - Center** (Medium to high-intensity mixed-use along Wilder Street between Ke'eaumoku Street and Pensacola Street.)

TN-H **Town Neighborhood High** (High-intensity residential on both sides of Wilder Street and a portion of Ward Avenue.)

TN-M **Town Neighborhood Medium** (low-rise residential that preserves the viewshed between Punchbowl and Diamond Head, and transitions between single-story residential and higher density apartments.)

TN-L **Town Neighborhood Low** (Low-rise residential along the edges of Makiki and throughout the Punchbowl neighborhood.)

Guidance

Urban Design

Rehabilitate older residential buildings. Use new infill development to Improve the exterior façades and pedestrian orientation of the neighborhood. Support rehabilitation of existing residential buildings.

Preserve and increase outdoor space as the neighborhood grows. Encourage projects located on corners to include courtyards, plazas or other semi-public/public usable open spaces that can serve as conveniences to area residents. Ensure all redevelopment projects result in a net increase of recreational and green space (including roof decks, green roofs, balconies, and similar).

Land Uses and Development

Make Wilder Street a gathering place. Strongly encourage more retail and active frontages on Wilder Street through streetscape improvements, mixed-use infill, and alowing expanded commercial use. Create the opportunity for a neighborhood main street to emerge.

Balance view preservation with infill development. Based on viewshed analysis and the intent of the Punchbowl Special District Design Guidelines, apply simplified height restrictions in Makiki that maintain adequate preservation of the Punchbowl to Diamond Head view corridor. Maintain views of mountain and ocean by reducing maximum façade length parallel to the coastline to 90 feet or less.

Multimodal Environment

Support improvements to residential streets. Support green streets through addition of large-canopy trees, landscaping, shade, and cooling. Support bike-sharing expansion into key neighborhood streets and improved bicycle facilities, including completion of the “Lei of Parks”, linking area parks from Kapi'olani Park to Ala Moana Regional ParK with a multimodal pathway.

Additional Actions:

Long-term action:

Monitor and expand wastewater infrastructure capacity where necessary.

Focus Area Note: Green Streets

Green Streets are streets designed to integrate with storm water best management practices. They are intended to serve as a primary channel for storm water capture, improve water quality by treating runoff, and provide community enjoyment and beautification. Inclusion of large rain gardens, planters, and permeable paving define this street typology. Bike lanes may also be used to as an opportunity to reduce asphalt and introduce porous surfaces either in the form of pavers or increased landscaping. Dense interior neighborhoods like Makiki should be prioritized for green streets and tree canopy improvements to help mitigate high temperatures and the urban heat island effect.



Pedestrian crossing the street near Thomas Square Park.

Catalytic Projects

The following are identified projects that are expected to have a notable impact on this focus area.

1. **Complete Streets** and other improvements to enhance pedestrian, bicycle, vehicle, and mobility infrastructure on Wilder Street, Ward Avenue, Pensacola Street, and Prospect/Nehoa Streets.

2. **Recommeneded: Special Area Plan.** A Special Area Plan is recommended for Makiki including concepts for the addition of commercial space and community gathering places along Wilder Avenue, encouraging development of a neighbohood-serving main street.



Makiki neighborhood mauka view.

2040 Growth Projections

Existing Dwelling Units: 14,000 units

Base Growth Scenario: 1,000-1,500 units

This scenario aligns with the market constraints, whereby gradual high-rise infill occurs in certain portions of the neighborhood.

High Growth Scenario: 2,000-2,500 units

This scenario represents worsening sea level rise in the PUC that shifts growth mauka from the waterfront to Makiki. More widespread redevelopment of mid-rise and high-rise apartments occurs on underutilized lots.

Focus Areas - Central PUC:

Core Districts

Downtown

EVOLVE | and transition some amount of office use to residential or other uses where feasible and appropriate and to match demand. Create a better balance between day and night-time uses.

INFILL | a mix of high-rise living opportunities with employment-oriented buildings.

ENHANCE/INVEST | in improvements to existing public spaces, especially Bishop Street, Fort Street, and Irwin Park.

PRESERVE | the dense cluster of office and employment uses that define the area.

Downtown

Downtown continues to be the central business center of the PUC with a substantial residential population and easy access to daily amenities.

Vision

As the PUC evolves, Downtown should remain as the dominant landmark on O'ahu's skyline. Downtown will maintain its role as the region's central business district, offering space for offices, government, educational uses, and commercial activity. Downtown will continue to successfully blend highly amenitized high-rise living opportunities with more employment-oriented uses. Increasing the resident population in Downtown will help to balance the day to night uses in the neighborhood, and boost the area's role as an arts and culture district.

The waterfront will feature improved walking and biking connections that link active uses such as the Aloha Tower complex, with Skyline stations and other transit connections. Bishop Street and Fort Street will likewise provide improved mauka-makai connections between transit and area offices.

The Downtown-to-waterfront link should be further renewed with improvements to Irwin Memorial Park and other open spaces for community gathering and recreation, new wayfinding signage, and easier pedestrian crossings of Nimitz Highway. Continued activation of the Aloha Tower complex will increase the Downtown's appeal as a regional destination with enjoyable levels of activity.



A busy downtown pedestrian crosswalk.

Applicable Area Plans or Special Districts:

- Downtown Neighborhood TOD Plan
- Hawai'i Capital Special District (portion)

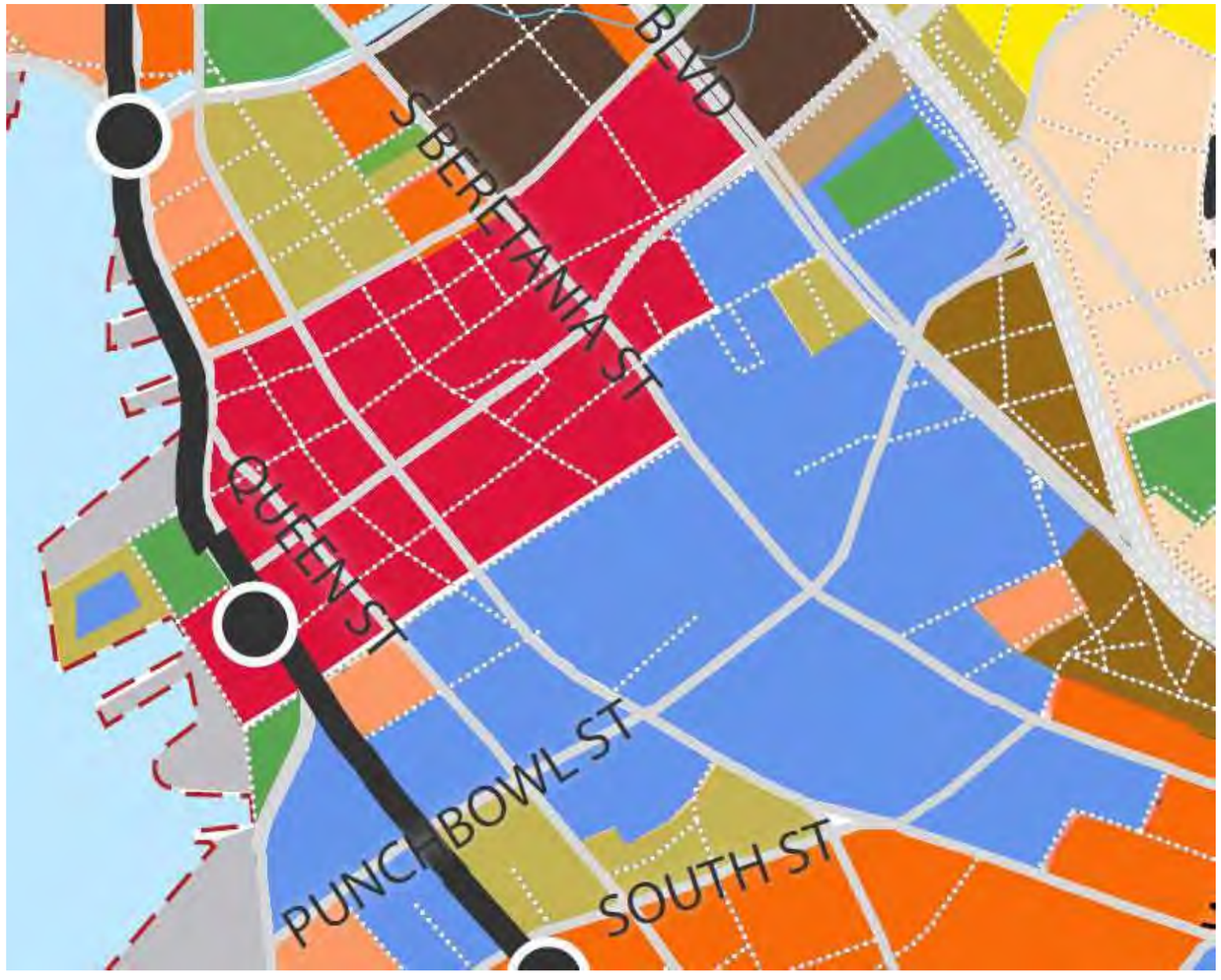


Fort Street Mall is a pedestrian-only street.



Bus transit provides convenience for many Downtown workers.

Focus Area Vicinity Map: Downtown



**Close-up of Fig. 2.3 Land Uses/Place Type Map, Central PUC (p.43); does not show zoning*

Key Place Types for Downtown

DT **Downtown** (High-intensity office, retail, and residential.)

I-C **Institutional Areas & Campuses**



Multiple transportation modes in Downtown.

Guidance

Urban Design

Prioritize pedestrian experience on all sides of all buildings. Downtown should be highly walkable and continue to be prioritized as a pedestrian environment. Increase open, transparent, and active ground floor uses. Encourage block cut-throughs for pedestrians and minimize parking intrusion on the sidewalk. Encourage corner retail uses, frequent entrances, and provide resting and gathering places for pedestrians in the form of well-designed public plazas.

Define the PUC's city views with well-designed towers while maintaining significant natural viewsheds. Although some surrounding neighborhoods have embraced tower development, Downtown should maintain its visual prominence on the skyline compared to surrounding areas. New highrise buildings will be strongly encouraged to provide lasting and meaningful public architecture and contribute to a visually interesting downtown. Maximize visual access to the waterfront by ensuring that high-rise tower massing preserves important mauka-makai viewsheds, framing views of the surrounding city and landscape. Support high-rise tower design that minimizes shadows and maximizes views by limiting building bulk and providing for a maximum diagonal dimension.

Land Uses and Development

Maintain Downtown as the PUC's leading office employment district, with a lively mix of other uses. Encourage new office development tailored to market needs, as well as infill mixed-use development. Encourage dining, entertainment, and arts uses for the area's residents and to maintain neighborhood activity after offices close. Facilitate office-to-residential conversions to increase the resident population in Downtown.

Support Downtown as an educational hub. Facilitate major universities and other higher education institutions locating in Downtown. Maintain strong pedestrian connections between institutions and various attractions and provide linkages to public transit.

Support redevelopment of the blocks between Kukui Street and Vineyard Boulevard. Encourage thoughtfully-designed projects that maximize workforce housing, offer greater internal connectivity, and activate the façades facing Beretania, Maunakea, Kukui, and River Streets.

Multimodal Environment

Create continuous multimodal connections through Downtown. Improve the makai pedestrian/bicycle connection across Nimitz Highway to Aloha Tower and the waterfront. Provide elevated connections to the Kuloloia (Downtown) rail station and complete buffered bicycle lanes throughout Downtown. Complete green streets improvements along Bishop Street. Revitalize and build upon the amenity of the River Street promenade to create a memorable and well-used pedestrian district that links to area parks, botanical gardens and vistas to the waterfront.

Maximize physical access to the waterfront. Where feasible, expand and widen sidewalks and pedestrian pathways in publically accessible locations along the piers. Ensure that new buildings along Nimitz Highway be designed and sited to maximize access to publically accessible waterfront areas from the rest of the Downtown district. Provide attractions, signage, and information to encourage cruise ship passengers to explore Downtown and create better flow for pedestrians to the Aloha Tower complex.

Catalytic Projects

The following are identified projects that are expected to have a notable impact on this focus area.

1. **HECO Opportunity Site:** Redevelopment of the existing HECO site provides an opportunity for new visually striking towers immediately adjacent to the Kuloloia (Downtown) Skyline station.

2. **Fort Street and Irwin Park Enhancements:** Investment in an improved Fort Street and Irwin Park could serve as gathering place for Downtown workers, HPU students, and nearby residents, and create a gateway marking the arrival to Downtown.

3. **Waterfront Connections:** Support public waterfront improvements envisioned during development of the Honolulu Harbor Master Plan 2050 (HDOT-H). Including: Better pedestrian connection between the cruise terminals, the Aloha Tower complex (piers 5 to 8), and into the Downtown; A continuous pedestrian pathway between piers 5 to 8; Transit services between mauka locales and the Aloha Tower complex; and transit between waterfront destinations: Pier 2, Aloha Tower, and Pier 38. (See also the following Chinatown focus area section for more on the River Street Promenade).

2040 Growth Projections

Downtown Existing Dwelling Units: 3,500 total units (650 Downtown, 2,850 Vineyard/ Kukui blocks)

Growth Scenario: 750-1,250 units

Both market and policy projections concur that the number of new residential units will be low on the makai side of Beretania Street; the more meaningful growth potential is found within the blocks located between Vineyard Boulevard and Kukui Streets.



Commercial and office buildings in downtown.

Focus Areas - Central PUC:

Core Districts

Chinatown

INFILL | with moderate mixed uses near the future Hōlau (Chinatown) Skyline station.

ENHANCE/INVEST | in pedestrian safety, public spaces and plazas, and retail viability and appearance.

PRESERVE | the district's unique cultural features and historic architecture through Special District provisions.



Historical building in Chinatown.

Chinatown

A vibrant, walkable, historic district with an accessible and activated waterfront and Riverwalk.

Vision

The enduring scale and fabric of the Chinatown district will be protected and enhanced, remaining as a lively, walkable, mixed-use retail district with a distinct form and historic character. Chinatown's mostly low-rise core is surrounded by higher-rise transitions to Downtown and growing residential districts. Streets, walkways, and sidewalks will continue to be improved for multimodal transit users. Façade and ground floor uses will remain active, providing a highly pedestrian-oriented experience. Dedicated pedestrian spaces such as Kekaulike Street and River Street will be beautified and expanded where feasible, with other streetscape upgrades made in consultation with local merchants.

The experience of being in Chinatown should be stimulating and active, expressed through a mix of historic and new façades, strong building-to-street relationships, and a wide range of services, shops, food and drink, small offices, and affordable housing. Chinatown successfully blends lowrise, midrise, and highrise mixed-use developments to create a unique urban setting and a place to shop and enjoy culture and arts events and activities.

Applicable Area Plans or Special Districts:

- Downtown Neighborhood TOD Plan
- Chinatown Special District (LUO)
- Chinatown Action Plan (special area study)



Commercial frontages within a historic façade.

Focus Area Vicinity Map: Chinatown



**Close-up of Fig. 2.3 Land Uses/Place Type Map, Central PUC (p.43); does not show zoning*

Key Place Types for Chinatown

U-C **Urban Corridor - Center** (High-intensity mixed-use, located on the corners or edges of the historic Chinatown district.)

U-N **Urban Neighborhood** (Moderate-high density mixed residential and commercial uses located near the Downtown.)

NT-CM **Near-Town Corridor - Center Medium** (The heart of Chinatown's historic district remains relatively low-rise.)



Historical buildings in Chinatown.

Guidance

Urban Design

Preserve the height and scale of development in the core of Chinatown's historic district by maintaining Special District design controls. Actively encourage the enhancement and adaptation of historic buildings, façades, and architectural elements. Beautify streets with attention to safety, pedestrian comfort, and inclusion of landscaping and/or shading where space permits.

Foster active and vibrant streetscapes. Encourage ground level shop fronts in all projects, and encourage new buildings to reinforce street corners with public space or articulated frontages. Support conversion of front parking courts into plaza space or semi-private open space. Support enhancements to internal courtyards and other indoor-outdoor spaces. Because of the neighborhood's historic status and pedestrian orientation, encourage public art, façade and streetscape beautification projects, and attention to design details in new projects.

Land Uses and Development

Repurpose vacant and underutilized properties. Improve city-owned underutilized space by constructing rental units, including studio units, and support the development of senior housing and community center at River Street and Vineyard Boulevard by improving the streetscape. Activate vacant frontages in Chinatown with interim uses, such as short-term "pop-up" shops or temporary activities, and work to locate new long-term tenants.

Preserve the neighborhood's historic resources. Continue to preserve and repair façades of historic Chinatown buildings. Support preservation of historic and cultural buildings and assets for preservation and re-use.

Enhance Sun Yat-sen Park. Improve the park as one of few green spaces in the neighborhood. Improvements might include beautification, connectivity with surrounding uses, and wayfinding information.

Multimodal Environment

Continue Complete Streets projects. In coordination with community organizations such as the Chinatown Business Improvement District, incorporate feedback and guidance from Chinatown merchants in the redesign of street intersections and parking areas. Continue enhancements to Hotel Street (this might include reserving one or both lanes for biking and walking on evenings and weekends, or allowing part of the street to be used for outdoor dining or merchandise display). Continue implementation of rail access improvements on Kekaulike Street. Support implementation of a district parking management plan.

Additional Actions:

1. Continue working with major public (State) and private property owners to develop long-range plans for the location and scale of growth and investment.
2. Build upon the recent addition of a dog park and other and facilities improvements to revitalize ʻAʻala Park. Future improvements could include space for community gardening, and improvements and connections to the pedestrian pathway along Nuʻuanu Stream.

Catalytic Projects

The following are identified projects that are expected to have a notable impact on this focus area.

1. **Halewai'olu Senior Residences:** A midrise project to bring affordable senior housing units, a community center, and new retail space near the intersection of River Street and Nu'uanu Avenue.

2. **Refresh of River Street & Nu'uanu Stream Corridor Promenades:** Proposed revitalization and improvements to River Street and to the Nu'uanu Stream corridor can add a dramatic benefit to the pedestrian amenities in Chinatown and improve connections to surrounding areas (including connection to the Foster Botanical Garden).



Customers entering a store in Chinatown.



Retail storefronts in Chinatown.

2040 Growth Projections

Existing Dwelling Units: 1,500 units
Growth Scenario: 500-750 units

Focus Areas - Central PUC:

Mid-Town Corridors

Upper Nu'uanu Avenue & Liliha Street

EVOLVE | with gentle and gradual intensification of the corridors and surrounding residential areas.

INFILL | with appropriately scaled mixed-use development in the form of attached multi-story midrise buildings and missing middle house-form buildings.

ENHANCE/INVEST | in mobility improvements to promote walkable access to services and improvements to sidewalks and façades to enhance streetscape character.

Upper Nu‘uanu Avenue and Liliha Street

Future improvements to corridor character and urban design combined with new neighborhood-serving uses creates dynamic and pleasant mid-town corridors.

Vision

The Nu‘uanu Avenue corridor just above the H-1 freeway will largely maintain its existing scale and character, but will gradually introduce more active uses to develop a horizontally mixed-use main street with neighborhood-serving retail and services. Active frontages and residential entries should be located at or near the sidewalk. The corridor may add multi-story midrise buildings and some house-form buildings to help reinforce the sense of place along the street.

Liliha Street will embrace its potential as a neighborhood-scale, mixed-use main street with inclusion of additional neighborhood-serving retail. The broader Liliha Street corridor will slowly add primarily-attached multi-story mid-rise residential buildings and some house-form buildings.

Surrounding neighborhoods continue to be defined by mixed-density residential uses, primarily single-unit and multi-unit house-size buildings and improvements to transit facilities and sidewalks will support the neighborhood's vitality. Façade and sidewalk improvements and architectural detail will improve the Liliha corridor's pedestrian appeal.



Neighborhood retail stores in Liliha.

Applicable Area Plans or Special Districts:

- Punchbowl Special District (LUO)



Residential complex connected to an enhanced streetscape.

Focus Area Vicinity Map: Upper Nu'uanu Avenue & Liliha Street



**Close-up of Fig. 2.3 Land Uses/Place Type Map, Central PUC (p.43); does not show zoning*

Key Place Types for Upper Nu‘uanu Street and Liliha Avenue

NT-CM **Near Town Corridor - Center Medium** (Low/midrise mixed use on Upper Nu‘uanu Avenue and Liliha Street.)

TN-L **Town Neighborhood Low** (multi-story missing middle and walkup residential surrounding both corridors.)

U-N **Urban Neighborhood** (Pocket of highrise residential by the Nu’uanu Avenue and Judd Street intersection.)

Guidance

Urban Design

Reinforce a pleasant streetscape. Encourage building frontages to be placed within a short distance of the front property line. Support projects with high-quality active ground floors.

Create sensitive transitions between scales. Create transitions between housing scales by using setbacks, landscaped transition zones, high-quality fencing, and/or screening, or design treatments such as matching the form or roof style of adjacent properties, and/or stepping down in size. Promote screening or orienting rear-facing balconies away from direct line-of-sight where possible to maintain privacy between residences. Ensure setbacks for portions of the building above the second floor or podium when adjacent to single-family residential.

Land Uses and Development

Support high-quality low and occasional medium-intensity infill development. Support new retail and commercial uses facing the street but do not require mixed use. Promote middle-density housing adjacent to the corridor and promote quality and more diverse housing choice that is affordable. Preserve commercial space and retain local businesses. Revisit allowed densities in the area as wastewater infrastructure capacity expands.

Multimodal Environment

Complete Streets improvements. Construct bulbouts, crossing improvements, new signalization/signage, and similar small-scale traffic calming interventions. Continue adding shade trees, building off of the existing extensive shade canopy on Nu'uanu Avenue.



Low rise residential buildings with screening.

Additional Actions:

Long-term action:
Upgrades to sewer infrastructure along Liliha Street.

2040 Growth Projections

Total Existing Dwelling Units: 3,200 total units
Nu'uanu—Growth Scenario: 250-500 units
This projection assumes a mild increase in the redevelopment of older housing stock in the area, particularly walkups.

Liliha—Growth Scenario: 250-500 units
This scenario envisions a few, larger mixed-use redevelopments along lower Liliha Avenue.



Using solar panels to generate energy and provide shading for a parking lot.

Focus Area Note: On Transitional Neighborhoods in the PUC

The PUC contains a number of central commercial corridors that remain under-utilized. Most of these corridors (including Liliha Street, North King Street, North School Street and Dillingham Boulevard) are predominantly commercial with occasional residential uses, though typically lower rise. Often, the building blocks for strong pedestrian character are present on these streets, but need reinforcing or refreshing for greater pedestrian comfort.

As areas in the PUC grow, preserving affordability and reinvesting in historically under-invested areas is a major concern. The City should proactively address areas where potential for growth overlaps with issues of displacement and populations with high economic burden.

Existing neighborhoods and communities should be involved and prioritized when planning major new development, and in particular, securing comparable or higher levels of affordability. Public investments in transitioning areas should be made deliberately for the sake of the community at large, and to improve the overall geographic distribution of public investments and benefits.

Focus Areas - Central PUC:

TOD Transformation Districts

Iwilei/North Vineyard

TRANSFORM | vacant and underutilized lands adjacent to the Kūwili (Iwilei) Skyline station into a vibrant TOD District.

INFILL | intensely urban, highly walkable mixed use development mauka of rail.

ENHANCE/INVEST | in new public parks and street connections. Major investments are required in utility, street, sidewalk, and drainage/pumping infrastructure.

Iwilei/North Vineyard Corridor

A high-density mixed-use district emerges around transit and North Vineyard / North King Streets in Iwilei, negotiating the area's infrastructure and adaptation constraints.

Vision

A new high-intensity mixed-use district will gradually emerge around the Kūwili Skyline station, extending from the Downtown. This focus area will be rich with a variety of uses that provide activities during both the day and evening, and support transit ridership. Industrial activities will be retained along the harbor front as a critical logistics and transportation hub.

The renovation and expansion of Mayor Wright Homes will provide a key catalytic project to the area, providing new parks, newly constructed affordable housing units, and new neighborhood services. A similar transformation may be expected to take place closer to the Skyline station as predominantly non-residential land uses are redeveloped into mixed-use high-intensity, pedestrian-oriented neighborhoods.

The addition of residential units to Iwilei will support the concept of 'highest and best use,' as this housing will be built within walking distance of the various jobs and amenities in Chinatown and Downtown.

While Iwilei is poised as one of the few remaining large-scale opportunity areas for substantial growth in the core of the PUC, this will largely be dependent on the combined public and private ability to finance and construct adequate improvements. Real challenges to future growth and change must be overcome with concerted efforts; extensive sea level rise impacts and steep infrastructure needs will present a barrier to realizing the area's potential. Connectivity and open space must also be prioritized and upgraded throughout the area.



Repurposed factory buildings.

Applicable Area Plans or Special Districts:

- Kalihi Neighborhood TOD Plan
- Iwilei-Kapālama Infrastructure Planning (various)



Parking structure screened by a decorative façade.

Focus Area Vicinity Map: Iwilei / North Vineyard Corridor



**Close-up of Fig. 2.3 Land Uses/Place Type Map, Central PUC (p.43); does not show zoning*

Key Place Types for the Iwilei/North Vineyard Corridor

U-N **Urban Neighborhood** (High-intensity residential neighborhood between Liliha Street and Nu'uanu Avenue.)

U-C **Urban Corridor - Center** (Highest-intensity mixed use at the station and Dillingham corridor.)

T-C **Town Corridor - Center** (Medium to high-intensity mixed use along Waiakamilo and makai of the Skyline station areas.)

TN-M **Town Neighborhood Medium** (multifamily residential neighborhood around N. Vineyard steps down in intensity between Liliha Street and Kapālama Canal.)

Guidance

Urban Design

Leverage new buildings to provide a more vibrant public realm. Encourage active ground floor uses on key streets. Define active uses as those that attract walk-in visitors and have a high degree of visibility/ transparency, such as stores, restaurants, cafes, markets, theaters, personal services.

Support the gradual transition from single-use character to a mixed-use environment. Accommodate parking for big-box retailers and other large commercial uses in parking structures or wrapped within new developments to enhance walkability and foster intensity within the TOD neighborhood plan area. Provide transitions and buffers from noise and unsightly industrial uses. Buffers may involve decorative screening or natural landscape materials such as trees, shrubs, vines, or living walls.

Land Uses and Development

Support mixed-use projects. Permit both horizontally or vertically mixed-use proposals, as well as single-use projects if meeting the goals and intent of the Kalihi Neighborhood TOD Plan. Encourage adaptive reuse for historic warehouse buildings being converted to new uses.

Support redevelopment of major public opportunity sites. Support renovation of existing public housing (estimated net 2,000 to 2,500 new housing units on properties controlled by HPHA, primarily Mayor Wright Homes and Kalanihuia Homes). Support a mixed-use catalytic project across from 'A'ala Park, incorporating existing civic services.

Maintain the working harbor. Preserve port activities and jobs makai of Nimitz Highway, and collaborate on long-range improvement efforts at the Harbor.

Provide adaptation and infrastructure improvements to unlock significant growth. Plan for district drainage and adaptation improvements through implementation of a comprehensive plan to address drainage issues. Seek opportunities for equitable and sustainable public-private partnerships to adapt to sea level rise and provide more extensive infrastructure upgrades.

Multimodal Environment

Create new physical and visual connections throughout the area. Support new streets and pedestrian paths to break up superblocks in Iwilei and improve accessibility to the Kūwili (Iwilei) station, Dole Cannery, Kukui Gardens, and Mayor Wright Homes. Retain area views of the waterfront.

Additional Actions:

Short-term action:

Continue working with major public and private property owners to develop long-range plans for the location and scale of planned area growth and investment.

Short-term action:

Continue to identify & prioritize catalytic infrastructure projects.

Long-term action:

Coordinate with HECO to, in the short-term, incorporate the electricity substation into the urban district through screening. In the longer term, work with HECO to relocate the substation away from the immediate rail station area.



Area Adaptation Actions Recommended

Catalytic Projects

The following are identified projects that are expected to have a notable impact on this focus area:

1. **Liliha Civic Center TOD:** HHFDC/DAGS owned property slated for a mixed-use development with housing units over government/social service offices.

2. **Mayor Wright Renovation and Expansion:** Redevelopment of the 15-acre Mayor Wright Homes site owned and operated by HPHA into a mixed-income, mixed-use complex, replacing the 364 units built in 1952 with 2,136 new affordable and market-rate units in a mixture of low-rise, mid-rise and high-rise (2,500 units) with new ground-floor retail.

3. **Multiple high-rise residential developments at the corner of Liliha Street and Vineyard Boulevard.** Redevelopment of low-rise apartments into high-rise housing are expected to occur on several corners.

2040 Growth Projections

Existing Dwelling Units: 850 units

Base Growth Scenario: 2,250-2,500 units

This scenario aligns with the Mayor Wright renovation project, assuming this major effort is completed but little else changes in the area during the plan horizon.

High Growth Scenario: 3,500-4,000 units

This scenario assumes that on top of several HPHA renovations, there is a major district-scale drainage and resilience effort in the Dole Cannery basin that enables additional residential mixed-use growth that meets the potential TOD market demand.



Enjoying leisure time at a public garden. (Source: Foster Botanical Garden)



A townhouse development.

Focus Areas - Central PUC:

TOD Transformation Districts

Kapālama

TRANSFORM | vacant and underutilized lands adjacent to the Kapālama station into a vibrant TOD District.

INFILL | intensely urban, highly walkable mixed use development.

ENHANCE/INVEST | in a multitude of community benefits and supporting amenities including parks and streets.

Kapālama

This mixed-use district is catalyzed by transit oriented development and sustained infrastructure investment, overcoming the area's various development constraints.

Vision

The arrival of the Skyline will support dramatic redevelopment of vacant and underutilized lands adjacent to the Niuhelewai (Kapālama) station, while providing benefit to the community in the form of increased affordable housing, commercial and public gathering spaces, and improved connectiviy. Public entities and non-profit organizations such as state agencies and Kamehameha Schools, will continue to be active participants in long-term planning efforts. Substantial investments in utility, street, sidewalk, and drainage infrastructure will be made. Over the next decade, thousands of new dwelling units and new retail and office uses are projected to be accommodated along an intensely urban, highly walkable district, anchored by frequent transit and a mix of mid-rise and occasional high-rise buildings. The area in and around the triangle formed by Dillingham Blvd, Waiakamilo Rd, and North King Street will have the highest development intensity and activity in Kapālama. Highrises up to 15 or 20 stories, nearing that of the adjacent 'Iwilei TOD District, will characterize that neighborhood.



Public art along the Kapalama Canal.

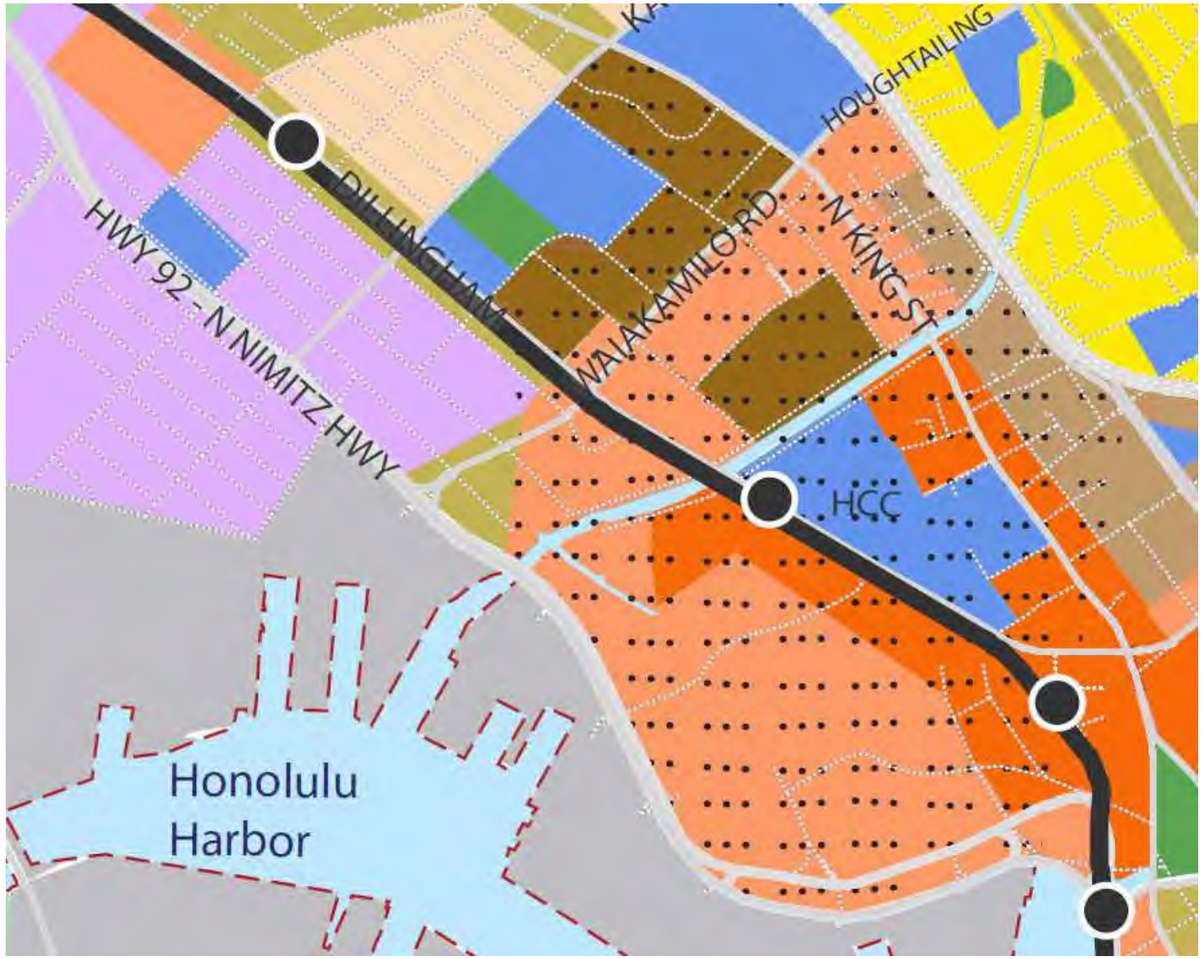
Applicable Area Plans or Special Districts:

- Kalihi Neighborhood TOD Plan
- Iwilei-Kapālama Infrastructure Planning (various)
- Kapālama Canal Catalytic Project (study)



Mauka view of a residential and mixed-use district from Kapalama Canal.

Focus Area Vicinity Map: Kapālama



**Close-up of Fig. 2.2 Land Uses/Place Type Map, Central PUC (p.43); does not show zoning*

Key Place Types for Kapālama

FX **Flex R&D** (Preservation of the industrial use makai of Dillingham Boulevard.)

U-C **Urban Corridor - Center** (Highest-intensity mixed use at the station, along North King Street and Waiakamilo Road.)

T-C **Town Corridor - Center** (Medium to high-intensity mixed use along Dillingham Boulevard.)

TN-H **Town Neighborhood High** (Moderate/higher-intensity residential around Kalākaua District Park and emerging on the west side of Kapālama Canal.)

Guidance

Urban Design

Leverage new buildings to provide a more vibrant public realm. Require or permit active ground floor uses on key streets. Define active uses as those that attract foot traffic and have a high degree of visibility/transparency, such as stores, restaurants, cafes, markets, theaters, and personal services. Ensure that buildings are close to the sidewalk in order to define the public realm and active uses. Occasional setbacks are appropriate to allow for outdoor dining, plazas, or other active public spaces.

Land Uses and Development

Support a new high intensity mixed-use district. Allow the highest heights and intensities in the Kapālama station area and on North King Street, stepping down toward the waterfront and industrial areas.

Focus on providing housing and amenities for residents. Ensure that a full complement of neighborhood amenities is developed in close proximity to the Skyline, including stores, public facilities, social services, and parks. Support redevelopment of major public opportunity sites with maximal amounts of affordable units.

Multimodal Environment

Take advantage of redevelopment to reshape mobility networks. Support new streets and pedestrian paths to break up blocks in Kapālama and improve accessibility to the canal and the area's parks. Create green streets to connect open spaces to each other.

Additional Actions:

Short-term action:

Complete a district drainage and adaptation improvement plan focusing on properties along the Kapālama Canal.

Mid-term action:

Develop policies for implementing district financing to support the Kapālama-Iwilei Infrastructure Master Plan.



Area Adaptation Actions Recommended

Mid-term action:

Prepare a public facilities plan to create a detailed program for park locations, including acquisition and development and funding (improvements and maintenance).



Enjoying the wharf setting at Pier 38.

2040 Growth Projections

Existing Dwelling Units: 3,000 units

Base Growth Scenario: 2,000-2,500 units

Reflects existing market-constrained projections. Under this scenario, the various state master redevelopment plans are completed but do not catalyze further growth.

High Growth Scenario: 4,000-5,000 units

In addition to publicly funded projects, this scenario sees a series of coordinated infrastructure and adaptation improvements stimulate consistent redevelopment on Dillingham Boulevard, Waiakamilo Road, and the ewa half of North King Street.



Colorful neighborhood storefront.

Catalytic Projects

The following are identified projects that are expected to have a notable impact on this focus area.

1. **Various smaller urban parks and plazas:** Master planned new developments close to the Skyline station should construct high-quality public areas and outdoor spaces.

2. **Honolulu Community College (HCC) Master Plan:** Owned by the UH system, the HCC campus has several underutilized portions that could be built on, providing students with local housing and amenities. Future uses would also include office and R&D space.

3. **Kamehameha Schools Kapālama Kai Master Plan:** A master plan for over 100 acres of industrial and marginal commercial land along the canal that aligns commercial properties, educational outcomes and community building to direct a 20-year vision for this area. Up to 4,000 to 5,000 units of mixed-use housing is envisioned. Redevelopments of the Kokea Shopping Center and the Kapālama Shopping Center are anticipated as some of the first phases under this effort.

4. **Kapālama Mixed Use Master Plan:** Planned redevelopment of the DHHL-owned property located where the canal meets Nimitz Highway. Existing uses are characterized by warehouse and strip retail, and sea level rise must be addressed through project design.

Focus Areas - Central PUC:

Mid-Town Corridors

North King / North School Streets

INFILL | and rehabilitate buildings into low-scale, neighborhood-serving mixed-uses.

ENHANCE/INVEST | in pedestrian comfort between buildings and buffering from traffic. Improve streetscape conditions, and support spaces for successful retail viability.

PRESERVE | historic landmark buildings, established local businesses, and housing affordability.

North King/North School Streets

Invest in the enhancement of the North King Street corridor and its businesses.

Vision

The oldest portion of the North King Street corridor will thrive by celebrating its historic buildings, local businesses and 'mom and pop' shops, and variety of neighborhood-serving establishments. Buildings along the corridor will be rehabilitated and occasionally redeveloped with neighborhood-scale mixed-use buildings. Adjacent neighborhoods may be redeveloped into medium intensity residential in a mix of public and private development. Housing affordability and sidewalk and mobility improvements are major community priorities.



A coffee shop with outdoor seating.

Applicable Area Plans or Special Districts:

- Kalihi – Pālama Action Plan



A busy street intersection in Kalihi near the historic Palama Fire Station.

Focus Area Vicinity Map: North King & North School Streets



**Close-up of Fig. 2.2 Land Uses/Place Type Map, Central PUC (p.43); does not show zoning*

Key Place Types for N. King / N. School Sts.

- **NT-CM** — **Near-Town Corridor - Center Medium** (Low to midrise mixed-use on portions of the N. King St. and N. School St. corridors.)
- **T-C** — **Town Corridor - Center** (more intense mixed uses on N. King approaching the Kapālama canal.)
- **NT-N** — **Near Town Neighborhood** (Lower-density residential surrounds N. School St. mauka of H-1.)
- **TN-L** — **Town Neighborhood Low** (low-to-mid intensity multifamily residential throughout Kalihi-Pālama.)
- **TN-H** — **Town Neighborhood High** (mid to higher intensity multifamily residential off Waiakamilo Road, south of N. King St.)

Guidance

Urban Design

Protect, maintain, and creatively utilize the area's historic features. Support rehabilitation of unique and historic buildings to strengthen the heritage character of the corridor, and for the enjoyment of community residents, visitors, and future generations. Strengthen existing landmarks and use redevelopments to create new notable features and landmarks.

Promote lively and healthy small businesses. Encourage eateries, shops, and other active uses. Increase commercial storefronts that include street-oriented uses and greater transparency to interior uses.

Land Uses and Development

Stimulate limited mixed-use infill development. Precede major projects with consistent investments, incentives, and improvements to streetscapes, public spaces, wayfinding, and infrastructure. Support major public housing and redevelopment projects with proactive upgrades of wastewater and stormwater systems.

Multimodal Environment

Improve the public realm character. Create pedestrian walkways and bikeways that connect neighborhood centers. Continue ongoing Complete Streets improvements, including, bulb-outs/crossing improvements, undergrounding utilities, additional street trees and landscaping.



Mixed low and high density housing.

Catalytic Projects

1. **Revitalization of historic and cultural centers:** Support the preservation/rehabilitation of cultural and historic centers such as Pālama Theater, Pālama Settlement, Kaumakapili Church, and Wallace Rider Farrington High School.

2040 Growth Projections

Existing Dwelling Units: 1,000 units
Growth Scenario: 250-500 units

If the large Kamehameha Homes property at North King Street and Kalihi Street is redeveloped during the PUC DP horizon per a long-term HPHA project, this projection would be revised upwards by 2,000 units.



(Source: Ulupono Initiative)

Focus Areas - West PUC:

TOD Transformation Districts

Hālawa (Stadium)

TRANSFORM | to a complete new mixed-use district surrounding a new Aloha Stadium.

INFILL | a focused core of dense high-rise residential development, supported by new activity centers including office, hotel, and entertainment.

ENHANCE/INVEST | in infrastructure improvements for sewer/water, open space and the public realm, roadways, sidewalks and streetscapes, and new community-serving facilities.

PRESERVE | the popular swap meet use at the Aloha Stadium site.

Hālawa (Stadium District)

Hālawa grows into one of O'ahu's most interesting and livable transit communities, centered around a redeveloped Aloha Stadium district.

Vision

The Hālawa area will undergo a transformation, spurred by a complete redevelopment of the Aloha Stadium site with a new stadium, Skyline station, and complementary mixed-use development. The state-led New Aloha Stadium Entertainment District project will combine dense mixed-income housing with entertainment, sports, retail, hotel, and office uses surrounded by walkable residential neighborhoods. In the core of the district, compact mixed-uses will frame pedestrian-oriented blocks and surround community-oriented open spaces. Office, residential, retail, restaurant, and entertainment uses will activate the area with around the clock activity. The intensified and reshaped station area will complement the anchor uses of Aloha Stadium and serve existing nearby activity hubs such as the Pearl Harbor Visitors Center, the nearby Joint Base Pearl Harbor-Hickam, as well as Hālawa's surrounding neighborhoods of 'Aiea and Foster Village.



Hālawa rail station area.

Applicable Area Plans:

- Hālawa Area TOD Plan
- New Aloha Stadium Entertainment District plans (HCDA)



Redevelopment of the Aloha Stadium site, to include a new entertainment district with commercial and residential uses, will proceed in stages and it has been identified as a priority project for the state. (Image Source: The NASED Project)

Focus Area Vicinity Map: Hālawa (Stadium District)



**Close-up of Fig. 2.1 Land Uses/Place Type Map, West PUC (p.42); does not show zoning*

Key Place Types for Hālawa (Stadium)

- **U-C** **Urban Corridor - Center** (High to very high-intensity mixed use adjacent to station.)
- **T-C** **Town Corridor - Center** (Medium to high-intensity mixed use replacing the existing stadium parking lot.)
- **NT-CM** **Near-Town Corridor - Center Medium** (medium intensity mixed use at Kahuapa'ani Street.)
- **TN-M** **Town Neighborhood Medium** (Lower intensity multi-family at the HPHA housing complex.)
- **NT-N** **Near-Town Neighborhood** (New development should respect transitions to existing residential.)

Guidance

Urban Design

Create engaging streets and permanent public gathering spaces where none previously existed. Line Salt Lake Boulevard with walkable street-level retail and commercial uses. Concentrate ground-floor retail space appropriately around central open spaces. Provide a multi-functional landscaped or hardscaped open space near the Aloha Stadium station designed for community events.

Establish a strong visual and aesthetic connection between the Skyline station and the stadium. Create an appealing gateway of mixed-use and entertainment uses between the Hālawa (Aloha Stadium) Skyline station to the redeveloped Aloha Stadium. Pay attention to wayfinding and incorporate engaging design features.

Land Uses and Development

Maximize affordable housing. Ensure projects contribute to the demand for affordable housing. Encourage a mixed use- mixed income format of housing types, with appropriate transitions to existing residential areas.

Enhance and balance the district, carrying its history forward. Create both daytime and nighttime activities. Seek out community-oriented retail and amenities. Encourage food, entertainment, and cultural uses (such as a museum) that support the stadium and community. Support the ongoing swap meet operations in a reorganized location near the edge of the district.

Multimodal Environment

Proritize multi-modalism in the Stadium site redesign. A new grid of streets throughout the stadium site will increase vehicular as well as pedestrian and bicycle connectivity. Direct pedestrian connections should be made throughout the site, especially in commercial areas and superblocks should be avoided. A pedestrian connection to Hālawa Stream, as a new blue corridor pathway and recreation area should be pursued. Support future residents with new trails and vista points for exercise and recreation.

Connect the environs to and from the Skyline Station. Extend the Pearl Harbor Historic Trail to the rail station area to improve regional bicycle access. Extend pedestrian and bicycle improvements to adjoining development areas from the station area.



The Aloha Stadium Swap Meet is a neighborhood gathering place.

Catalytic Projects

The following are identified projects that are expected to have a notable impact on this focus area:

1. **Aloha Stadium Redevelopment:** The existing Aloha Stadium, having reached the end of its useful life, will undergo redevelopment, along with its entire site, becoming the heart of a new mixed use district (the New Aloha Stadium Entertainment District, or NASED) in Hālawa. The future stadium will likely have a different location and footprint. New housing on the site may be accompanied by other catalyzing uses such as a new hotel and complementary shopping and entertainment.

2. **Area-wide utilities and upgrades**. Substantial amounts of infrastructure investment and improvement are needed. Key investment areas include:
   - Sewer and water infrastructure
   - Open space and public realm (including at least one major new multi-functional open space)
   - Roadways, sidewalks and tree-lined streetscapes
   - New community-serving facilities and programs
   - Hālawa Stream improvements and pathway.

2040 Growth Projections

Existing Dwelling Units: 250 units

Base Growth Scenario: 1,500-2,000 units

Under a scenario where the market is catalyzed by TOD, a moderately-sized new residential district emerges.

High Growth Scenario: 4,000-5,000+ units

The area's enormous potential for extensive affordable housing and commercial development is realized with sustained infrastructure investment and successful public/private partnerships.



Image source: Hālawa area TOD Plan

Focus Areas - West PUC:

TOD Transformation Districts

Kalauao (Pearlridge) Station

TRANSFORM | the regional mall environs into a livable, urban mixed-use community with housing, employment, retail, and recreation.

INFILL | moderate to high-density residential and mixed-use buildings.

ENHANCE/INVEST | in multimodal access to the station area, streetscape comfort, and safety.

Waiawa (Pearl Highlands) Station

EVOLVE | with modest intensification and diversification of the existing commercial center.

INFILL | moderately-scaled residential and mixed-use buildings.

Pearlridge and Pearl Highlands

Vision

Over time, Pearlridge Rail Station area will expand into a livable, urban mixed-use community with new housing, employment, retail, and recreational choices. The regional shopping center at Pearlridge Station will undergo a noticeable conversion from single-use commercial into a transit-oriented urban center, introducing new vibrant uses and housing. Key infrastructure investments and improvements are undertaken at the Pearlridge station area.

A similar, if less intense, transformation will occur at the Pearl Highlands rail station area. This area will serve as a major transit hub for commuting residents originating ewa and mauka of the TOD neighborhoods. Over time, the Pearlridge area will fulfill the community's vision of a moderately dense mixed-use district, evolving beyond a regional commercial center.



High density residential buildings around Pearlridge station area.

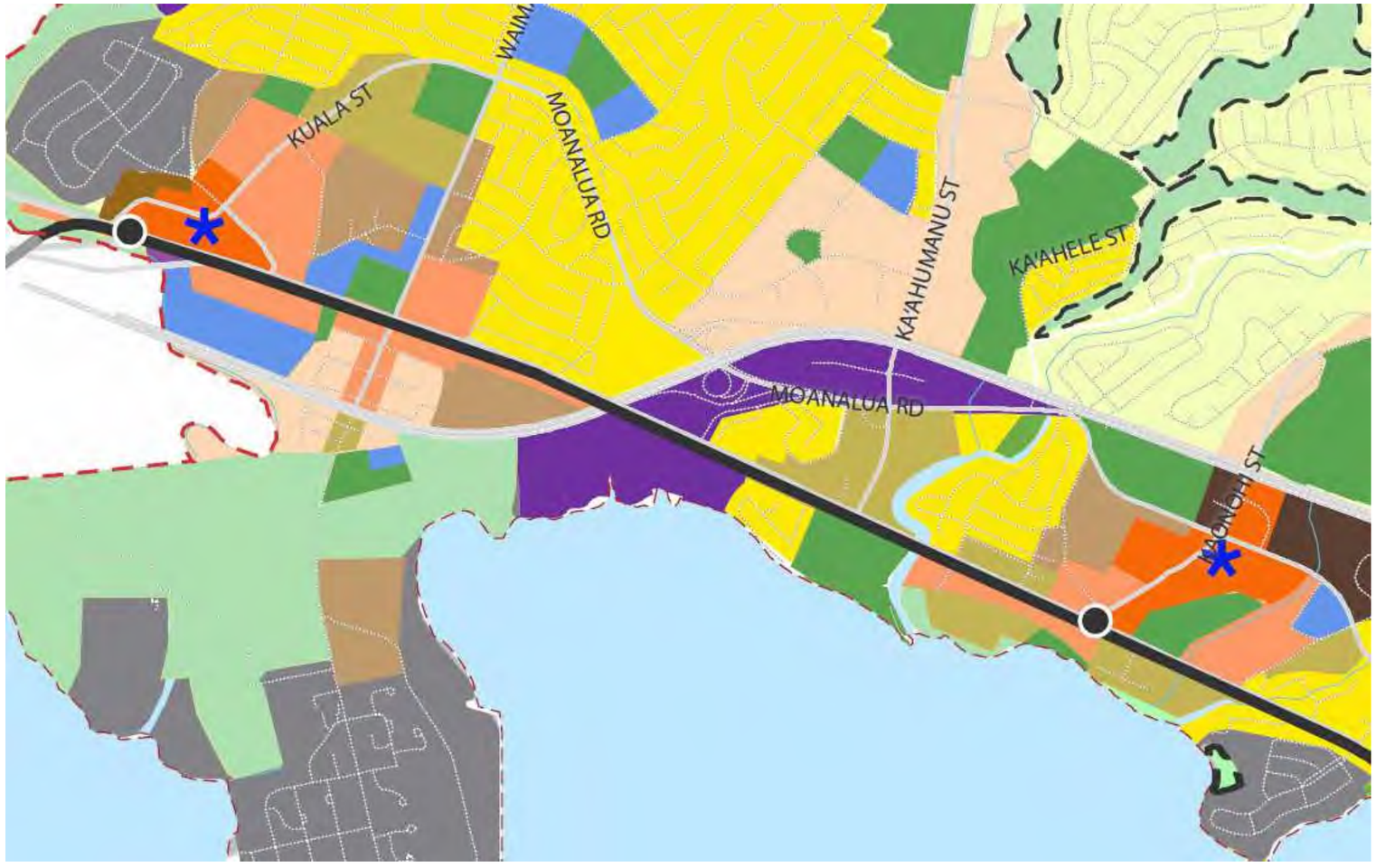
Applicable Area Plans or Special Districts:

- 'Aiea-Pearl City Neighborhood TOD Plan
- 'Aiea-Pearl City Livable Communities Plan (special area study)



Elevated rail line along Kamehameha Highway.

Focus Area Vicinity Map: Pearlridge & Pearl Highlands



**Close-up of Fig. 2.1 Land Uses/Place Type Map, West PUC (p.42); does not show zoning*

Key Place Types for Pearlridge and Pearl Highlands Stations

I **Industrial** (Some industrial uses are preserved.)

U-C **Urban Corridor/Center** (Varied-intensity mixed use immediately adjacent to the Skyline stations.)

T-C **Town Corridor - Center** (Medium to high-intensity mixed use within a moderate walking distance from the stations.)

NT-CM **Near-Town Corridor Medium** (Low-medium intensity mixed use ½ mile or farther from rail

Policies

Urban Design

Create new connections to the waterfront. Seek to open up views and sightlines to the water. Promote improvements to pedestrian friendliness as mall areas are redeveloped. Upgrade multimodal access to the shoreline, including through the Pearl Harbor Historic Trail.

Identify and enhance key corridor features. Create permanent open space at key locations including intersections, waterways, and pedestrian crossings, and maintain views to Pearl Harbor. Protect important landmarks such as the Loko I'a Pā'aiau Fishpond. Preserve open mauka to makai views in public spaces, particularly along key streets, natural drainageways, and open ridgelines.

Land Uses and Development

Transform existing commercial centers into community destinations. As residences grow, build community centers and gathering places (including a new senior center) in the area and encourage workforce housing. Protect and enhance historic or cultural assets (such as the Watercress Farm).

Diversify the mix of uses. Support job-generating uses such as office, R&D, medical, and institutional. Invest, improve, and infill along the corridor with medium and medium-high-intensity mixed-use development. Extend this pattern envisioned at the Pearl City rail transit station eastward, creating more jobs for the residential community.

Multimodal Environment

Improve mobility and quality of services. Balance the needs of passengers and workers arriving via transit, on foot, and via auto. Ensure direct pedestrian access to station platforms.

Additional Actions:

Medium-term action:

Upgraded flood control projects and protection of infrastructure along the water's edge should accompany new growth. Flooding impacts are projected primarily makai of the rail alignment. Major development at the Kalauao (Pearlridge) rail transit station will need to plan for and adjust site planning to reflect future flood conditions.



Area Adaptation Actions Recommended



Pedestrian friendly residential mixed-use neighborhood.

2040 Growth Projections

Existing Dwelling Units: 2,850 units (850 units at Pearl Highlands, 2,000 at Pearlridge)

Pearlridge Mall—Base Growth Scenario: 1,000-1,500 units

This scenario is more conservative than the potential maximum TOD demand forecast, assuming that only select TOD redevelopment projects occur during the plan horizon.

High Growth Scenario: 2,500-3,000 units

Under this scenario (which is largely incumbent upon market conditions), major portions of Pearlridge Shopping Center are successfully redeveloped in this timeframe.

Pearl Highlands—Growth Scenario: 500 units

This scenario represents limited redevelopment of portions of the Pearl Highlands Shopping Center and adjacent properties into multifamily housing, as envisioned by the 'Aiea-Pearl City Neighborhood TOD Plan.

Catalytic Projects

1. **Former Kamehameha Drive-in property:** Potential redevelopment of the former Kamehameha Drive-in property to a mixed-use residential and commercial development within a quarter mile of the Kalauao (Pearlridge) Transit Station.

2. **Substantial infrastructure investment and improvement are needed in:**
   - Sewer capacity upgrades;
   - Roadways and public realm (sidewalks and tree-lined streetscapes);
   - New community-serving facilities and programs.



Open views and sightlines to the water.

Focus Areas - West PUC:

Suburban Town Centers

'Aiea Town Center

INFILL | gradually with appropriate low-intensity mixed-use and residential development over time.

ENHANCE/INVEST | in façade and streetscape improvements, create a new activity center at the Sugar Mill site, and strengthen 'Aiea as a regional destination.

PRESERVE | small-town character

Ka'ahumanu Street

INFILL | low-scale residential and commercial development, in either vertical or horizontal mixes.

ENHANCE/INVEST | in Complete Streets treatments, streetscape comfort and safety, and façade and frontage upgrades.

PRESERVE | neighborhood-oriented uses.

‘Aiea Town Center and Ka‘ahumanu Street

Foster a lively small-town character and sense of place.

Vision

‘Aiea Town Center and the Ka‘ahumanu Street corridor are enhanced as neighbohood-serving community centers and anchors, primarily commercial in nature, but with more surrounding residential uses being introduced over time. The existing neighborhood character and scale should be respected, allowing low-intensity mixed uses to develop gradually. The key intersections should be beautified and enhanced as neighborhood gateways and social places. Nearby residential neighborhoods can gradually introduce middle-density housing types.



‘Aiea Town Center serving retail needs of the community.

Applicable Area Plans:

- 'Aiea-Pearl City Livable Communities Plan (special area study)



Outdoor public art at the 'Aiea Public Library.



Watercress farm sitting amid commercial development.

Focus Area Vicinity Maps: 'Aiea Town Center & Ka'ahumanu Street





**Close-ups of Fig. 2.1 Land Uses/Place Type Map, West PUC (p.42); does not show zoning*

Key Place Types for ‘Aiea Town Center and Ka‘ahumanu Street

NT-CM **Near-Town Corridor - Center Medium** (Low-medium intensity mixed use along corridors in both centers.)

NT-N **Near-Town Neighborhood** (Low intensity mixed residential surrounding neighborhood centers.)

I **Industrial** (Warehousing, logistics, and light manufacturing uses mauka of Moanalua Road; to be preserved.)

Guidance

Urban Design

Enhance identity and character. Maintain integrity of the significant view corridor of Pearl Harbor from ʻAiea Heights Drive. Retain and add new landscaping and trees, and place utilities underground wherever feasible. Visually enhance the ʻAiea Shopping Center site along ʻAiea Heights Drive and Moanalua Road. Identify locations in the community that can be converted from paved, underutilized or undeveloped sites to landscaped public open space uses. Support architectural influences and streetscapes reflective of the historic small-town character. Establish a distinctive gateway feature at one of the entrances to 'Aiea Town (such as at the top of Lower 'Aiea Heights Drive).

Ensure high-quality design. Encourage the use of exterior building materials such as wood siding and stucco which conveys a small-town atmosphere. Extensive use of materials such as plastic, steel, and glass products (except for windows or doors) should be discouraged. Encourage incorporating architectural detailing and ornamentation on building exteriors reflective of the town's agricultural history. The incorporation of such architectural detailing, especially at the ground level, would contribute to a sense of pedestrian scale as well as be visually appealing. Locate building façades close to the street.

Land Uses and Development

Establish a real center of activity in ʻAiea. Reinforce and enhance area character by encouraging civic and community uses, and ground floor activity in new development. A mixture of land uses consisting of commercial, retail, residential, and public facilities is essential toward promoting a sense of community as well as serving as the organizing hub of the neighborhood.

Prioritize and invest in biocultural restoration (Native Hawaiian loʻi kalo, loko iʻa, māla, etc.) in lower ʻAiea, to foster community health and well-being through an adaptive strategy that addresses stormwater management and groundwater recharge, and mitigates fire risk, flooding, urban heat island, and other climate change shoreline impacts, while also expanding urban greening, cultural restoration, food security, and community stewardship.

Multimodal Environment

Support a pedestrian-oriented center/corridor. Encourage projects to provide clear pedestrian-oriented connections to activities and destinations. Locate off-street parking to minimize views from streets. Enhance the intersection of Moanalua Road and ʻAiea Heights Drive to serve as the gateway to ʻAiea, with safer crossings, additional wayfinding or architectural elements, and landscaping. Provide visual dividers along sidewalk edges such as landscaping to buffer pedestrians from vehicular traffic along major streets.



Maintain significant view corridor of Pearl Harbor.

Catalytic Projects

The following are identified projects that are expected to have a notable impact on this focus area.

1. **‘Aiea Sugar Mill Site:** Fulfill plan concepts for the mill site, as envisioned by the ‘Aiea Town Center Master Plan, to include community-serving anchors, open space, and senior housing.

2. **‘Aiea Stream improvements:** Complete improvements along the banks of 'Aiea Stream as it passes through the town center.

2040 Growth Projections

Existing Dwelling Units: 500 units (400 in ‘Aiea, 100 in Ka‘ahumanu)

‘Aiea Town—Growth Scenario: 200 units

This scenario includes current senior housing units at the mill site, and assumes some infill around the town center.

Ka‘ahumanu Street—Growth Scenario: 250-500 units

This scenario allows for selected infill of commercial properties along the street with new residential and office uses.



Community-serving retail stores at the historic Waimalu Shopping Center.

Focus Areas - West PUC:

Suburban Town Centers

Upper Lehua Avenue/Lower Waimano Home Road

EVOLVE | into a true regional town center for the western PUC.

INFILL | low to midrise mixed-use development with vibrant ground floor uses.

ENHANCE/INVEST | in infrastructure improvements as needed, and façade/ streetscape improvements to enliven the corridor.

Upper Lehua Avenue/Lower Waimano Home Road

Revitalize upper Lehua Avenue to lower Waimano Home Road, to realize a true main street for Pearl City.

Vision

The community will realize a long-expressed desire to enliven the primary corridor in Pearl City of lower Waimano Home Road to upper Lehua Avenue, stretching mauka-makai on either side of the H-1 freeway. Through development and improvements, the lower portion of Waimano Home Road, and (especially) the upper portion of Lehua Avenue will build on the walkable mixed-use places envisioned around the nearby Waiawa (Pearl Highlands) TOD station, at a smaller neighborhood scale.

This historic area will reach its potential to become a true regional town center for the western edge of the PUC; a modestly urban place with a quality public realm anchored by transit. The lower Waimano Home Road/upper Lehua Avenue corridor and the crossing of Kamehameha Highway will become more active and inviting by evolving into a slightly denser and walkable mixed-use place, with low and mid-rise building forms, and engaging street-facing façades.



Mid-rise residential building.

Applicable Area Plans or Special Districts:

- Aiea-Pearl City Livable Communities Plan (special area study)



Community serving grocery store.

Focus Area Vicinity Map: Lower Lehua / Lower Waimano Home Road



**Close-ups of Fig. 2.1 Land Uses/Place Type Map, West PUC (p.42); does not show zoning*

Key Place Types for Lehua Ave/Waimano Home Road (Pearl City)

- **T-C** **Town Corridor - Center** (Medium intensity mixed use along the corridor and at the regional shopping center.)
- **NT-CM** **Near-Town Corridor** (Low-medium intensity mixed use along Lehua Avenue, makai of the H-1 Freeway.)
- **TN-L** **Town Neighborhood Low** (low-rise residential surrounding the corridor.)
- **TN-M** **Town Neighborhood Medium** (mid-rise attached and detached residential surrounding the corridor.)

Guidance

Urban Design

Continue to reinforce a pleasant streetscape. Encourage building frontages to be placed within a short distance of the front property line to lend a comfortable pedestrian feel. Support projects with high-quality ground floors and consolidate surface parking behind buildings.

Seek to improve the public realm. Improve the comfort and safety of crossing under H-1. Consider activating the vacant corner of Lehua Avenue and the Pearl Harbor Bike Trail and keep the area free from debris.

Land Uses and Development

Promote medium-intensity mixed-use infill along the corridor. Larger buildings may be appropriate if affordable housing is maximized. Invest in the built environment through public and private cooperative improvements.

Fill vacant storefronts. Activate vacant frontages with interim uses, such as short-term "pop-up" shops or activities, and work to locate new long-term tenants.

Multimodal Environment

Invest in the corridor. Continue narrowing Lehua Street and enhancing multimodal facilities. Add landscaping and complete the tree canopy of Waimano Home Road. Pursue signal improvements at the intersection of Lehua Avenue and Kamehameha Highway. Monitor crash frequencies at the intersection with Kamehameha Highway, and install safety interventions.



An overhead bridge that promotes travelling on foot.

Additional Actions:

Mid-term action:

Plan for new community facilities on Lehua Avenue such as a senior recreation center, swimming pool, or resilience hub. Look for opportunities to aquire or partner with the Navy on underutilized areas that can be developed for community purposes.

Catalytic Projects

1. **Hale Laulima Rehab:** Long-term renovation of HPHA Housing along Hoʻomalu Street.
2. **Consider a Green Street or linear park along Waimano Home Road:** Seek to soften the corridor's auto-orientation by adding street trees, widening sidewalks, adding a median, or by converting a lane into a linear open space between Kamehameha Highway and Moanalua Road.
3. **Infrastructure improvements:** Extend sewer and mobility infrastructure upgrades from the adjacent rail station district into this focus area.

2040 Growth Projections

Existing Dwelling Units: 750 Units

Growth Scenario: 750-1,250 units

This estimate is slightly higher than current market-constrained projections, taking into account the catalyzing impact of developments and investments in the adjacent Pearl Highlands Rail Station Area. This growth would be expected to occur in the 2030-2040 timeframe.



Maintain the Pearl Harbor Bike Trail.

FUTURE PLANS RECOMMENDATIONS: Developing these planning tools provide specific guidance for areas expected to experience varying levels of growth and change.

A. Recommended Special Area Plans

Develop additional plans akin to TOD Neighborhood Plans (such as Specific or Corridor Plans) for areas of major focused growth areas that do not have recent plans:

- South King & Beretania Streets
- Waikīkī (to be pursued in tandem with an Area Adaptation Plan)
- TOD plan expansion along North King Street (from Liliha Street to Kalihi Street)

B. Recommended Corridor Improvement Plans

Prioritize Special Area Planning efforts in areas outside of TOD likely to experience moderate growth, not exposed to sea level rise, and in need of enhancement.

- Pearl City (Complete Streets on Waimano Home Road and Lehua Street)
- North School and North King Streets Makiki (Complete Streets on Wilder)
- Mo'ili'ili (Complete Streets on Date
- McCully Street and surrounding area
- Liliha Street /Nu'unanu Avenue
- Kapahulu Avenue
- Wai`alae Avenue in Kaimukī

C. Recommended Coastal Hazards Planning

Prioritize Area Adaptation Planning to include any combination of: drainage planning, infrastructure planning, or design guidelines, in areas already experiencing (or projected to experience) heightened coastal hazards due to climate induced sea level rise or flooding.

Near Term
- Waikīkī
- Iwilei-Kapālama
- Māpunapuna/Kalihi Kai

Medium Term
- Ala Moana/Kaka'ako
- Pearl City-'Aiea Shoreline

Longer Term
- McCully-Mōili'ili
- Wai'alae-Kāhala Shoreline