

# **HONOLULU HIGH-CAPACITY TRANSIT CORRIDOR PROJECT**

## **FTA Supplemental Land Use Information and Supporting Documentation Template Executive Summary**

**May 2009**

**Prepared for:  
City and County of Honolulu  
and  
Federal Transit Administration**

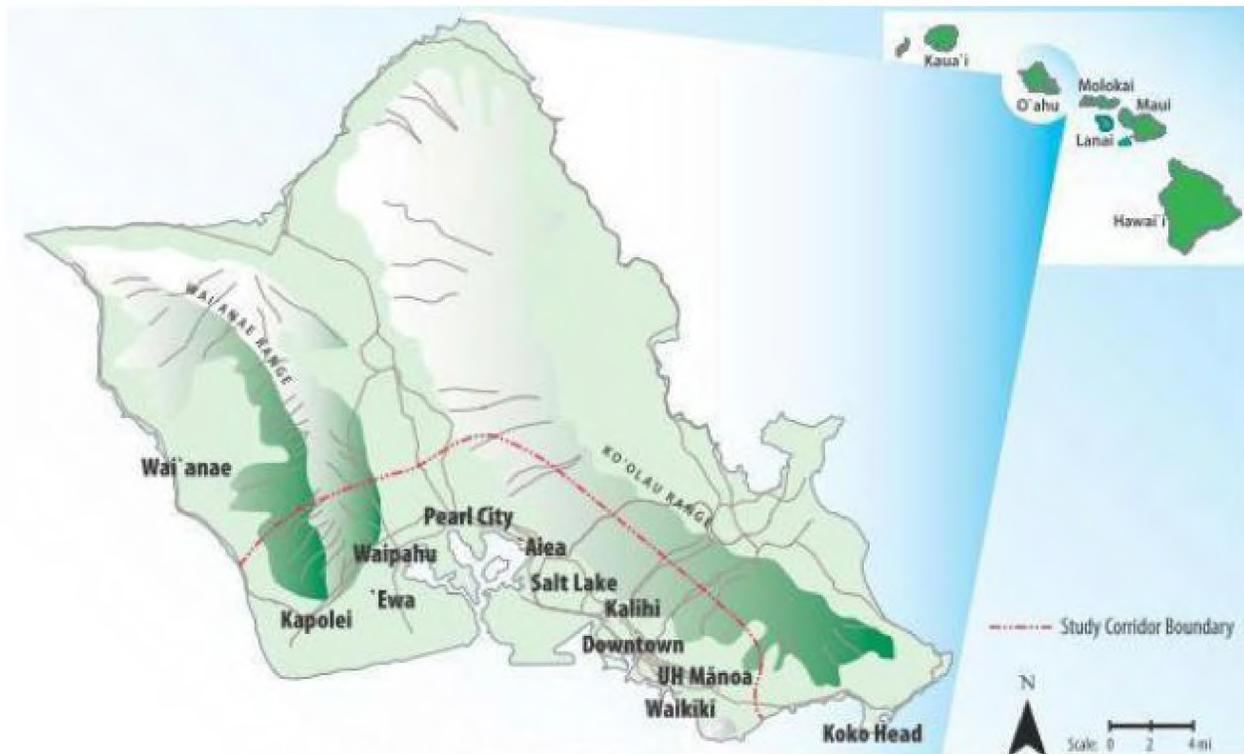
**Prepared by:  
Parsons Brinckerhoff**

# SUPPLEMENTAL LAND USE INFORMATION AND SUPPORTING DOCUMENTATION TEMPLATE

## Executive Summary

### I. Project Description

The purpose of the Honolulu High-Capacity Transit Corridor Project is to provide high-capacity rapid transit in the highly congested east-west transportation corridor between Kapolei and Waikīkī as specified in the *O'ahu Regional Transportation Plan 2030 (ORTP)* (O'ahuMPO, 2006) as shown in Figure S-1. On November 4, 2008, a majority of O'ahu voters approved a City Charter amendment (City and County of Honolulu, 2009b) that authorized the City and County of Honolulu Department of Transportation Services Rapid Transit Division (RTD) to plan, operate, and maintain a steel-wheel-on-steel-rail transit system on the island in accordance with the general plan and development plans. Immediately following, on January 28, 2009, the Honolulu City Council voted and selected the Airport Alignment (City and County of Honolulu, 2009a) for the Project.



**Figure S-1: Honolulu High Capacity Transit Corridor Project Vicinity**

The Project extends 20-miles from East Kapolei to Ala Moana Center with 21 associated stations as shown in Figure S-2. The majority of the guideway would be elevated, with the exception of 3,700 linear feet (0.7 mile) that is at-grade at the Leeward Community College (Leeward CC) Station along Farrington Highway.

The City anticipates raising approximately \$4.1 billion through a surcharge to the general excise tax through 2022 to supplement federal funding for the rail project. As evidenced in community-based plans throughout the island and along the Airport Alignment, residents' desire for smart growth land use development on the Island of O'ahu is a major factor generating project support.

## EXECUTIVE SUMMARY (Continued)

### II. Summary of Demographic Information

The total population of the Metropolitan Area in 2007, which is the Island of O‘ahu and Honolulu County, is approximately 929,000. Total employment in 2007 is close to 532,000. Nearly 590,000 people, more than half of the total population, are located in the study corridor.

As calculated within a one-mile radius of the stations, per Appendix A of the July 2008 U.S. Department of Transportation, Federal Transit Administration *Reporting Instructions for the Section 5309 New Starts Criteria*:

- Five stations have a 2007 population density of over 15,000 persons per square mile —Kalihi, Iwilei, Chinatown, Downtown, and Ala Moana Center.
- Five stations have a 2007 population density between 8,000 and 15,000 persons per square mile— West Loch, Pearlridge, Kapālama, Civic Center, and Kaka‘ako.
- The Chinatown Station has the highest 2007 population density of over 21,000 persons per square mile.
- Five stations have a 2007 employment density of over 30,000 persons per square mile – Chinatown, Downtown, Civic Center, Kaka‘ako, and Ala Moana Center.
- The Downtown Station has the highest employment density with almost 90,500 persons per square mile, followed by the Chinatown Station with almost 68,500 persons per square mile.

Relatively large areas within the study corridor are transit-dependent because they contain a large number of households without cars relative to other parts of O‘ahu. A corridor-wide on-board transit survey conducted in December 2006 and January 2007 showed:

- 65 percent of bus riders are transit dependent
- 29 percent of bus riders have use of a personal vehicle
- 6 percent did not answer the question

### III. Existing Land Use

Existing land use in the East Kapolei to Ala Moana Center fixed guideway corridor is currently transit supportive or has the potential to develop around transit. The narrow, geographically constrained corridor, where most of O‘ahu’s residents live and work, is currently served by the island’s existing major transportation facilities. Most of the corridor is developed from Waipahu to Waikīkī .

The highest density developments, such as office, retail, government, residential, and hotel towers, are located between Downtown Honolulu and Ala Moana Center. Major redevelopment and construction to even higher densities are occurring in this area. Between the western area of ‘Aiea heading east toward Honolulu Harbor is an area with a mix of military and federal uses to industrial and residential uses. The lowest density development in the project corridor, such as single-family detached housing, low-rise office parks, free-standing shopping centers, and retail stores, is located farther west in Pearl City and Waipahu. Even farther west, the land uses and zoning in ‘Ewa and Kapolei, immediately adjacent to the transit guideway, are either vacant or agricultural land with some low residential density and retail developments at greater distances from the proposed alignment.

The existing rates of growth, market acceptance of increased densities, scarce developable land in central Honolulu, and increasing land prices are trends that support a successful transit project. On the island of

## EXECUTIVE SUMMARY (Continued)

O‘ahu, steep topography to the north limits the availability of developable land in the area of the island that would be directly served by the proposed transit project.

*Most stations are pedestrian friendly and fully accessible.*

Most proposed station sites are to be located in already urbanized areas that are pedestrian friendly and fully accessible. Sidewalks exist at most of the station sites in the urbanized areas of the transit corridor. The sidewalks in central Honolulu have curb ramps to increase accessibility. In the near future, new TOD zoning will require pedestrian facilities to connect the station with adjacent mixed-use developments. Such facilities already are planned as part of new developments near the station sites at the University of Hawai‘i West O‘ahu and at Ala Moana Center.

*Substantial existing trip generators are in the East Kapolei to Ala Moana Center corridor:*

Current population and employment densities and other trip generators in the corridor are sufficient to support a major transportation investment. Some of them are:

- Leeward Community College (5,700 students)
- Pearl Highlands Center (retail center with over half a million square feet)
- Pearlridge Center (retail and commercial complex with over 1.25 million square feet)
- Aloha Stadium (50,000 seats)
- Pearl Harbor Naval Base Visitors Center (about 1.6 million people visit Pearl Harbor Naval Base and the memorials per year)
- Honolulu International Airport (provides nearly 8,000 jobs and serves over 21 million people a year)
- Honolulu Community College (4,200 students)
- Chinatown (population density of over 21,000 p/sm)
- Downtown Financial District (highest employment density in corridor, 8 million square feet of office space)
- Government center offices (over 3.5 million square feet of office space)
- Kaka‘ako (redeveloping area between downtown and Ala Moana Center)
- Neal S. Blaisdell Center (arena and concert hall)
- Ward Centers (retail within Kaka‘ako)
- Ala Moana Center (1.8 million square feet, the largest shopping facility in Hawai‘i)



**Downtown Honolulu**



**Neal S. Blaisdell Center Arena**

## EXECUTIVE SUMMARY (Continued)

*The pace and size of office space development in the central areas of Honolulu remain strong.*

Land values in downtown Honolulu are high. In the financial district the assessed value of land only (no building) is approximately \$275 per square foot (sq. ft.) or \$12 million/acre. In adjacent Chinatown, the average is approximately \$175/sq. ft. or \$7.6 million/acre. Within the urban core, prices along the transit alignment are not much lower from those values. Sale prices vary widely depending on improvements present. For example, in 2004, a downtown 0.6 acre parcel, with a class “A” 25-story office building on it, sold for over \$112 million.

According to Colliers, Monroe, Friedlander, Hawai‘i’s largest commercial real estate firm, over 11,400,000 square feet of office space was located in the Honolulu central business district and the immediate areas east (i.e., Kaka‘ako/Kapi‘olani/King areas) at the end of the third quarter in 2008 (Colliers, 2008). This amount represents 73 percent of the office floor area on O‘ahu. Vacancy rates in these two areas are 9.77 percent and 5.01 percent respectively; O‘ahu’s average vacancy rate is 8.30 percent. Rents range between \$1.47 and \$1.73/square foot/month. (<http://www.colliers.com/Markets/Honolulu/>)

*The cost of parking in the central business district is high and increasing.*

At the same time that office space grows and vacancy drops, parking rates in the central business district (CBD) continue to increase. Median daily parking rates for Downtown Honolulu, within the Central Business District (CBD), are the highest in the U.S., while monthly parking rates are the ninth-most expensive in the U.S. (Colliers, 2008). The availability of parking in Downtown is limited and garages have an average waiting list of three months for monthly parking.

Parking rates, currently at \$44 a day in the financial district, are the highest in the nation. In addition, redevelopment in nearby communities, such as Kaka‘ako, has decreased the availability of relatively inexpensive parking near the CBD. Parking is also scarce in Waikīkī near the east end of fixed guideway. As a result of parking costs, many office workers are looking to mass transit alternatives to driving and parking.

### IV. Transit-Supportive Plans and Policies

Current planning policies are based on transit supportive principles that are intended to channel smart growth development into targeted areas and prevent development in conservation and primary agricultural areas. These policies will continue to be enforced by zoning and contribute to the success of the transit investment.



**O‘ahu Development and Sustainable Communities Plan Areas**

Adopted and enforceable growth management and land conservation policies at the State and local government levels are in place and support development in the transit corridor. Existing and projected densities and market trends in the region and corridor are the result of implementation of these policies.

The 1992 O‘ahu General Plan (City and County of Honolulu DPP, 1977), updated in 2006, and eight regional plans guide population and land use growth, as well as development, as mandated by City Charter. The O‘ahu General Plan provides a statement of the long-range objectives and policies for the general welfare,

## EXECUTIVE SUMMARY (Continued)

together with the City Charter, provides direction for the future development on O‘ahu and clearly articulates transit supportive development objectives and policies for the corridor. Regional plans, which include two development plans and six sustainable communities’ plans, encompass the entire island of O‘ahu.

Future development in the corridor is guided by “community” level comprehensive plans. As part of the City’s overall strategy to maintain a compact urban core, most of the projected growth is directed to the Primary Urban Center development plan area, which extends from Kāhala to Pearl City (City and County of Honolulu DPP, 2004c), and the ‘Ewa development plan area (City and County of Honolulu DPP, 2000). Sustainable Communities Plans for Central O‘ahu, East Honolulu, and other parts of the island focus on maintaining the character of these communities and preserving their significant natural, cultural, and scenic resources.

The Primary Urban Center and ‘Ewa Development Plans identify urban growth boundaries and incorporate smart growth policies to support transit. The Primary Urban Center Development Plan, for example, concentrates development close to established activity centers served by regional transit. For example, the plans’ emphasis on revitalization of older neighborhoods and shopping centers in the ‘Aiea, Pearl Harbor and Pearl City Town Centers with pedestrian-oriented and mixed use development is fully compatible with transit service to stations in these locations.

*Recent developments in Honolulu have demonstrated an increasing trend toward “Smart Growth” development under current zoning.*

Zoning is a key implementing tool to turn land use planning policies into development, and as such is used to implement the comprehensive plans. A new TOD Ordinance recently signed by the Mayor of Honolulu requires the development of neighborhood TOD plans which will recommend zoning regulation for each individual station along the alignment (City and County of Honolulu DPP, 2009f).

Several recent and planned developments near proposed station locations in the corridor have established a strong trend toward transit oriented design in response to market demand and policies adopted by the City and County of Honolulu Department of Planning and Permitting (DPP) and the Hawai‘i Community Development Authority (HCDA). These projects include multi-use buildings, higher densities, pedestrian-friendly streets, and infill development. Projects, such as Ward Village and Keola La‘i, as well as, other developments, such as the future Ho‘opili development in West O‘ahu, will benefit from the new TOD Ordinance. A few examples of high density and TOD developments are highlighted below:

**EXECUTIVE SUMMARY (Continued)**

<b>Projects in the East Kapolei to Ala Moana Center Fixed Guideway Corridor</b>		
<p><b>Keola La'i</b></p>		<p>A new 44-story, 352-unit building with retail space on the ground floor is located within one block of a proposed transit station on a parcel previously used as a parking lot (HCDA, 2009d).</p>
<p><b>Halekauwila Place</b></p>		<p>This affordable housing complex is proposed for Halekauwila Street adjacent to a planned transit station, includes a 18-story tower with street level commercial development. The mixed-use residential building will be close to the proposed Civic Center Rail Station (MVE Pacific, 2008).</p>
<p><b>Ward Avenue Commercial Area</b></p>		<p>Within Kaka'ako, the Ward Avenue neighborhood has been transitioning from industrial to mixed-use residential-commercial. The first of these developments was the Ward Entertainment Center, completed in 2001. The entire area will be within one-half-mile of a transit station. New developments incorporate pedestrian-friendly street fronts, mixed-uses, and many additional TOD features. (HCDA, 2009j)</p>

## EXECUTIVE SUMMARY (Continued)

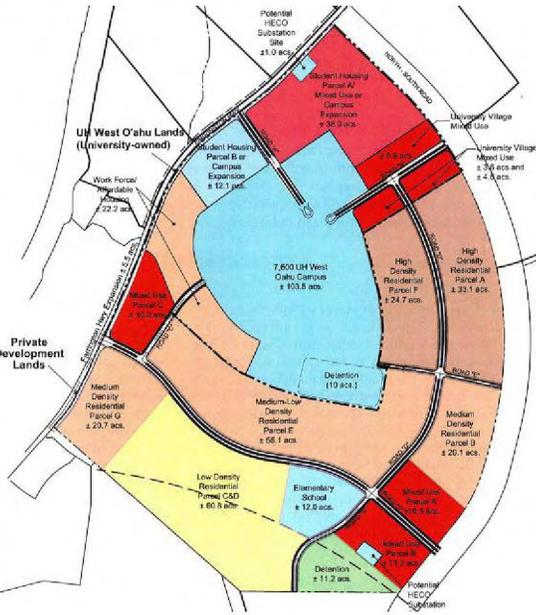
<b>Projects in the East Kapolei to Ala Moana Center Fixed Guideway Corridor</b>		
<b>The Vanguard Lofts</b>		<p>Within the Kaka’ako District, the Vanguard Lofts is continuing construction work for a 35 residential unit with 100 parking spaces. This includes commercial retail use on the ground floor. (HCDA, 2009h)</p>
<b>Hokua Tower</b>		<p>Located near the Ward Avenue commercial area, Hokua Tower includes a 41-story tower with 248 luxury condominiums and ground floor commercial space. The development replaces several gas stations and two low-rise office buildings. Five similar condominium towers are located within this one block, with a total of over 1,700 residential units (HCDA, 2009a).</p>
<b>Ward Village Development</b>		<p>Adjacent to the Hokua Tower and still under construction is an 18-story, 175-unit apartment building that is part of the Ward Village development. The development will include 224,000 square feet of retail space on two levels and incorporate TOD design. Base zoning modifications approved by the HCDA to promote a mixed-use urban village design included additional building height to 220 feet; encroachments into the view corridor setbacks; and a reduced front yard (HCDA, 2009k).</p>

## EXECUTIVE SUMMARY (Continued)

*TOD will be further encouraged by new land use ordinance policies.*

The new TOD Ordinance will encourage future developments in stations to incorporate more TOD elements. Plans for the Ho‘opili and UH West O‘ahu projects at the western end of the Project have begun and will include elements of TOD. The Waipahu Neighborhood TOD Plan Draft was recently completed in March 2009 (City and County of Honolulu DPP, 2009e).

### Planned Projects Incorporating TOD neighborhoods in the East Kapolei to Ala Moana Center Fixed Guideway Corridor

<b>Ho‘opili</b>		<p>D.R. Horton plans to build a mixed-use TOD within a one quarter-mile radius of two proposed stations with residential densities of up to 50 dwelling units per acre (50 DU/acre). These higher density mixed-use districts would include commercial, office space, and higher density live/work residential units or residential use above ground floor businesses. Within a one half-mile radius of these TOD areas would be a business park, public schools, mini-parks and open space.</p> <p>The Ho‘opili master plan envisions a connected and sustainable community of 10,000 to 15,000 dwellings in the 1,554-acre area. The plan features “traditional neighborhood design” with a grid street pattern and neighborhood facilities. As a result, residents would be able to walk, bike, or take public transportation to area shops, restaurants, schools, parks, and jobs.</p>
<b>UH West O‘ahu</b>		<p>The site of the new UHWO campus is located near two proposed transit stations, on the west side of North-South Road across from the proposed Ho‘opili development by D.R. Horton. In addition to the college campus, the proposed development on UH West O‘ahu lands includes over 4,000 residential units, over 800,000 square feet of commercial floor space, and a number of administrative and classroom buildings in the 500-acre development area. Currently, maximum residential density is 19 DU/acre; however, UH West O‘ahu has indicated a willingness to increase the density in the vicinity of transit stations (University of Hawai‘i West O‘ahu, 2007).</p>

## EXECUTIVE SUMMARY (Continued)

### V. Performance and Impacts of Land Use Policies

Honolulu's transit supportive development policies are working. Transit supportive housing and employment development is already under construction, or has been completed, around the Project. Major retail (i.e., a 200,000 square foot Nordstrom outlet department store), housing and office expansion are complete while on-going development, such as the Vanguard Lofts, continues in the corridor between downtown Honolulu and Ala Moana Center.

The downtown and Kaka'ako area is experiencing an in-fill building boom as evidenced by over 10 high-rise condominium and apartment buildings finished or started in the five year period starting in 2004. A number of new commercial buildings have also gone up along with the new University of Hawai'i at Manoa John A. Burns School of Medicine (HCDA, 2009i). Underutilized parcels in this area that are large and zoned for high-density development are now at a premium, and a large number of those left are controlled by a single land owner, Kamehameha Schools and part of the Kaiāulu 'o Kaka'ako Master Plan, (HCDA, 2008). As this central area builds out there will be growing pressure in the future to redevelop portions of Kalihi farther west, especially near the stations.

On the west end of the corridor, the "Second City" of Kapolei and communities in the 'Ewa Plain continue to grow with planned developments such as Ho'opili and the new campus of the University of Hawai'i West O'ahu shown above. Most of the land suitable for development is located in 'Ewa and Kapolei. Major commercial and residential developments have been completed in the central Honolulu area, such as large in-fill projects in Kaka'ako (HCDA, 2005a) like Moana Pacific (HCDA, 2009e) and Keola La'i (HCDA, 2009d). Growth in most other areas of the island outside of the project corridor is slow, as planned.

The overall regional effect of the transit line to attract even more development interest to the 20-mile corridor is expected as regional planning and market conditions support such transit supportive development.

### VI. Other Land Use Considerations

The project corridor is physically perfect for a high capacity transit investment. The unique topography of the corridor is a narrow and high-density corridor between the mountains and the Pacific Ocean on the southern shore of O'ahu.

Tourist generated transit ridership will add to resident ridership since the corridor provides access to major destinations of cultural and historic interest. Visitors to O'ahu represent a large transit ridership opportunity. The corridor includes tourist destinations such as; Aloha Stadium, the Arizona Memorial close to Pearl Harbor Naval Base, the main cruise ship terminals, major historic sites and museums, and the largest retail center in Hawai'i. Finally, since the elevated guideway will afford spectacular views of O'ahu, the opportunity to tap the tourist market as riders is potentially strong.

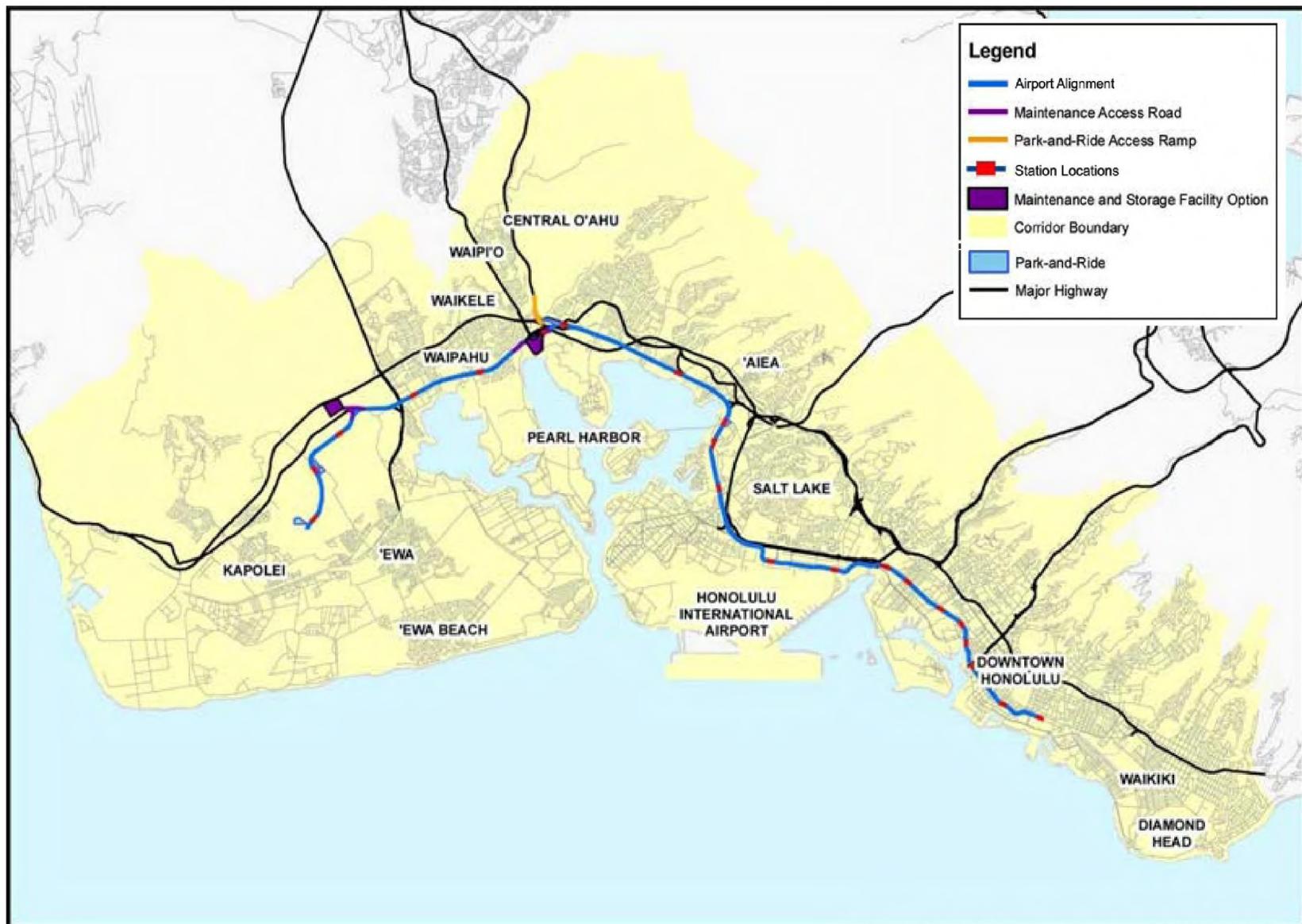


Figure S-2: Study Corridor and Alignment

# **HONOLULU HIGH-CAPACITY TRANSIT CORRIDOR PROJECT**

## Supplemental Land Use Information and Supporting Documentation Template

May 2009

Prepared for:  
City and County of Honolulu  
and  
Federal Transit Administration

Prepared by:  
Parsons Brinckerhoff

# Supplemental Land Use Information and Supporting Documentation Template

## Table of Contents

1. EXISTING LAND USE.....	1
Existing corridor and station area development (population, employment, high-trip generators).....	1
Existing station area development .....	5
Existing station area development character .....	11
The ‘Ewa Plain—Stations 1 through 3 .....	11
Station 1: East Kapolei .....	13
Station 2: UH West O‘ahu .....	14
Station 3: Ho‘opili .....	15
Waipahu to Aloha Stadium—Stations 4 through 9 .....	16
Station 4: West Loch .....	17
Station 5: Waipahu Transit Center .....	18
Station 6: Leeward Community College.....	19
Station 7: Pearl Highlands.....	20
Station 8: PearlrIDGE .....	21
Station 9: Aloha Stadium .....	22
Pearl Harbor Naval Base to Lagoon Drive—Stations 10 through 12 .....	23
Station 10: Pearl Harbor Naval Base .....	24
Station 11: Honolulu International Airport .....	25
Station 12: Lagoon Drive .....	26
Middle Street to Ala Moana Center—Stations 13 through 21 .....	27
Station 13: Middle Street Transit Center .....	28
Station 14: Kālihi .....	29
Station 15: Kapālama.....	30
Station 16: Iwilei .....	31
Station 17: Chinatown .....	32
Station 18: Downtown .....	33
Station 19: Civic Center.....	34
Station 20: Kaka‘ako .....	35
Station 21: Ala Moana Center .....	37
Existing station area pedestrian facilities, including access for persons with disabilities .....	38
Existing corridor and station area parking supply .....	39
2. TRANSIT SUPPORTIVE PLANS AND POLICIES .....	42
a. Growth Management .....	42
Concentration of development around established activity centers and regional transit .....	42
Land conservation and management.....	44
b. Transit Supportive Corridor Policies .....	46
Plans and policies to increase corridor and station area development .....	46
Plans and policies to enhance transit-friendly character of station area development .....	52
Plans to develop pedestrian facilities, including facilities and enhance disabled access .....	56
Parking policies (allowances for reductions in parking requirements and traffic mitigation requirements for development near stations, plans for park-and-ride lots, parking management) .....	59

c.	Supportive Zoning Regulations Near Transit Stations.....	60
	Zoning ordinances support increased development density in transit station areas.....	60
	Zoning ordinances that enhance transit-oriented character of station area development and pedestrian access .....	61
	Zoning allowances for reduced parking .....	61
d.	Tools to Implement Land Use Policies .....	62
	Outreach to government agencies and the community in support of land use planning .....	62
	Regulatory and financial incentives to promote transit supportive development .....	65
	Efforts to engage the development community in station-area planning and transit-supportive development .....	65
	Outreach to government agencies and the community in support of land use planning .....	65
3.	PERFORMANCE AND IMPACTS OF LAND USE POLICIES .....	66
a.	Performance of Land Use Policies.....	66
	Demonstrated cases of developments affected by transit supportive policies .....	66
	Station area development proposals and status.....	67
b.	Potential Impact of Transit Project on Regional Land Use .....	69
	Adaptability of station area land for development .....	69
	Corridor economic environment .....	69
4.	OTHER LAND USE CONSIDERATIONS (OPTIONAL).....	71
	Otherwise unidentified circumstances, conditions, or constraints under which the transit agency operates and which influence local and regional land use policies, plans, and implementation .....	71

**BIBLIOGRAPHY: SUPPORTING DOCUMENTATION REFERENCE LIST**

**APPENDIX A: MAPS**

**List of Tables**

Table 1.	2007 Summary of Qualitative Factors .....	2
Table 2.	Station Cluster Socioeconomic Statistical Summary .....	3
Table 3.	Stations by Number.....	5
Table 4.	Parking Supply in the Central Business District.....	40
Table 5.	Parking Standards .....	41
Table 6.	Maximum Floor Area Ratio in Zoning Areas.....	60

**List of Figures**

Figure 1.	Study Corridor.....	1
Figure 2.	East Kapolei to Ala Moana Center Fixed Guideway Alignment and Stations—East Kapolei to Waipahu Transit Center .....	6
Figure 3.	East Kapolei to Ala Moana Center Fixed Guideway Alignment and Stations—Pearl City to Pearl Harbor Naval Base.....	7
Figure 4.	East Kapolei to Ala Moana Center Fixed Guideway Alignment and Stations—Honolulu International Airport to Ala Moana Center .....	8
Figure 5.	Central Business District.....	9
Figure 6.	Kaka‘ako Development Area .....	10

Figure 7. U.H. West O‘ahu Master Plan Land Use Map .....	11
Figure 8. East Kapolei Station Land Use Map .....	13
Figure 9. East Kapolei Station Zoning Map .....	13
Figure 10. UH West O‘ahu Station Land Use Map .....	14
Figure 11. East Kapolei Station Zoning Map .....	14
Figure 12. Ho‘opili Station Land Use Map .....	15
Figure 13. Ho‘opili Station Zoning Map .....	15
Figure 14. West Loch Station Land Use Map .....	17
Figure 15. West Loch Station Zoning Map .....	17
Figure 16. Waipahu Transit Center Station Land Use Map .....	18
Figure 17. Waipahu Transit Center Station Zoning Map .....	18
Figure 18. Leeward Community College Station Land Use Map .....	19
Figure 19. Leeward Community College Station Zoning Map .....	19
Figure 20. Pearl Highlands Station Land Use Map .....	20
Figure 21. Pearl Highlands Station Zoning Map .....	20
Figure 22. Pearlridge Station Land Use Map .....	21
Figure 23. Pearlridge Station Zoning Map .....	21
Figure 24. Aloha Stadium Station Land Use Map .....	22
Figure 25. Aloha Stadium Station Zoning Map .....	22
Figure 26. Pearl Harbor Naval Base Station Land Use Map .....	24
Figure 27. Pearl Harbor Naval Base Station Zoning Map .....	24
Figure 28. Honolulu International Airport Station Land Use Map .....	25
Figure 29. Honolulu International Airport Station Zoning Map .....	25
Figure 30. Lagoon Drive Station Land Use Map .....	26
Figure 31. Lagoon Drive Station Zoning Map .....	26
Figure 32. Middle Street Transit Center Station Land Use Map .....	28
Figure 33. Middle Street Transit Center Station Zoning Map .....	28
Figure 34. Kalihi Station Land Use Map .....	29
Figure 35. Kalihi Station Zoning Map .....	29
Figure 36. Kapālama Station Land Use Map .....	30
Figure 37. Kapālama Station Zoning Map .....	30
Figure 38. Iwilei Station Land Use Map .....	31
Figure 39. Iwilei Station Zoning Map .....	31
Figure 40. Chinatown Station Land Use Map .....	32
Figure 41. Chinatown Station Zoning Map .....	32
Figure 42. Downtown Station Land Use Map .....	33
Figure 43. Downtown Station Zoning Map .....	33
Figure 44. Civic Center Station Land Use Map .....	34
Figure 45. Civic Center Station Zoning Map .....	34
Figure 46. Keola La‘i .....	35
Figure 47. Ward Village Development .....	35
Figure 48. Kaka‘ako Station Land Use Map .....	36
Figure 49. Kaka‘ako Station Zoning Map .....	36
Figure 50. Ala Moana Center Station Land Use Map .....	37
Figure 51. Ala Moana Center Station Zoning Map .....	37
Figure 52. Moana Pacific .....	38
Figure 53. Curb Ramp Request Form .....	38
Figure 54. Ongoing Planning for Pedestrian Access Around Ala Moana Center .....	39
Figure 55: O‘ahu Development and Sustainable Communities Plan Areas .....	42
Figure 56. PUC Development Plan, Central Land Use Map .....	43

Figure 57. ʻEwa Development Plan, Urban Land Use Map .....	44
Figure 58. Central Oʻahu Sustainable Communities Plan, Open Space Map .....	45
Figure 59. Waipahu Livable Communities Integrated Transportation Plan .....	47
Figure 60. Leokū Station TOD.....	48
Figure 61. Mokuola Station TOD.....	48
Figure 62. ʻAiea-Pearl City Livable Communities Plan.....	49
Figure 63. Kalihi-Palama Action Plan Area .....	50
	<b>Figure 64. Kakaʻako Community</b>
Development Districts .....	51
Figure 65. ʻAiea-Pearl City Livable Communities Plan.....	52
Figure 66. Waipahu Livable Communities Initiative .....	53
Figure 67. Chinatown District Map.....	53
Figure 68. Hawaiʻi Capital Special District Map.....	54
Figure 69. Kakaʻako Mauka Area Planning District .....	55
Figure 70. The Vanguard Lofts .....	55
Figure 71. Waipahu Neighborhood TOD Plan Draft.....	57
Figure 72. OR&L Railroad System and Pearl Harbor Historic Trail .....	58
Figure 73. Community Update Meeting .....	63
Figure 74. University of Hawaiʻi .....	66
Figure 75. Wal-Mart Pedestrian-Friendly Street Front on Keʻeaumoku Street .....	67
<b>Error! Reference source not found.</b> Street .....	67
Figure 76. D.R. Horton Hoʻopili Site Plan .....	68
Figure 77. Aloha Stadium .....	73
Figure 78. Ala Moana Center’s Planned Expansion Illustrating the Integration of Transit Station Planning (slide from a public information meeting).....	73

# Supplemental Land Use Information and Supporting Documentation Template

Information Requested	Documentation Supporting Land Use Criterion
<b>1. EXISTING LAND USE</b>	
<p><i>Existing corridor and station area development (population, employment, high trip generators)</i></p>	<p>As shown in Figure 1, the Honolulu High-Capacity Transit Corridor Project is within a topographically constrained area on the Island of O‘ahu. It encompasses an approximate land area of 151 square miles and is defined to the south by the O‘ahu coast line (makai—toward the sea), to the north by the Wai‘anae and Ko‘olau Mountain Ranges (mauka—toward the mountains), and stretches about 23 miles between Kapolei in West O‘ahu and the University of Hawai‘i (UH) at Mānoa in the east. The Airport Alignment’s western most (‘Ewa side) terminus in East Kapolei will be located on North-South Road adjacent to the future Kroc Community Center (The Salvation Army Ray and Joan Kroc Corps Community Center, 2007). The eastern-most (Koko Head side) terminus will be Ala Moana Center (Ala Moana Shopping Center) located at the largest retail complex in Hawai‘i on Ala Moana Boulevard between Pi‘ikoi Street and Atkinson Drive, which is between Downtown Honolulu and Waikiki. The study area is densely developed and rapidly growing. In 2007, the Project corridor had a population of 589,600.</p> <div style="text-align: right; margin-top: 20px;">  <p style="text-align: center;"><b>Figure 1. Study Corridor</b></p> </div> <p>The 2007 study corridor population of about 589,600 is projected to increase 30 percent to more than 764,600 in 2030. Per square mile, the 2007 average population density was nearly 3,900 people in the study corridor. In 2030, there will be nearly 5,100 people per square mile.</p>

Information Requested	Documentation Supporting Land Use Criterion								
1. EXISTING LAND USE	<p>The 2007 study corridor employment of more than 434,800 is projected to increase more than 20 percent to almost 525,000 in 2030. Per square mile, the 2007 average employment density was nearly 2,900 jobs in the study corridor. In 2030, there will be nearly 3,500 jobs per square mile.</p> <p style="text-align: center;"><b>Table 1. 2007 Summary of Qualitative Factors</b></p> <table border="1" data-bbox="443 448 1386 620"> <thead> <tr> <th data-bbox="443 448 756 523">Total Population and Employment on O'ahu</th> <th data-bbox="756 448 1068 523">Population Density per Square Mile</th> <th data-bbox="1068 448 1386 523">Employment Density per Square Mile</th> </tr> </thead> <tbody> <tr> <td data-bbox="443 523 756 562">Population: 929,000</td> <td data-bbox="756 523 1068 620" rowspan="2">Study Corridor: 3,900</td> <td data-bbox="1068 523 1386 562">Study Corridor: 2,900</td> </tr> <tr> <td data-bbox="443 562 756 620">Employment: 532,000</td> <td data-bbox="1068 562 1386 620">CBD: 119,000</td> </tr> </tbody> </table> <p data-bbox="443 620 1013 674"><i>Source: The FTA Land Use Quantitative Template for The Project</i> *rounded to the nearest hundred</p> <p>The total area within one-half mile of the 21 stations is approximately 13 square miles. The housing units, population, and employment in this area are discussed in general below. Details for each station are provided in the Land Use (Quantitative) Template and calculated per Appendix A of the July 2008 <i>Reporting Instructions for the Section 5309 New Starts Criteria</i>.</p> <ul data-bbox="399 892 1430 1927" style="list-style-type: none"> <li>• In 2007, there were more than 35,700 housing units within one-half mile of the 21 stations, which are projected to nearly double by 2030 to approximately 63,700 housing units. In 2007, the greatest density was 10,800 units per square mile around Ala Moana Center, and the average density around the 18 urbanized stations was 3,500 units per square mile. In 2030, the greatest housing unit density is projected to be over 22,000 units per square mile around the Civic Center Station, and the average around all 21 stations will be approximately 4,800 units per square mile.</li> <li>• The 2007 population was approximately 87,400 within one-half mile of the 21 stations; it is projected to increase to nearly 144,400 in 2030. In 2007, the maximum density was 21,100 people per square mile in Chinatown, and the average around the 18 urbanized stations was 9,400 people per square mile. In 2030, the maximum density is projected to be 37,900 people per square mile in Chinatown, and the average around all 21 stations will be nearly 11,000 people per square mile.</li> <li>• Employment within one-half mile of the 21 stations in 2007 was about 186,000, which is projected to increase by almost 20 percent to 220,700 in 2030. In 2007, the maximum employment density was close to 90,500 jobs per square mile in the Downtown Station (Station 18), and the average around the 18 urbanized stations was 23,500 jobs per square mile. In 2030, the maximum employment density is projected to be over 99,000 jobs per square mile in the Downtown Station (station 18), and the average around all 21 stations will be approximately 16,700 jobs per square mile.</li> <li>• Existing (2007) demographic information for the Project station cluster areas, as defined by the FTA methodology for estimating station area socioeconomic statistics, is summarized in Table 2 for the station clusters. Densities were calculated using socioeconomic information included as part of the O'ahu Metropolitan Planning Organization (O'ahuMPO) approved transit analysis zone (TAZ) model dataset. Please see the Land Use (Quantitative) Template for more</li> </ul>	Total Population and Employment on O'ahu	Population Density per Square Mile	Employment Density per Square Mile	Population: 929,000	Study Corridor: 3,900	Study Corridor: 2,900	Employment: 532,000	CBD: 119,000
Total Population and Employment on O'ahu	Population Density per Square Mile	Employment Density per Square Mile							
Population: 929,000	Study Corridor: 3,900	Study Corridor: 2,900							
Employment: 532,000		CBD: 119,000							

Information Requested	Documentation Supporting Land Use Criterion			
<b>1. EXISTING LAND USE</b>				
detailed population, employment and housing unit data for the corridor, including the individual 21 stations.				
<b>Table 2. Station Cluster Socioeconomic Statistical Summary</b>				
<b>Station Cluster ID</b>	<b>Station Names</b>	<b>2007 Population Density per square mile</b>	<b>2007 Employment Density per square mile</b>	<b>2007 Housing Unit Density per square mile</b>
1	East Kapolei to Ho'opili	545	907	197
2	West Loch	8,079	4,235	2,093
3	Waipahu	2,729	7,775	1,959
4	Leeward CC and Pearl Highlands	5,607	2,785	1,757
5	Pearlridge	5,639	7,105	2,274
6	Aloha Stadium	4,095	1,199	1,123
7	Pearl Harbor Naval Base	1,211	4,822	489
8	Honolulu International Airport	1,355	1,355	404
9	Lagoon Drive to Ala Moana Center	58,154	155,814	25,447
<i>Source: The FTA Land Use Quantitative Template for The Project</i>				
<b>Existing High-Trip Generators</b>				
<p>The high housing unit, population, and employment densities around the 18 urbanized stations would intrinsically generate a large number of transit trips. While the area around the other three stations is developing, these stations would generate many trips by attracting surrounding populations and longer distance commuters through bus transfers and park-and-ride commuters.</p> <p>Beyond the generally high population and employment densities, certain facilities would generate a high number of trips individually. Some of the facilities are listed below with the corresponding station:</p> <ul style="list-style-type: none"> <li>• UH West O'ahu — UH West O'ahu (University of Hawai'i West O'ahu, 2002) is projected to have up to 7,500 students as stated in the University of Hawai'i West O'ahu Strategic Plan, 2002–2010. Support and administrative personnel numbers were not available.</li> <li>• Leeward Community College (Leeward CC) — In 2006, Leeward CC (Leeward Community College, 2009) had 5,700 students. Support and administrative personnel numbers were not available.</li> <li>• Pearlridge — Pearlridge Center (Pearlridge Center) includes Sears, Macy's, 170 shops, restaurants, and services, plus an eight-story office building.</li> <li>• Aloha Stadium — Aloha Stadium (State of Hawai'i, 2009) seats 50,000. The stadium hosts UH football games, a college bowl game, the National Football League's Pro Bowl game, Hawai'i High School Athletic Association games, carnivals, fairs, concerts, graduations, a large swap meet, and other events. The</li> </ul>				

Information Requested	Documentation Supporting Land Use Criterion
<b>1. EXISTING LAND USE</b>	<p>USS Arizona Memorial (US National Park Service 2009), located near the Aloha Stadium Station, is visited by 1.6 million people a year.</p> <ul style="list-style-type: none"> <li>• Pearl Harbor Naval Base — The Pearl Harbor Naval Base Visitors Center has about 1.6 million people visit Pearl Harbor Naval Base and the memorials each year. The USS Arizona Memorial is located about half-way between the Aloha Stadium Station and the Pearl Harbor Naval Base Station.</li> <li>• Honolulu International Airport — Honolulu International Airport (Honolulu International Airport, 2009) employs nearly 8,000 people and serves more than 21 million passengers a year.</li> <li>• Kapālama — Honolulu Community College (Honolulu Community College) had more than 4,200 students in 2006. This does not include support and administrative personnel.</li> <li>• Chinatown — Chinatown is a popular origin and destination location with numerous multi-cultural eateries and retail shops. It has a population density of over 21,000 people per square mile.</li> <li>• Downtown — The Downtown Financial District has the highest employment density in the corridor with approximately 8 million square feet of office space. Cruise ship ports of call, within a half-mile walking distance of the Downtown Station, has approximately 250,000 guests. Government center offices have over 3.5 million square feet of office space in and next to the Downtown Financial District.</li> <li>• Kaka‘ako — Ward Center (Ward Centers) is a large retail complex containing a Nordstrom Shoes and Rack, Sports Authority, Borders Books, and other stores, as well as an entertainment complex with movie theaters and restaurants. The Neal S. Blaisdell Center (City and County of Honolulu Department of Enterprise Services, 2002) (arena seating 8,800 and concert hall seating 2,158) is located near the Kaka‘ako Station and is Honolulu’s major cultural venue.</li> <li>• Ala Moana Center — Ala Moana Center (Ala Moana Shopping Center) has 1.8 million square feet of retail space and includes a Macy’s, Sears, Neiman Marcus, and other stores. It is one of the largest shopping centers in the U.S.. It also serves as a major bus transit hub.</li> </ul>

Information Requested	Documentation Supporting Land Use Criterion																																																																		
<b>1. EXISTING LAND USE</b>																																																																			
<p><i>Existing station area development</i></p>	<p>The 21 stations of the Airport Alignment are listed in Table 3 and illustrated in Figure 2, Figure 3, and Figure 4. Currently, the stations are densely developed, except the three stations in West O‘ahu. A discussion of the comparatively “rural” condition of stations 1, 2, and 3 is presented in the next Existing Land Use subsection, <i>Existing station area development character</i>. In general, all 21 stations are projected to increase in density through the project planning horizon.</p> <p style="text-align: center;"><b>Table 3. Stations by Number</b></p> <table border="1" data-bbox="456 519 1373 1386"> <thead> <tr> <th>Station Number</th> <th>Station Name</th> <th>2007 Station Area Condition</th> </tr> </thead> <tbody> <tr><td>1</td><td>East Kapolei</td><td>Rural</td></tr> <tr><td>2</td><td>UH West O‘ahu</td><td>Rural</td></tr> <tr><td>3</td><td>Ho‘opili</td><td>Rural</td></tr> <tr><td>4</td><td>West Loch</td><td>Urbanized</td></tr> <tr><td>5</td><td>Waipahu Transit Center</td><td>Urbanized</td></tr> <tr><td>6</td><td>Leeward Community College</td><td>Urbanized</td></tr> <tr><td>7</td><td>Pearl Highlands</td><td>Urbanized</td></tr> <tr><td>8</td><td>Pearlridge</td><td>Urbanized</td></tr> <tr><td>9</td><td>Aloha Stadium</td><td>Urbanized</td></tr> <tr><td>10</td><td>Pearl Harbor Naval Base</td><td>Urbanized</td></tr> <tr><td>11</td><td>Honolulu International Airport</td><td>Urbanized</td></tr> <tr><td>12</td><td>Lagoon Drive</td><td>Urbanized</td></tr> <tr><td>13</td><td>Middle Street Transit Center</td><td>Urbanized</td></tr> <tr><td>14</td><td>Kalihi</td><td>Urbanized</td></tr> <tr><td>15</td><td>Kapālama</td><td>Urbanized</td></tr> <tr><td>16</td><td>Iwilei</td><td>Urbanized</td></tr> <tr><td>17</td><td>Chinatown</td><td>Urbanized</td></tr> <tr><td>18</td><td>Downtown</td><td>Urbanized</td></tr> <tr><td>19</td><td>Civic Center</td><td>Urbanized</td></tr> <tr><td>20</td><td>Kaka‘ako</td><td>Urbanized</td></tr> <tr><td>21</td><td>Ala Moana Center</td><td>Urbanized</td></tr> </tbody> </table> <p>Three stations are planned in the central business district (CBD) (Figure 5), as defined in the Alternative Analysis, which includes Chinatown, the Financial District (Station 18, Downtown), and the Hawai‘i Capital District (Station 19, Civic Center). Kaka‘ako, the neighborhood just east of the CBD (Figure 6), is rapidly redeveloping with high-density infill projects.</p>	Station Number	Station Name	2007 Station Area Condition	1	East Kapolei	Rural	2	UH West O‘ahu	Rural	3	Ho‘opili	Rural	4	West Loch	Urbanized	5	Waipahu Transit Center	Urbanized	6	Leeward Community College	Urbanized	7	Pearl Highlands	Urbanized	8	Pearlridge	Urbanized	9	Aloha Stadium	Urbanized	10	Pearl Harbor Naval Base	Urbanized	11	Honolulu International Airport	Urbanized	12	Lagoon Drive	Urbanized	13	Middle Street Transit Center	Urbanized	14	Kalihi	Urbanized	15	Kapālama	Urbanized	16	Iwilei	Urbanized	17	Chinatown	Urbanized	18	Downtown	Urbanized	19	Civic Center	Urbanized	20	Kaka‘ako	Urbanized	21	Ala Moana Center	Urbanized
Station Number	Station Name	2007 Station Area Condition																																																																	
1	East Kapolei	Rural																																																																	
2	UH West O‘ahu	Rural																																																																	
3	Ho‘opili	Rural																																																																	
4	West Loch	Urbanized																																																																	
5	Waipahu Transit Center	Urbanized																																																																	
6	Leeward Community College	Urbanized																																																																	
7	Pearl Highlands	Urbanized																																																																	
8	Pearlridge	Urbanized																																																																	
9	Aloha Stadium	Urbanized																																																																	
10	Pearl Harbor Naval Base	Urbanized																																																																	
11	Honolulu International Airport	Urbanized																																																																	
12	Lagoon Drive	Urbanized																																																																	
13	Middle Street Transit Center	Urbanized																																																																	
14	Kalihi	Urbanized																																																																	
15	Kapālama	Urbanized																																																																	
16	Iwilei	Urbanized																																																																	
17	Chinatown	Urbanized																																																																	
18	Downtown	Urbanized																																																																	
19	Civic Center	Urbanized																																																																	
20	Kaka‘ako	Urbanized																																																																	
21	Ala Moana Center	Urbanized																																																																	





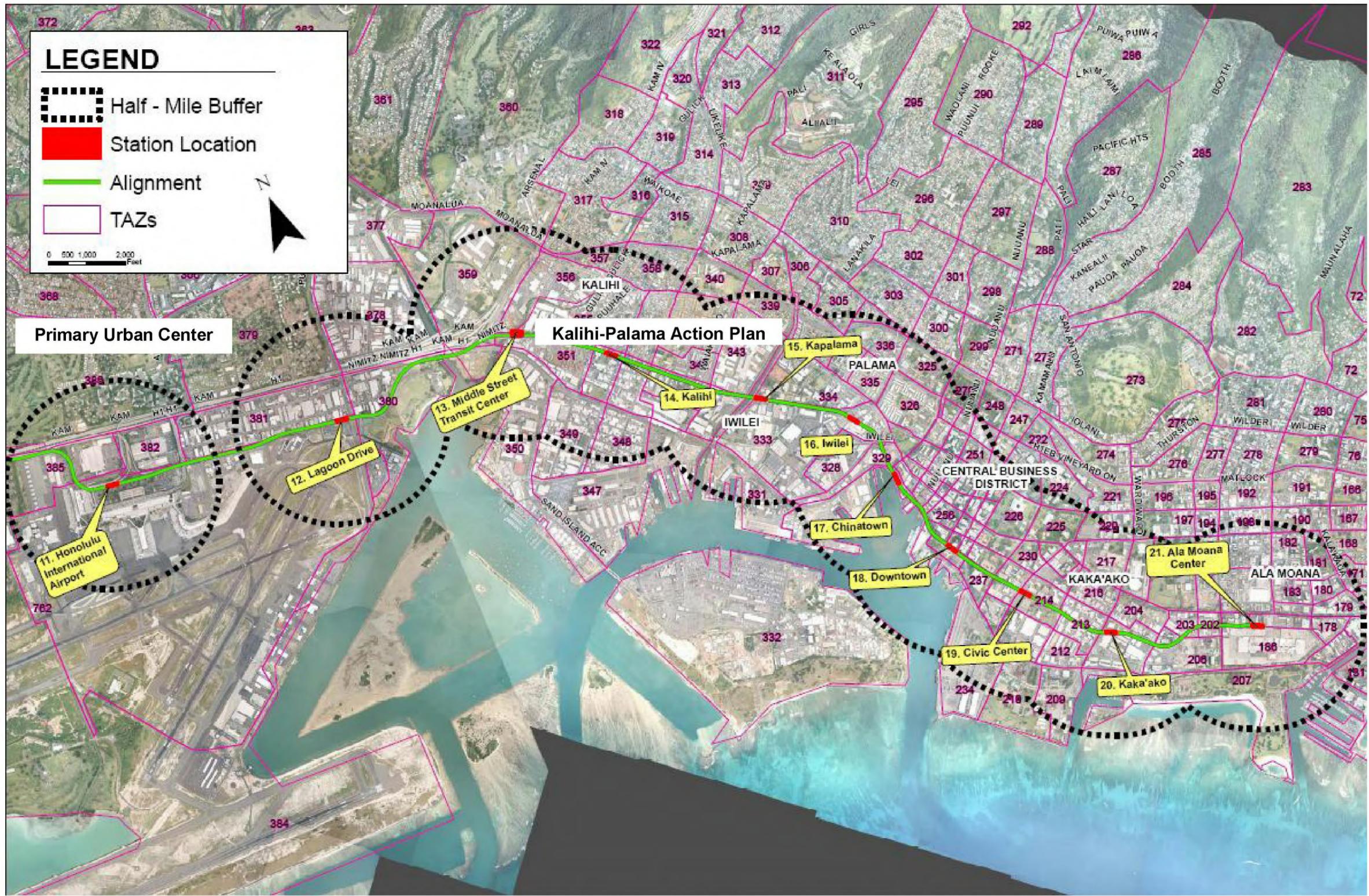


Figure 4. East Kapolei to Ala Moana Center Fixed Guideway Alignment and Stations—Honolulu International Airport to Ala Moana Center

<b>Information Requested</b>	<b>Documentation Supporting Land Use Criterion</b>
<b>1. EXISTING LAND USE</b>	

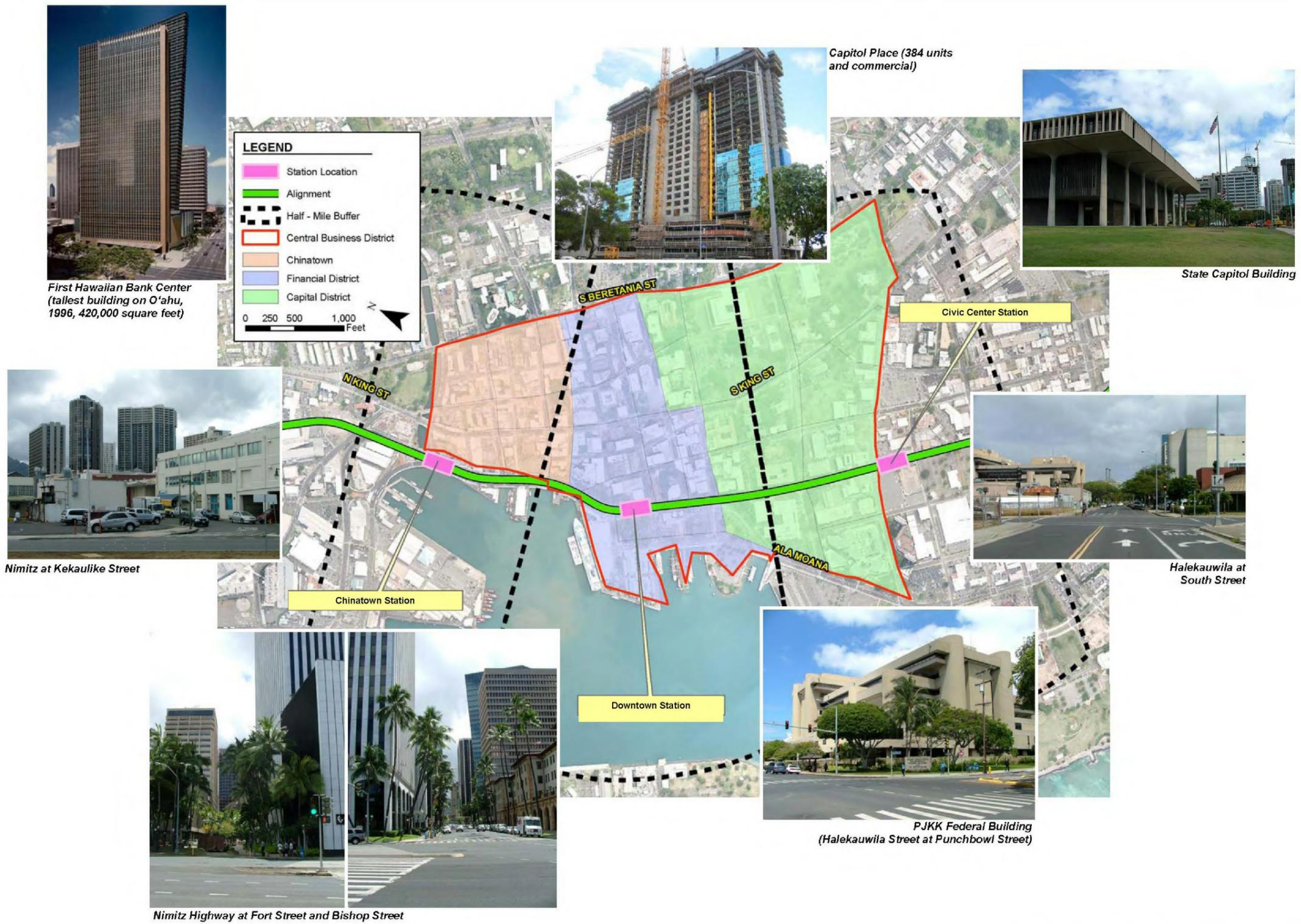


Figure 5. Central Business District

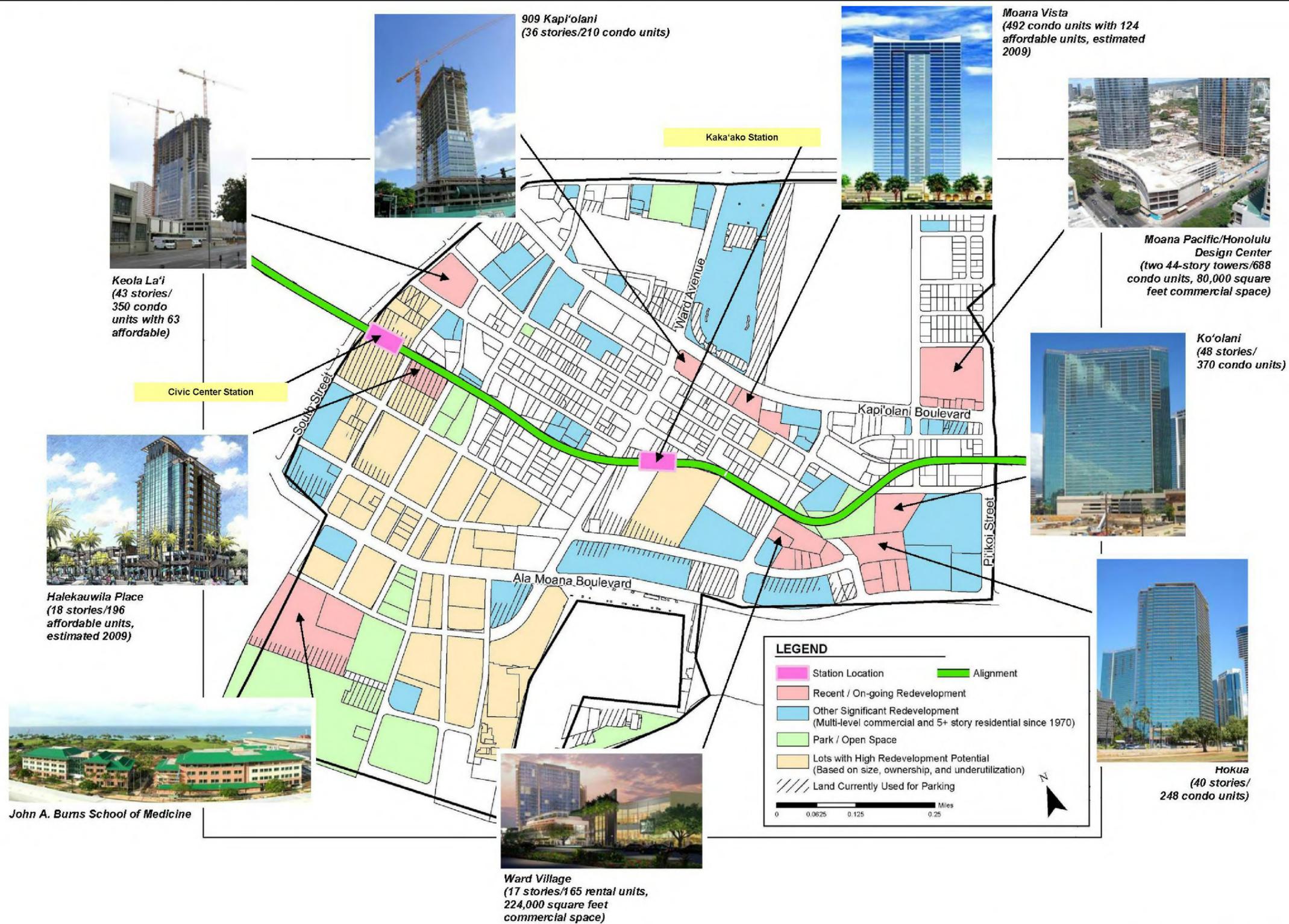


Figure 6. Kaka'ako Development Area

Information Requested	Documentation Supporting Land Use Criterion
-----------------------	---

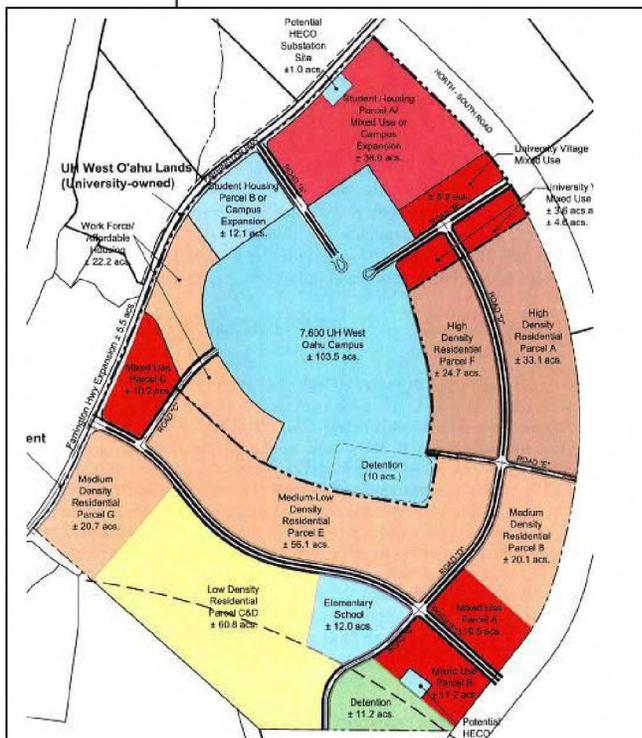
**1. EXISTING LAND USE**

*Existing station area development character*

Most of the study corridor is developed from Waipahu to Waikīkī. This narrow, geographically constrained corridor is where most of O‘ahu’s residents live and work, and it is served by the island’s existing major transportation facilities. The highest density developments, such as office, retail, government, residential, and hotel towers, are located between Downtown Honolulu and Ala Moana Center. This area of central Honolulu is experiencing major redevelopment and construction to even higher densities. The transition from the western area of ‘Aiea heading east toward Honolulu Harbor is one from a mix of military and federal uses to industrial and residential uses. The lowest density development in the project corridor, such as single-family detached housing, low-rise office parks, free-standing shopping centers, and retail stores, is located farther west in Pearl City and Waipahu. Ongoing in-fill and redevelopment are occurring in the already developed portions of the corridor.

Even farther west, the areas of ‘Ewa and Kapolei immediately adjacent to the transit guideway, are either vacant or used for farming with residential and retail developments at greater distances from the proposed alignment. The more suburban West O‘ahu areas of ‘Ewa and Kapolei are rapidly developing but still include areas of open space, agricultural uses, and the former Barbers Point Naval Air Station (now known as Kalaeloa).

Existing land use conditions within one-half mile of the 21 stations are described below along with land use and zoning maps. The Land Use (Quantitative) Template provides details regarding housing units, population, and employment in the vicinity of each station. The existing land use pattern is largely transit-supportive. Currently, sidewalks exist at the 18 station sites in the urbanized areas of the transit corridor. All stations will be pedestrian friendly and fully accessible when the system opens.



**Figure 7. UH West O‘ahu Master Plan Land Use Map**

**The ‘Ewa Plain—Stations 1 through 3**

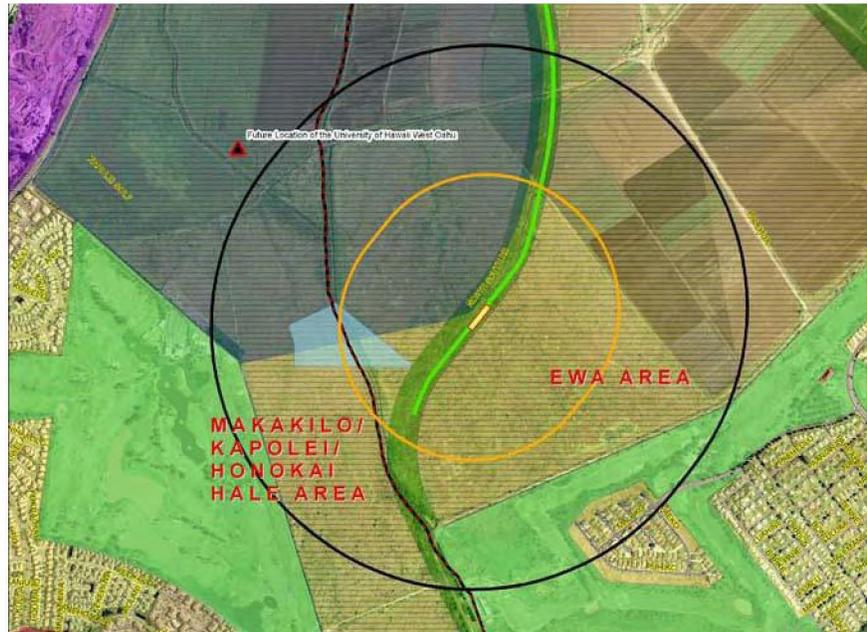
The ‘Ewa Plain is rapidly urbanizing due to development in Kapolei, ‘Ewa Villages, and elsewhere. As shown in Figure 2, much of the area is rural and currently undeveloped, including Kalaeloa, the site of the former Barbers Point Naval Air Station, which will be redeveloped as part of the Kalaeloa Community Development District. Kapolei was designated the “Second City” on O‘ahu in 1977, so named to direct much of O‘ahu’s projected business, residential, and government growth to the ‘Ewa Plain. The City and County of Honolulu (City) and State of Hawai‘i have moved some of their governmental functions to Kapolei to act as a catalyst for further development by the private sector. Moreover, the University of Hawai‘i is planning a new campus, UH West O‘ahu, to serve residents of West O‘ahu and Wai‘anae (Figure 7).

The already urbanized areas of the ‘Ewa Plain lie in two distinct sections divided by the alignment of North-South Road, which is

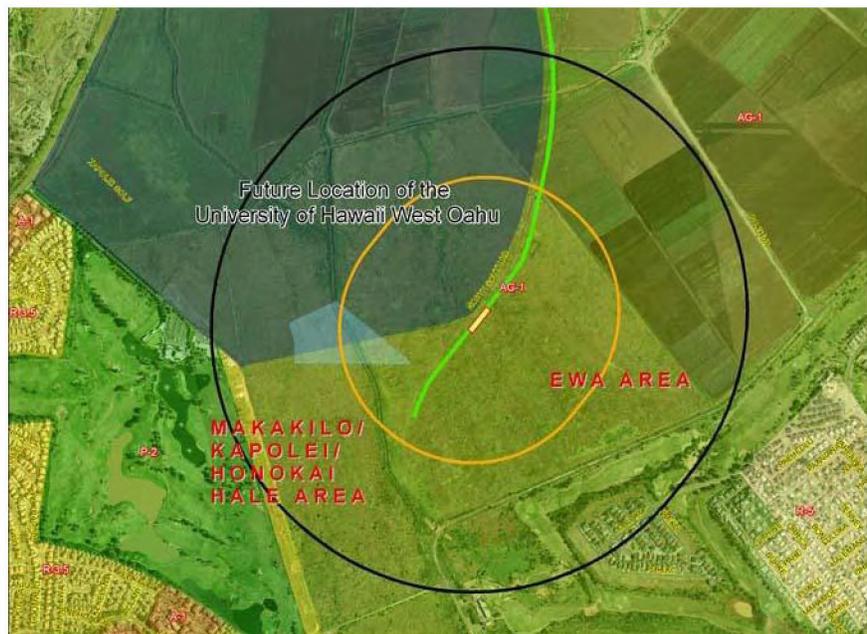
Information Requested	Documentation Supporting Land Use Criterion
<p><b>1. EXISTING LAND USE</b></p>	<p>under construction. West of the future North-South Road is the City of Kapolei, developed largely between Farrington Highway on the north side and Renton Road on the south side. The future campus of UH West O‘ahu is located east of Kapolei at the intersection of Farrington Highway and North-South Road. East of North-South Road is the larger, already developed ‘Ewa Villages area along Fort Weaver Road.</p> <p>The site of the new UH West O‘ahu campus is near two proposed transit stations on the west side of North-South Road across from the proposed Ho‘opili development by D.R. Horton. In addition to the college campus, the proposed development on UH West O‘ahu lands includes more than 4,000 residential units, more than 800,000 square feet of commercial floor space, and a number of administrative and classroom buildings on the 500-acre development area. Currently, maximum residential density is 19 dwelling units per acre. However, UH West O‘ahu has indicated a willingness to increase density in the vicinity of transit stations.</p> <p>Three stations are planned for the ‘Ewa Plain.</p>

**1. EXISTING LAND USE**

**Station 1: East Kapolei**—The existing zoning and land use is largely vacant, undeveloped, or in agricultural use. It is adjacent to the developing UH West O’ahu campus. Within one mile of the station are the large suburban subdivisions in ‘Ewa and the developing city of Kapolei. The Department of Hawaiian Home Lands (DHHL) plans to build a single-family subdivision on land it owns adjacent to the UH West O’ahu. The first phase of the new development will be over 1,900 homes. Larger maps are available in Appendix A of this report.



**Figure 8. East Kapolei Station Land Use Map**

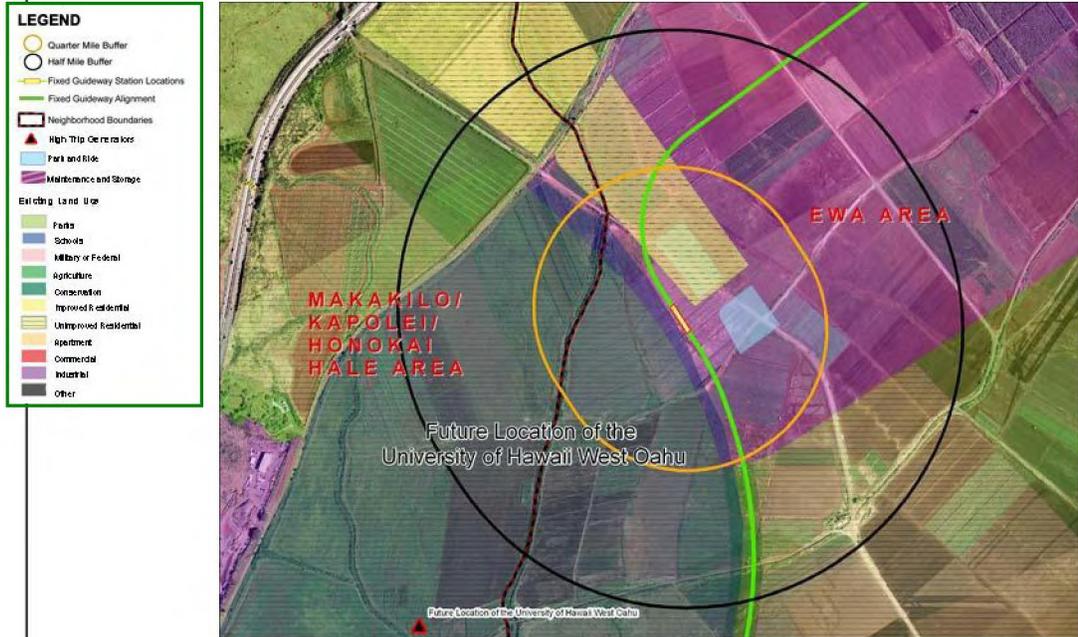


**Figure 9. East Kapolei Station Zoning Map**

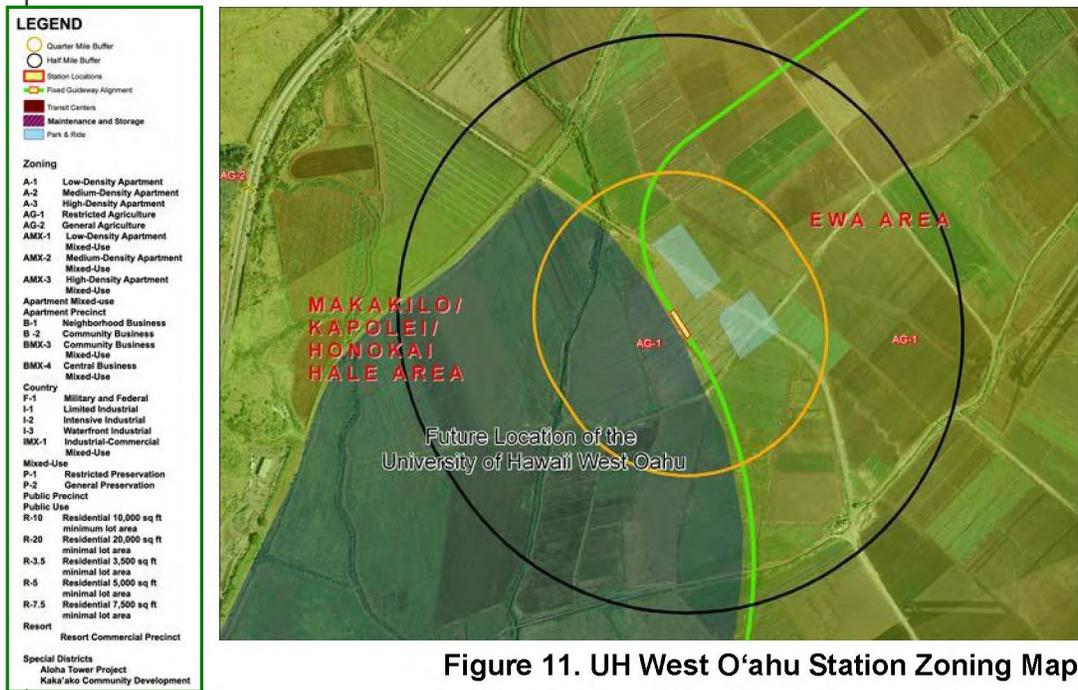
Information Requested	Documentation Supporting Land Use Criterion
-----------------------	---

**1. EXISTING LAND USE**

**Station 2: UH West O‘ahu**—The character of the existing land is largely vacant, undeveloped or in agricultural use. Approximately one mile ‘Ewa (west) of the station are new large suburban subdivisions in the developing city of Kapolei, also know as the “Second City” on O‘ahu. A 10-acre, 1,000 parking space park-and-ride facility is planned for this station. Larger maps are available in Appendix A of this report.



**Figure 10. UH West O‘ahu Station Land Use Map**



**Figure 11. UH West O‘ahu Station Zoning Map**

1. EXISTING LAND USE

**Station 3: Ho'opili**—The existing land use and zoning is primarily agriculture and vacant land. Larger maps are available in Appendix A of this report.

**LEGEND**

- Quarter Mile Buffer
- Half Mile Buffer
- Fixed Guideway Station Locations
- Fixed Guideway Alignment
- ▭ Neighborhood Boundaries
- ▲ High Trip Generators
- ▭ Park and Ride
- ▭ Maintenance and Storage

**Existing Land Use**

- ▭ Parks
- ▭ Schools
- ▭ Military or Federal
- ▭ Agriculture
- ▭ Conservation
- ▭ Improved Residential
- ▭ Unimproved Residential
- ▭ Apartment
- ▭ Commercial
- ▭ Industrial
- ▭ Other



Figure 12. Ho'opili Station Land Use Map

**LEGEND**

- Quarter Mile Buffer
- Half Mile Buffer
- Station Locations
- Fixed Guideway Alignment
- ▭ Transit Centers
- ▭ Maintenance and Storage
- ▭ Park & Ride

**Zoning**

- A-1 Low-Density Apartment
- A-2 Medium-Density Apartment
- A-3 High-Density Apartment
- AG-1 Restricted Agriculture
- AG-2 General Agriculture
- AMX-1 Low-Density Apartment Mixed-Use
- AMX-2 Medium-Density Apartment Mixed-Use
- AMX-3 High-Density Apartment Mixed-Use
- Apartment Mixed-use
- Apartment Precinct
- B-1 Neighborhood Business
- B-2 Community Business
- BMX-3 Community Business Mixed-Use
- BMX-4 Central Business Mixed-Use
- Country
- F-1 Military and Federal
- I-1 Limited Industrial
- I-2 Intensive Industrial
- I-3 Waterfront Industrial
- IMX-1 Industrial-Commercial Mixed-Use
- Mixed-Use
- P-1 Restricted Preservation
- P-2 General Preservation
- Public Precinct
- Public Use
- R-10 Residential 10,000 sq ft minimum lot area
- R-20 Residential 20,000 sq ft minimal lot area
- R-3.5 Residential 3,500 sq ft minimal lot area
- R-5 Residential 5,000 sq ft minimal lot area
- R-7.5 Residential 7,500 sq ft minimal lot area
- Resort
- Resort Commercial Precinct

**Special Districts**

- ▭ Aloha Tower Project
- ▭ Kaka'ako Community Development



Figure 13. Ho'opili Station Zoning Map

Information Requested	Documentation Supporting Land Use Criterion
1. EXISTING LAND USE	<p><b>Waipahu to Aloha Stadium—Stations 4 through 9</b></p> <p>This urbanized area from Waipahu to Aloha Stadium consists primarily of residential development and mixed-commercial uses along main roads, including Farrington Highway and Kamehameha Highway. Commercial and industrial uses are concentrated south and east of Farrington highway. Residential density generally decreases with elevation and distance from the shoreline. Most notably, this area includes Leeward CC, Pearlridge Center, and Aloha Stadium.</p> <p>Overall, residential and employment density in this area is moderate relative to other parts of the corridor. On average, population density is approximately 6,300 people per square mile, and employment density is 5,400 jobs per square mile. Most commercial developments are on a neighborhood scale, with the exception of Pearl Highlands and Pearlridge Centers. Six stations are planned for this portion of the project.</p>

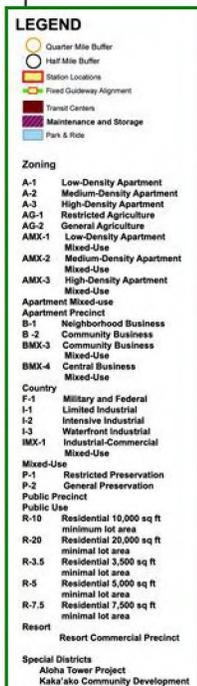
Information Requested	Documentation Supporting Land Use Criterion
-----------------------	---

**1. EXISTING LAND USE**

**Station 4: West Loch**—The Farrington Highway area east of Kunia Road (which merges into Fort Weaver Road further south) is densely developed with commercial uses, including a large Don Quijote store and the Waipahu Shopping Village. Light industrial and warehouse uses are located south of the highway. Low and moderate density single-family residences are north of the highway. There is little vacant land at this site; despite its distance from urban Honolulu, population density exceeds 10,000 people per square mile. This station has potential as an intermodal facility because of easy access from ʻEwa Villages down Fort Weaver Road. Zoning in the area immediately around the future station is mainly business and industrial. Further out, but within one-half mile of the station, is residential and some agriculture. Larger maps are available in Appendix A of this report.



**Figure 14. West Loch Station Land Use Map**



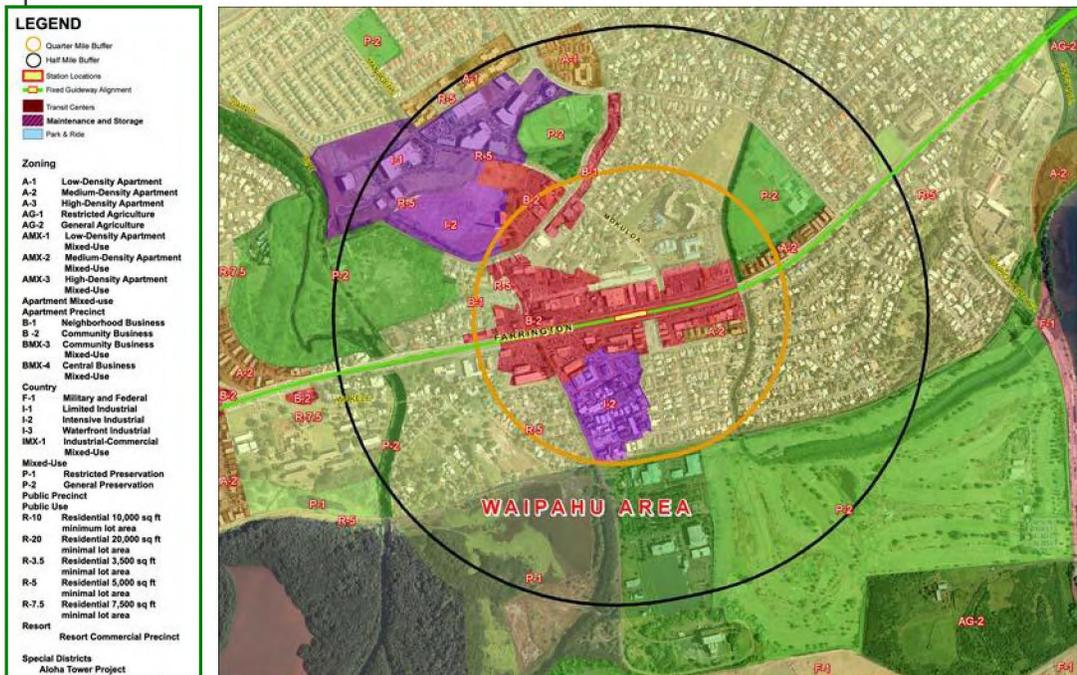
**Figure 15. West Loch Station Zoning Map**

**1. EXISTING LAND USE**

**Station 5: Waipahu Transit Center**—Land use and zoning in the vicinity of this station is similar to the West Loch Station except that the former O‘ahu Sugar Mill is nearby. The former sugar mill land, considered a brownfield, is being redeveloped for new industrial and commercial uses. This station would interface with the existing Waipahu bus transit center. Larger maps are available in Appendix A of this report.



**Figure 16. Waipahu Transit Center Station Land Use Map**



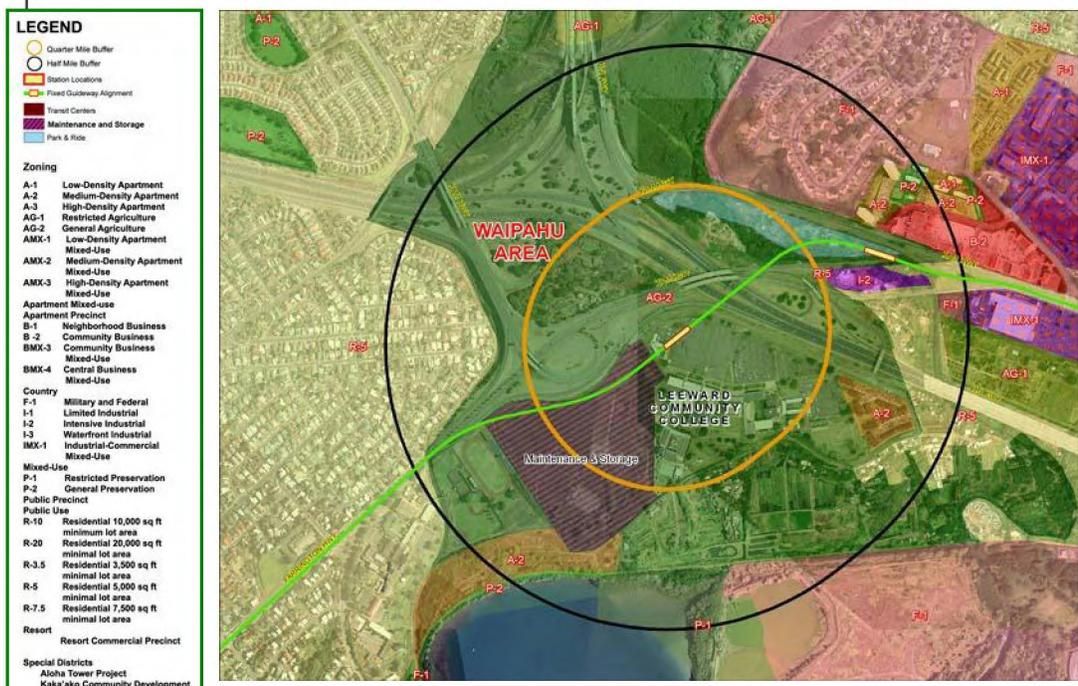
**Figure 17. Waipahu Transit Center Station Zoning Map**

**1. EXISTING LAND USE**

**Station 6: Leeward Community College**—Major existing land uses include Leeward CC, Waipahu High School, and single-family residences. Commercial facilities on the other side of the H-1 Freeway would be served by Pearl Highlands Station. Existing zoning in the vicinity of this station is mainly agricultural. Low-density residential, commercial, and public zones are just within the one-half mile edge of the station. Larger maps are available in Appendix A of this report.



**Figure 18. Leeward Community College Station Land Use Map**



**Figure 19. Leeward Community College Station Zoning Map**

**1. EXISTING LAND USE**

**Station 7: Pearl Highlands**—This station is only 2,500 feet from Leeward CC but is separated by the H-1 Freeway. The station is located at Pearl Highlands Center, a 400,000-square-foot commercial development. Several big-box stores and smaller commercial developments are existing or planned. Nearby are two high-rise apartment buildings, some mid-rise apartments, and the redeveloping former Mānana Naval Quarters. Small to medium business and industrial zoning are immediately around the future station allowing for a mix of employment and supporting commercial uses. Almost one mile north of the station are small pockets of low-density residential areas. Large agricultural areas are south and west of the station area. Larger maps are available in Appendix A of this report.

**LEGEND**

- Quarter Mile Buffer
- Half Mile Buffer
- Fixed Guideway Station Locations
- Fixed Guideway Alignment
- ▭ Neighborhood Boundaries
- ▲ High Trip Origins
- ▭ Park and Ride
- ▭ Maintenance and Storage

**Existing Land Use**

- ▭ Parks
- ▭ Schools
- ▭ Military or Federal
- ▭ Agriculture
- ▭ Conservation
- ▭ Improved Residential
- ▭ Unimproved Residential
- ▭ Apartment
- ▭ Commercial
- ▭ Industrial
- ▭ Other



**Figure 20. Pearl Highlands Station Land Use Map**

**LEGEND**

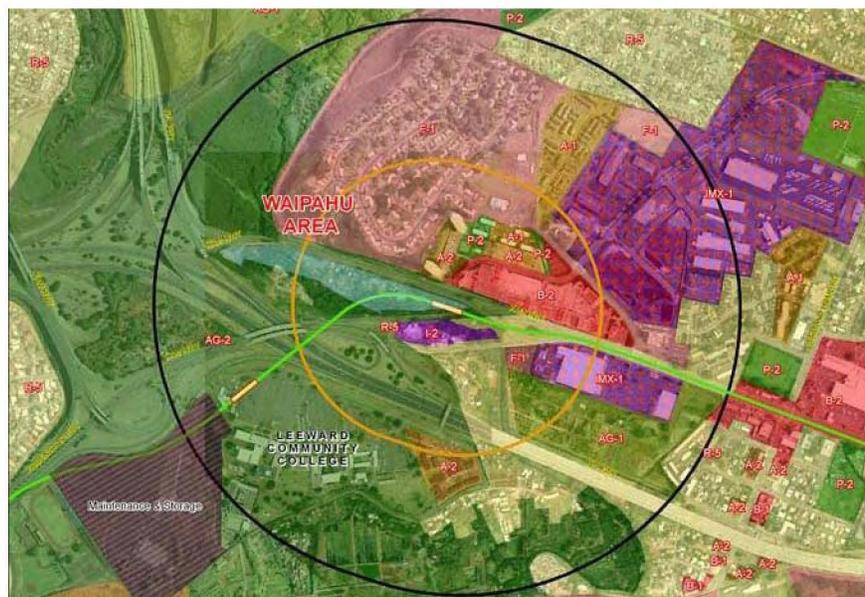
- Quarter Mile Buffer
- Half Mile Buffer
- Station Locations
- Fixed Guideway Alignment
- ▭ Transit Centers
- ▭ Maintenance and Storage
- ▭ Park & Ride

**Zoning**

- A-1 Low-Density Apartment
- A-2 Medium-Density Apartment
- A-3 High-Density Apartment
- AG-1 Restricted Agriculture
- AG-2 General Agriculture
- AMX-1 Low-Density Apartment Mixed-Use
- AMX-2 Medium-Density Apartment Mixed-Use
- AMX-3 High-Density Apartment Mixed-Use
- Apartment Mixed-Use
- Apartment Precinct
- B-1 Neighborhood Business
- B-2 Community Business
- BMX-3 Community Business Mixed-Use
- BMX-4 Central Business Mixed-Use
- Country
- F-1 Military and Federal
- I-1 Limited Industrial
- I-2 Intensive Industrial
- I-3 Waterfront Industrial
- IMX-1 Industrial-Commercial Mixed-Use
- Mixed-Use
- P-1 Restricted Preservation
- P-2 General Preservation
- Public Precinct
- Public Use
- R-10 Residential 10,000 sq ft minimum lot area
- R-20 Residential 20,000 sq ft minimal lot area
- R-3.5 Residential 3,500 sq ft minimal lot area
- R-5 Residential 5,000 sq ft minimal lot area
- R-7.5 Residential 7,500 sq ft minimal lot area
- Resort
- Resort Commercial Precinct

**Special Districts**

- Aloha Tower Project
- Kaka'ako Community Development



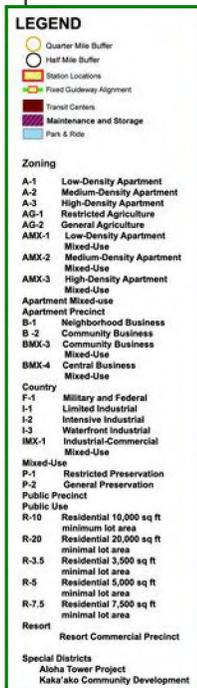
**Figure 21. Pearl Highlands Station Zoning Map**

**1. EXISTING LAND USE**

**Station 8: Pearlridge**—The station is located along Kamehameha Highway amidst a major commercial and retail area, including Pearlridge Center, a regional shopping destination. The zoning south of the future station is a mixture of commercial, business, and some low-density residential uses west of the station. Other commercial and industrial uses are nearby, including Pali Momi Medical Center with 116 beds, a 10.5-acre watercress farm surrounded by retail uses, and a variety of residences. Population and employment density in this area is around 10,000 persons/jobs per square mile. Larger maps are available in Appendix A of this report.



**Figure 22. Pearlridge Station Land Use Map**



**Figure 23. Pearlridge Station Zoning Map**

Information Requested	Documentation Supporting Land Use Criterion
-----------------------	---

**1. EXISTING LAND USE**

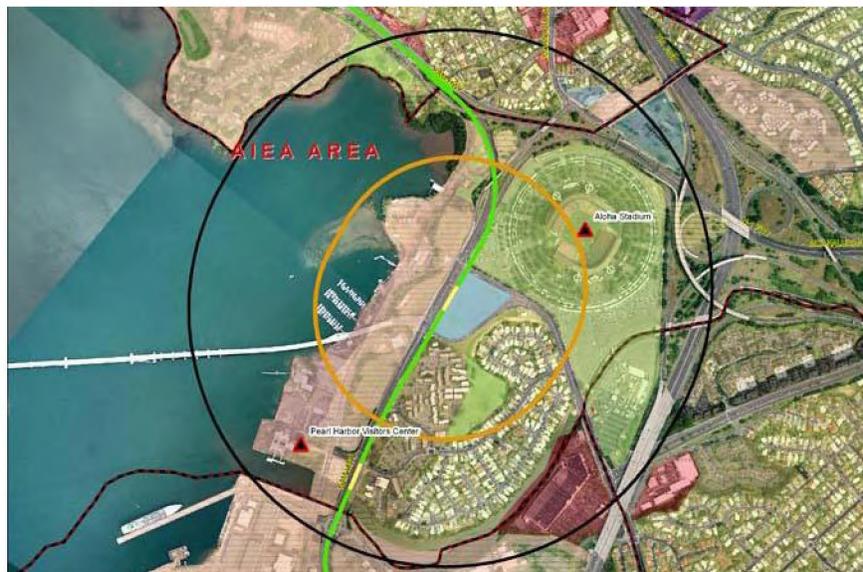
**Station 9: Aloha Stadium**—The land use and zoning includes a mix of detached and attached single-family houses, low- to medium-density apartment complexes, some preserved land along the shoreline, and neighborhood/community businesses. There is an inaccessible gravesite between Kamehameha Highway and Moanalua Freeway. Aloha Stadium dominates this area. It hosts a variety of events, seats 50,000, and has an 8,000-space parking lot. Other uses in the area are the 200,000-square-foot Stadium Marketplace, schools, apartment buildings, and single-family residences. Additionally, the Pearl Harbor Naval Base Visitor Center, which is a hub for the USS Arizona, USS Bowfin, and the USS Missouri monuments, is located within on-half mile of the station. According to the Pearl Harbor Naval Base Visitor Center website, there are approximately 1.6 million annual (4,500 per day) visitors to Pearl Harbor Naval Base. Larger maps are available in Appendix A of this report.

**LEGEND**

- Quarter Mile Buffer
- Half Mile Buffer
- Fixed Guideway Station Locations
- Fixed Guideway Alignment
- ▭ Neighborhood Boundaries
- ▲ High Trip Originators
- Park and Ride
- Maintenance and Storage

**Existing Land Use**

- Parks
- Schools
- Military or Federal
- Agriculture
- Conservation
- Improved Residential
- Unimproved Residential
- Apartment
- Commercial
- Industrial
- Other



**Figure 24. Aloha Stadium Station Land Use Map**

**LEGEND**

- Quarter Mile Buffer
- Half Mile Buffer
- Station Locations
- Fixed Guideway Alignment
- Transit Centers
- Maintenance and Storage
- Park & Ride

**Zoning**

- A-1 Low-Density Apartment
- A-2 Medium-Density Apartment
- A-3 High-Density Apartment
- AG-1 Restricted Agriculture
- AG-2 General Agriculture
- AMX-1 Low-Density Apartment Mixed-Use
- AMX-2 Medium-Density Apartment Mixed-Use
- AMX-3 High-Density Apartment Mixed-Use
- Apartment Mixed-use
- Apartment Precinct
- B-1 Neighborhood Business
- B-2 Community Business
- BMX-3 Community Business Mixed-Use
- BMX-4 Central Business Mixed-Use
- Country
- F-1 Military and Federal
- I-1 Limited Industrial
- I-2 Intensive Industrial
- I-3 Waterfront Industrial
- IMX-1 Industrial-Commercial Mixed-Use
- Mixed-Use
- P-1 Restricted Preservation
- P-2 General Preservation
- Public Use
- R-10 Residential 10,000 sq ft minimum lot area
- R-20 Residential 20,000 sq ft minimal lot area
- R-3.5 Residential 3,500 sq ft minimal lot area
- R-5 Residential 5,000 sq ft minimal lot area
- R-7.5 Residential 7,500 sq ft minimal lot area
- Resort
- Resort Commercial Precinct
- Special Districts
- Aloha Tower Project
- Kaka'ako Community Development

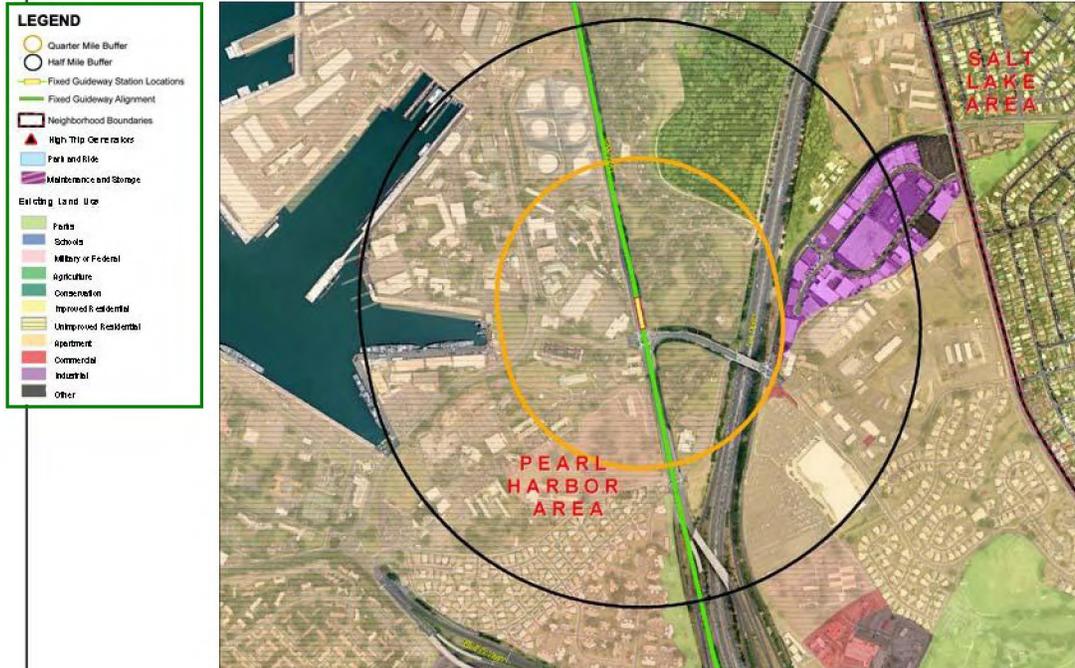


**Figure 25. Aloha Stadium Station Zoning Map**

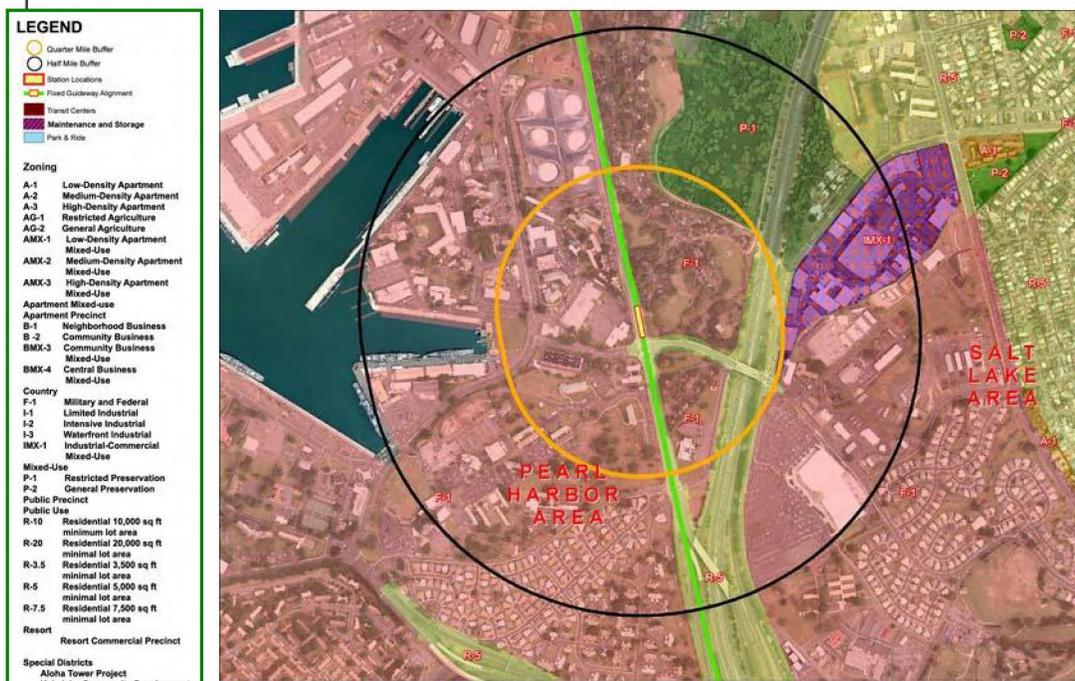
Information Requested	Documentation Supporting Land Use Criterion
1. EXISTING LAND USE	<p data-bbox="397 243 1235 275"><b>Pearl Harbor Naval Base to Lagoon Drive—Stations 10 through 12</b></p> <p data-bbox="397 295 1406 562">This section of the corridor (Figure 3 and Figure 4) is a transition zone between the moderate-density developments on the west side of Aloha Stadium and the complex dense development east of Middle Street. It is mostly represented by military, federal, and industrial uses. There are also a significant number of civilian single-family residences and high rises east and north of the H-1 Freeway in the Salt Lake neighborhood. Employment density is highest within the Lagoon Drive Station. Residential and housing units are low within the three station areas. Three stations are included in this portion of the corridor.</p>

**1. EXISTING LAND USE**

**Station 10: Pearl Harbor Naval Base**—This station contains dispersed Navy facilities. The land use is dominated by federal, military residential and institutional uses. It is also a major employment center with an employment density of approximately 5,800 jobs per square mile as detailed in the Land Use Quantitative Template. Additionally, the Arizona Memorial, located nearby, is a popular tourist destination. Larger maps are available in Appendix A of this report.



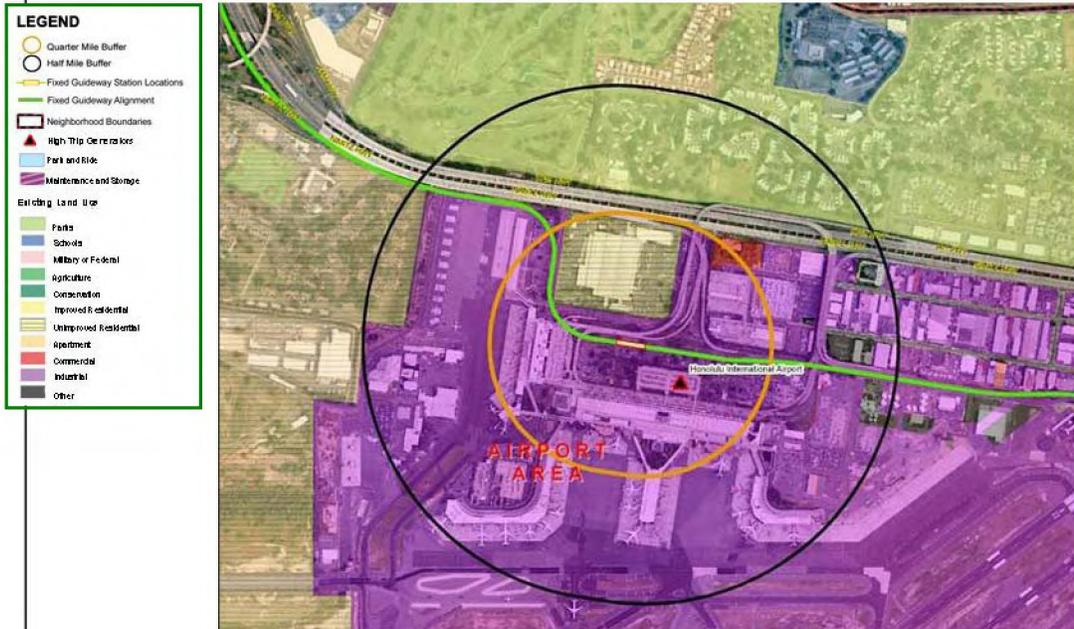
**Figure 26. Pearl Harbor Naval Base Station Land Use Map**



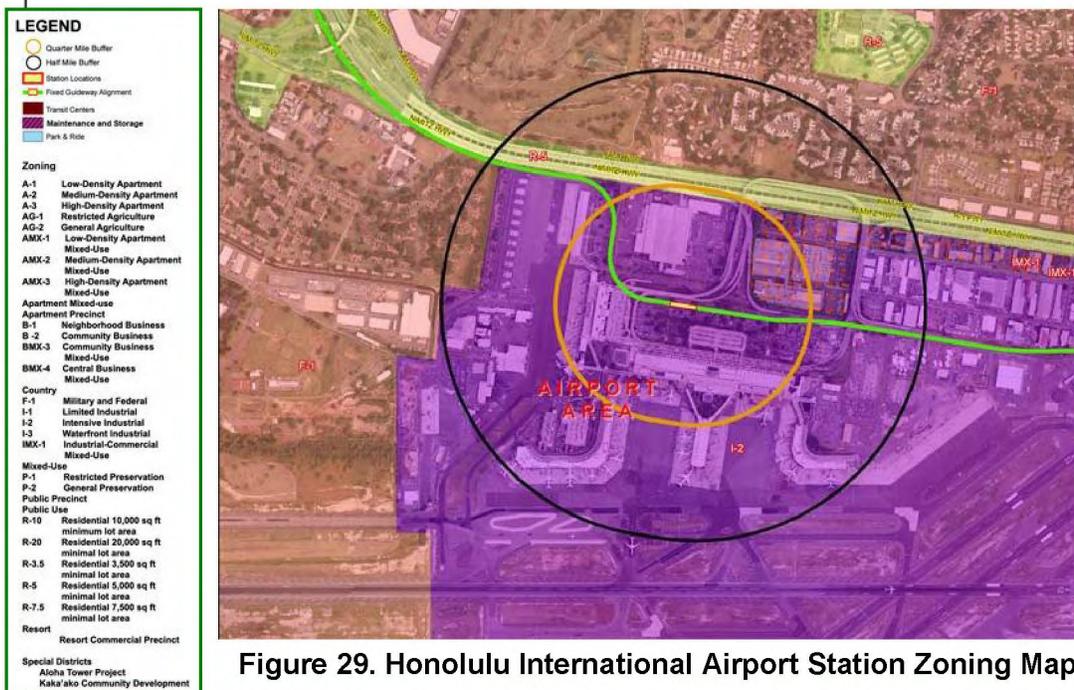
**Figure 27. Pearl Harbor Naval Base Station Zoning Map**

**1. EXISTING LAND USE**

**Station 11: Honolulu International Airport**—The Honolulu International Airport Station is located within the 2,200-plus acre airport facility, which is dominated by airport-related uses. The station area is filled with structured parking, access ramps to and from the H-1 Freeway, and airport terminals. In 2007, more than 21.5 million people used Honolulu International Airport, a 6.2-percent increase from 2006. This does not include the number of airport employees, as well as industrial and warehouse employees in close proximity to the airport. Larger maps are available in Appendix A of this report.



**Figure 28. Honolulu International Airport Station Land Use Map**



**Figure 29. Honolulu International Airport Station Zoning Map**

**1. EXISTING LAND USE**

**Station 12: Lagoon Drive**—The Lagoon Drive Station is located along the eastern edge of the airport. This station is dominated by intensive industrial uses. Ke‘ehi Lagoon Park is east of the station along Honolulu Harbor. Larger maps are available in Appendix A of this report.



**Figure 30. Lagoon Drive Station Land Use Map**

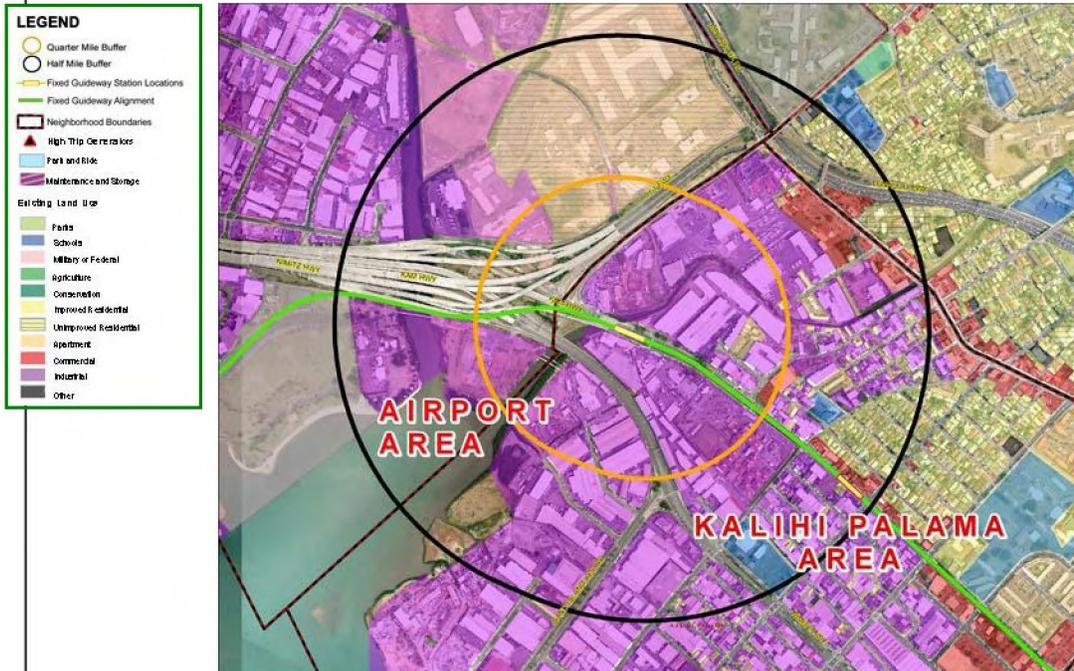


**Figure 31. Lagoon Drive Station Zoning Map**

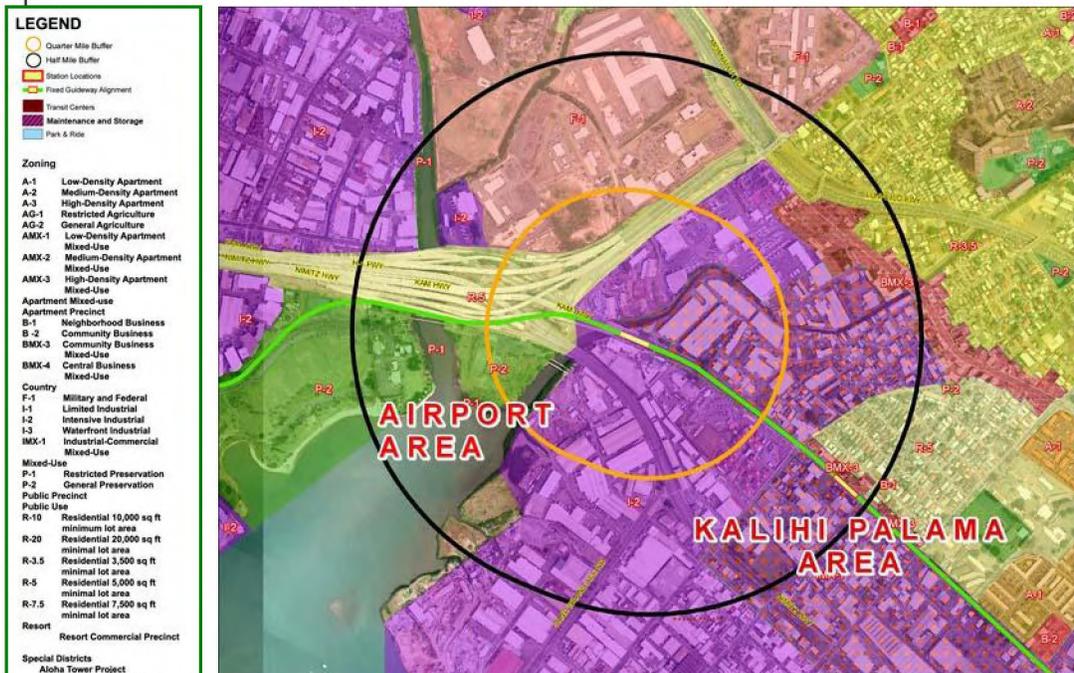
Information Requested	Documentation Supporting Land Use Criterion
1. EXISTING LAND USE	<p data-bbox="399 243 1154 275"><b>Middle Street to Ala Moana Center—Stations 13 through 21</b></p> <p data-bbox="399 295 1419 562">This is the most complex and densely developed section of the corridor (Figure 4). The alignment follows Dillingham Boulevard through a commercial and industrial area, the latter predominantly related to the activities of Honolulu Harbor. North of Dillingham Boulevard, the area is a mixture of medium-density residential and mixed commercial/industrial uses. Farther east, the alignment enters the CBD, which includes Chinatown, the Financial District, and the Hawai‘i Capital District (Figure 5). East of the CBD is the rapidly redeveloping area of Kaka‘ako and O‘ahu’s major retail complexes: Ward Center and Ala Moana Center (Figure 6).</p> <p data-bbox="399 582 1395 713">In almost all cases, employment density exceeds population density in the vicinity of transit stations in this area. Population density within one-half mile of the stations averages around 11,500 people per square mile and employment density averages 30,800 jobs per square mile.</p> <p data-bbox="399 733 1419 864">Kaka‘ako, between the Hawai‘i Capital District and Ala Moana Center illustrates areas that have a relatively high potential for redevelopment. Many large lots along Ala Moana Boulevard are currently car dealerships while large lots nearer the transit alignment are warehouse spaces.</p>

**1. EXISTING LAND USE**

**Station 13: Middle Street Transit Center**—This area is dominated by industrial and commercial uses, including the 1,000-inmate O’ahu Community Correctional Center. The nearby Middle Street Transit Center Station is a major bus hub for many lines that serve this central part of Honolulu. It will serve as a major intermodal center in the future. Larger maps are available in Appendix A of this report.



**Figure 32. Middle Street Transit Center Station Land Use Map**



**Figure 33. Middle Street Transit Center Station Zoning Map**

1. EXISTING LAND USE

**Station 14: Kalihi**—This location is dominated by industrial and commercial uses south of Dillingham Boulevard and west of the station. Multi-family and single-family residences are located north of Dillingham Boulevard. Some of the commercial and industrial uses are related to activities at nearby Honolulu Harbor. Larger maps are available in Appendix A of this report.

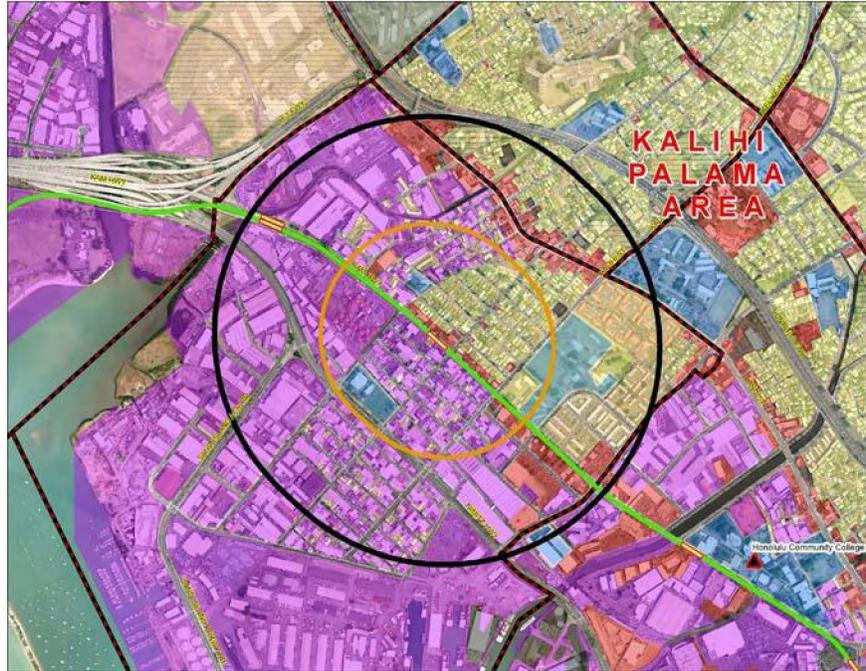


Figure 34. Kalihi Station Land Use Map

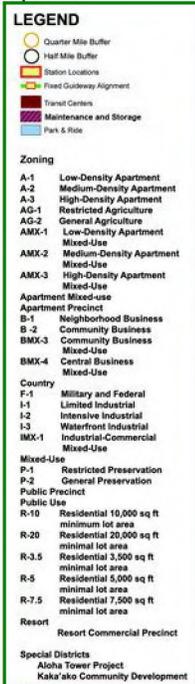
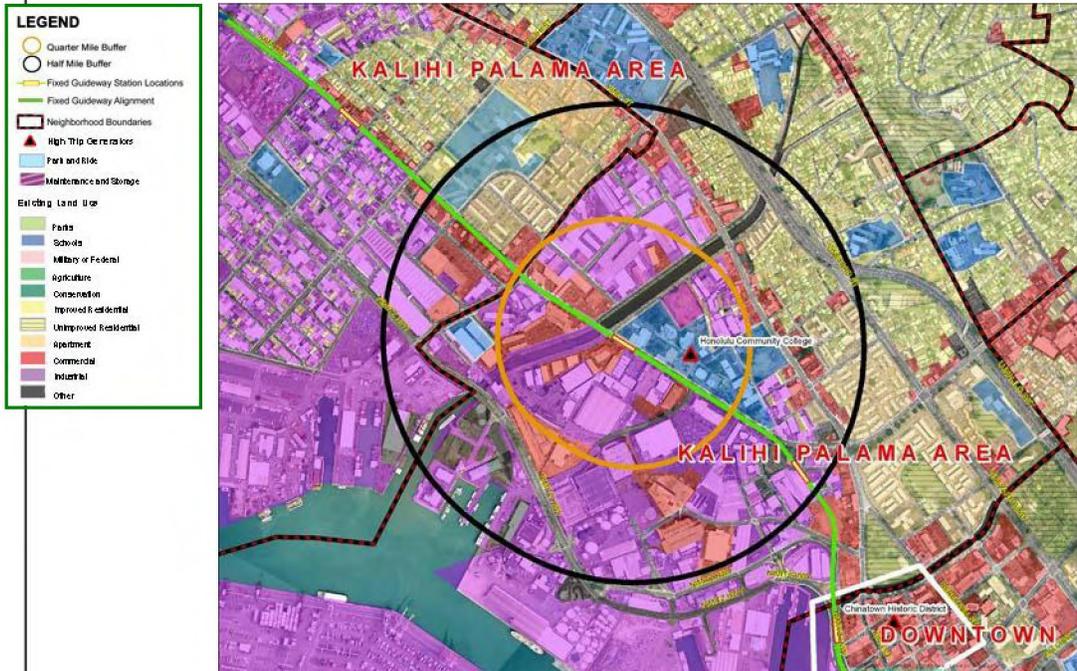


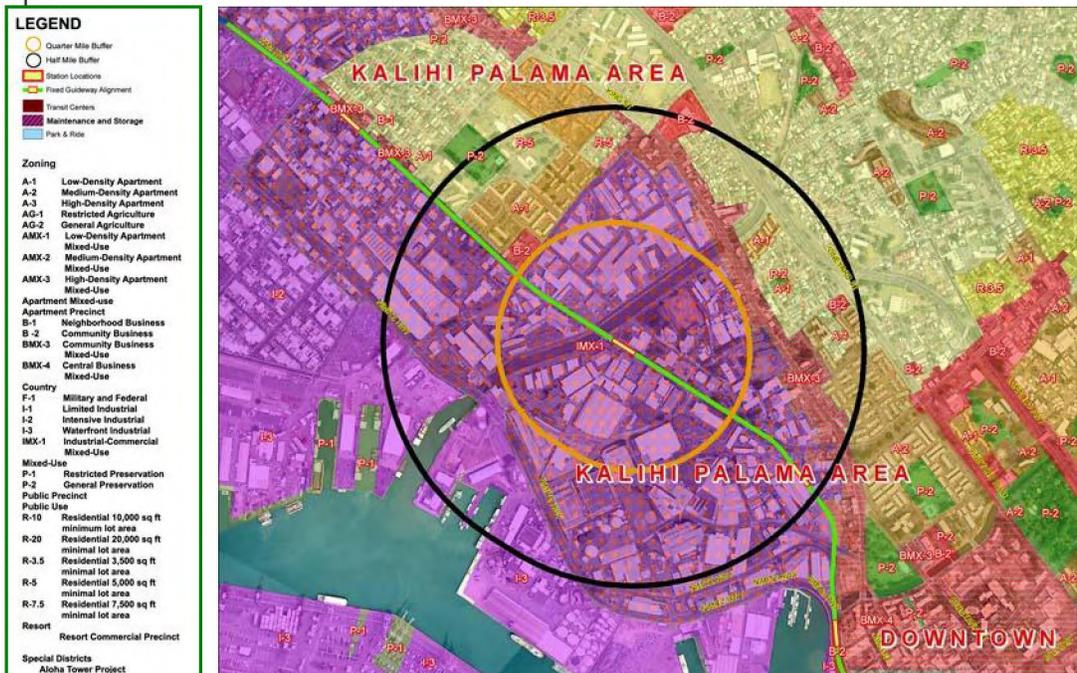
Figure 35. Kalihi Station Zoning Map

**1. EXISTING LAND USE**

**Station 15: Kapālama**— The land uses are largely industrial and commercial, including Honolulu Community College. The campus is surrounded by low- to moderate-density housing. The Sprint office building and big-box retail stores, such as Costco and Home Depot, are nearby. Kapālama Stream is adjacent to the station. Larger maps are available in Appendix A of this report.



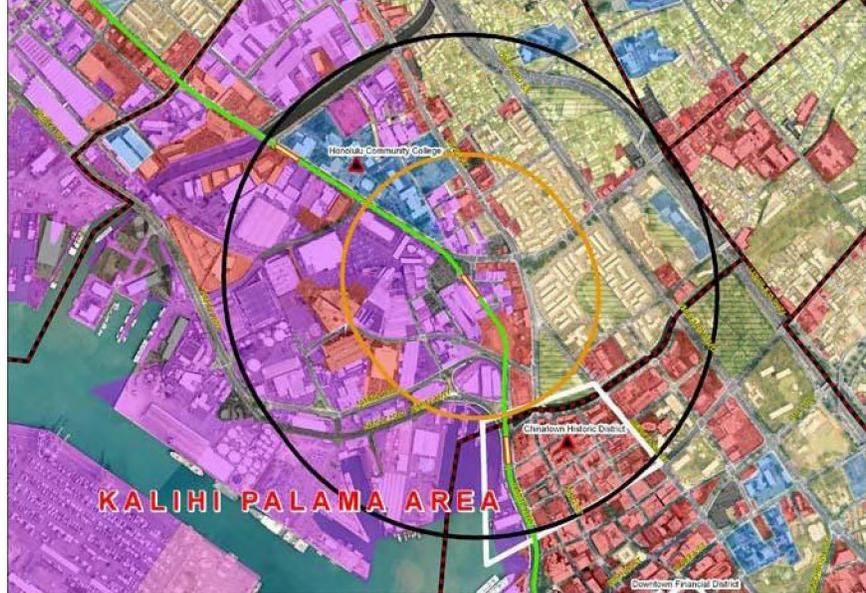
**Figure 36. Kapālama Station Land Use Map**



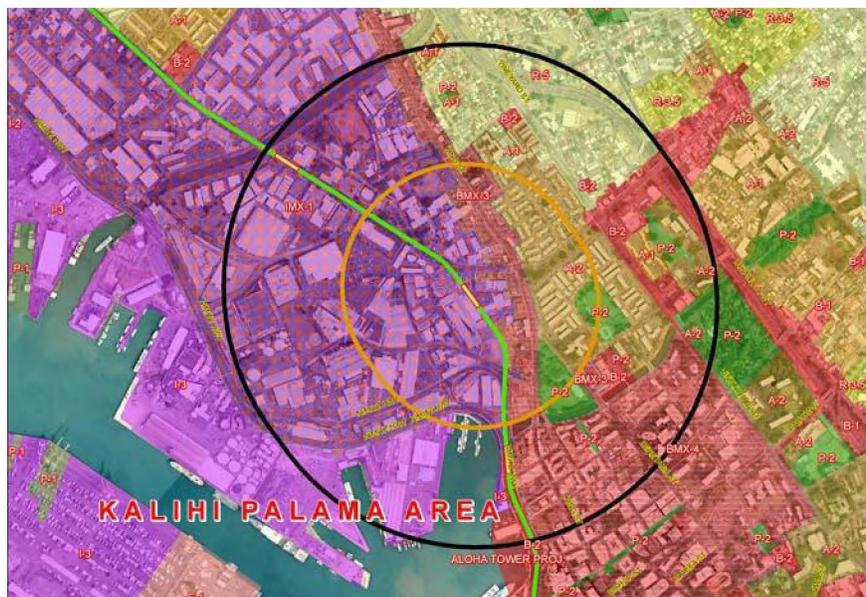
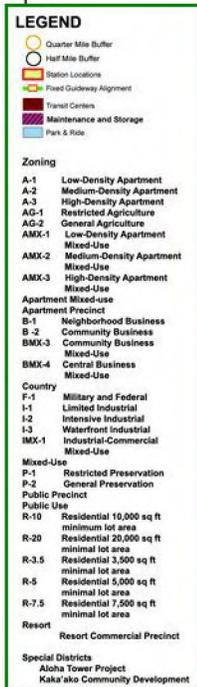
**Figure 37. Kapālama Station Zoning Map**

**1. EXISTING LAND USE**

**Station 16: Iwilei**—The area includes a mix of uses such as commercial, industrial, and some low- to medium-density residential uses. The commercial and industrial uses are similar to the Kalihi and Kapālama Stations, but residential uses are greater and include Major Wright Homes and Kukui Gardens, both U.S. Housing and Urban Development low-rise housing developments. Mid-rise senior and low-income housing is planned near this station location. Larger maps are available in Appendix A of this report.



**Figure 38. Iwilei Station Land Use Map**

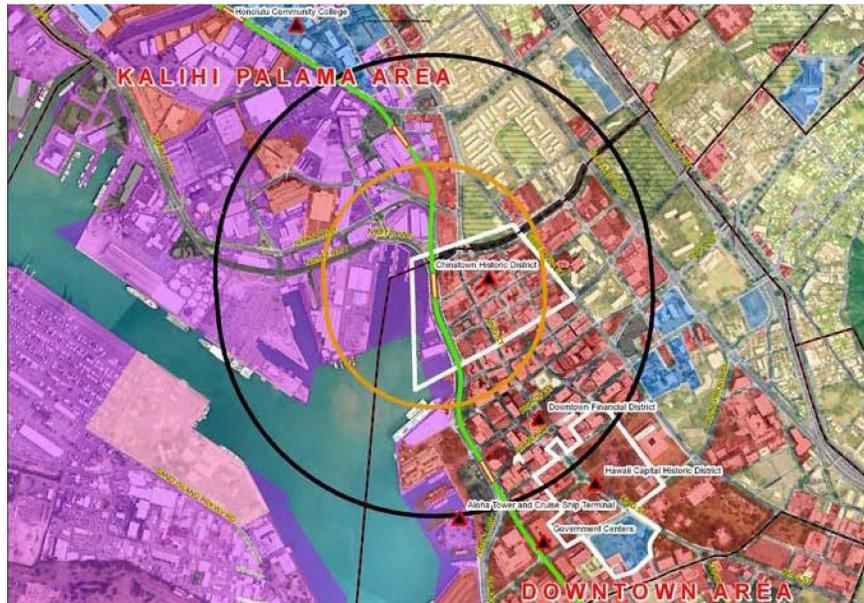


**Figure 39. Iwilei Station Zoning Map**

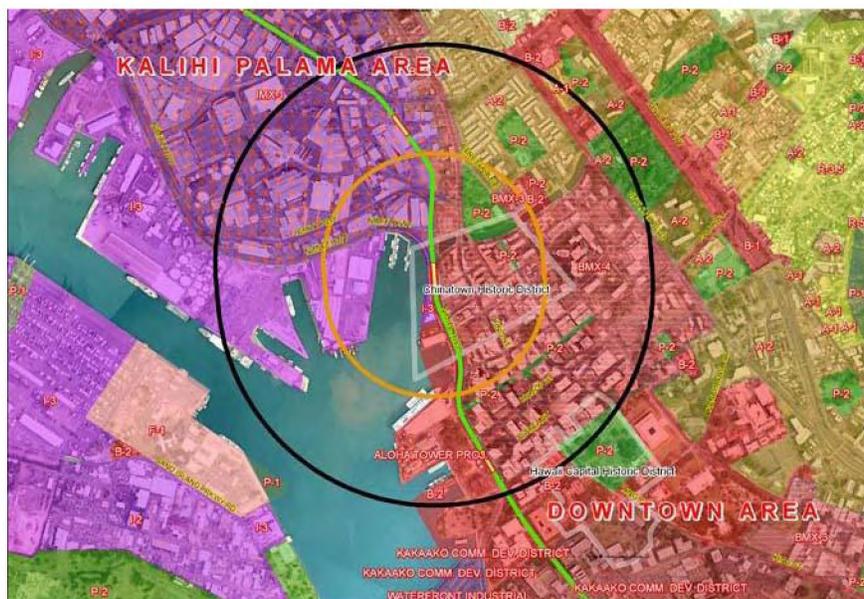
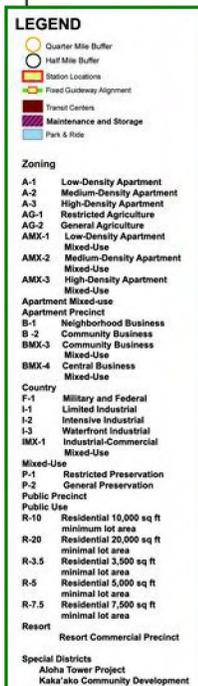
**1. EXISTING LAND USE**

**Station 17: Chinatown**—Chinatown is primarily business and industrial area with a mix of multi-family residential. The uses consist primarily of small, low-rise historic commercial buildings with offices and some housing above. The area has some new restaurants and art galleries. South of the station is within Honolulu Harbor. Chinatown is an important local and historic tourist attraction. A high-rise residential tower is on the west side of Nu‘uanu Stream.

This is the first station that would serve Honolulu’s CBD (Figure 5). The area immediately adjacent to the station is part of Chinatown and the historic O‘ahu food market, itself an important local and tourist attraction. Larger maps are available in Appendix A of this report.



**Figure 40. Chinatown Station Land Use Map**



**Figure 41. Chinatown Station Zoning Map**

Information Requested	Documentation Supporting Land Use Criterion
-----------------------	---

**1. EXISTING LAND USE**

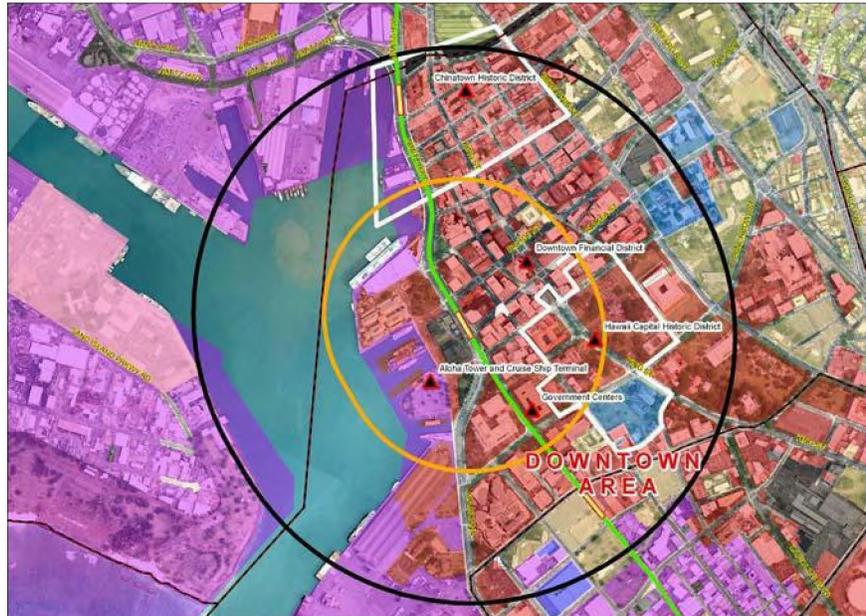
**Station 18: Downtown**—The land use and zoning near this station are predominately business, commercial, and entertainment. The area also contains multi-family residential uses. This station would serve Honolulu’s Financial District (Figure 5), including the Fort Street pedestrian mall, Aloha Tower Marketplace, and the cruise ship terminal at Piers 10 and 11. It also would serve the very densely developed Financial District and nearby government offices. This station would serve the densest concentration of jobs in the entire transit corridor. Larger maps are available in Appendix A of this report.

**LEGEND**

- Quarter Mile Buffer
- Half Mile Buffer
- Fixed Guideway Alignment
- Fixed Guideway Station Locations
- ▭ Neighborhood Boundaries
- ▲ High Trip Generation
- ▭ Park and Ride
- ▭ Maintenance and Storage

**Existing Land Use**

- ▭ Parks
- ▭ Schools
- ▭ Military or Federal
- ▭ Agriculture
- ▭ Conservation
- ▭ Improved Residential
- ▭ Unimproved Residential
- ▭ Apartment
- ▭ Commercial
- ▭ Industrial
- ▭ Other



**Figure 42. Downtown Station Land Use Map**

**LEGEND**

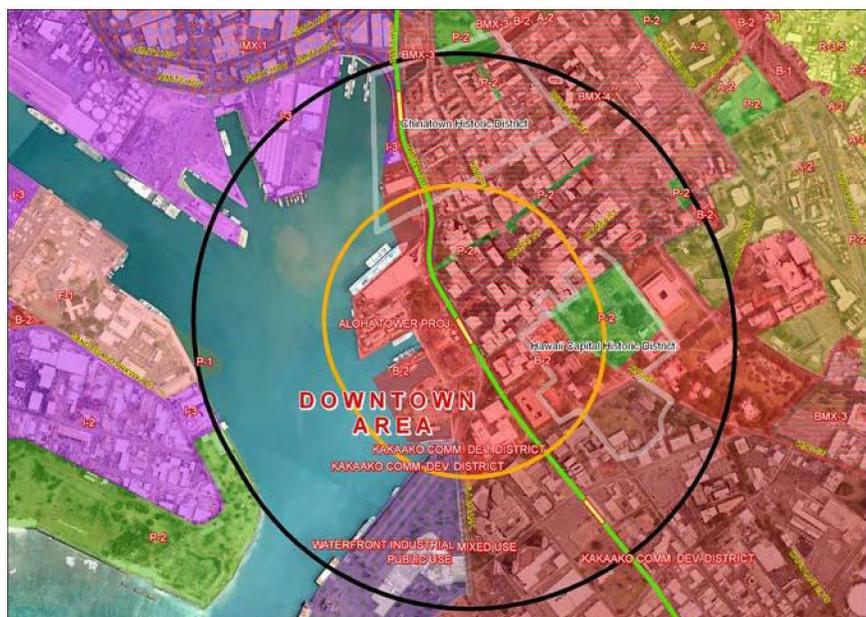
- Quarter Mile Buffer
- Half Mile Buffer
- Station Location
- Fixed Guideway Alignment
- ▭ Transit Centers
- ▭ Maintenance and Storage
- ▭ Park & Ride

**Zoning**

- A-1 Low-Density Apartment
- A-2 Medium-Density Apartment
- A-3 High-Density Apartment
- AG-1 Restricted Agriculture
- AG-2 General Agriculture
- AMX-1 Low-Density Apartment Mixed-Use
- AMX-2 Medium-Density Apartment Mixed-Use
- AMX-3 High-Density Apartment Mixed-Use
- Apartment Mixed-use
- Apartment Precinct
- B-1 Neighborhood Business
- B-2 Community Business
- BMX-3 Community Business Mixed-Use
- BMX-4 Central Business Mixed-Use
- Country
- F-1 Military and Federal
- I-1 Limited Industrial
- I-2 Intensive Industrial
- I-3 Waterfront Industrial
- IMX-1 Industrial-Commercial Mixed-Use
- Mixed-Use
- P-1 Restricted Preservation
- P-2 General Preservation
- Public Precinct
- Public Use
- R-10 Residential 10,000 sq ft minimum lot area
- R-20 Residential 20,000 sq ft minimal lot area
- R-3.5 Residential 3,500 sq ft minimal lot area
- R-5 Residential 5,000 sq ft minimal lot area
- R-7.5 Residential 7,500 sq ft minimal lot area
- Resort
- Resort Commercial Precinct

**Special Districts**

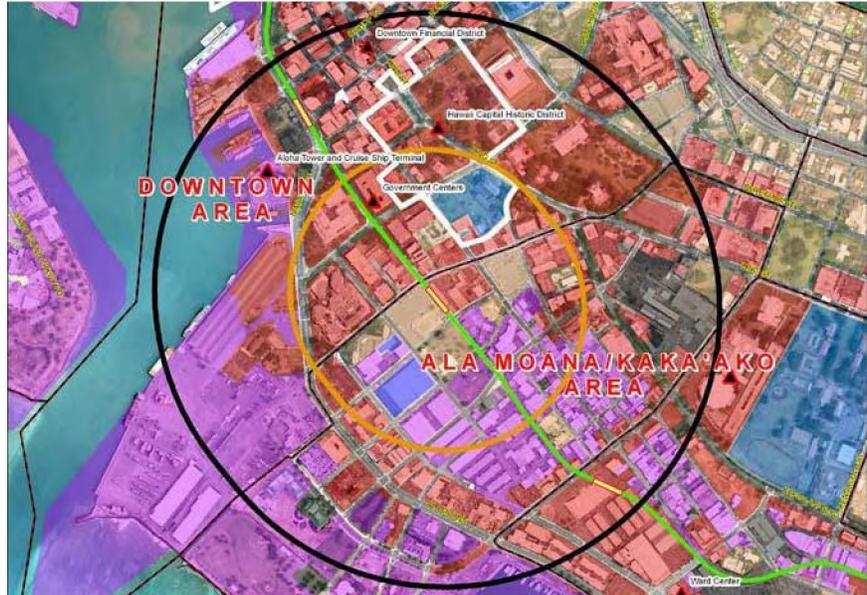
- ▭ Aloha Tower Project
- ▭ Kaka'ako Community Development



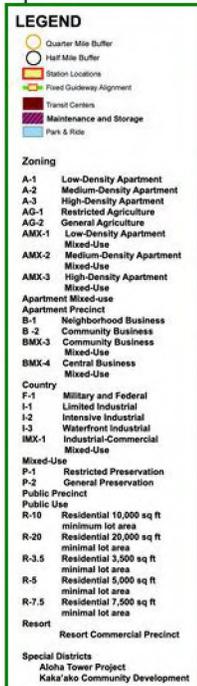
**Figure 43. Downtown Station Zoning Map**

**1. EXISTING LAND USE**

**Station 19: Civic Center**— Existing and upcoming land uses and zoning in this area is largely government and business mixed use with multi-family residential. More intense industrial uses are along the waterfront. The majority of this area is in the Kaka‘ako Community Development District which is currently under transition from underutilized commercial and industrial activities to pedestrian friendly high-density condominium and office uses east of South Street. Larger maps are available in Appendix A of this report.



**Figure 44. Civic Center Station Land Use Map**



**Figure 45. Civic Center Station Zoning Map**

Information Requested	Documentation Supporting Land Use Criterion
<b>1. EXISTING LAND USE</b>	
	<p><b>Station 20: Kaka‘ako</b>—This station site in Kaka‘ako (Figure 6) is in an area of transition from old low-density commercial uses to new high-density office, mixed-use, and multi-family residential uses. The station is next to the popular Ward Center retail complex. Located near the Ward Avenue commercial area, Hokua Tower includes a 41-story tower with 248 luxury condominiums and ground-floor commercial space. The development replaced several gas stations and two low-rise office buildings. Five similar condominium towers are located in close proximity, with a total of over 1,700 residential units. One such tower is Keola La‘i (Figure 46), a new 44-story 352-unit building with retail space on the ground floor. It is located within one block of a proposed transit station on a parcel previously used as a parking lot. There is an unusual mix of big-box retail, cinemas, and restaurants with older, smaller industrial uses and small businesses in this area undergoing significant transition to upscale uses. Ward Center, a large retail and entertainment complex (Nordstrom Shoes and Rack, Sports Authority, Borders Books, movies, and restaurants) is located near the station. Ward Entertainment Center is a two-level structure on a 3.5-acre lot and contains retail, parking, and a 16-screen theater complex completed in late 2001. Construction continues on the Ward Village Shops (Figure 47) that will be a 17-story commercial and residential development. This whole area is in the Kaka‘ako Community Development District which is controlled by the State Agency, Hawai‘i Community Development Authority. Larger maps are available in Appendix A of this report.</p> <div style="display: flex; justify-content: space-around;"> <div style="text-align: center;">  <p><b>Figure 46. Keola La‘i</b></p> </div> <div style="text-align: center;">  <p><b>Figure 47. Ward Village Development</b></p> </div> </div>

1. EXISTING LAND USE

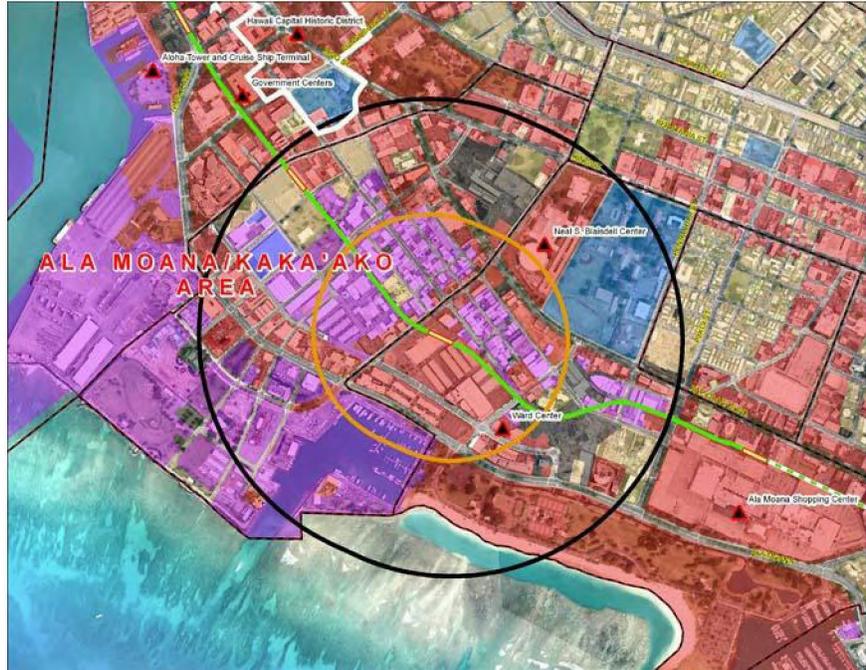


Figure 48. Kaka'ako Station Land Use Map

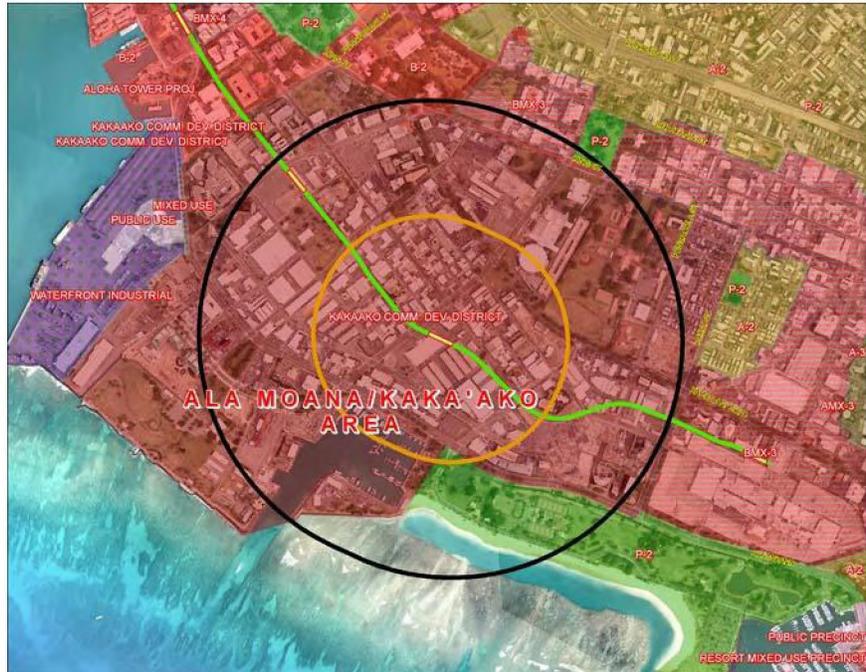
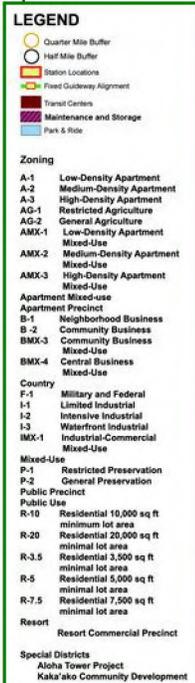
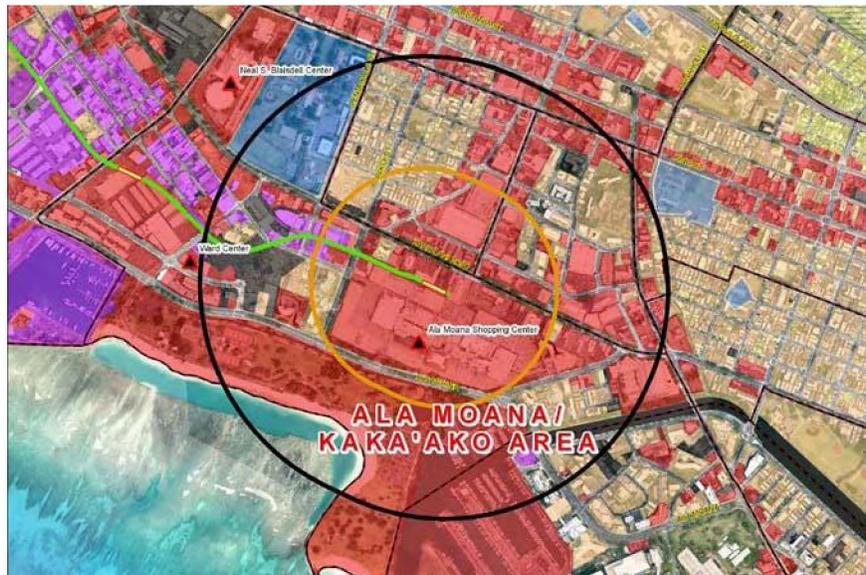


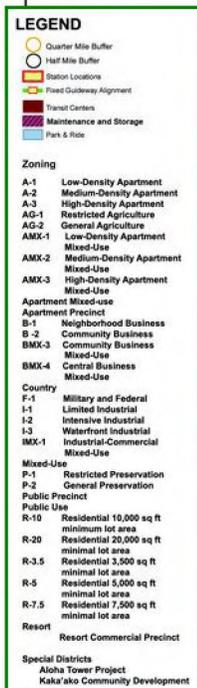
Figure 49. Kaka'ako Station Zoning Map

**1. EXISTING LAND USE**

**Station 21: Ala Moana Center**—The outer Koko-Head edge of the Kaka‘ako Community Development District is within one-half mile of the future Ala Moana Center Station. The uses in this area are largely business mixed with multi-family residential. This station is the Koko-Head terminus of the Project. It would serve one of the largest shopping centers in the U.S. with more than 1.8 million square feet of retail space and plans for expansion and borders the redeveloping Kaka‘ako neighborhood. It is adjacent to major hotels and condominiums on the edge of Waikīkī and the Hawai‘i Convention Center, as well as retail and small office uses. The shopping center is also the convergence of many bus lines and would become a major transfer station for the Project. A direct pedestrian connection between the station and the adjacent shopping center is planned. Larger maps are available in Appendix A of this report.



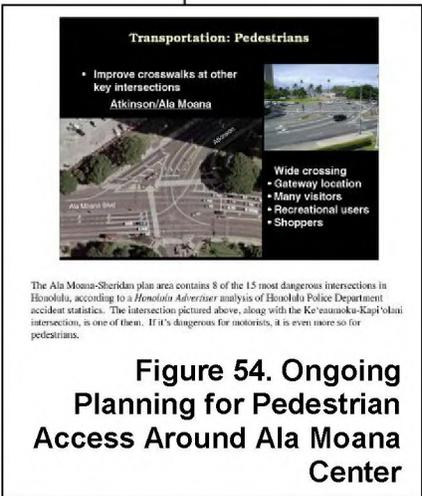
**Figure 50. Ala Moana Center Station Land Use Map**



**Figure 51. Ala Moana Center Station Zoning Map**

Information Requested	Documentation Supporting Land Use Criterion
<p><b>1. EXISTING LAND USE</b></p>	<div data-bbox="212 239 613 487" data-label="Image"> </div> <div data-bbox="261 491 610 528" data-label="Caption"> <p><b>Figure 52. Moana Pacific</b></p> </div> <div data-bbox="643 239 1417 513" data-label="Text"> <p>The 720-unit Moana Pacific Condominium towers on Kapi‘olani Boulevard near the Ala Moana Center are now complete. A new commercial building, the Honolulu Design Center, which is part of the Moana Pacific project, fronts Kapi‘olani Boulevard and contains 80,000 square feet of commercial space and creates a pedestrian-friendly streetscape. This development replaced a car dealership and a number of low-rise commercial and industrial buildings.</p> </div>
<p><i>Existing station area pedestrian facilities, including access for persons with disabilities</i></p>	<p>Generally, pedestrian facilities with curb ramps are located along the main streets in the project corridor, except in the ‘Ewa Plain west of Fort Weaver Road. Pedestrian facilities are more extensive in some areas than in others, with older industrial communities located makai, or south, of the alignment having fewer facilities. The City had multiple long-running Americans with Disabilities Act (ADA) curb-ramp projects in the winter of 2007. These projects have made significant improvements in urban Honolulu and around the Island of O‘ahu in general.</p> <p>Individuals can also request curb ramps by submitting curb ramp request forms, shown in Figure 53, (City and County of Honolulu Department of Customer Services, 2009), available on the City’s Department of Design and Construction website. Per city code, all stations will have ADA accessible ramps.</p> <p>In 2007, the City announced a project to install pedestrian countdown timers at all crosswalks. Further, the State continues to fund existing strategies to improve pedestrian safety measures, such as traffic countdown timers, signals, painting of crosswalks, grants-in-aid for counties for pedestrian safety, and a public awareness campaigns. These actions are designed to make Honolulu more pedestrian friendly, as was mandated in a Charter Amendment approved by voters. (House Bill No. 357) (Hawai‘i State DOT, 2008)</p> <p>Groups of stations are described in general below.</p> <ul style="list-style-type: none"> <li> <b>East Kapolei Area: Stations 1 through 3</b>—These areas are currently undeveloped and no pedestrian facilities exist. As main roads in the area are built or widened, pedestrian facilities will be installed. The significant development planned for this area will incorporate pedestrian walkways serving the UH West O‘ahu and Ho‘opili Stations. </li> </ul> <div data-bbox="1019 842 1393 1390" data-label="Form"> </div> <div data-bbox="1079 1397 1393 1468" data-label="Caption"> <p><b>Figure 53. Curb Ramp Request Form</b></p> </div>

Information Requested	Documentation Supporting Land Use Criterion
<p><b>1. EXISTING LAND USE</b></p>	
	<ul style="list-style-type: none"> <li> <p><b>Waipahu Area: Stations 4 through 6</b>—Pedestrian facilities are fairly extensive on the north side of Farrington Highway but less prevalent on the south side. Given the number of buses operating and the transit center currently located on Hikimoe Street and a bus stop shelter on Mokuola Street, pedestrian routes are well established in the area, but are not currently pedestrian friendly. The Waipahu The Project is an opportunity to widen and repair existing sidewalks, as well as provide safe and convenient street crossings. In addition to sidewalks in the area, the Pearl Harbor Historic Trail and the O’ahu Railway and Land Company (OR&amp;L) right-of-way bike path (Figure 72) are growing in length and connectiveness, providing off-street pedestrian facilities.</p> </li> <li> <p><b>Pearl City to Aloha Stadium: Stations 7 through 9</b>—Sidewalks are located on Kamehameha Highway and most surrounding streets. In some cases, sidewalks do not extend far beyond Kamehameha Highway. However, because of the number of buses operating on Kamehameha Highway and the proposed transit center located near Pearlridge Station, the well-established pedestrian routes could be improved for safety. The Project is an opportunity to widen and repair existing sidewalks, as well as provide safe and convenient street crossings. The Pearl Harbor Historic Trail, still being developed, also provides off-street pedestrian facilities in this area.</p> </li> <li> <p><b>Pearl Harbor Naval Base to Lagoon Drive: Stations 10 through 12</b>—Limited sidewalks are located within the Lagoon Drive Station. In the military residential areas, sidewalks are not continuous and do not provide a complete or direct route to the stations. Kamehameha Highway provides sidewalks on each side of the street. However, station sites within this segment of the alignment currently lack suitable pedestrian connectivity.</p> </li> <li> <p><b>Kalihi Area: Stations 13 through 16</b>—Good sidewalks are generally present on Dillingham Boulevard and major cross streets. Some of the smaller, less-traveled side streets do not have sidewalks. Similar to other portions of the corridor, pedestrian routes are currently well established at these stations.</p> </li> <li> <p><b>Chinatown to Ala Moana Center: Stations 17 through 21</b>—Sidewalks are extensive in this area. The only streets without sidewalks are the smaller, more industrial streets in the Kaka’ako neighborhood. Those streets tend to have a large number of small property owners, are narrower than other streets, and typically have large numbers of driveways and loading bays. The Ala Moana Center Station would be integrated with the Center, providing direct pedestrian connections to it (Figure 54).</p> </li> </ul>
<p><i>Existing corridor and station area parking supply</i></p>	<p>Currently, approximately 450 acres of land area is devoted to parking within one-half mile of the 21 stations.</p> <p>Generally, parking is available in sufficient supply and at a low cost or free in the corridor west of Downtown. The three stations, on the west, or ‘Ewa side, of the alignment, are rural and do not have a parking supply at this time. Stations from West Loch to Pearl Harbor Naval Base contain approximately 270 acres of land area devoted</p>

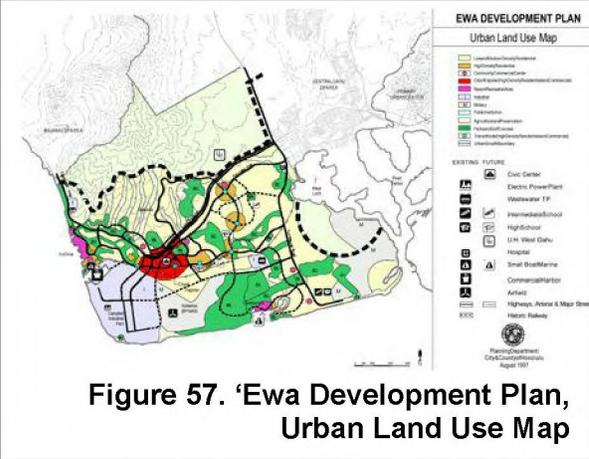


Information Requested	Documentation Supporting Land Use Criterion																																								
<p><b>1. EXISTING LAND USE</b></p>	<p>to parking mainly for customers of retail and other commercial properties. From the Airport Station to the Kapālama Station, there are approximately 80 acres of land area devoted to parking. There is ample parking within the airport facilities. There is limited parking in the other stations.</p> <p>As areas redevelop, parking tends to become scarce and increases in cost. This is evident in areas such as Iwilei and Kaka‘ako where parking was relatively abundant and inexpensive five years ago compared to now. Parking is limited to retail customers in the Iwilei area. In Chinatown, multi-level paid-parking buildings, metered on-street parking, and paid surface lots are available. However, in areas adjacent to the CBD, parking remains relatively plentiful and inexpensive, such as in the Civic Center and Kaka‘ako Stations. Additionally, Ala Moana Center Station has an ample parking supply with about 40 acres of land area for parking, compared to parking in the CBD where land area for parking is limited with approximately 10 acres.</p> <p>Parking rates in the CBD, which consists of Chinatown, the Financial District, and the Hawai‘i Capital District, have steadily increased as the volume of office space has increased and vacancy has dropped. Daily parking rates in the Financial District are approximately \$44 a day currently, the highest parking rate in the nation. In the Hawai‘i Capital District, parking rates are lower, primarily because of its proximity to the relatively open lots of Kaka‘ako. However, as Kaka‘ako has redeveloped, parking rates have increased and will continue to do so. In Chinatown, the number of parking spaces is relatively low, but the City owns the bulk of the spaces. The City charges a daily rate for the spaces (\$21) but generally does not provide monthly parking for non-residents (people not living in the building in which the parking is located).</p> <p>Table 4 summarizes the availability of parking and its cost in the major employment areas of Chinatown, the Financial District, and the Hawai‘i Capital District.</p> <p style="text-align: center;"><b>Table 4. Parking Supply in the Central Business District</b></p> <table border="1" data-bbox="444 1209 1386 1776"> <thead> <tr> <th></th> <th>Chinatown</th> <th>Financial District</th> <th>Hawai‘i Capital District</th> </tr> </thead> <tbody> <tr> <td>Commercial development space/office space (square feet)</td> <td>unknown</td> <td>6,300,000</td> <td>4,000,000</td> </tr> <tr> <td>Number of employees</td> <td>3,300</td> <td>27,500</td> <td>16,600</td> </tr> <tr> <td>Number of parking spaces for employees</td> <td>1,000</td> <td>9,900</td> <td>6,500</td> </tr> <tr> <td>Parking spaces per employee</td> <td>0.30</td> <td>0.36</td> <td>0.39</td> </tr> <tr> <td>Number of dwelling units</td> <td>940</td> <td>575</td> <td>300</td> </tr> <tr> <td>Number of residents</td> <td>3,360</td> <td>990</td> <td>450</td> </tr> <tr> <td>Number of parking spaces for residents</td> <td>475</td> <td>550</td> <td>280</td> </tr> <tr> <td>Parking spaces per dwelling unit</td> <td>0.50</td> <td>0.96</td> <td>0.93</td> </tr> <tr> <td>Average daily parking cost</td> <td>\$27</td> <td>\$44</td> <td>\$28</td> </tr> </tbody> </table> <p>In the CBD, parking is primarily confined to structured parking. Only a few small lots provide street parking. Many parking structures include street-level shops and restaurants. Therefore, the land area devoted to parking in the CBD is relatively small.</p>		Chinatown	Financial District	Hawai‘i Capital District	Commercial development space/office space (square feet)	unknown	6,300,000	4,000,000	Number of employees	3,300	27,500	16,600	Number of parking spaces for employees	1,000	9,900	6,500	Parking spaces per employee	0.30	0.36	0.39	Number of dwelling units	940	575	300	Number of residents	3,360	990	450	Number of parking spaces for residents	475	550	280	Parking spaces per dwelling unit	0.50	0.96	0.93	Average daily parking cost	\$27	\$44	\$28
	Chinatown	Financial District	Hawai‘i Capital District																																						
Commercial development space/office space (square feet)	unknown	6,300,000	4,000,000																																						
Number of employees	3,300	27,500	16,600																																						
Number of parking spaces for employees	1,000	9,900	6,500																																						
Parking spaces per employee	0.30	0.36	0.39																																						
Number of dwelling units	940	575	300																																						
Number of residents	3,360	990	450																																						
Number of parking spaces for residents	475	550	280																																						
Parking spaces per dwelling unit	0.50	0.96	0.93																																						
Average daily parking cost	\$27	\$44	\$28																																						

Information Requested	Documentation Supporting Land Use Criterion																																																																															
<b>1. EXISTING LAND USE</b>																																																																																
	<p>The current parking supply is a result of existing parking requirements for developments. Chapter 21-6 of the Land Use Ordinance establishes islandwide off-street parking requirements for a variety of uses, with some variations for special districts within the City. Table 5 summarizes those parking requirements.</p>																																																																															
	<p><b>Table 5. Parking Standards</b></p>																																																																															
	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th data-bbox="391 454 776 605">Use</th> <th data-bbox="776 454 1015 605">Standard Requirements</th> <th data-bbox="1015 454 1214 605">In BMX-4 Central Business Mixed Use Zone</th> <th data-bbox="1214 454 1438 605">In Waikīkī Special District</th> </tr> </thead> <tbody> <tr> <td colspan="4" data-bbox="391 605 1438 638"><b>Commerce and Business</b></td> </tr> <tr> <td data-bbox="391 638 776 728">Office, home improvement center, bank, medical clinics, and others</td> <td data-bbox="776 638 1015 728" style="text-align: center;">1/400 sf</td> <td data-bbox="1015 638 1214 728" style="text-align: center;">1/600 sf &gt; 4,000 sf</td> <td data-bbox="1214 638 1438 728" style="text-align: center;">1/800 sf</td> </tr> <tr> <td data-bbox="391 728 776 793">Convenience, food, and grocery stores</td> <td data-bbox="776 728 1015 793" style="text-align: center;">1/300 sf</td> <td data-bbox="1015 728 1214 793" style="text-align: center;">1/600 sf &gt; 4,000 sf</td> <td data-bbox="1214 728 1438 793" style="text-align: center;">1/800 sf</td> </tr> <tr> <td data-bbox="391 793 776 950">Eating and drinking establishments</td> <td data-bbox="776 793 1015 950" style="text-align: center;">1/300 sf</td> <td data-bbox="1015 793 1214 950" style="text-align: center;">1/300 sf dining area &gt;1,500 sf + 1/400 sf other</td> <td data-bbox="1214 793 1438 950" style="text-align: center;">1/800 sf</td> </tr> <tr> <td data-bbox="391 950 776 983">Large item sales</td> <td data-bbox="776 950 1015 983" style="text-align: center;">1/900 sf</td> <td data-bbox="1015 950 1214 983" style="text-align: center;">1/1,200 sf</td> <td data-bbox="1214 950 1438 983"></td> </tr> <tr> <td data-bbox="391 983 776 1015">Shopping centers</td> <td data-bbox="776 983 1015 1015" style="text-align: center;">1/300 sf</td> <td data-bbox="1015 983 1214 1015"></td> <td data-bbox="1214 983 1438 1015" style="text-align: center;">1/800 sf</td> </tr> <tr> <td colspan="4" data-bbox="391 1015 1438 1047"><b>Dwellings and Lodgings</b></td> </tr> <tr> <td data-bbox="391 1047 776 1112">Dwellings, detached, duplex, and farm</td> <td data-bbox="776 1047 1015 1112" style="text-align: center;">2/unit + 1/1,000 sf over 2,500 sf</td> <td data-bbox="1015 1047 1214 1112"></td> <td data-bbox="1214 1047 1438 1112" style="text-align: center;">1/unit</td> </tr> <tr> <td data-bbox="391 1112 776 1177">Multifamily dwellings &lt;600 sf</td> <td data-bbox="776 1112 1015 1177" style="text-align: center;">1/unit + 1 guest/10 units</td> <td data-bbox="1015 1112 1214 1177" style="text-align: center;">1/unit</td> <td data-bbox="1214 1112 1438 1177" style="text-align: center;">1/unit</td> </tr> <tr> <td data-bbox="391 1177 776 1241">Multifamily dwellings &gt;600 but &lt;800 sf</td> <td data-bbox="776 1177 1015 1241" style="text-align: center;">1.5/unit + 1 guest/10 units</td> <td data-bbox="1015 1177 1214 1241" style="text-align: center;">1/unit</td> <td data-bbox="1214 1177 1438 1241" style="text-align: center;">1/unit</td> </tr> <tr> <td data-bbox="391 1241 776 1306">Multifamily dwellings &gt;800 sf</td> <td data-bbox="776 1241 1015 1306" style="text-align: center;">2/unit + 1 guest/10 units</td> <td data-bbox="1015 1241 1214 1306" style="text-align: center;">1/unit</td> <td data-bbox="1214 1241 1438 1306" style="text-align: center;">1/unit</td> </tr> <tr> <td data-bbox="391 1306 776 1338">Hotel dwelling units</td> <td data-bbox="776 1306 1015 1338" style="text-align: center;">1/unit</td> <td data-bbox="1015 1306 1214 1338" style="text-align: center;">1/4 units</td> <td data-bbox="1214 1306 1438 1338" style="text-align: center;">0.25/unit</td> </tr> <tr> <td data-bbox="391 1338 776 1371">Hotel lodging units</td> <td data-bbox="776 1338 1015 1371" style="text-align: center;">0.75/unit</td> <td data-bbox="1015 1338 1214 1371" style="text-align: center;">1/4 units</td> <td data-bbox="1214 1338 1438 1371" style="text-align: center;">0.25/unit</td> </tr> <tr> <td colspan="4" data-bbox="391 1371 1438 1403"><b>Social and Civic Service</b></td> </tr> <tr> <td data-bbox="391 1403 776 1435">Museums and libraries</td> <td data-bbox="776 1403 1015 1435" style="text-align: center;">1/400 sf</td> <td data-bbox="1015 1403 1214 1435"></td> <td data-bbox="1214 1403 1438 1435" style="text-align: center;">1/300 sf</td> </tr> <tr> <td data-bbox="391 1435 776 1500">Arenas, theaters, and auditoriums</td> <td data-bbox="776 1435 1015 1500" style="text-align: center;">1/75 sf or 1/5 seats</td> <td data-bbox="1015 1435 1214 1500" style="text-align: center;">1/300 sf or 1/10 seats</td> <td data-bbox="1214 1435 1438 1500"></td> </tr> <tr> <td data-bbox="391 1500 776 1586">Elementary and middle schools</td> <td data-bbox="776 1500 1015 1586" style="text-align: center;">1/20 students + 1/400 sf office space</td> <td data-bbox="1015 1500 1214 1586"></td> <td data-bbox="1214 1500 1438 1586" style="text-align: center;">1/15 seats in main auditorium</td> </tr> <tr> <td data-bbox="391 1586 776 1705">High schools</td> <td data-bbox="776 1586 1015 1705" style="text-align: center;">1/10 students + 1/400 sf office space</td> <td data-bbox="1015 1586 1214 1705"></td> <td data-bbox="1214 1586 1438 1705" style="text-align: center;">1/5 seats in main auditorium or 5/classroom</td> </tr> </tbody> </table>				Use	Standard Requirements	In BMX-4 Central Business Mixed Use Zone	In Waikīkī Special District	<b>Commerce and Business</b>				Office, home improvement center, bank, medical clinics, and others	1/400 sf	1/600 sf > 4,000 sf	1/800 sf	Convenience, food, and grocery stores	1/300 sf	1/600 sf > 4,000 sf	1/800 sf	Eating and drinking establishments	1/300 sf	1/300 sf dining area >1,500 sf + 1/400 sf other	1/800 sf	Large item sales	1/900 sf	1/1,200 sf		Shopping centers	1/300 sf		1/800 sf	<b>Dwellings and Lodgings</b>				Dwellings, detached, duplex, and farm	2/unit + 1/1,000 sf over 2,500 sf		1/unit	Multifamily dwellings <600 sf	1/unit + 1 guest/10 units	1/unit	1/unit	Multifamily dwellings >600 but <800 sf	1.5/unit + 1 guest/10 units	1/unit	1/unit	Multifamily dwellings >800 sf	2/unit + 1 guest/10 units	1/unit	1/unit	Hotel dwelling units	1/unit	1/4 units	0.25/unit	Hotel lodging units	0.75/unit	1/4 units	0.25/unit	<b>Social and Civic Service</b>				Museums and libraries	1/400 sf		1/300 sf	Arenas, theaters, and auditoriums	1/75 sf or 1/5 seats	1/300 sf or 1/10 seats		Elementary and middle schools	1/20 students + 1/400 sf office space		1/15 seats in main auditorium	High schools	1/10 students + 1/400 sf office space		1/5 seats in main auditorium or 5/classroom
Use	Standard Requirements	In BMX-4 Central Business Mixed Use Zone	In Waikīkī Special District																																																																													
<b>Commerce and Business</b>																																																																																
Office, home improvement center, bank, medical clinics, and others	1/400 sf	1/600 sf > 4,000 sf	1/800 sf																																																																													
Convenience, food, and grocery stores	1/300 sf	1/600 sf > 4,000 sf	1/800 sf																																																																													
Eating and drinking establishments	1/300 sf	1/300 sf dining area >1,500 sf + 1/400 sf other	1/800 sf																																																																													
Large item sales	1/900 sf	1/1,200 sf																																																																														
Shopping centers	1/300 sf		1/800 sf																																																																													
<b>Dwellings and Lodgings</b>																																																																																
Dwellings, detached, duplex, and farm	2/unit + 1/1,000 sf over 2,500 sf		1/unit																																																																													
Multifamily dwellings <600 sf	1/unit + 1 guest/10 units	1/unit	1/unit																																																																													
Multifamily dwellings >600 but <800 sf	1.5/unit + 1 guest/10 units	1/unit	1/unit																																																																													
Multifamily dwellings >800 sf	2/unit + 1 guest/10 units	1/unit	1/unit																																																																													
Hotel dwelling units	1/unit	1/4 units	0.25/unit																																																																													
Hotel lodging units	0.75/unit	1/4 units	0.25/unit																																																																													
<b>Social and Civic Service</b>																																																																																
Museums and libraries	1/400 sf		1/300 sf																																																																													
Arenas, theaters, and auditoriums	1/75 sf or 1/5 seats	1/300 sf or 1/10 seats																																																																														
Elementary and middle schools	1/20 students + 1/400 sf office space		1/15 seats in main auditorium																																																																													
High schools	1/10 students + 1/400 sf office space		1/5 seats in main auditorium or 5/classroom																																																																													
	sf = square feet																																																																															

Information Requested	Documentation Supporting Land Use Criterion
<p><b>2. TRANSIT SUPPORTIVE PLANS AND POLICIES</b></p> <p><b>a. Growth Management</b></p>	
<p><i>Concentration of development around established activity centers and regional transit</i></p>	<p>State, regional, and community plans and policies are in place and are enforceable through zoning, capital improvement programs and grant and loan requirements at State and local levels. Because of these policies, existing and planned densities in the project corridor are strongly compatible with transit.</p> <p>Proactive, community-based plans at the State and local levels establish a comprehensive framework for implementing long-range policies and goals for the future of O‘ahu, which affect the corridor. Development Plans for the Primary Urban Center and ‘Ewa, direct new growth and supporting facilities to these areas, while Sustainable Communities Plans for East Honolulu, Central O‘ahu, and other parts of the island focus on sustaining the character of these communities as well as preserving their significant natural and cultural resources (Figure 55).</p> <p>The City and County of Honolulu General Plan, also known as the O‘ahu General Plan (the General Plan) (City and County of Honolulu DPP, 1977) “is a comprehensive statement of the objectives and policies which sets forth the long-range aspirations of O‘ahu’s residents and the strategies of actions to achieve them.” It establishes transit-supportive objectives and policies for the future of Honolulu. These include the following:</p> <ul style="list-style-type: none"> <li>• Public transportation for travel to and from work and travel within Central Honolulu</li> <li>• Bikeways for recreational activities and trips to work, schools, shopping centers, and community facilities</li> <li>• Pedestrian walkways for getting around Downtown and Waikīkī and for trips to schools, parks, and shopping centers.</li> </ul> <p>Further, the General Plan, updated October 2006, explicitly calls for exclusive right-of-way rapid transit to serve the communities of ‘Ewa, Central O‘ahu, and Pearl City-Hawai‘i Kai corridors and encourages the promotion of programs to reduce dependence on automobiles specifically in congested corridors during peak periods.</p> <p>The General Plan also establishes Honolulu (Wai‘alae-Kāhala to Hālawā), ‘Aiea, and Pearl City as O‘ahu’s primary urban center. Specific policies promote development within the Primary Urban Center: “Stimulate development in the primary urban center by means of the City and County’s capital improvement program and State and Federal grant and loan programs.”</p> <div data-bbox="852 722 1425 1224" style="text-align: center;">  <p><b>Figure 55: O‘ahu Development and Sustainable Communities Plan Areas</b></p> </div>

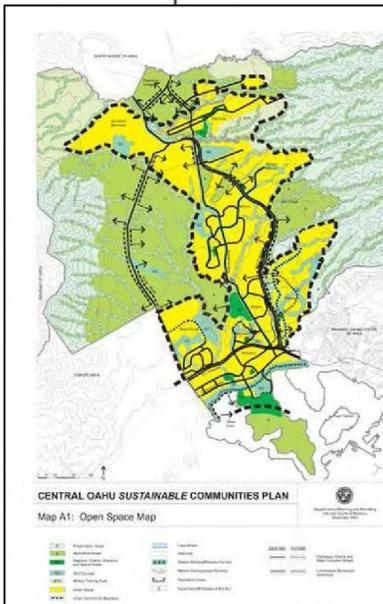
Information Requested	Documentation Supporting Land Use Criterion
<p><b>2. TRANSIT SUPPORTIVE PLANS AND POLICIES</b></p> <p><b>a. Growth Management</b></p>	
	<div data-bbox="181 293 776 750" style="border: 1px solid black; padding: 5px;"> <p style="text-align: center;"><b>Figure 56. PUC Development Plan, Central Land Use Map</b></p> </div> <p>The <b>Primary Urban Center (PUC) Development Plan</b> (City and County of Honolulu DPP, 2004c) (Figure 56) establishes the Urban Growth Boundary, a primary tool for the long-term organization and guidance of urban growth within the PUC and along the densest portion of the Airport Alignment, from West Loch Station to the Ala Moana Station. The Urban Growth Boundary defines and contains the extent of urbanized or “built-up” areas of O‘ahu. “The purpose is twofold: (1) to provide adequate lands for facilities or other groupings of built uses needed to support established or developing communities; and (2) to protect lands outside of the Urban Community Boundary that have important natural, cultural, or scenic resource values.” The general location of the PUC is shown on Figure 255.</p> <p>Examples of policies and guidelines that promote transit use and related transit-oriented development include the following:</p> <ul style="list-style-type: none"> <li>• Encouragement of mixed land uses at the neighborhood level. This policy promotes a walkable and inclusive neighborhood with adequate neighborhood services, such as residential, commercial and office uses as well as connectivity of green and open spaces. This policy, paired with another to “develop a Balanced Transportation System,” encourages dense clusters of development around public transportation. “To reduce automobile dependency and elevate quality of life, the Primary Urban Center needs a higher-capacity higher-speed public transit system that can move efficiently through the urban core.” “Full development of the Primary Urban Center, as called for in the General Plan, can only be achieved with the support of a well-conceived transportation system that is tightly integrated with land use policies and regulations.”</li> <li>• Another policy encourages density along transit lines. “Areas close to transit lines and the major east-west arterials should be zoned for medium-density residential, which may range from 13 to 90 units per acre, or high-density residential mixed use, which may range up to 140 units per acre. Neighborhoods in these zones would also include reinforcing uses which support resident lifestyle and livelihood choices, such as convenience or neighborhood stores, dining establishments, professional and/or business services, or other similar activities.”</li> <li>• Another strong policy of the PUC Development Plan is the provision to provide “high-density housing options in mixed-use development around transit stations. This type of “transit-oriented development” facilitates transit use and allows for increased densities without generating increased vehicular congestion.”</li> </ul>

Information Requested	Documentation Supporting Land Use Criterion
<p><b>2. TRANSIT SUPPORTIVE PLANS AND POLICIES</b></p> <p><b>a. Growth Management</b></p>	
	<p>The <b>‘Ewa Development Plan</b> (City and County of Honolulu DPP, 2000) is a visionary plan for the development of ‘Ewa, Kapolei, the new UH West O‘ahu campus, and several master planned communities in southwest O‘ahu. The 1997 plan (revised May 2000) establishes an Urban Growth Boundary to protect agricultural lands and open space from urban development. The plan also reserves a rapid transit corridor with six transit nodes that are to be surrounded by high-density residential and commercial development, as shown on Figure 57.</p>  <p><b>Figure 57. ‘Ewa Development Plan, Urban Land Use Map</b></p> <p>The <b>Central O‘ahu Sustainable Communities Plan</b> (City and County of Honolulu DPP, 2002) includes the community of Waipahu and fills the gap in the fixed guideway alignment between the ‘Ewa and PUC Development Plans. The 2002 Central O‘ahu Plan establishes an Urban Community Boundary that dove-tails with the adjoining ‘Ewa and PUC Development Plan Urban Growth Boundaries. The plan supports sustaining the unique character, lifestyle, and economic opportunities in Central O‘ahu communities but targets redevelopment around two transit centers in Waipahu. To achieve plan goals, moderate density/mid-rise housing and commercial development is envisioned within walking distance of these two major nodes and transit stops, Stations 4 and 5. Another element of the General Plan is to design communities to encourage access to mass transit and reduce automobile use. The Central O‘ahu plan also calls for and reserves open space for high-speed transit along the H-2 Freeway corridor to Wahiawā, which is outside the current study area. Currently the Central O‘ahu Plan is undergoing a five year review.</p>
<p><i>Land conservation and management</i></p>	<p>Honolulu planning policies already include growth management plans that concentrate development (in the transit corridor) and preserve open space.</p> <p><b>The City and County of Honolulu General Plan</b> (City and County of Honolulu DPP, 1977) includes policies for land conservation and management, including the following stated goals:</p> <p><i>Establish a green belt in the ‘Ewa and Central O‘ahu areas of O‘ahu in the Development Plans.</i></p> <p><i>Maintain rural areas as areas which are intended to provide environments supportive of lifestyle choices which are dependent on the availability of land suitable for small to moderate size agricultural pursuits, a relatively open and scenic setting, and/or a small town, country atmosphere ...</i></p>

Information Requested	Documentation Supporting Land Use Criterion
-----------------------	---

**2. TRANSIT SUPPORTIVE PLANS AND POLICIES**

**a. Growth Management**



**Figure 58. Central O’ahu Sustainable Communities Plan, Open Space Map**

The **Primary Urban Center (PUC) Development Plan** (City and County of Honolulu DPP, 2004c) identifies and protects lands outside the Urban Community Boundary from development, while directing development within the Urban Community Boundary (see the previous *PUC development plan, central land use map*).

The **Central O’ahu Sustainable Communities Plan** (City and County of Honolulu DPP, 2002) establishes policies that limit growth to protect the community’s natural and scenic resources, as well as replacing aging infrastructure. Similar to the PUC and ‘Ewa Development Plans, land conservation is managed and open space is preserved using the Urban Growth Boundary (Figure 58).

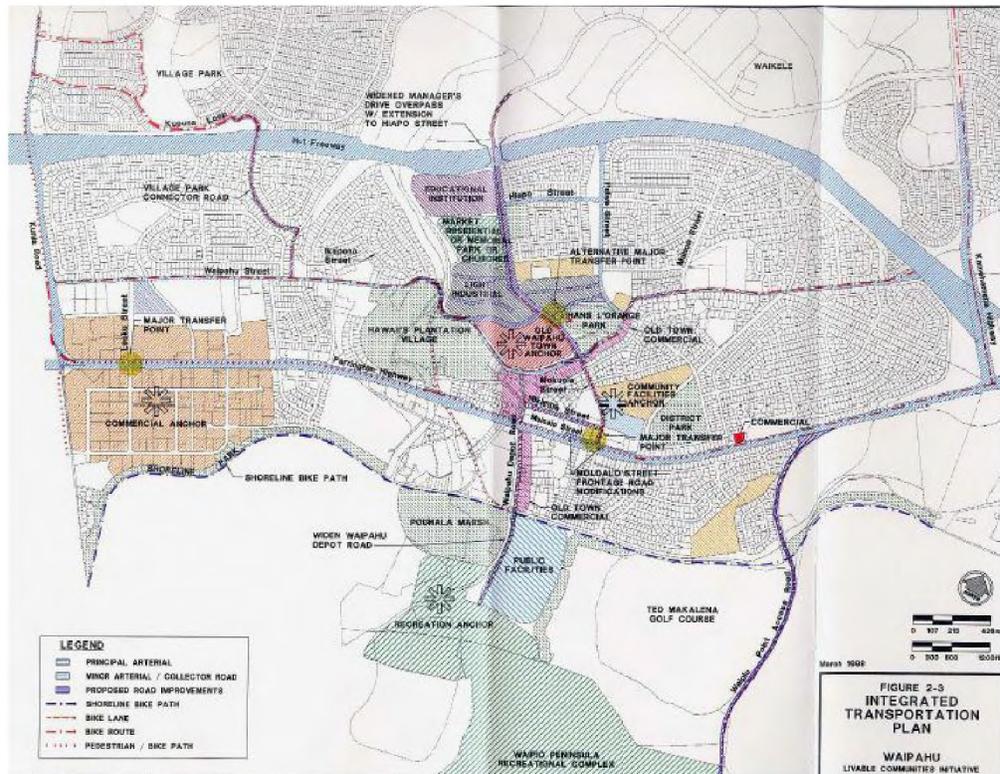
The **‘Ewa Development Plan** (City and County of Honolulu DPP, 2000) protects agricultural land and open space by establishing an Urban Growth Boundary. The Plan also establishes an open space network linking the communities of ‘Ewa (Figure 57).

Information Requested	Documentation Supporting Land Use Criterion
<p><b>2. TRANSIT SUPPORTIVE PLANS AND POLICIES</b></p> <p><b>b. Transit Supportive Corridor Policies</b></p>	
<p><i>Plans and policies to increase corridor and station area development</i></p>	<p><b>The City and County of Honolulu General Plan</b> (City and County of Honolulu DPP, 1977) establishes Honolulu’s Primary Urban Center and a second urban center in ‘Ewa/Kapolei. By channeling more compact development within these zones, this plan would increase development at stations in the PUC and ‘Ewa. The transit project would connect these two areas; Stations 1 through 3 are in ‘Ewa/Kapolei and Stations 8 through 21 are in the PUC.</p> <p>The <b>Primary Urban Community (PUC) Development Plan</b> (City and County of Honolulu DPP, 2004c) (Figure 56) reinforces this policy with land use strategies that define lower density and higher density “in-town” residential neighborhoods. The higher density neighborhoods are centrally located in the areas of Downtown, Ala Moana, Kaka‘ako, Pearl City, and ‘Aiea. They are generally closer to major commercial districts and corridors. The PUC Development Plan also increases station development in Pearl City and ‘Aiea at the Pearlridge and Aloha Stadium Stations. The PUC Development Plan also promotes mixed-use town centers in Pearl City and ‘Aiea. Specific policies and guidelines are also intended to integrate land use and transit planning within the PUC, such as the stated policy to “Provide a transit link along the Ala Moana/Kaka‘ako/Downtown corridor.”</p> <p>The <b>‘Ewa Development Plan</b> (City and County of Honolulu DPP, 2000) also defines the City of Kapolei as the urban core for the Secondary Urban Center of O‘ahu. Kapolei is situated within the half-mile East Kapolei Station (Station 1) with the station location in the center of the new City. This plan establishes ‘Ewa’s Urban Growth Boundary (UGB) that protects agricultural lands and open space and focuses planned urban development within its boundaries. Further, the plan establishes a rapid transit corridor with six urban transit nodes, greenway development for preservation of wetland and wildlife habitat and community connectivity, and a bikeway network. The Plan states that land will be reserved for a rapid transit system and communities will be designed to support non-automotive travel.</p> <p>Additionally, the ‘Ewa Development Plan defines six districts, including the City Center, Commercial, and Civic Center Districts. The City Center development is to be the “high density core of the city” with larger office towers as the predominant form of development. Transit nodes are to be located near the City Center and Civic Center. The plan states: “As part of the Development Plan vision for a transit corridor linking the City of Kapolei, Waipahu, and the PUC, higher density residential and commercial development should be encouraged around the City of Kapolei transit node and the transit corridor...” The plan also includes policies for developing transit-oriented streets and encouraging pedestrian and bicycle travel.</p> <p>The <b>Central O‘ahu Sustainable Communities Plan</b> (City and County of Honolulu DPP, 2002) (Figure 58) establishes a Central O‘ahu Urban Community Boundary (UCB) that protects agricultural lands and open space and focuses planned urban development within its boundaries. Station 4—West Loch, Station 5—Waipahu Transit Center, Station 6—Leeward CC, and Station 7—Pearl Highlands all within this planning area. This plan provides for “medium density residential/commercial mixed use” around West Loch Station and a “Regional Town Center” around the Waipahu Transit Center Station. The plan also calls for moderate density/mid-rise housing and commercial development within walking distance of two major nodes and transit stations in Waipahu.</p>

**2. TRANSIT SUPPORTIVE PLANS AND POLICIES**

**b. Transit Supportive Corridor Policies**

The **Waipahu Livable Communities Initiative** (City and County of Honolulu DPP, 2009d) implements the Waipahu Town Plan adopted by the Honolulu City Council in 1996. The Waipahu Town Plan was a community-based planning effort that provided comprehensive, long-range land use and public improvement objectives for the area. Building off the objectives of the Waipahu Town Plan, this pedestrian- and transit-oriented focused initiative developed a multi-modal transportation plan, design guidelines, and an implementation plan to guide the development in Waipahu. A strong component of the Initiative is the connectivity of Waipahu’s various communities and employment centers through alternative transportation options, including public transit, bicycling, and walking.



**Figure 59. Waipahu Livable Communities Integrated Transportation Plan**

<b>Information Requested</b>	<b>Documentation Supporting Land Use Criterion</b>
------------------------------	--

**2. TRANSIT SUPPORTIVE PLANS AND POLICIES**

**b. Transit Supportive Corridor Policies**

**Waipahu Neighborhood Transit Oriented Development Plan** (City and County of Honolulu DPP, 2009e). The Waipahu Neighborhood was established and planned as two transit-oriented developments (TOD) along the Project. The Leokū Station TOD (Figure 60) is within Station 4, West Loch Station; it is designed to be the retail and employment center of Waipahu with infill and mixed-use developments. Development intensity will be concentrated adjacent to the station. Additionally, creation of landmark buildings in key location will serve as a gateway to the West Loch Station. The Mokuola Station TOD (Figure 61) is within Station 5, Waipahu Transit Center Station; it has been designed to build off the history of the historic plantation town that was once located at this site utilizing both infill and mixed-use developments. Development intensity will be within one-quarter mile of the Waipahu Transit Center to create a highly walkable and attractive village center.

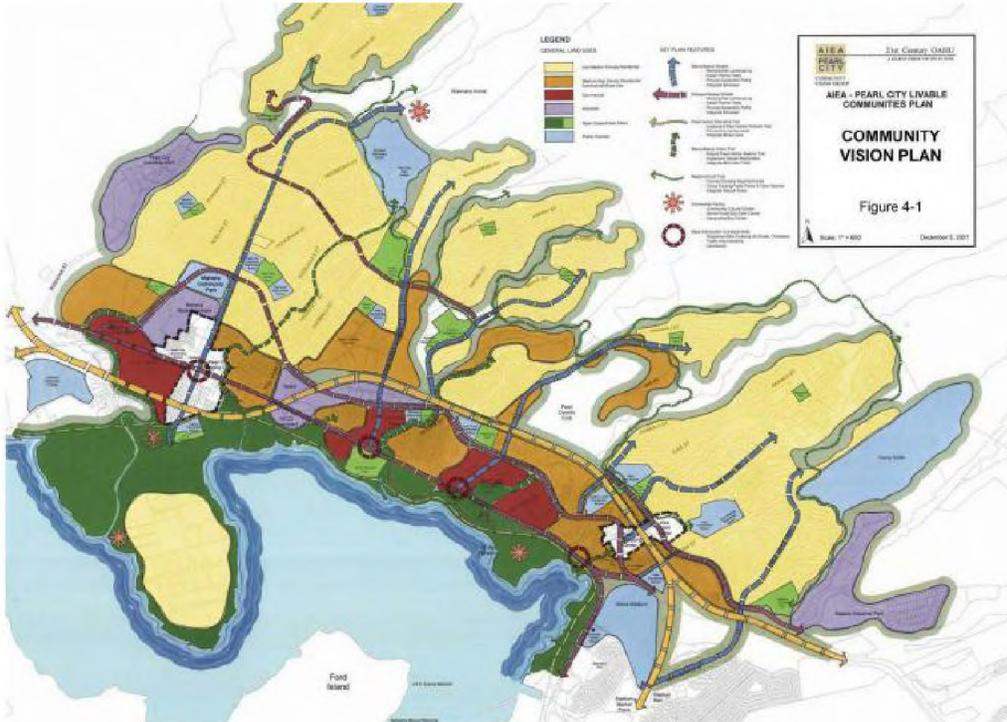
LEGEND	
<span style="color: red;">■</span>	MIXED-USE RESIDENTIAL
<span style="color: magenta;">■</span>	MIXED-USE COMMERCIAL
<span style="color: orange;">■</span>	RETAIL
<span style="color: blue;">■</span>	EMPLOYMENT
<span style="color: cyan;">■</span>	CIVIC
<span style="color: brown;">■</span>	HIGH-DENSITY HOUSING
<span style="color: yellow;">■</span>	MEDIUM-DENSITY HOUSING
<span style="color: purple;">■</span>	HIGH-INTENSITY LIVE/WORK
<span style="color: lightpurple;">■</span>	MEDIUM-INTENSITY LIVE/WORK
<span style="color: green;">■</span>	PARKS AND OPEN SPACE
<span style="color: grey;">■</span>	STRUCTURED PARKING



**Figure 60. Leokū Station TOD (West Loch Station)**

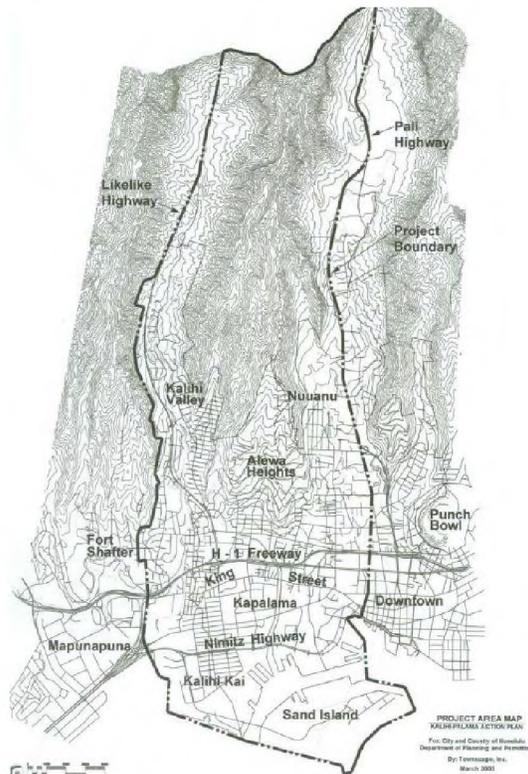


**Figure 61. Mokuola Station TOD (Waipahu Transit Center Station)**

Information Requested	Documentation Supporting Land Use Criterion
<p>2. TRANSIT SUPPORTIVE PLANS AND POLICIES</p> <p>b. Transit Supportive Corridor Policies</p>	<p>Providing a vision for Stations 6 through 10, the ‘Aiea-Pearl City Livable Communities Plan (City and County of Honolulu DPP, 2004a) (Figure 62) establishes focused development points throughout the areas with the Aiea-Pearl Cities Community Design Plan, including the Aiea Town District and the Pearl City Town District, as well as the improvements of key transportation corridors. The plan encourages residential, commercial, and office development density in areas north of Kamehameha Highway and south of the H-1 Freeway to take advantage of the transit corridor. The plan calls for town and community districts to be connected through the establishment and reinforcement of key pedestrian and bicycle pathways and traffic corridors. Another major theme of the plan is the enhancement of views, open space and landscapes to provide a more aesthetically pleasing community and a more natural environment. These are to be achieved through the use of street trees to make streets more attractive and pedestrians and bicyclists; the establishment or beautification of urban trails to connect the community town districts and residential areas; and the restoration of natural environments to provide healthy natural habitat accessible via trails and pathways.</p>  <p>The map, titled 'AIEA - PEARL CITY LIVABLE COMMUNITIES PLAN COMMUNITY VISION PLAN', shows a geographic area with various colored zones. A legend on the right side of the map is divided into 'GENERAL LAND USES' and 'KEY PLAN FEATURES'. The 'GENERAL LAND USES' legend includes categories like 'Residential Medium Density', 'Residential Low Density', 'Office', 'Commercial', 'Community', and 'Natural'. The 'KEY PLAN FEATURES' legend includes 'Transit Corridor', 'Pedestrian Pathway', 'Bicycle Pathway', 'Traffic Corridor', 'View Corridor', 'Open Space', and 'Natural Habitat'. The map shows a network of these features across the Aiea and Pearl City areas, with a title block in the upper right corner indicating the scale (1" = 1/200') and date (December 5, 2001).</p> <p><b>Figure 62. ‘Aiea-Pearl City Livable Communities Plan</b></p>

Information Requested	Documentation Supporting Land Use Criterion
2. TRANSIT SUPPORTIVE PLANS AND POLICIES	Documentation Supporting Land Use Criterion
b. Transit Supportive Corridor Policies	

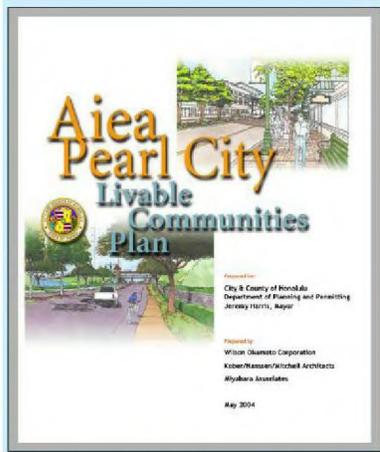
The **Kalihi-Palama Action Plan** (City and County of Honolulu DPP, 2004b) defines a vision for the area that contains Station 13—Middle Street Transit Center, Station 14—Kalihi, Station 15—Kapālama, and Station 16—Iwilei. The Kalihi-Palama Urban Environmental Concept is a graphic illustration of the major environmental features of the Kalihi-Palama Action Plan area (Figure 63). It is a reflection of the community’s vision achieved through ideas gathered from community meetings. It includes current and proposed projects in various master plans. The graphic is included in Appendix A of this report. The Kalihi-Palama Action Plan established five areas of focus for improvements within the district: Open Space and Recreation; Community Revitalization; Beautification; Activity Centers; and Environment Restoration. It calls for the development of parks and recreational places since the neighborhood lacks these amenities. These facilities are to be linked with pedestrian and bicycle connections. The community revitalization recommendations are divided into three uses: residential, mixed-use, and industrial. Common recommend improvements are focused on the sidewalks, bus stops, and roadways to enhance community livability. Further, the plan calls for the creation of specialized activity corridors and centers along primary transportation corridors, including the King Street multi-cultural heritage corridor extending from Liliha Street to Middle Street; Honolulu Community College Town which builds off of the community college to provide hands-on opportunities with local industries; the redevelopment of O’ahu Community Correctional Center Parcel for use as a community gathering place; and the establishment of a multi-cultural marketplace within the study area.



**Figure 63. Kalihi-Palama Action Plan Area**

Information Requested	Documentation Supporting Land Use Criterion
<p>2. TRANSIT SUPPORTIVE PLANS AND POLICIES</p> <p>b. Transit Supportive Corridor Policies</p>	<p><b>Kaiāulu ‘o Kaka‘ako Master Plan, (HCDA, 2008)</b></p> <p>The Hawai‘i Community Development Authority (HCDA) guides planning efforts in the Kaka‘ako Community Development District. This district was established by the state legislature in 1976 at the inception of the HCDA. It is located between the Hawai‘i Capital District and Ala Moana Center and is slated for redevelopment to higher-density uses. The purpose of the designation is to allow the HCDA the authority to plan for and revitalize this urban area. Several plans have been the result of the effort including the <b>Kaka‘ako Mauka Area Plan</b> (HCDA, 2005a), <b>Kaka‘ako Makai Area Plan</b> (HCDA, 2005b), and associated design guidelines (Chapter 7 of the Kaka‘ako Master Plan Application) and rules. The principal land owner in the area, Kamehameha Schools, recently presented the HCDA with the <b>Kaiāulu ‘o Kaka‘ako Master Plan</b> (HCDA, 2008) application which proposes an urban village on the School’s 29 acres within Kaka‘ako Mauka area in accordance with the Mauka Area Plan. This Master Plan proposes a mixed-use urban village which will add over 2 million square feet of space for commercial use, over 4 million square feet of space for residential uses, and over 125,000 square feet of space for industrial uses. Additionally, they also plan to build a 400,000-square-foot wet lab where an automobile dealership is currently located.</p>  <p><b>Figure 64. Kaka‘ako Community Development Districts</b></p>

Information Requested	Documentation Supporting Land Use Criterion
<p><b>2. TRANSIT SUPPORTIVE PLANS AND POLICIES</b></p> <p><b>b. Transit Supportive Corridor Policies</b></p>	
<p><i>Plans and policies to enhance transit-friendly character of station area development</i></p>	<p>The <b>Hawai‘i Statewide Transportation Plan (HSTP)</b> (Hawai‘i State DOT, 2002) envisions a multi-modal transportation system and promotes transit-supportive development in activity centers along the corridor. As stated in the <i>Vision for Transportation in the 21<sup>st</sup> Century</i>, “...we envision a multi-modal transportation system that encourages the integration of advanced technology and innovation in providing for the safe, economic, efficient, and convenient movement of people while fostering economic growth and development throughout the State.” The vision statement also includes “environmentally friendly, automated rapid transit and people mover systems” and “jobs closer to home, and homes clustered around employment centers.” Similarly, the HSTP is supportive of TOD, such as “improve multi-modal and inter-modal connectivity of the transportation system,” “enhance inter-modal connectivity,” and “support ‘smart growth’ initiatives in land use planning.”</p> <p>The <b>O‘ahu Regional Transportation Plan 2030 (ORTP)</b> (O‘ahuMPO, 2006) focuses on improving mobility with a series of strategies and programs to address future transportation needs. It also recognizes the importance of rail transit: “At the heart of the ORTP 2030 is a rail transit system that will serve the corridor between Kapolei and Honolulu.” The proposed rail transit system from Kapolei to Honolulu “...will become the backbone of the transit system, connecting major employment and residential centers to each other and to Downtown Honolulu.” The plan also includes feeder bus services for each station to integrate buses with the rail system.</p> <p>The <b>Primary Urban Center Development Plan</b> (City and County of Honolulu DPP, 2004c) vision states: “Livable neighborhoods have business districts, parks and plazas, and walkable streets.... Key components of livability include residences within close proximity to employment, businesses, community services and recreational amenities, with facilities integrated in a manner that enhances accessibility and convenience, encourages walking and bicycling as alternative forms of mobility and promotes sidewalk activity.”</p> <p>Several areas along the transit alignment have produced special area plans, such as livable communities plans or master plans that go beyond the larger area development or sustainable communities plans (e.g., ‘Ewa Development Plan and Central O‘ahu Sustainable Communities Plan,) both discussed in more detail below.</p> <p>The <b>‘Aiea-Pearl City Livable Communities Plan</b> (City and County of Honolulu DPP, 2004a) covers a sub-area of the PUC Development Plan and also promotes a transit-supportive pattern of development and pedestrian-friendly environment. A major component of this plan, which was developed as part of the Livable Communities Initiative program, is the “identification of potential transit centers and major transfer points with convenient access to retail and service facilities within the town centers; and pedestrian/bicycle circulation to improve access and safety.”</p>



**Figure 65. ‘Aiea-Pearl City Livable Communities Plan**

2. TRANSIT SUPPORTIVE PLANS AND POLICIES

b. Transit Supportive Corridor Policies

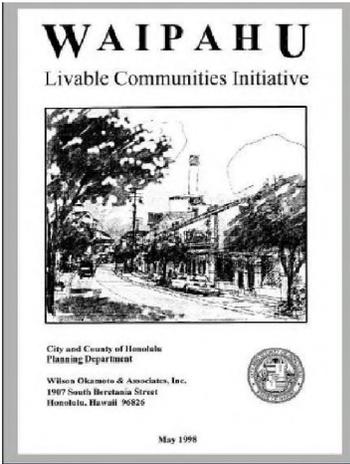


Figure 66. Waipahu Livable Communities Initiative

The **Waipahu Livable Communities Initiative** (City and County of Honolulu DPP, 2009d) (Figure 66) covers a sub-area of the Central O‘ahu Sustainable Communities Plan and was also developed as part of the Livable Communities Initiative. The Transportation Plan Objectives of the initiative are to “Integrate the planning and development of pedestrian-oriented facilities and transit services... Improve traffic-congested circulation systems... Revitalize the livability and social character of Waipahu Town.” Through the use of transit-oriented systems and circulators, this plan was created to “enhance its socio-economic vitality as a pedestrian-oriented, livable, mixed-use (business, entertaining, residential) community.”

Further, the **Waipahu Neighborhood Transit Oriented Development Plan Draft** (City and County of Honolulu DPP, 2009e) was developed in response to the elevated rail project. The March 2009 plan established and planned two TODs along the alignment. The Leokū Station TOD is within the West Loch, Station 4; it is designed to be the retail and employment center of Waipahu with infill and mixed-use developments. The Mokuola Station TOD is within the Station 5, the

Waipahu Transit Center Station; it has been designed to build off the history of the historic plantation town that was once located at this site utilizing both infill and mixed-use developments.

The **Chinatown Special District Design Guidelines** (City and County of Honolulu DPP, 1991a) provides site planning and architectural direction for building improvements and developments within the historical Chinatown Station (Station 17). There are three precincts within the greater Chinatown District: Mauka, Historical Core, and Makai (Figure 67). The plan emphasizes buildings and façade treatments that enhance sense of place through the use of appropriate period architecture design and components that retain the pedestrian scale of buildings.

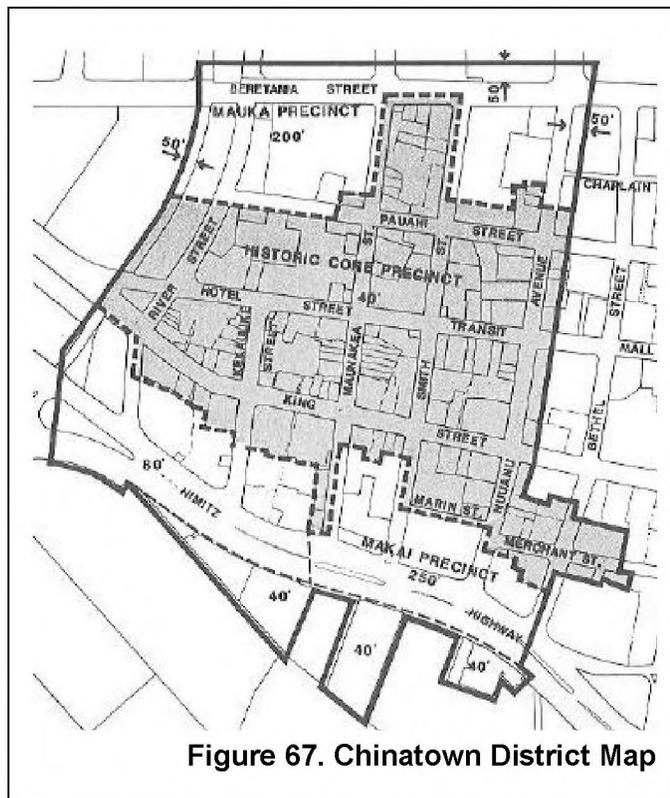
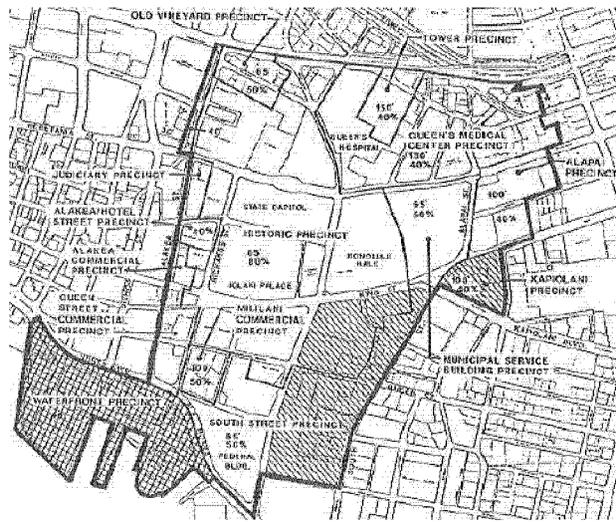


Figure 67. Chinatown District Map

**2. TRANSIT SUPPORTIVE PLANS AND POLICIES**

**b. Transit Supportive Corridor Policies**

The **Hawai'i Capital Special District Design Guidelines** (City and County of Honolulu DPP, 1991b) encompasses part of the Downtown and Civic Center Stations (Stations 18 and 19). Being the State of Hawai'i and the City and County of Honolulu's civic core, this special district includes many historical state, city, and county government buildings and is characterized by its park-like setting within the urban core. The precincts that make up this district include the Historic Precinct, which is buffered to the east, west, and south by an agglomeration of eleven Perimeter Precincts and to the northeast by the Queen's Medical Center and Tower Precincts (Figure 68). The buffering precincts provide height, open space, building scale, density, and design transition to the Historic District. The park-like setting of the precincts eases pedestrian connectivity throughout the district and provides continuity and sense of place.



**Figure 68. Hawai'i Capital Special District Map**

Information Requested	Documentation Supporting Land Use Criterion
<p>2. TRANSIT SUPPORTIVE PLANS AND POLICIES</p> <p>b. Transit Supportive Corridor Policies</p>	<p>The <b>Kaka‘ako Mauka Area Plan (HCDA, 2005a)</b> (Figure 69) provides guidance for Stations 19, Civic Center and 20, Kaka‘ako. The Plan consists of a Land Use Plan, a Transportation Plan, an Open Space and Recreation Plan, an Urban Design Plan, a Housing and Housing Supporting Facilities, a Public Facilities Plan, a Utilities Plan, a Historic and Cultural Resources Plan, a Social and Safety Plan, and a Relocation Plan. These plans are to be used by both public and private developers as decision-making tools for revitalization in the district.</p> <div data-bbox="532 599 1312 1065" data-label="Image"> </div> <p data-bbox="623 1082 1312 1112"><b>Figure 69. Kaka‘ako Mauka Area Planning District</b></p> <div data-bbox="228 1166 691 1474" data-label="Image"> </div> <p data-bbox="272 1483 691 1513"><b>Figure 70. The Vanguard Lofts</b></p> <p>The plan encourages horizontal and vertical land use mixing to achieve desired industrial, commercial and residential densities within this urban district. For example, within the Kaka‘ako District, the Vanguard Lofts (Figure 70) is continuing construction work for a 35 residential unit building with 100 parking spaces. This includes commercial retail use on the ground floor. Pedestrian-ways connecting residential uses with public transportation facilities, parks, shopping areas and work areas within and outside of the district are encouraged. The plan also introduces bikeways to the district along major transportation corridors tying into and building off of the regional bikeway network. The existing island-wide public transportation services are proposed to be augmented with an internal Mauka District shuttle service.</p> <p><b>Kaka‘ako Makai Area Plan (HCDA, 2005b).</b> The plan was prepared by the HCDA, October 2005 and presents land use, transportation, urban design, and public facilities policies. Prominent in the plan are mixed-use zoning that accommodates industrial uses and public and park lands scattered throughout the area. The plan estimates an increase of about 2,200 transit passenger boardings and alightings within the plan boundaries. The plan calls for an integrated transportation system which includes adequate circulatory routes for industrial uses. Further, it supports non-auto usage through the establishment of bikeways and pedestrian ways connecting to public transit.</p>

Information Requested	Documentation Supporting Land Use Criterion
<p><b>2. TRANSIT SUPPORTIVE PLANS AND POLICIES</b></p> <p><b>b. Transit Supportive Corridor Policies</b></p>	
	<p><b>Kaka‘ako Makai Area Design Guidelines</b> (HCDA, 2005b). The Kaka‘ako Makai area is south of Ala Moana Blvd and will be most likely served by Station 19—Civic Center Station. These design guidelines were developed to guide architectural character, environmental quality and the visual impacts of development projects within the plan area. The guidelines call for enhancement of the natural environment,; creation of gathering places and pedestrian amenities that support day and night-time activities, and architectural design that is not imposing upon the public realm.</p>
<p><i>Plans to develop pedestrian facilities, including facilities and enhance disabled access</i></p>	<p>In 2006, an amendment to the charter of the City was passed to make Honolulu “pedestrian- and bicycle-friendly” (City and County of Honolulu, 2006a). This is now one of the priorities of the City Department of Transportation Services. In April 2007, the City announced plans to install pedestrian countdown timers at all crosswalks. This new project, along with ongoing curb-ramp projects, will continue to improve pedestrian facilities throughout Honolulu.</p> <p>The <b>Hawai‘i Statewide Transportation Plan (HSTP)</b> (Hawai‘i State DOT, 2002) promotes development of a pedestrian-friendly environment. Objectives to the HSTP is to “encourage bicycle and pedestrian travel for trips of short distances” and “facilitate and provide walking and bicycling options that meet statewide and community needs.”</p> <p>The <b>O‘ahu Regional Transportation Plan 2030 (ORTP)</b> (O‘ahuMPO, 2006) includes development of a pedestrian plan for O‘ahu. The ORTP also incorporates plans for bicycles in a network of on-road bike lanes and off-road shared-use paths, including elements of Bike Plan Hawai‘i and “Priority One” bike facility projects identified in the Honolulu Bicycle Master Plan (City and County of Honolulu DTS, 1999).</p> <p>The <b>Ala Moana-Sheridan Community Plan</b> (City and County of Honolulu DPP, 2006) also reinforces multi-modal transportation with improved pedestrian crosswalks at major intersections and redesigned streets to improve pedestrian safety and provide medians and bike lanes. Planning for the Ala Moana Center Station includes direct pedestrian connections to the Center’s mall level.</p> <p>The <b>‘Aiea-Pearl City Livable Communities Plan</b> (City and County of Honolulu DPP, 2004a) improves pedestrian and bicycle circulation to improve access and safety. One of the key goals of this plan is to “improve transit, pedestrian, and bicycle access that is compatible with land use, zoning and urban design to reduce dependency on the automobile.” Specifically, the <b>‘Aiea-Pearl City Transportation Plan</b> provides an assessment of all existing transportation facilities and recommendations for roadway and intersection design, traffic, transit, bicycle, and pedestrian improvements within the planning area which encompasses Stations 6 through 10. It calls for integrated facility improvements to provide multi-modal transportation choices to the residents, workers and visitors of the Community; this includes specific intersection and corridor improvements, transit improvements and designation of transit centers, the creation and improvements of bikeways, and the establishment and upgrades to trails and pedestrian paths.</p> <p>The <b>Waipahu Livable Communities Initiative</b> (City and County of Honolulu DPP, 2009d) incorporates a pedestrian/bikeway system that would connect existing segmented facilities and extend connections into the town core. “The proposed</p>

Information Requested	Documentation Supporting Land Use Criterion
<p><b>2. TRANSIT SUPPORTIVE PLANS AND POLICIES</b></p> <p><b>b. Transit Supportive Corridor Policies</b></p>	<p>pedestrian/bikeway system is intended to effectively serve and connect intercommunity routes between major destinations in Waipahu and provide convenient access to the public transit system.”</p> <p>The <b>Waipahu Neighborhood Transit Oriented Development Plan Draft (Plan)</b> (Figure 71) (City and County of Honolulu DPP, 2009e) contains principles to serve as overall objectives for the Plan. One of the principles is to “create a safe, pedestrian-first environment” through; providing a safe, convenient and attractive pedestrian environment, orienting station development to the pedestrian, and implementing new streets and pathways to connect homes with transit, jobs, retail and services to accommodate pedestrians. A vision of the Plan is the restoration of the Kapakahi Stream, with a stream walk to Paouhala Marsh and Pearl Harbor Historic Trail, and to connect the neighborhood. More about the Pouhala Marsh and the Kapakahi Stream restoration and walkway is in the Watershed Based Plan for Kapakahi Stream, 2006. (State of Hawai‘i, 2006)</p> <div data-bbox="915 836 1403 1203" data-label="Image"> </div> <p><b>Figure 71. Waipahu Neighborhood TOD Plan Draft</b></p>



Information Requested	Documentation Supporting Land Use Criterion
<p><b>2. TRANSIT SUPPORTIVE PLANS AND POLICIES</b></p> <p><b>b. Transit Supportive Corridor Policies</b></p>	
<p><i>Parking policies (allowances for reductions in parking requirements and traffic mitigation requirements for development near stations, plans for park-and-ride lots, parking management)</i></p>	<p>The City Department of Planning and Permitting (DPP) has established parking requirements that are presented in Chapter 21, Land Use Ordinance, of the Revised Ordinances of Honolulu. The Land Use Ordinance includes islandwide off-street parking requirements with some variations for the special districts within the city (Table 5). The existing parking requirements in the Land Use Ordinance are somewhat supportive of transit because they allow for less parking per square foot of development in the Central Business Mixed Use Area (BMX-4).</p> <p>The <b>Primary Urban Center (PUC) Development Plan</b> (City and County of Honolulu DPP, 2004c), prepared by DPP, supports parking policies that promote transit:</p> <p><i>Develop strategically located public parking facilities to support transit ridership.</i></p> <p><i>Promote transit ridership and increase housing affordability, reduce off-street parking requirements in the transit corridor and consider establishing maximum parking ratios rather than minimum ratios in selected areas.</i></p> <p>Park-and-ride facilities will be provided at stations near intermodal and highway connections.</p> <p>The <b>Waipahu Neighborhood Transit Oriented Development Plan Draft</b> (Plan) (Figure 71) (City and County of Honolulu DPP, 2009e) includes zoning recommendations. One of the recommendations is for Parking Requirements. “The Plan recommends reduction in the required number of off-street parking spaces in order to reflect the lower auto ownership in transit-oriented districts.” Since the Plan proposes a mix of complementary of uses in a neighborhood “designed to accommodate pedestrians, bikes, buses and trains to reduce dependence on the automobile,” the plan recognizes the need for standard parking areas. Some permitted uses recommended in the design guidelines of the Plan and the Waipahu Livable Communities Initiative includes commercial parking lots and garages, joint use parking facilities, and off-site parking facilities.</p>

Information Requested	Documentation Supporting Land Use Criterion																																	
<p><b>2. TRANSIT SUPPORTIVE PLANS AND POLICIES</b></p> <p><b>c. Supportive Zoning Regulations Near Transit Stations</b></p>	<p><b>Land Use Ordinance (City and County of Honolulu DPP, 2009a)</b></p> <p>Existing station development is governed by the existing land use ordinance. Chapter 21 is the Revised Ordinances of Honolulu provides the land use ordinance for the Island of O‘ahu, including floor-area ratio (FAR) for each zoning category. Table 6 summarizes the existing FAR limits for each zone likely to be near a transit station.</p> <p style="text-align: center;"><b>Table 6. Maximum Floor Area Ratio in Zoning Areas</b></p> <table border="1" data-bbox="418 562 1414 978"> <thead> <tr> <th>Use</th> <th>Zone Code</th> <th>Maximum FAR</th> </tr> </thead> <tbody> <tr> <td>Apartment (low-density)/mixed use</td> <td>A-1/AMX-1</td> <td>0.9</td> </tr> <tr> <td>Apartment (medium-density)/mixed use</td> <td>A-2/AMX-2</td> <td>1.9</td> </tr> <tr> <td>Apartment (high-density)/mixed use</td> <td>A-3/AMX-3</td> <td>2.8</td> </tr> <tr> <td>Business (neighborhood)</td> <td>B-1</td> <td>1.0</td> </tr> <tr> <td>Business (community)</td> <td>B-2</td> <td>3.5</td> </tr> <tr> <td>Business mixed use (community)</td> <td>BMX-3</td> <td>3.5</td> </tr> <tr> <td>Business mixed use (central)</td> <td>BMX-4</td> <td>7.5</td> </tr> <tr> <td>Industrial (limited)</td> <td>I-1</td> <td>1.0</td> </tr> <tr> <td>Industrial (intensive)/(waterfront)</td> <td>I-2/I-3</td> <td>2.5</td> </tr> <tr> <td>Industrial-commercial mixed use</td> <td>IMX-1</td> <td>2.5</td> </tr> </tbody> </table> <p>The Development Plans for the <b>Primary Urban Center</b> and <b>‘Ewa</b>, as well as the Sustainable Communities Plans, which promote transit-supportive planning, were adopted in the Revised Ordinances of Honolulu (i.e., zoning code). The Revised Ordinances Chapter 24 establishes procedures for implementing these plans. An example is the following excerpt from Article 2, Primary Urban Center, which encourages development within the urban area and limits development outside this boundary.</p> <p><b>Article 2. Primary Urban Center</b></p> <p><i>Sec. 24-2.3 Adoption of the Primary Urban Center development plan.</i></p> <p><i>Sec. 24.2.5 Consistency.</i></p> <p><i>1. The performance of prescribed powers, duties and functions by all city agencies shall conform to and implement the policies and provisions of this ordinance. Pursuant to Revised Charter Section 6-1511.3, public improvement projects and subdivision and zoning ordinances shall be consistent with the Primary Urban Center development plan, as adopted.</i></p> <p><i>Sec. 24-2.6 Implementation.</i></p> <p><i>2. Implementation of this article relating to the Primary Urban Center development plan will be accomplished by the following: Initiating zoning map and development code amendments to achieve consistency with the policies, principles, and guidelines of the Primary Urban Center development plan;</i></p> <p><i>3. Guiding public investment in infrastructure through functional plans which support the vision of the Primary Urban Center development plan.</i></p>	Use	Zone Code	Maximum FAR	Apartment (low-density)/mixed use	A-1/AMX-1	0.9	Apartment (medium-density)/mixed use	A-2/AMX-2	1.9	Apartment (high-density)/mixed use	A-3/AMX-3	2.8	Business (neighborhood)	B-1	1.0	Business (community)	B-2	3.5	Business mixed use (community)	BMX-3	3.5	Business mixed use (central)	BMX-4	7.5	Industrial (limited)	I-1	1.0	Industrial (intensive)/(waterfront)	I-2/I-3	2.5	Industrial-commercial mixed use	IMX-1	2.5
Use	Zone Code	Maximum FAR																																
Apartment (low-density)/mixed use	A-1/AMX-1	0.9																																
Apartment (medium-density)/mixed use	A-2/AMX-2	1.9																																
Apartment (high-density)/mixed use	A-3/AMX-3	2.8																																
Business (neighborhood)	B-1	1.0																																
Business (community)	B-2	3.5																																
Business mixed use (community)	BMX-3	3.5																																
Business mixed use (central)	BMX-4	7.5																																
Industrial (limited)	I-1	1.0																																
Industrial (intensive)/(waterfront)	I-2/I-3	2.5																																
Industrial-commercial mixed use	IMX-1	2.5																																

Information Requested	Documentation Supporting Land Use Criterion
<p><b>2. TRANSIT SUPPORTIVE PLANS AND POLICIES</b></p> <p><b>c. Supportive Zoning Regulations Near Transit Stations</b></p>	
	<p>The <b>Waipahu Neighborhood Transit Oriented Development Plan Draft (Plan)</b> (City and County of Honolulu DPP, 2009e) includes zoning recommendations. One of the recommendations is for Floor Area Ratio (FAR). Overall intensities proposed in the Plan fall with the range of 0.9 and 2.5 (or up to 3.5 with open space bonus). It is recommended that within the TOD Precinct, the underlying maximum FARs may be raised to 3.5 as a Community Benefits Bonus. In order to promote quality transit-oriented development minimum FAR of 0.5 for TOD Precincts may be appropriate.</p>
<p><i>Zoning ordinances that enhance transit-oriented character of station area development and pedestrian access</i></p>	<p><b>Transit Oriented Development (TOD) Ordinance</b> (City and County of Honolulu, 2009c)</p> <p>The City Council recently adopted, and the mayor signed, a TOD ordinance that requires the development of neighborhood TOD plans which will recommend zoning regulation for each individual station along the alignment. The ordinance allows each neighborhood to define its TOD plan to include specific qualities and neighborhood attributes that are important to the residents.</p> <p>In developing the TOD ordinance, DPP considered several elements, including place-making, public amenities, open space, affordable housing, and improved motorized and non-motorized circulation requirements. There has been considerable support for TOD, and the current mayor has recognized the need for TOD legislation and pledged his support for the TOD ordinance.</p> <p>Examples of this support include: The City Council passed Resolution 06-369 (City and County of Honolulu DPP, 2006b) encouraging DPP to increase density in the PUC by recommending that the maximum appropriate height limit be increased. The resolution passed unanimously on January 25, 2007.</p>
<p><i>Zoning allowances for reduced parking</i></p>	<p>The existing Land Use Ordinance requires that parking be supplied at the rates outlined in Table 5. Reduced levels of parking are acceptable in the Central Business Mixed Use Area (zone BMX-4) and Waikīkī—the districts that have higher densities than others.</p> <p>DPP will study potential parking strategies in the vicinity of transit facilities.</p> <p>The <b>Waipahu Neighborhood Transit Oriented Development Plan Draft (Plan)</b> (Figure 71) (City and County of Honolulu DPP, 2009e) The Plan recommends a reduction required off-street parking spaces in order to reflect lower auto ownership in transit oriented districts. Recommended parking requirements in the TOD precincts would be based on type of use. Requirements for housing, office and retail uses are lowered while industrial uses will remain consistent with existing standards.</p> <p><b>Kaiāulu ‘o Kaka‘ako Master Plan (HCDA, 2008)</b> The Kaiāulu Kaka‘ako Master Plan proposes a strategy of screening parking structures within podium wraps. This will allow active uses to energize and populate street facing building front while masking parking from view. Additionally, the podium parking will allow opportunities for shared parking for residents and ready access to other who may come into the area to access a retail service or community event.</p>

Information Requested	Documentation Supporting Land Use Criterion
<p><b>2. TRANSIT SUPPORTIVE PLANS AND POLICIES</b></p> <p><b>d. Tools to Implement Land Use Policies</b></p>	
<p><i>Outreach to government agencies and the community in support of land use planning</i></p>	<p>The City and County of Honolulu Department of Planning and Permitting (DPP) staff work with various planning and architectural consultant teams to successfully guide land use planning projects along the alignment, throughout the study corridor, as well as the county. Community involvement has been key to a TOD bill signed into law by the Mayor of Honolulu, March 2009. DPP staff gave presentations to various community groups to introduce TOD and receive public feedback, such as a presentation given July 2008 to the Village Park Community Association (City and County of Honolulu DPP, 2008), and a Transit Oriented Zoning and TOD presentation given at the Hawai‘i Land Use Law Conference, January 2009 (City and County of Honolulu DPP, 2009f). The new law will permit establishing TOD zones and new land uses rail transit stations. It will allow for mixed uses, higher urban densities, and reduced off-street parking requirements while making sure planners avoid “gentrification” of special districts, as well as including elements of affordable housing.</p> <p>Another example of community involvement in support of land use planning was the development of the Waipahu Neighborhood TOD Plan (City and County of Honolulu DPP, 2009e). The effort was lead by the City and County of Honolulu and a private consultant responsible for the Waipahu Area. Several community workshops were held from August 2007 to September 2008 to develop a draft Waipahu Neighborhood TOD Plan currently in public review and receiving comments through May 8, 2009.</p> <p>In addition to the land use planning efforts, a public involvement program was undertaken to inform the citizens of O‘ahu about the Honolulu High-Capacity Transit Corridor Project and provided opportunities for participation in land use planning.</p> <p>The overall public involvement process included:</p> <ul style="list-style-type: none"> <li>• Educating the public and keeping them up-to-date about project progress</li> <li>• Collecting and addressing community concerns</li> <li>• Building on the public participation programs from previous corridor projects</li> <li>• Planning public involvement efforts in cooperation with the Mayor and City staff</li> <li>• Using the news media, community groups, neighborhood associations, and other resources within the corridor and throughout O‘ahu</li> </ul> <p><b>Scoping Meetings</b>—Public scoping meetings for the Project Alternatives Analysis were held in the study corridor in December 2005. These meetings were conducted in an open-house format that presented the purpose of and need for the project, proposed project alternatives, and the scope of analysis to be included in the Alternatives Analysis. Scoping meetings were held in March 2007 for the NEPA Environmental Impact Statement (EIS).</p> <p><b>Speakers Bureau</b>—The Project’s public outreach program is centered on a grassroots-oriented Speakers Bureau, staffed by technical professionals. This approach was developed considering the local style, of “talking story,” which is a socially important means of conveying information. The speakers were formally trained and then briefed on a continuing basis as new information emerged. In total, the Speakers Bureau provided over 275 presentations.</p>

Information Requested	Documentation Supporting Land Use Criterion
<p><b>2. TRANSIT SUPPORTIVE PLANS AND POLICIES</b></p> <p><b>d. Tools to Implement Land Use Policies</b></p>	
	<p><b>Community Updates</b>—In addition to the Speakers Bureau presentations, periodic informational meetings were conducted at locations throughout O‘ahu (Figure 73). At these meetings, the Mayor, technical staff, and consultants presented updated technical information about the project and the status of the project.</p>  <p><b>Figure 73. Community Update Meeting</b></p> <p><b>Neighborhood Boards</b>—In addition, neighborhood boards within the project corridor have been regularly briefed during the course of the project.</p> <p><b>Public Hearings</b>—Five public hearings were held in December 2008. The hearings had an open-house area staffed by project staff to answer questions. A hearing room had an official hearing officer and a court reporter to record formal public testimony. An additional court reporter for private testimonials was provided at the public hearings, and comment boxes were available for written comments. Hearings took place on December 6 and December 8 through December 11.</p> <p><b>DEIS Comment Period</b>—The official comment period for the Draft EIS began on November 21, 2008, after the availability of the document was published in the Federal Register and the State of Hawai‘i Environmental Notice. The mandatory 45-day comment period was extended to February 6, 2009, by the Federal Transit Administration (FTA) due to requests to extend the comment period.</p> <p>The City released the Draft EIS on November 1, 2008, to the public on the Project website. Thus, even though the document was not formally released, comments from the period between November 1 and November 20, 2008, were also considered as Draft EIS comments.</p> <p><b>Newsletters</b>—<i>Honolulu On The Move</i> (<a href="http://honolulustransit.com/library/archive.aspx">http://honolulustransit.com/library/archive.aspx</a>) is the project newsletter that was distributed bi-monthly during the Alternatives Analysis phase and monthly during the EIS phase. It provided the public with detailed information on project issues and milestones. There were over 14,000 addresses on the mailing list in January 2009.</p> <p><b>Website</b> <a href="http://www.honolulustransit.org">www.honolulustransit.org</a>—A dedicated project website was created and is maintained for the public to access current project information at all times. It also provides an opportunity for users to input their comments or questions.</p> <p><b>Hotline</b>—A dedicated transit information line has been operational since November 2005, providing 24-hour access for public inquiry and comment.</p> <p><b>Media</b>—The media has been kept informed about the project through media releases and prepared public service announcements to highlight key project issues or milestones and to publicize upcoming opportunities for public involvement.</p> <p><b>Transit Solutions Advisory Committee</b>—A Transit Solutions Advisory Committee, comprised of more than 30 community leaders, was formed to assist the Mayor and City Council in reviewing the project technical work and evaluating alignment options.</p>

Information Requested	Documentation Supporting Land Use Criterion
<p><b>2. TRANSIT SUPPORTIVE PLANS AND POLICIES</b></p> <p><b>d. Tools to Implement Land Use Policies</b></p>	<p><b>Forums</b></p> <p>The Urban Land Institute sponsored a forum in Honolulu regarding land use and development implications of the East Kapolei to Ala Moana Center Fixed Guideway project as it pertains to two of the largest landowners affected by the project, Kamehameha Schools and D.R. Horton. Presentations by the two landowners highlighted their aspirations for TOD in-fill in the PUC (Kamehameha Schools) and TOD in greenfields (D.R. Horton). The event was widely attended, including key DPP personnel who supported the event.</p> <p><b>Agency Coordination</b></p> <ul style="list-style-type: none"> <li>• <b>Scoping</b>—An agency scoping meeting for the Alternatives Analysis was held on December 13, 2005, to provide an opportunity for stakeholder agencies to provide input on the project at an early stage in the planning process. There were also two public scoping meetings held on December 13, 2005, and December 14, 2005. An agency scoping meeting for the NEPA EIS was held on March 28, 2007, along with three public scoping meetings held on March 28, March 29, and April 3, 2007.</li> <li>• <b>Ongoing Coordination</b>—Following scoping, agency coordination continued as project details emerged related to the jurisdiction of various agencies. Coordination efforts included formal meetings, written correspondence, and informal telephone and personal communication.</li> <li>• <b>Federal Agency Coordination</b>—Federal agency coordination was a combination of written correspondence and formal meetings. The FTA, the lead Federal agency, has been actively kept informed of the progress and has been consulted regularly during the travel model development and refinement. The FTA was also involved in the development of the EIS and the conceptual engineering. The Federal Highway Administration, Hawai'i Division, the Department of the Navy, the Department of the Army, the Environmental Protection Agency, the U.S. Fish and Wildlife Service, and other environmental agencies were also consulted as necessary to comply with current guidelines and to share information on project progress.</li> <li>• <b>Hawai'i State Agency Coordination</b>—Coordination with Hawai'i State agencies included the Hawai'i Department of Transportation, State Historic Preservation Division, the Office of Hawaiian Affairs, the Department of Hawaiian Home Lands, the Department of Land and Natural Resources, Hawai'i Community Development Authority (HCDA), and the University of Hawai'i.</li> <li>• <b>Coordination with the O'ahu Metropolitan Planning Organization (O'ahuMPO)</b>—Coordination with the O'ahuMPO occurred at several levels. Presentations were made to O'ahuMPO's Policy, Citizen Advisory, and Technical Advisory Committees over the course of the development of the Alternatives Analysis. Also, O'ahuMPO staff were consulted on technical issues, such as environmental justice analysis and long-range land use planning.</li> <li>• <b>Coordination with Local Interest Groups</b>—Local interest groups, including the Outdoor Circle, Kamehameha Schools, and the Pearl Harbor Historic Sites group, were also involved. Coordination meetings were held with each of these groups to discuss their particular area of concern.</li> </ul>

Information Requested	Documentation Supporting Land Use Criterion
<p><b>2. TRANSIT SUPPORTIVE PLANS AND POLICIES</b></p> <p><b>d. Tools to Implement Land Use Policies</b></p>	
<p><i>Regulatory and financial incentives to promote transit-supportive development</i></p>	<p>The <b>PUC Development Plan</b> describes implementation strategies for enhancing transit supportive design as follows:</p> <ul style="list-style-type: none"> <li>• “To promote the development of higher-density, mixed use (i.e., residential commercial) projects within the rapid transit corridor, provide incentives in the zoning code, such as floor area bonuses, use allocation ratios, and shared use of parking and loading.”</li> <li>• “To promote pedestrian activity and facilitate transit ridership, establish special land use, design, and development standards for frontage properties along transit-oriented streets, with particular attention to the areas around transit centers and stops. Provide incentives for developers and employers to prepare and implement trip reduction plans.”</li> <li>• “Density bonuses may be appropriate for new development projects that demonstrate reductions in the number of external trips through provision of mixed uses and transit-oriented design.”</li> </ul> <p>The <b>TOD Ordinance</b> (City and County of Honolulu, 2009c) recently adopted by the City Council and signed into law by the Mayor allows “form-based zoning, exemptions, or other alternatives from existing development regulations, and utilize other incentives to encourage such development” to promote transit supportive development.</p>
<p><i>Efforts to engage the development community in station-area planning and transit-supportive development</i></p>	<p>DPP is conducting a series of TOD planning studies for each station with input from community stakeholders, developers, and the general public. The resulting plans will address land use, circulation patterns, urban design, housing, mixed use, parking, pedestrian amenities, historic and cultural enhancements, and desired and necessary public investments. New zoning regulations will be adopted for each of the completed TOD plans to create more opportunities for transit-supportive land uses and development.</p>
<p><i>Outreach to government agencies and the community in support of land use planning</i></p>	<p>In addition to engaging the development community in TOD planning studies, a Transit Advisory Committee (TAC) was established, consisting of community leaders appointed by the Mayor. The TAC serves as a sounding board to ensure that information and material provided by the Project is effective in communicating with the public. TAC members will also complement public outreach efforts by using their individual community networks to ensure that all segments of the community are involved. TAC meetings have convened at milestone points of the Project.</p> <p>The TAC has several developers on it, including Kamehameha Schools, D.R. Horton, HCDA, Brett Hill Construction, and the West O’ahu Development Association.</p>

Information Requested	Documentation Supporting Land Use Criterion
<p><b>3. PERFORMANCE AND IMPACTS OF LAND USE POLICIES</b></p> <p><b>a. Performance of Land Use Policies</b></p>	
<p><i>Demonstrated cases of developments affected by transit supportive policies</i></p>	<p>As discussed in Section 2, Transit Supportive Plans and Policies, the existing development plans and sustainable community plans provide a strong backbone to support transit. Most recent cases of developments affected by those transit-supportive policies are located in the Kaka‘ako (Figure 6) and Ala Moana areas, where development has been most active. The Kaka‘ako District is one of two Community Development Districts of the Hawai‘i Community Development Authority (HCDA). HCDA has led numerous planning studies for the District. In addition, HCDA has developed public infrastructure throughout the District to spur new housing, community, and business development by private developers and investors. The significant in-fill development within the Kaka‘ako District, and along the study corridor in general, has generated increased population and employment density near the CBD and along the Airport Alignment. As discussed in Section 1 and detailed in the Quantitative Land Use Template, the rapid redevelopment of areas along the alignment will only contribute to more densely populated areas along the alignment.</p> <p>The following developments were designed to meet the criteria specified in the Kaialua Kaka‘ako Master Plan (detailed in Section 2). Figure 6 is a map showing where these developments are within the Kaka‘ako Development Plan Area:</p> <div data-bbox="198 929 634 1086" data-label="Image"> </div> <p><b>Figure 74. University of Hawai‘i JABSOM</b></p> <ul style="list-style-type: none"> <li>• The new University of Hawai‘i John A. Burns School of Medicine (JABSOM) (HCDA, 2009h) (Figure 74) complex is envisioned as an “economic engine” for stimulating job creation in the state. Phase One was completed in 2005. The second phase will include a research center and a parking structure containing 363 stalls.</li> <li>• Keola La‘i (HCDA, 2009d) is a 44-story, 352-unit building with retail space on the ground floor with a pedestrian-friendly streetscape and access. This project is complete and would be served by the Kaka‘ako Station. A structured parking facility is located to the side.</li> <li>• Halekauwila Place (MVE Pacific, 2008) is a planned affordable housing complex located on Halekauwila Street adjacent to the Civic Center Station. It includes an 18-story tower with street level commercial development and approximately 202 units. The project would replace a street-level parking lot. Completion of Halekauwila Place is planned for 2010.</li> <li>• Ward Village (HCDA, 2009j) a proposed 18-story, 175-unit apartment building and a two-level 224,000-square-foot retail development designed to provide pedestrian-friendly streetscapes and access. Parking will be situated in the interior of the project out of view. Base zoning modifications approved by HCDA to promote a mixed-use urban village design included additional building height to 220 feet, encroachments into the view corridor setbacks, and a reduced front yard.</li> <li>• Hokua Tower (HCDA, 2009a), Moana Vista (HCDA, 2009f), and Moana Pacific (HCDA, 2009e) are three condominium developments in the vicinity of both proposed Ward Village and Ala Moana Center. These provide over 1,300 new residential units, ground floor commercial opportunities, and pedestrian-friendly access.</li> </ul>

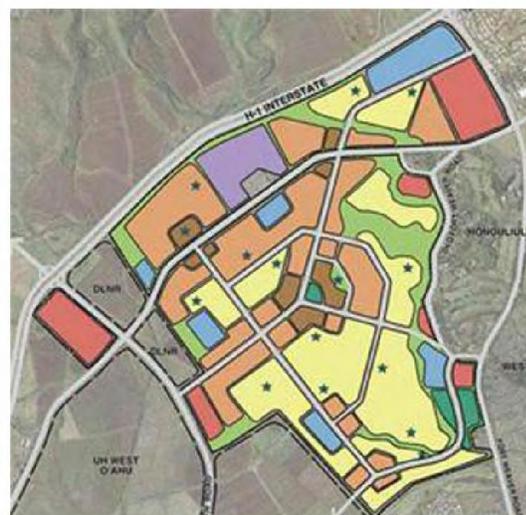
Information Requested	Documentation Supporting Land Use Criterion
<p><b>3. PERFORMANCE AND IMPACTS OF LAND USE POLICIES</b></p> <p><b>a. Performance of Land Use Policies</b></p>	
	<ul style="list-style-type: none"> <li>• A Public Storage development in Kaka‘ako (Figure 76) (HCDA, 2009g), which opened in 2006, contains 185,350 square feet of industrial storage space and 6,650 square feet of commercial use on the ground level fronting Kapi‘olani Boulevard and Kamake‘e Street. Along with the ground-level commercial space, the project was designed with an open-space landscaped plaza at the corner of Kapi‘olani Boulevard and Kamake‘e Street close to the Kaka‘ako Station. A clock tower feature and meandering walkways were included to welcome people to this portion of Kaka‘ako and fit into the pedestrian- and transit-friendly plans for the area.</li> </ul> <p>The following development was designed in compliance with the Primary Urban Center Development Plan and the Ala Moana-Sheridan Community Plan.</p> <ul style="list-style-type: none"> <li>• The Ke‘eaumoku Wal-Mart/Sam’s Club (Figure 75) is located in the Sheridan neighborhood just north of Ala Moana Center and opened in 2004 on a lot zoned Community Business District (BMX-3). The project design complies with many of the pedestrian- and transit-supportive policies in the Ala Moana-Sheridan Community Plan. Density is high, with Sam’s Club located above Wal-Mart (315,000 square feet of commercial space); parking (1,700 spots) is structured (3 levels) with accesses on cross streets rather than the main pedestrian street. An improved pedestrian way was built that includes sidewalk businesses and tables.</li> </ul> <div style="display: flex; justify-content: space-around;"> <div data-bbox="440 974 870 1302"> </div> <div data-bbox="961 974 1391 1302"> </div> </div> <p><b>Figure 76. Public Storage Pedestrian-Friendly Street Front on Kapi‘olani Boulevard</b></p> <p><b>Figure 75. Wal-Mart Pedestrian-Friendly Street Front on Ke‘eaumoku Street</b></p>
<p><i>Station area development proposals and status</i></p>	<p><b>Ala Moana Center, Station 21</b>—The Ala Moana-Sheridan Community Plan (City and County of Honolulu DPP, 2006) anticipates development of a new rapid transit system and integrates planning for a new Ala Moana Center Station. Site plans have been prepared to address pedestrian access and safety issues in this densely developed commercial area. This will provide direct pedestrian connection from the new transit station to the mall level of the existing shopping center (Ala Moana Shopping Center).</p> <p><b>UH West O‘ahu, Station 2</b>—This station would be adjacent to the future UH West O‘ahu campus and the future new community of Ho‘opili (Ho‘opili, O‘ahu, 2007). The first phase of the new UH West O‘ahu campus will be built on 41 acres located on the south side of Farrington Highway along the new North-South Road. A ground blessing for the new campus was held in January 2009. It is expected to serve more than 1,500 students for spring 2011 classes. Communities around the station expected to</p>

Information Requested	Documentation Supporting Land Use Criterion
<b>3. PERFORMANCE AND IMPACTS OF LAND USE POLICIES</b>	
<b>a. Performance of Land Use Policies</b>	

experience rapid development with increasing densities *per the 'Ewa Development Plan, which calls for high density residential and commercial development around the transit nodes.* A new 1,600-acre mixed-use development bounded by the H-1 Freeway, Fort Weaver Road, and the new North-South Road is currently in the planning phase. Environmental planning and studies, as well as community planning, are in progress. The first residential and business openings are planned for 2012.

**Civic Center and Kaka'ako, Stations 19 and 20**—The **Kaiaulu Kaka'ako Master Plan** (Kamehameha Schools, 2008) presents a vision for the properties of Kaka'ako Mauka adjacent to the Civic Center Station, Station 19. The Kaiaulu Kaka'ako Master Plan vision presents a mixed-use urban village and anticipates up to 2,750 housing units and nearly 3 acres of open space, including walkways, plazas, public and private courtyards and landscaped streets. The Design Guidelines define the look and feel of the urban village designating two crossing streets, Cooke and Auahi, as the main circulators and pedestrian ways of the neighborhood. Elements to support and strengthen the pedestrian scale are encouraged to enhance the neighborhood character and promote the activation of the streets. This master plan was submitted to the HCDA on March 23, 2009.

D.R. Horton plans to build mixed-use transit-oriented development (TOD) within a one-quarter-mile radius of two proposed stations, Station 2 – Ho'opili Station and Station 3 – UH West O'ahu, with residential densities of up to 50 dwelling units per acre as shown in Figure 76. These higher-density, mixed-use districts would include commercial, office space, and higher-density live/work residential units or residential uses above ground-floor businesses. Within a one-half mile radius of these TOD areas would be a business park, public schools, mini-parks, and open space. The planned Ho'opili development by D.R. Horton plans to take advantage of the new TOD ordinance. The Ho'opili Master Plan (Ho'opili, O'ahu, 2007) envisions a connected and sustainable community of 10,000 to 15,000 dwellings in the 1,554-acre area. The plan features a traditional neighborhood design with a grid street pattern and neighborhood facilities. As a result, residents would be able to walk, bike, or take public transportation to area shops, restaurants, schools, parks, and jobs.



**D.R. Horton reports it is planning mixed-use transit-oriented development within a one-quarter-mile radius of transit stations with residential densities of up to 50 dwelling units per acre.**

LAND USE	Approx. Gross Acres
Low-Medium Density Residential / Live-Work*	535
Mixed Use / Medium Density Residential*	340
Mixed Use / High Density Residential*	50
Business / Commercial	145
Light Industrial / Business	50
Open Space / Buffers*	150
Parks*	80
Neighborhood Parks*	-
Public Facilities	100
Major Roads* (as shown)	124
<b>TOTAL:</b>	<b>1,554 (Approx.)</b>

**Figure 76. D.R. Horton Ho'opili Site Plan**

Information Requested	Documentation Supporting Land Use Criterion
<p><b>3. PERFORMANCE AND IMPACTS OF LAND USE POLICIES</b></p> <p><b>b. Potential Impact of Transit Project on Regional Land Use</b></p>	
<p><i>Adaptability of station area land for development</i></p>	<p>There is nearly 1,700 acres of vacant land within a one-half mile radius from the 21 station sites, the majority of which is within the Urban Growth Boundary. This compares to over 5,000 acres of already developed land in this same area. The largest amounts of vacant land potentially available for development are located around Stations 1, 2, and 3 on the 'Ewa Plain, as expected. Around those three stations there is an average of nearly 500 acres of vacant land. Much of that vacant land, now used for farming, will become Ho'opili and UH West O'ahu (Figure 76).</p> <p>The quantity of vacant land was estimated using a GIS analysis. Within the one-half-mile radius depicted in Figure 2 through Figure 4, the quantity of land observed to be vacant on the aerial photograph was estimated for each station. Land used for agriculture was counted as vacant unless located outside the Urban Growth Boundary. The Honolulu International Airport owns over 2,200 land acres and dominates the Airport and much of the Lagoon Drive Stations. Airport-owned land was not considered "vacant." Also, the Pearl Harbor Naval Base Station is dominated by military uses which also were not considered vacant.</p> <p>In the vicinity of the other 15 stations, there is an average of only 14 acres of vacant land per station. East of the Lagoon Drive Station (Stations 13 through 21), the average drops to only 3 acres per station. The small amount of vacant land indicates the existing developed nature of the project corridor. The in-fill projects taking place in Kaka'ako (Figure 6) and other communities along the corridor illustrate that land is at a premium but that it is adaptable to redevelopment and TOD.</p> <p>As discussed in the previous section, <i>demonstrated cases of developments affected by transit supportive policies</i>, there are numerous recent developments that were sited and designed in accordance with the design criteria and vision of these Area Plans which will contribute greatly to increased population, employment and housing units along the alignment. Further, the Kamehameha Schools recently submitted the Kaiaulu Kaka'ako Master Plan for 29 acres within the Mauka District. This master plan proposes overall plan drawings and pedestrian and vehicular system plans for the School's properties. It is estimated that at build out this Master Plan will add over 2 million square feet of space for commercial use, over 4 million square feet of space residential uses, and over 125,000 square feet of space for industrial uses.</p>
<p><i>Corridor economic environment</i></p>	<p>According to the Department of Business, Economic Development, and Tourism (DBEDT), along with the entire U.S. economy, Hawai'i's economy showed continued slowing through the third quarter of 2008 (DBEDT, 2009). In fact, the latest quarterly forecast by DBEDT indicates that Hawai'i's economy will experience virtually no growth through most of 2009. Depending on the greater U.S. economy and key international economies, Hawai'i's economy should turn positive around midyear 2009 and see modest growth through 2010.</p> <p>In Honolulu County, the third quarter of 2008 saw Net Individual Income Tax collections increase by 2.5 percent above the third quarter in 2007. For this same period, General Excise and Use Tax revenues grew by 2.7 percent, the highest rate in Hawai'i. In the third quarter of 2008, Honolulu lost nearly 500 wage and salary jobs or 0.1 percent over the third quarter of 2007. The largest increases were in State Government with 1,300 jobs, or 2.5 percent increase from third quarter 2007; Professional and</p>

Information Requested	Documentation Supporting Land Use Criterion
<p><b>3. PERFORMANCE AND IMPACTS OF LAND USE POLICIES</b></p> <p><b>b. Potential Impact of Transit Project on Regional Land Use</b></p>	
	<p>Business Services increased by 700 jobs, or 1.2 percent from same quarter 2007; and Health Care and Social Assistance jobs increased with 650 jobs, or a 1.4-percent increase from third quarter 2007. In the third quarter of 2008, Honolulu experienced decreased growth in the value of permit activity at 19.2 percent below the same period in 2007.</p> <p>Still, within the study corridor, there are several key projects contributing to sustaining O‘ahu’s more favorable economic position. Among these are:</p> <ul style="list-style-type: none"> <li>• The Keola La‘i (HCDA, 2009d) —a 44-story, 352-unit building, with retail space on the ground floor.</li> <li>• Hoku Tower (HCDA, 2009a)—a 41-story tower with 248 luxury condominiums and ground floor commercial space. Nearby, five similar condominium towers total over 1,700 residential units.</li> <li>• The Honolulu Design Center (HCDA, 2009b) fronting Kapi‘olani Boulevard—built with the two Moana Pacific towers, the center has 80,000 square feet of commercial space.</li> </ul> <p>In relative terms, the economic environment in Honolulu is quite strong.</p>

Information Requested	Documentation Supporting Land Use Criterion
<b>4. OTHER LAND USE CONSIDERATIONS (OPTIONAL)</b>	
<p><i>Otherwise unidentified circumstances, or conditions, or constraints under which the transit agency operates and which influence local and regional land use policies, plans, and implementation</i></p>	<p><b>Topography</b></p> <p>The topography of O‘ahu is unique and forms the development of a classic and ideal transit corridor (Figure 2 through Figure 4). Constrained by the mountains and the Pacific Ocean, the flat coastal plain in between is linear and narrow. Through deliberate State and regional policies, development has been concentrated here. Through the years, the narrow corridor has been even more densely developed and now, again through government policies, new development is being directed to West O‘ahu.</p> <p><b>Tourism</b></p> <p>Tourist ridership on transit will contribute to making the East Kapolei to Ala Moana Center Fixed Guideway project a successful transit investment. Nearly 4.7 million persons visited O‘ahu in 2007. Hawai‘i’s market in terms of tourism has seasonal tendencies. In 2007, the greatest numbers of visitors came in December, according to the <i>Annual Research Visitors Report, 2007</i>, by DBEDT (DBEDT, 2009). The next busy months are the summer months of June, July, and August. September, October, and November were the slowest months for tourism in 2007. By far the largest sources of tourists are the U.S. Mainland, followed by Japan and Canada. Visitor expenditures reached \$12.8 billion in 2007, a record breaking year. Over 7.6 million visitors came to Hawai‘i in 2007 (nearly 4.7 million, or 53 percent, of them to O‘ahu) and the daily visitor census was approximately 189,000.</p> <p><b>Sustainability</b></p> <p><i>Honolulu has a history of proactively addressing the energy efficiency and sustainability of its facilities and resources. In 2007, the City was ranked 11th out of 72 major U.S. cities for its success with sustainability and environmental management by the Earthday Network. <sup>[1]</sup></i></p> <p>The state of Hawai‘i has taken steps towards becoming a Sustainable Community through the creation of a Sustainability Task Force and development of a <i>Hawai‘i 2050 Sustainable Plan (2050 Plan)</i> (State of Hawai‘i, 2008). The purpose of this report is to identify potential sustainable solutions that can be encouraged along and near the Project’s fixed guideway. The state’s first definition of sustainability, and the foundation of the 2050 Plan, is that Hawai‘i achieves the following:</p> <ul style="list-style-type: none"> <li>• Respects the culture, character, beauty and history of our state’s island communities;</li> <li>• Strikes a balance among economic, social and community, and environmental priorities;</li> <li>• Meets the needs of the present without compromising the ability of future generations to meet their own needs.</li> </ul> <p>Goals of the 2050 Plan are integrated philosophies that express the sustainable future of Hawai‘i. The over-arching State goals give counties options to use as a guide to further their sustainability efforts. They reflect a deeply held sense of where Hawai‘i should be headed:</p> <ul style="list-style-type: none"> <li>• A Way of Life—Living sustainably is part of daily practice in Hawai‘i</li> </ul> <p><sup>[1]</sup> Mayor’s Energy &amp; Sustainability Task Force: Working Toward the 21<sup>st</sup> Century Ahupua‘a, Mayor Mufi Hannemann, September 2007, pg. 1.</p>

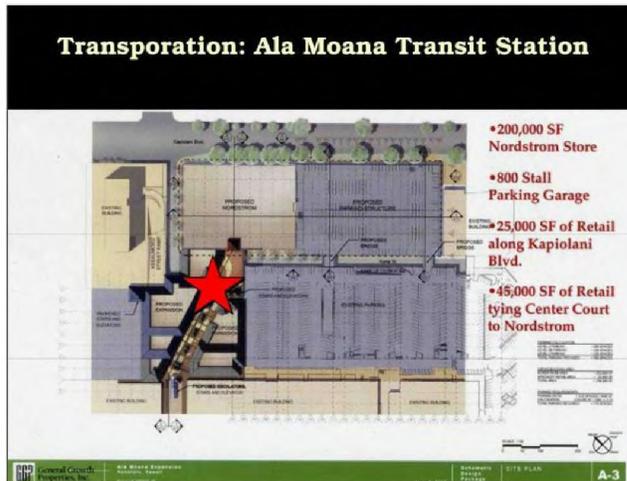
Information Requested	Documentation Supporting Land Use Criterion
4. OTHER LAND USE CONSIDERATIONS (OPTIONAL)	<ul style="list-style-type: none"> <li>• The Economy—A diversified and globally competitive economy enables a meaningfully live, work and play atmosphere in Hawai‘i;</li> <li>• Environment and Natural Resources—Natural resources are responsibly and respectfully used, replenished and preserved for future generations;</li> <li>• Community and Social Well-Being—The community is strong, healthy, vibrant and nurturing, providing safety nets for those in need;</li> <li>• Kanaka Maoli and Island Values—Making sure Polynesian and island cultures and values are thriving and perpetuated.</li> </ul> <p>The 2050 Plan is different from other government plans in that it creates a long-term action agenda for achieving sustainability for the state. It consolidates into one document key goals and initiatives that will—over time—create a stronger, more diverse and resilient Hawai‘i because of its balanced approach to implementing sustainability goals and strategies. Current efforts and on-going projects leading towards sustainability include; encouraging bus use and an alternative to the single occupancy vehicle, making transit operations “cleaner” with options such as hybrid, diesel and electric vehicles, a planned fixed guideway transit system, and making Honolulu a pedestrian and bicycle friendly city.</p> <p><b>Intermodal Station Area Transit Connections</b></p> <p>The project is strategically located to maximize the potential for intermodal transfers because of its proximity to the major roadway network on O‘ahu and existing bus transfer points. All stations will have pedestrian, bicycle, and local bus access.</p> <p>Additionally, the following stations have the potential to intercept park-and-ride commuters in automobiles and/or serve feeder buses with an off-street bus transit center:</p> <ul style="list-style-type: none"> <li>• <b>Station 1</b>—East Kapolei Station, serves the fast developing areas of ‘Ewa, ‘Ewa Beach, and Kapolei, with a park-and-ride facility containing 900 parking spaces.</li> <li>• <b>Station 2</b>—The UH West O‘ahu Transit Center will serve residents of West O‘ahu and Wai‘anae, as well as the future university community, with a park-and-ride facility containing 1,000 parking spaces.</li> <li>• <b>Station 4</b>—The West Loch Station will serve commuters from West O‘ahu, including Wai‘anae, since the station is near the H-1 Freeway Interchange at Kunia Road, with an off-street bus transit center.</li> <li>• <b>Station 5</b>—The Waipahu Transit Center, a portion of the Central O‘ahu planning region nearest the Project, will serve surrounding neighborhoods with an off-street transit center.</li> <li>• <b>Station 7</b>—The Pearl Highlands Station will serve commuters from Central O‘ahu since the station is near the interchange of H-1, H-2, and Kamehameha Highway. It includes a park-and-ride facility containing 1,600 parking spaces.</li> <li>• <b>Station 8</b>—Pearlridge Station will serve Pearl City and ‘Aiea with an off-street bus transit center.</li> </ul>

**4. OTHER LAND USE CONSIDERATIONS (OPTIONAL)**

- **Station 9**—The Aloha Stadium Station will serve the densely built area of ‘Aiea and tourists visiting the nearby Arizona Memorial at Pearl Harbor Naval Base. It will make use of the vast parking lots at Aloha Stadium with an additional 600 stall park-and-ride facility.
- **Station 13**—The Middle Street Transit Center Station is near the existing Middle Street bus transfer facility and near Nimitz Highway.
- **Station 21**—Ala Moana Center Station, serving the existing major bus transfer point at Ala Moana Center, also will service the large tourist market in Waikīkī.



**Figure 77. Aloha Stadium**



Here’s a site plan showing how the new Nordstrom’s addition will tie into the existing Ala Moana Center. The red Star indicates the probable location of the new transit stop if the new transit line is built, above the present bus stop on Kona street, with direct pedestrian connections to the Center’s mall level.

**Figure 78. Ala Moana Center’s Planned Expansion Illustrating the Integration of Transit Station Planning (slide from a public information meeting)**

## **Bibliography: Supporting Documentation Reference List**

- Ala Moana Shopping Center. <http://www.alamoanacenter.com/>. Accessed April 20, 2009.
- City and County of Honolulu. 2009a. *City Council Selects Airport Alignment*. Resolution S09-38.\* (1)
- City and County of Honolulu. 2009b. *Resolution for the Public Support of Rail for steel-on-steel rail system; voter approved*. Resolution 09-026.\* (2)
- City and County of Honolulu. 2009c. *Relating to Transit Oriented Development*. Ordinance 09-4.\* (3)
- City and County of Honolulu. 2008. *Public Infrastructure Map revisions*. Resolution 08-97, CD1. <http://www.honolulu.dpp.org/planning/publicinfrastructuremap.asp>. Accessed April 20, 2009.
- City and County of Honolulu. 2006a. *City Charter Question 8 amending Section 6-1703*. <http://www.honolulu.gov/refs/rch/>. Accessed April 20, 2009.
- City and County of Honolulu. 2006b. *Increased Density in the PUC*. Resolution #06-369. <http://www4.honolulu.gov/docushare/dsweb/View/Collection-612>. Accessed April 20, 2009.\* (4)
- City and County of Honolulu. 2006c. *Changes to Land Use Policies*. Resolution #06-369.\*
- City and County of Honolulu Department of Customer Services. 2009. *Curb Ramp Request Form*. <http://www.honolulu.gov/csd/satellite/forms.htm>. Accessed April 20, 2009.\* (5)
- City and County of Honolulu Department of Design and Construction. 2009. <http://www.co.honolulu.hi.us/ddc/>. Accessed April 20, 2009.
- City and County of Honolulu Department of Enterprise Services. 2002. *Neal S. Blaisdell Center*. <http://www.blaisdellcenter.com/>. Accessed April 20, 2009.
- City and County of Honolulu Department of Planning and Permitting (DPP). 2009a. *Chapter 21: Land Use Ordinance*. [http://www.co.honolulu.hi.us/refs/roh/21\\_990.pdf](http://www.co.honolulu.hi.us/refs/roh/21_990.pdf). Accessed April 20, 2009.\* (6)
- City and County of Honolulu DPP. 2009b. *Chapter 21-6: Islandwide Off-Street Parking Requirements*. Pg. 107-116. [http://www.co.honolulu.hi.us/refs/roh/21\\_990.pdf](http://www.co.honolulu.hi.us/refs/roh/21_990.pdf). Accessed April 20, 2009.\* (7)
- City and County of Honolulu DPP. 2009c. *Chapter 24: Development Plans*. <http://www.honolulu.gov/refs/roh/24.htm>. Accessed April 20, 2009.\* (8)

- City and County of Honolulu DPP. 2009d. *Waipahu Livable Communities Initiative*.  
<http://www.honoluluodpp.org/planning/WaipahuLivableCommunities/WaipahuLivableCommunities.pdf>. Accessed April 20, 2009.\* (9)
- City and County of Honolulu DPP. 2009e. *Waipahu Neighborhood Transit Oriented Development Plan*.  
<http://honoluluodpp.org/planning/TOD/NBPlans/WaipahuTOD/WaipahuPubRevDraftPlan3-09.pdf>. Accessed April 20, 2009.\* (10)
- City and County of Honolulu DPP. 2009f. *Transit-Oriented Zoning and Transit-Oriented Development at the Hawai'i Land Use Law Conference*, January 2009. Accessed April 20, 2009.\* (11)
- City and County of Honolulu DPP. 2008. *Honolulu's Transit-Oriented Development (TOD) Program: A Presentation to the Village Park Community Association*, July 9, 2008. Accessed April 20, 2009.\* (12)
- City and County of Honolulu DPP. 2006. *Ala Moana-Sheridan Community Plan*.  
<http://honoluluodpp.org/Planning/AlaMoana/AlaMoana.pdf>. Accessed April 20, 2009.\* (13)
- City and County of Honolulu DPP. 2004a. *Aiea-Pearl City Livable Communities Plan (Community Design Plan)*.  
<http://www.honoluluodpp.org/planning/AieaPearlCityLC/AieaPCLivableCommunities.pdf>. Accessed April 20, 2009.\* (14)
- City and County of Honolulu DPP. 2004b. *Kalihi-Palama Action Plan*.  
<http://www.honoluluodpp.org/planning/KalihiPalama/KPAP.pdf>. Accessed April 20, 2009.\* (15)
- City and County of Honolulu DPP. 2004c. *Primary Urban Center (PUC) Development Plan*.  
[http://www.honoluluodpp.org/planning/DevSust\\_PrimaryUrbanCenter.asp](http://www.honoluluodpp.org/planning/DevSust_PrimaryUrbanCenter.asp). Accessed April 20, 2009.\* (16)
- City and County of Honolulu DPP. 2002. *Central O'ahu Sustainable Communities Plan*.  
[http://honoluluodpp.org/Planning/DevSust\\_CentralOahu.asp](http://honoluluodpp.org/Planning/DevSust_CentralOahu.asp). Accessed April 20, 2009.\* (17)
- City and County of Honolulu DPP. 2001. *Pearl Harbor Historic Trail Master Plan*.  
<http://www.honoluluodpp.org/Planning/SpecAreaNeighbor.asp>. Accessed April 20, 2009.\* (18)
- City and County of Honolulu DPP. 2000. *Ewa Development Plan*.  
[http://www.honoluluodpp.org/planning/DevSust\\_Ewa.asp](http://www.honoluluodpp.org/planning/DevSust_Ewa.asp). Accessed April 20, 2009.\* (19)
- City and County of Honolulu DPP. 1991a. *Special District Design Guidelines – Chinatown*.  
<http://honoluluodpp.org/downloadpdf/zoning/CTSD.pdf>. Accessed April 20, 2009.\* (20)

- City and County of Honolulu DPP. 1991b. *Special District Design Guidelines – Hawai‘i Capital*. <http://honolulu.dpp.org/downloadpdf/zoning/HCSDF.pdf>. Accessed April 20, 2009.\* (21)
- City and County of Honolulu DPP. 1977, as amended. *O‘ahu General Plan: Objectives and Policies*. <http://www.honolulu.dpp.org/planning/OahuGenPlan.asp>. Accessed April 20, 2009.\* (22)
- City and County of Honolulu, Department of Transportation Services (DTS). 1999. *Bicycle Master Plan*. <http://www.honolulu.gov/dts/bikeway/>.\* (33)
- Colliers. 2008. *Honolulu Advertiser article about Colliers International market report on parking in downtown Honolulu*. <http://www.colliers.com/Markets/Honolulu/News/Downtown%20Honolulu%20tops%20daily%20parking%20cost%20list?la=en>. Accessed April 20, 2009.\* (22)
- Hawai‘i Community Development Authority (HCDA). 2009a. *Hokua*. <http://www.hokua.net/about.php?sub=Press+Releases>. Accessed April 20, 2009.
- HCDA. 2009b. *Honolulu Design Center*. <http://hcdaweb.org/kakaako/projects/private-sector-projects/honolulu-design-center/>. Accessed April 20, 2009.
- HCDA. 2009d. *Keola Lia*. <http://hcdaweb.org/kakaako/projects/private-sector-projects/keola-lai-at/>. Accessed April 20, 2009.
- HCDA. 2009e. *Moana Pacific*. <http://hcdaweb.org/kakaako/projects/private-sector-projects/moana-pacific/>. Accessed April 20, 2009.
- HCDA. 2009f. *Moana Vista*. <http://hcdaweb.org/kakaako/projects/private-sector-projects/moana-vista-1/>. Accessed April 20, 2009.
- HCDA. 2009g. *Public Storage*. <http://hcdaweb.org/kakaako/projects/private-sector-projects/public-storage/>. Accessed April 20, 2009.
- HCDA. 2009h. *The Vanguard Lofts*. <http://thevanguardlofts.com/>. Accessed April 20, 2009.
- HCDA. 2009i. *University of Hawai‘i John A. Burns School of Medicine*. <http://hcdaweb.org/kakaako/projects/other/university-of-hawaii-john-a-burns-school-of-medicine>. Accessed April 20, 2009.
- HCDA. 2009j. *Ward Entertainment Centre*. <http://hcdaweb.org/kakaako/projects/private-sector-projects/ward-entertainment-centre/>. Accessed April 20, 2009.
- HCDA. 2009k. *Ward Village Shops Project*. <http://hcdaweb.org/kakaako/projects/private-sector-projects/ward-village-shops-project-1/>. Accessed April 20, 2009.
- HCDA. 2008. *Kaiāulu ‘o Kaka‘ako Master Plan (Kamehameha Schools)*. November 26, 2008. <http://kakaakomp.ksbe.edu/project.aspx>. Accessed April 26, 2009.\* (23)

- HCDA. 2005a. *Kaka'ako Mauka Area Plan*. <http://hcdaweb.org/kakaako/plans-rules/>. Accessed April 20, 2009.\* (24)
- HCDA. 2005b. *Kaka'ako Community Development District: Makai Area Plan*. <http://hcdaweb.org/kakaako/plans-rules/>. Accessed April 20, 2009.\* (25)
- HCDA. 2002. *Kaka'ako Makai Area Design Guidelines*. <http://hcdaweb.org/kakaako/plans-rules/>. Accessed April 20, 2009.\* (25)
- Hawai'i State Department of Business, Economic Development and Tourism (DBEDT). 2009. *Economic Data*. <http://www.hawaii.gov/dbedt/info/economic/>. Accessed April 20, 2009.
- Hawai'i State Department of Health. 2009. *OEQC Environmental Notice*. <http://hawaii.gov/health/environmental/oeqc/index.html>. Accessed April 20, 2009.
- Hawai'i State Department of Transportation (DOT). 2008. *Department of Transportation's Report to Legislature of the State of Hawai'i on Act 232, Session Laws of Hawai'i 2008 (House Bill No. 357, HD2,SD1,CD1): Relating to Pedestrian Safety*. <http://www6.hawaii.gov/dot/administration/legislature/act232-slh2008-ped-safety.pdf>. Accessed April 20, 2009.\* (26)
- Hawai'i State DOT. 2002. *Hawai'i Statewide Transportation Plan (HSTP)*. <http://state.hi.us/dot/stp/hstp.htm>. Accessed April 20, 2009.\* (27)
- Hawai'i State Office of Environmental Quality Control (OEQC). <http://oeqc.doh.hawaii.gov/default.aspx>. Accessed April 20, 2009.
- Hawai'i State Office of Planning. *Hawai'i Statewide GIS Program*. <http://hawaii.gov/dbedt/gis/>. Accessed April 20, 2009.
- Ho'opili, O'ahu. 2007. <http://hoopilioahu.com/>. Accessed April 20, 2009.
- Honolulu Community College. <http://honolulu.hawaii.edu/>. Accessed April 20, 2009.
- Honolulu International Airport. 2009. <http://www6.hawaii.gov/dot/airports/hnl/>. Accessed April 20, 2009.
- Leeward Community College. 2009. <http://www.hawaii.edu/campuses/leeward.html>. Accessed April 20, 2009.
- MVE Pacific. 2008. *Halekaiwila Place*. <http://www.mve-pacific.com/>. Accessed April 20, 2009.
- O'ahu Metropolitan Planning Organization (O'ahuMPO). 2006. *O'ahu Regional Transportation Plan 2030 (ORTP)*. <http://www.oahumpo.org/programs/ortp.html>. Accessed April 20, 2009.\* (28)

O'ahu Transit Services, Inc. *TheBus City and County of Honolulu*. <http://www.thebus.org/>. Accessed April 20, 2009.

Pearl Harbor Naval Base Visitor Center. <http://www.pearlharborvisitorcenter.com/mission.htm>. Accessed April 20, 2009.

Pearlridge Center. <http://www.pearlridgeonline.com/>. Accessed April 20, 2009.

State of Hawai'i. 2009. *Aloha Stadium*. <http://alohastadium.hawaii.gov/>. Accessed April 20, 2009.

State of Hawai'i. 2008. *Hawai'i 2050 Sustainability Plan*. [http://www.hawaii2050.org/images/uploads/Hawaii2050\\_Plan\\_FINAL.pdf](http://www.hawaii2050.org/images/uploads/Hawaii2050_Plan_FINAL.pdf). Accessed April 20, 2009.\* (29)

State of Hawai'i. 2006. *Watershed Based Plan for Kapakahi Stream*. <http://www.cleanwaterhonolulu.com/storm/archive/watershed-plan.pdf>. Accessed April 26, 2009. \*(32)

The Salvation Army Ray and Joan Kroc Corps Community Center. 2007. <http://www.kroccenter.org/index.html>. Accessed April 20, 2009.\* (30)

University of Hawai'i West O'ahu. 2007. <http://westoahu.hawaii.edu/>. Accessed April 20, 2009.

University of Hawai'i West O'ahu. 2002. *University of Hawai'i West O'ahu Strategic Plan, 2002–2010*. <http://uhwo.hawaii.edu/images/strategicplan.pdf>. Accessed April 20, 2009.\* (31)

US National Park Service. 2009. *USS Arizona Memorial Hawai'i*. <http://www.nps.gov/usar/>. Accessed April 20, 2009.

Ward Centers. <http://www.wardcenters.com/>. Accessed April 20, 2009.

---

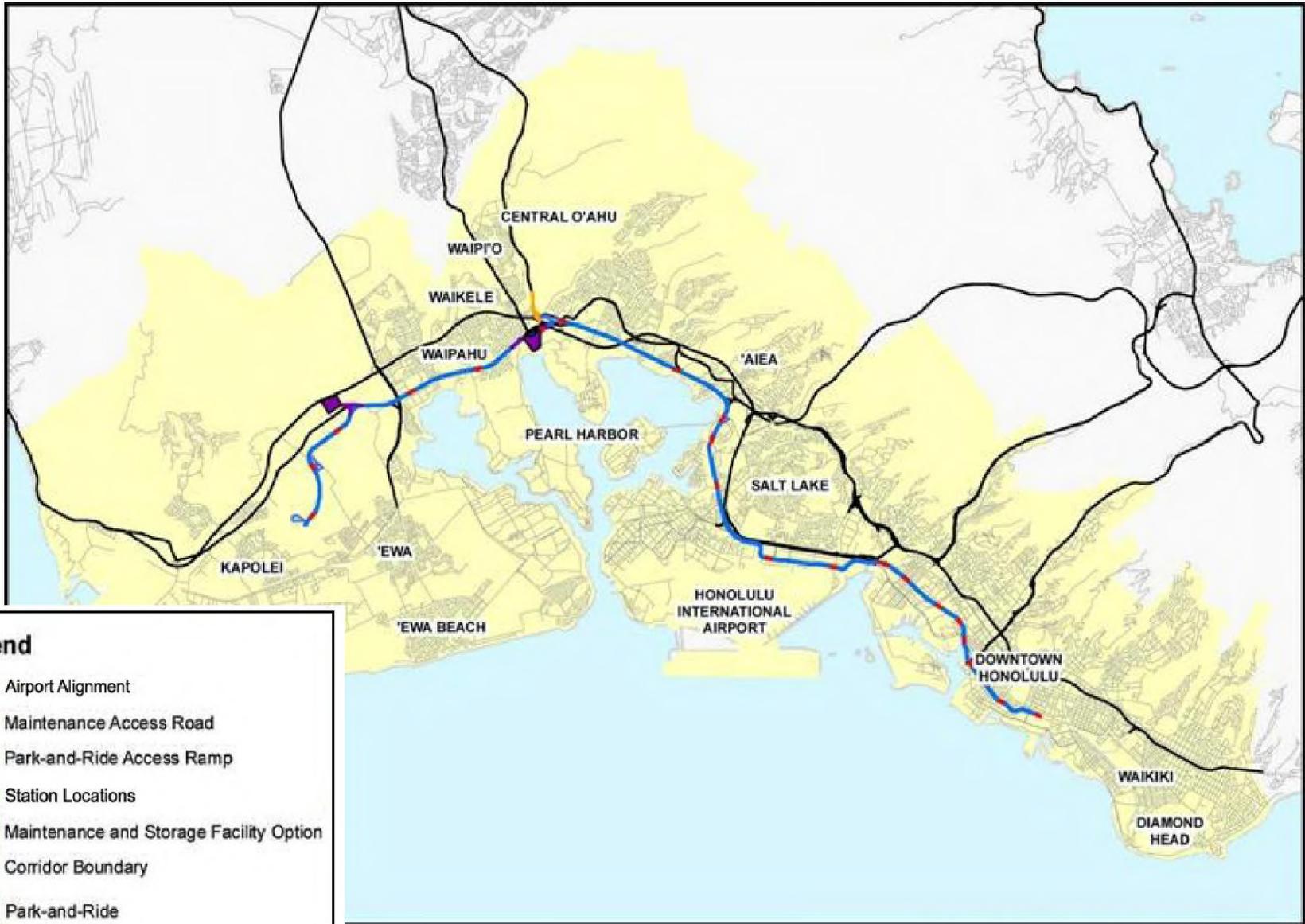
\* An electronic copy of this document is available on the CD provided with this submittal. (#) corresponds to the document number on the CD

# **HONOLULU HIGH-CAPACITY TRANSIT CORRIDOR PROJECT**

Supplemental Land Use Information and Supporting  
Documentation Template

**Appendix A: Maps**

May 2009



**Legend**

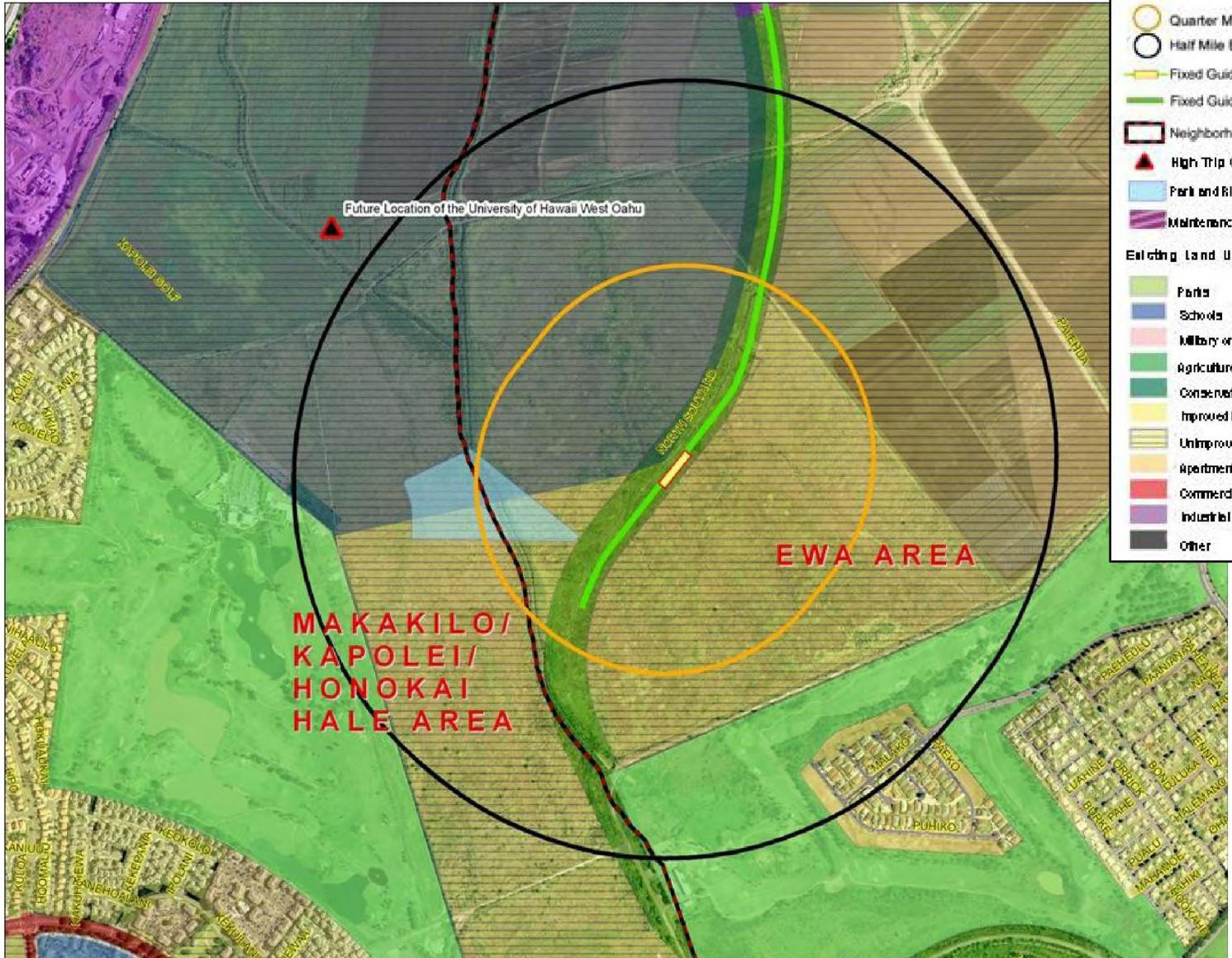
-  Airport Alignment
-  Maintenance Access Road
-  Park-and-Ride Access Ramp
-  Station Locations
-  Maintenance and Storage Facility Option
-  Corridor Boundary
-  Park-and-Ride
-  Major Highway

Project Corridor Map

# Land Use and Zoning Maps

Land Use

1. East Kapolei Station



# Zoning

# 1. East Kapolei



**LEGEND**

- Quarter Mile Buffer
- Half Mile Buffer
- Station Locations
- Fixed Guideway Alignment
- Transit Centers
- Maintenance and Storage
- Park & Ride

**Zoning**

- A-1 Low-Density Apartment
- A-2 Medium-Density Apartment
- A-3 High-Density Apartment
- AG-1 Restricted Agriculture
- AG-2 General Agriculture
- AMX-1 Low-Density Apartment Mixed-Use
- AMX-2 Medium-Density Apartment Mixed-Use
- AMX-3 High-Density Apartment Mixed-Use
- Apartment Mixed-use
- Apartment Precinct
- B-1 Neighborhood Business
- B-2 Community Business
- BMX-3 Community Business Mixed-Use
- BMX-4 Central Business Mixed-Use

**Country**

- F-1 Military and Federal
- I-1 Limited Industrial
- I-2 Intensive Industrial
- I-3 Waterfront Industrial
- IMX-1 Industrial-Commercial Mixed-Use

**Mixed-Use**

- P-1 Restricted Preservation
- P-2 General Preservation

**Public Precinct**

**Public Use**

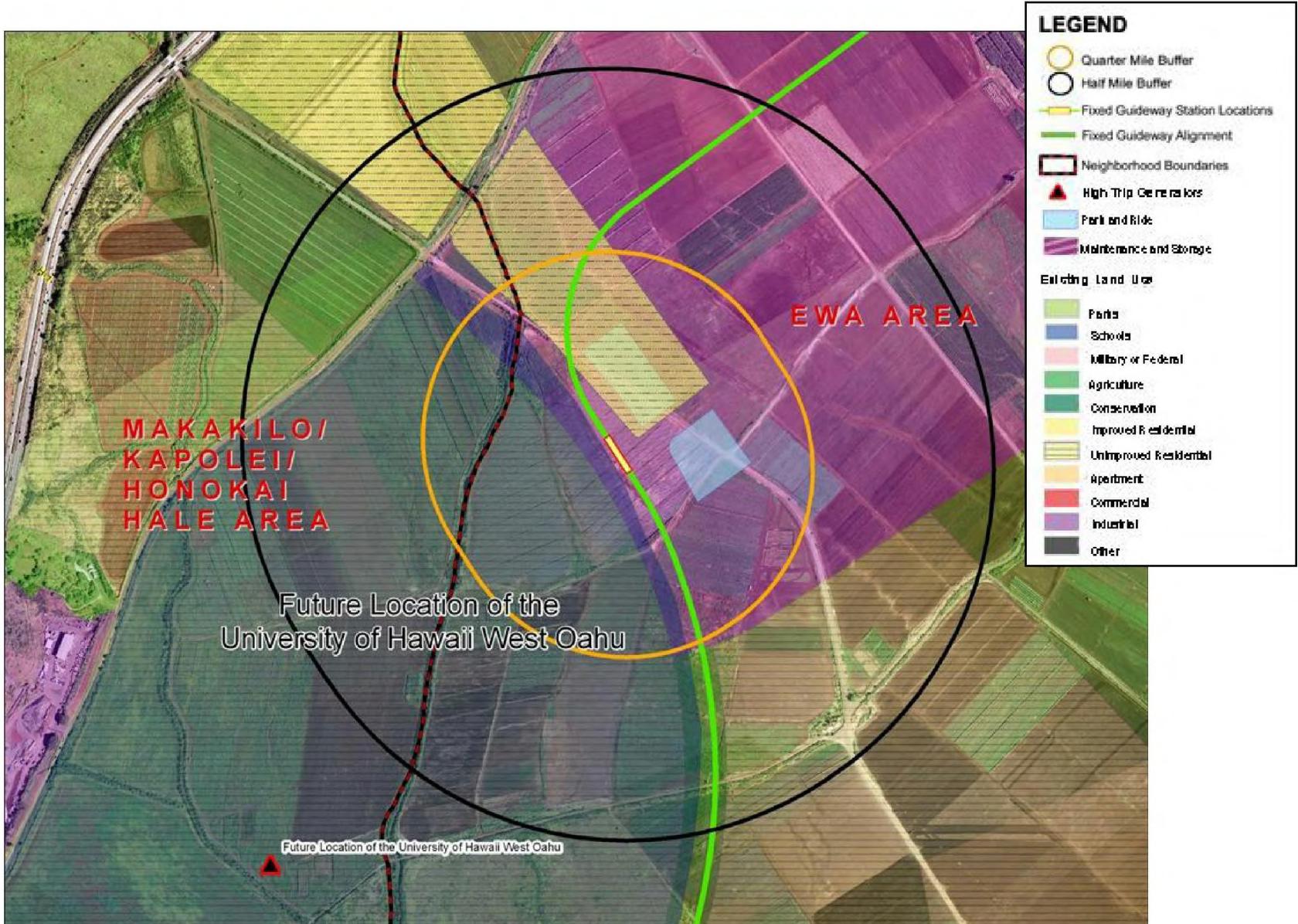
- R-10 Residential 10,000 sq ft minimum lot area
- R-20 Residential 20,000 sq ft minimal lot area
- R-3.5 Residential 3,500 sq ft minimal lot area
- R-5 Residential 5,000 sq ft minimal lot area
- R-7.5 Residential 7,500 sq ft minimal lot area

**Resort**

- Resort Commercial Precinct

**Special Districts**

- Aloha Tower Project
- Kaka'ako Community Development

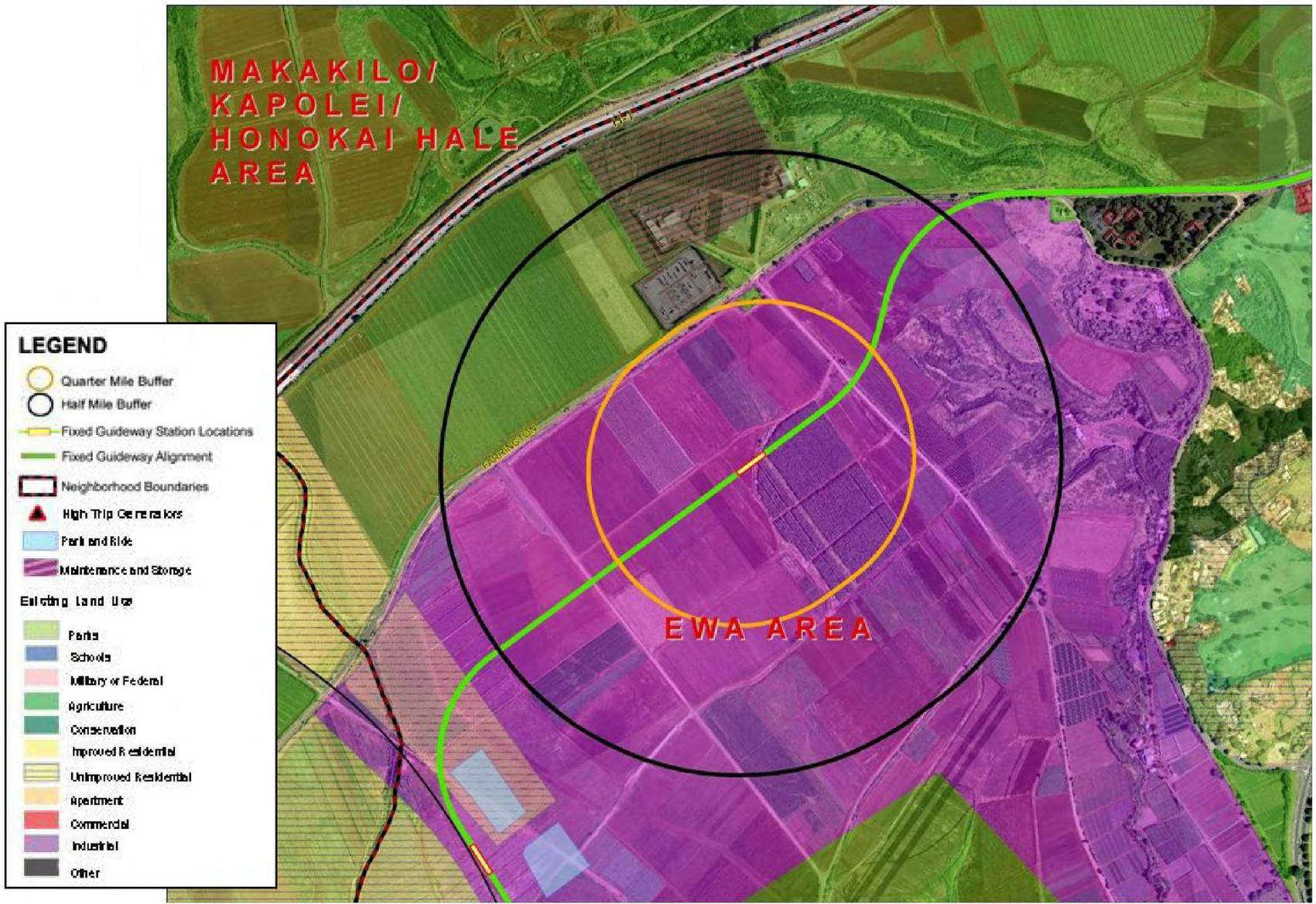


Zoning

2. UH West Oahu Station



LEGEND	
	Quarter Mile Buffer
	Half Mile Buffer
	Station Locations
	Fixed Guideway Alignment
	Transit Centers
	Maintenance and Storage
	Park & Ride
Zoning	
A-1	Low-Density Apartment
A-2	Medium-Density Apartment
A-3	High-Density Apartment
AG-1	Restricted Agriculture
AG-2	General Agriculture
AMX-1	Low-Density Apartment Mixed-Use
AMX-2	Medium-Density Apartment Mixed-Use
AMX-3	High-Density Apartment Mixed-Use
Apartment Mixed-use	
Apartment Precinct	
B-1	Neighborhood Business
B-2	Community Business
BMX-3	Community Business Mixed-Use
BMX-4	Central Business Mixed-Use
Country	
F-1	Military and Federal
I-1	Limited Industrial
I-2	Intensive Industrial
I-3	Waterfront Industrial
IMX-1	Industrial-Commercial Mixed-Use
Mixed-Use	
P-1	Restricted Preservation
P-2	General Preservation
Public Precinct	
Public Use	
R-10	Residential 10,000 sq ft minimum lot area
R-20	Residential 20,000 sq ft minimal lot area
R-3.5	Residential 3,500 sq ft minimal lot area
R-5	Residential 5,000 sq ft minimal lot area
R-7.5	Residential 7,500 sq ft minimal lot area
Resort	
	Resort Commercial Precinct
Special Districts	
	Aloha Tower Project
	Kaka'ako Community Development



Supplemental Land Use Information and Supporting Documentation Template  
Honolulu High-Capacity Transit Corridor Project

# Zoning

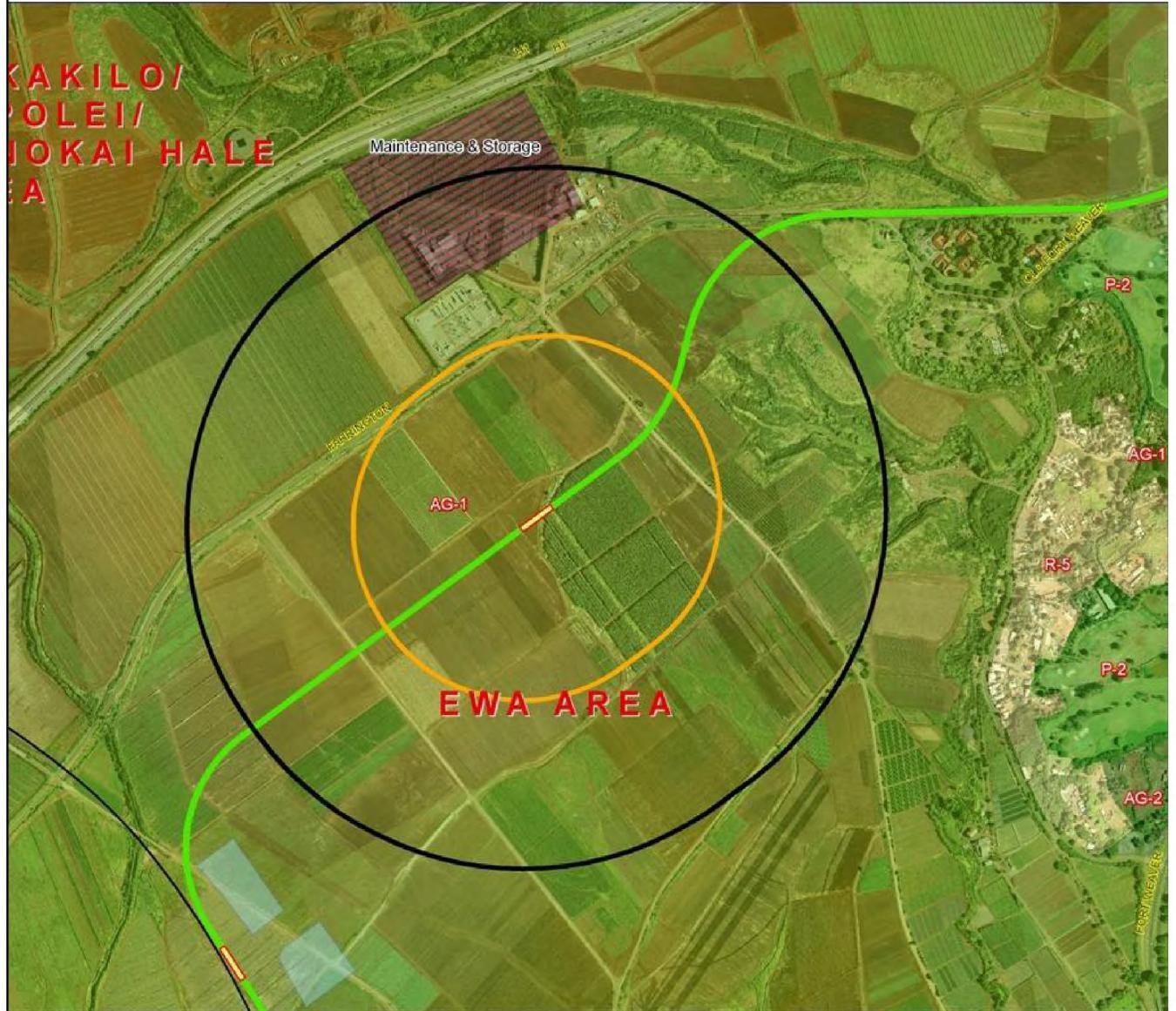
# 3. Ho'opili Station

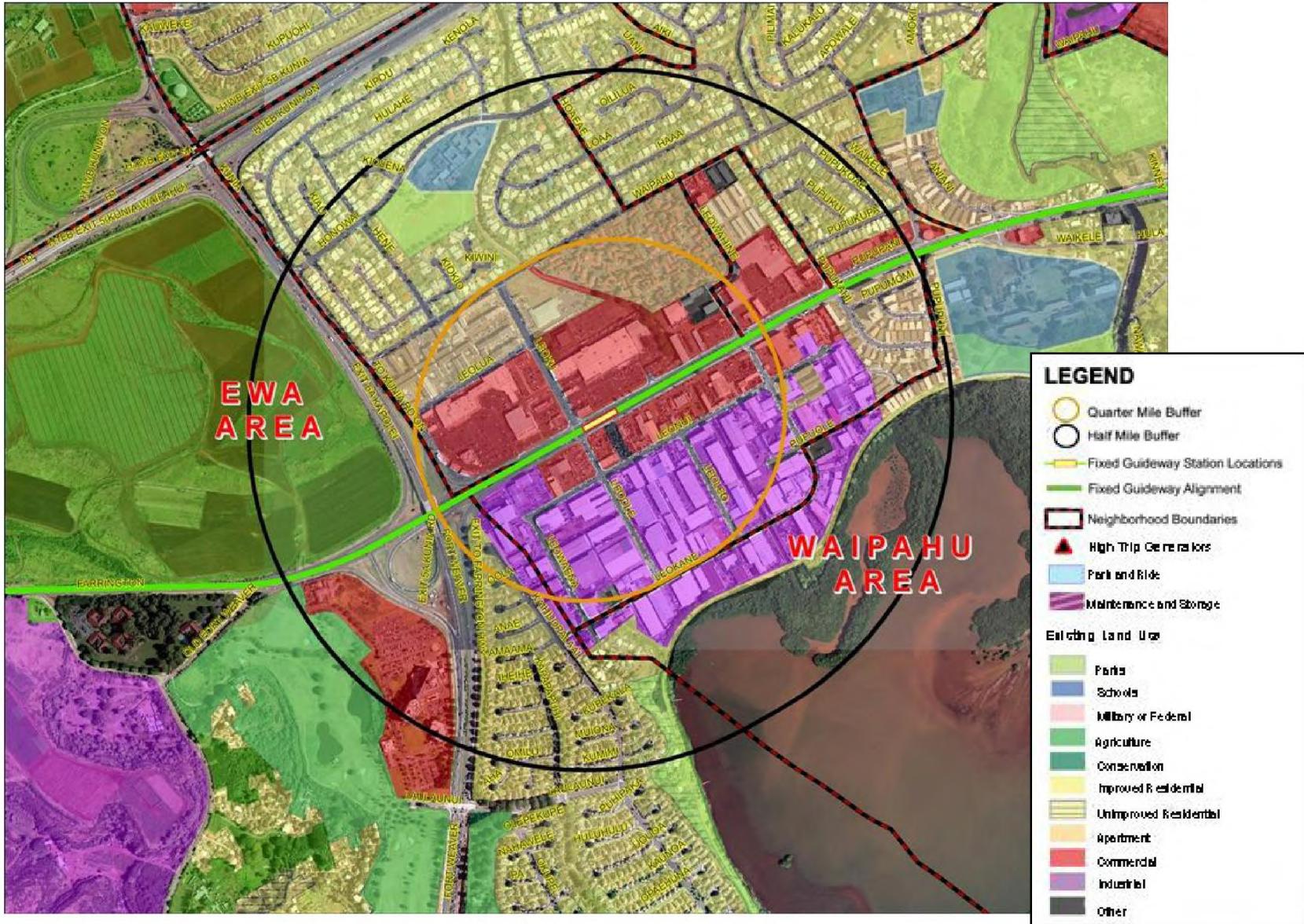
**LEGEND**

- Quarter Mile Buffer
- Half Mile Buffer
- Station Locations
- Fixed Guideway Alignment
- Transit Centers
- Maintenance and Storage
- Park & Ride

**Zoning**

- A-1 Low-Density Apartment
- A-2 Medium-Density Apartment
- A-3 High-Density Apartment
- AG-1 Restricted Agriculture
- AG-2 General Agriculture
- AMX-1 Low-Density Apartment Mixed-Use
- AMX-2 Medium-Density Apartment Mixed-Use
- AMX-3 High-Density Apartment Mixed-Use
- Apartment Mixed-use
- Apartment Precinct
- B-1 Neighborhood Business
- B-2 Community Business
- BMX-3 Community Business Mixed-Use
- BMX-4 Central Business Mixed-Use
- Country
- F-1 Military and Federal
- I-1 Limited Industrial
- I-2 Intensive Industrial
- I-3 Waterfront Industrial
- IMX-1 Industrial-Commercial Mixed-Use
- Mixed-Use
- P-1 Restricted Preservation
- P-2 General Preservation
- Public Precinct
- Public Use
- R-10 Residential 10,000 sq ft minimum lot area
- R-20 Residential 20,000 sq ft minimal lot area
- R-3.5 Residential 3,500 sq ft minimal lot area
- R-5 Residential 5,000 sq ft minimal lot area
- R-7.5 Residential 7,500 sq ft minimal lot area
- Resort
- Resort Commercial Precinct
- Special Districts
- Aloha Tower Project
- Kaka'ako Community Development





Zoning

4. West Loch Center Station

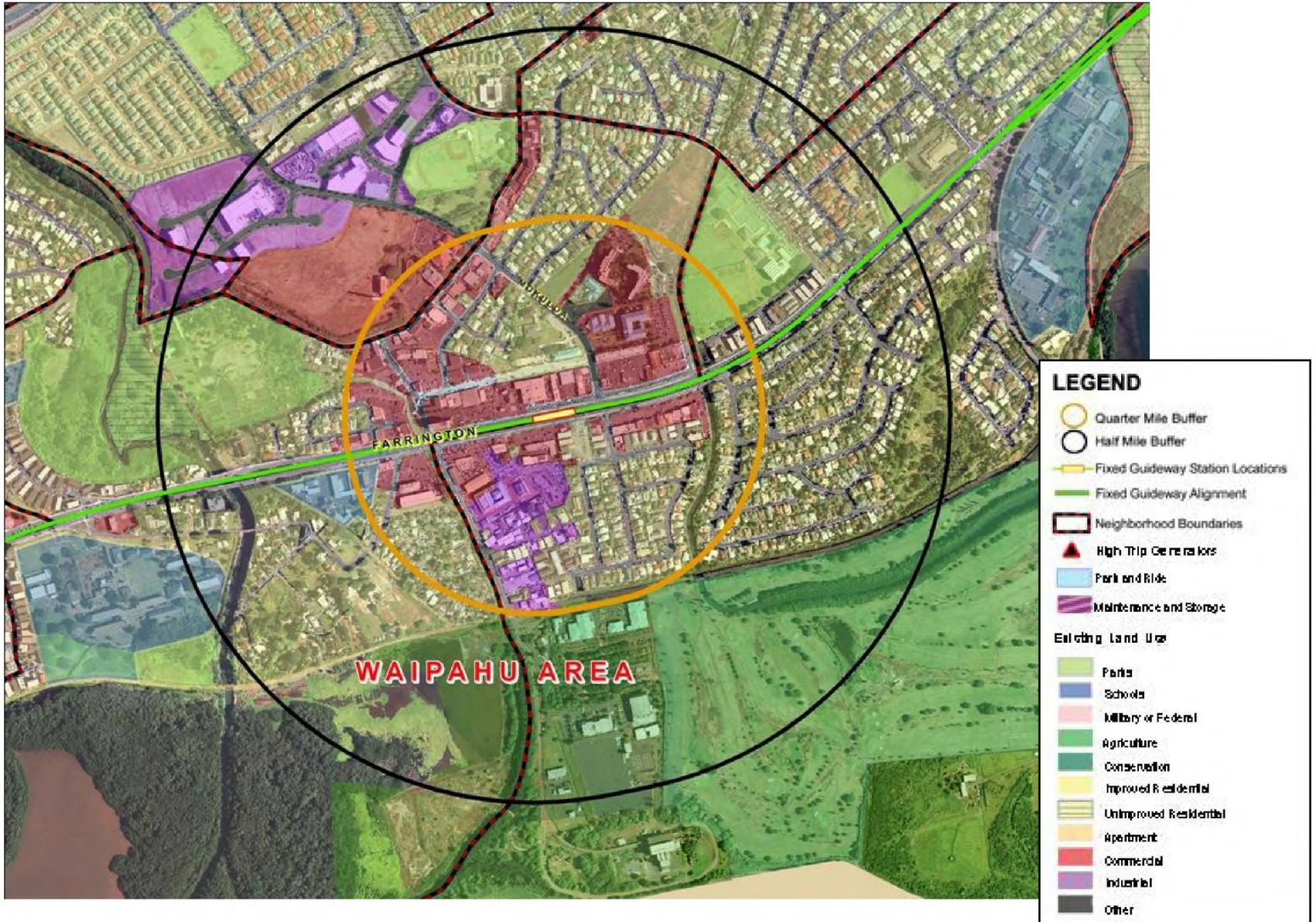
**LEGEND**

- Quarter Mile Buffer
- Half Mile Buffer
- Station Locations
- Fixed Guideway Alignment
- Transit Centers
- Maintenance and Storage
- Park & Ride

**Zoning**

- A-1 Low-Density Apartment
- A-2 Medium-Density Apartment
- A-3 High-Density Apartment
- AG-1 Restricted Agriculture
- AG-2 General Agriculture
- AMX-1 Low-Density Apartment Mixed-Use
- AMX-2 Medium-Density Apartment Mixed-Use
- AMX-3 High-Density Apartment Mixed-Use
- Apartment Mixed-use
- Apartment Precinct
- B-1 Neighborhood Business
- B-2 Community Business
- BMX-3 Community Business Mixed-Use
- BMX-4 Central Business Mixed-Use
- Country
- F-1 Military and Federal
- I-1 Limited Industrial
- I-2 Intensive Industrial
- I-3 Waterfront Industrial
- IMX-1 Industrial-Commercial Mixed-Use
- Mixed-Use
- P-1 Restricted Preservation
- P-2 General Preservation
- Public Precinct
- Public Use
- R-10 Residential 10,000 sq ft minimum lot area
- R-20 Residential 20,000 sq ft minimal lot area
- R-3.5 Residential 3,500 sq ft minimal lot area
- R-5 Residential 5,000 sq ft minimal lot area
- R-7.5 Residential 7,500 sq ft minimal lot area
- Resort
- Resort Commercial Precinct
- Special Districts
- Aloha Tower Project
- Kaka'ako Community Development



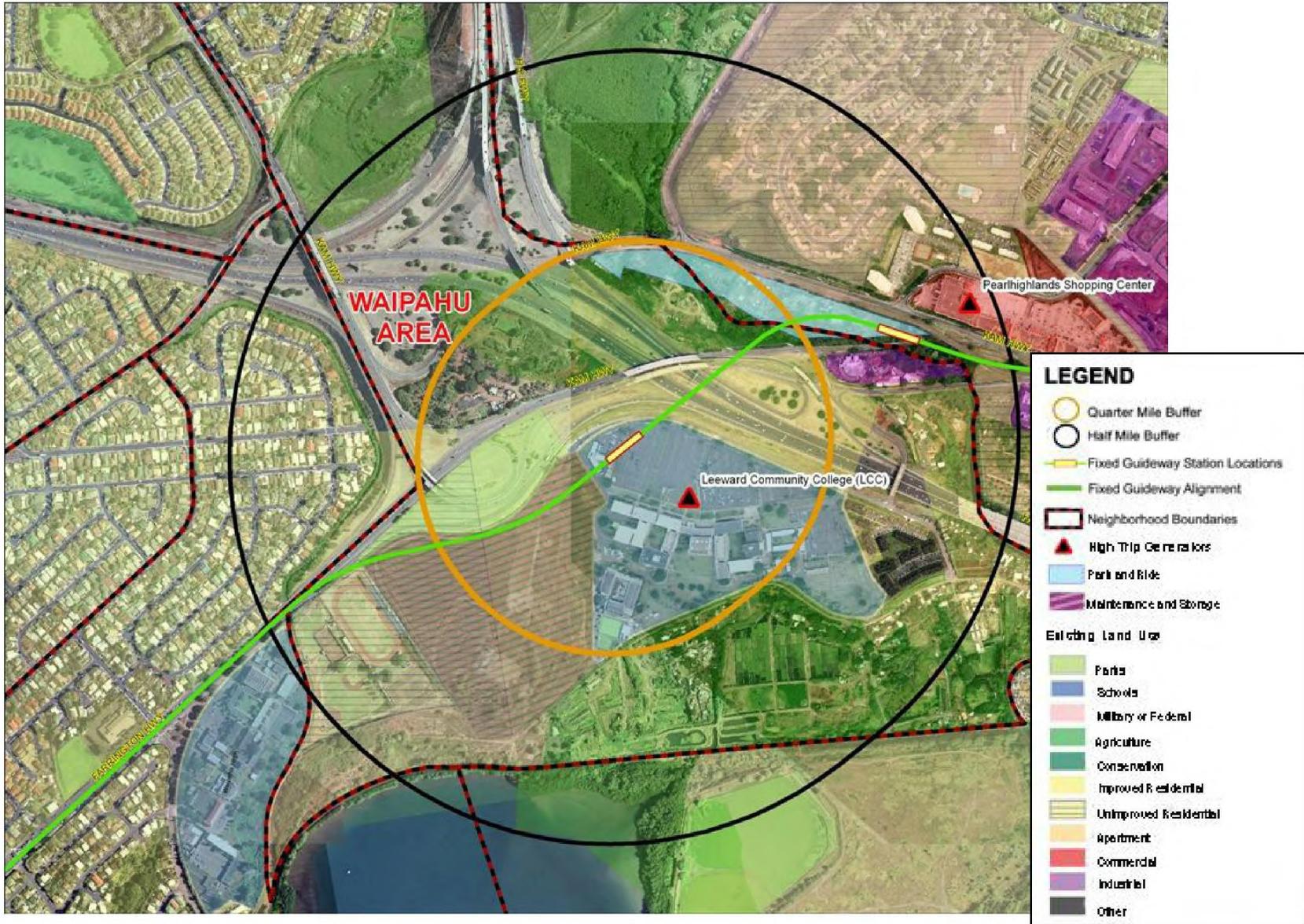


5. Waipahu Transit Center Station Zoning



LEGEND	
	Quarter Mile Buffer
	Half Mile Buffer
	Station Locations
	Fixed Guideway Alignment
	Transit Centers
	Maintenance and Storage
	Park & Ride
Zoning	
A-1	Low-Density Apartment
A-2	Medium-Density Apartment
A-3	High-Density Apartment
AG-1	Restricted Agriculture
AG-2	General Agriculture
AMX-1	Low-Density Apartment Mixed-Use
AMX-2	Medium-Density Apartment Mixed-Use
AMX-3	High-Density Apartment Mixed-Use
Apartment Mixed-use	
Apartment Precinct	
B-1	Neighborhood Business
B-2	Community Business
BMX-3	Community Business Mixed-Use
BMX-4	Central Business Mixed-Use
Country	
F-1	Military and Federal
I-1	Limited Industrial
I-2	Intensive Industrial
I-3	Waterfront Industrial
IMX-1	Industrial-Commercial Mixed-Use
Mixed-Use	
P-1	Restricted Preservation
P-2	General Preservation
Public Precinct	
Public Use	
R-10	Residential 10,000 sq ft minimum lot area
R-20	Residential 20,000 sq ft minimal lot area
R-3.5	Residential 3,500 sq ft minimal lot area
R-5	Residential 5,000 sq ft minimal lot area
R-7.5	Residential 7,500 sq ft minimal lot area
Resort	
	Resort Commercial Precinct
Special Districts	
	Aloha Tower Project
	Kaka'ako Community Development

6. Leeward Community College Station  
Land Use



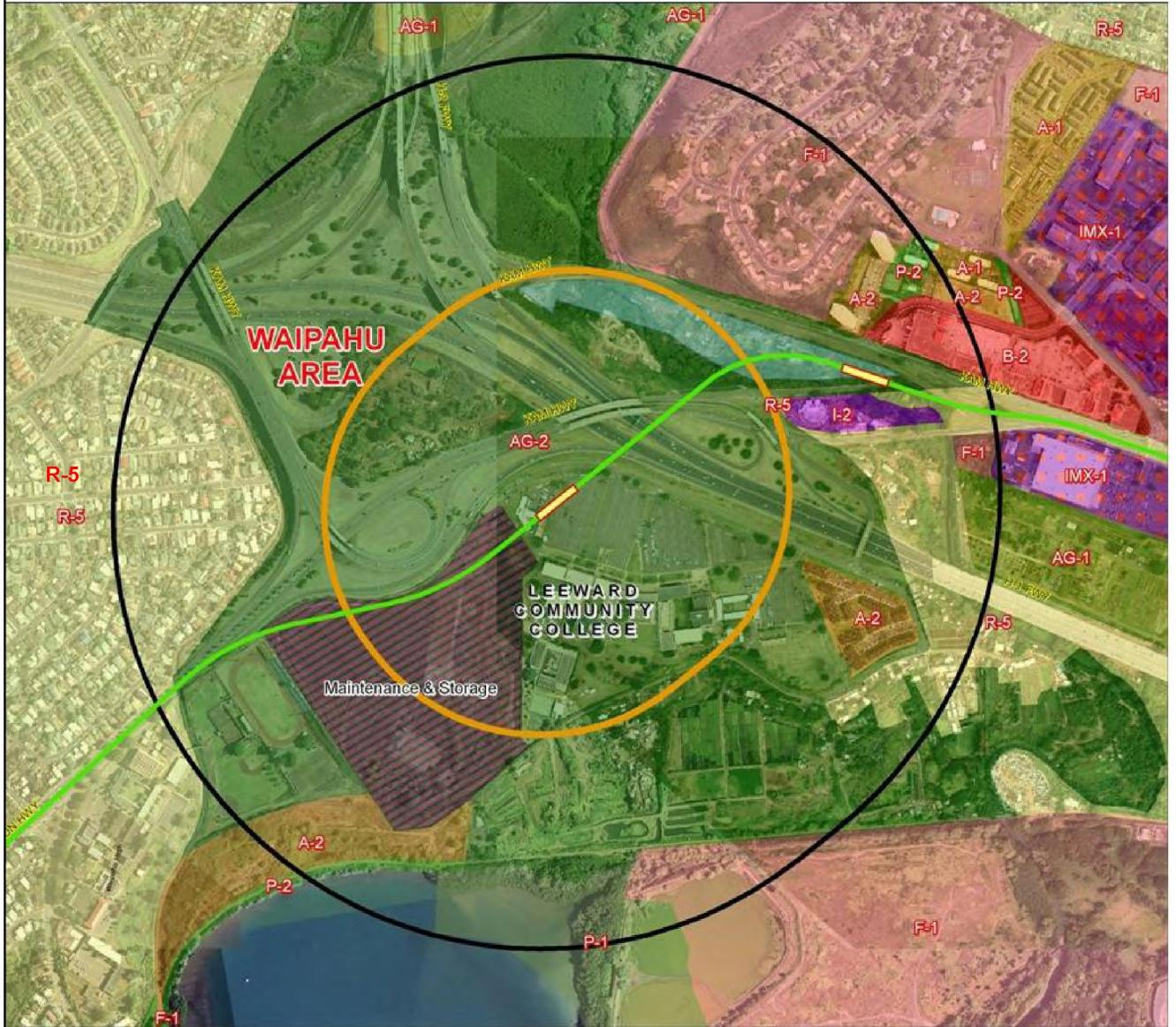
# 6. Leeward Community College Station Zoning

**LEGEND**

- Quarter Mile Buffer
- Half Mile Buffer
- Station Locations
- Fixed Guideway Alignment
- Transit Centers
- Maintenance and Storage
- Park & Ride

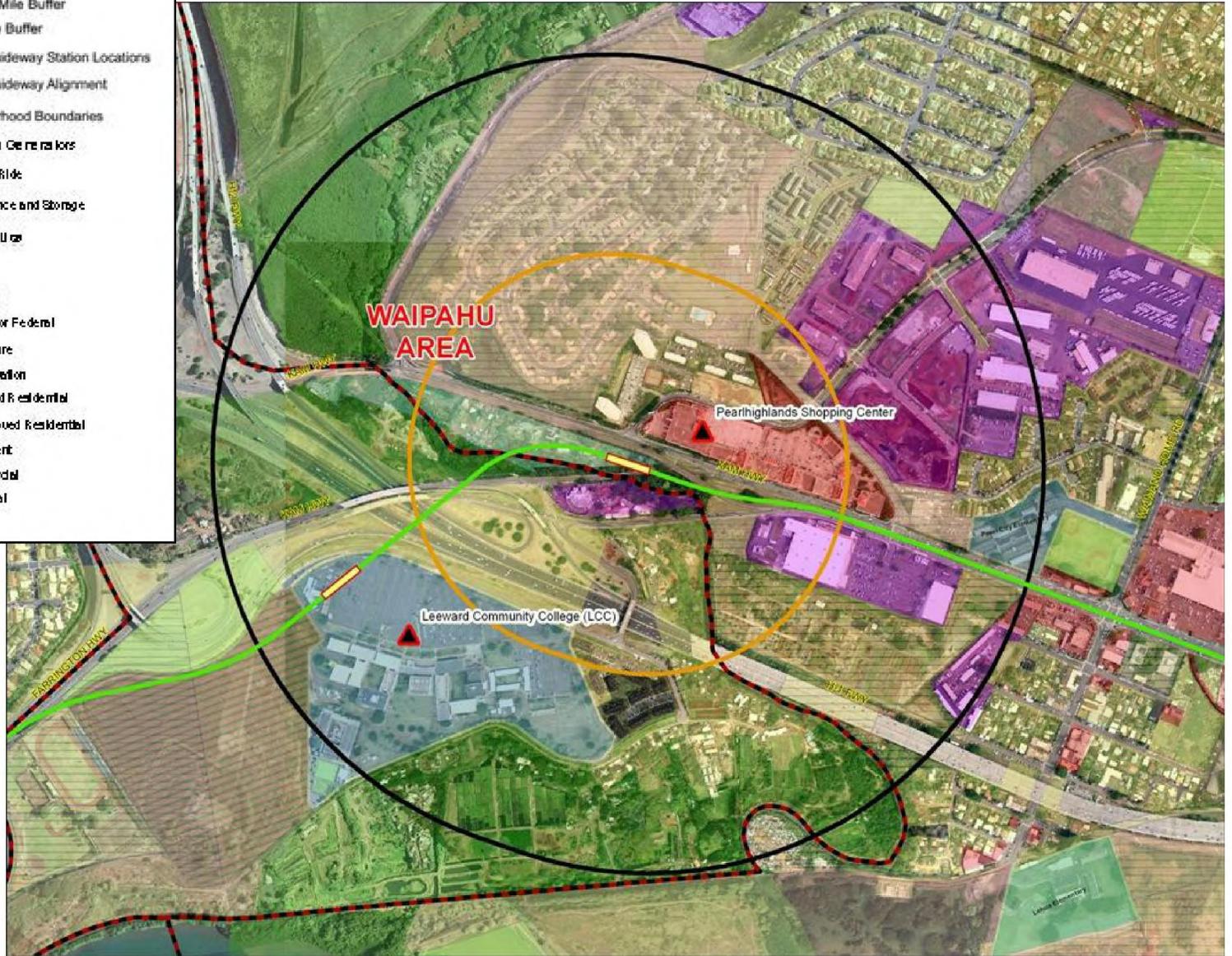
**Zoning**

- A-1 Low-Density Apartment
- A-2 Medium-Density Apartment
- A-3 High-Density Apartment
- AG-1 Restricted Agriculture
- AG-2 General Agriculture
- AMX-1 Low-Density Apartment Mixed-Use
- AMX-2 Medium-Density Apartment Mixed-Use
- AMX-3 High-Density Apartment Mixed-Use
- Apartment Mixed-use
- Apartment Precinct
- B-1 Neighborhood Business
- B-2 Community Business
- BMX-3 Community Business Mixed-Use
- BMX-4 Central Business Mixed-Use
- Country
- F-1 Military and Federal
- I-1 Limited Industrial
- I-2 Intensive Industrial
- I-3 Waterfront Industrial
- IMX-1 Industrial-Commercial Mixed-Use
- Mixed-Use
- P-1 Restricted Preservation
- P-2 General Preservation
- Public Precinct
- Public Use
- R-10 Residential 10,000 sq ft minimum lot area
- R-20 Residential 20,000 sq ft minimal lot area
- R-3.5 Residential 3,500 sq ft minimal lot area
- R-5 Residential 5,000 sq ft minimal lot area
- R-7.5 Residential 7,500 sq ft minimal lot area
- Resort
- Resort Commercial Precinct
- Special Districts
- Aloha Tower Project
- Kaka'ako Community Development



# 7. Pearl Highlands Station

## Land Use



# Zoning

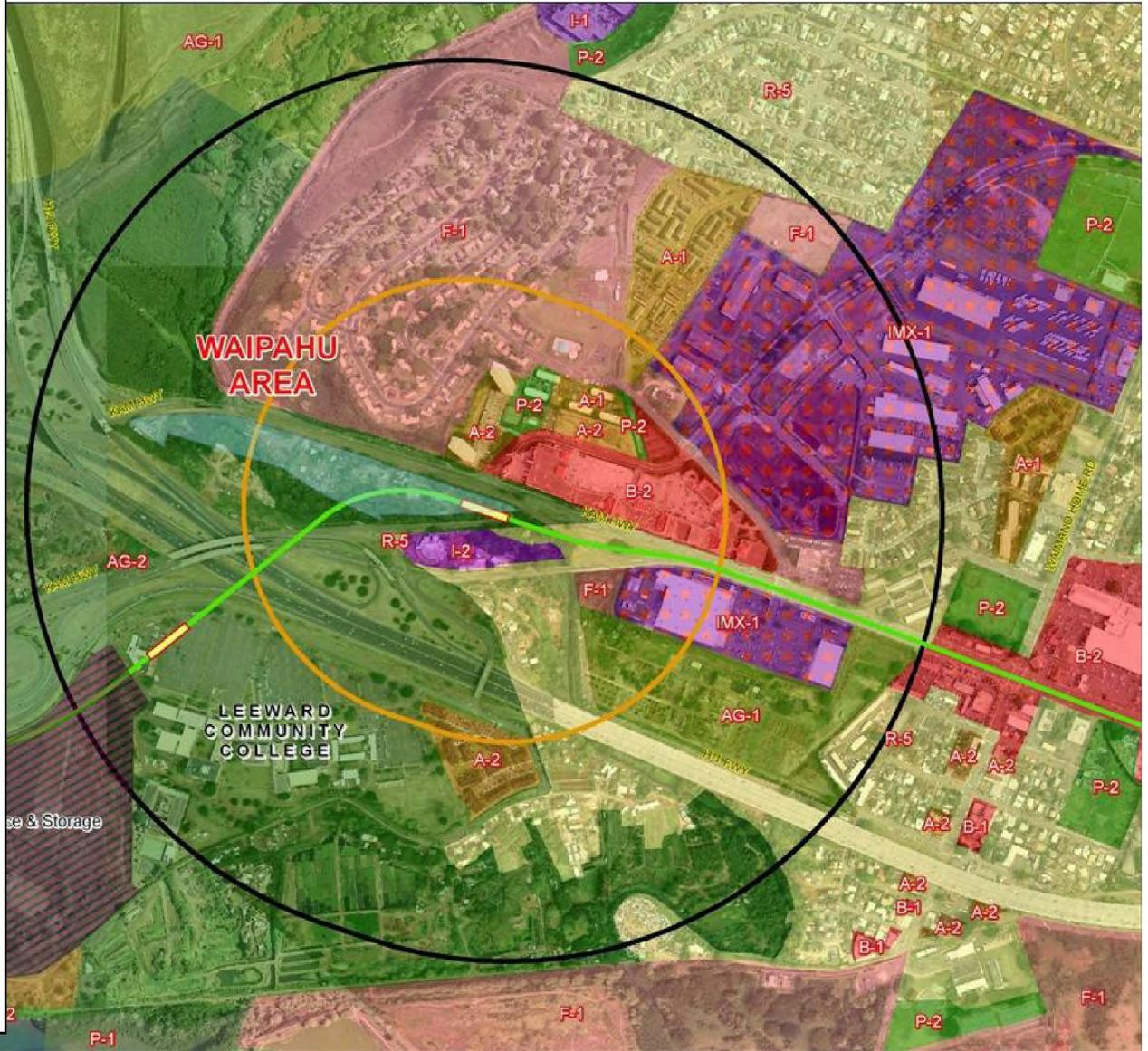
## 7. Pearl Highlands Station

**LEGEND**

- Quarter Mile Buffer
- Half Mile Buffer
- Station Locations
- Fixed Guideway Alignment
- Transit Centers
- Maintenance and Storage
- Park & Ride

**Zoning**

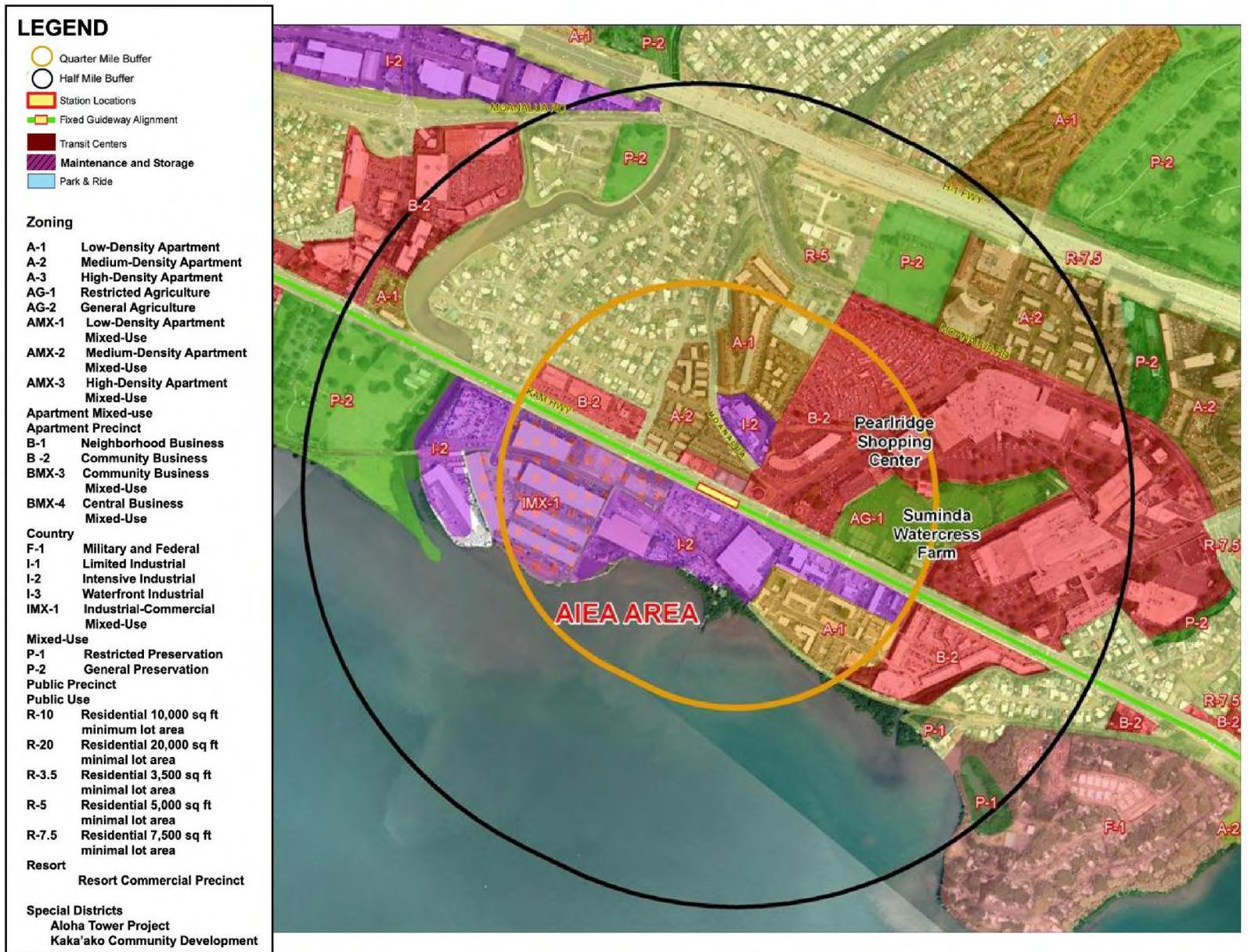
- A-1 Low-Density Apartment
- A-2 Medium-Density Apartment
- A-3 High-Density Apartment
- AG-1 Restricted Agriculture
- AG-2 General Agriculture
- AMX-1 Low-Density Apartment Mixed-Use
- AMX-2 Medium-Density Apartment Mixed-Use
- AMX-3 High-Density Apartment Mixed-Use
- Apartment Mixed-use
- Apartment Precinct
- B-1 Neighborhood Business
- B-2 Community Business
- BMX-3 Community Business Mixed-Use
- BMX-4 Central Business Mixed-Use
- Country
- F-1 Military and Federal
- I-1 Limited Industrial
- I-2 Intensive Industrial
- I-3 Waterfront Industrial
- IMX-1 Industrial-Commercial Mixed-Use
- Mixed-Use
- P-1 Restricted Preservation
- P-2 General Preservation
- Public Precinct
- Public Use
- R-10 Residential 10,000 sq ft minimum lot area
- R-20 Residential 20,000 sq ft minimal lot area
- R-3.5 Residential 3,500 sq ft minimal lot area
- R-5 Residential 5,000 sq ft minimal lot area
- R-7.5 Residential 7,500 sq ft minimal lot area
- Resort
- Resort Commercial Precinct
- Special Districts
- Aloha Tower Project
- Kaka'ako Community Development





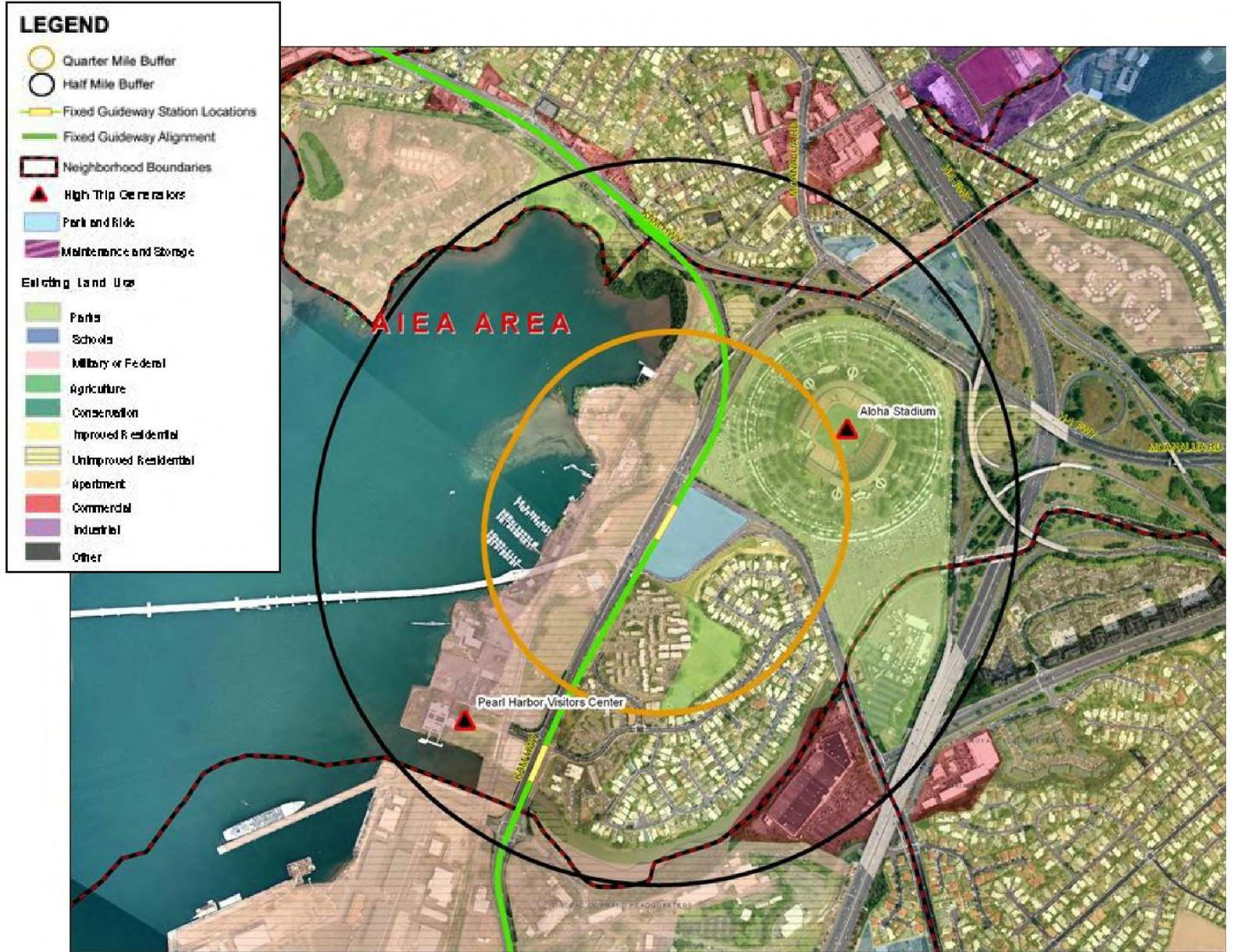
# Zoning

# 8. Pearlridge Station



Land Use

9. Aloha Stadium Station



# Zoning

## 9. Aloha Stadium Station

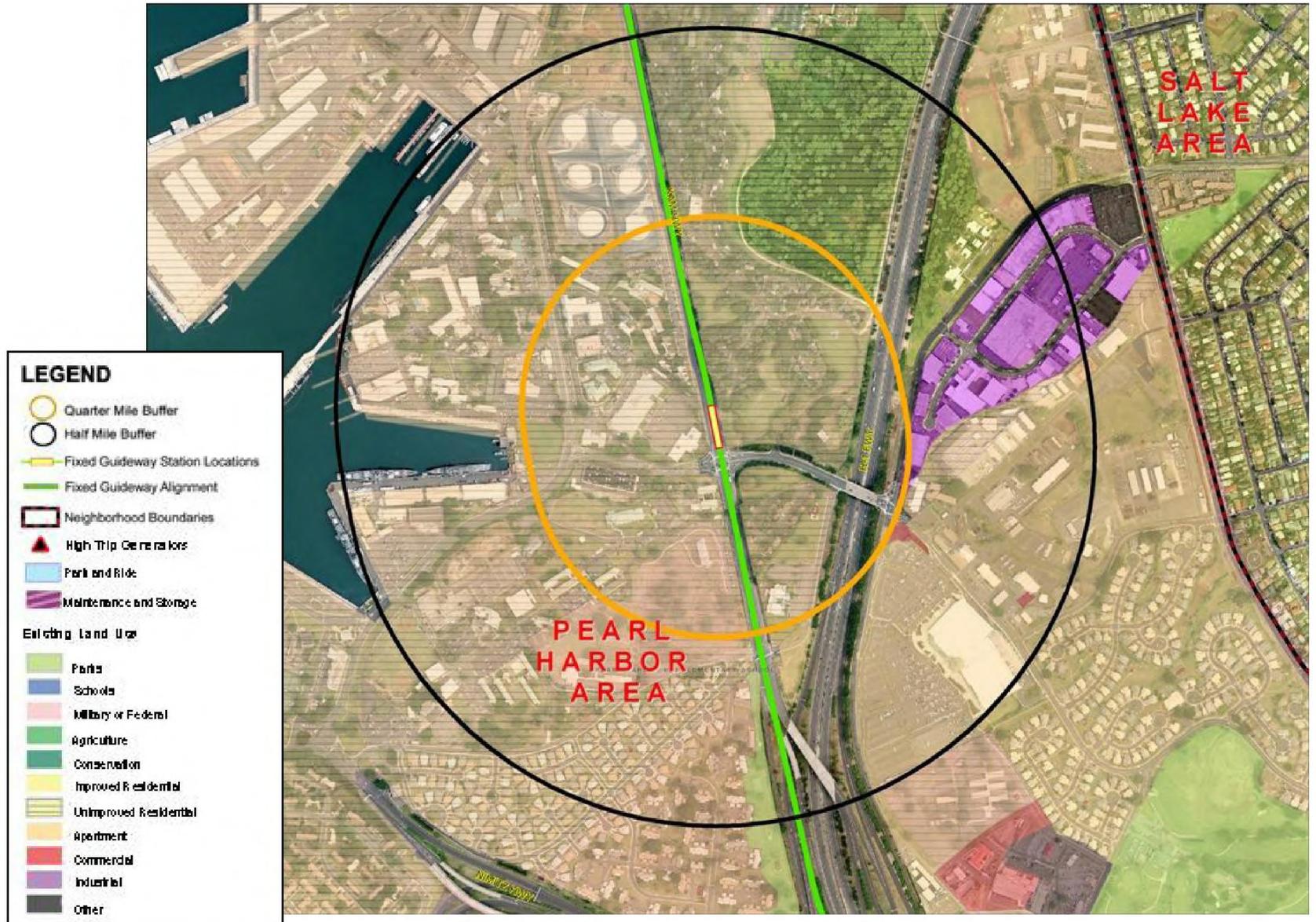
**LEGEND**

- Quarter Mile Buffer
- Half Mile Buffer
- Station Locations
- Fixed Guideway Alignment
- Transit Centers
- Maintenance and Storage
- Park & Ride

**Zoning**

- A-1 Low-Density Apartment
- A-2 Medium-Density Apartment
- A-3 High-Density Apartment
- AG-1 Restricted Agriculture
- AG-2 General Agriculture
- AMX-1 Low-Density Apartment Mixed-Use
- AMX-2 Medium-Density Apartment Mixed-Use
- AMX-3 High-Density Apartment Mixed-Use
- Apartment Mixed-use
- Apartment Precinct
- B-1 Neighborhood Business
- B-2 Community Business
- BMX-3 Community Business Mixed-Use
- BMX-4 Central Business Mixed-Use
- Country
- F-1 Military and Federal
- I-1 Limited Industrial
- I-2 Intensive Industrial
- I-3 Waterfront Industrial
- IMX-1 Industrial-Commercial Mixed-Use
- Mixed-Use
- P-1 Restricted Preservation
- P-2 General Preservation
- Public Precinct
- Public Use
- R-10 Residential 10,000 sq ft minimum lot area
- R-20 Residential 20,000 sq ft minimal lot area
- R-3.5 Residential 3,500 sq ft minimal lot area
- R-5 Residential 5,000 sq ft minimal lot area
- R-7.5 Residential 7,500 sq ft minimal lot area
- Resort
- Resort Commercial Precinct
- Special Districts
- Aloha Tower Project
- Kaka'ako Community Development





# Zoning

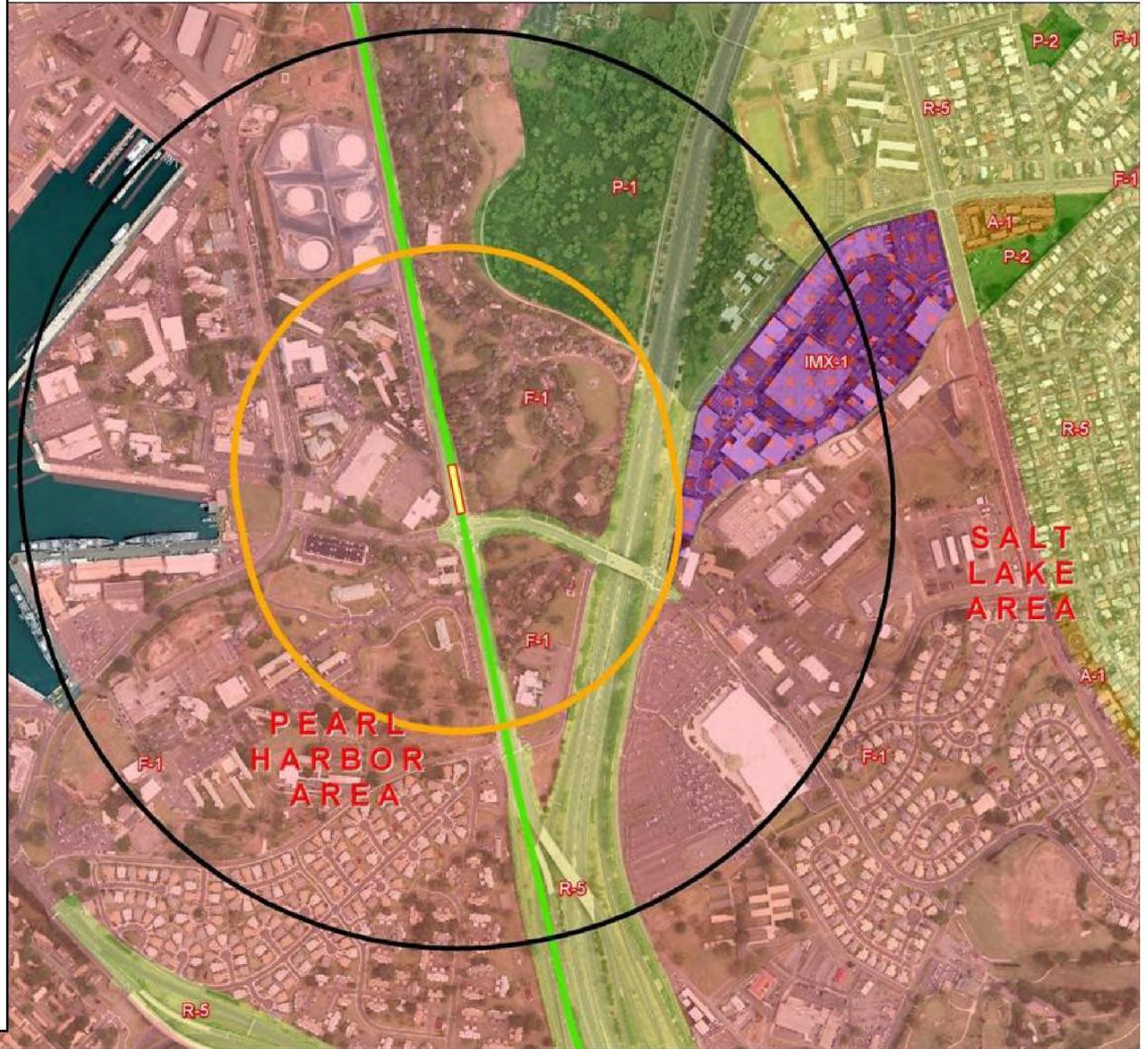
## 10. Pearl Harbor Naval Base Station

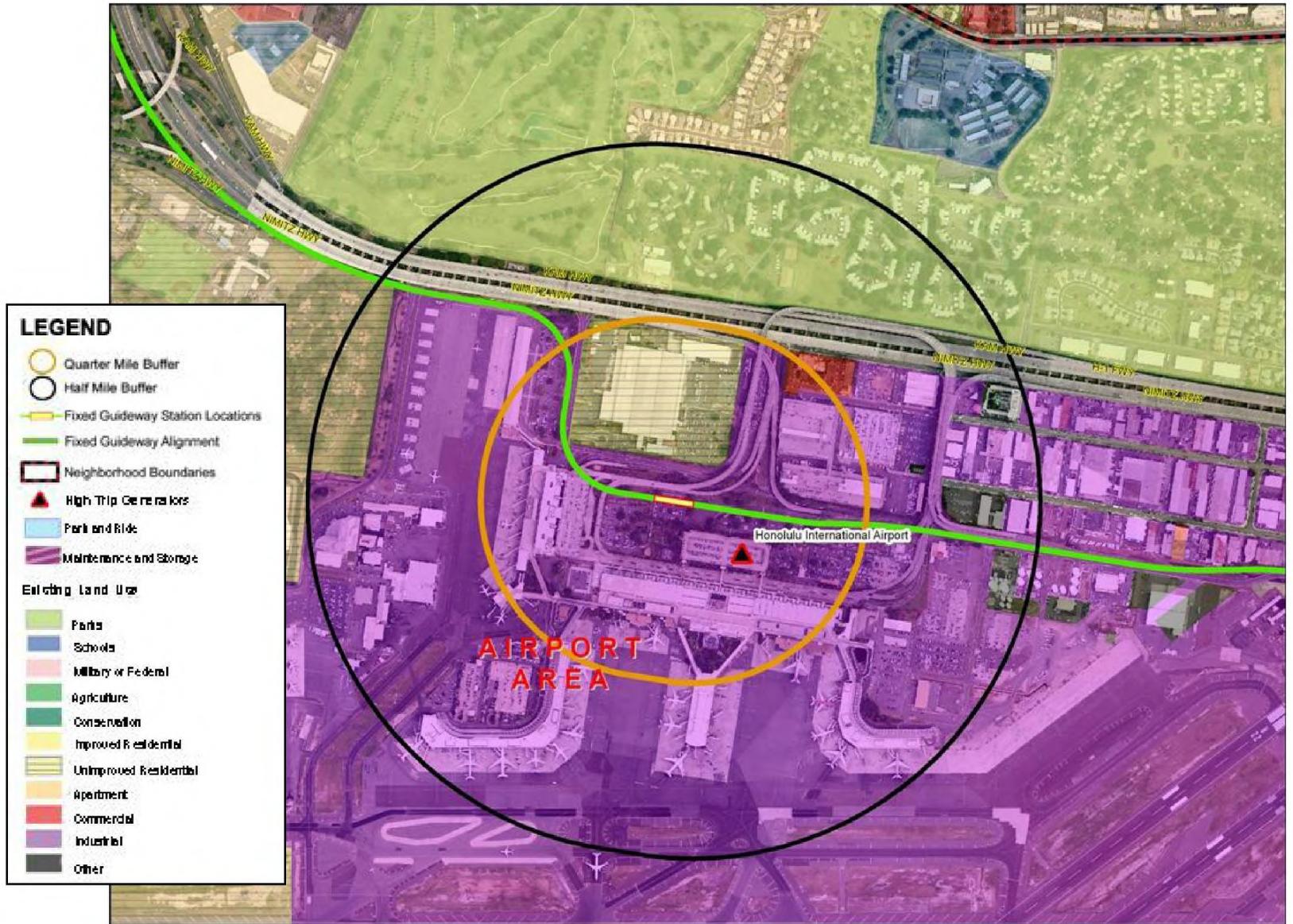
**LEGEND**

- Quarter Mile Buffer
- Half Mile Buffer
- Station Locations
- Fixed Guideway Alignment
- Transit Centers
- Maintenance and Storage
- Park & Ride

**Zoning**

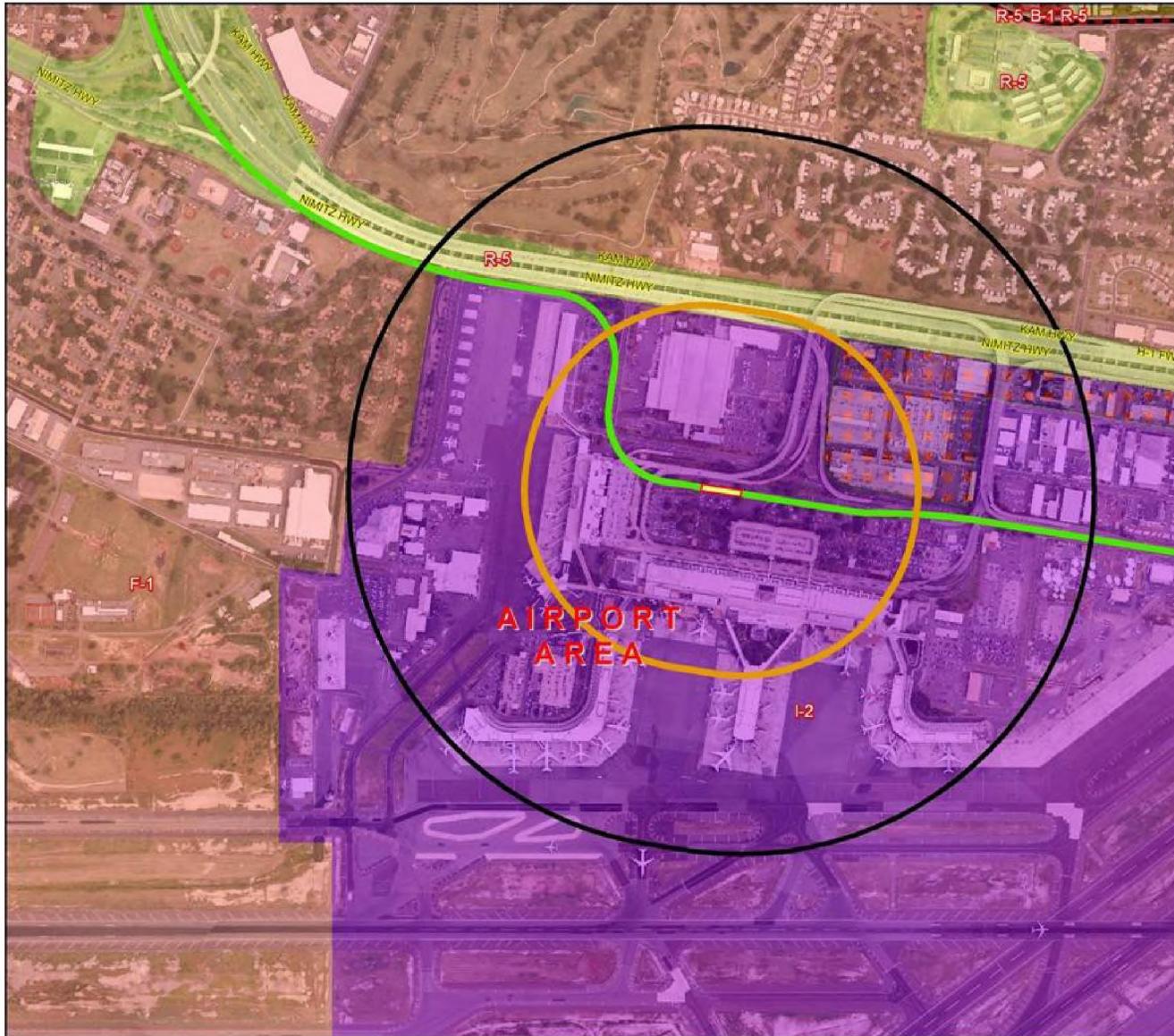
A-1	Low-Density Apartment
A-2	Medium-Density Apartment
A-3	High-Density Apartment
AG-1	Restricted Agriculture
AG-2	General Agriculture
AMX-1	Low-Density Apartment Mixed-Use
AMX-2	Medium-Density Apartment Mixed-Use
AMX-3	High-Density Apartment Mixed-Use
Apartment Mixed-use	
Apartment Precinct	
B-1	Neighborhood Business
B-2	Community Business
BMX-3	Community Business Mixed-Use
BMX-4	Central Business Mixed-Use
Country	
F-1	Military and Federal
I-1	Limited Industrial
I-2	Intensive Industrial
I-3	Waterfront Industrial
IMX-1	Industrial-Commercial Mixed-Use
Mixed-Use	
P-1	Restricted Preservation
P-2	General Preservation
Public Precinct	
Public Use	
R-10	Residential 10,000 sq ft minimum lot area
R-20	Residential 20,000 sq ft minimal lot area
R-3.5	Residential 3,500 sq ft minimal lot area
R-5	Residential 5,000 sq ft minimal lot area
R-7.5	Residential 7,500 sq ft minimal lot area
Resort	
	Resort Commercial Precinct
Special Districts	
	Aloha Tower Project
	Kaka'ako Community Development





Zoning

11. Airport Station



**LEGEND**

- Quarter Mile Buffer
- Half Mile Buffer
- Station Locations
- Fixed Guideway Alignment
- Transit Centers
- Maintenance and Storage
- Park & Ride

**Zoning**

- A-1 Low-Density Apartment
- A-2 Medium-Density Apartment
- A-3 High-Density Apartment
- AG-1 Restricted Agriculture
- AG-2 General Agriculture
- AMX-1 Low-Density Apartment Mixed-Use
- AMX-2 Medium-Density Apartment Mixed-Use
- AMX-3 High-Density Apartment Mixed-Use
- Apartment Mixed-use
- Apartment Precinct
- B-1 Neighborhood Business
- B-2 Community Business
- BMX-3 Community Business Mixed-Use
- BMX-4 Central Business Mixed-Use
- Country
- F-1 Military and Federal
- I-1 Limited Industrial
- I-2 Intensive Industrial
- I-3 Waterfront Industrial
- IMX-1 Industrial-Commercial Mixed-Use
- Mixed-Use
- P-1 Restricted Preservation
- P-2 General Preservation
- Public Precinct
- Public Use
- R-10 Residential 10,000 sq ft minimum lot area
- R-20 Residential 20,000 sq ft minimal lot area
- R-3.5 Residential 3,500 sq ft minimal lot area
- R-5 Residential 5,000 sq ft minimal lot area
- R-7.5 Residential 7,500 sq ft minimal lot area
- Resort
- Resort Commercial Precinct
- Special Districts
- Aloha Tower Project
- Kaka'ako Community Development



# Zoning

## 12. Lagoon Drive Station

**LEGEND**

- Quarter Mile Buffer
- Half Mile Buffer
- Station Locations
- Fixed Guideway Alignment
- Transit Centers
- Maintenance and Storage
- Park & Ride

**Zoning**

- A-1 Low-Density Apartment
- A-2 Medium-Density Apartment
- A-3 High-Density Apartment
- AG-1 Restricted Agriculture
- AG-2 General Agriculture
- AMX-1 Low-Density Apartment Mixed-Use
- AMX-2 Medium-Density Apartment Mixed-Use
- AMX-3 High-Density Apartment Mixed-Use
- Apartment Mixed-use
- Apartment Precinct
- B-1 Neighborhood Business
- B-2 Community Business
- BMX-3 Community Business Mixed-Use
- BMX-4 Central Business Mixed-Use

**Country**

- F-1 Military and Federal
- I-1 Limited Industrial
- I-2 Intensive Industrial
- I-3 Waterfront Industrial
- IMX-1 Industrial-Commercial Mixed-Use

**Mixed-Use**

- P-1 Restricted Preservation
- P-2 General Preservation

**Public Precinct**

**Public Use**

- R-10 Residential 10,000 sq ft minimum lot area
- R-20 Residential 20,000 sq ft minimal lot area
- R-3.5 Residential 3,500 sq ft minimal lot area
- R-5 Residential 5,000 sq ft minimal lot area
- R-7.5 Residential 7,500 sq ft minimal lot area

**Resort**

- Resort Commercial Precinct

**Special Districts**

- Aloha Tower Project
- Kaka'ako Community Development





# Zoning

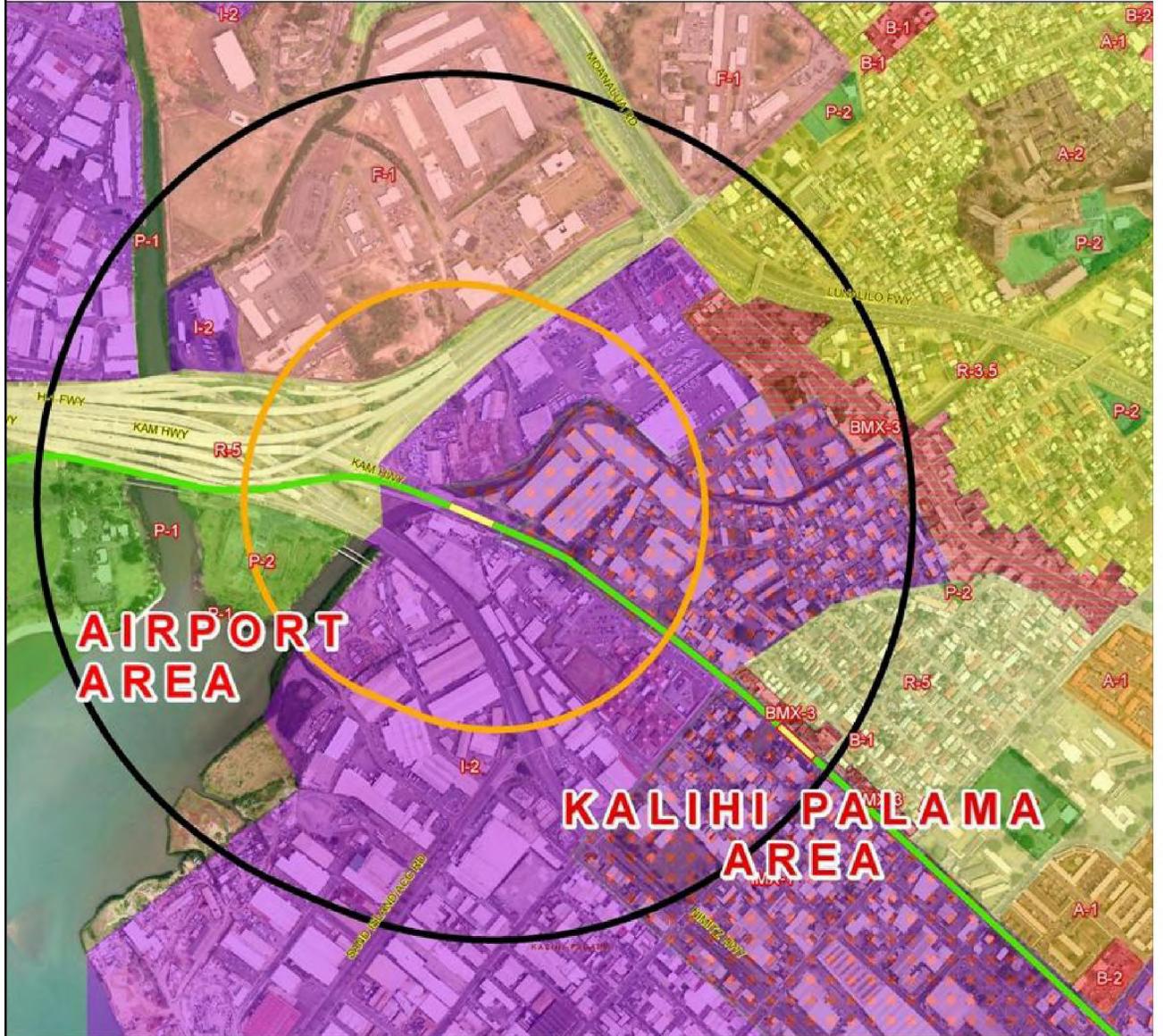
## 13. Middle Street Station

**LEGEND**

- Quarter Mile Buffer
- Half Mile Buffer
- Station Locations
- Fixed Guideway Alignment
- Transit Centers
- Maintenance and Storage
- Park & Ride

**Zoning**

- A-1 Low-Density Apartment
- A-2 Medium-Density Apartment
- A-3 High-Density Apartment
- AG-1 Restricted Agriculture
- AG-2 General Agriculture
- AMX-1 Low-Density Apartment Mixed-Use
- AMX-2 Medium-Density Apartment Mixed-Use
- AMX-3 High-Density Apartment Mixed-Use
- Apartment Mixed-use
- Apartment Precinct
- B-1 Neighborhood Business
- B-2 Community Business
- BMX-3 Community Business Mixed-Use
- BMX-4 Central Business Mixed-Use
- Country
- F-1 Military and Federal
- I-1 Limited Industrial
- I-2 Intensive Industrial
- I-3 Waterfront Industrial
- IMX-1 Industrial-Commercial Mixed-Use
- Mixed-Use
- P-1 Restricted Preservation
- P-2 General Preservation
- Public Precinct
- Public Use
- R-10 Residential 10,000 sq ft minimum lot area
- R-20 Residential 20,000 sq ft minimal lot area
- R-3.5 Residential 3,500 sq ft minimal lot area
- R-5 Residential 5,000 sq ft minimal lot area
- R-7.5 Residential 7,500 sq ft minimal lot area
- Resort
- Resort Commercial Precinct
- Special Districts
- Aloha Tower Project
- Kaka'ako Community Development





# Zoning

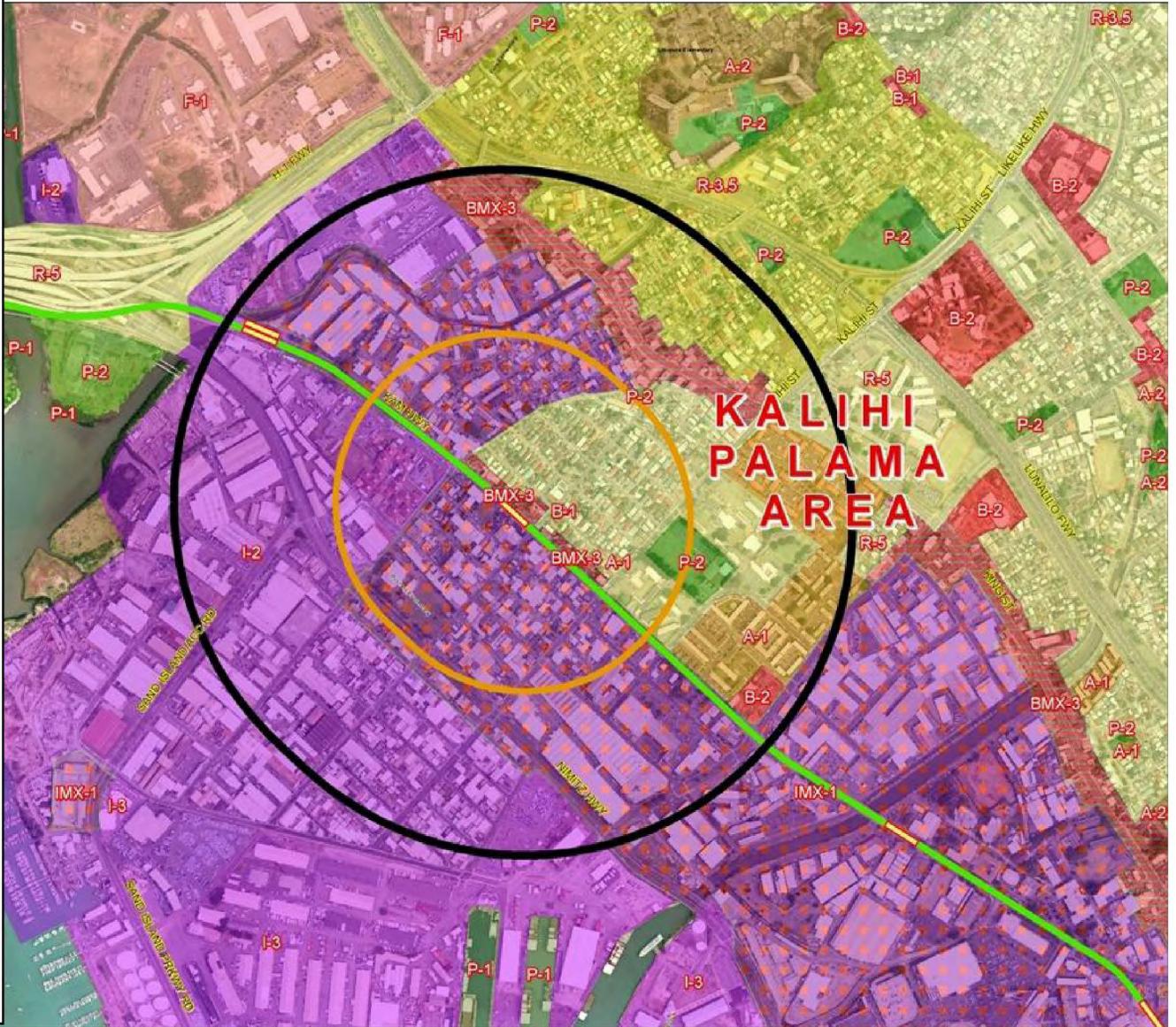
# 14. Kalihi Station

**LEGEND**

- Quarter Mile Buffer
- Half Mile Buffer
- Station Locations
- Fixed Guideway Alignment
- Transit Centers
- Maintenance and Storage
- Park & Ride

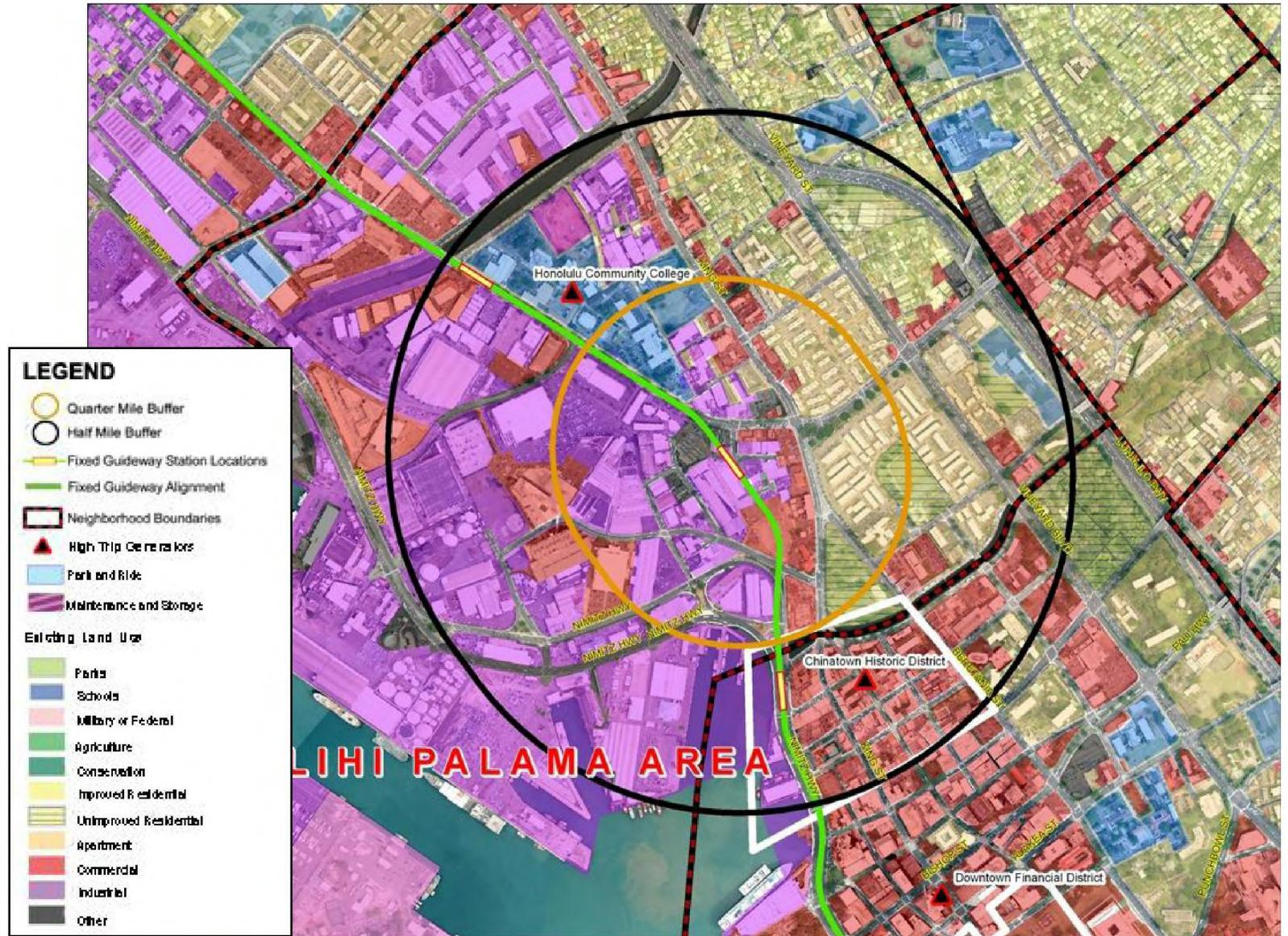
**Zoning**

- A-1 Low-Density Apartment
- A-2 Medium-Density Apartment
- A-3 High-Density Apartment
- AG-1 Restricted Agriculture
- AG-2 General Agriculture
- AMX-1 Low-Density Apartment Mixed-Use
- AMX-2 Medium-Density Apartment Mixed-Use
- AMX-3 High-Density Apartment Mixed-Use
- Apartment Mixed-use
- Apartment Precinct
- B-1 Neighborhood Business
- B-2 Community Business
- BMX-3 Community Business Mixed-Use
- BMX-4 Central Business Mixed-Use
- Country
- F-1 Military and Federal
- I-1 Limited Industrial
- I-2 Intensive Industrial
- I-3 Waterfront Industrial
- IMX-1 Industrial-Commercial Mixed-Use
- Mixed-Use
- P-1 Restricted Preservation
- P-2 General Preservation
- Public Precinct
- Public Use
- R-10 Residential 10,000 sq ft minimum lot area
- R-20 Residential 20,000 sq ft minimal lot area
- R-3.5 Residential 3,500 sq ft minimal lot area
- R-5 Residential 5,000 sq ft minimal lot area
- R-7.5 Residential 7,500 sq ft minimal lot area
- Resort
- Resort Commercial Precinct
- Special Districts
- Aloha Tower Project
- Kaka'ako Community Development



Land Use

15. Iwilei Station



Zoning

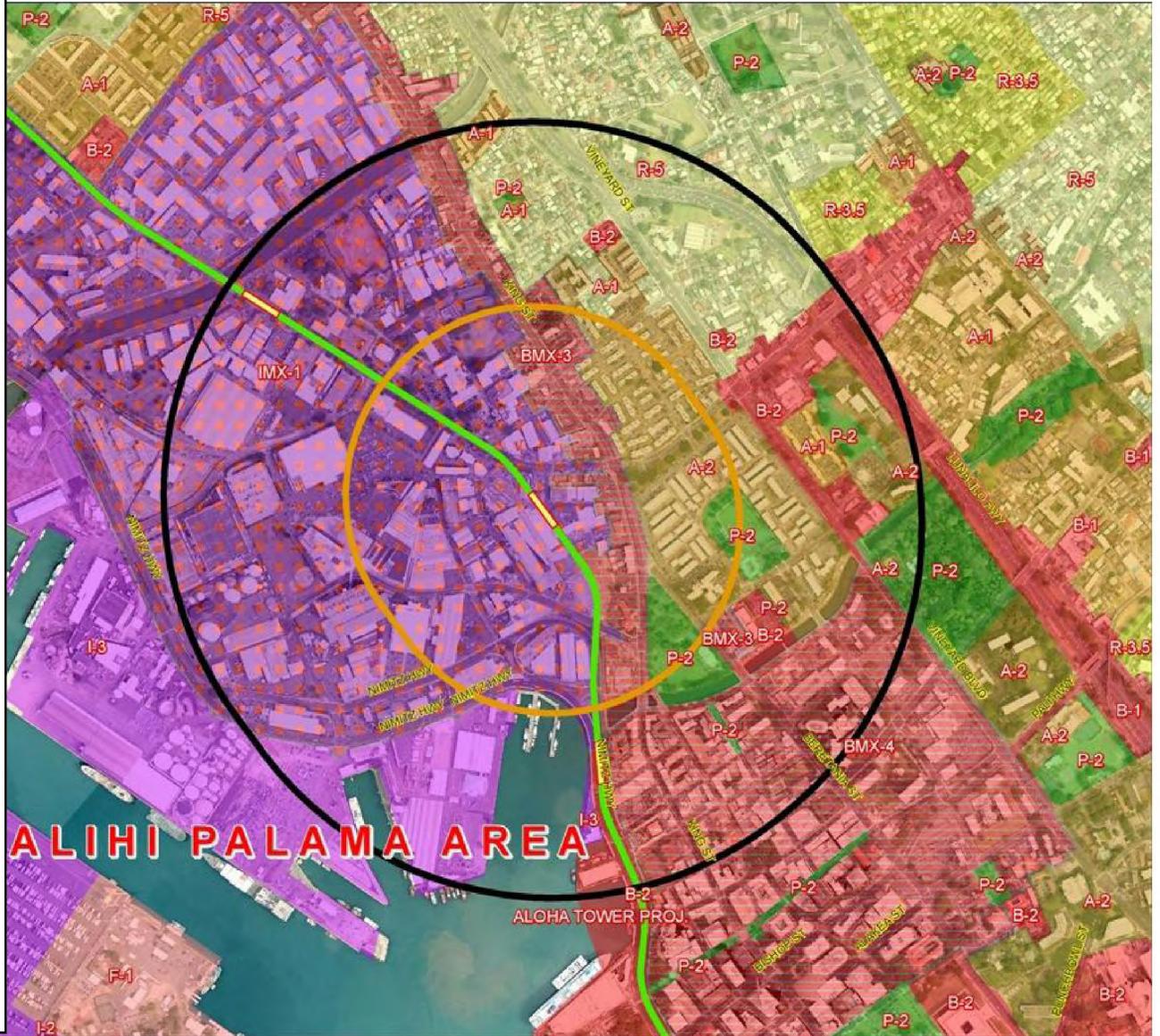
15. Iwilei Station

**LEGEND**

- Quarter Mile Buffer
- Half Mile Buffer
- Station Locations
- Fixed Guideway Alignment
- Transit Centers
- Maintenance and Storage
- Park & Ride

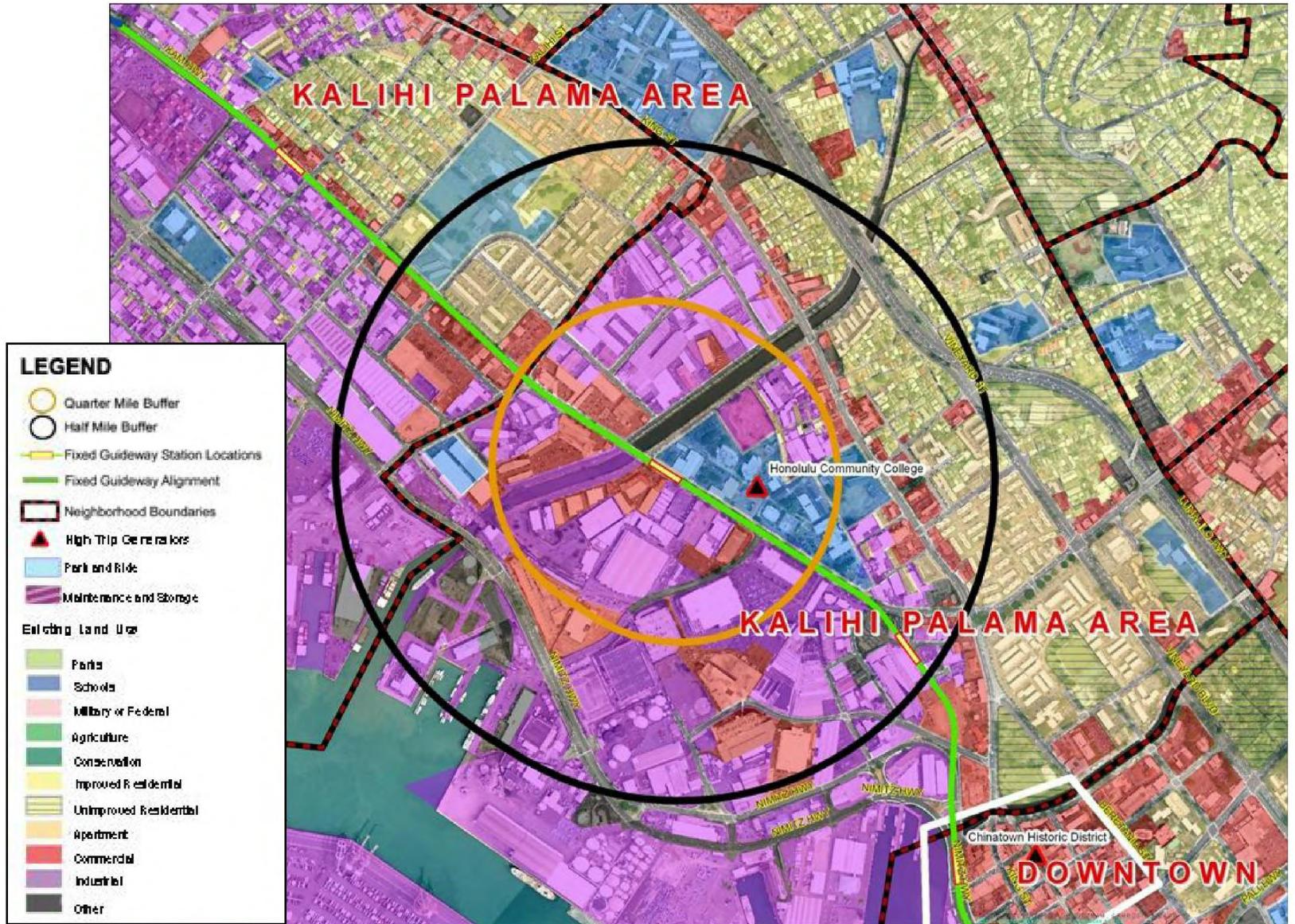
**Zoning**

- A-1 Low-Density Apartment
- A-2 Medium-Density Apartment
- A-3 High-Density Apartment
- AG-1 Restricted Agriculture
- AG-2 General Agriculture
- AMX-1 Low-Density Apartment Mixed-Use
- AMX-2 Medium-Density Apartment Mixed-Use
- AMX-3 High-Density Apartment Mixed-Use
- Apartment Mixed-use
- Apartment Precinct
- B-1 Neighborhood Business
- B-2 Community Business
- BMX-3 Community Business Mixed-Use
- BMX-4 Central Business Mixed-Use
- Country
- F-1 Military and Federal
- I-1 Limited Industrial
- I-2 Intensive Industrial
- I-3 Waterfront Industrial
- IMX-1 Industrial-Commercial Mixed-Use
- Mixed-Use
- P-1 Restricted Preservation
- P-2 General Preservation
- Public Precinct
- Public Use
- R-10 Residential 10,000 sq ft minimum lot area
- R-20 Residential 20,000 sq ft minimal lot area
- R-3.5 Residential 3,500 sq ft minimal lot area
- R-5 Residential 5,000 sq ft minimal lot area
- R-7.5 Residential 7,500 sq ft minimal lot area
- Resort
- Resort Commercial Precinct
- Special Districts
- Aloha Tower Project
- Kaka'ako Community Development



Land Use

16. Kapalama Station



Zoning

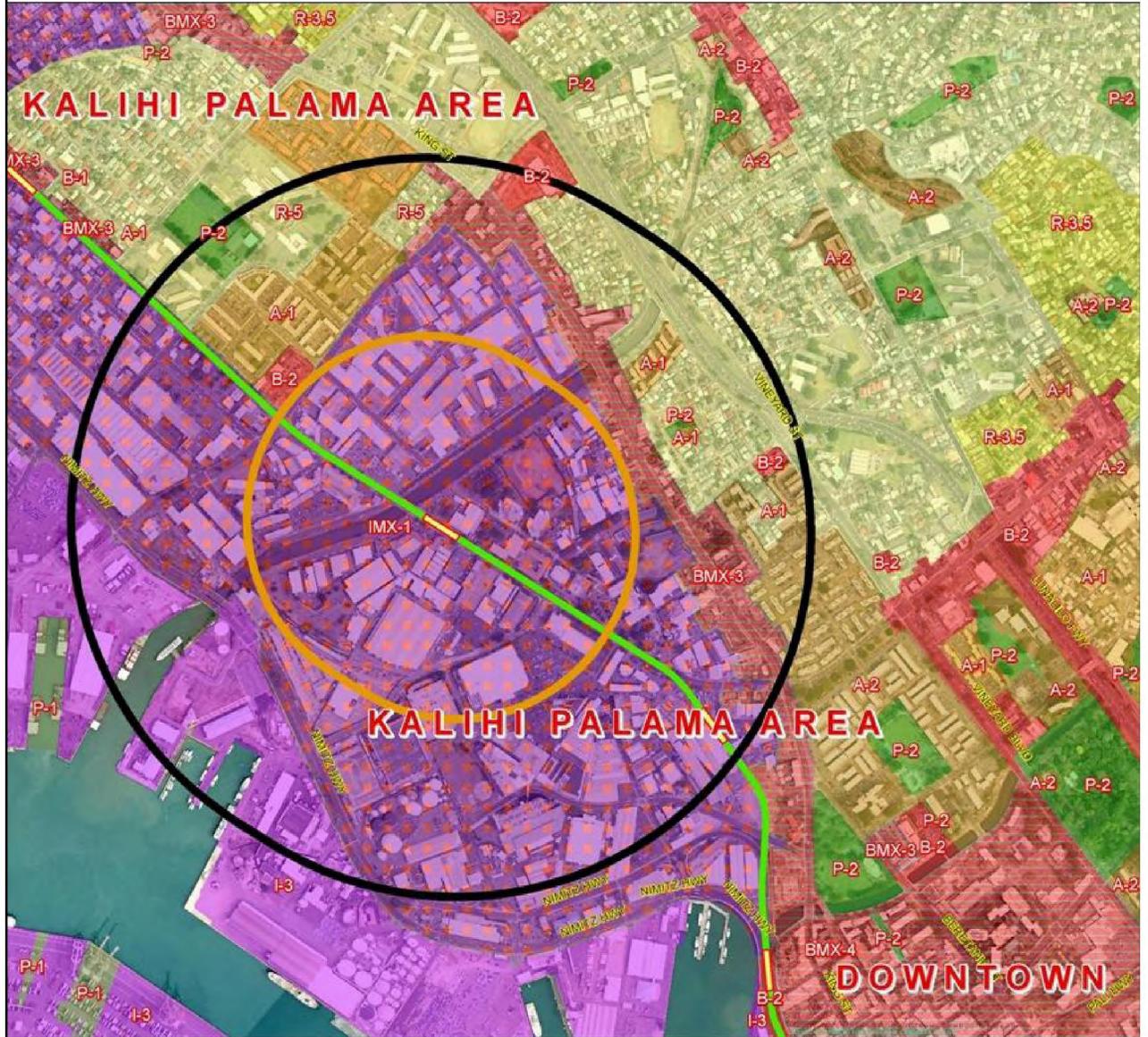
16. Kapalama Station

**LEGEND**

- Quarter Mile Buffer
- Half Mile Buffer
- Station Locations
- Fixed Guideway Alignment
- Transit Centers
- Maintenance and Storage
- Park & Ride

**Zoning**

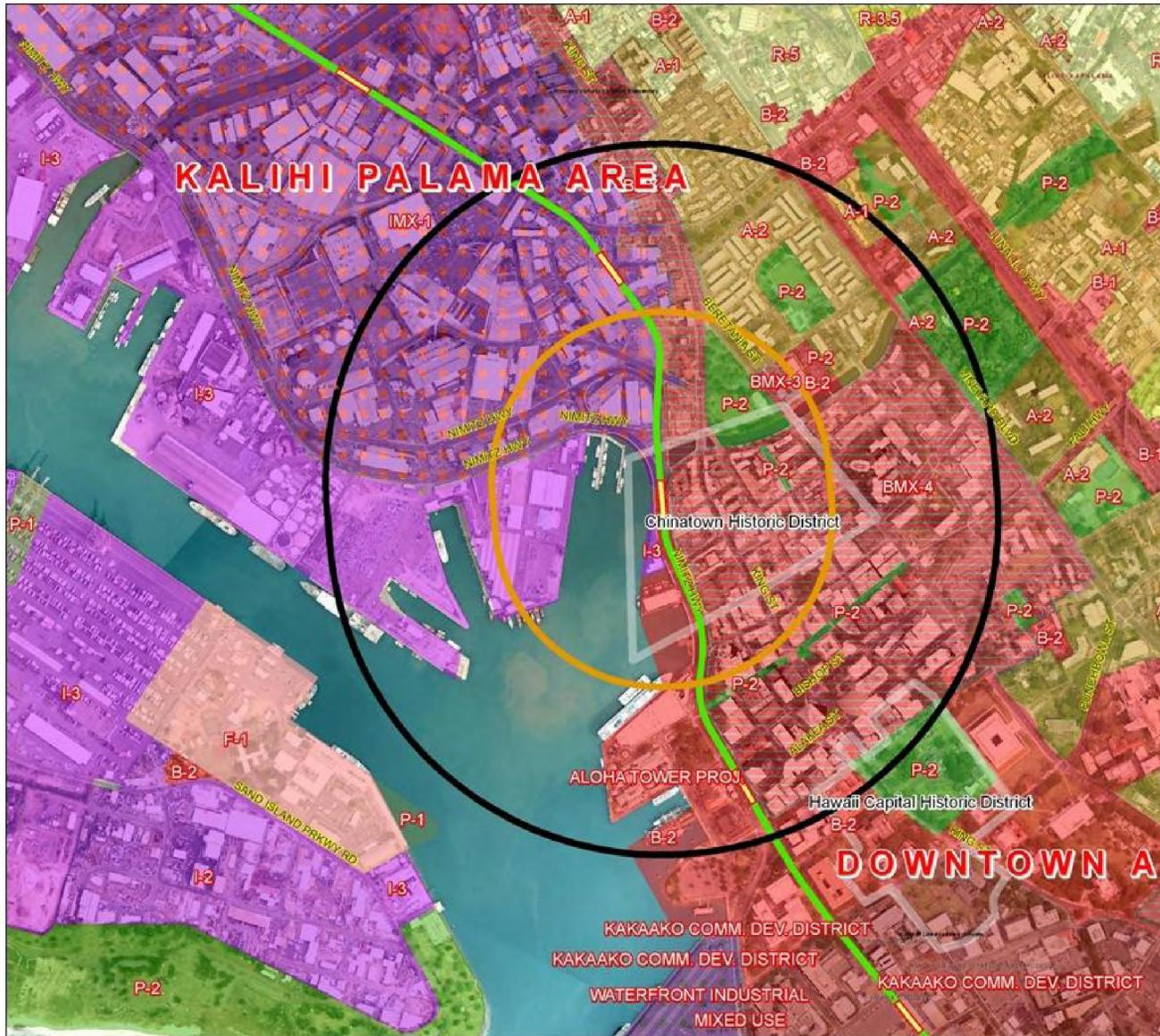
- A-1 Low-Density Apartment
- A-2 Medium-Density Apartment
- A-3 High-Density Apartment
- AG-1 Restricted Agriculture
- AG-2 General Agriculture
- AMX-1 Low-Density Apartment Mixed-Use
- AMX-2 Medium-Density Apartment Mixed-Use
- AMX-3 High-Density Apartment Mixed-Use
- Apartment Mixed-use
- Apartment Precinct
- B-1 Neighborhood Business
- B-2 Community Business
- BMX-3 Community Business Mixed-Use
- BMX-4 Central Business Mixed-Use
- Country
- F-1 Military and Federal
- I-1 Limited Industrial
- I-2 Intensive Industrial
- I-3 Waterfront Industrial
- IMX-1 Industrial-Commercial Mixed-Use
- Mixed-Use
- P-1 Restricted Preservation
- P-2 General Preservation
- Public Precinct
- Public Use
- R-10 Residential 10,000 sq ft minimum lot area
- R-20 Residential 20,000 sq ft minimal lot area
- R-3.5 Residential 3,500 sq ft minimal lot area
- R-5 Residential 5,000 sq ft minimal lot area
- R-7.5 Residential 7,500 sq ft minimal lot area
- Resort
- Resort Commercial Precinct
- Special Districts
- Aloha Tower Project
- Kaka'ako Community Development





Zoning

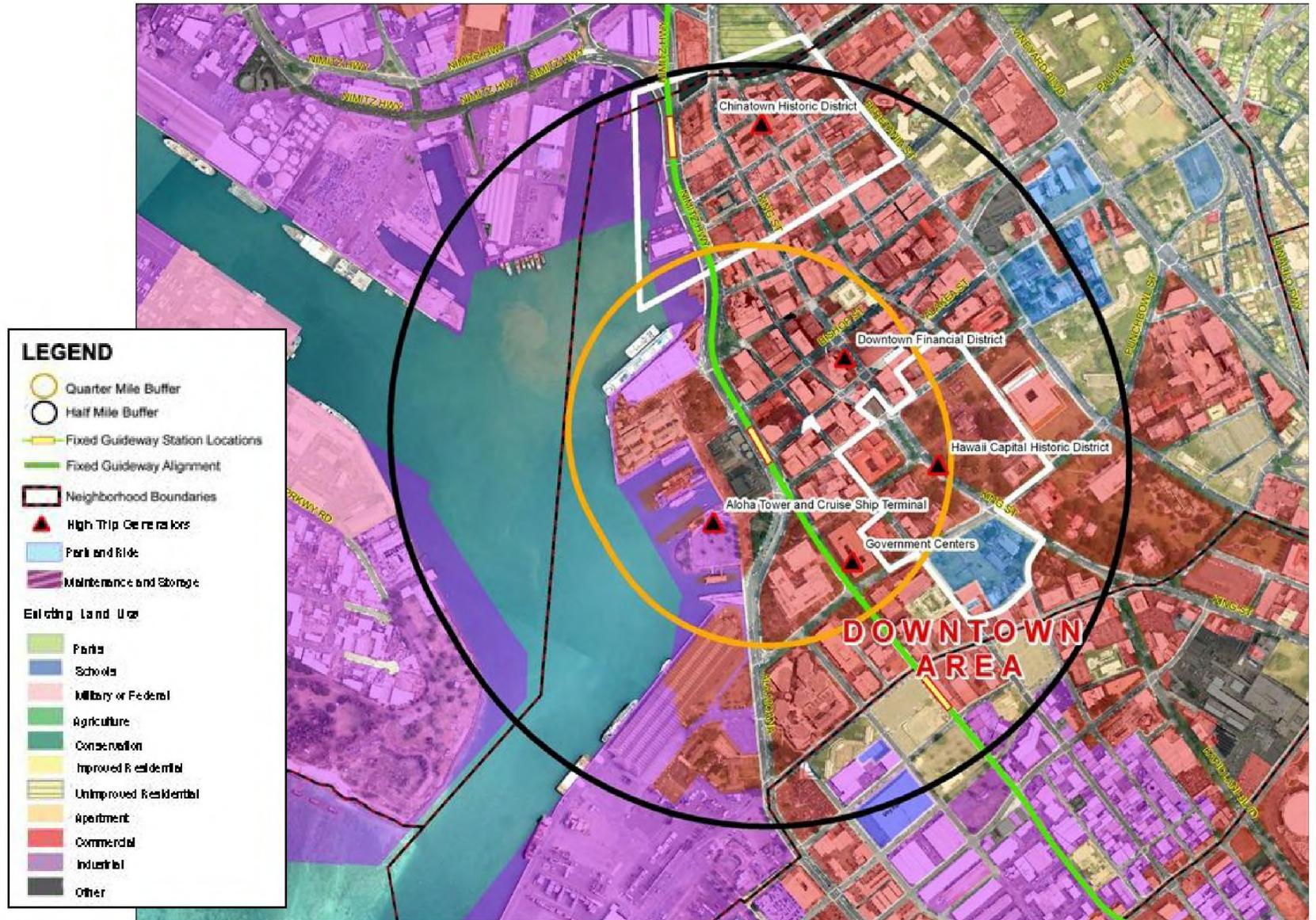
17. Chinatown Station



LEGEND	
	Quarter Mile Buffer
	Half Mile Buffer
	Station Locations
	Fixed Guideway Alignment
	Transit Centers
	Maintenance and Storage
	Park & Ride
Zoning	
A-1	Low-Density Apartment
A-2	Medium-Density Apartment
A-3	High-Density Apartment
AG-1	Restricted Agriculture
AG-2	General Agriculture
AMX-1	Low-Density Apartment Mixed-Use
AMX-2	Medium-Density Apartment Mixed-Use
AMX-3	High-Density Apartment Mixed-Use
Apartment Mixed-use	
Apartment Precinct	
B-1	Neighborhood Business
B-2	Community Business
BMX-3	Community Business Mixed-Use
BMX-4	Central Business Mixed-Use
Country	
F-1	Military and Federal
I-1	Limited Industrial
I-2	Intensive Industrial
I-3	Waterfront Industrial
IMX-1	Industrial-Commercial Mixed-Use
Mixed-Use	
P-1	Restricted Preservation
P-2	General Preservation
Public Precinct	
Public Use	
R-10	Residential 10,000 sq ft minimum lot area
R-20	Residential 20,000 sq ft minimal lot area
R-3.5	Residential 3,500 sq ft minimal lot area
R-5	Residential 5,000 sq ft minimal lot area
R-7.5	Residential 7,500 sq ft minimal lot area
Resort	
	Resort Commercial Precinct
Special Districts	
	Aloha Tower Project
	Kaka'ako Community Development

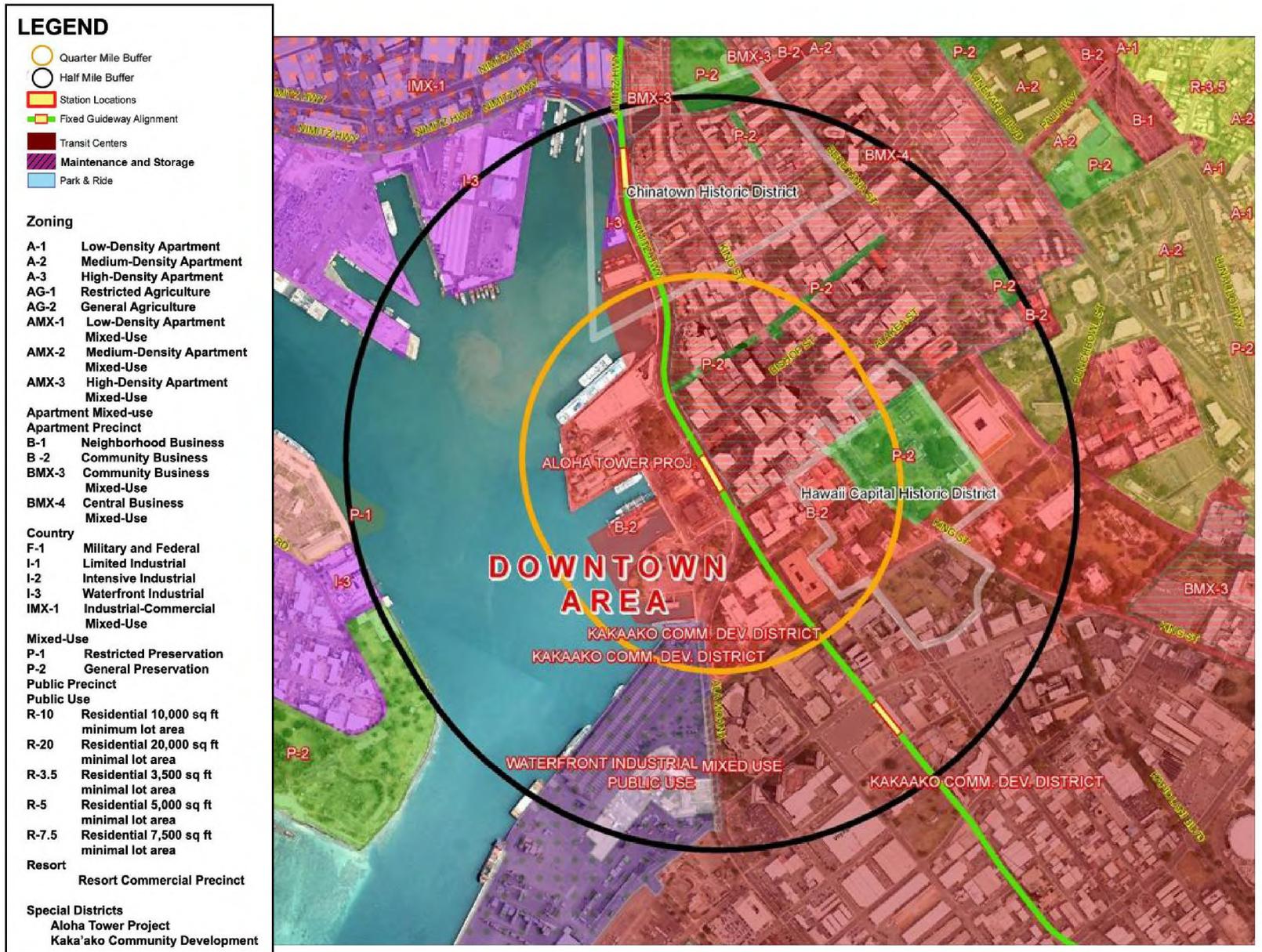
Land Use

18. Downtown Station



# Zoning

# 18. Downtown Station





# Zoning

# 19. Civic Center Station

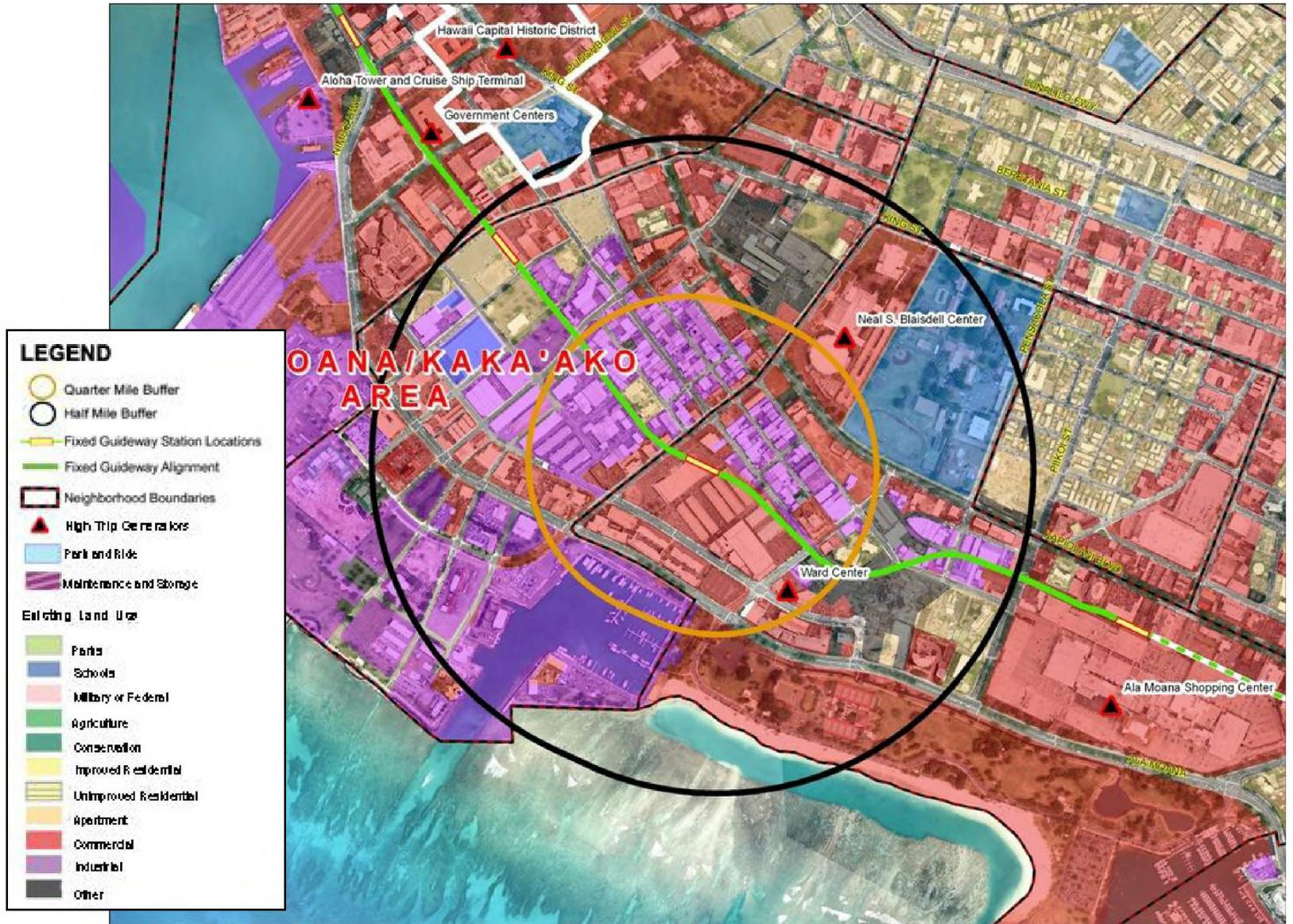
**LEGEND**

- Quarter Mile Buffer
- Half Mile Buffer
- Station Locations
- Fixed Guideway Alignment
- Transit Centers
- Maintenance and Storage
- Park & Ride

**Zoning**

A-1	Low-Density Apartment
A-2	Medium-Density Apartment
A-3	High-Density Apartment
AG-1	Restricted Agriculture
AG-2	General Agriculture
AMX-1	Low-Density Apartment Mixed-Use
AMX-2	Medium-Density Apartment Mixed-Use
AMX-3	High-Density Apartment Mixed-Use
Apartment Mixed-use	
Apartment Precinct	
B-1	Neighborhood Business
B-2	Community Business
BMX-3	Community Business Mixed-Use
BMX-4	Central Business Mixed-Use
Country	
F-1	Military and Federal
I-1	Limited Industrial
I-2	Intensive Industrial
I-3	Waterfront Industrial
IMX-1	Industrial-Commercial Mixed-Use
Mixed-Use	
P-1	Restricted Preservation
P-2	General Preservation
Public Precinct	
Public Use	
R-10	Residential 10,000 sq ft minimum lot area
R-20	Residential 20,000 sq ft minimal lot area
R-3.5	Residential 3,500 sq ft minimal lot area
R-5	Residential 5,000 sq ft minimal lot area
R-7.5	Residential 7,500 sq ft minimal lot area
Resort	
Resort Commercial Precinct	
Special Districts	
Aloha Tower Project	
Kaka'ako Community Development	





# Zoning

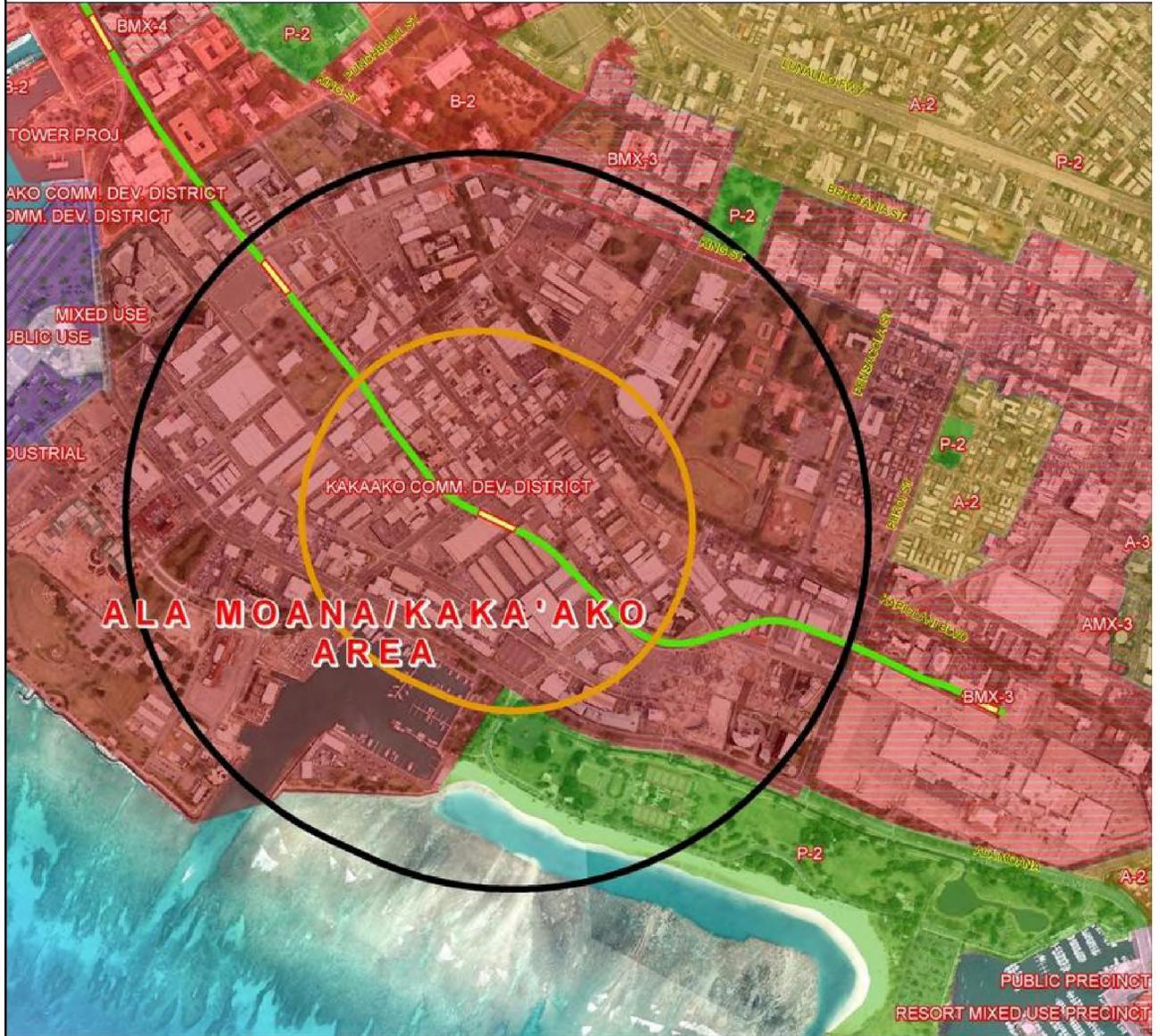
## 20. Kaka'ako Station

**LEGEND**

- Quarter Mile Buffer
- Half Mile Buffer
- Station Locations
- Fixed Guideway Alignment
- Transit Centers
- Maintenance and Storage
- Park & Ride

**Zoning**

- A-1 Low-Density Apartment
- A-2 Medium-Density Apartment
- A-3 High-Density Apartment
- AG-1 Restricted Agriculture
- AG-2 General Agriculture
- AMX-1 Low-Density Apartment Mixed-Use
- AMX-2 Medium-Density Apartment Mixed-Use
- AMX-3 High-Density Apartment Mixed-Use
- Apartment Mixed-use
- Apartment Precinct
- B-1 Neighborhood Business
- B-2 Community Business
- BMX-3 Community Business Mixed-Use
- BMX-4 Central Business Mixed-Use
- Country
- F-1 Military and Federal
- I-1 Limited Industrial
- I-2 Intensive Industrial
- I-3 Waterfront Industrial
- IMX-1 Industrial-Commercial Mixed-Use
- Mixed-Use
- P-1 Restricted Preservation
- P-2 General Preservation
- Public Precinct
- Public Use
- R-10 Residential 10,000 sq ft minimum lot area
- R-20 Residential 20,000 sq ft minimal lot area
- R-3.5 Residential 3,500 sq ft minimal lot area
- R-5 Residential 5,000 sq ft minimal lot area
- R-7.5 Residential 7,500 sq ft minimal lot area
- Resort
- Resort Commercial Precinct
- Special Districts
- Aloha Tower Project
- Kaka'ako Community Development





# Zoning

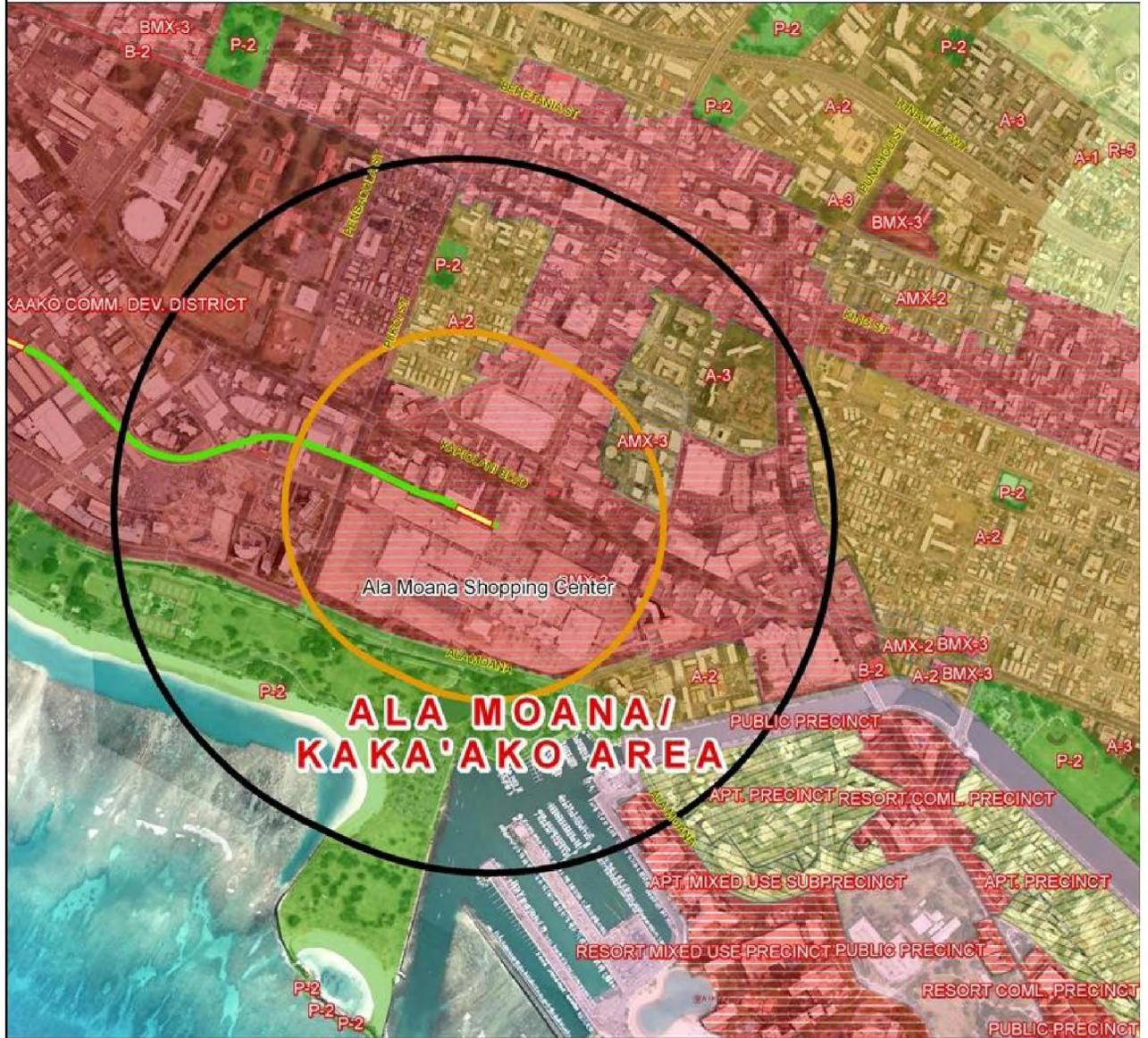
## 21. Ala Moana Center Station

**LEGEND**

- Quarter Mile Buffer
- Half Mile Buffer
- Station Locations
- Fixed Guideway Alignment
- Transit Centers
- Maintenance and Storage
- Park & Ride

**Zoning**

A-1	Low-Density Apartment
A-2	Medium-Density Apartment
A-3	High-Density Apartment
AG-1	Restricted Agriculture
AG-2	General Agriculture
AMX-1	Low-Density Apartment Mixed-Use
AMX-2	Medium-Density Apartment Mixed-Use
AMX-3	High-Density Apartment Mixed-Use
Apartment Mixed-use	
Apartment Precinct	
B-1	Neighborhood Business
B-2	Community Business
BMX-3	Community Business Mixed-Use
BMX-4	Central Business Mixed-Use
Country	
F-1	Military and Federal
I-1	Limited Industrial
I-2	Intensive Industrial
I-3	Waterfront Industrial
IMX-1	Industrial-Commercial Mixed-Use
Mixed-Use	
P-1	Restricted Preservation
P-2	General Preservation
Public Precinct	
Public Use	
R-10	Residential 10,000 sq ft minimum lot area
R-20	Residential 20,000 sq ft minimal lot area
R-3.5	Residential 3,500 sq ft minimal lot area
R-5	Residential 5,000 sq ft minimal lot area
R-7.5	Residential 7,500 sq ft minimal lot area
Resort	
Resort Commercial Precinct	
Special Districts	
Aloha Tower Project	
Kaka'ako Community Development	



# **Kalihi Palama Urban Environment Concept**

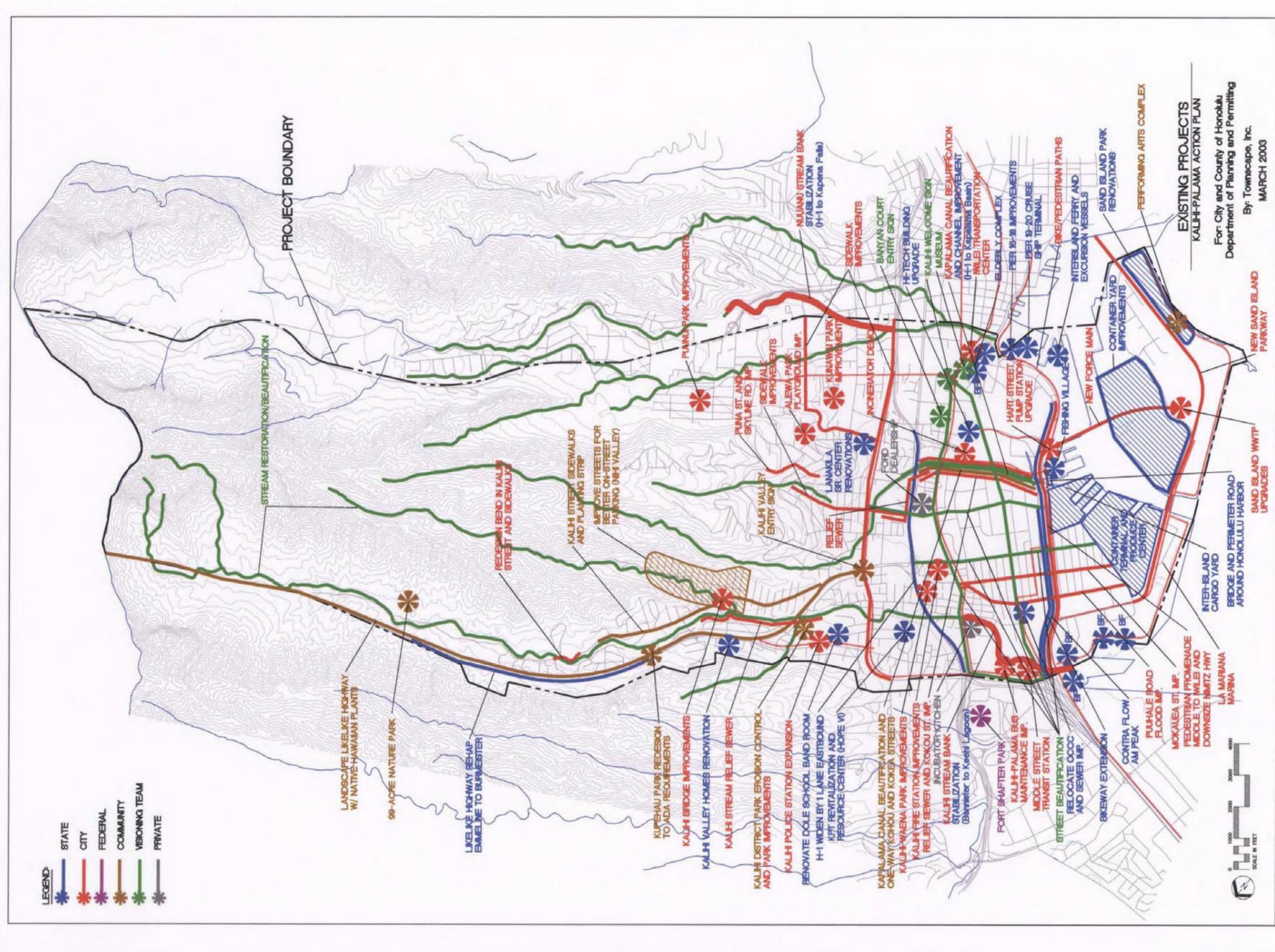


Figure 2-1: Current Projects