STADIUM SITE AND OTHER DEVELOPMENT SITES
PRINCIPLES

CONNECTIVITY
- Stadium and Station – Make a Strong Connection
- Accessibility – Comfortable Multimodal Access

LAND USE
- Retail and Entertainment – Create a Destination
- Residential and Housing Diversity – Reflects A Variety of Lifestyles
- Working District – Encourages More Visitation
- Sustainability – Efficiency and Economy

OPEN SPACE
- Community Gathering – Cultural Programs and Public Events
- Green Network – Active, Open, Community Spaces

Eight Guiding Principles
TOTAL YIELD SUMMARY OF HALAWA AREA TOD PLAN

Stadium Site: ~3.0 million SF of development

- RESIDENTIAL: Mix of market rate and affordable housing (~2000 units)
- RETAIL/RESTAURANT: ~250,000 square feet
- OFFICE/INSTITUTIONAL: ~400,000 square feet
- HOTEL: Caters to sports, tourism, business, or military travelers (~300 rooms)
- ENTERTAINMENT/CULTURAL: ~100,000 square feet
- ALOHA STADIUM: Refurbished or rebuilt facility (~30,000-40,000 seats)

Other Development Sites: ~2.2 million SF of development

- Aiea Elementary Site: ~400-500 units
- Puuwai Momi Site: ~700-800 units
- Stadium Marketplace Site: ~500-600 units
- Stadium Mall Site: ~200-300 units

CONCEPTUAL YIELD: ~5.2 million SF of development
HALAWA AREA

~$495-675 Million estimated infrastructure costs

~$200 Million
UTILITY INFRASTRUCTURE

~$295-475 Million
TRANSPORTATION INFRASTRUCTURE
CONFORMANCE WITH THE OAHU GENERAL PLAN AND PRIMARY URBAN CENTER DP
APPROVING THE HALAWA AREA TRANSIT-ORIENTED DEVELOPMENT (TOD) PLAN.

WHEREAS, the Revised Ordinances of Honolulu (ROH) Sections 21-9.100 through 21-9.100-4 of the Land Use Ordinance, enacted by Ordinance 09-4, establish a procedure for the creation of special districts known as transit-oriented development (TOD) zones and accompanying development regulations around rapid transit stations to encourage appropriate TOD; and

WHEREAS, ROH Section 21-9.100-2 provides that for each TOD zone, a neighborhood TOD Plan shall be approved by the Council and shall serve as the basis for the creation or amendment of a TOD zone and the TOD development regulations applicable thereto; and

WHEREAS, plans for the Honolulu Rail Transit project call for a station along Kamehameha Highway to serve the Aloha Stadium and surrounding area; and

WHEREAS, the Department of Planning and Permitting (DPP) and its consultant, CallisonRTKL Planning and Urban Design Studio, have prepared the Halawa Area TOD Plan (July 2017) to serve as the basis for the creation of a TOD zone around the Aloha Stadium rail transit station; and

WHEREAS, the process of creating the Halawa Area TOD Plan was inclusive, open to residents, businesses, landowners, community organizations, government agencies, and others; and

WHEREAS, the process considered population, economic, and market analyses and infrastructure analyses, including capacities of water, wastewater, and roadway systems; and

WHEREAS, the Halawa Area TOD Plan is consistent with the Primary Urban Center Development Plan established by ROH Chapter 24, Article 6; and

WHEREAS, the Council desires to approve the Halawa Area TOD Plan; now, therefore,
PROPOSED TOD SPECIAL DISTRICT
State backs affordable-housing towers

By Andrew Comes
agcomes@staradvertiser.com

A state agency is inclined to provide $130 million for a developer to build two apartment towers near Aloha Stadium for low-income households despite contentious community meetings over much of the project earlier this year.

Board members of the Hawaii Housing Finance and Development Corp. gave unanimous preliminary approval Thursday to finance the plan containing 362 homes with monthly rents as low as $548.

The approval followed three Ana Neighborhood Board meetings earlier this year where the project encountered opposition, got scaled back and then attained neighborhood board approval even though there were lingering concerns.

Joe Michael, a principal of Halawa View Housing Partners LP overseeing the project, was gratified by the state’s commitment to provide tax-exempt bonds, low-interest loans and state and federal tax credits.

“This is a huge milestone, and it’s exciting to be lined up in a catalyst for the neighborhood to spur development of the area around (transient development),” he said after the HHFDC decision.

Halawa View Housing figures it could start construction in April and be done by September 2021.

The HHFDC represents two of three pieces in a larger development plan by Halawa View Housing for three new towers. The plan calls for a total of 450 homes next to an existing Halawa View Apartments complex that has 121 low-income rental homes in a roughly 164-unit tower, and two three-story buildings about a half-mile from the stadium.

Halawa View Housing’s three-tower plan encountered heated opposition from residents living near the project site during Ana Neighborhood Board meetings in January and February, largely over fear that it would produce an overflow of tenants from condos trying to park in the surrounding neighborhood filled with single-family homes.

The development partnership formed by Michael’s California-based Pacific Development Group and the local nonprofit Hawai’i Community Development Board, had initially proposed 324 predominately affordable homes in three towers each ranging 250 to 276 feet, which would exceed the property’s 150-foot height limit. The initial plan also provided for 602 parking stalls that didn’t meet a city minimum.

But even after trimming the number of homes to 418 and reducing tower heights to between 211 and 233 feet as well as adding enough parking (858 stalls) to comply with city requirements, the neighborhood board balked at a requested endorsement in February. Then on Monday the neighborhood board voted unanimously to endorse the project, which would help address Honolulu’s chronic undersupply of low-income housing.

Under state law, developers can obtain zoning exemptions through HHFDC that allow affordable-housing projects to exceed building heights, density limits and other policies based on Pacific Development Group and the local nonprofit Hawai’i Community Development Board, had initially proposed 324 predominately affordable homes in three towers each ranging 250 to 276 feet, which would exceed the property’s 150-foot height limit. The initial plan also provided for 602 parking stalls that didn’t meet a city minimum.

But even after trimming the number of homes to 418 and reducing tower heights to between 211 and 233 feet as well as adding enough parking (858 stalls) to comply with city requirements, the neighborhood board balked at a requested endorsement in February. Then on Monday the neighborhood board voted unanimously to endorse the project, which would help address Honolulu’s chronic undersupply of low-income housing.

Under state law, developers can obtain zoning exemptions through HHFDC that allow affordable-housing projects to exceed building heights, density limits and other policies.

Halawa View Housing said its project warrants the extra density and height in part because it is within a half-mile of a planned city rail station near the stadium, though the project site isn’t within a zone providing development bonuses under a draft city zoning code for transit-oriented development. The developer considered seeking an amendment to the city plan, but Michael said the exemption process under HHFDC provided a quicker route.

Much private and public land near the stadium is expected to be redeveloped over the next several years in anticipation of the rail line opening from Kapolei to the stadium late next year.

The state also enacted a law earlier this month to provide $130 million for replacing Aloha Stadium with a new facility that could be tied to residential, retail and other commercial development on the roughly 100-acre stadium site owned by the state.

Halawa View Housing picked up a 3-acre site in 2014, and negotiated the existing affordable-housing apartments on the property with HHFDC financing. For the planned addition designed by HHFDC, most of the 302 apartments would be two-bedroom units with monthly rents between $755 and $1,403. There also would be studios, one-bedroom units and four-bedroom units. The monthly rent range for all units is forecast to be $590 to $1,080.

Tenants would be limited to earning no more than 60% of the median income in Honolulu, which equates to $50,049 for a single person or $83,880 for a family of six. Some units also would be limited to households earning half these amounts.

The affordable rents and income restrictions would have to last 55 years under terms of the state’s financing arrangement.
RESIDENTIAL EXPANSION TO THE TOD SPECIAL DISTRICT
OVERARCHING ISSUES

• New Stadium
• Sufficient Market Demand
• Infrastructure Upgrades
• Access and Views to Pearl Harbor
• Pedestrian Amenities – Strong Connections, Sidewalks, Shade
• New School(s)
• Proximity to Existing Residential Neighborhoods
NEXT STEPS

- Adoption by City Council
- Create TOD Special District
- Partnership with State Agencies, Private Sector to Implement Plan
- Identify Incentives and Funding Sources
- Budget to CIP for Infrastructure Upgrades
QUESTIONS AND COMMENTS