

HALAWA AREA

Transit-Oriented Development (TOD) Plan

COMMUNITY WORKSHOP #3 SUMMARY REPORT

The City and County of Honolulu held the third community workshop for the Halawa Area Transit-Oriented Development (TOD) Plan to present the Public Review Draft of the TOD Plan. This meeting took place on Wednesday, November 16th, 2016 from 6-8 PM at the Aloha Stadium Hospitality Room.

PRE-PRESENTATION ACTIVITIES

After participants signed in, they were directed to a series of 13 posters that highlighted the critical elements in the Public Review Draft of the TOD Plan. Comment cards were also provided so workshop participants could submit written comments on the Plan.

The 13 posters displayed at the workshop included:

- 1) Overview of the Halawa Area
- 2) The Vision and Principles of the Plan
- 3) The Illustrative Plan
- 4) Summary of the Development Potential
- 5) Review of Urban Design Elements
- 6) The Stadium – Station Connection
- 7) Improved Connectivity: Roads and Parking
- 8) Improved Connectivity: Bicycle and Pedestrian Circulation
- 9) Renderings of New Street Profiles
- 10) Open Space Network
- 11) Development Regulations: Zoning, FAR Limits, Height Limits, TOD Special District
- 12) Summary of Potential Infrastructure Costs
- 13) Phasing of Plan Build-out

Participants were encouraged to view the informational poster boards, and city staff and its consultants were available to answer any questions or explain any of the information displayed.

OPENING REMARKS AND INTRODUCTIONS

TOD Administrator Harrison Rue welcomed the approximately 100 participants and introduced key elected and community officials.



Workshop participant Councilmember Brandon Elefante



TOD Administrator Harrison Rue explained the Plan's concepts



Approximately 100 participants attended Community Workshop #3



Chief of Staff Ray Soon provided welcoming remarks

Mayor Caldwell's Chief of Staff Ray Soon provided some welcoming remarks to the audience emphasizing the importance of success of the TOD Plan for this station and highlighting the significant cooperation between the City and State in drafting this Plan.

Acting Department of Planning and Permitting Director Arthur Challacombe next added that this was one of the most exciting TOD plans because of its potential to positively transform the area. He noted that mixed-use, compact development served by transit and non-automobile amenities would attract lifestyles and activities beyond those currently occurring on game days.

Irwin Raij, special legal counsel to the Aloha Stadium Authority regarding future stadium development, offered similar remarks. He stressed that the Authority has not yet made any decisions, but this Plan can help guide those future decisions.

TOD Administrator Rue then covered some of the basic principles of TOD before handing the presentation of the Public Review Draft over to Nathan Cherry of CallisonRTKL, consultant to the City for preparing the TOD Plan.

PRESENTATION

Mr. Cherry presented the preferred TOD Plan scenario that proposes to build a newer stadium closer to Kamehameha Highway, ensuring a strong rail station-stadium connection; envisions a broad range of mixed and high-density uses including office, retail, hotel and residential uses surrounding the new stadium; and, with new development, recommends significant upgrades to the area's infrastructure (streets and sewers) and area amenities such as open space, multi-modal connections, and safer streets. At full build-out, TOD could result in 5.5 million square feet of new development and an investment of up to \$750 million in infrastructure improvements. These improvements may be financed through a host of public-private partnerships, creation of a specialized taxing district, and federal and state grants. A copy of the slide presentation is attached.

NEXT STEPS

TOD Administrator Rue then briefly explained that after the Public Review Draft review period concludes (January 6, 2017), edits will be made before presenting the draft final TOD Plan to the Planning Commission for review and recommendations to the City Council. Once the TOD Plan is adopted by the City Council, zone change and other regulatory processes would follow to begin implementation of the Plan.

QUESTIONS, COMMENTS, AND ANSWERS

After review of the next steps, participants were invited to ask questions or make comments on the Public Review Draft. The questions were:

Q1) How does the Plan and proposed zoning affect local families?

A1) Zoning would not change for any residential uses. Residents would benefit from a mix of quality amenities. As for being in the TOD Special Districts, owners could request to be included or excluded from the district as they did in Waipahu.

Q2) How soon will development start?

A2) This is a long-range plan with a 20-40 year time horizon. How quickly it starts is dependent on when rail is fully operational and the market conditions at the time.

Q3) A concern was raised by members of the Board of Directors from Makalapa Manor that they were not notified either of this meeting or past meetings.

A3) Concern was duly noted, and staff will investigate how to improve future notifications.

Q4) Will stadium development occur at the same time as the station so residents don't have to go through two construction periods?

A4) No. A decision on the disposition of the stadium has not been made and the TOD Plan is for the whole area. Resolution of the stadium's future direction may be made after the rail station is built.

Q5) It was noted that 2/3 of the proposed potential development was residential. A participant asked how many units would be affordable and for how long.

A5) The TOD Plan is reliant on a diversity of housing at different price points. The number of affordable units has yet to be determined. The City administration is working on a policy that requires a percentage of affordable units across all TOD areas, and possibly island-wide.

- Q6) A participant commented that the decision to demolish Puuwai Momi is premature, and that diversity of housing and income levels could be compromised if redeveloped.
- A6) It was explained that a condition of federal funding is that, redevelopment is required to replace existing affordable units. There actually could be an increase in overall housing and income diversity with rail transit since there would be more housing choices and access to jobs for residents of the Halawa area.

OPEN HOUSE

At the end of the question and answer period, participants were encouraged to visit the informational poster boards and talk to staff and provide comments. In addition, cards were distributed to participants to provide written comments. Comments centered around improved connectivity across Kamehameha Highway to Pearl Harbor and Richardson Field, use of native trees and landscaping, having more cultural institutions, restoration of Halawa Stream, more multi-generational recreational facilities, housing for local families, use of Hawaiian place names for any new streets, cleaning up the homeless encampments along Pearl Harbor, keep the swap meet, be sensitive to increases in noise/light pollution, and buffering of the existing subdivisions from the adjacent arterial roads.

CONCLUSION

Meeting adjourned at 8 p.m.



COMMUNITY OUTREACH MEETING 11/16/16
PUBLIC REVIEW DRAFT

HALAWA AREA Transit-Oriented Development (TOD) Plan

What we'll do tonight

- Intro and background
- Present overview of the Halawa Area TOD Plan
- Next Steps
- Questions and comments
- Open House
 - Review project designs 'at the boards' and discuss with team
- Wrap-up

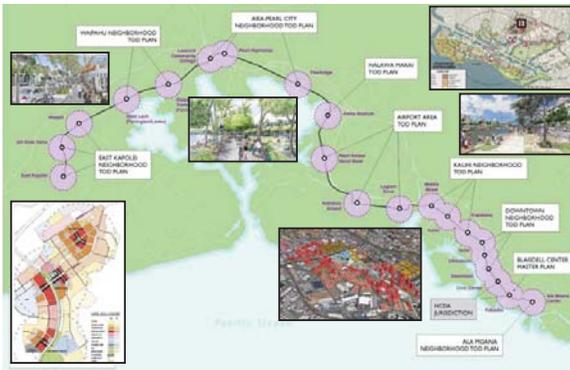


HALAWA AREA
Transit-Oriented Development (TOD) Plan

COMMUNITY OUTREACH MEETING / PUBLIC REVIEW DRAFT 11/16/16



Neighborhood TOD Plans



Where we're going

Create choices and a high-quality, healthy urban lifestyle

- Series of walkable, healthy, age-friendly neighborhoods
- Connect people with jobs, homes, goods, services & parks
- Station areas have their own unique identity
- Scale of new development fits community context
- Revitalize older communities



It's about people and their neighborhoods.
And how they live, work, and connect



Halawa Area TOD Plan and Aloha Stadium

- TOD Plan developed in collaboration with Stadium Authority, DAGS, and other state and private land owners
- Future of Aloha Stadium being considered in a separate, coordinated state study
- TOD plan covers larger area and will lead to:
 - updated zoning to incentivize redevelopment
 - upgraded regional infrastructure
 - Individual landowner decisions about redevelopment



HALAWA AREA
Transit-Oriented Development (TOD) Plan

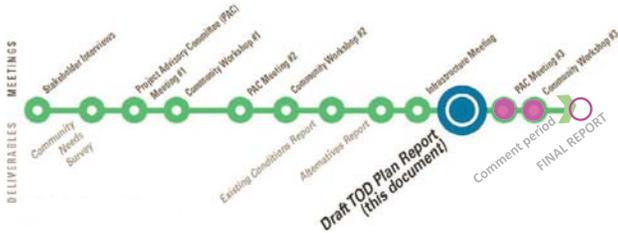
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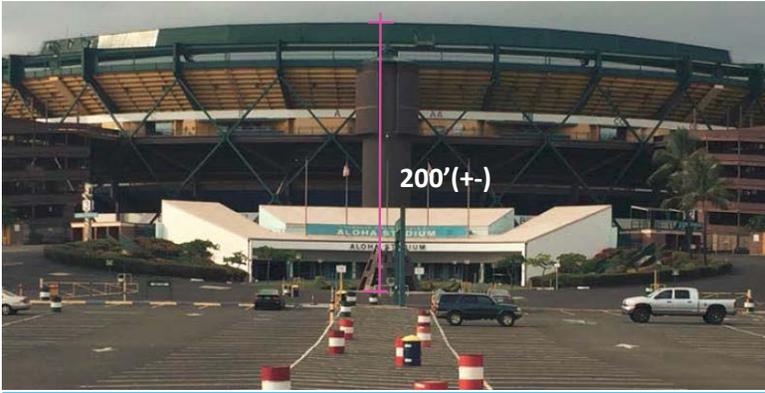
Welcome
 A Unique Opportunity
 The Area
 Options
 Preferred Plan
 The Street as a Public Place
 Implementation



A Unique Opportunity



The Area



Plan Development

HALAWA AREA

THE POTENTIAL

MIXED-USE SPORTS & ENTERTAINMENT DISTRICT

HALAWA AREA TOD PLAN - INFRASTRUCTURE MEETING







 <p>Stadium & Station – Make a Strong Connection</p>	 <p>Green Network – Active, Open, Community Spaces</p>
 <p>Accessibility – Comfortable Multi-modal Access</p>	 <p>Community Gathering – Cultural Programs & Public Events</p>
 <p>Retail & Entertainment – Create a Destination</p>	 <p>Working District – Encourages More Visitation</p>
 <p>Residential & Housing Diversity – Reflect Variety of Lifestyles</p>	 <p>Sustainability – Efficiency & Economy</p>

ASSUMPTIONS

Land allocation assumptions for the Halawa area include:

- New/improved open spaces**
- Aloha Stadium**
smaller, 12 acre footprint
- Surface Parking**
includes Swap Meet, tailgating

- Structured Parking**
Dedicated for Aloha Stadium
- Aloha Stadium Station**
park-and-ride, bus transfer station
- Mixed-Use Core**
between Station and Stadium
- Other Development Sites**

Supporting Infrastructure



PREFERRED ALTERNATIVE

HALAWA AREA

~150 acres of developable land / ~5.5 million SF of total potential development

- Stadium relocated to Kamehameha Highway frontage
- Compact, high density mixed-use core
- Salt Lake Boulevard retail frontage
- Greatest number of parking spaces



STADIUM SITE

Stadium Site: ~3.0 million SF of development

RESIDENTIAL Mix of market rate & affordable housing	~2000 units	HOTEL Caters to sports, tourism, business, or military travelers	~300 rooms
RETAIL/RESTAURANT	~220,000 square feet	ENTERTAINMENT/CULTURAL	~100,000 square feet
OFFICE/INSTITUTIONAL	~430,000 square feet	ALOHA STADIUM Refurbished or rebuilt facility	~30,000-40,000 seats

OTHER DEVELOPMENT SITES

~50 acres of developable land

~2 - 2.5 million SF* of potential development

- Developed in short to long-term
- 20+ years
- Uses and yields are difficult to predict
- Dependent on success of TOD



OTHER DEVELOPMENT SITES

Aiea Elementary Site ~ 475 - 575K SF

RESIDENTIAL Mix of market rate & affordable housing	~600 units
RETAIL/RESTAURANT	~25,000 square feet
SCHOOL	~10,000 square feet

Puuwai Momi Site ~600 - 900K SF

RESIDENTIAL Mix of market rate & affordable housing	~600 units
RETAIL/RESTAURANT	~25,000 square feet

Stadium Mall Site ~200-300K SF

RESIDENTIAL Mix of market rate & affordable housing	~200-300 units
RETAIL/RESTAURANT	~25,000 square feet

Stadium Marketplace Site ~600-700K SF

RESIDENTIAL Mix of market rate & affordable housing	~600 units
RETAIL/RESTAURANT	~75,000 square feet



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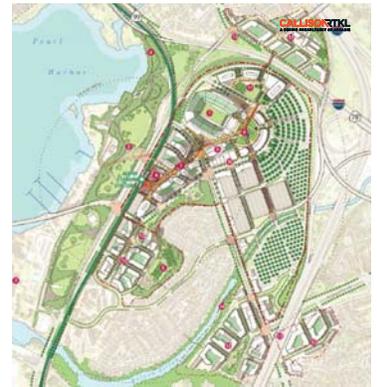
CALLISON|RTKL

Plan Details

CALLISON|RTKL

PLAN REFINEMENTS

1. Stadium Visibility along Hwy
2. Mixed Use Gateway at Station
3. Salt Lake Blvd Redirection
4. 200-300 Room Hotel
5. Critical Mass
6. Transportation Improvements
7. Parking Strategy



CALLISON|RTKL



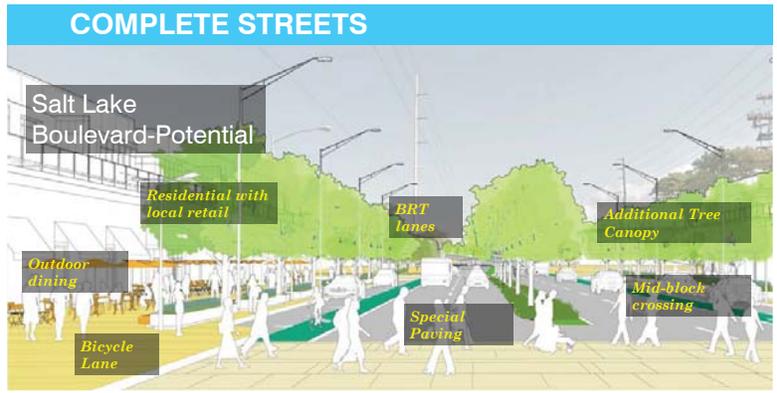
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The Street as a Public Place



3.2.8 COMPLETE STREETS
 Complete Streets should balance vehicular travel with walking, biking and transit. Where possible, these concepts and related features should be incorporated in any new road design and on existing streets and corridors where required.

LANDSCAPE DESIGN
 Due to many requirements, landscape design must meet an achievable level of service. Complete Streets requirements can improve the quality of pedestrian and bicycle facilities.



FIGURE 3-15. KAMEHAMEHA HWY - SECTION OF POTENTIAL ENHANCEMENTS

LAND LAYOUT DEVELOPMENT
 Sub-Lake Boulevard passes over a dike and runs through the center of the Halawa area. It holds much potential to serve as a transit route corridor, especially if development can take place on both sides of the street to form a continuous transit corridor. Sub-Lake Boulevard also may serve as a corridor for improved transit services, such as express bus service.



FIGURE 3-16. SUB-LAKE BLVD - SECTION OF POTENTIAL ENHANCEMENTS

RESIDENTIAL "ORBIT" STREET
 A typical residential street within the TOD Plan area may provide the opportunity to introduce green infrastructure in the form of parking or landscaped areas, integrating green space around the street, as well as including the "green island" effect. Suitable rain gardens, tree canopies, planters, and permeable paving define this street typology.



FIGURE 3-17. RESIDENTIAL STREET - SECTION OF POTENTIAL ENHANCEMENTS

STADIUM SITE (LAND VIEW)
 The existing main road along the stadium site may be modified to have features such as parking and to provide links to the nearby downtown. Bicycle and pedestrian facilities should be provided.



FIGURE 3-18. STADIUM LOOP ROAD - SECTION OF POTENTIAL ENHANCEMENTS



FIGURE 3-19. KAMEHAMEHA HWY (AWAIKI VIEW) - TOD VISION

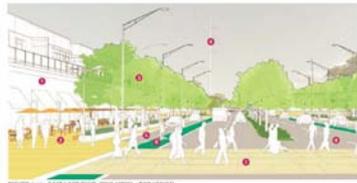


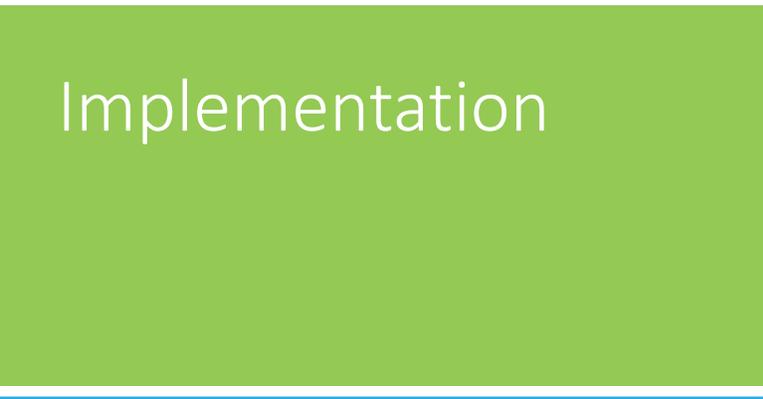
FIGURE 3-20. SUB-LAKE BLVD (AWAIKI VIEW) - TOD VISION



FIGURE 3-21. TYPICAL RESIDENTIAL STREET - TOD VISION



FIGURE 3-22. STADIUM LOOP ROAD (AWAIKI VIEW) - TOD VISION



CONNECTIVITY IMPROVEMENTS

- Complete Street Improvements
- New Roads
- Intersection Improvements
- Special Projects

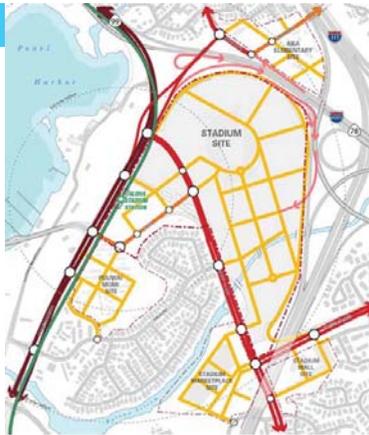
HALAWA AREA
 ~\$495-675 Million
 estimated infrastructure costs

- ~\$200 Million
 UTILITY INFRASTRUCTURE
- ~\$295-475 Million
 TRANSPORTATION INFRASTRUCTURE

COMPLETE STREETS

- Existing arterials: Kamehameha Highway; Salt Lake Boulevard; Kahupaani Street; Moanalua Road

**>3 NEW
LANE MILES
OF COMPLETE
STREETS**



TRANSPORTATION INFRASTRUCTURE



Complete Street Improvements

~\$20 Million



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NEW ROADS

- Salt Lake Boulevard Realignment
- Roads within Stadium site; Other development sites

**~11 LANE MILES
OF NEW ROADS**



TRANSPORTATION INFRASTRUCTURE



New Roads

~\$70 Million



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INTERSECTION IMPROVEMENTS

- Improvements or modifications at existing intersections along Halawa area arterials
- New intersections to improve connectivity and better distribute traffic

**> 3 IMPROVED
LOCATIONS
AND 10 NEW
INTERSECTIONS**



TRANSPORTATION INFRASTRUCTURE

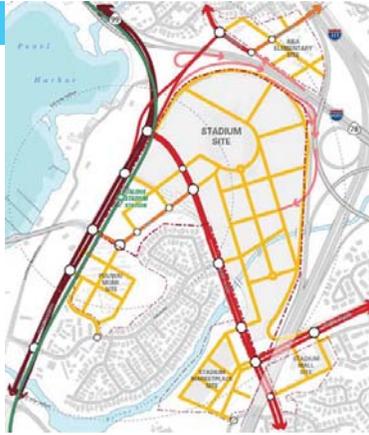


~\$15 Million

Intersection Improvements

SPECIAL PROJECTS

1. Slip ramp from H-1
2. Integrate pedestrian/bicycle bridge over Moanalua Fwy
3. Elevated pedestrian connection over Salt Lake Boulevard
4. New bridges over Halawa Stream



TRANSPORTATION INFRASTRUCTURE



~\$190 - \$370 Million

Special Projects



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PHASING

- PH 1: Station
- PH 2: Aloha Stadium
- PH 3: Gathering Space
- PH 4: Mixed Use Core
- PH 5: Stadium Site Infill
- PH 6: Other Development Sites



PHASE 1: ALOHA STADIUM STATION + TRANSIT PLAZA



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PHASE 2: RELOCATE AND BUILD NEW ALOHA STADIUM



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PHASE 3: BUILD GATHERING PLACE + SPORTS & ENTERTAINMENT DISTRICT



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PHASE 4: BUILD MIXED-USE CORE + STREETS ENHANCEMENTS



PHASE 5: INFILL THE STADIUM SITE



PHASE 6A: DEVELOP PUUWAI MOMI SITE



PHASE 6B: DEVELOP OTHER DEVELOPMENT SITES



FUNDING STRATEGIES & BEST PRACTICES

ZONING IMPROVMENTS



To minimize the impact of infrastructure costs:

- TOD Special District
- Modifications of zoning districts and zoning requirements
- Increases in height and FAR if developers help to pay infrastructure costs

FUNDING STRATEGIES



- “Pay as you go”
- Bonds
- Assessment district financing
- Tax increment financing (TIF)
- Private developer contributions
- Development impact fees
- Public-Private Partnerships (PPPs)

BEST PRACTICES

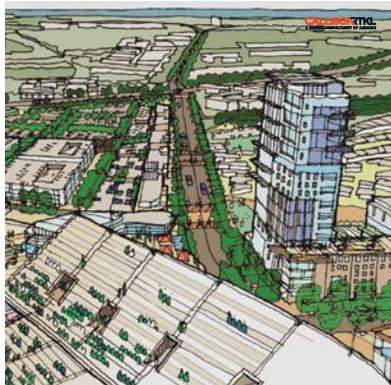


- Prioritization of utility and transportation improvements
- Reimbursement agreements
- Community improvement districts (CIDs)
- Business improvement districts (BIDs)
- Governmental grant programs



NEXT STEPS

- Public Review Draft
- Staff Recommendation
- Planning Commission Approval
- City Council Approval
- TOD Special District Zoning Regs
- Incentives and Funding Sources
- Partnerships (DAGS, Developers, etc.)



Plan Review and Discussion

- Review details of key parts of the TOD Plan “at the boards”
- Discuss with team members
- Fill out comment sheets or add post-it notes
- Draft TOD Plan is available online www.honolulu.gov/tod
- Comments due by early January

