

City and County of Honolulu



Halawa Area Transit-Oriented Development (TOD) Plan

Executive Summary
July 2017

As most transit trips begin and end as walking trips, the area within easy walking distance of a transit station is where development opportunities can take advantage of and encourage transit ridership. Such transit-oriented development (TOD) may be the redevelopment of existing facilities or new development and should be designed with an emphasis at the pedestrian scale - mixing residences, employment, shopping, and services.



PLANNING FOR RAIL TRANSIT

What Is Honolulu Rail Transit?

The Honolulu Rail Transit system will serve 21 stations between East Kapolei and Ala Moana Center. Over 60% of Oahu's population currently lives within this transit corridor, and the population in the corridor is projected to continue to grow faster than the rest of Oahu.

Rail transit provides an opportunity to help reduce the growth of traffic congestion by taking cars off the road; improve travel reliability; shorten travel times for most riders between home and work; and increase transportation options by transit, bicycle, and on foot.

How Can We Prepare For It?

The Department of Planning and Permitting is currently preparing neighborhood transit-oriented development (TOD) plans to help integrate land use and transportation planning around the rail stations in conjunction with the rail project. The plans address opportunities for new development and orderly growth and improved accessibility around the stations.

Each plan begins by looking at lands within one-half mile of the proposed transit stations. Land use, mobility, urban form and open space elements are addressed in every plan but result in different outcomes in different neighborhoods, including TOD district boundaries that relate to topographic and other physical parameters. Successful TOD depends on participation and support from government, residents, businesses, community organizations, landowners, developers, and the financial sector. Good TOD projects increase transit ridership and respond to community concerns, needs and goals.

Each community must determine what type of TOD will work best given its specific assets, growth and population trends, transportation, infrastructure, and social needs. Development happens as the result of private investment. The role of government is to provide the policy ground rules, define and offer strategic incentives, ensure that adequate infrastructure is available, and engage the community in helping direct private investment into public benefit.



HALAWA AREA TOD PLAN

What are the Objectives of the Plan?

The Halawa Area Transit-Oriented Development Plan (the Plan) presents a community vision for the neighborhoods surrounding the Aloha Stadium Station. One of 21 planned rail stations along the rail corridor, the Aloha Stadium Station is ¼-mile away from Aloha Stadium. It provides a unique, one-of-a-kind opportunity in Honolulu to create a synergy between the rail station, Hawaii’s largest sports venue, and the top visitor attraction, Pearl Harbor/Arizona Memorial. The Plan will be a keystone to the State’s efforts to better position Aloha Stadium as a world-class sports and entertainment venue, as well as assisting the National Park Service in accommodating the growing number of visitors to the Memorial complex. Transit-oriented development (TOD) can transform the Halawa area into a vibrant community full of new, mixed-use development, expanded job and housing opportunities, as well as, visitor amenities, all within walking distance of the rail station.

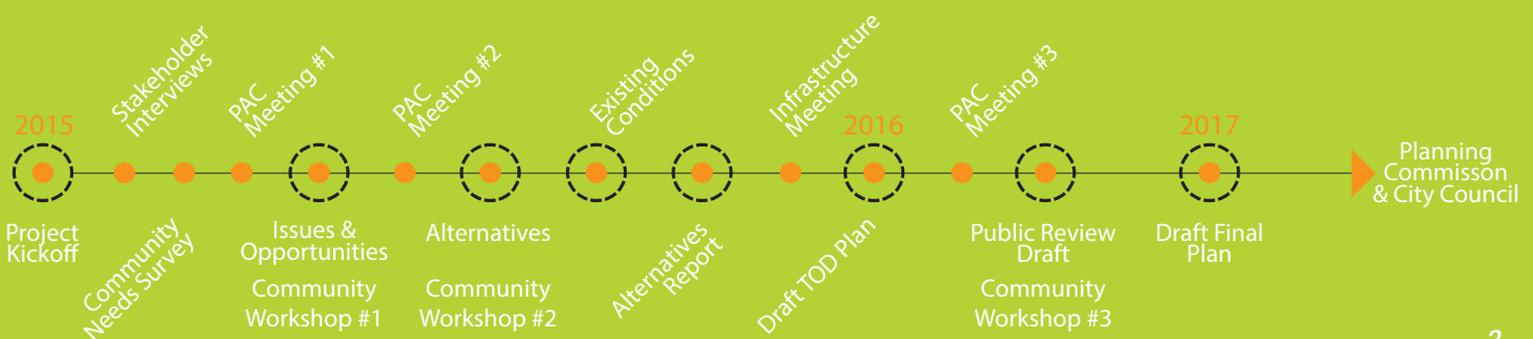
How Was the Plan Developed?

The planning process for the Halawa Area has involved community workshops, a community needs survey, stakeholder meetings, local business outreach, and Project Advisory Committee (PAC) meetings. Beginning in March 2015, the planning process included identification of issues and opportunities, a market study, the creation of alternatives, and development of a “preferred” station area. The Halawa Area TOD Plan also includes recommendations on phasing, implementation, and revisions to the Land Use Ordinance (LUO), including TOD Special District regulations for the area around the Aloha Stadium Station.



3 Community Meetings
300+ Participants

PROJECT TIMELINE



COMMUNITY VISION

“With the new Aloha Stadium Station, the Halawa area will become one of Oahu’s most interesting and livable transit communities, combining dense, mixed-uses around compact, walkable blocks and community-oriented open spaces. It will complement the anchor uses of Aloha Stadium, Pearl Harbor Visitors Center, nearby Joint Base Pearl Harbor-Hickam, as well as the surrounding neighborhoods of Aiea, Foster Village, and Halawa.”

PRINCIPLES

01 Stadium And Station

Make a strong connection between a revamped Aloha Stadium and the rail station, by means of a pedestrian-oriented corridor along with a mix of land uses that will extend the stadium’s fan experience and facilitate “round the clock” activity. The fan experience should be complemented by a system of way-finding and ample public spaces. Maintain and improve the existing Aloha Stadium Swap Meet and Marketplace, as well as opportunities for tailgating on game days

02 Accessibility

Improve multimodal access to and within the Halawa area to support the rail station, Aloha Stadium, and surrounding community. This will be supported by bike- and car-share as well as shuttle services. Improve pedestrian linkages along and across major arterials such as Kamehameha Highway, Moanalua Freeway, and Salt Lake Boulevard. Create a neighborhood grid of connected pedestrian-friendly, tree lined streets that accommodate vehicles, transit, bicycles, and pedestrians.

03 Retail And Entertainment

Retail uses that service the basic needs of tourists, commuters, and residents. Street retail uses might include grocery stores, bakeries, convenience stores, and personal services such as banks, dry cleaners, and hair salons. Day care as well as medical offices would serve commuters and residents alike. Restaurants with outdoor dining would further contribute to an active streetscape. Entertainment uses could include theaters, health clubs, a museum, or other uses that support game day and non-game day activity.

04 Diverse Housing

Provide a variety of housing types that appeal to a diversity of lifestyles, including transit-oriented young families, empty nesters, and singles. A mix of affordable, for-sale and rental housing should incorporate design features that promote street orientation and pedestrian scale. Site and building design should take advantage of mountain and coastal views and prevailing breezes, including courtyards and rooftop amenities.

05 Working District

Build transit ridership near the rail station, via Class A and creative office space, institutional and campus-related uses, continuing education, athletic training, and sports medicine facilities, in conjunction with a business hotel. Daytime conveniences, transportation options and amenities will be important to support these uses.

06 Sustainability

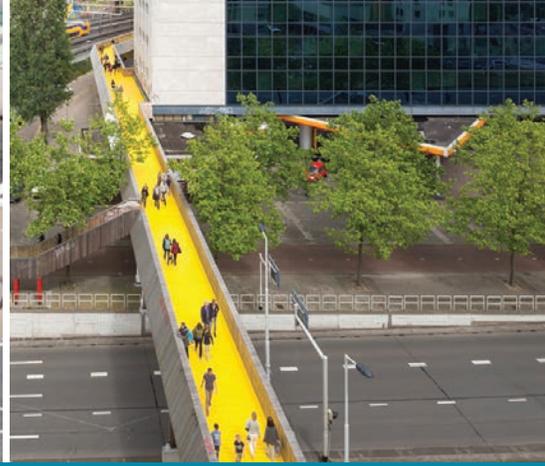
Provide a sustainable approach to the way the district is designed and managed in terms of energy, water and waste. Harness natural energy sources such as wind, rain, and sun, and maintain tree canopy to reduce the heat island effect. Minimize use of fresh water; reuse grey water, and plant appropriately. Maintain the monkey-pod trees if possible. Reduce waste and recycle or use as energy source when practical.

07 Green Network

Create a “gathering place” that serves as the heart of the community, programmable for local events as well as for game days. Provide a network of passive and active open spaces connected to each neighborhood by green ways, trails and tree lined streets. Develop hike and bike trails along nearby streams and enhance the existing Pearl Harbor Historic Trail.

08 Community Gathering

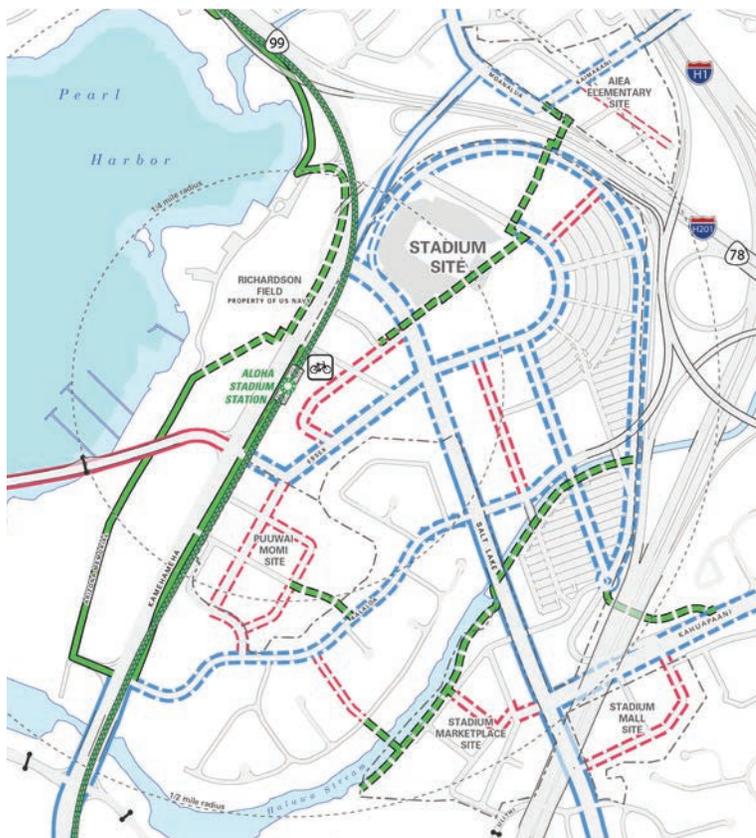
Create more reasons for the community to come together. Combine and support the attractions of Pearl Harbor and Aloha Stadium with community-oriented events and services in the heart of the Halawa area. Concerts, farmers markets, cultural celebrations, fun runs, and other community gatherings could complement the already successful swap meet and football season and fill out the annual event calendar.



CIRCULATION & CONNECTIVITY

Improved connectivity and mobility can be accomplished by creating a balanced hierarchy of roadways, bikeways, and pedestrian paths in the Halawa area. Significant infrastructure improvements (estimated at \$700 million) are needed to support the implementation of the Halawa Area TOD Plan and the area's transformation.

 **5.5 +/- Ln Miles of NEW BIKE TRAILS**

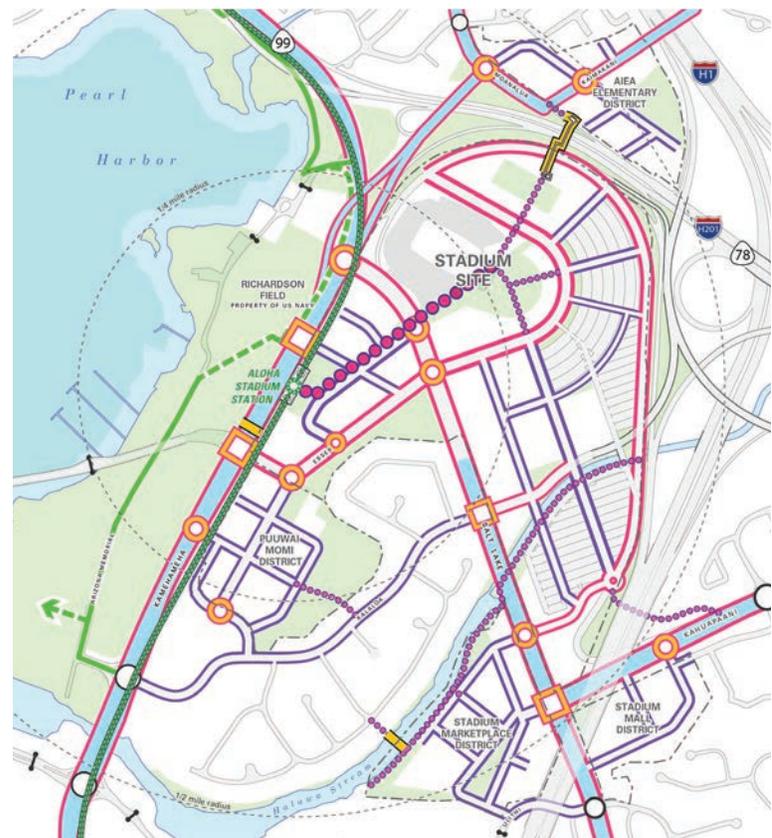


PROPOSED BICYCLE FACILITIES

- | | |
|-------------------------------|---------------------------------------|
| EXPANDED FACILITIES | EXISTING OR DAHU BIKE PLAN FACILITIES |
| Bike Path | Existing Path |
| Bike Lane (or Protected Lane) | Existing Lane |
| Neighborhood Bike Route | Existing Route |
| Bike Storage Facility | Development Sites |
| | Aloha Stadium Rail Station |
| | Fixed Guideway |



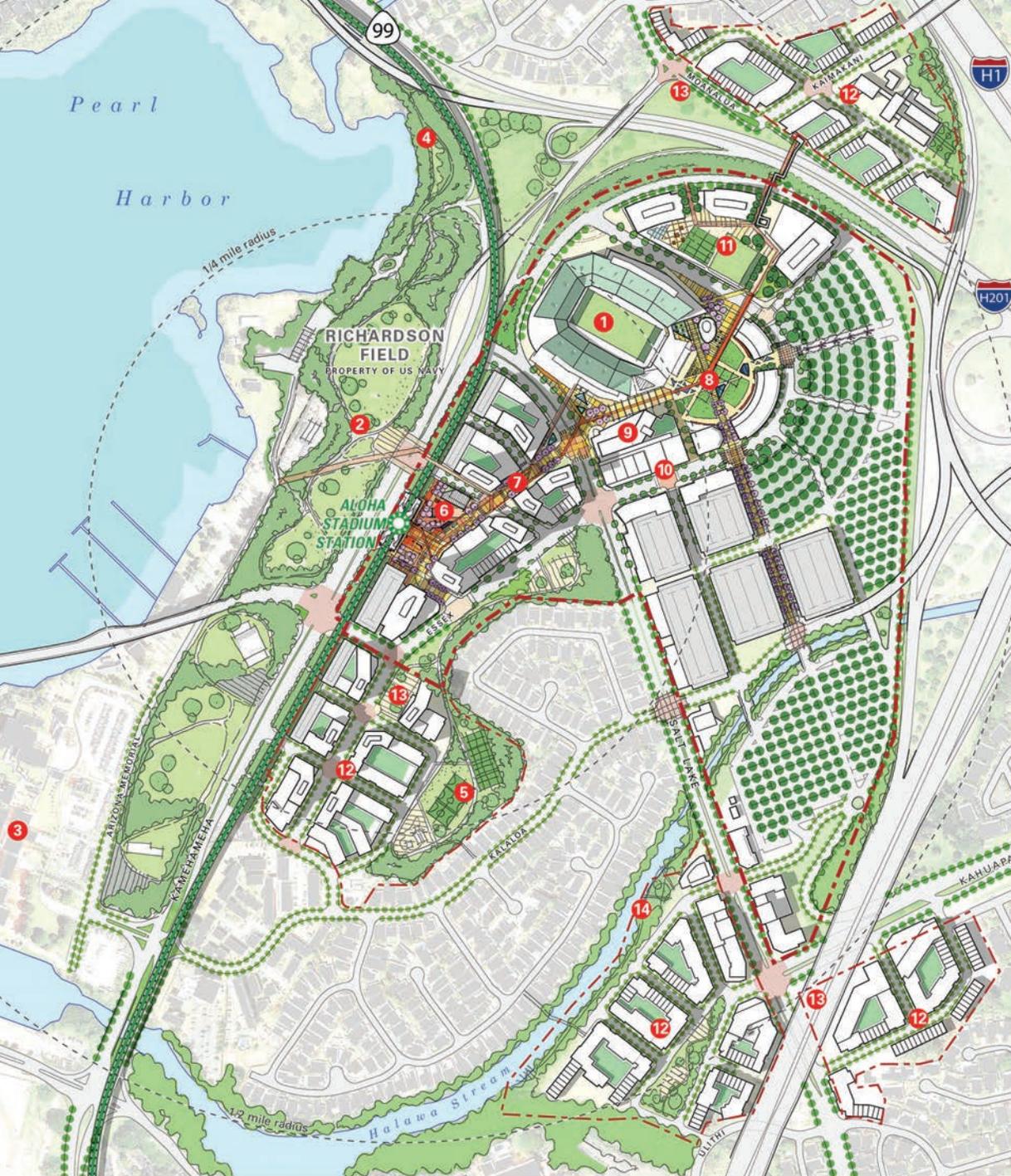
 **Appx. 250' x 250' AVERAGE BLOCK SIZE**



PROPOSED PEDESTRIAN CONNECTIVITY

- | | | |
|--|--------------------------------|----------------------------|
| Stadium-Station Connection | Elevated Pedestrian Crossing | Development Sites |
| Pearl Harbor Historic Trail | Pedestrian/Bicycle Path | Aloha Stadium Rail Station |
| Arterial Streetscape | Intersection Reconfiguration | Fixed Guideway |
| Improvements | New Significant Intersection | |
| New Arterial Streetscape (Complete Streets elements) | Other Significant Intersection | |
| Other Streetscape | Parks & Open Space | |
| (Complete Streets elements) | Gate | |





KEY ACTIVITY NODES & PROPOSED PUBLIC IMPROVEMENTS

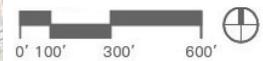
EXISTING DESTINATIONS

- 1 Aloha Stadium
- 2 Richardson Field
- 3 Pearl Harbor Visitor Center
- 4 Pearl Harbor Historic Trail
- 5 Makalapa Neighborhood Park

PROPOSED DESTINATIONS

- 6 Station Plaza, "Halls of Fame"
- 7 Mixed-Use Core
- 8 Gathering Place
- 9 Hotel
- 10 Entertainment Venue
- 11 Office/Institutional Campus
- 12 Mixed-Use Neighborhood
- 13 Other Open Space
- 14 Halawa Stream

- - - Stadium Site
- - - Other Development Sites
- Aloha Stadium Rail Station
- Fixed Guideway



COMMUNITY BENEFITS



3,500 +/- Projected PERMANENT JOBS

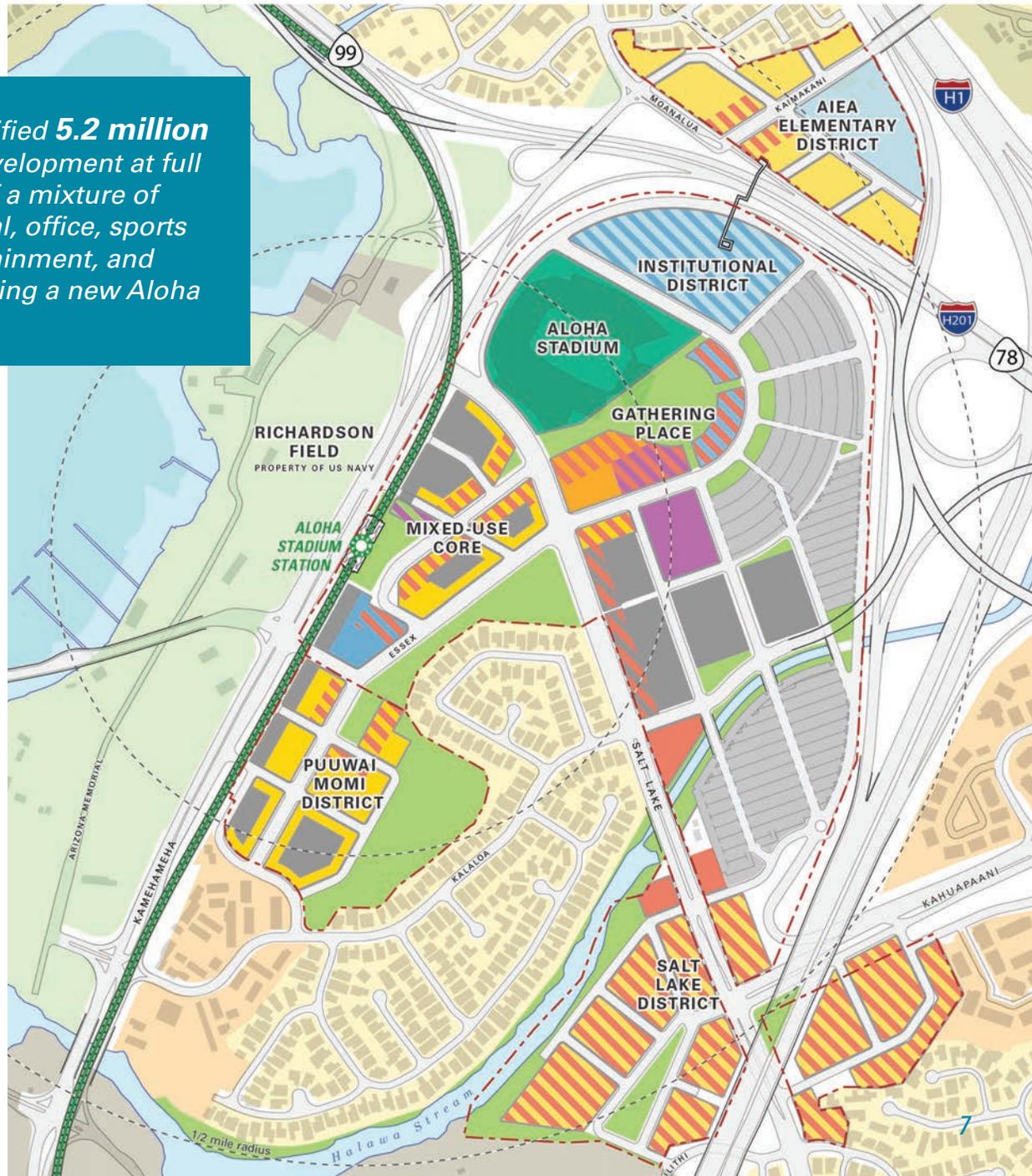


300+ Year-Round PROGRAMMED EVENTS

Using Aloha Stadium and the adjacent rail station as primary development drivers, the development of the Halawa area will create a dynamic destination attractive for both day and nighttime activities. The Plan embodies a bold vision for redeveloping the stadium site (100 acres) into a mixed-use community surrounding a downsized (30,000-40,000 seat) but state-of-the-art stadium relocated on-site. Leveraged by the increased mobility rail transit provides, TOD surrounding the Aloha Stadium Station has considerable potential to transform the area into a more urban environment with a vibrant mix of land uses, exciting street vitality, and safe, secure connections that link the rail station with the major destinations and activity centers in the area.



A market analysis justified **5.2 million** square feet of new development at full build-out consisting of a mixture of residential, commercial, office, sports medical, sports entertainment, and cultural uses surrounding a new Aloha Stadium.



PROPOSED LAND USE DISTRIBUTION

- PROPOSED DESIGNATIONS*
- Aloha Stadium
 - High-Density Residential
 - Medium-Density Residential
 - Retail/Restaurant
 - Office/Institutional
 - School
 - Hotel
 - Entertainment/Cultural
 - Parks & Open Space
 - Structured/Podium Parking
 - Surface Parking
- EXISTING DESIGNATIONS (OFFSITE)*
- Single Family
 - Multi-family
 - Military Housing
 - Military Base
 - Major Parks & Open Space
- Development Sites
- Aloha Stadium Rail Station
- Fixed Guideway

PUBLIC REALM IMPROVEMENTS

To realize the vision and principles expressed in the TOD Plan, a concerted long-term public-private partnership is needed to upgrade the public realm.

Station-Stadium Connection

A clear, strong pedestrian path between the rail transit station and the stadium is recommended in the Plan. This connection passes through the center of an activated mixed-use core, providing opportunities for ground-floor retail, vibrant street life, and upper story uses.

Complete Streets

Complete streets improvements are necessary so that all modes of travel are accommodated on the road. Where possible, these improvements should be considered for all significant existing and new streets in the Halawa area. Ample, ADA compliant sidewalks and enhanced amenities such as tree canopy, pedestrian-scale lighting, and furniture can accommodate pedestrian flows while enhancing commercial activities. Permeable paving should be utilized to minimize storm water runoff.

- | | |
|--|---|
| 1 Aloha Stadium Station | 11 Elevated Pedestrian Connection to Aloha Stadium Concourse (optional) |
| 2 Richardson Field | 12 Events Kiosk |
| 3 Station Park and Ride & Bike Station | 13 Paseo Connection |
| 4 Grove with Seating | 14 Hotel/Entertainment Venue |
| 5 Bus Transfer Station | 15 Aloha Stadium Entrance |
| 6 Wayfinding Kiosk | 16 Gathering Place |
| 7 Cafe with Outdoor Seating | 17 Scoreboard/Video Screen |
| 8 Museum/Information Center | 18 Water Feature |
| 9 Retail/Restaurant Frontage | 19 Surface Parking Lot (Tailgating/Swap Meet Venue) |
| 10 Pocket Park | 20 Athletic Field |
| | 21 Office Campus |



Kamehameha Highway (Mauka View)



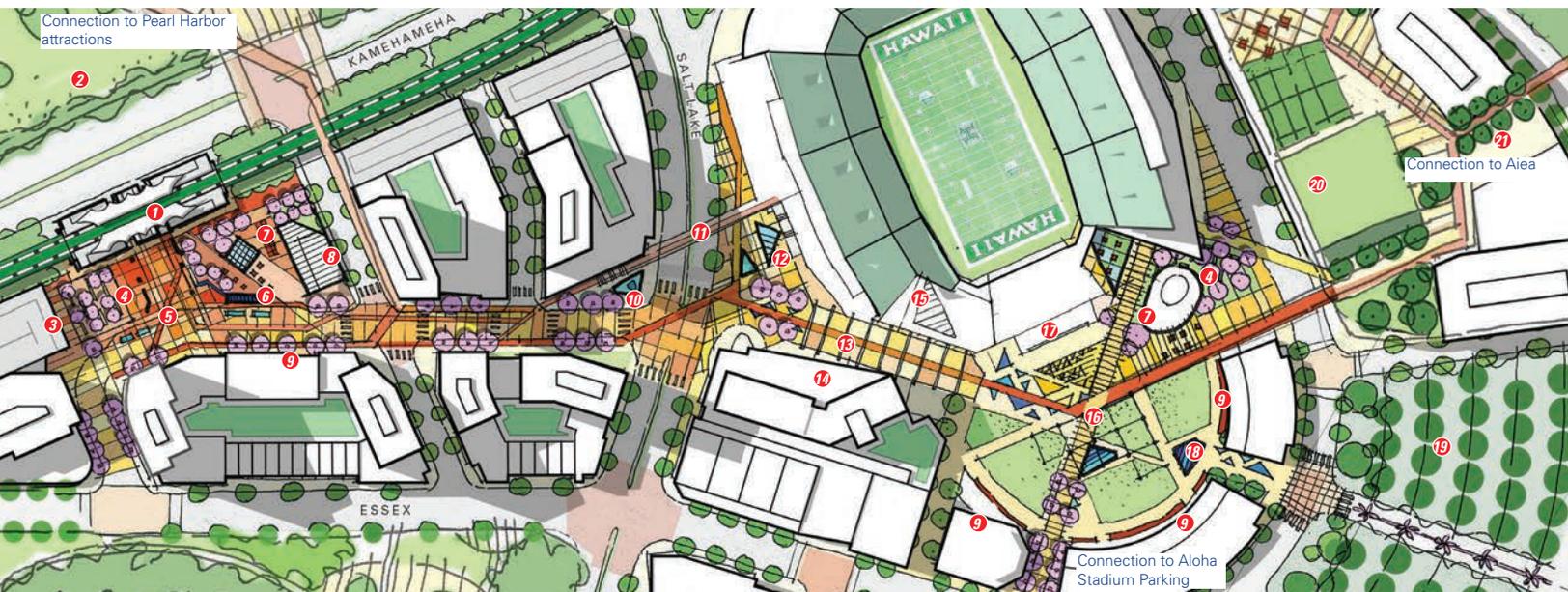
Salt Lake Blvd (Ewa View)



Salt Lake Blvd (Ewa View)



Stadium Loop Road (Ewa View)



A conceptual illustration of stadium-station connection and gathering space





A conceptual rendering of the H-1 freeway underpass park.



A hardscaped transit plaza as a "front door" gathering space.



Multi-purpose green for community events and social activities.



The Halawa Stream can be utilized as a public amenity.

Open Space Network

The Plan proposes a publicly-accessible open space network while expanding the urban forest with strong linkages to both the waterfront and mountains beyond the site.

Public Open Space

Public open spaces in the Halawa area include existing parcels that are zoned or are currently utilized as open spaces, portions of the public right of way, and proposed spaces. These spaces include existing park improvements, the Halawa Stream buffer, Aloha Stadium Station Plaza, Pearl Harbor Historic Trail, and a series of pocket parks transformed from empty lots or irregularly shaped remnants of parcels unsuitable for development.

Semi-Public Open Space

Beyond publicly owned urban parks and public rights of way, TOD development can provide open spaces in the areas that are privately owned but where the public may have some access to it. These spaces include Aloha Stadium gathering place, Aloha Stadium parking lot for Swap Meet and Marketplace, and pedestrian paseo, etc.

Special Open Spaces

Some public open spaces may reveal themselves in buffer areas, underutilized infrastructure, landscape buffers, or median strips, creating interesting and unique places for recreation and enjoyment. A conceptual illustration of an active open space being created at the H-1 underpass is shown above.

TOD ZONING

The Halawa Area TOD Plan serves as the basis for TOD zoning proposals and a new TOD Special District. Existing zoning regulations will be modified or replaced based on recommendations contained in the TOD Plan.

Recommendations Include:

Land Uses

Community Business Mixed-Use District BMX-3, or similar mixed-use zoning, is proposed for the parcels of stadium site, Stadium Mall and Marketplace. A combination of Medium Density Apartment Mixed-Use District AMX-2 and High Density Apartment Mixed-Use District AMX-3 is envisioned in the Puuwai Momi site and the Aiea Elementary District for supporting the area's redevelopment.

Height & Density

Building heights and massing should be less intense the farther one gets away from the Station. Larger, taller buildings of greater density are located closer to those "key streets." Additional building height or density bonuses are granted to developers providing commensurate community benefits to the Halawa area.

Yards

Yards and building setbacks should allow for safe, comfortable circulation along the street and between buildings and also provide view corridors through height setbacks above the street level. To achieve this, the current street centerline setback for BMX-3 is recommended to be replaced with the AMX height setback.

Historic Preservation

New development adjacent to historic, scenic, and culturally significant sites should respect the resources' integrity. The character of these directly adjacent buildings should incorporate setbacks and massing that is consistent with the scale of the historic properties and does not project excessive shadows.

Building Frontage

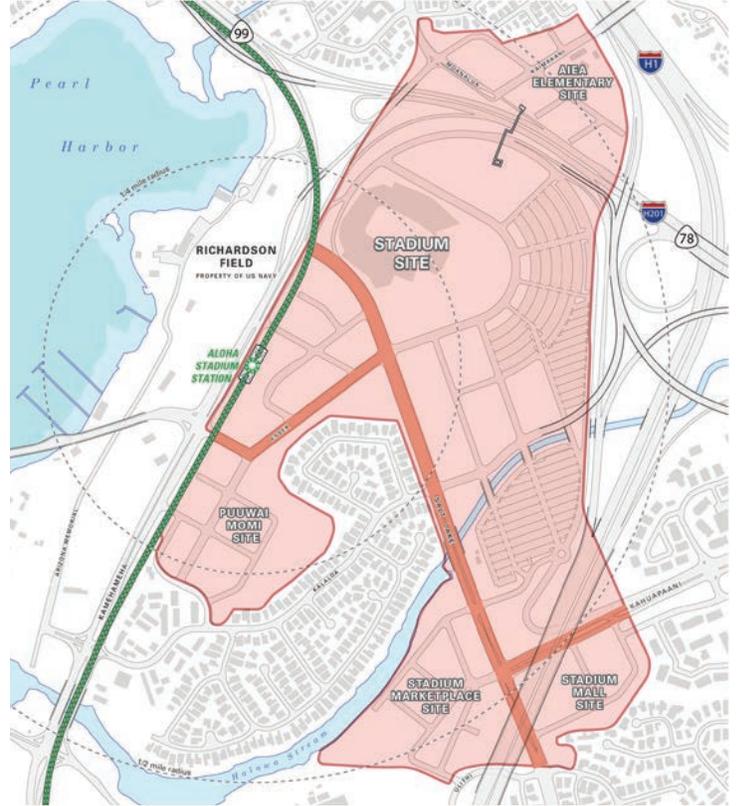
New commercial development should be oriented toward public sidewalks with parking located in the interior or the rear. Continuous building frontage assists in providing an engaging ground-level environment for pedestrians.

Affordable Housing

New developments should conform to the City's new affordable housing strategy which redefines affordability to 120 percent of area median income (AMI) and below, and emphasizes rental housing.

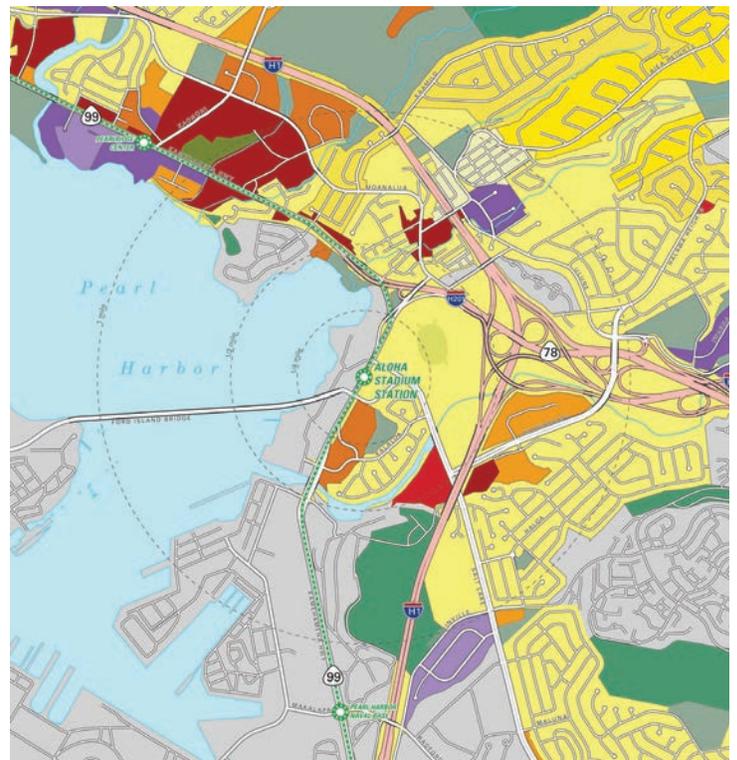
Parking

Parking requirements are reduced by at least 50 percent; shared parking and other parking management systems are encouraged. Bicycle parking requirements are introduced to encourage bike usage throughout the Halawa area.



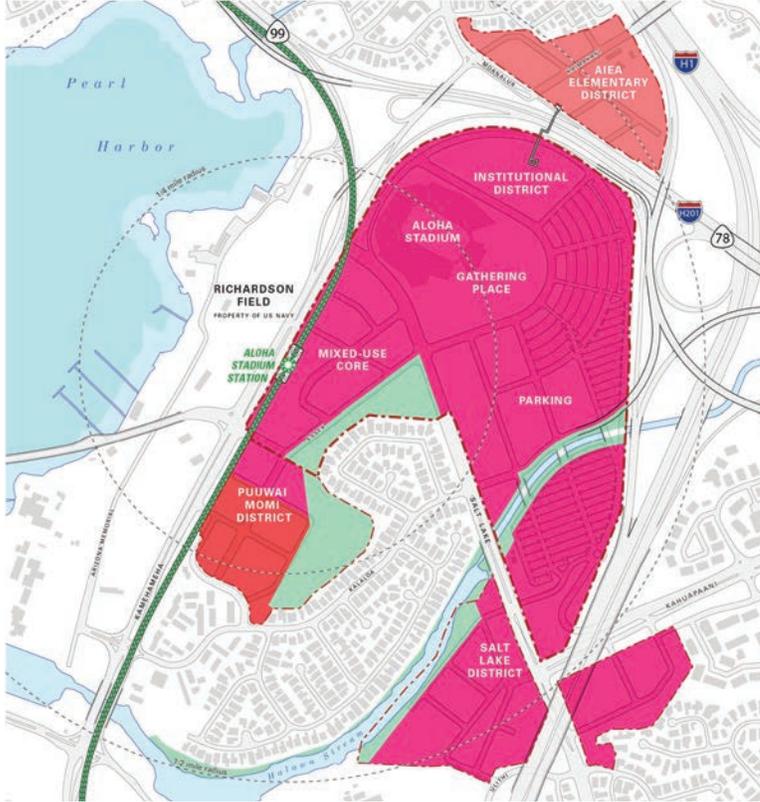
PROPOSED ZONING SPECIAL DISTRICT

- TOD Special District Boundaries
- Key Street
- Aloha Stadium Rail Station
- Fixed Guideway



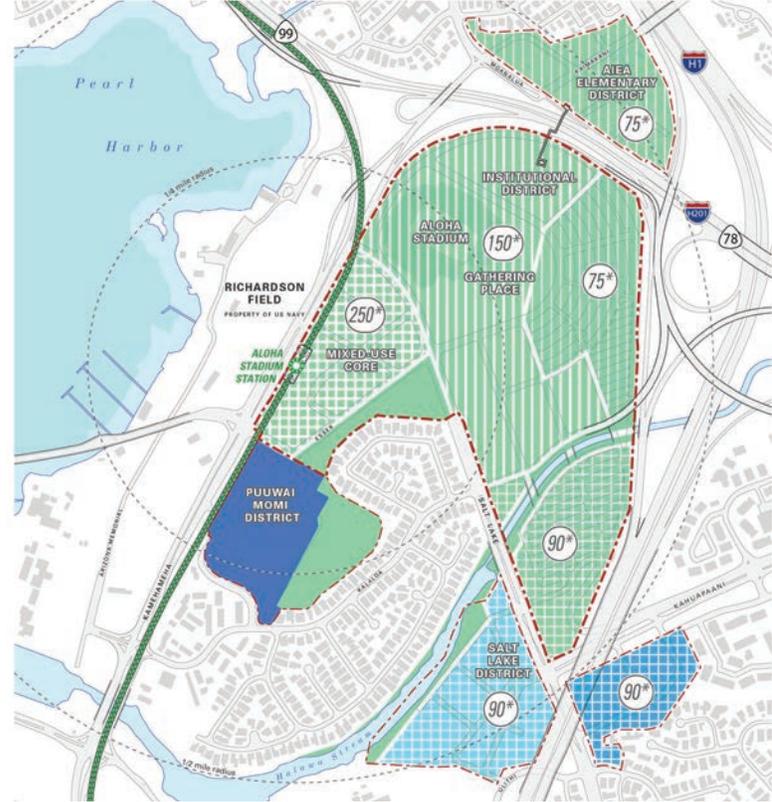
EXISTING ZONING DESIGNATIONS

- Fixed Guideway
- Rail Stations
- R3.5 - Residential
- R5 - Residential
- R7.5 - Residential
- R10 - Residential
- A-1 - Low-Density Apartment
- A-2 - Medium-Density Apartment
- AG1 - Restricted Agricultural
- B1 - Neighborhood Business
- B2 - Community Business
- F1 - Federal and Military Business
- IMX - Industrial Mixed Use
- I-2 - Industrial
- P-1 - Restricted Preservation
- P-2 - General Preservation



PROPOSED ZONING DESIGNATIONS

- Medium Density Apartment
- Mixed-Use (AMX-2)
- High Density Apartment
- Mixed-Use (AMX-3)
- Community Business Mixed-Use (BMX-3)
- General Preservation (P-2)
- Stadium Site
- Other Development Sites
- Aloha Stadium Rail Station
- Fixed Guideway



BUILDING MAXIMUM WITH COMMUNITY BENEFITS

- 250' Area
- 150' Area
- 90' Area
- 75' Area
- Maximum Height with Community Benefits
- 150'
- 60'
- 40'
- 30'
- Other/No Limit Assigned
- Stadium Site
- Other Development Sites
- Aloha Stadium Rail Station
- Fixed Guideway



PHASING

The Halawa Area TOD Plan is long-term in nature, therefore may take several decades (20-40 years) to implement. The following diagrams outline a preliminary implementation schedule simulating a logical process for developing the Halawa area over this time horizon. This phasing structure will be crucial in synchronizing development with the continued use of the existing stadium, as well as its renovation or replacement; and is largely driven by market forces and possibly influenced by public policy and investments.



Phase 1: Initiate Aloha Stadium Station with a transit plaza



Phase 4: Build mixed-use core and streets enhancement



Phase 6-a: Redevelop Puuwai Momi site (may take place in shorter term)



Phase 2: Relocate and build a new Aloha Stadium



Phase 5: Infill the stadium site



Phase 6-b: Revitalize other sites



Phase 3: Build gathering place + sports & entertainment district

How and When Will the Plan be Implemented?

The Plan works together with the City's other regulatory documents, including the Land Use Ordinance, to outline the vision, policies, and specific regulations for new development, while providing enough flexibility to allow land owners and applicants to make decisions based on market demands and economic conditions. The Halawa Area TOD Plan is long-term in nature, therefore may take several decades (20-40 years) to implement. The City is preparing zoning regulations that will create a TOD Special District to explicitly promote TOD and help implement the Plan's vision. In addition, the Plan suggests funding mechanisms and priorities for regional

support infrastructure. It is anticipated that most new development and support infrastructure will be privately funded. Also it likely will take a combination of public and private investment for public realm improvements. Considering numerous factors and variables affecting the Plan's implementation, the City encouraged the Stadium Authority to build on the TOD Plan concepts and principles. And there is significant flexibility within the TOD framework to adjust the location and design of the Stadium, housing and commercial development. This is also a ease for most other new developments and public improvements within the planning area.

Next Steps

The following steps should be taken in the near-term to move the Halawa Area TOD Plan into action and to ensure that future TOD and area improvements follow the vision and principles defined by the community.

- Adopt the Halawa Area TOD Plan (Honolulu City Council).
- Adopt the Halawa Area TOD Special District zoning regulations.
- Identify incentives and funding sources at the City, State, and Federal levels.
- Partner with property owners interested in redeveloping according to the Plan.
- Identify and advance of short-term (3-5 years) public improvement projects in the TOD District.

For More Information on the City's
TOD Program:

Please visit www.todhonolulu.org

or call 768.8000

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