

**PLANNING COMMISSION  
KOMIKINA HO'OLĀLĀ**

**CITY AND COUNTY OF HONOLULU**

PHONE: (808) 768-8000 • FAX: (808) 768-6041  
DEPT. WEB SITE: [www.honolulu.gov](http://www.honolulu.gov) • CITY WEB SITE: [www.honolulu.gov](http://www.honolulu.gov)

RICK BLANGIARDI  
MAYOR



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NATHANIEL KINNEY  
HILARIE ALOMAR  
MELISSA MAY  
KAI NANI KRAUT

August 11, 2023

The Honorable Tommy Waters  
Chair and Presiding Officer  
and Members  
Honolulu City Council  
530 South King Street, Room 202  
Honolulu, Hawaii 96813

Dear Chair Waters and Councilmembers:

SUBJECT: Halawa Area Transit-Oriented Development (TOD) Amendments  
to Zoning Map No. 7

The Planning Commission held a public hearing on July 26, 2023 in the above subject matter. Public and written testimonies were received. The public hearing was closed on July 26, 2023.

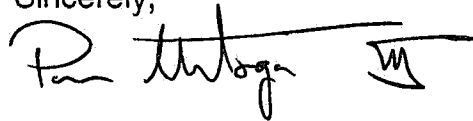
The Planning Commission voted unanimously 7:0 to recommend approval of the Halawa TOD rail station area zone changes recommended by the Director of the Department of Planning and Permitting (DPP), together with DPP's recommendation of removing certain Unilateral Agreement conditions related to prior zone changes.

Enclosed is the DPP's transmittal to the Planning Commission, written testimonies and comments, and the draft Bill.

The Honorable Tommy Waters  
Chair and Presiding Officer  
and Members  
August 11, 2023  
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Should you have any questions, please contact me at (808) 768-8007.

Sincerely,

A handwritten signature in black ink, appearing to read "Pane Meatoga III", with a stylized flourish at the end.

Pane Meatoga III, Chair  
Planning Commission

Enclosures

ACKNOWLEDGED:

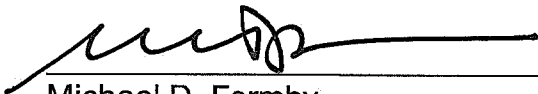
A handwritten signature in black ink, appearing to read "Rick Blangiardi", written over a horizontal line.

Rick Blangiardi  
Mayor

ACKNOWLEDGED:

A handwritten signature in black ink, appearing to read "Dawn Takeuchi Apuna", written over a horizontal line.

Dawn Takeuchi Apuna, Director  
Department of Planning and Permitting

A handwritten signature in black ink, appearing to read "Michael D. Formby", written over a horizontal line.

Michael D. Formby  
Managing Director

Authorization Dawn Takeuchi Apuna  
Director  
Advertisement July 14, 2023  
Public Hearing July 26, 2023

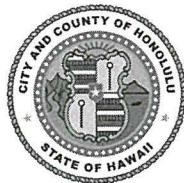
DEPARTMENT OF PLANNING AND PERMITTING

KA 'OIHANA HO'OLĀLĀ A ME NĀ PALAPALA 'AE

CITY AND COUNTY OF HONOLULU

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RICK BLANGIARDI  
MAYOR  
MEIA



DAWN TAKEUCHI APUNA  
DIRECTOR  
PO'O

JIRO A. SUMADA  
DEPUTY DIRECTOR  
HOPE PO'O

July 10, 2023

**MEMORANDUM**

TO: Pane Meatoga, III, Chair  
and Members of the Planning Commission

FROM: Dawn Takeuchi Apuna, Director  
Department of Planning and Permitting (DPP)

SUBJECT: Halawa Area Transit-Oriented Development (TOD)  
Amendments to Zoning Map No. 7

DEPT OF PLANNING  
AND PERMITTING  
CITY & COUNTY OF HONOLULU

23 JUL 10 P 3:07

RECEIVED

In accordance with enabling Ordinance 09-4, relating to TOD, we are pleased to transmit two zoning bills to implement the adopted Halawa Area TOD Plan. These bills cover one additional rail transit station area and propose the following:

- Zone changes for Halawa (Aloha Stadium) station area, approximately 227 acres; and
- Amendments to Land Use Ordinance (LUO) Article 9 (Revised Ordinances of Honolulu [ROH] Chapter 21) TOD Special District that incorporate the same station area and certain updates.

Each proposed bill is accompanied by a staff report and recommendations. This memorandum frames the amendments within the larger context of the City's TOD efforts. Ordinance 09-4 states, in part, that "... a general land use scheme must be created that provides for a deliberate, inclusive process to plan for TOD so that well-defined, meaningful, and appropriate regulatory and incentive programs can be adopted for each area around a transit station or type of station." The DPP has followed such a process to develop the neighborhood TOD plans and is recommending approval of the proposed zone changes and LUO amendments.

Mr. Pane Meatoga, III, Chair  
and Members of the Planning Commission  
July 10, 2023  
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#### Land Use Planning

The neighborhood TOD plans identify opportunities for new development, orderly growth, and improved accessibility around the rail transit stations. Each plan covers one to three station areas, and addresses land use, circulation, urban design, housing, community facilities, parking, pedestrian amenities, historic and cultural enhancements, and infrastructure. The neighborhood TOD plans are aligned with the Oahu General Plan and regional development plans. All of the neighborhood TOD plans have been adopted by the City Council.

As discussed in the attached zone change report, the DPP has analyzed all TOD properties along the entire rail transit corridor for sea level rise impacts. If over half of a property is impacted by the referenced 3.2 feet of projected sea level rise, it is being excluded from the TOD Special District and zone changes, even if recommended in its neighborhood TOD plan, since policies and regulations are still being developed to more fully address impacts. The Halawa TOD area is not impacted.

#### Regulations and Community Benefits

The proposed LUO amendments and zoning map changes will help direct and manage growth around the rail transit stations. One of the most important changes involves rezoning from single to mixed uses. The City-initiated zone changes will expand the types of allowable uses and are intended to stimulate appropriate development activity around the stations.

The proposed TOD zoning for Halawa generally provides additional development rights to incentivize TOD and achieve desired community benefits. Any height increase over the current limits will be a bonus height. Bonus height and density are regulated through the TOD Special District within the LUO and require the provision of community benefits (e.g., affordable housing and streetscape improvements), which help further implement the neighborhood TOD plans.

The TOD Special District is designed to supplement or modify the underlying zoning district regulations to promote TOD (e.g., front yard requirements are relaxed to allow outdoor dining), while providing opportunities for review and comment on major projects. It also specifies site layout and ground-floor building design requirements to promote walkable, active streetscapes, and usable public space. These development standards are intended to improve the pedestrian experience around the rail transit stations, especially along designated "key streets," which are expected to handle the most pedestrian and business activity.



Mr. Pane Meatoga, III, Chair  
and Members of the Planning Commission  
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Page 3

An island-wide affordable housing requirement (AHR), pursuant to ROH Chapter 29, imposes higher percentages of affordable housing on for-sale residential projects seeking TOD bonuses, among other factors. Whereas prior zone change applicants executed unilateral agreements to provide affordable housing, the AHR will apply to projects in these City-initiated TOD zone change areas that meet the applicability criteria stated in ROH Chapter 29. As mentioned, projects can also provide additional affordable housing as a community benefit to receive bonus height and/or density through TOD permits. Various ordinances have created financial and other incentives to develop affordable housing.

The TOD Special District and zoning were already adopted for the two Waipahu station areas through Ordinances 17-54 and 17-56, respectively; and for the three Aiea-Pearl City station areas through Ordinances 22-29 and 22-30, respectively. Through this and future submittals, zoning and the TOD Special District will be expanded to incorporate additional station areas, based on the recommendations of the adopted neighborhood TOD plans. Upcoming TOD neighborhood submittals will focus on the initial rail transit service areas.

#### Participatory Process

The neighborhood TOD plans were developed with extensive community engagement. Further engagement occurred for the LUO and zone change proposals. The Aiea and Aliamanu-Salt Lake-Foster Village-Airport Neighborhood Boards did not take a position on the proposals. The TOD website ([www.honolulu.gov/tod](http://www.honolulu.gov/tod)) provides additional opportunities to obtain information and provide input on TOD items, such as projects and proposed regulations.

#### Recommendation

The DPP has found the LUO and zone change proposals to be consistent with State and City land use plans and policies. Therefore, the DPP recommends approval. Please review the reports and recommendations and then forward them, together with your findings and recommendation through the Mayor, to the City Council.

Thank you for your continued support of these efforts.

Enclosure(s)

cc: Mayor Rick Blangiardi  
Michael D. Formby, Managing Director  
Council Chair Tommy Waters

DEPARTMENT OF PLANNING AND PERMITTING  
CITY AND COUNTY OF HONOLULU

FILE NO. 2022/GEN-2

**DIRECTOR'S REPORT**  
**HALAWA AREA TRANSIT-ORIENTED DEVELOPMENT (TOD) PLAN**  
**RAIL TRANSIT STATION AREA ZONE CHANGES**

- A. **Proposal.** The Department of Planning and Permitting (DPP) is proposing zone changes in conjunction with a TOD Special District designation (separate report and bill for an ordinance) around the Halawa (Aloha Stadium) rail transit station to facilitate implementation of the Halawa Area TOD Plan (TOD Plan). Hawaiian station names were approved by the Honolulu Authority for Rapid Transportation (HART) Board of Directors. The English name in parenthesis reflects the general location and is not a translation of the Hawaiian name. The proposed zone changes for the rail transit station cover approximately 227 acres in total and are summarized in **Tables 1 and 2.**

In general, the proposed zone changes and accompanying TOD Special District designation help implement the major emphasis of the TOD Plan—to create more compact, mixed-use neighborhoods. By designating mixed-use zoning districts, primarily the Apartment Mixed Use and Business Mixed Use districts, on most properties within one-half mile of the rail transit stations, the diversity of allowable uses and the potential activity generated by the close interaction of living, shopping, educational, cultural, and entertainment opportunities sets the stage for robust and vibrant neighborhoods. Generous pedestrian amenities, such as wider sidewalks and plazas, will help form comfortable gathering spaces and connections between the rail transit stations and where people live and visit.

Generally, the existing maximum building height limits in each zoning district are carried forward with the proposed zone changes. However, increased heights through new bonus heights are proposed in exchange for the provision of community benefits, such as affordable housing, open/park space, and streetscape improvements.

The proposed zone changes will more accurately reflect current and/or envisioned land uses. One notable example is the proposed zoning of the Aloha Stadium site (bounded by Salt Lake Boulevard and Aiea Access Road) from R-5 Residential to BMX-3 Community Business Mixed Use. Aside from the stadium, the site primarily consists of surface parking. Single-family housing under the existing zoning is not the highest and best use of land within TOD areas. The State of Hawaii also has plans for a New Aloha Stadium Entertainment District, which the BMX-3 District would support.

In addition, there are several proposed non-substantive or “housekeeping” zone changes, such as updating street zoning designations by reflecting the zoning of adjacent lots extending out to the street centerline.

The proposed zone changes also rezone portions of the Pearl Harbor Historic Trail (PHHT) to the P-2 General Preservation District. The change of zoning would help to implement the recommendations of the 2001 PHHT Master Plan by preserving the PHHT as a major recreational, scenic, and historic resource. Preservation measures for envisioned greenways are also proposed along Halawa Stream by changing the zoning to the P-2 District.

Table 1: Halawa (Aloha Stadium) Rail Transit Station Area Summary			
EXISTING			
Zoning Districts	Height Limit (feet)	Acres <sup>1</sup>	Acreage (%) <sup>2</sup>
A-1 Low-density Apartment	30	0.02	0
A-2 Medium-density Apartment	150	12.52	5.5
B-1 Neighborhood Business	40	16.85	7.4
B-2 Community Business	60	6.47	2.9
BMX-3 Community Business Mixed Use	60 (150)	0.42	0.2
F-1 Military and federal Preservation	n/a	5.80	2.6
R-5 Residential	25-30 <sup>3</sup>	184.63	81.4
TOTALS	n/a	226.71	100.0
Notes: <sup>1</sup> Includes street area. <sup>2</sup> Acreage percentages are approximate. Rounding may cause summation differences. <sup>3</sup> Heights above the minima of the given range may require height setbacks or may be subject to other requirements. <sup>4</sup> Heights in parentheses indicate maximum "bonus" heights contingent on provision of community benefits. Not all districts will include a listed bonus height.			
PROPOSED			
Zoning Districts	Height Limit (feet)	Acres <sup>1</sup>	Acreage (%) <sup>2</sup>
A-1 Low-density Apartment	30	2.46	1.1
A-2 Medium-density Apartment	150	2.79	1.2
AMX-2 Medium-density Apartment Mixed Use	25 (75) <sup>4</sup>	13.42	5.9
B-1 Neighborhood Business	40	0.95	0.4
B-2 Community Business	60	3.44	1.5
BMX-3 Community Business Mixed Use	25 (90), 25 (150), 25 (250), 40 (90), 60 (90), 60 (120), 150 (250) <sup>4</sup>	169.41	74.7
F-1 Military and federal Preservation	n/a	0.01	0.0
P-2 General Preservation	15-25 <sup>3</sup>	34.23	15.1
TOTALS	n/a	226.71	100.0
Notes: <sup>1</sup> Includes street area. <sup>2</sup> Acreage percentages are approximate. Rounding may cause summation differences. <sup>3</sup> Heights above the minima of the given range may require height setbacks or may be subject to other requirements. <sup>4</sup> Heights in parentheses indicate maximum "bonus" heights contingent on provision of community benefits. Not all districts will include a listed bonus height.			

**Attachment 1** shows the location of the station area and highlights the extents of the proposed zone changes, while its attached table identifies parcels (53 in total) and streets affected by the proposed zone changes. **Attachment 2** shows the existing zoning districts.

- B. **Background.** Rail transit and a high-density rail corridor are part of the City's strategy to manage and direct future growth on the island. Channeling development to rail transit station areas will help curb sprawl and encourage new higher density infill development that takes advantage of and supports the rail transit system. TOD and related regulations support and encourage compact, mixed-use development within roughly one-half mile of stations. Higher density and higher building heights generally surround stations, but step down in height and intensity the farther one gets from a station to be compatible with existing uses on the periphery.

The vision of a compact, mixed use, walkable neighborhood was recommended for the Halawa station area in the TOD Plan adopted by the City Council in December 2020 (Resolution 20-224, CD1). Based on the TOD Plan's recommendations, the DPP is initiating these zone changes and adding the area to the TOD Special District



(established by Ordinance 17-54), which provides additional land use regulations to facilitate implementation of the TOD Plan. The accompanying TOD Special District regulations, presented in a separate report and bill for an ordinance, will apply development standards related to site layout and ground floor building design once the boundaries are extended around this station.

In addition, there are other implementing actions the City has been working on, including policies and regulations (e.g., affordable housing and climate adaptation) and catalytic projects (e.g., new transit centers and park space).

The Halawa TOD area is predominantly comprised of State land, including the Aloha Stadium and the Puuwai Momi public housing sites. Deed restrictions on the Aloha Stadium site that limited it to public park and recreational use, as well as for a public stadium project, were lifted by the U.S. National Park Service and the City in 2017. This removal has paved the way for new uses that are being planned through an envisioned New Aloha Stadium Entertainment District. In addition, the Hawaii Public Housing Authority intends to redevelop its Puuwai Momi property (plus a number of other sites within TOD areas). Together, these two properties comprise significant development potential to implement the TOD Plan, and this zone change proposal supports those efforts.

- C. **Property Owner/Community Meeting.** On May 8, 2023, the DPP mailed notification of the proposal and a May 16, 2023, community meeting to property owners affected by the proposed zone changes and/or proposed TOD Special District, and to property owners within 300 feet of those properties. The DPP also mailed notification to the Aliamanu-Salt Lake-Foster Village-Airport Neighborhood Board (NB) No.18 and Aiea NB No.20, Neighborhood Commission Office, area elected officials, and other stakeholder groups.

On May 16, 2023, the DPP held a community meeting at Aiea Elementary School to present the proposed zone changes and other TOD implementation measures. There were 37 persons who signed in. No one requested their property be included or excluded from the proposal. The majority of comments concerned: 1) the development impacts on nearby parking; 2) the incomplete downstream dredging of Halawa Stream; 3) the inclusion of affordable housing and park space; 4) adequacy of infrastructure and soil stability for large buildings; and 5) the real property tax implications on nearby residential properties from “up-zoning” the TOD area. Staff addressed these comments at the meeting and, as applicable, in the following sections of this report.

- D. **Public Agency Notification/Comments.** The DPP mailed notices to City departments and other public agencies listed below on May 8, 2023, requesting comments on the impact that the proposed zone changes may have on their facilities and services. A listing of agencies which submitted written comments is provided in **Table 3**. Written comments received by the DPP are summarized, then followed by a DPP response as necessary.

The DPP presented the proposal to the Hawaii Interagency Council for TOD (TOD Council) on June 16, 2023. The TOD Council is comprised of representation from State and county governments and the community, serving as the State’s forum for TOD planning and policy development. Discussion centered on the following: 1) TOD regulations; 2) development review process that Navy can utilize for projects near its base; 3) other potential overlay districts planned for the area; and 4) alignment of State infrastructure efforts.



<b>Table 3: Agency Requests for Comments</b>	<b>Written Comment</b>	<b>No Response</b>
<b>City Agencies</b>		
Board of Water Supply (BWS)	X	
Department of Budget and Fiscal Services (BFS)		X
Department of Community Services (DCS)		X
Department of Corporation Council (COR)		X
Department of Customer Services (CSD)		X
Department of Design and Construction (DDC)	X	
Department of Emergency Management (DEM)		X
Department of Enterprise Services (DES)		X
Department of Environmental Services (ENV)		X
Department of Facility Maintenance (DFM)		X
Department of Land Management (DLM)		X
Department of Parks and Recreation (DPR)		X
Department of Transportation Services (DTS)		X
Honolulu Authority of Rapid Transportation (HART)		X
Honolulu Fire Department (HFD)	X	
Honolulu Police Department (HPD)	X	
Neighborhood Commission Office (NCO)		X
Office of Climate Change, Sustainability, and Resiliency (CCSR)		X
Office of Council Services (OCS)		X
Office of Economic Revitalization (OER)		X
Office of the Managing Director (MD)		X
Office of the Mayor (MAY)		X
<b>State Agencies</b>		
Department of Accounting & General Services (DAGS)		X
Department of Business, Economic Development & Tourism (DBEDT)		
Office of Planning and Sustainable Development (OPSD)	X	
Department of Defense		X
Department of Education (DOE)		X
Department of Health (DOH)		X
Department of Land and Natural Resources (DLNR)		
Engineering Division		X
Division of Fish and Wildlife (DOFAW)		X
Land Division – Oahu district	X	
Historic Preservation Division (SHPD)		X
Department of Transportation (DOT)	X	
Hawaii Community Development Authority (HCDA)	X	
Hawaii Housing Finance Development Corporation (HHFDC)		X
Hawaii Public Housing Authority (HPHA)	X	
Office of Hawaiian Affairs (OHA)		X
Stadium Authority	X	
University of Hawaii (UH)		X
<b>Federal Agencies</b>		
Department of the Interior (DOI)		
Fish and Wildlife Service (FWS), Pacific Islands Fish and Wildlife Office (PIFWO)		X
15th Air Base Wing/DE		X
Army Engineer District, Honolulu		X
Airport District Office (FAA)		X
Department of Housing and Urban Development (HUD)		X
U.S. Navy, Commander, Hawaii Region (Navy)		X
Naval Facilities Engineering Command (NAVFAC)		X
U.S. Coast Guard Civil Engineering Unit		X

1. City Agency Comment Summaries

- The BWS commented that the developer will be required to submit a master plan for the TOD Special District around the station.

DPP responses: The BWS requirement will be addressed during the standard special district and building permit process for new projects.

- The DDC had no comments.
- The HFD has access road and water supply standards for new projects, which includes submission of civil drawings for its review and approval.

DPP responses: HFD requirements will be addressed during the standard special district and building permit process for new projects.

- The HPD had no concern at this time, but would like to be included in discussions about future projects.

DPP responses: HPD will have the opportunity to review and comment on major permit applications as well as through other project outreach.

2. State Agency Comment Summaries

- The OPSD commented that it supports the proposed rezoning and special district, and appreciates that the proposal will support State planning for redevelopment of the Aloha Stadium and Puuwai Momi public housing properties. Similar to HPHA, OPSD requested that the entire Puuwai Momi site (TMK: 9-9-003: 056 and 064) be designated the BMX-3 District with a bonus height limit of 250 feet (the initial proposal and TOD Plan recommended the AMX-3 High-density Apartment Mixed Use District and the BMX-3 District with a 150-foot height limit). Their rationale included more functional site development and the ability to provide additional affordable housing, while higher height and density would be consistent with the adjacent zoning proposed around the rail station and development on the other side (Halawa View Apartments 201H project) with Makalapa Park buffering it from single family housing in the other direction, among other points.

DPP response: The proposal was adjusted in concurrence with the request regarding the Puuwai Momi site.

- The DLNR, Land Division, had no comments.
- The DOT advised that all projects within five miles of Hawaii State airports seek guidance from the Technical Assistance Memorandum for development activities that may require further review and permits (the Halawa [Aloha Stadium] rail station is approximately two miles from the Daniel K. Inouye International Airport). Submittal of FAA Form 7460-1 Notice of Proposed Construction or Alteration is required if construction or alteration is within 20,000 feet of a public use or military airport which exceeds a 100:1 surface

from any point on the runway of each airport with its longest runway more than 3,200 feet. No significant adverse impacts to state highways's level or service or safety is anticipated at project build-out, and no mitigation warranted.

DPP response: The DPP will advise developers and landowners undertaking major projects in the Halawa TOD area to notify and consult with the DOT– Airports Division and the FAA.

- The HCDA supported the rezoning and special district, but suggested that the proposed height on the Aloha Stadium parcel (TMK: 9-9-003: 061) be increased from 150 to 250 feet because future stadium development may be higher, and depending on the private partnership it may not be considered a public use that would be exempt.

DPP response: An increased height limit on the stadium site would contradict the TOD Plan, while affecting a large area due to the parcel size, and may not be necessary (Stadium Authority did not request any change). Any public agency involvement, even with a private partner overseeing the stadium, could still allow the stadium to be considered a public use that would be exempt from the height limit in that portion of the larger parcel, if needed.

- The HPHA commented that it supports the proposed zoning. Similar to OPSD, HPHA requested that the entire Puuwai Momi site (TMK: 9-9-003: 056 and 064) be designated the BMX-3 District with a bonus height limit of 250 feet (the initial proposal and TOD Plan recommended the AMX-3 District and the BMX-3 District with a 150-foot height limit). Their rationale included more functional site development and the ability to provide additional affordable housing, while higher height and density would be consistent with the adjacent zoning proposed around the rail station and development on the other side (Halawa View Apartments 201H project) with Makalapa Park buffering it from single family housing in the other direction, among other points.

DPP response: The proposal was adjusted in concurrence with the request regarding the Puuwai Momi site.

- The Stadium Authority commented that it supports the proposed rezoning and special district and looks forward to seeing it adopted, in order to pave the way for implementation of its stadium district development and community revitalization efforts.

All written City and public agency responses received prior to the signing of this report are included in their entirety in **Attachment 3**. Comments received after the signing of this report will be transmitted separately to the Planning Commission or the City Council for consideration.

- E. **Community Organization and Stakeholder Notification and Comments.** The DPP mailed out notices on May 8, 2023, requesting comments about the proposed zone changes to island-wide community organizations, the two applicable NBs (Aliamanu-Salt Lake-Foster Village-Airport NB No. 18 and Aiea NB No. 20), the Neighborhood



Commission Office, Aiea Community Association, Crosspointe Community Association, East Foster Village Community Association, Foster Village Community Association, Halawa Valley Estates Association, the Hawaiian Electric Company, Pearlridge Satellite City Hall, City and State elected officials, and other stakeholders.

At the request of the Aiea NB No. 20, the DPP also presented the proposal at the NB's June 13, 2023, meeting. Questions came up related to the proposed designations and implementing other recommendations of the TOD Plan, including an extension of PHHT.

No written community organization responses were received prior to the signing of this report. Comments received after the completion of this report will be transmitted separately to the Planning Commission or the City Council for their consideration.

F. **State Land Use Legislation Considerations.**

1. Hawaii Revised Statutes (HRS) Chapter 205, Land Use Commission. The proposed zone change areas as shown in **Attachment 4** are entirely within the State Land Use (SLU) Urban District. The SLU Urban District includes lands characterized by "city-like" concentrations of people, structures, and services, while also including vacant areas for future development. The proposed zone changes are consistent with the purpose of the SLU Urban District.

G. **City Land Use Legislation Considerations.**

1. Oahu General Plan (November 2021), Resolution 21-023, CD1. The proposed zone changes adhere to the General Plan objectives and policies, including the following key items:

Population, Objective B:

"To establish a pattern of population distribution that will allow the people of O'ahu to live, work and play in harmony."

Policy 1: "Facilitate the full development of the primary urban center through higher-density redevelopment and the provision of adequate infrastructure."

Housing and Communities, Objective A:

"To ensure a balanced mix of housing opportunities and choices for all residents at prices they can afford."

Policy 12: "Promote higher-density, mixed-use development where appropriate, including rail transit-oriented development, to increase the supply of affordable and market housing in convenient proximity to jobs, schools, shops, and public transit."

Housing and Communities, Objective C:

"To provide residents with a choice of living environments that are reasonably close to employment, schools, recreation, and commercial centers, and that are adequately served by transportation networks and public utilities."



Policy 5: "Support mixed-use development and higher-density redevelopment in areas surrounding rail transit stations."

Transportation & Utilities, Objective A:

"To create a multi-modal transportation system that moves people and goods safely, efficiently, and at a reasonable cost and minimizes fossil fuel consumption and greenhouse gas emissions; serves all users, including limited income, elderly, and disabled populations; and is integrated with existing and planned development."

Policy 5: "Support the rail transit system as the transportation spine for the urban core, with links to the airport and maritime terminals, which will work together with other alternative modes of transit and transit-oriented development to reduce automobile dependency and increase multi-modal travel."

Physical Development and Urban Design, Objective A:

"To coordinate changes in the physical environment of O'ahu to ensure that all new developments are timely, well-designed, and appropriate for the areas in which they will be located."

Policy 6: "Facilitate transit-oriented development in rail transit station areas to create live/work/play multi-modal communities that reduce travel and traffic congestion."

Physical Development and Urban Design, Objective F:

"To create and maintain attractive, meaningful, and stimulating environments throughout O'ahu."

Policy 1: "Encourage distinctive community identities for both new and existing communities and neighborhoods."

Policy 4: "Provide design guidelines and controls that will allow more compact development and intensive use of lands in the primary urban center and along the rail transit corridor."

The proposed zone changes are intended to direct growth along the rail transit corridor through infill development with higher densities that can take advantage of and support rail transit and other non-automobile modes. Mixed-use zoning will allow for more diverse land uses, including affordable housing, that make for livable communities where people can live, work, and play within close proximity to transit stations. The accompanying TOD Special District will impose design control on new developments to ensure a pedestrian scale and interactivity with the public realm.

2. Primary Urban Center Development Plan (PUC DP) (June 2004); Ordinance 04-14. Revised Ordinances of Honolulu (ROH) Section 24-2.8 provides "that the review of applications for zone changes and other development approvals will be guided by the vision of the PUC DP. Decisions on all proposed developments shall be based on the extent to which the project enabled by the development approval supports the policies, principles, and

guidelines of the PUC DP.” Currently, the PUC DP is being updated and a Public Review Draft was released at the end of May 2022 that strengthens the support of TOD. This update is anticipated to be submitted to the City Council for review and approval towards the end of 2023. The Halawa (Aloha Stadium) station area is within the boundaries of the Primary Urban Center (PUC).

#### The PUC’s Role in Oahu’s Development Pattern.

Consistent with the provisions of the Oahu General Plan, the PUC is expected to accommodate a significant proportion of Oahu’s projected growth in residential population and jobs. Consequently, there will be more emphasis on TOD around each of the rail transit stations in the PUC DP now that TOD plans for all the neighborhoods under the City’s jurisdiction have been adopted by the City Council. The proposed zoning for the Halawa (Aloha Stadium) area is evaluated in the context of the 2004 PUC DP with key items discussed below.

- a. Vision for the PUC. The vision for the PUC, as outlined in Chapter 2 of the PUC DP, emphasizes retaining the qualities that attract both residents and visitors, while encouraging growth and redevelopment to accommodate the projected increases in jobs and residential growth. The key elements of this vision include creating livable neighborhoods that offer in-town housing for people of all ages and incomes, supported by business districts, parks and plazas, and walkable streets.

The proposed zone changes will help implement this vision.

- b. Land Use Policies and Guidelines. The following policies and guidelines are most applicable to the proposed zone changes:

#### Section 3.2.2.1 Neighborhood Planning.

- **“Promote mixed land uses.** Office, retail, and community service uses can coexist with residential uses; and there are a number of opportunities for them to support each other. ... Neighborhoods with a strong mix of uses have activity 24 hours a day. ...”

#### Section 3.2.2.3 In-Town Residential Neighborhoods.

- **“Density.** Areas close to transit lines ... should be zoned for medium-density residential ... or high-density residential mixed use ... . Neighborhoods in these zones would also include reinforcing uses which support resident lifestyle and livelihood choices, such as convenience of neighborhood stores, dining establishments, professional and/or business services, or other similar activities.”

#### Section 3.3.2 In-Town Housing Choices Policies.

- **“Provide for high-density housing options in mixed-use developments around transit stations.** This type of “transit-oriented development” facilitates transit use and allows increased densities without generating increased vehicular congestion.”

#### Section 3.5.2 Policies.

- **“Implement land use strategies to achieve a balanced transportation system.** To improve the quality of life in the Primary



Urban Center and to accommodate growth, development initiatives and regulatory controls should promote the growth of sustainable and appropriate alternative urban travel modes such as transit, walking, and bicycling.”

Section 3.5.3 Guidelines.

- “Identify and stimulate transit-oriented development on potential infill and redevelopment properties within the rapid transit corridor. Examples of development stimulators include tax incentives, development code amendments, and public infrastructure investments.”

The proposed zone changes will allow medium to high-density residential and commercial mixed uses in close proximity to each other and the rail transit stations. This concentration and composition will support transit and other non-automotive uses, such as bicycling and walking.

In exchange for bonus height and density, developers are incentivized to provide community benefits, such as affordable housing, plaza and park space, and street improvements.

c. Relation to Land Use Maps.

- Map A.1 shows that the Halawa (Aloha Stadium) station area is not within a significant panoramic view.

Map A.4 shows mostly Institutional use around the Aloha Stadium site and Lower-Density Residential, Medium and High-Density Residential/Mixed Use, and District Commercial in the vicinity. The proposed zone changes allow for a mix of uses, which generally adhere to these land use designations. The proposed zone change areas are also within the Urban Community Boundary.

The proposed zone changes are consistent with these designations.

3. Halawa Area TOD Plan (October 2020); Resolution 20-224, CD1.

The Halawa Area TOD Plan outlines a long-term vision for the area around the Halawa (Aloha Stadium) rail transit station. The TOD Plan’s vision focuses development intensity within a half-mile of the station in order to create a compact, dynamic, highly walkable community that provides numerous housing, employment, entertainment, and recreational opportunities. The density and diversity of uses allowed under the proposal would contribute to a pedestrian environment and strong sense of place, both qualities that foster a more livable and vibrant community.

- a. Land Uses. The TOD Plan aims to reinforce the local identity, based on the existing conditions and neighborhood vision. The TOD Plan recommends mixed land uses and improvements to the streets to make better connections for pedestrians and bicyclists in this predominantly auto-dominated environment.

The Halawa (Aloha Stadium) station area is envisioned as one of Oahu's most interesting and livable transit communities, combining mixed-uses around compact, walkable blocks and community-oriented open spaces. This area will include state-wide attractions as well as providing a setting for thriving, diverse residential lifestyles and work environment. TOD surrounding the Aloha Stadium rail 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.

- b. Community Benefits. The TOD Special District and associated zone changes were recommended in the TOD Plan to implement the community vision for the Halawa (Aloha Stadium) station area. The use of a "community benefits bonus" is an additional development policy called for in the TOD Plan, to both shape growth and development in the station areas and realize community values and needs. The use of bonuses is a means by which development is allowed to exceed a baseline level of floor-area-ratio and/or building height. The proposed zone changes will allow, on some properties, additional building heights (identified on the zoning maps inside parenthesis) with the provision of community benefits. For these projects, the neighborhoods in the vicinity of the rail transit station benefit, as well as the broader community in addressing islandwide needs. Community benefit examples recommended in the TOD Plan include affordable housing, open space/parks, right-of-way (ROW) improvements, improvements to existing community amenities, or enhancement of pedestrian and multimodal transportation.
  - c. Building Heights. The TOD Plan generally recommends building heights to be highest closer to the rail transit station and step down as one moves away. Station area heights were recommended up to 250 feet, but only if community benefits are provided. Structures over 200 feet will need to notify the FAA. Additionally, the Navy has expressed interest reviewing projects near its base.
4. PHHT Master Plan (May 2001); Resolution 03-188, CD1. The purpose of the PHHT Master Plan is to focus attention and provide guidance on the components, attractions, and activity centers along the 18.6-mile historic trail between Aiea and Nanakuli that links adjacent neighborhoods to parks and recreation areas, regional attractions, historic sites, and natural habitats.
- The proposed zoning preserves the former Oahu Railway and Land Company (OR & L) ROW as a valuable recreational and historical asset.
5. Public Infrastructure Map (PIM); ROH Chapter 4. The PIM identifies proposed major infrastructure facilities projects. The PUC PIM (**Attachment 5**) shows multiple project symbols overlapping the zone change areas listed below:
- Rapid Transit Corridor (RTC) Symbol 026. This is an abandoned project; it will be deleted from the PIM accordingly. This symbol is for a previous rapid transit plan for a rail transit guideway from Pearl City to the UH at Manoa.



- Arterial Roadway (R) Symbol 028. This project is to widen the right-of-way to improve traffic circulation and increase capacity to meet future transportation needs on Salt Lake Boulevard from Kalaloe Street to Ala Lilikoi in Salt Lake. This project could allow for expanded transit options with Complete Streets and “green” streets features, as recommended in the TOD Plan.
  - Transit Station (TS) Symbol 101. This commuter park-and-ride facility utilizes the existing stadium overflow parking lot. Park-and-ride options for transit users are planned to be preserved as the stadium site redevelops.
  - RTC and TS Symbol 148. The RTC and TS in Halawa are completed. The proposed zone changes will complement use of the rail transit system and allow options to provide convenience retail or other commercial uses on site.
6. Land Use Ordinance (LUO); ROH Chapter 21. The purpose and intent of City zoning districts are listed in LUO Article 3, Establishment of Zoning Districts and Zoning District Regulations. The proposed zone changes consist of the Preservation (Section 21-3.40), Apartment (Section 21-3.80), Apartment Mixed Use (Section 21-3.90), Business (Section 21-3.110), and Business Mixed Use (Section 21-3.120) districts.

The proposed uses, as recommended in the TOD Plan, meet the intent of each zoning district and fit within the allowable uses specified in LUO Table 21-3, Master Use Table. Most of the proposed zone changes to the Preservation, Apartment, and Business districts are merely housekeeping measures (e.g., to extend adjoining property zoning to the center of the street for consistency).

In addition, LUO Section 21-9.100 allows the TOD Special District to impose regulations to supplement and modify the underlying zoning district and, if applicable, other special district regulations in order to encourage appropriate TOD. The proposed TOD Special District, which coincides with the zone change area, and its regulations are specified in LUO Section 21-9.100 and presented in an accompanying report that covers the same station areas.

7. ROH Chapter 21A, Flood Hazard Areas. The following Flood Insurance Rate Maps (FIRMs) cover the project area: Panel No. 15003C0332H, revised November 05, 2014; Panel No. 15003C0244G, revised January 19, 2011; and Panel No. 15003C0243H, revised November, 2014. The FIRMs show most of the project area is located in Zone X (unshaded), with portions located in Zones AE, AEF, D, VE, and X (**Attachment 6**).

According to the Flood Zone Definitions of the Federal Emergency Management Agency, Zone X (unshaded) is comprised of areas with minimal flood hazard above the 500-year flood level (0.2 percent annual chance of flood); Zone XS (shaded) is comprised of areas with moderate flood hazard between the 100-year (1-percent-annual-chance flood event) and 500-year flood levels with no base flood elevations (BFE) or depths shown; Zone AE is comprised of areas with high flood hazard within the 100-year flood level; and Zone AEF is the actual floodway within the AE zone. Areas within Zone VE are subject to inundation by the 1-percent-annual-chance flood event with additional hazards due to storm-induced velocity (coastal) wave action and the BFE are determined. The Zone D

designation is used for areas where there are possible but undetermined flood hazards, as no analysis of flood hazards has been conducted.

Projects that occur in Zones AE, AEF, and VE are high-risk areas and must comply with ROH Chapter 21A, Flood Hazard Areas; mandatory flood insurance purchase requirements; and floodplain management standards of the National Flood Insurance Program.

The extent of the Tsunami Evacuation Zone (TEZ) is similar to that of the VE flood zone along Pearl Harbor. The TEZ is the evacuation zone where most of Oahu's tsunami warning events will occur. All of the TEZ falls within the proposed P-2 District.

8. ROH Chapter 25, Special Management Area (SMA) and ROH Chapter 26, Shoreline Setbacks. The project area makai of Kamehameha Highway from Aiea Access Road to Arizona Street is within the SMA (**Attachment 7**). Therefore, these parcels would continue to be subject to the requirements of ROH Chapters 25 and 26.
9. Climate Change and Sea Level Rise (SLR). Mayor's Directive 18-02, issued on July 16, 2018, directed City departments and agencies to use the Honolulu Climate Change Commission's *SLR Guidance* and accompanying *Climate Change Brief* as well as the State of Hawaii *SLR Vulnerability and Adaptation Report* in planning and decision-making, such as permitting requests and project proposals. Addressing SLR may involve relocating and elevating infrastructure and critical facilities; elevating surfaces, structures, and utilities; and/or other adaptation measures. Revisions to shoreline rules and regulations to incorporate SLR will mandate new standards for construction and conserve a natural, unarmored shoreline wherever possible.

Based on this information, the City established a planning benchmark of 3.2 feet of SLR to consider for new development by mid-century. A planning benchmark of six feet of SLR is recommended for projects with a life-span beyond mid-century and for critical infrastructure. In both cases, high tide flooding and nuisance flooding is anticipated to be present and precede the SLR by decades.

Various SLR levels can be seen on the Climate Ready Oahu Web Explorer, which is a compilation of datasets representing best available science for a variety of climate change stressors and regulatory layers. Only the Halawa Stream and Aiea Bay State Recreation areas are within the 3.2-foot SLR Exposure Area (SLR-XA), as defined by the State SLR Report. The SLR-XA is a modeled area that depicts compound exposures to annual high wave flooding, coastal erosion, and rising sea levels. Project areas intended for development are not impacted by the projected 3.2 feet of SLR-XA (**Attachment 8**).

10. Unilateral Agreements (UA). A UA is a recorded document which encumbers the property, regardless of ownership change. There are two UAs affecting past developments within the Halawa (Aloha Stadium) station area (Stadium Mall and Stadium Marketplace). These UAs were attached to prior zone change ordinances and contain various conditions with which a developer is required to comply.

The following is a review and determination of which UA conditions should be deleted, based on current site conditions, the neighborhood vision, and recommendations of the TOD Plan. Once the conditions are deleted by ordinance through this zone change proposal, it will be the landowner's responsibility to follow up with the State of Hawaii Bureau of Conveyances (regular and Land Court systems) to have them removed from the property title. The DPP will notify affected owners.

a. Ordinance 78-105 (Stadium Mall). The following UA conditions of this ordinance are no longer necessary:

- "1) The roof elevation shall not exceed fifty feet above finish grade except for special design features as approved by the Director of Land Utilization."
- "6) Access to and from Salt Lake Boulevard shall be aligned with Makalapa Drive and adjusted to accommodate the future width of Salt Lake Boulevard. Any other access between Makalapa Drive and Halawa Heights Road intersection shall be right turn in and right turn out only."
- "7) There shall be no bars or taverns; provided, however, that the sale of alcoholic beverages shall be permitted in restaurants and dining facilities."
- "9) There shall be no Passenger Transportation Terminals."
- "10) There shall be no radio and/or television broadcasting stations or line of sight relay devices."
- "11) There shall be no veterinarian establishments or commercial kennels."

DPP rational for removal: Condition 1, which imposes a 50-foot height limit on the site, is obsolete. The existing height limit on the zoning map is 60 feet, and the TOD Plan recommends up to 90 feet as bonus height, which is incorporated into this proposal. To achieve any bonus height, a TOD Special District permit would be required, which will analyze/address potential height issues; therefore, Condition 1 is recommended for removal from the UA. Condition 6 is project specific. Similar project-specific requirements for access can be formulated, as needed, through a TOD Special District permit when redevelopment is proposed, as site and surrounding conditions evolve; therefore, Condition 6 is recommended for removal from the UA. Conditions 7, 9, 10, and 11 restrict certain uses that are otherwise allowed in the proposed BMX-3 District (this district also includes conditions for bars and veterinary establishments, and only allows accessory receive-only antennas/relay devices with conditions) and do not conflict with the vision of this TOD area; therefore, Conditions 7, 9, 10, and 11 are recommended for removal from the UA.

- b. Ordinance 89-72 (Stadium Marketplace). All of the UA conditions of this ordinance are no longer necessary:

- "1) This Declaration shall apply to the redevelopment of said parcels of land with a shopping center under B-1 Neighborhood Business District (hereinafter called the "Shopping Center").
- 2) Subject to such changes in the density of development and the layout and locations of improvements as shall be approved by the Director of the Department of Land Utilization of the City and County of Honolulu, which approval shall be reasonably given, the site plan for the Shopping Center shall be in general conformance with the Halawa Center Site Plan, dated December 21, 1987 and attached hereto as Exhibit B.
- 3) All necessary additional sewer and water lines for the Shopping Center which are required for connection to the facilities of the City and County of Honolulu shall be installed in conformance with the standards of City and County at Declarant's cost.
- 4) Declarant shall provide funds to cover the costs to design and install traffic signals at the intersection of Salt Lake Boulevard and Luapele Drive and at the intersection of Kahuapaani and Ala Alii-Mananai Place as follows:
  - a) Within three (3) years from the date of recordation of this Declaration, the Hawaii State Department of Transportation or the City and County of Honolulu Department of Transportation Services may request payment by Declarant for one-half (1/2) of the cost to design and install traffic signals at the intersection of Salt Lake Boulevard and Luapele Drive up to a maximum amount of \$70,000. Declarant shall, within (90) days of receipt of such request, provide the funds to the requestor. If by the date three (3) years hence from the date of recordation of this Declaration neither agency has so requested the funds from Declarant, Declarant shall nevertheless provide said funds to the Department of Transportation Services for the design and installation of traffic signals at this intersection in the amount equal to the maximum specified in this paragraph.
  - b) Within three (3) years from the date of recordation of this Declaration, the Hawaii State Department of Transportation or the City and County of Honolulu Department of Transportation Services may request payment by Declarant for one-half (1/2) the cost to design and install traffic signals at the intersection of Kahuapaani and Alii-Mananai Place up to a maximum amount of \$116,000.00. Declarant shall, within ninety (90) days of receipt of such request, provide the funds to the requestor.



If by the date three (3) years hence from the date of recordation of this Declaration neither agency has so requested the funds from Declarant, Declarant shall nevertheless provide said funds to the Department of Transportation Services for the design and installation of traffic signals at this intersection in the amount equal to the maximum specified in this paragraph.

- 5) Prior to the occupancy of the buildings of the Shopping Center and to the extent permitted by applicable governmental authority, Declarant, at its cost, shall make the following additional traffic improvements:
  - a) The traffic signal controls at this intersection of Salt Lake Boulevard with Kahuapaani Street shall be modified to provide protected left-turn movement from Kahuapaani Street and from the main Shopping center driveway.
  - b) A separate right-turn lane will be constructed for traffic existing the main Shopping Center driveway.
  - c) A left-turn storage lane will be constructed on the Ewa direction side of the approach of Salt Lake Boulevard at the driveway of the Shopping Center service road mentioned in paragraph 7) below.
  - d) The present paved median strip on the Diamond Head side approach of Salt Lake Boulevard will be restriped to lengthen to three hundred feet (300') the existing left-turn lane into the main Shopping Center driveway.

These improvements shall be coordinated with and approved by the Department of Transportation of the State of Hawaii and the Department of Transportation Services of the City and County of Honolulu.

- 6) There is hereby established a setback area ("Setback Area") consisting of a strip of the land shown cross-hatched on Exhibit C, lying parallel to Salt Lake Boulevard and extending into the parcels of land thirty feet (30') measured from the common boundary line of said parcels of land and the Salt Lake Boulevard. Within the Setback Area, no buildings shall be permitted and the Setback Area shall be landscaped as provided in paragraph 8) below.
- 7) A service road for the Shopping Center may be constructed along the Halawa Stream. Prior to the occupancy of any building in the Shopping Center, a six foot (6') high C.M.U. (concrete block) wall shall be constructed on the Halawa Stream side of the service road. The wall shall be set back approximately seven feet (7') from the top of the presently existing stream bank and

landscaping shall be installed on the stream side of the wall as provided in paragraph 8) below.

- 8) A landscape and irrigation plan showing all proposed trees, hedges, groundcover, and plant materials for the landscaping of the parking lot of the Shopping Center shall be submitted to the Department of Land Utilization of the City and County of Honolulu for approval concurrently with the application for a building permit for the Shopping Center. In addition to landscaping within the parking lot:
  - a) The existing trees within the Setback Area shall be retained and additional large canopy or coconut trees with a minimum six inch (6") trunk diameter and twelve to fifteen feet (12' to 15') in height, shall be installed within the Setback Area.
  - b) The area from the wall mentioned in paragraph 7) to the top of the bank of the Halawa Stream shall be landscaped with ground cover and canopy or coconut trees.
- 9) Low intensity lighting shall be used to illuminate the parking areas. The height of light fixtures shall not exceed twenty feet (20') from ground level. Direct illumination from fixtures shall be shielded from abutting residential properties.
- 10) Declarant shall make available fifty percent (50%) of the parking spaces for the Shopping Center or other commercial uses on said parcels of land for the use of those attending the University of Hawaii football games at Aloha Stadium. The parking spaces for such use shall be designated from time to time by Declarant and shall be made available from a time beginning (1) hour prior to the scheduled start of the game to one (1) hour after the end of the game. Any such spaces not being used after one-half (1/2) hour after the start of the game may be returned to use for other parking. Declarant may limit the use to parking only and may charge a fee for such parking, such fee not to exceed the parking fee being charged at Aloha Stadium. In lieu of providing parking spaces for such use within said parcels of land, Declarant may provide in whole or in part parking spaces in another proximate location within 1,000 feet of the Shopping Center, which total or which, together with the parking spaces for such use than designated within said parcels of land, total the parking space requirement stated in the first sentence of this paragraph. The provisions in this paragraph 10) are intended to apply only to Declarant's parking spaces for the Shopping Center and other commercial uses on the land.
- 11) Any violation of the above conditions shall be deemed to be a violation of the Land Use Ordinance and therefore subject to Section 8.60-1 and/or Section 8.60-2 of the Land Use Ordinance."

DPP rational for removal: These conditions are project specific and/or are already expired. Similar project-specific requirements for new structures can be formulated, as needed, through a TOD Special District permit when redevelopment is proposed. Additionally, Condition 6 conflicts with TOD Plan objectives to locate buildings closer to the street. In Condition 8, specific tree requirements are unnecessary because of a nearly completed TOD Street Tree Master Plan that specifies species per street and planting standards, and additionally, the DPR and DPP official street tree was updated earlier this year. The requirement to reserve parking for stadium events per Condition 10 will unnecessarily restrict redevelopment potential of the site and runs counter to reducing automobile usage in TOD areas. Therefore, the entirety of this UA is recommended for removal.

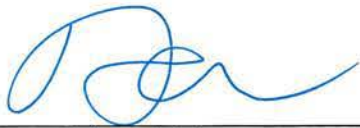
- H. Other Considerations. The City is developing regional infrastructure plans for the TOD corridor to identify infrastructure needs which will serve as a tool to prioritize infrastructure investments. Nevertheless, the provision of public facilities and services is, and will continue to be, evaluated on a project-by-project basis during permit application reviews. Individual projects will also be evaluated for compliance with other applicable policies and laws, including, but not limited to, HRS Chapter 343, Environmental Impact Statements, and HRS Chapter 6E-42, Historic Preservation.

Following public input (see Section D), adjustments were made to the original zone change proposal. This TOD area includes large parcels that are likely to be developed in phases over many years, so some refinements may still be necessary in the future. Changing the zoning of other properties recommended in the TOD Plan may also be proposed in the future should new conditions warrant their inclusion. Based on existing conditions, the properties included in this zone change proposal were determined to be the most appropriate at this time.

- I. Recommendation. The proposed zone changes are found to be consistent with State and City land use plans and policies. The Director of the DPP, therefore, recommends that the proposed zone changes, involving multiple zoning districts and height limits, be APPROVED as shown in Exhibit A of the draft Bill for an Ordinance (**Attachment 9**). In addition, the Director recommends the removal of the UA conditions related to prior zone changes be APPROVED as listed in the draft Bill for an Ordinance.

Dated at Honolulu, Hawaii, this 10th day of July, 2023.

DEPARTMENT OF PLANNING AND PERMITTING  
CITY AND COUNTY OF HONOLULU  
STATE OF HAWAII

By   
\_\_\_\_\_  
Dawn Takeuchi Apuna  
Director

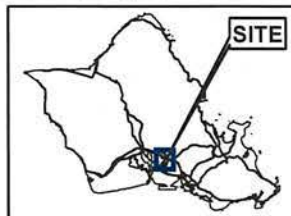
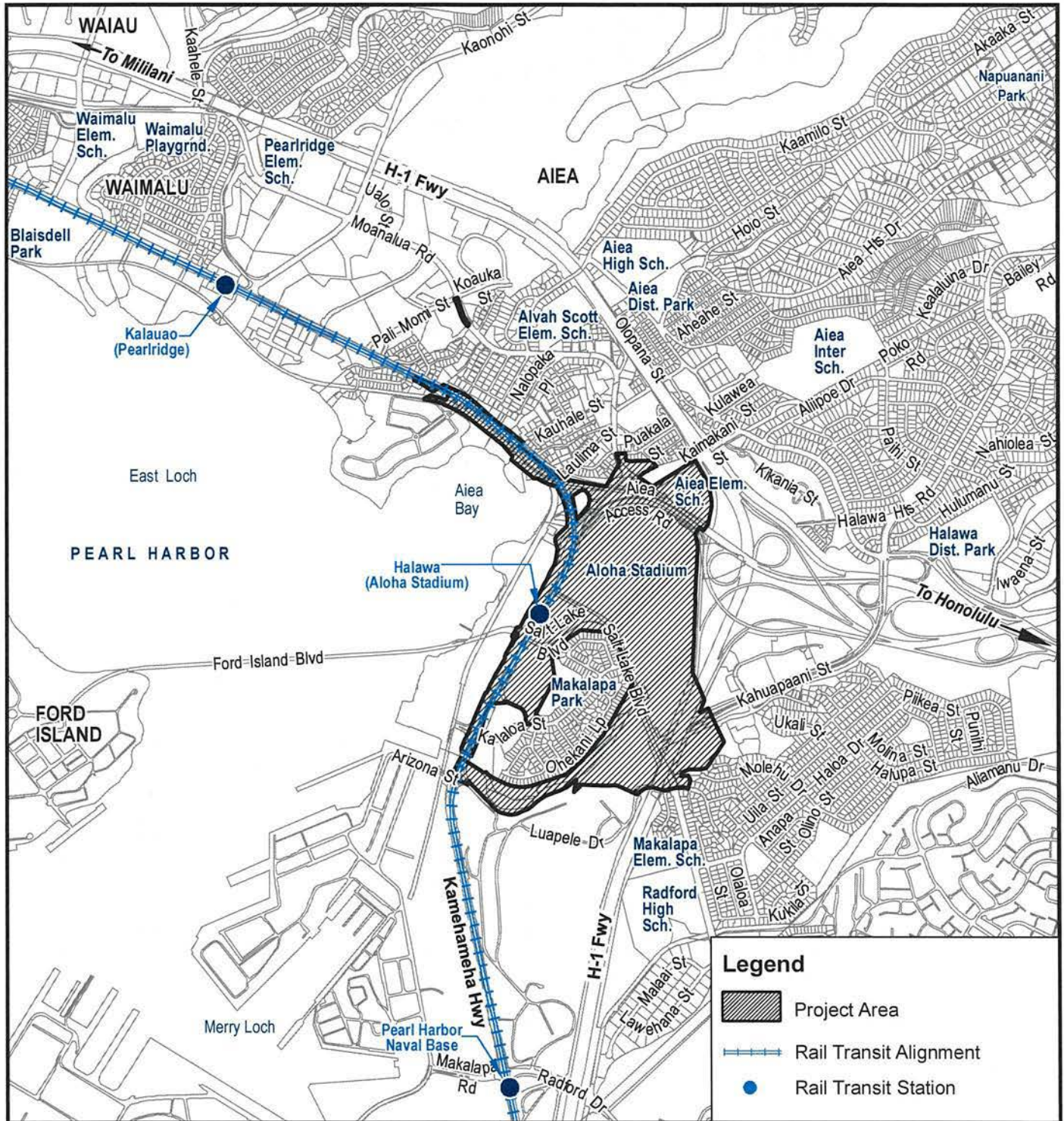
Attachments



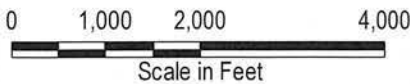
## ATTACHMENT 1

LOCATION MAP AND LIST OF AFFECTED  
PARCELS (TMK) AND STREETS BY STATION AREA

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VICINITY MAP



## LOCATION MAP

Halawa (Aloha Stadium) Station Area

TAX MAP KEYS: See Location Map Attachment,  
List of Affected Parcels (TMK) and  
Streets

FOLDER NO.: 2022/GEN-2



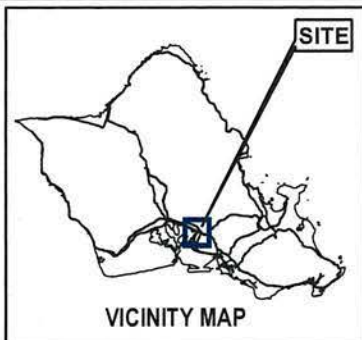
# **HALAWA (ALOHA STADIUM) STATION AREA**

## **TAX MAP KEYS:**

9-8-015: por. 1  
9-8-016: por. 53  
9-8-019: 6  
9-9-002: por. 4, 29, 35, 38  
9-9-003: 23, 24, 49, 51, 55, 56, 61, 62, 64,  
por. 66, 68, 70, 71, 72  
9-9-004: por. 2, 3, por. 4, 6, por. 24  
9-9-005: 4, 20  
9-9-012: 1, por. 4, por. 6, por. 10, por. 11, 45  
9-9-043: 29  
9-9-048: 98  
9-9-076: 7

## **STREETS:**

Aiea Access Rd. (portion)  
Kahuapaani St. (portion)  
Kaimakani St. (portion)  
Kalaloa St. (portion)  
Kamehameha Hwy. (portion)  
Kohomua St. (portion)  
Luapele Dr. (portion)  
Moanalua Rd. (portion)  
Pali Momi St. (portion)  
Salt Lake Blvd. (portion)



## **LIST OF AFFECTED PARCELS (TMK) AND STREETS**

**FOLDER NO.: 2022/GEN-2**

ATTACHMENT 2  
EXISTING ZONING MAP

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ATTACHMENT 3

AGENCY RESPONSES



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## BOARD OF WATER SUPPLY

CITY AND COUNTY OF HONOLULU  
630 SOUTH BERETANIA STREET  
HONOLULU, HI 96843

www.boardofwatersupply.com



DEPT. OF PLANNING  
AND PERMITTING  
CITY & COUNTY OF HONOLULU

June 16, 2023

RICK BLANGIARDI, MAYOR

BRYAN P. ANDAYA, Chair  
KAPUA SPROAT, Vice Chair  
MAX J. SWORD  
NA'ALEHU ANTHONY  
JONATHAN KANESHIRO

EDWIN H. SNIFFEN, Ex-Officio  
WARREN K. MAMIZUKA, Acting Ex-Officio

ERNEST Y. W. LAU, P.E.  
Manager and Chief Engineer

ERWIN M. KAWATA  
Deputy Manager

TO: DAWN TAKEUCHI APUNA, DIRECTOR  
DEPARTMENT OF PLANNING AND PERMITTING

ATTN: TIM STREITZ

FROM: ERNEST Y. W. LAU, P.E., MANAGER AND CHIEF ENGINEER *[Signature]*

SUBJECT: MEMORANDUM DATED MAY 5, 2023 REQUESTING COMMENTS ON  
2022/GEN-2 HALAWA AREA TRANSIT-ORIENTED DEVELOPMENT  
ZONE CHANGES

The developer will be required to submit a master plan for the Transit-Oriented Development (TOD) Special District around the Halawa rail station.

If you have any questions, please contact Barry Usagawa, Water Resources Division at (808) 748-5900.

DEPARTMENT OF DESIGN AND CONSTRUCTION  
CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 11<sup>TH</sup> FLOOR  
HONOLULU, HAWAII 96813

Phone: (808) 768-8480 • Fax: (808) 768-4567

Web site: [www.honolulu.gov](http://www.honolulu.gov)

2023 MAY 26 AM 10:59

RICK BLANGIARDI  
MAYOR

DEPT. OF PLANNING  
AND PERMITTING  
CITY & COUNTY OF HONOLULU



HAKU MILLES, P.E.  
DIRECTOR

BRYAN GALLAGHER, P.E.  
DEPUTY DIRECTOR

May 26, 2023

**MEMORANDUM**

TO: Dawn Takeuchi Apuna, Director  
Department of Planning and Permitting

FROM: *Bryan Gallagher*  
Haku Milles, P.E., LEED AP, Director  
Department of Design and Construction

SUBJECT: Halawa Area Transit-Oriented Development (TOD) Zone Changes.

Thank you for the opportunity to review and comment. The Department of Design and Construction does not have comments to offer at this time.

Should you have any questions, please contact me at (808) 768-8480.

HM:krm (902157)



HONOLULU FIRE DEPARTMENT  
**CITY AND COUNTY OF HONOLULU**

636 South Street  
Honolulu, Hawaii 96813-5007  
Phone: 808-723-7139 Fax: 808-723-7111 Internet: www.honolulu.gov/hfd

RICK BLANGIARDI  
MAYOR

2023 MAY 19 AM 11:49

DEPT. OF PLANNING  
AND PERMITTING  
CITY & COUNTY OF HONOLULU



SHELDON K. HAO  
FIRE CHIEF

JASON SAMALA  
DEPUTY FIRE CHIEF

May 18, 2023

TO: DAWN TAKEUCHI APUNA, DIRECTOR  
DEPARTMENT OF PLANNING AND PERMITTING

ATTN: TIM STRIETZ, ACTING ADMINISTRATOR  
TRANSIT-ORIENTED DEVELOPMENT

FROM: SHELDON K. HAO, FIRE CHIEF

SUBJECT: HALAWA AREA TRANSIT-ORIENTED DEVELOPMENT ZONE CHANGES

In response to your letter dated May 5, 2023, regarding the abovementioned subject, the Honolulu Fire Department (HFD) reviewed the submitted information and requires the following be complied with:

1. Fire department access roads shall be provided such that any portion of the facility or any portion of an exterior wall of the first story of the building is located not more than 150 feet (46 meters) from fire department access roads as measured by an approved route around the exterior of the building or facility. (National Fire Protection Association [NFPA] 1; 2018 Edition, Sections 18.2.3.2.2 and 18.2.3.2.2.1, as amended.)

A fire department access road shall extend to within 50 feet (15 meters) of at least one exterior door that can be opened from the outside and that provides access to the interior of the building. (NFPA 1; 2018 Edition, Section 18.2.3.2.1.)

2. Fire department access roads shall be in accordance with NFPA 1; 2018 Edition, Section 18.2.3.
3. An approved water supply capable of supplying the required fire flow for fire protection shall be provided to all premises upon which facilities, buildings, or portions of buildings are hereafter constructed or

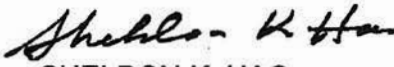
Dawn Takeuchi Apuna, Director  
Page 2  
May 18, 2023

moved into the jurisdiction. The approved water supply shall be in accordance with NFPA 1; 2018 Edition, Sections 18.3 and 18.4.

4. Civil drawings submitted to your department shall be routed to the HFD for review and approval.

The abovementioned provisions are required by the HFD. This project may necessitate that additional requirements be met as determined by other agencies.

Should you have questions, please contact Acting Battalion Chief Kendall Ching of our Fire Prevention Bureau at 808-723-7154 or [kching3@honolulu.gov](mailto:kching3@honolulu.gov).

  
SHELDON K. HAO  
Fire Chief

SKH/MD:bh

POLICE DEPARTMENT  
CITY AND COUNTY OF HONOLULU

801 SOUTH BERETANIA STREET • HONOLULU, HAWAII 96813  
TELEPHONE: (808) 529-3111 • INTERNET: www.honolulu.police.org

RICK BLANGIARDI  
MAYOR



2023 MAY 24 AM 10:26

DEPT. OF P. & PERMITTING  
CITY & COUNTY OF HONOLULU

KEITH K. HORIKAWA  
RADE K. VANIC  
DEPUTY CHIEFS

OUR REFERENCE EO-LC

May 22, 2023

**MEMORANDUM**

TO: Dawn Takeuchi Apuna, Director  
Department of Planning and Permitting

VIA: Timothy Streitz, Planner VII, Transit-Oriented Development Division

FROM: Glenn Hayashi, Assistant Chief of Police, Support Services Bureau

SUBJECT: Response to Halawa Area Transit-Oriented Development Zone Changes

This is in response to your agency's memorandum of May 5, 2023, regarding the subject above.

The Honolulu Police Department has reviewed the information and does not have concerns at this time. However, the HPD would like to be included when future projects or sections of the development are discussed with area stakeholders and/or community members.

If there are any questions, please call Major Joseph Trinidad of District 3 (Pearl City) at (808) 723-8400.

Thank you for the opportunity to review this project.

A handwritten signature in black ink, appearing to read "Glenn Hayashi".

Glenn Hayashi  
Assistant Chief of Police  
Support Services Bureau





# STATE OF HAWAII OFFICE OF PLANNING & SUSTAINABLE DEVELOPMENT

JOSH GREEN, M.D.  
GOVERNOR

MARY ALICE EVANS  
ACTING DIRECTOR

235 South Beretania Street, 6th Floor, Honolulu, Hawaii 96813  
Mailing Address: P.O. Box 2359, Honolulu, Hawaii 96804

Telephone: (808) 587-2846  
Fax: (808) 587-2824  
Web: <https://planning.hawaii.gov/>

DTS 202305151632NA

Coastal Zone  
Management  
Program

June 1, 2023

Environmental Review  
Program

Land Use Commission

Land Use Division

Special Plans Branch

State Transit-Oriented  
Development

Statewide Geographic  
Information System

Statewide  
Sustainability Branch

Dawn Takeuchi Apuna, Director  
Department of Planning and Permitting  
City and County of Honolulu  
650 South King St, 7<sup>th</sup> Floor  
Honolulu, Hawai'i 96813  
Att: Tim Streitz

Dear Director Takeuchi Apuna:

Subject: Halawa Area Transit-Oriented Development (TOD) Zone Changes  
Honolulu, Island of O'ahu  
Project file number 2022/GEN-2

The Office of Planning and Sustainable Development (OPSD) has reviewed the materials submitted with your request for comments for the TOD zone changes and designation of the TOD Special District around the Halawa (Aloha Stadium) rail station. We strongly support the proposed rezoning and Special District. Due to the City's close working relationship with State agencies via the Interagency TOD Council, the proposals closely align with the State's TOD goals. We appreciate, in particular, that your outreach materials mention that the TOD zoning will support State planning for redevelopment of the Aloha Stadium and Puuwai Momi Public Housing properties. We also find that the proposals help implement the Recommended Actions in the 2021-2030 Focus Areas on pages 100-107 of the *Hawai'i 2050 Sustainability Plan*.

OPSD offers the following comments related to the Halawa Area TOD Zone Changes and TOD Special District designation.

1. Alignment with State Policies and Plans. We commend the City for working collaboratively with OPSD and other State agencies to develop the adopted Halawa Area Neighborhood TOD Plan, which incorporates State TOD goals. That collaboration is also evident in the draft TOD Zoning, which will accommodate and support the Stadium Authority's plans for the Aloha Stadium redevelopment, and Hawaii Public Housing Authority (HPHA) Puuwai Momi mixed-use redevelopment. While both of those projects are still in the planning stages, the proposed TOD Zoning and Special District regulations are generally aligned with those projects' known goals.

2. Mixed-use Zoning Designation and Maximum Height of Puuwai Momi. We suggest that the entire HPHA Puuwai Momi property (TMKs (1) 9-9-003:056 and 064) be designated as BMX-3 (business mixed use) rather than split zoned with the majority of the property designated as AMX-3 (apartment mixed use). While we understand the rationale to “incrementally step down” from BMX to AMX as the distance from the rail station increases, there are compelling reasons to designate the entire parcel as BMX-3 and allow the same 250-foot bonus height as proposed on the adjacent rail station parcel.
  - a. Since the HPHA parcels will likely be part of a single development and master plan, the dividing line between the proposed BMX and AMX zones may not align with the functional layout of a walkable, accessible internal block structure.
  - b. There may be setback and buffering requirements between the AMX and BMX zones that could add needless complexity to building and streetscape design in the middle of the project.
  - c. Changes in zoning designation from business to residential zoning are usually intended to buffer one type of development intensity and use from another. While BMX and AMX allow both residential and commercial uses, BMX typically allows a greater variety of uses, more density and larger uses. The Puuwai Momi property would, however, be separated from nearby single-family houses by Makalapa Park; and the edge of the proposed AMX district farthest from the station currently borders fairly dense development to the south, with taller towers being developed just outside of the TOD zone at the Halawa View project.
  - d. Since the entire property faces both the rail line and the busy Kamehameha Highway, that frontage could be very valuable for larger, multi-story commercial development that is more often found in BMX rather than AMX zones. It is also across the highway from the Valor Museum and other Pearl Harbor visitor destinations, with a new multi-use trail planned along the Puuwai Momi parcel to connect the station to the visitor destinations. Encouraging maximum commercial development along the entire frontage could provide HPHA with long-term operating income to support affordable housing operations and maintenance.
  - e. Since both City and State goals and policies call for the use of public lands to maximize production of affordable housing, we suggest that the entire HPHA property should be designated for the same 250-foot bonus height as the adjacent

Director Dawn Takeuchi Apuna  
June 1, 2023  
Page 3

station area parcel. This would allow HPHA to provide more affordable housing units just a block or two from the rail station.

Thank you for the opportunity to comment on the proposed Halawa Area TOD Zone Changes. We look forward to seeing the TOD Zoning adopted. If you have any questions, please contact Harrison Rue, [harrison.rue@hawaii.gov](mailto:harrison.rue@hawaii.gov), (808) 587-2898.

Mahalo,

*Mary Alice Evans*

Mary Alice Evans  
Acting Director



JOSH GREEN, M.D.  
GOVERNOR | KE KIA'ĀINA

SYLVIA LUKE  
LIEUTENANT GOVERNOR | KA HOPE KIA'ĀINA



DAWN N. S. CHANG  
CHAIRPERSON  
BOARD OF LAND AND NATURAL RESOURCES  
COMMISSION ON WATER RESOURCE  
MANAGEMENT

STATE OF HAWAII | KA MOKU'ĀINA 'O HAWAII'  
DEPARTMENT OF LAND AND NATURAL RESOURCES  
KA 'OIHANA KUMUWAIWAI 'ĀINA  
LAND DIVISION

P.O. BOX 621  
HONOLULU, HAWAII 96809

June 15, 2023

LD 0414

Dawn Takeuchi Apuna, Director  
Department of Planning and Permitting  
650 South King Street, 7<sup>th</sup> floor  
Honolulu, Hawaii 96813

*Via email: [tstreitz@honolulu.gov](mailto:tstreitz@honolulu.gov)*

To Whom It may Concern:

**SUBJECT: Halawa Area Transit-Oriented Development (TOD) Zone Changes**  
Designation of TOD Special District Around Halawa (Aloha Stadium) Rail Station  
Halawa, Island of Oahu, Hawaii  
TMKs: (1) 9-8-019:6; 9-8-015:por.1; 9-9-002:por.4, 29, 35, 38; 9-9-003:23, 24, 49, 51, 55, 56, 61, 62, 64; por.66, 68, 70, 71, 72; 9-9-004: por.2, 3, por.4, 6, por.24; 9-9-005:4, 20; 9-9-12: 1, por.4, por.6, por.10, por.11, 45; 9-9-043:29; 9-9-048: 98; 9-9-076: 7.

Thank you for the opportunity to review and comment on the subject matter. The Land Division of the Department of Land and Natural Resources (DLNR) distributed or made available a copy of your request pertaining to the subject matter to DLNR's Divisions for their review and comments.

Enclosed is a response received from the Land Division. If you have any questions, please feel free to contact Barbara Lee at (808) 587-0453 or [barbara.j.lee@hawaii.gov](mailto:barbara.j.lee@hawaii.gov). Thank you.

Sincerely,

*Russell Tsuji*

Russell Y. Tsuji  
Land Administrator

cc: Central Files

JOSH GREEN, M.D.  
GOVERNOR | KE KIA'ĀINA

SYLVIA LUKE  
LIEUTENANT GOVERNOR | KA HOPE KIA'ĀINA



DAWN N. S. CHANG  
CHAIRPERSON  
BOARD OF LAND AND NATURAL RESOURCES  
COMMISSION ON WATER RESOURCE  
MANAGEMENT

STATE OF HAWAII | KA MOKU'ĀINA 'O HAWAII  
DEPARTMENT OF LAND AND NATURAL RESOURCES  
KA 'OIHANA KUMUWAIWAI 'ĀINA  
LAND DIVISION

P.O. BOX 621  
HONOLULU, HAWAII 96809

May 19, 2023

LD 0414

**MEMORANDUM**

TO: **DLNR Agencies:**  
\_\_\_\_ Div. of Aquatic Resources  
\_\_\_\_ Div. of Boating & Ocean Recreation  
☒ Engineering Division (via email: [DLNR.Engr@hawaii.gov](mailto:DLNR.Engr@hawaii.gov))  
☒ Div. of Forestry & Wildlife (via email: [Rubyrosa.T.Terrago@hawaii.gov](mailto:Rubyrosa.T.Terrago@hawaii.gov))  
\_\_\_\_ Div. of State Parks  
☒ Commission on Water Resource Management (via email: [DLNR.CWRM@hawaii.gov](mailto:DLNR.CWRM@hawaii.gov))  
\_\_\_\_ Office of Conservation & Coastal Lands  
☒ Land Division – Oahu District (via email: [barry.w.cheung@hawaii.gov](mailto:barry.w.cheung@hawaii.gov))  
☒ Aha Moku (via email: [leimana.k.damate@hawaii.gov](mailto:leimana.k.damate@hawaii.gov))  
*Russell Tsuji*

FROM: Russell Y. Tsuji, Land Administrator

SUBJECT: **Halawa Area Transit-Oriented Development (TOD) Zone Changes**  
Designation of TOD Special District Around Halawa (Aloha Stadium) Rail Station  
Halawa, Island of Oahu, Hawaii

LOCATION: TMKs: (1) 9-8-019:6; 9-8-015:por.1; 9-9-002:por.4, 29, 35, 38; 9-9-003:23, 24, 49, 51, 55, 56, 61, 62, 64; por.66, 68, 70, 71, 72; 9-9-004: por.2, 3, por.4, 6, por.24; 9-9-005:4, 20; 9-9-12: 1, por.4, por.6, por.10, por.11, 45; 9-9-043:29; 9-9-048: 98; 9-9-076: 7.

APPLICANT: **City & County of Honolulu, Department of Planning and Permitting**

Transmitted for your review and comment is information on the above-referenced project. Please review the attached information and submit any comments by the internal deadline of **June 14, 2023**, to [barbara.j.lee@hawaii.gov](mailto:barbara.j.lee@hawaii.gov) at the Land Division.

If no response is received by the above due date, we will assume your agency has no comments at this time. Should you have any questions about this request, please contact Barbara Lee at the above email address. Thank you.

**BRIEF COMMENTS:**

- ( ) We have no objections.  
(X) We have no comments.  
( ) We have no additional comments.  
( ) Comments are included/attached.

Signed: *Patti E. Miyashiro* *BC*  
Print Name: Patti E. Miyashiro  
Division: Land Division - ODLO  
Date: May 24, 2023

Attachments  
Cc: Central Files

JOSH GREEN, M.D.  
GOVERNOR



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
869 PUNCHBOWL STREET  
HONOLULU, HAWAII 96813-5097

EDWIN H. SNIFFEN  
DIRECTOR

Deputy Directors  
FORD N. FUCHIGAMI  
DREANALEE K. KALILI  
TAMMY L. LEE  
ROBIN K. SHISHIDO

IN REPLY REFER TO:

DIR 0404  
STP 8.3626

June 9, 2023

VIA EMAIL: [tstreitz@honolulu.gov](mailto:tstreitz@honolulu.gov)

Ms. Dawn Takeuchi Apuna  
Director  
City and County of Honolulu  
Department of Planning and Permitting  
650 South King Street, 7<sup>th</sup> Floor  
Honolulu, Hawaii 96813

Attention: Mr. Tim Streitz

Dear Ms. Apuna:

Subject: Halawa Area Transit-Oriented Development (TOD) Zone Changes

Thank you for your letter dated May 5, 2023, requesting the Hawaii Department of Transportation's (HDOT) review and comment on the Halawa Area TOD zone changes and designation of the TOD Special District around the Halawa rail station.

HDOT has the following comments:

1. The proposed TOD Zone area is approximately two miles from the property boundary of the Daniel K. Inouye International Airport (HNL). All projects within five miles from Hawaii State airports are advised to read the Technical Assistance Memorandum (TAM) for guidance with development and activities that may require further review and permits. The TAM can be viewed at this link:  
[http://files.hawaii.gov/dbedt/op/docs/TAM-FAADOT-Airports\\_08-01-2016.pdf](http://files.hawaii.gov/dbedt/op/docs/TAM-FAADOT-Airports_08-01-2016.pdf).
2. The proposed TOD Zone area is within 20,000 feet of the end of Runway 8L at HNL. Federal Aviation Administration (FAA) regulation requires the submittal of FAA Form 7460-1 Notice of Proposed Construction or Alteration pursuant to the Code of Federal Regulations, Title 14, Part 77.9, if the construction or alteration is within 20,000 feet of a public use or military airport which exceeds a 100:1 surface from any point on the runway of each airport with its longest runway more than 3,200 feet. Construction equipment and staging area heights, including heights of temporary construction cranes, shall be included in the submittal. The form and criteria for submittal can be found at the following website: <https://oeaaa.faa.gov/oeaaa/external/portal.jsp>. Please provide a copy of the FAA response to the Part 77 analysis to the HDOT Airport Planning Section.



Ms. Dawn Takenuchi Apuna  
June 9, 2023  
Page 2

STP 8.3626

3. No significant direct or indirect adverse impact to state highways' level of service or safety is anticipated at project full build-out. No mitigation is warranted or proposed for traffic conditions or safety on state roadways.

Please submit any subsequent land use entitlement-related requests for review or correspondence to the HDOT Land Use Intake email address at [DOT.LandUse@hawaii.gov](mailto:DOT.LandUse@hawaii.gov).

If there are any questions, please contact Mr. Blayne Nikaido, Planner, Land Use Section of the HDOT Statewide Transportation Planning Office at (808) 831-7979 or via email at [blayne.h.nikaido@hawaii.gov](mailto:blayne.h.nikaido@hawaii.gov).

Sincerely,



EDWIN H. SNIFFEN  
Director of Transportation



**HAWAII COMMUNITY  
DEVELOPMENT AUTHORITY**

547 Queen Street, Honolulu, Hawaii 96813  
Telephone: (808) 594-0300 Fax: (808) 587-0299  
Web site: <http://dbedt.hawaii.gov/hcda/>

JOSH GREEN, M.D.  
GOVERNOR

SYLVIA LUKE  
LT. GOVERNOR

CHASON ISHII  
CHAIRPERSON

CRAIG K. NAKAMOTO  
EXECUTIVE DIRECTOR

July 7, 2023

Ms. Dawn Takeuchi Apuna, Director  
Department of Planning and Permitting  
City and County of Honolulu  
650 South King Street, 7<sup>th</sup> floor  
Honolulu, Hawai'i 96813

**Attention: Mr. Tim Streitz**  
**Transit-Oriented Development Branch**  
*(Via Email: [tstreitz@honolulu.gov](mailto:tstreitz@honolulu.gov))*

Re: Project File Number 2022/GEN-2  
Halawa Area Transit-Oriented Development (TOD) Zone Changes

Dear Ms. Takeuchi Apuna:

The Hawaii Community Development Authority ("HCDA") supports the proposed changes to the zoning maps and TOD Special District around the Halawa (Aloha Stadium) rail station. We support development standards that promote pedestrian-friendly streetscapes and mixed-use development.

We note that the proposed Halawa Station TOD Zoning Map shows the main Aloha Stadium parcel (TMK: 9-9-003: 061) having a maximum height of 150 feet. The future Aloha Stadium might have a dome, and many domed football stadiums are over 200 feet in height. If the future Aloha Stadium is leased or managed by a private entity, and if it is not considered a "public use and structure" which qualifies for a zoning waiver, then the 150-foot height limit might become problematic. Because of this, for parcel 61, we recommend a maximum height of 250 feet, which is the maximum height for the adjacent southwest parcel (TMK: 9-9-003: 071).

Please contact Ms. Janet Meinke-Lau of our Planning and Development section, at 808-594-0314 or by email at [janet.meinke-lau@hawaii.gov](mailto:janet.meinke-lau@hawaii.gov), should you have any questions regarding this matter.

Sincerely,

Craig K. Nakamoto  
Executive Director

CN/RT/JML:rlr

JOSH GREEN, M.D.  
GOVERNOR  
KE KIA'ĀINA



HAKIM OUANSABI  
EXECUTIVE DIRECTOR

BARBARA E. ARASHIRO  
EXECUTIVE ASSISTANT

STATE OF HAWAII  
KA MOKU'ĀINA O HAWAI'I  
**HAWAII PUBLIC HOUSING AUTHORITY**

1002 NORTH SCHOOL STREET  
POST OFFICE BOX 17907  
HONOLULU, HAWAII 96817

IN REPLY PLEASE REFER TO:

23:OED/44

June 16, 2023

Dawn Takeuchi Apuna, Director  
Department of Planning and Permitting  
City and County of Honolulu  
650 South King Street, 7<sup>th</sup> Floor  
Honolulu, Hawaii 96813

Subject: Halawa Area Transit-Oriented Development (TOD) Zone Changes – 2022/GEN-2

Aloha Director Takeuchi Apuna,

The Hawaii Public Housing Authority (HPHA) has received your letter dated May 5, 2023, and reviewed the letter and map with your request for comments for the proposed Zone Changes and Special District Map following the adoption of the Halawa Area TOD Plan (TOD Plan).

HPHA offers the following comments related to the Halawa Area TOD Zone Changes and the TOD Special District Designation:

1. **Alignment with HPHA Redevelopment Goals.**

HPHA strongly supports the principles and vision of the TOD Plan, and we appreciate the proposed TOD Zoning and its intent to support mixed-use redevelopment, especially on HPHA's Puuwai Momi property, TMK 9-9-003:056 and 064. Under the transformative Ka Lei Momi project, HPHA intends to maximize the redevelopment of the Agency's many existing housing projects near rail, including Puuwai Momi, into a vibrant, mixed-use, mixed-income community near transit to help increase the affordable housing inventory and serve the State's most vulnerable population.

2. **Proposal for Mixed-Use Zoning Designation and Maximum Height of Puuwai Momi**

To achieve the goals above, HPHA proposes and strongly recommends DPP to consider designating the entire HPHA Puuwai Momi property as BMX-3 (business mixed use) instead of having a split zoning with most of it designated as AMX-3 (apartment mixed use). HPHA also proposes and strongly recommends allowing the Puuwai Momi property to have the same bonus building height of 250 feet as the other parcels adjacent to the rail station to maximize this State-owned parcel's redevelopment potential. The reasons supporting these recommendations are:

- **Housing Goals:** To align with City and State goals of maximizing affordable housing, granting the entire HPHA property the same 250-foot bonus height as the adjacent station area parcel would allow HPHA to provide more affordable housing units within a short walking distance from the rail station.

- **Coherent Development:** Considering the likelihood of the HPHA parcels being developed as a cohesive unit with a master plan, it is imperative to establish a unified zoning designation that aligns with the functional layout required for creating a walkable and accessible internal block structure. A singular BMX-3 zoning designation across the entire property will ensure greater harmony in the development process. Fragmenting the property into separate AMX and BMX zones would introduce complexities in terms of setback and buffering requirements.
- **Neighborhood Compatibility:** The Puuwai Momi property is already separated from adjacent single-family residences by Makalapa Park. The proposed AMX-3 district's farthest border, away from the rail station, already abuts dense development to the south, including the presence of taller towers being developed just outside the Transit-Oriented Development (TOD) zone at the Halawa View project. Hence, designating the entire parcel as BMX-3 ensures compatibility with the surrounding developments.
- **Neighborhood Safety:** While both BMX-3 and AMX-3 allow for a blend of residential and commercial uses, BMX-3 traditionally permits higher density, larger-scale development, and a wider variety of uses including retail, which is not possible in AMX-3. Consistent with design principles of TOD and Crime Prevention Through Environmental Design (CPTED), commercial retail uses on the ground floor near the rail station, and along the major street frontages, should be explored in the new Puuwai Momi master plan to encourage natural surveillance.
- **Valuable Frontage and Urban Context:** The property's location facing both the rail line and the busy Kamehameha Highway makes the frontage valuable for larger commercial development. BMX zones allow for more extensive commercial use, which could generate long-term revenue to support affordable housing operations and maintenance. The potential of having retail or commercial development, mixed with housing, supports a transit-oriented development environment. The commercial component could potentially be used to help buffer noise and privacy between the busy streets and the residential areas. Potential commercial programs such as a small supermarket could support both rail riders and provide healthy food access to the residents.
- **Connectivity:** The property is close to the World War II Valor Monument and other Pearl Harbor visitor destinations, with a planned multi-use trail connecting the station to these attractions. The property's location could offer ground floor commercial development that "connect the dots" enroute between destinations.

I hope this information is helpful and thank you for your consideration. If you have any questions on this or any other matter, please do not hesitate to contact Benjamin Park, Planning and Evaluation Branch Chief, at 808-832-4671.

Sincerely,



Hakim Ouansafi  
Executive Director



**JOSH GREEN, M.D.**  
GOVERNOR

**SYLVIA LUKE**  
LT. GOVERNOR

**JAMES KUNANE TOKIOKA**  
DBEDT DIRECTOR

**DANE K. WICKER**  
DBEDT DEPUTY DIRECTOR



*An Agency of the State of Hawaii*

**BRENNON T. MORIOKA**  
CHAIR, STADIUM AUTHORITY

**RYAN G. ANDREWS**  
STADIUM MANAGER

**RUSSELL T. UCHIDA**  
DEPUTY STADIUM MANAGER

June 15, 2023

*VIA ELECTRONIC MAIL*

Dawn Takeuchi Apuna, Director  
Department of Planning and Permitting  
City and County of Honolulu  
650 South King Street, 7th Floor  
Honolulu, Hawai'i 96816  
Attention: Time Streitz

Dear Director Takeuchi Apuna:

Subject: Halawa Area Transit-Oriented Development (TOD) Zone Changes  
Honolulu, Island of O'ahu  
Project File Number 2022/GEN-2

The Stadium Authority, as supported by the Department of Accounting and General Services (DAGS), has reviewed the materials submitted requesting comments for the TOD zone changes and designation of the TOD Special District around the Halawa (Aloha Stadium) rail station. We strongly support the proposed rezoning and Special District. The proposals reflect a culmination of the years-long collaborative relationship between the City and County of Honolulu, the Stadium Authority, DAGS, and the Hawaii Interagency Council on Transit Oriented Development. Our goals are all closely aligned and are reflected in our New Aloha Stadium Entertainment District conceptual master plan features.

We look forward to seeing the TOD Zoning adopted, as this will help establish and pave the way for implementation of our stadium district development and community revitalization efforts.

Thank you for this opportunity to comment on the proposed Halawa Area TOD Zone Changes. If you have any questions, please contact me at [ryan.g.andrews@hawaii.gov](mailto:ryan.g.andrews@hawaii.gov) or (808) 483-2750.

Sincerely,

Ryan Andrews  
Stadium Manager

Cc: Keith Regan, State Comptroller  
Brennon Morioka, Stadium Authority Chair

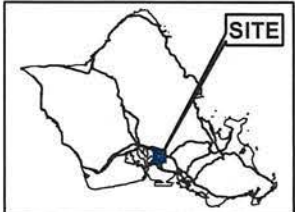
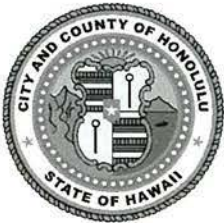
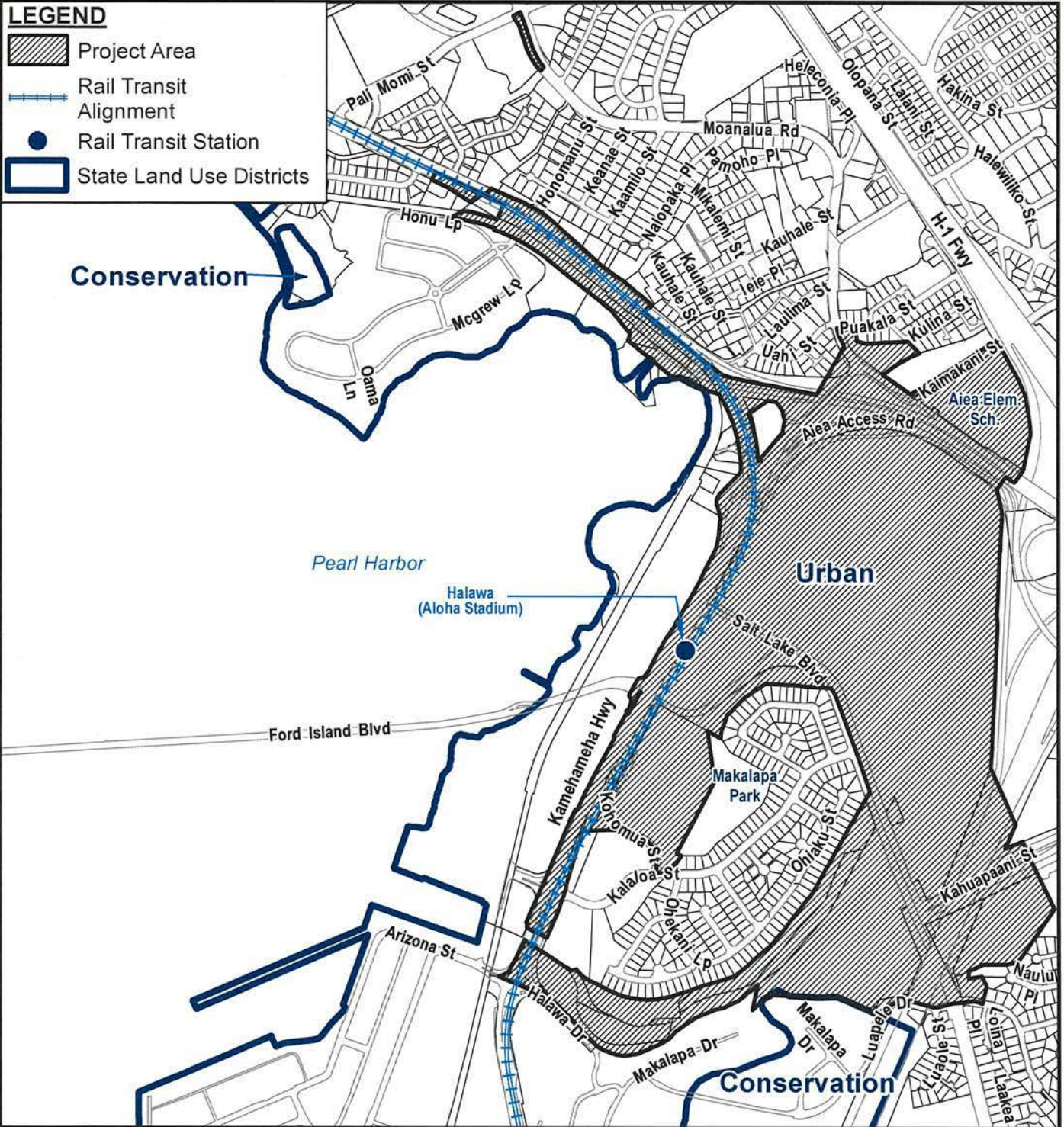
## ATTACHMENT 4

### STATE LAND USE MAP

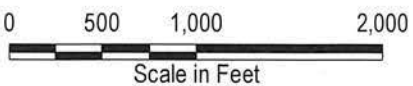
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# LEGEND

-  Project Area
-  Rail Transit Alignment
-  Rail Transit Station
-  State Land Use Districts



VICINITY MAP



## PORTION OF STATE LAND USE MAPS WAIPAHU QUADRANGLE PUULOA QUADRANGLE Halawa (Aloha Stadium) Station Area

FOLDER NO.: 2022/GEN-2

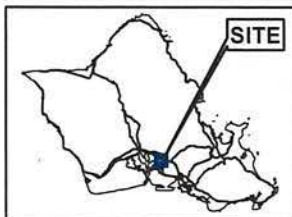
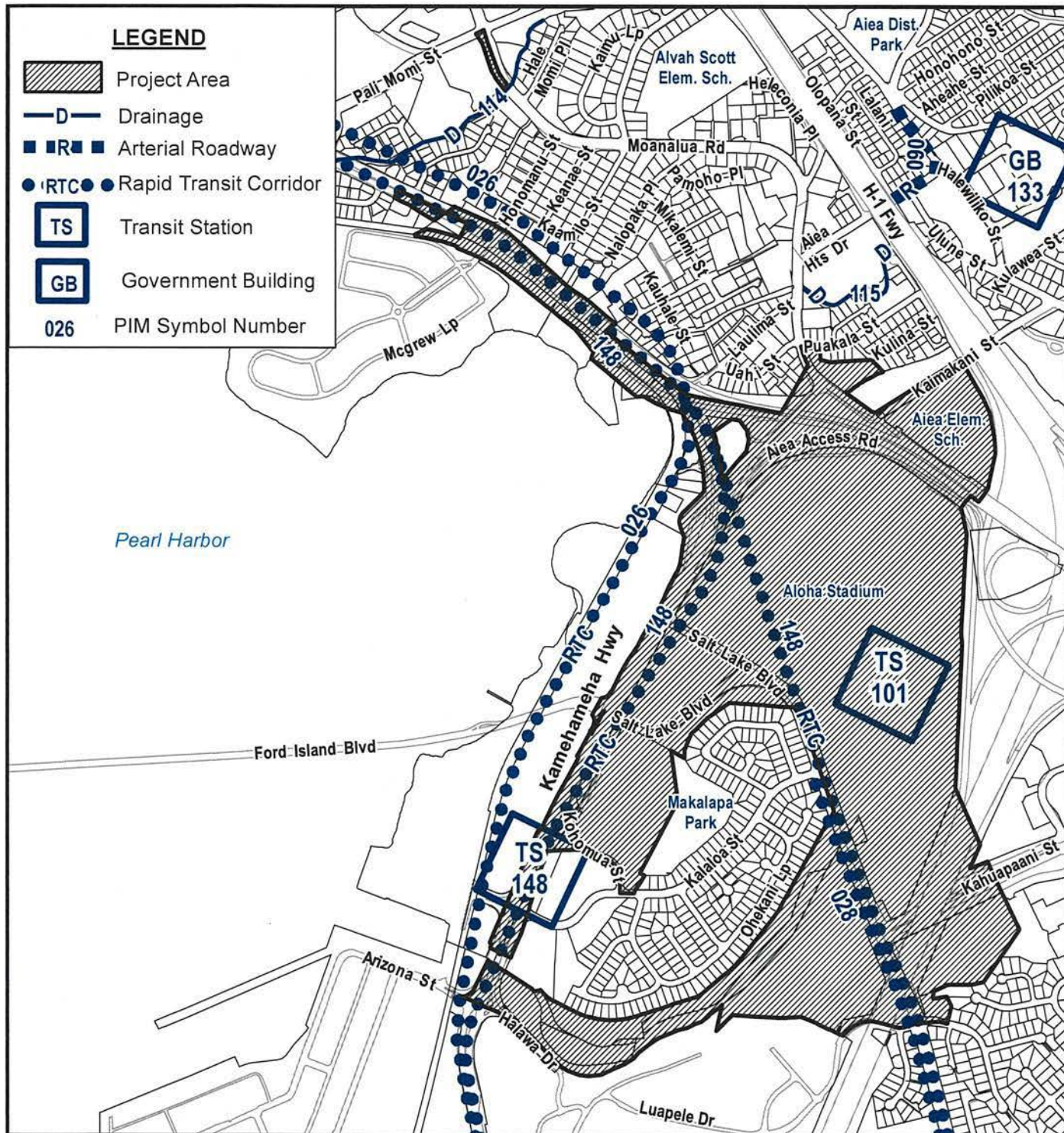


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## ATTACHMENT 5

### PUBLIC INFRASTRUCTURE MAP

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VICINITY MAP



## PORTION OF PUBLIC INFRASTRUCTURE MAP Primary Urban Center

FOLDER NO.: 2022/GEN-2

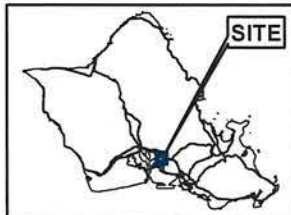
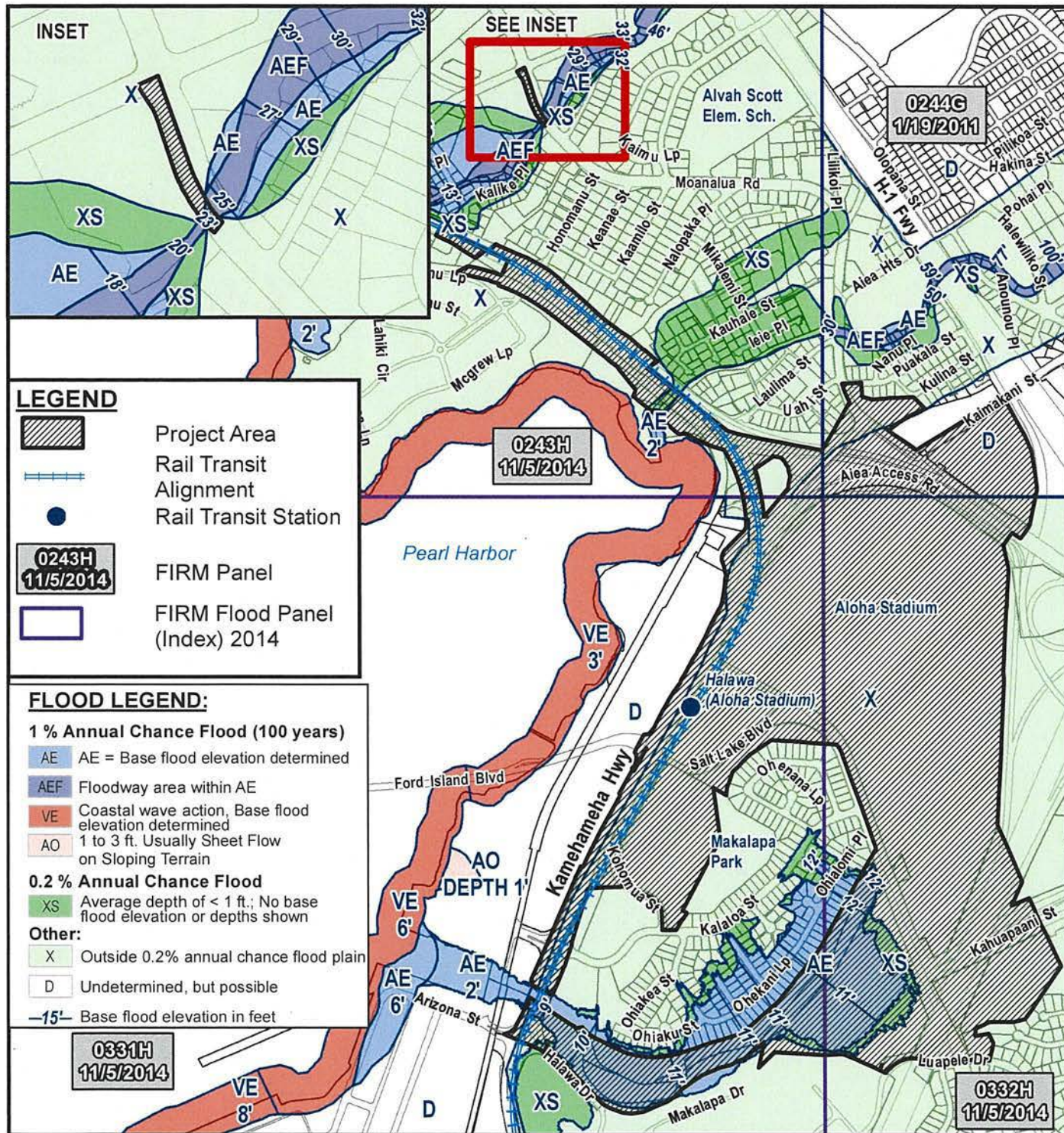


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ATTACHMENT 6

FLOOD HAZARD MAP

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0 500 1,000 2,000  
Scale in Feet



## PORTION OF FLOOD HAZARD MAP

### Halawa (Aloha Stadium) Station Area

#### DATA SOURCE:

FIRM Panels 0331H, 0332H, 0243H Date: 11/5/2014  
FIRM Panel 0244G Date: 1/19/2011

FOLDER NO.: 2022/GEN-2



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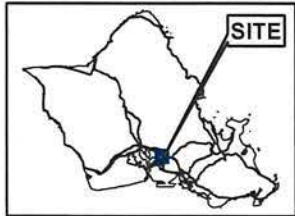
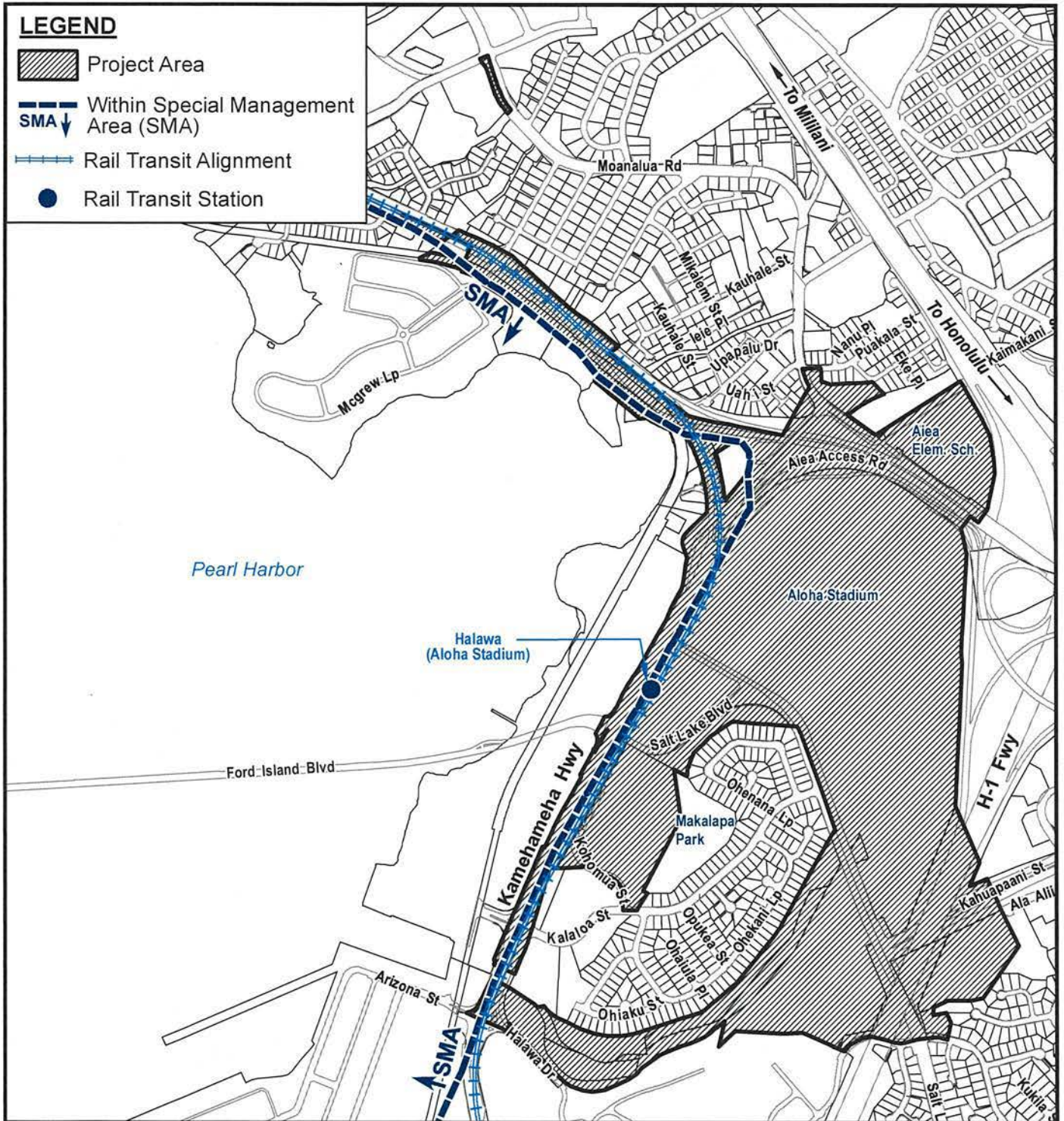
**ATTACHMENT 7**

**LOCATION MAP WITH SMA**

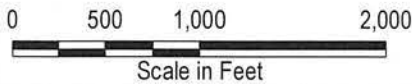
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# LEGEND

-  Project Area
-  Within Special Management Area (SMA)
-  Rail Transit Alignment
-  Rail Transit Station



VICINITY MAP



## LOCATION MAP WITH SMA

Halawa (Aloha Stadium)  
Station Area

FOLDER NO.: 2022/GEN-2

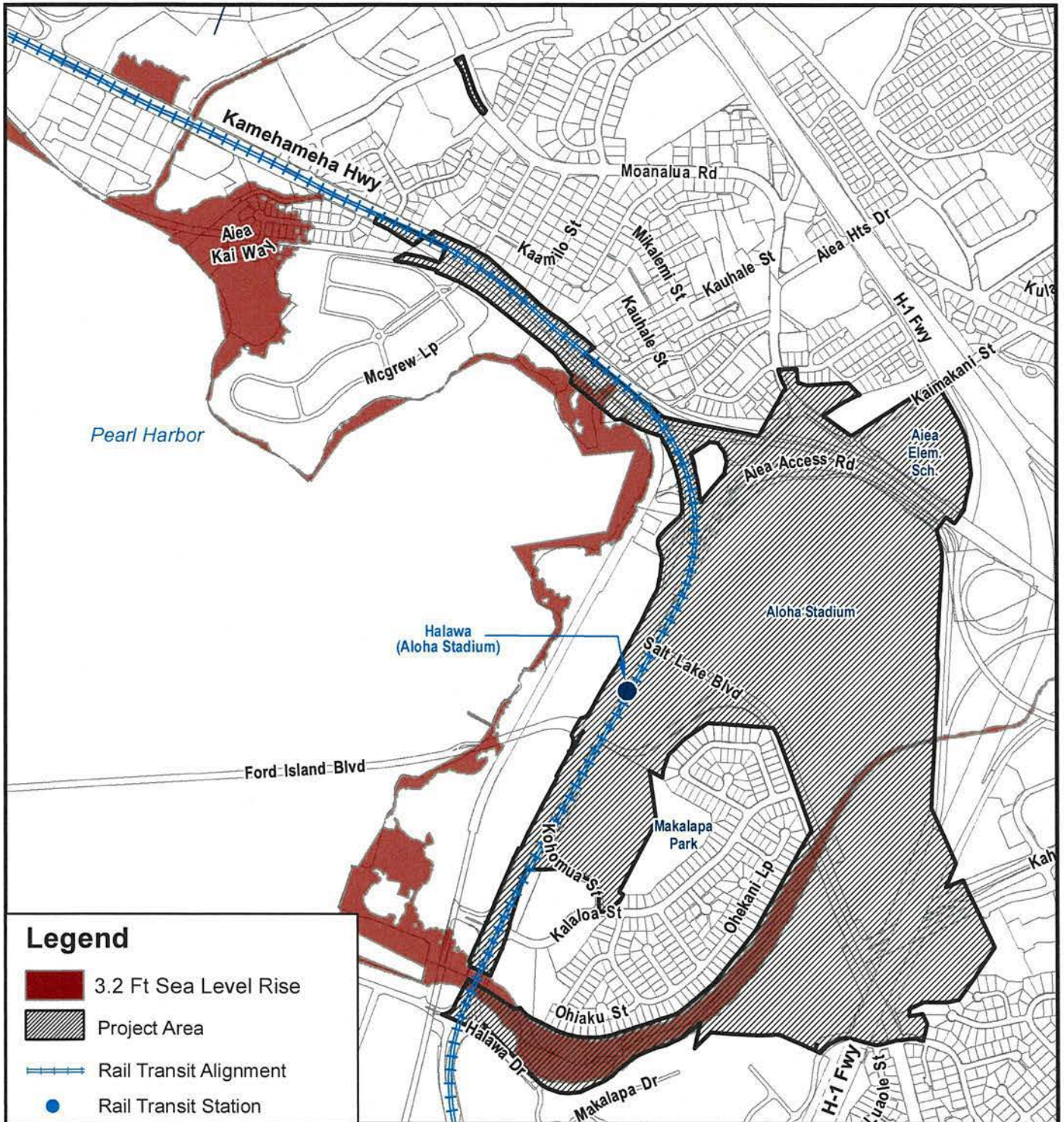


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## ATTACHMENT 8

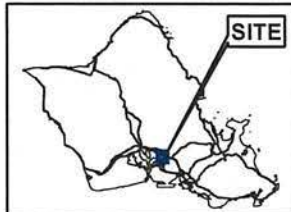
### 3.2 FEET SEA LEVEL RISE MAP

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### Legend

- 3.2 Ft Sea Level Rise
- Project Area
- Rail Transit Alignment
- Rail Transit Station



VICINITY MAP

0 500 1,000 2,000  
Scale in Feet



## 3.2 FT. SEA LEVEL RISE MAP

Halawa (Aloha Stadium) Station Area

FOLDER NO.: 2022/GEN-2



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## ATTACHMENT 9

### BILL FOR AN ORDINANCE

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**CITY COUNCIL**  
CITY AND COUNTY OF HONOLULU  
HONOLULU, HAWAII

ORDINANCE \_\_\_\_\_

BILL \_\_\_\_\_

---

**A BILL FOR AN ORDINANCE**

---

RELATING TO THE REZONING OF LAND SITUATED AT HALAWA, OAHU, HAWAII.

BE IT ORDAINED by the People of the City and County of Honolulu:

SECTION 1. Zoning Map No. 7 (Halawa – Pearl City), Ordinance 86-133, is hereby amended as follows: Land situated near the Kamehameha Highway and Salt Lake Boulevard intersection (Halawa/Aloha Stadium rail station area) in Halawa, Oahu, Hawaii; hereinafter described, is hereby rezoned from the A-1 Low-density Apartment, A-2 Medium-density Apartment, B-1 Neighborhood Business, B-2 Community Business, F-1 Military and federal Preservation, and R-5 Residential; to the A-1 Low-density Apartment, A-2 Medium-density Apartment, AMX-2 Medium-density Apartment Mixed-Use, AMX-3 High-density Apartment Mixed-Use, B-1 Neighborhood Business, B-2 Community Business, BMX-3 Community Business Mixed-Use, F-1 Military and federal Preservation, and P-2 General Preservation. The boundaries and heights of said Districts shall be described as shown on the map attached hereto, marked "Exhibit A," and made a part hereof, and further identified as the Tax Map Keys and streets listed on the exhibits.

SECTION 2. Existing unilateral agreements applicable to affected areas within the boundaries of the said Districts, as shown on the map attached hereto, marked "Exhibit A," shall remain in full force and effect, including all unilateral agreement conditions, except for the unilateral agreements or portions thereof specified below, which are hereby rendered null and void:

1. Ordinance 78-105, Unilateral Agreement Conditions 1, 6, 7, 9, 10, and 11; and
2. Ordinance 89-72, the Unilateral Agreement in its entirety.





**CITY COUNCIL**  
CITY AND COUNTY OF HONOLULU  
HONOLULU, HAWAII

ORDINANCE \_\_\_\_\_

BILL \_\_\_\_\_

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**A BILL FOR AN ORDINANCE**

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SECTION 3. This ordinance takes effect upon its approval.

INTRODUCED BY:

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DATE OF INTRODUCTION:

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\_\_\_\_\_  
Honolulu, Hawai'i

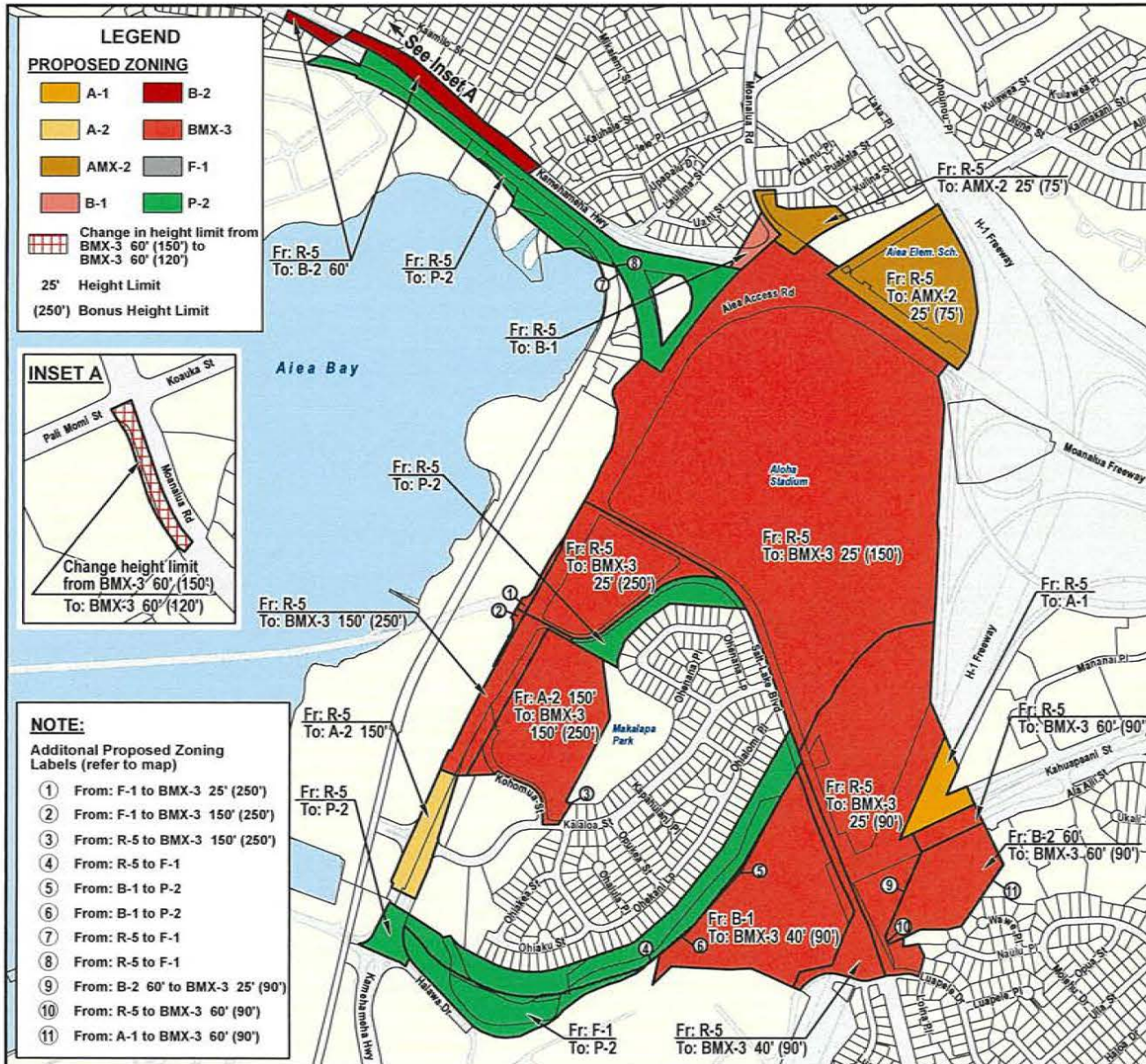
\_\_\_\_\_  
Councilmembers

APPROVED AS TO FORM AND LEGALITY:

\_\_\_\_\_  
Deputy Corporation Counsel

APPROVED this \_\_\_\_\_ day of \_\_\_\_\_, 20 \_\_\_\_\_.

\_\_\_\_\_  
RICK BLANGIARDI, Mayor  
City and County of Honolulu



PORTION OF  
**ZONING MAP NO. 7**  
**HALAWA - PEARL CITY**  
Halawa Station Area

APPLICANT: DEPARTMENT OF PLANNING & PERMITTING

**TAX MAP KEYS:**

9-8-015: por. 1  
9-8-016: por. 53  
9-8-019: 6  
9-9-002: por. 4, 29, 35, 38  
9-9-003: 23, 24, 49, 51, 55, 56, 61, 62, 64, por. 66, 68, 70, 71, 72  
9-9-004: por. 2, 3, por. 4, 6, por. 24,  
9-9-005: 4, 20  
9-9-012: 1, por. 4, por. 6, por. 10, por. 11, 45  
9-9-043: 29  
9-9-048: 98  
9-9-076: 7

**AFFECTED STREETS:**

Aiea Access Rd. (portion), Kahuapaani St. (portion), Kaimakani St. (portion), Kalaloe St. (portion), Kamehameha Hwy. (portion), Kohomua St. (portion), Luapele Dr. (portion), Moanalua Rd. (portion), Pali Momi St. (portion), Salt Lake Blvd. (portion)

**NOTES:**

Zoning districts without a height limit shown are subject to that district's maximum height, as specified in Chapter 21 of the ROH.

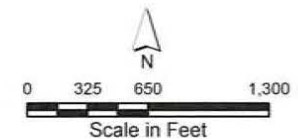
Zoning district boundaries shall be interpreted to follow the street centerline of the existing roadway when illustrated as such on the map.

FOLDER NO.: 2022/GEN-2

LAND AREA: APPROXIMATELY 226.71 ACRES

PREPARED BY: HONOLULU LAND INFORMATION SYSTEM  
DEPARTMENT OF PLANNING & PERMITTING  
CITY AND COUNTY OF HONOLULU

PUBLIC HEARING PLANNING COMMISSION CITY COUNCIL



ORD. NO.

EFF. DATE:

BILL

2022/Z-2

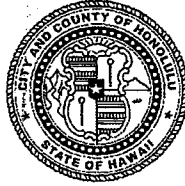
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**DEPARTMENT OF PARKS AND RECREATION  
KA 'OIHANA MĀLAMA PĀKA A ME NĀ HANA HO'ONANEA  
CITY AND COUNTY OF HONOLULU**

2023 JUL 10 PM 4:22  
1000 KALIHI AVENUE, SUITE 309 • KAPOLEI, HAWAII 96707  
PHONE: (808) 768-5063 • FAX: (808) 768-3053 • WEB: www.honolulu.gov

RICK BLANGIARDI  
MAYOR  
MEIA

PLANNING AND PERMITTING  
CITY & COUNTY OF HONOLULU




LAURA H. THIELEN  
DIRECTOR  
PO'O

KĒHAULANI PU'U  
DEPUTY DIRECTOR  
HOPE PO'O

July 14, 2023

**MEMORANDUM**

TO: Dawn Takeuchi Apuna, Director  
Department of Planning and Permitting

FROM: Laura H. Thielen   
Director

SUBJECT: Halawa Area Transit-Oriented Development Zone Changes

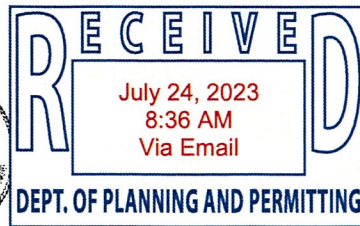
The Department of Parks and Recreation, Park Maintenance and Recreation Services Division and the Division of Urban Forestry reviewed the submittal for the above-noted project and have no comment at this time.

Should you have any questions, please contact Brandon Kono, Acting West Honolulu District Manager, at (808) 768-9292.

LHT:tg  
(902311)



JOSH GREEN, M.D.  
GOVERNOR  
KE KIA'ĀINA



HAKIM OUANSAFI  
EXECUTIVE DIRECTOR

BARBARA E. ARASHIRO  
EXECUTIVE ASSISTANT

STATE OF HAWAII  
KA MOKU'ĀINA O HAWAI'I  
**HAWAII PUBLIC HOUSING AUTHORITY**  
1002 NORTH SCHOOL STREET  
POST OFFICE BOX 17907  
HONOLULU, HAWAII 96817

IN REPLY PLEASE REFER TO:

23:OED/

Statement of  
**Hakim Ouansafi, Executive Director**  
**Hawaii Public Housing Authority**

Before the  
**City and County of Honolulu**  
**Planning Commission**

1:30 p.m., July 26, 2023  
Mission Memorial Building  
Auditorium

In consideration of  
**RELATING TO THE REZONING OF LAND SITUATED AT HALAWA, OAHU, HAWAII**

Honorable Chair Meatoga and members of the City and County of Honolulu Planning Commission, thank you for the opportunity to provide testimony in **strong support** for the Rezoning of Land Situated at Halawa, Oahu, Hawaii and the Transit-Oriented Development Special District.

The HPHA deeply appreciates the City and County of Honolulu Department of Planning and Permitting (DPP) for their adjustment in concurrence with the HPHA's request to rezone its entire Puuwai Momi site as BMX-3 with a bonus height limit of 250 feet, and offers the following comments:

**1. Alignment with HPHA Redevelopment Goals.**

HPHA **strongly supports** the principles and vision of the TOD Plan, and we appreciate the proposed TOD Zoning and its intent to support mixed-use redevelopment, especially on HPHA's Puuwai Momi property, TMK 9-9-003:056 and 064. Under the transformative Ka Lei Momi project, HPHA intends to maximize the redevelopment of the Agency's many existing housing projects near rail, including Puuwai Momi, into a vibrant, mixed-use, mixed-income community near transit to help increase the affordable housing inventory and serve the State's most vulnerable population.

**2. Proposal for Mixed-Use Zoning Designation and Maximum Height of Puuwai Momi**

To achieve the goals above, HPHA proposed and strongly recommended DPP to consider designating the entire HPHA Puuwai Momi property as BMX-3 (business mixed use) instead of having a split zoning with most of it designated as AMX-3 (apartment mixed use). HPHA

also proposed and strongly recommended allowing the Puuwai Momi property to have the same bonus building height of 250 feet as the other parcels adjacent to the rail station to maximize this State-owned parcel's redevelopment potential. The reasons supporting these recommendations were:

- **Housing Goals:** To align with City and State goals of maximizing affordable housing, granting the entire HPHA property the same 250-foot bonus height as the adjacent station area parcel would allow HPHA to provide more affordable housing units within a short walking distance from the rail station.
- **Coherent Development:** Considering the likelihood of the HPHA parcels being developed as a cohesive unit with a master plan, it is imperative to establish a unified zoning designation that aligns with the functional layout required for creating a walkable and accessible internal block structure. A singular BMX-3 zoning designation across the entire property will ensure greater harmony in the development process. Fragmenting the property into separate AMX and BMX zones would introduce complexities in terms of setback and buffering requirements.
- **Neighborhood Compatibility:** The Puuwai Momi property is already separated from adjacent single-family residences by Makalapa Park. The proposed AMX-3 district's farthest border, away from the rail station, already abuts dense development to the south, including the presence of taller towers being developed just outside the Transit-Oriented Development (TOD) zone at the Halawa View project. Hence, designating the entire parcel as BMX-3 ensures compatibility with the surrounding developments.
- **Neighborhood Safety:** While both BMX-3 and AMX-3 allow for a blend of residential and commercial uses, BMX-3 traditionally permits higher density, larger-scale development, and a wider variety of uses including retail, which is not possible in AMX-3. Consistent with design principles of TOD and Crime Prevention Through Environmental Design (CPTED), commercial retail uses on the ground floor near the rail station, and along the major street frontages, should be explored in the new Puuwai Momi master plan to encourage natural surveillance.
- **Valuable Frontage and Urban Context:** The property's location facing both the rail line and the busy Kamehameha Highway makes the frontage valuable for larger commercial development. BMX zones allow for more extensive commercial use, which could generate long-term revenue to support affordable housing operations and maintenance. The potential of having retail or commercial development, mixed with housing, supports a transit-oriented development environment. The commercial component could potentially be used to help buffer noise and privacy between the busy streets and the residential areas. Potential commercial programs such as a small supermarket could support both rail riders and provide healthy food access to the residents.
- **Connectivity:** The property is close to the World War II Valor Monument and other Pearl Harbor visitor destinations, with a planned multi-use trail connecting the station to these attractions. The property's location could offer ground floor commercial development that "connect the dots" enroute between destinations.

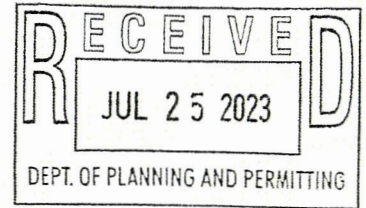
The HPHA appreciates the opportunity to provide the City and County of Honolulu Planning Commission with its testimony for the Rezoning of Land Situated at Halawa, Oahu, Hawaii, and the Transit-Oriented Development Special District. We thank you very much for your dedicated and continued support.

TO: Members of the Honolulu Planning Commission

FROM: Natalie Iwasa  
808-395-3233

DATE: Wednesday, July 26, 2023

SUBJECT: Rezoning of Land Situated at Halawa, Oahu - **COMMENTS**



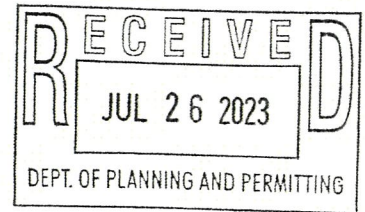
Aloha Chair Meatoga III and Commissioners,

Thank you for this opportunity to provide testimony on the proposed rezoning of approximately 227 acres of land at Halawa which is intended to facilitate the implementation of the Halawa Area Transit-Oriented Development Plan.

You may be aware that Honolulu bases real property classifications on the "highest and best use" of the property. That means, for example, that owners of residential properties in areas zoned as resort must petition the city for residential status. The dedication is good for five years. The deadline for application is September 30. If an owner misses the deadline, real property taxes for the next fiscal year would very likely be much higher than the residential rate.

During your discussions regarding the potential rezoning, please ask the city administration to explain how real property classifications will be handled should the rezoning be approved and how any petitions would impact the Honolulu Real Property Assessment Division as well as city taxpayers.





**Loko i'a Pā'aiau, Kalauao, `Ewa  
Paaiau.org**

**Testimony Presented By**

**Kehaulani Lum  
Resident of `Aiea, Hawai`i**

**Before the City and County of Honolulu Planning Commission**

**1:30 p.m., July 26, 2023  
Mission Memorial Building  
Auditorium**

**Relating to the Zoning of Land at Hālawa, O`ahu, Hawai`i**

Aloha Honorable Chair Meatoga and members of the City and County of Honolulu Planning Commission. Mahalo for holding this hearing, today, across the street from the reconstructed hale pili at the Hawaiian Mission Houses Historic Site. It warms my heart to see a reverence for Native Hawaiian culture, as we enter this new moment, in the ahupua`a of Hālawa.

"Nani Hālawa i ka ūa kanilehua." Beautiful is Hālawa in the Wa`ahila rains.

My name is Kehaulani Lum, and I am a lineal descendant of ancestors from `Aiea who received their lo'i lands from the King and grew our kauhale through a grant from the Aupuni. Because they came to town, nearly 200 years ago, to claim the history of their place, nine generations of our 'ohana have proudly called `Aiea "home." Truly, there is no land use plan in our community that has been created without the presence and/or participation of a member of my family.



But, the Hālawa TOD Plan is different. It proposes to alter the landscape once honored by native priests and highest chiefs, in a way that has almost nothing to do with their culture. And, so important is this new plan to me, that the sacred is not lost in the secular, that I have come, like those before me, to ask your help to uplift the spirit and practice of the people and culture who took their first breaths in this place.

From the arrival of the first canoe, over 700 years ago, to as recently as the 1960s, thousands of Native Hawaiians inhabited the heart of the Hālawa TOD, lastly, ironically, in affordable housing transformed by the government from military barracks. (Their displacement precipitated the creation of today's Pu'uwai Momi.) Some, like my aunt, tended ancestral lands, all of whom carried the light of aloha in their hearts. They were farmers, fishermen, soldiers, healers, priests, businessmen, plantation workers, prayer warriors, and on, each devoted deeply to community and Ke Akua and connected to the abundance of Pu'uloa that fed and nourished them with limu 'ele'ele, 'anae, nehu, opae, crabs, oysters; everything that they needed to survive.

While some may feel that this way of life is ancient history, the community of 'Aiea recognized over a quarter century ago the importance of saving the brilliance of 'Ewa's abundant past. As the last remaining loko i'ā in Pearl Harbor, out of what used to be 23 or more, 10 of which were in Hālawa, Pā'aiau is a sanctuary for a new generation intent on finding peace, connection, forgiveness, and aloha, together. A 500 year old fishpond attributed to the Queen of O'ahu, Kalanimanu'ia, who reigned from Kalauao for over 65 years, in abundance and peace, Pā'aiau is a State Historic Register site. Celebrated and supported by the City Council and the 'Aiea Community Association, bestowed two historic preservation awards, and recognized by the President of the United States as a model cultural resource project, its restoration was the singlemost reason why Navigator Nainoa Thompson brought the voyaging canoe Hōkūle'a into Pu'uloa for the first time in its 40-year history, when it returned from its Mālama Honua tour.

Regrettably, the significance of the pond has eluded this plan. It is virtually absent among the list of important community historic, cultural and open space site identified herein. Along with it, the inspiration of a self-sufficient practice to which Hawai'i is struggling to return.

20 years after the City and County of Honolulu called for the pond's restoration and creation of a cultural space in its Master Plan for the Pearl Harbor Historic Trail, we are honored to help steward the site, at the invitation of the US Navy. (I have attached the appropriate page from the plan.) With the loving help of thousands of school children, teachers, families, healers, businesses, military and community volunteers, and even, young residents and community groups serving Pu'uwai Momi, Loko i'a Pā'aiau falls within the radius of the TOD plan. Yet, its absence is glaring.

We respectfully request that the plan protect this cultural treasure, and all Native Hawaiian traditional cultural sites within its realm, at the least by ensuring its description in the Historic/Cultural Sites, Open Spaces, Neighborhoods and other appropriate narratives and maps, and, at best, by preserving our access to the fresh water that runs underground and

alongside the pond (‘auwai, Kalauao Stream, punawai, etc.) as you move to upzone the area. Fresh water is essential to our vision of a healthy pond and estuary, and as the water leaves Kalauao and heads to the Aloha Stadium, by over a million gallons a day, we pray that Pā’aiau will not be lost.

Together, we can ensure that the rainbow that arcs from Pā’aiau to Hālawa continues to shine brightly, for generations to come, if aloha is truly our guide.

Mahalo nui loa,

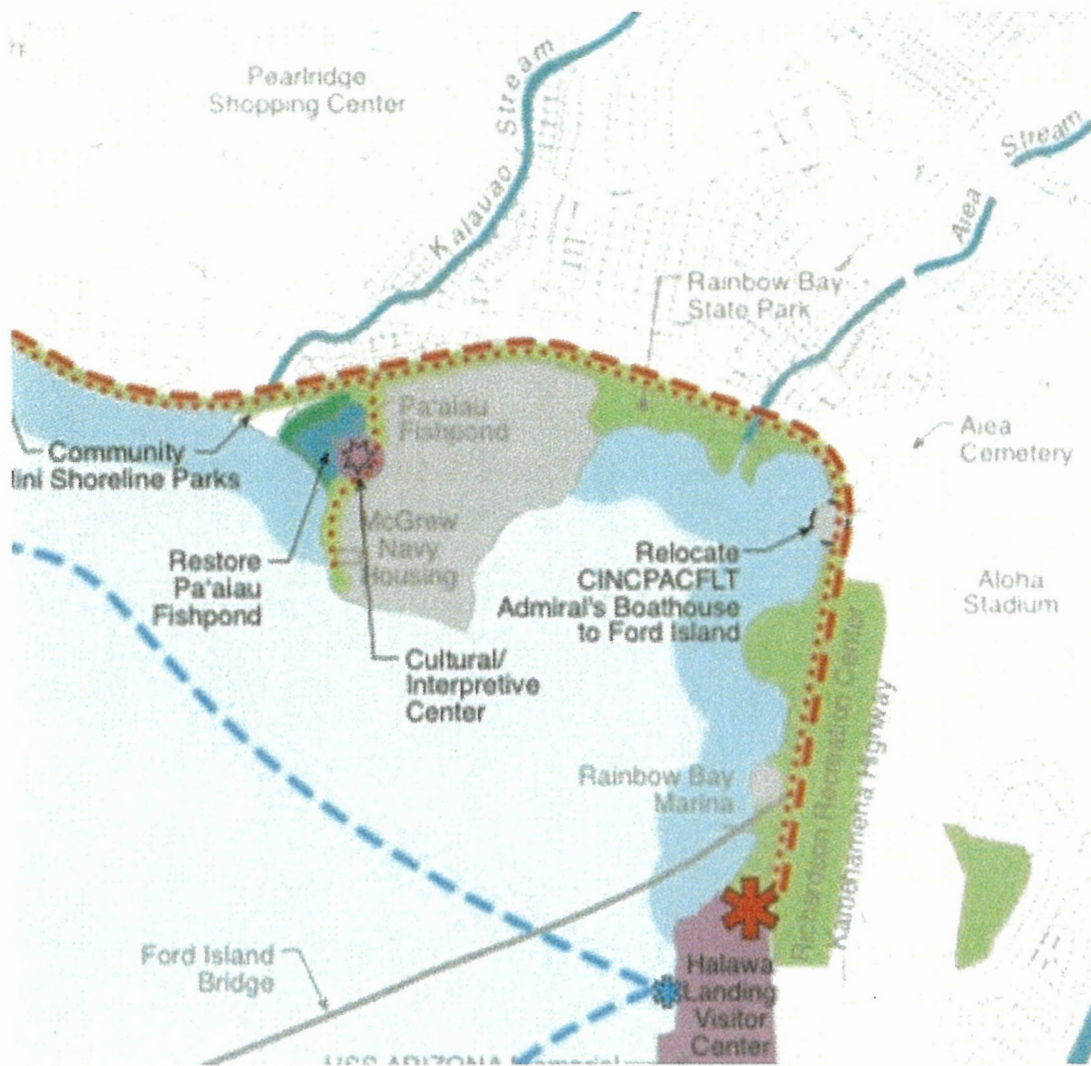
Kehaulani Lum

‘Aiea Resident and Lineal Descendant of its Original Native Inhabitants

President of Ali‘i Pauahi Hawaiian Civic Club

Board Member of the ‘Aiea Community Association

Loko i‘a Pā’aiau Steward



Pearl Harbor Historic Trail Long Range Master Plan Figure 3-1  
 'Aiea/Pearl City to Waipahu  
 As included in Hālawā TOD Documents



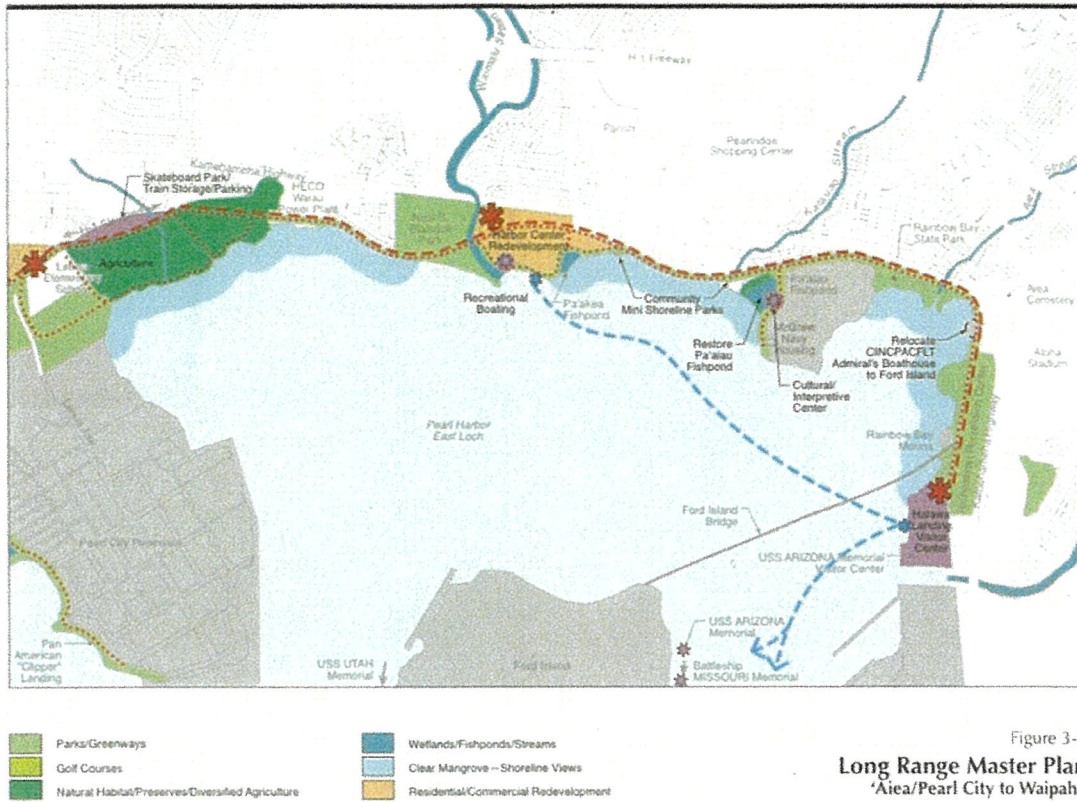


Figure 3-1  
Long Range Master Plan  
Aiea/Pearl City to Waipahu





# HALAWA AREA

## Transit-Oriented Development (TOD) Plan

### FINAL PLAN

OCTOBER 2020









### 1.1.6 HISTORIC / CULTURAL SITES

There are a number of historic, scenic and culturally significant resources are found in the study area, as shown in Figure 1-6. The development of the Plan as well as future projects must respect their presence, and moreover, respond favorably to local history and culture, such as,

- Within the ½-mile radius of the Aloha Stadium station the only site on the national and state Register of Historic Places is the USS Bowfin.
- Within the 1-mile radius of the station, there is the Honolulu Plantation Manager's Residence, Forty-Niner Restaurant and the northern extremity of the USS Arizona Memorial and the Joint Base Pearl Harbor-Hickam historic sites. While not listed on these registers, St. Elizabeth's Church in the Aiea Elementary School Site was built in 1920 and the remainder of the Japanese cemetery exists in the loop from the Aiea Access Road to eastbound Moanalua freeway (H201).
- According to the Primary Urban Center Development Plan (PUC DP), significant scenic panoramic views near Aloha Stadium include the Pearl Harbor Historic Trail and waterfront as well as limited views along the waterfront and the harbor toward the Waianae Mountains. The PUC DP goes on to say that stream corridors such as the Halawa and Aiea Stream (also near Aloha Stadium) should provide mauka-makai access serving both as a natural and recreational use and are to be regarded as priority developable recreation segments.



*USS Bowfin Museum and Regulus I cruise missile*

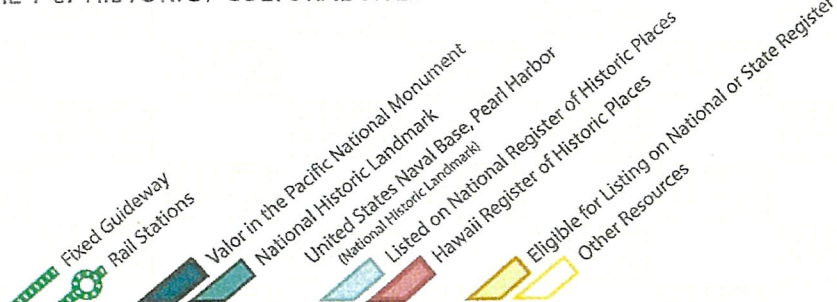


*USS Arizona Memorial and wreck of the USS Arizona*





FIGURE 1-6: HISTORIC / CULTURAL SITES



Source: Honolulu Rail Transit Historic Properties; National Park Service; Historic Hawaii Foundation