

BILL051(23)
Testimony

MISC. COMM. 526

COUNCIL

COUNCIL Meeting

Meeting Date: Oct 4, 2023 @ 10:00 AM

Support: 3

Oppose: 0

I wish to comment: 1

Name: Mohannad Mohanna	Email: moe.mohanna@hcosta.com	Zip: 96813
Representing: Highridge Costa Development	Position: Support	Submitted: Oct 2, 2023 @ 08:35 AM
Name: Chris Deuchar	Email: cdeuchar@formpartners.com	Zip: 96813
Representing: Form Partners	Position: Support	Submitted: Oct 2, 2023 @ 08:37 AM
Name: Hakim Ouansafi	Email: hakim.ouansafi@hawaii.gov	Zip: 96817
Representing: Hawaii Public Housing Authority	Position: Support	Submitted: Oct 2, 2023 @ 04:52 PM
Name: Kehaulani Lum	Email: myheavenlydew@gmail.com	Zip: 96701
Representing: Ali'i Pauahi Hawaiian Civic Club	Position: I wish to comment	Submitted: Oct 3, 2023 @ 09:48 PM



Statement of
Mohannad M. Mohanna, President
Highridge Costa Development

Before the
Honolulu City Council
Committee on Zoning

9:00 A.M., September 13, 2023
City Council Chamber

In consideration of
BILL 50 (2023) – RELATING TO THE TRANSIT-ORIENTED DEVELOPMENT SPECIAL DISTRICT
BILL 51 (2023) – REZONE LAND SITUATED AT HALAWA, OAHU (2022/GEN-2)

Honorable Chair Say and esteemed members of the Honolulu City Council Committee on Zoning, we extend our gratitude for the opportunity to provide testimony in **strong support** for the Transit-Oriented Development Special District and rezoning of lands around Aloha Stadium proposed under Bills 50 (2023) and 51 (2023).

The proposed BMX-3 mixed-use zoning will provide a generational opportunity to transform the Aloha Stadium and the HART Hālawā Station areas into a dynamic, transit-oriented urban community. The TOD plan envisions Hālawā as a vibrant retail and entertainment destination while providing critically needed new and affordable housing in and around the station area. As the development partner for Hawai'i Public Housing Authority's Puuwai Momi, which is situated less than a half mile from Hālawā Station, we believe that the changes proposed under Bills 50 and 51 will optimize the potential for creating new, affordable Kama'aina housing for a diversity of income ranges.

Increasing building heights with ground-floor retail and commercial activation will create vibrant and engaging community gathering spaces. Further, these areas will provide safe, pedestrian-friendly connectivity between the Stadium, Hālawā Station, and the Pearl Harbor/Arizona Memorial complex.

Thank you for the opportunity to provide testimony on behalf of Bills 50 and 51. We stand firmly in support of these efforts that will help bring affordable housing to Hālawā and revitalize the areas around Hālawā Station.

Sincerely,

Mohannad M. Mohanna
President, Highridge Costa Development

FORM

Statement of
Christopher W. Deuchar, Managing Partner
Form Partners

Before the
Honolulu City Council
Committee on Zoning

9:00 A.M., September 13, 2023
City Council Chamber

In consideration of
BILL 50 (2023) – RELATING TO THE TRANSIT-ORIENTED DEVELOPMENT SPECIAL DISTRICT
BILL 51 (2023) – REZONE LAND SITUATED AT HALAWA, OAHU (2022/GEN-2)

To the Honorable Chair Say and esteemed members of the Honolulu City Council Committee on Zoning,

I am writing to express my strong support for the proposed Transit-Oriented Development Special District and rezoning of lands around Aloha Stadium pursuant to Bills 50 (2023) and 51 (2023). The proposed BMX-3 business mixed-use zoning would catalyze the transformation of the Aloha Stadium and HART Hālawā Station areas into a vibrant, transit-oriented urban community. The TOD plan envisions Hālawā as a premier retail and entertainment destination while providing much-needed new and affordable housing and a plethora of employment opportunities in and around the Stadium area.

Increasing the building heights in the district would allow for expanded open space and community gathering areas. Further, the proposed mixed-use zoning will inject a diversity of retail and commercial uses helping to create a more walkable and pedestrian-friendly environment that will be attractive to local residents and visitors alike.

These bills are a major step forward for Hālawā and would help to revitalize the community. We urge you to approve these bills and help to make Hālawā a more livable and sustainable place for Kamaʻāina for many generations to come.

Thank you for your time and consideration.

Sincerely,



Christopher W. Deuchar
Managing Partner, Form Partners



JOSH GREEN, M.D.

GOVERNOR

KE KIAĀINA

HAKIM OUANSAFI

EXECUTIVE DIRECTOR

BARBARA E. ARASHIRO

EXECUTIVE ASSISTANT

STATE OF HAWAII
KA MOKUĀINA O HAWAII

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
Honolulu City Council
Regular Meeting

10:00 A.M., October 4, 2023
City Council Chamber

In consideration of
BILL 50, CD1 (2023) – RELATING TO THE TRANSIT-ORIENTED DEVELOPMENT SPECIAL DISTRICT
BILL 51, CD1 (2023) – REZONE LAND SITUATED AT HALAWA, OAHU, HAWAII

Honorable Chair Waters and members of the Honolulu City Council, 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) and the City and County of Honolulu Planning Commission for these two measures which concern the Hawaii Public Housing Authority's (HPHA) Puuwai Momi low-income public housing property, 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. Mixed-Use Zoning Designation and Maximum Height of Puuwai Momi

To achieve the goals above, HPHA strongly supports the designation of the entire HPHA Puuwai property as BMX-3 (business mixed use) and allowing the Puuwai Momi property to have the 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 as follows:

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 parcels 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. The singular BMX-3 zoning designation across the entire property will ensure greater harmony in the development process.

Neighborhood Compatibility: The Puuwai Momi property is already separated from adjacent single-family residences by Makalapa Park. The proposed district's farthest border, away from the rail station, already abuts dense development to the south, including the presence of future towers at the Halawa View project. Hence, designating the entire parcel as BMX-3 ensures compatibility with the surrounding developments.

Neighborhood Safety: BMX-3 allows 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. 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-3 zoning will 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

Honolulu City Council

October 4, 2023

Page 2

destinations.

The HPHA appreciates the opportunity to provide the Honolulu City Council 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.

Aloha Kakahiaka Chair Waters, Vice Chair Kia'āina, and Members of the City Council,

My name is Kehaulani Lum, and I am a resident of 'Aiea, which presently incorporates sections of the traditional ahupua'a of Hālawā, 'Aiea, Kaluauo and Waimalu within its boundaries. I am a member of the Board of the 'Aiea Community Association, to which I have belonged for over 25 years, and am the President of the Ali'i Pauahi Hawaiian Civic Club, which was chartered in 1973. I am a descendant of the native stewards of the kuleana of Mā'ona, 'Aiea; 'āina gifted by King Kamehameha III. Our ohana continues to reside on lands in which our ancestors bones are buried. In short, we have seen, and adapted to, great change for a long, long time.

I am advised that my comments to the Honolulu Planning Commission, relating to Bill 51, have been forwarded to you, and I thank you for your serious consideration of my concerns.

I respectfully request that the Council ensure the protection, preservation and recognition of traditional Hawaiian cultural properties identified in the City's Pearl Harbor Historic Trail Master Plan, dated 2001. In particular, Loko i'a Pā'aiau, a 500-year-old royal fishpond that is a cherished wahi pana, is nowhere mentioned in the Bill, despite the fact that it is a highlight of the Pearl Harbor Historic Trail plan and located within a mile and a half of both the Aloha Stadium and the Pearlridge Center.

The community volunteers who have been restoring the pond for the past decade have earned commendations from the Honolulu City Council and historic preservation advocates for their amazing efforts. The project has received important fiscal support from the City and County to train young people in the traditional arts of fishpond wall-building. And, thousands of area residents, students, organizations and visitors have helped mālama this royal home of Queen Kalanimanu'ia, every year, for the past 10 years. It is a beloved community partnership.

Yet, while the history of the fishpond and the Queen ground Stipulation VII of the Honolulu Rail Transit, Section 106, Programmatic Agreement, it is not recognized as a cultural or historic site in relevant areas of the zoning map. Therefore, it is not seen as a space to be protected.

For reasons that have not been made clear to us, the Hālawā TOD narrative and maps, for example, erase Native Hawaiian presence, by not listing Loko i'a Pā'aiau as a cultural and historic site, in favor of ones that are 400 years younger, privately owned, and, in the case of the Hālawā Station, located further away than the fishpond. Surface run-off and diversion of fresh water resources that flow through the ahupua'a will be seriously impaired by this plan and, thus, adversely harm the fishpond. It may even cause irreparable harm to our shoreline.

Proposed zoning brings the development very close to the natural 'auwai system that once fed the lo'i kalo and fishpond abutting what is now known as Kamehameha Highway.

Your aloha for the 'āina is greatly appreciated as you deliberate this Bill.

Me ke aloha pumehana, Kehaulani Lum