Understanding Opportunity Zones in Hawaii

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TOD Honolulu Program

• TOD vision, neighborhood plans and zoning
• Infrastructure finance tools and incentives
• Affordable housing strategy and investments
• Walkable, connected, complete streets
• Catalytic projects and market interest
• Mayor’s TOD Subcabinet coordinates strategy, infrastructure, permits, funding, projects
• Working with State Interagency TOD Council
Interim Planned Development – Transit Permit (IPD-T)

- Flexible permit process to facilitate catalytic TOD projects prior to adoption of the neighborhood plans, zoning maps, and LUO amendments

- **Adopt TOD Special District** (entire rail corridor)
  - Use and design standards that activate the streetscape
  - Reduced vehicular parking / New bicycle parking
  - Developing formulas for community benefits like affordable housing & connectivity, in return for added height & density

- **Adopt Zoning Map Changes** (each TOD zone)
  - Allows for more mixed uses, e.g. AMX, BMX, IMX
  - Waipahu adopted, continues along entire transit corridor after each plan is adopted
• Neighborhood mini parks adjacent to infill development
Pearl City-Aiea Opportunity Zones and TOD Draft Zoning
Housing Development at Pearl Highlands
## Aloha Stadium Station (Halawa, HI)

<table>
<thead>
<tr>
<th>Ownership</th>
<th>State of Hawaii</th>
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<tbody>
<tr>
<td>Neighborhood Type</td>
<td>Retail, Residential, Military, Waterfront</td>
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| Development Opportunities | • Multifamily Housing  
• Retail  
• Office  
• Hotel  
• Sports & Entertainment |
| Height Limit (Zoning) | 250’ (BMX-3) |
| Land Area       | 100 acres       |
| Station Features | • 600-space parking lot |

Conceptual redevelopment plan for Aloha Stadium property
Halawa Area TOD Plan
Halawa Area
TOD Plan Concepts

1. Stadium Visibility along Hwy
2. Mixed Use Gateway at Station
3. Salt Lake Blvd Redirection
4. 200-300 Room Hotel
5. Critical Mass
6. Bike and Ped Improvements
7. Transportation Improvements
8. Parking Strategy
Kalihi-Downtown Opportunity Zones and TOD Planning Area

Prepared by: DPP
Date Prepared: 12/1/18

Middle Street to Chinatown

Scale in Feet
Note: Data represented on this map is not intended to replace site survey.

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Kapalama & Iwilei Station Areas

- Industrial district ➔ mixed-use neighborhood
- Largest potential for new housing in the rail corridor
- Easy walking distance to downtown Honolulu
- City and State are investing in utilities, streets, & parks
Infrastructure district – Iwilei/Kapalama
Kapalama Canal
Kalihi Station Area

- Scale and character of uses maintained:
  - Industrial and commercial makai of the station and
  - Residential mauka of the station
- Greater mix of uses along Dillingham Boulevard
- Strategic new higher-density housing and rehabilitation of units in disrepair
- Potential redevelopment of OCCC
Financial incentives and tools

Includes financing mechanisms, incentives and policy guidelines to stimulate private investment.

- Reduce Fees to Lower Affordable Housing Cost *(Ord 18-1)*
- Adjust Real Property Tax Exemptions *(Ord 18-1)*
- Establish Infrastructure Finance Districts *(Iwilei-Kapalama)*
- Modify Existing Affordable Housing Fund *(in Charter amendment)*
- Create new TOAH loan fund *(for mixed-income projects)*
- Target City private activity bonds for affordable housing
- Create a Community Land Trust/ Land Acquisition Fund
- Target use of HOME & CDBG Funding *(in HUD ConPlan)*
Brownfields Redevelopment Assistance

- $700k in Brownfields Assessment Grants from US EPA
- Conduct Phase I & II environmental assessments and develops clean-up plans
  - Have conducted 11 Phase I assessments, 6 Phase II, and one clean-up plan to date.
- Targeted towards smaller landowners and businesses
- Technical assistance and education
- Can help lead to potential clean-up funding