ALOHA STADIUM
Planning For A New Stadium & Site Redevelopment
D.A.G.S. Job No. 12-10-0862
Phase I
Final
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EXECUTIVE SUMMARY

At the request of the State of Hawaii DAGS, the Aloha Stadium: Planning for a New Stadium & Site Redevelopment Team (henceforth the Development Design Team) has undertaken a study analyzing the relative merits and drawbacks of the current Halawa site against a range alternative site options.

The study considers a wide range of measures, including site access, transit connections, regional demographic and development opportunities and incentives.

Based on a high-level survey, six potential sites were analyzed in detail:

a. The Halawa Site (existing Aloha Stadium site)
b. The University of Hawaii at Manoa
c. The University of Hawaii at West Oahu
d. The Ala Wai Golf Course
e. Kapiolani Regional Park
f. The Kalaeloa Airport

This Aloha Stadium: Planning for a New Stadium & Site Redevelopment report is a catalogue of the process of selecting the sites chosen for evaluation, a repository of the information used to evaluate the sites, a record of the interaction with DAGS and the Stadium Authority and a summary of the numerical ranking of sites in conclusion.

The study has concluded and it is the recommendation of the Development Design Team that the Halawa Site is the most appropriate, viable and development-ready site for a new 35,000 seat stadium and ancillary surrounding development.

This report and its resulting recommendation sets the stage for the ongoing master planning effort and preliminary economic analysis of the Halawa site for a new stadium.

The current phase of work is to undertake preliminary master planning for the halawa site. This alternative site analysis work that has been done can contribute and fulfill the requirements for the Environmental Impact Study (EIS) which mandates that alternative sites be considered for a new stadium, not relying on the current preferred site as a foregone conclusion.

The EIS and associated analyses will be undertaken by the Development Design Team in a subsequent phase as the conclusion of this current work effort.
REFERENCE DATA MAPS OF HONOLULU

Reference data maps were developed from various data sources, including the US Census Bureau, the County of Honolulu and the State of Hawaii. They were generated using QGIS software and broken into the following categories for evaluation:

- Population Density
- Land Ownership
- Hazard Zones
- Incentive Zones
- Income & Employment
- Transportation

These categories form a basis for evaluation of each of the proposed sites individually and comparatively. The reference maps are confined to the south side of the island, specifically centers on downtown Honolulu, Waikiki and Oahu. The reference maps served as a base for initial site selection.
Population density is shown as it currently exists in the referenced areas. It does not take into account future growth. The areas of the most dense populations are located between the airport and Waikiki, north of downtown Honolulu.

Population density can be used in different ways for evaluation. Areas of dense population can be seen as good locations for development, with many user groups located nearby, while areas of sparse population could be seen as prime spots for future growth.
Land Ownership

Existing land ownership for this project is a significant factor in site selection. Land that is currently owned/controlled by the State of Hawaii will be much easier to utilize vs. land that would need to be purchased/acquired.

The design team also wanted to be careful to not consider any land that is to be preserved as natural preserves.
Oahu's position as an island in the Pacific leaves it open to several hazards unique to the State of Hawaii, and not the rest of the mainland. These hazards were taken into consideration when selecting a site. The shoreline of Oahu and inward up to 1/2 mile in certain areas falls into a tsunami hazard zone and extreme tsunami hazard zone. Additionally, these areas fall under flood risk in extreme weather. An additional consideration was research into a general sea level rise due to changes in climate. These hazards all play a role in considering whether or not to locate a potential development in these areas, but aren’t necessarily a deal-breaker for the project. Hazards can be addressed, land can be elevated and potential hazard zones can become viable.
Development Incentive Zones

There are two geographically-channeled incentive programs covering portions of Oahu, which could help offset development costs on covered sites: Enterprise Zones and Opportunity Zones.

The Enterprise Zones were created by the State of Hawaii to help stimulate certain types of business activity and increase employment in targeted areas of the state. It is intended to bring business and opportunity to less affluent areas.

The Opportunity Zones were created by the Federal Tax Cuts and Jobs Act in order to provide incentives for investments in low-income communities. Opportunity Funds are exchanged for investments in low-income communities. The Opportunity Funds will then be used to provide investment capital in certain low-income communities.
Income & Employment

Income and employment were both considerations in determining locations for this potential project development. Areas of high income are seen as areas with significant potential disposable income to be used at events and in the commercial areas. More important, areas of low income and low employment are seen as locations that could significantly benefit from this development with job opportunities that could be created in the immediate area.

Key

- 30 Unemployed Persons
- 30 Households in Poverty
- Median Income:
  - $0 - $25,000/year
  - $25,000 - $50,000/year
  - $50,000 - $75,000/year
  - $75,000 - $100,000/year
  - $100,000 - $150,000/year
  - $150,000 - $200,000/year
  - $200,000 - $250,000/year
  - $250,000 - $300,000/year
  - $300,000 - $400,000/year
  - $400,000 - $500,000/year
  - $500,000 - $600,000/year
  - $600,000 - $750,000/year
  - $750,000 - $900,000/year
  - $900,000 - $1,000,000/year
  - $1,000,000 - $2,000,000/year
The density of Honolulu offers challenges to certain particular areas for development. Transportation infrastructure would need to be built or improved in order to meet the demand of a stadium development. Searching for sites with existing highway access for visitors and close proximity to the harbor and airport for shipping of event materials was an important consideration in locating site possibilities. Additionally, the HART line, currently under construction was a major consideration as it has the capability of handling large numbers of visitors to stadium events without increasing demand on already busy highways, and can reduce parking requirements for a stadium.
SITE SELECTION PROCESS

In order to meet the requirements set by the State of Hawaii DAGS to evaluate additional sites around Honolulu, along with the existing Honolulu Stadium Site for its viability in the future, the Development Design Team sought to define the site evaluation criteria. The Development Design Team scrutinized the process of selection with a closer note. In order to give a firmer evaluation of every possible site and not just sit in evaluation, sites were evaluated with preconceived notions about where is the best location. The team researched on the process involved at potential sites equally.

The first step in the process of selecting a site was to analyze all available data pertaining to the real estate. Reference maps were overlaid with site drainage, population density, open land, hazard zones, development at centers zones, relative income areas, transportation maps and maps showing land ownership. These maps were then arranged for possible locations.

Initial criteria in finding these locations was to find possible sites in areas that had enough open space to accommodate the stadium Authority's interests to establish a site. The 18 sites that will be further narrowed down in the next phase. These locations were distributed to the Client Group and filled out individually by each of the members. The Client Group prepared a workbook and met with DAGS and with the Stadium Authority (Client Group) to review the progress and collaborate on the site analysis. The workbooks were then categorized and modified to the final version contained in this book, using input from the Client Group.

Background information is critical in evaluating site options. During the course of the site evaluation process, the Development Design Team sought to define the site evaluation criteria. The Development Design Team prepared a preliminary site evaluation matrix which was reviewed by the Client Group, the Client Group prepared a preliminary site evaluation matrix which was reviewed by the Client Group, the Client Group prepared a workbook and met with DAGS and with the Stadium Authority (Client Group) to review the progress and collaborate on the site analysis. The workbooks were then categorized and modified to the final version contained in this book, using input from the Client Group.

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18 INITIAL SITE LOCATIONS

1. AALA PARK
2. ALA MOANA
3. ALA WAI GOLF COURSE
4. HALAWA
5. HONOLULU STADIUM PARK
6. KALAELOA
7. KALOEI GULCH
8. KAPIOLANI REGIONAL PARK
9. KAPIOLANI REGIONAL PARK
10. KAPOLEI
11. KAWANUI PARK
12. KOKO HEAD RANGE
13. U OF H AT MANOA
14. SAND ISLAND
15. WAIPAHU
16. WAIPIO PENINSULA
17. WAIPIO
18. U OF H AT WEST OAHU

9 DESKTOP REVIEWS

6 SITES FOR EVALUATION

1. ALA MOANA
2. ALA WAI GOLF COURSE
3. HONOLULU STADIUM PARK
4. KALAELOA
5. KAPIOLANI REGIONAL PARK
6. U OF H AT MANOA
7. U OF H AT WEST OAHU

18 INITIAL SITE LOCATIONS 9 DESKTOP REVIEWS 6 SITES FOR EVALUATION
14. SAND ISLAND

Sand Island is an industrial area owned by the State of Hawaii. Portions of the island have been converted into a beachfront camping and recreation area. While much of the remainder is given over to private use, the property is held by the state. The 73 contiguous acres of the island not given include the Honolulu Harbor, the Coast Guard and the city wastewater treatment plant which are bounded by Sand Island Parkway. While Sand Island is geographically proximate to urban Honolulu, it is quite isolated from a transportation perspective. Only the Lt. John R. Slattery Bridge connects Sand Island back to the city via the Sand Island Access Road. This bottleneck greatly reduces the coverage of the Sand Island 10-minute isochrones, meaning that only 1.7% of Oahu residents live within a 10-minute drive of the site. Combined with complete lack of bus and HART access, this makes Sand Island one of the least accessible sites in the study (second only to Kalaeloa) and with very few options to remediate the issue without negatively impacting harbor operations.
The Workbook

For this effort, the Client Group, comprised of representatives from DAGS and the Stadium Authority, were requested to respond to a pre-prepared workbook designed to prompt opinions about the nature and history of Hawaii, the goals of the project, the criteria used in evaluating the potential sites and the memories of and future uses of the stadium.

The following section is a consolidation of the Client Group’s responses to that workbook. Everyone’s opinions have been catalogued on each page and used by the Design Development team both in preparation of the analysis matrices and the understanding of the importance of the project and the evaluation of each of the sites. The responses and comments are written in green throughout the book. It is important to note that the collected comments are those of the Client Group only and not the Design Development Team. These comments and opinions were then used by the Design Development Team along with their own opinions in the site selection process.
1. What, in your opinion, is the ultimate goal for this project?
   - Provide a stadium facility of high value to the taxpayer
   - A self-sustaining, sustainable entertainment center that would be a highlight to the community and provide for transportation, revenue generating opportunities, other entertainment venues, island-wide development in-between.
   - To provide a new destination facility for sports/entertainment to serve the community of the state of Hawaii. The facility should be sustainable and feasible.
   - To decide a “location”, to decide to “build new” or remodel existing structure.
   - Provide safe, viable, multipurpose entertainment facility for use by the people of Hawaii.
   - New major anchor tenants/landmarks/landscapes that can generate revenue to sustain the use and promote TOD.

2. What, if anything, can this project provide that the state of Hawaii doesn’t already have?
   - Reduced maintenance costs + versatile facility
   - A large enough venue to accommodate mid-larger scale events that would not compete with other existing venues.
   - A facility that can host multiple sports events while being flexible to host a variety of events, 365 days a year. It also includes a broad definition of activities.
   - A workable, safe, money maker project.
   - Safe, modern & economic facility.
   - Major destination for all who visit the state of Hawaii.
   - State of the art venue that can host various events.
   - A multi-use stadium property which will be source of pride for the community and garner more entertainment uses.

3. At the end of this project, how will you measure success?
   - Self-sustaining venue that isopérationally feasible.
   - It would be feasible to incorporate sustainable development of the ultimate goal.
   - A new major anchor tenants/landmarks/landscapes that can generate revenue to sustain the use.
   - Projects for the state of Hawaii, economically viable.
   - Completion of a new entertainment facility.
   - Stadium that has events throughout the year that will generate revenue for the state.
   - Broader use for multi-use stadiums that will cater to various events that serve as a central location.
5. Mauka or Makai?

Questions About the Project

- In between: Hawaii’s “Ahupua’a” flow Mauka to Makai
- Both
- Representation (both)
- Makai
- Closer to Makai

4. What is something uniquely Hawaiian that you would like to see reflected in this project?

Questions About the Project

- The open, Aloha Airport and sense of welcome, with respect for all local cultures and partners of the environment
- Hawaii in Name; Hawaiian sports + entertainment HOF
- Architecture should reflect Hawaiian culture / environment
- View and connection of water and Pearl Harbor in a place central to the island. Also tribute to Native Hawaiian culture

ALOHA STADIUM | ALTERNATIVE SITE EVALUATION

SITE EVALUATION CRITERIA

Mark 3 that best describe a vision of Hawaii in your mind.
What site features are most important for building development? (Mark 3. Add if necessary.)

- Land & Environment
  - accessible transportation to/from
  - water/sewer availability
  - access to trade winds (natural ventilation since no A/C)
  - low barriers to development
  - ample land area
  - gentle slope
  - hazard-free
  - some tree cover
  - environmentally sound

Other:
- freeways
- access to all parts of island H-1, H-2, H-3

Proximity
- Downtown
- Diamond Head
- HART
- Waikiki
- Blaisdell Center
- The Airport
- Convention Center
- Police Department
- Hospital
- University of Hawaii
- Pearl Harbor
- Lonely communities
- Wealthy communities

Rate the importance of the following site access methods: (Rate them 1–5, with 1 being the most important).

- Transit & Infrastructure
  - boat access: 4.6
  - pedestrian & bicycle access: 3.3
  - road / highway access: 1.4

- Community & Demographics
  - rate of unemployment: 2.1
  - rate of housing affordability: 2.7
  - rate of median income: 2.5
  - rate of education level: 2.8
  - rate of crime rate: 2.9

Other:
- accessible transportation to/from
- walkability
- access to trade winds (natural ventilation since no A/C)
- low barriers to development
How important is it that the stadium receives support in the form of the following? (Rate them 1–5, with 1 being the most important).

Community Reception

- Domestic & international tourists
- New user groups
- Other:

If other, please specify

5

Economic Feasibility

- Land acquisition
- Infrastructure costs
- Development costs
- Complexity
- Existing zoning
- Lack of development incentives
- Other:

If other, please specify

1 2 5 4 3

What element of developing the site could have the biggest negative impact on choosing a site?

Development Costs

- Economic feasibility
- Community acceptance
- Other:

If other, please specify

1.1

In addition to the stadium, what amenities would you like to see? (Mark as many as you want. Add if necessary.)

Amenities

- Outdoor entertainment venue
- Great flexible plaza
- Hotel
- Exhibition space
- Offices
- Residential
- Retail
- Restaurants
- Community marketplace
- Black box performance venue
- Children play area
- Ability to tailgate

- Other:

If other, please specify

7 6 5 4 3 2 1
Aloha Stadium | Alternative Site Evaluation

University of Hawaii, Manoa

Pro
- centrally located
- central location; well-balanced location
- lots of space; transportation access around
- lots of highways; I-10; proximity to Pearl Harbor; convenience for almost locals
- people are located in the present site plan, parking available
- surrounding area 100%, where parking is available
- use of the largest state-owned properties
- lots of access
- large site access for transportation
- central location; 3000 sq ft of property for development related to transportation
- central location with access to all temper future; closest
- existing bus stop to public

Con
- very large site
- need improved freeway on and off ramps
- traffic congestion; need to develop on the site
- bus stops near, can they 2014 00 or add them on the site?
- lack of water/sewer, lack of road access, allocation of existing residents, no HART
- lack of water, sewer, lack of access, allocation of existing residents, no HART
- truck traffic; need to keep on the site of existing residents
- long time in development; zoning; residents afraid of development surrounding
- new residential infrastructure (transportation)
- traffic

University of Hawaii, West Oahu

Pro
- student participation
- close to Waikiki
- close to Waikiki, close to students
- potential large land area, near rail
- land available
- large land area, close
- large area where development, on campuses, lack infrastructure on the site
- development of large land, on campus
- future growth of population

Con
- away from current population center
- need centralized location
- worst location for most of the island
- lack of transportation, one way
- distance from population center
- distance from Waikiki

Ala Wai Golf Course

Pro
- nearby communities, close to LHI
- railroad accessible, convenient for access
- close to population site
- in beautiful area, community support
- close to Waikiki
- pretty, the site is large for development, large area, near Waikiki, commercial, apartments, existing amenities, restaurants and entertainment

Con
- grassless lawns
- land use potential
- leftover, change in community, flooding, change in community
- rail cannot be extended in future
- road access, water, sewer lack, flooding, popular golf course, next to HART
- will be evacuation area in case, not
- traffic, rail, surface streets, elements to H1
- surface rail with HART, lack of on Waikiki
- rail access limited, two lane
- existing Golf Course
Sand Island

Pros:
- newly seawall built
- close to Waikiki
- large area
- proximity, close to H-1
- close to H-1

Cons:
- access
- community opposition
- limited access
- restricted
- no HART

Kalaeloa Airport

Pros:
- abundant land
- large area
- far from Waikiki

Cons:
- far from current population center
- not centrally located
- environmental concerns
- airport development
- runway restrictions

Kapiolani Regional Park

Pros:
- easy access
- close to Waikiki
- large area
- easy access
- close to Waikiki

Cons:
- community opposition
- limited access
- restricted
- no HART

Haleiwa Airport

Pros:
- abundant land
- large area
- close to Waikiki

Cons:
- far from current population center
- not centrally located
- environmental concerns
- airport development
- runway restrictions

ALOHA STADIUM 
ALTERNATIVE SITE EVALUATION
What do you like best about the current stadium?

- It is a fair and reasonable location to serve all of Oahu near Waikiki, West Oahu, East Oahu, Windward Oahu
- location, openness, history (memories of past events), access / centralized flexibility
- convenient but traffic problems
- road access to most parts of the Island, good site lines
- centrally located site and a major gathering place, creating enjoyable and memorable moments
- nice open feel, accessible to both east + west side, ability to tailgate @ UH games
- location and available resources
- "the wave"

What events would you most like to see in a new stadium? (Mark as many as you want.)

- Major Stadium Concert
- X-Games
- University of Hawaii Rainbow Warriors Football
- Professional or International Soccer Match
- College Football Bowl Game
- NFL Pro Bowl
- Monster Jam
- Rugby Match
- WWE Smackdown
- CrossFit Games
- Monster Jam
- Road Warrior
- University of Hawaii Women's Soccer
- Baseball
- UFC
- Sumo Wrestling
- HS Sports
- Spartan Race

Rank the three (3) concepts presented so far for the Halawa Site. (Rate 1–3, with 1 being the best.)

Preferred Master Plan Concepts

- Present the three (3) concepts presented so far for the Halawa Site. (Plan 1–3 with 1 being the best.)

Stadium Aesthetic

- What aesthetic look can you picture in your mind for a new stadium? (Mark as many as you want.)

- 1
- 2
- 3
- 4
- 5
- 6
- 7
- 8
- 9
- 10

Aloha Stadium | Alternative Site Evaluation
Future Thoughts
The first page of the Honolulu Star-Advertiser is featuring this project on opening day. What does the headline say?

"We did it" for Hawaii
The wait is over finally!

Conclusion
CRAWFORD ARCHITECTS, LLC
1801 McGee Street, Suite 200
Kansas City, Missouri 64108
(816) 421-2640
CrawfordArch.com
EVALUATION CRITERIA
The selected sites are to be evaluated for suitability based on a range of metrics:

• Proximity to Emergency Services – Every event drawing large numbers of out-of-state visitors requires the presence of qualified medical centers, bandstands, and event traffic.

• Proximity to Honolulu Harbor – As the nation’s only deep-sea port, Honolulu Harbor will be important for traveling shows and other large-scale events.

• Bus Access – Providing access to mass transit broadens the potential customer and employee base for any mixed-use development, while also reducing the need for on-site parking and reliance on automobile personal vehicles for daily commuting.

DEVELOPMENT COSTS
The cost of extending or improving roads, transit and pedestrian links, utilities, and other supporting elements to the site.

• Ceded Lands Encumbrance – These lands were formerly known as Crown and Government Lands by the Kingdom of Hawaii, and due to the Kingdom’s overthrow by the Republic, the State of Hawaii has taken title to itself, and provided additional new job opportunities and amenities for the people of Oahu.

• Existing Zoning – Cuts and Jobs Act that could potentially provide development incentives to a P3 partnership.

• Local Incentives – Hawaii and the County of Honolulu have a partnership program called “Hawaii Partnerships for Housing and Economic Development Incentives”, a mixed-use development would be a major component of the Sea Level Rise Hazard Avoidance measures and provisions for sheltering in place could mitigate these risks. However, protective measures and provisions for sheltering in place would not mitigate these risks.

• Sea Level Rise Hazard Avoidance – In addition to present-day flooding and tsunami hazards, sites close to the coastline are vulnerable to sea level rise during any event.

• Stormwater Protection – While Hawaii has no formal wetland protection policies, a site must be large enough to accommodate the stormwater storage and treatment needed for proper development. In the future, the state of Hawaii may be facing the challenges of building a viable development at a given site.

• Land Acquisition – These lands were taken by the Republic of Hawaii on annexation.

• Acquisition – These lands were taken by the Republic of Hawaii on annexation.
### Site Analysis and Scoring Rubric

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<thead>
<tr>
<th>Category, Site Infrastructure, and Environment</th>
<th>Subtotal</th>
<th>Criteria</th>
<th>Value</th>
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<td>HART Access</td>
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<td>Ability to Accommodate Stadium Program</td>
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<td>Avoids Flood/TSunami Hazards</td>
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<td>Political Viability</td>
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<tr>
<td>Employment Demand in Proximity</td>
<td>6</td>
<td></td>
<td>6</td>
</tr>
<tr>
<td>Households Experiencing Poverty in Vicinity</td>
<td>6</td>
<td></td>
<td>6</td>
</tr>
<tr>
<td>Per Capita Income in Vicinity</td>
<td>2</td>
<td></td>
<td>2</td>
</tr>
<tr>
<td>Unique Site Improvements - positive</td>
<td>5</td>
<td></td>
<td>5</td>
</tr>
<tr>
<td>Integrated Site Difficulties - negative</td>
<td>5</td>
<td></td>
<td>5</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>SITE DECISION MATRIX</th>
</tr>
</thead>
<tbody>
<tr>
<td>Category</td>
</tr>
<tr>
<td>Community Acceptance</td>
</tr>
<tr>
<td>Positive Cultural Impact</td>
</tr>
<tr>
<td>Political Viability</td>
</tr>
<tr>
<td>Economic Impact</td>
</tr>
<tr>
<td>Employment Demand in Vicinity</td>
</tr>
<tr>
<td>Population in Proximity</td>
</tr>
<tr>
<td>Per Capita Income in Vicinity</td>
</tr>
<tr>
<td>Unique Site Improvements - positive</td>
</tr>
<tr>
<td>Integrated Site Difficulties - negative</td>
</tr>
</tbody>
</table>

* discretionary points added (up to 5)
** discretionary points taken away (up to 5)

### Communtiy Reception
- **Community Acceptance**: A measure of how supportive the neighborhoods and institutions in the vicinity of the proposed development are of carrying out this function. The rubric makes allowances for both on-benefit and off-benefit perceptions.
- **Positive Cultural Impact**: A measure of how the proposed development may provide new cultural and entertainment benefits to the neighborhoods around the site.
- **Political Viability**: A measure of how the differing sites may be affected by current or future political decisions, and the direction of growth in the community.

### Economic Impact
- **Employment Demand in Proximity**: Unemployment in proximity to a given site can be used as a metric by which to judge how much a given site can have an impact on the economic needs of the community around it. All other things being equal, a site with higher levels of unemployment can counteract jobs that can effectively provide jobs to the local people. Based on 2016 American Community Survey (ACS) data and travel time data provided by the Open Route Service; 1 point awarded per 2,500 unemployed people.
- **Households Experiencing Poverty in Proximity**: While not a direct measure of employment shortfall, households in poverty may benefit from the availability of additional jobs that could permit households to meet the basic needs of the family. Based on 2016 American Community Survey (ACS) data and travel time data provided by the Open Route Service; 1 point awarded per 3,000 households below the Federal poverty line.
- **Population in Proximity**: This figure represents the number of people and households that live within a nominal 10-minute drive time of the proposed site. In addition to being a critical indicator of the potential user-base of any development, the range of the 10-minute drive time serves as a good proxy for how accessible a site is to the island's current population. Ideally this figure should be as large as possible, indicating that a significant proportion of the island's population can easily utilize the amenities of the development. Based on 2010 US Census data and travel time data provided by the Open Route Service; 1 point awarded per 50,000 residents.
- **Per Capita Income in Proximity**: The ability of the project to lift household incomes is one area rated based on the average income in proximity, since average incomes in an area can be strongly correlated with employment levels, lifestyle, and access to opportunities. Based on 2016 American Community Survey (ACS) data.

### Site Development Costs
- **Development Costs**: Costs associated with development can be a metric by which to judge which site offers the greatest benefit in the economic growth of the community. All other things being equal, a site that can provide the most benefit with the least cost is preferred. Based on 2016 American Community Survey (ACS) data and travel time data provided by the Open Route Service; 1 point awarded per 2,500 unemployed people.

### Site Decision Matrix

#### SITE DECISION MATRIX

- **Total Acreage**: 5
- **HART Access**: 5
- **Proximity to Daniel K. Inouye International Airport**: 3
- **Proximity to Emergency Services**: 3
- **Proximity to Honolulu Harbor**: 2
- **Proximity to Waikiki**: 2
- **Ability to Accommodate Stadium Program**: 2
- **Avoids Flood/TSunami Hazards**: 2
- **Health Sealevel Risk Hazard**: 2
- **Avoids Worldlands Impact**: 2
- **Suitability for Emergency Shelter**: 1
- **Native Flora**: 1

- **Total Development Costs**: 20
- **Community Acceptance**: 30
- **Positive Cultural Impact**: 10
- **Political Viability**: 10
- **Employment Demand in Proximity**: 6
- **Households Experiencing Poverty in Proximity**: 6
- **Per Capita Income in Vicinity**: 2
- **Unique Site Improvements - positive**: 5
- **Integrated Site Difficulties - negative**: 5

* discretionary points added (up to 5)
** discretionary points taken away (up to 5)
5. PROPOSED SITES FOR ANALYSIS
Halawa (Existing Aloha Stadium Site)

The existing Aloha Stadium is situated on 97 acres of land immediately adjacent to the highways H-1, H-201, and Salt Lake Boulevard, on the Diamond Head side of Pearl Harbor. Currently, the site consists of the stadium proper and its surrounding surface parking lots. Halawa Stream cuts through the south end of the site, and a future Hawaiian Electric Industrial Park is planned for the northeast corner of the stadium site in collaboration with the Hawaii Natural Energy Industrial Park Authority. In addition to the stream, 0.5 luxurious acres are present in the site, including the rail site. In the future, it is expected that the site will be used for a bus stop near the east side of the site, with only police services being more than five miles distant. In addition, the site has good connectivity to the site, with only police services being more than five miles distant. As a developed site, utilities are already present to support the inevitable development.

Roughly 258,000 residents of Oahu live within a nominal 10-minute drive, and those residents earn on average about $28,500 per year. This puts the site in the middle of the pack demographically, but with good connectivity to areas beyond the 10-minute driving isochrone thanks to its transit links.

The existing Aloha Stadium was constructed in 1975, and has reached the end of its useful life. The steel superstructure of the facility has undergone rapid corrosion as a result of corrosion protection and its proximity to seawater. The demolition and construction of a replacement facility on the site, while not depriving the Rainbow Warriors of a venue, would be one of the larger challenges of redeveloping the site — though not an insurmountable one by any stretch.

This site has also been thoroughly studied for redevelopment, and a wealth of analysis is available to build a development plan from with minimal additional study.
The "10-Minute Driving Map" represents an isochronal diagram highlighting a distance around each one of the potential sites. This isochrones map shows the distance that one could travel to or from the site in a 10-minute period of time, with no traffic. This catchment area is used to collect all of the data points and rubric information included in the site analysis matrixes. This is shown consistent for all the sites.

The "Vicinity Map" shows the bounds of an area that is a 15-minute (1/4-mile) walk from the site perimeter. This area provides additional information about the facilities and infrastructure immediately adjacent to the site. This is shown consistent for all the sites.
**Halawa Site**

**General Description:**
Located at the intersection of H1, H3 and H201, the Halawa Site is the existing location of Aloha Stadium. The 50,000 seat venue opened in 1975 and has been the home of the University of Hawaii Football team, the Swap Meet and host of many major concerts and events over the last 45 years.

**Summary Observation(s):**
The site appears to be the most ready for immediate development. Master Plan studies for this site have already been conducted and is more than sufficient for significant development. The site has the benefit of continuing the history of use as a stadium / event site along with the ability to grow and provide additional development for the surrounding areas.

**Pros:**
- Planned HART station is already under construction on the east side of the site.
- Existing stadium infrastructure in place.
- Assist site next to new stadium along with additional office development.
- Close to the harbor and the airport for easier access and event shipping / management.
- Close to Pearl Harbor.
- Access to the site from the north is very good - car highway.
- Tradition of site on the stadium venue for the last 45 years is already in place and can service multiple uses. This is an asset that other sites which might require changes to existing uses.
- Road access between Waikiki / Downtown and East Oahu.
- Since the site is mainly covered in car parking only, preparation of the site for development would not be difficult.

**Cons:**
- Existing stadium needs to be addressed, either removed or renovated in place.
- Concerns over the accommodation of the Swap Meet.
- Not close to any of the University Campuses.
- Not great pedestrian access.

---

**Pros:**
- Planned HART station is already under construction on the east side of the site.
- Existing stadium infrastructure in place.
- Assist site next to new stadium along with additional office development.
- Close to the harbor and the airport for easier access and event shipping / management.
- Close to Pearl Harbor.
- Access to the site from the rest of the island is very good - car highway.
- Tradition of site on the stadium venue for the last 45 years is already in place and can service multiple uses. This is an asset that other sites which might require changes to existing uses.
- Road access between Waikiki / Downtown and East Oahu.
- Since the site is mainly covered in car parking only, preparation of the site for development would not be difficult.

---

**Cons:**
- Existing stadium needs to be addressed, either removed or renovated in place.
- Concerns over the accommodation of the Swap Meet.
- Not close to any of the University Campuses.
- Not great pedestrian access.
## ALOHA STADIUM ALTERNATIVE SITE EVALUATION

### Site Analysis and Scoring:

<table>
<thead>
<tr>
<th>Category</th>
<th>Criteria</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Site Total Acreage</td>
<td>97 acres on existing site and adjacent lots along Salt Lake Blvd.</td>
<td>5 / 5</td>
</tr>
<tr>
<td>HART Access</td>
<td>1 dedicated HART station on perimeter of site</td>
<td>Aloha stadium station is eastern terminus of HART Phase 1 project</td>
</tr>
<tr>
<td>Proximity to DKIA</td>
<td>7.1 miles (9 minutes) from airport</td>
<td>Kalaeloa Airport not considered due to limited cargo handling facilities</td>
</tr>
<tr>
<td>Proximity to Emergency Services</td>
<td>3.0 miles from Aiea Fire Station; 6.4 miles from Pearl City Police Station; 3.2 miles from Pali Momi Medical Center</td>
<td>3 / 3</td>
</tr>
<tr>
<td>Proximity to Honolulu Harbor</td>
<td>7.1 miles (15 minutes) to/from harbor</td>
<td>Barber's Point Harbor not considered due to lack of container facilities</td>
</tr>
<tr>
<td>Proximity to Waikiki</td>
<td>17.5 miles (18 minutes) to/from Waikiki</td>
<td>87% (~28000) of hotel rooms on Oahu are in Waikiki</td>
</tr>
<tr>
<td>Ability to Accommodate</td>
<td>2/2</td>
<td>Avoids Flood/Tsunami Hazards Outside Tsunami Evacuation Zones and 1% Annual Flood Risk Zones Per NOAA Pacific Tsunami Warning Center and FEMA flood risk maps</td>
</tr>
<tr>
<td>Avoids Sea Level Rise</td>
<td>Halawa Stream channel affected, but majority of site well above future sea levels Per NOAA circa 2100 worst-case scenario projections (3.2ft)</td>
<td>1/2</td>
</tr>
<tr>
<td>Avoids Wetlands Impact</td>
<td>1.5 acres designated wetlands (1.6% of total) along Halawa Stream</td>
<td>1 / 2</td>
</tr>
<tr>
<td>Suitability for Emergency Shelter</td>
<td>Good road and transit access, outside flood/tsunami risk zones; high coastal exposure</td>
<td>1/1</td>
</tr>
<tr>
<td>Bus Access</td>
<td>20 bus stops within 1/4 mile radius of site</td>
<td>1/1</td>
</tr>
<tr>
<td>Existing Zoning</td>
<td>R-5 Residential District</td>
<td>Not likely to be an impediment due to existing use as a stadium</td>
</tr>
<tr>
<td>P3 Potential or other</td>
<td>Good placement, site area, and transit access for commercial development</td>
<td>4 / 4</td>
</tr>
<tr>
<td>Ceded Lands Encumbrance</td>
<td>Some ceded lands at site edges</td>
<td>2/3</td>
</tr>
<tr>
<td>Infrastructure Costs</td>
<td>Utilities on site for existing Aloha Stadium facilities</td>
<td>3/3</td>
</tr>
<tr>
<td>Land Acquisition</td>
<td>Owned by State of Hawaii</td>
<td>2/2</td>
</tr>
<tr>
<td>Development Incentives</td>
<td>Site covered by Aloha Stadium Federal Opportunity Zone</td>
<td>2/2</td>
</tr>
<tr>
<td>Complexity</td>
<td>Flarge, flat, easily-accessed site; existing stadium could create complications</td>
<td>1 / 2</td>
</tr>
<tr>
<td>Community Acceptance</td>
<td>Existing stadium site - community is accustomed to use</td>
<td>9 / 10</td>
</tr>
<tr>
<td>Positive Cultural Impact</td>
<td>7 / 10</td>
<td></td>
</tr>
<tr>
<td>Political Viability</td>
<td>8 / 10</td>
<td></td>
</tr>
<tr>
<td>Employment Demand in Vicinity</td>
<td>5,772 unemployed persons in 10-minute drive distance (4.3% of pop.) Potential to bring new employment opportunities to area</td>
<td>6/6</td>
</tr>
<tr>
<td>Households Experiencing Poverty in Vicinity</td>
<td>8,253 households in poverty in 10-minute drive distance (10.8% of total)</td>
<td>3 / 6</td>
</tr>
<tr>
<td>Population in Proximity</td>
<td>257,991 persons in 76,587 households in 10-minute drive distance</td>
<td>6 / 6</td>
</tr>
<tr>
<td>Per-Capita Income in Vicinity</td>
<td>$28,476</td>
<td>Relatively low incomes relative to other sites could reduce commercial viability</td>
</tr>
<tr>
<td>Unique Site Improvement Opportunities</td>
<td>Site is one of the largest underdeveloped parcels along HART route; Site has been subject of extensive previous study for reuse</td>
<td>3 / 5</td>
</tr>
<tr>
<td>Anticipated Site Difficulties</td>
<td>-1 / -5</td>
<td>87 / 100</td>
</tr>
</tbody>
</table>

### Total Score:

<table>
<thead>
<tr>
<th>Site, Infrastructure, and Environment</th>
<th>Development Costs</th>
<th>Community</th>
<th>Economic Impact</th>
<th>Total Score</th>
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</thead>
<tbody>
<tr>
<td>30</td>
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<td>30</td>
<td>20</td>
<td>27</td>
</tr>
<tr>
<td>17</td>
<td>17</td>
<td>24</td>
<td>17</td>
<td>17</td>
</tr>
</tbody>
</table>

## HALAWA SITE ANALYSIS
University of Hawaii at Manoa

During the primary campaign, both Governor Ige and his opponent, Representative Hanabusa, expressed a desire to locate the replacement for Aloha Stadium on a University of Hawaii campus at Manoa or West Oahu, depending on the preference of the university. In accordance with this desire, the team has studied the Manoa campus and located a potential site, though it comes with caveats.

The Manoa campus of the University of Hawaii is situated mauka of H1, against the base of Kamehame Ridge and sandwiched by surrounding neighborhoods. The campus is heavily developed, with minimal areas of contiguous free space. Cooke Field (the current practice fields for the Rainbow Wahine softball team) represents the only potential location with the ability to support a football stadium of the necessary size. It is likely that utilizing this site effectively would also require the demolition of the Rainbow Wahine softball stadium, as well as partially or completely removing the adjacent tennis facilities. This site would also preclude the possibility of mixed-use development utilizing the stadium as an anchor. However, the Manoa campus is centrally located in urban Honolulu (with 325,000 residents within a 10-minute drive), is walkable for students, and can leverage existing campus parking structures for game-day and event parking.
The “10-Minute Driving Map” represents an isochronal diagram highlighting a distance isochrone around each of the potential sites. This isochronal map shows the distance that one could travel to or from the site in a 10-minute period of time, with no traffic. This catchment area is used to collect all of the site data and rubric information included in the site analysis matrixes. This is shown consistent for all the sites.

The “Vicinity Map” shows the bounds of an area that is a 15-minute (1/4-mile) walk from the site perimeter. This area provides additional information about the facilities and infrastructure immediately adjacent to the site. This is shown consistent for all the sites.
ALOHA STADIUM  | ALTERNATIVE SITE EVALUATION

University of Hawaii at Manoa Site

General Description:
The site is on the athletic district of the University of Hawaii, Manoa Campus. It is situated in a natural bowl on the site with student housing to the east, up the hill, and the rest of the athletic campus to the east. The campus is approximately 10 miles from Aloha Stadium at the current Halawa Site.

Pros:
- U of H Manoa is the home to the Rainbow Warriors football team already; one of the major users of the proposed stadium.
- The majority of the student population already walk or ride the bus to watch the games in-person; their parking requirements would be negated.
- The natural bowl could work to create a stadium form that fits neatly into campus.
- Some parking for the stadium already exists in the form of on-campus parking garages.
- The setting for an on-campus stadium would have views to Diamond Head, Waikiki and Downtown.

Cons:
- The site is very tight and would likely necessitate a reduction in seating capacity from the proposed 35,000 seat stadium. Reduction in seats could have an impact on the events that would come to the stadium and its revenue generation potential.
- Construction on the tight site would be disruptive to campus.
- The closest HARTRAN station is 1.8 miles away at the Ala Moana Center.
- There is no room for ancillary development around the site.
- There would be no room for future stadium expansion.
- Site access from the freeway is poor.

Summary (Observations):
The site of a new stadium on the University of Hawaii, Manoa campus would potentially be done so that it fits in seamlessly with the established campus and create an intimate football/soccer venue for the campus itself. Saturday afternoon football games on university campuses across the country are a staple of American collegiate culture.
DEVELOPMENT CONCEPTS AT THE U OF H MANOA SITE

PRELIMINARY DEVELOPMENT CONCEPT FOR THE U OF H AT MANOA SITE
## Site Analysis and Scoring:

<table>
<thead>
<tr>
<th>Category</th>
<th>Criteria</th>
<th>Indicators</th>
<th>Notes</th>
<th>Score</th>
</tr>
</thead>
<tbody>
<tr>
<td>University of Hawaii – Manoa</td>
<td>Total Acreage</td>
<td>Approximately 7 acres on existing practice fields</td>
<td></td>
<td>1/5</td>
</tr>
<tr>
<td></td>
<td>Hart Access</td>
<td>No pedestrian access to HART</td>
<td>2.3 miles to Ala Moana station</td>
<td>1/5</td>
</tr>
<tr>
<td></td>
<td>Proximity to Daniel K. Inouye International Airport</td>
<td>14.7 miles (14 minutes) to airport</td>
<td>Kalaeloa Airport not considered due to limited cargo handling facilities</td>
<td>2/3</td>
</tr>
<tr>
<td></td>
<td>Proximity to Emergency Services</td>
<td>2.5 miles to Fire Station 29 McCully–Moiliili; 4.9 miles to Waikiki Police Substation; 3.9 miles to Leahi Hospital</td>
<td>3/3</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Proximity to Honolulu Harbor</td>
<td>8.7 miles (20 minutes) to harbor</td>
<td>Barber’s Point Harbor not considered due to lack of container facilities</td>
<td>2/2</td>
</tr>
<tr>
<td></td>
<td>Proximity to Waikiki</td>
<td>4.3 miles (7 minutes) to Waikiki</td>
<td>87% (~28000) of hotel rooms on Oahu are in Waikiki</td>
<td>2/2</td>
</tr>
<tr>
<td></td>
<td>Ability to Accommodate Stadium Program</td>
<td>Reductions to program or demolition of existing facilities probably needed to make site viable</td>
<td>0/2</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Avoids Flood/Tsunami Hazards</td>
<td>Outside Tsunami Evacuation Zones and 1% Annual Flood Risk Zones</td>
<td>Per NOAA Pacific Tsunami Warning Center and FEMA flood risk maps</td>
<td>2/2</td>
</tr>
<tr>
<td></td>
<td>Avoids Sea Level Rise Hazard</td>
<td>Not endangered by sea level rise</td>
<td>Per NOAA circa 2100 worst-case scenario projections (3.2ft)</td>
<td>2/2</td>
</tr>
<tr>
<td></td>
<td>Avoids Wetlands Impact</td>
<td>No designated wetlands</td>
<td></td>
<td>2/2</td>
</tr>
<tr>
<td></td>
<td>Suitability for Emergency Shelter</td>
<td>Outside flood/tsunami risk zones; no coastal exposure; good road access/marginal transit access; minimal room for additional facilities</td>
<td>2/1</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Bus Access</td>
<td>10 bus stops within 1/4 mile radius of site</td>
<td></td>
<td>1/1</td>
</tr>
<tr>
<td></td>
<td>Existing Zoning</td>
<td>R–5 Residential District</td>
<td>Not likely to be an impediment due to existing campus use</td>
<td>3/4</td>
</tr>
<tr>
<td></td>
<td>P3 Potential or other Development Possibilities</td>
<td>No on-site capacity for ancillary development</td>
<td></td>
<td>0/4</td>
</tr>
<tr>
<td></td>
<td>Ceded Lands Encumbrance</td>
<td>Unknown</td>
<td></td>
<td>3/3</td>
</tr>
<tr>
<td></td>
<td>Infrastructure Costs</td>
<td>Ability to tie into campus facilities and utilities for infrastructure needs; nearby campus parking structures</td>
<td>3/3</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Land Acquisition</td>
<td>Owned by State of Hawaii</td>
<td></td>
<td>2/2</td>
</tr>
<tr>
<td></td>
<td>Development Incentives</td>
<td>No state or federal development incentives</td>
<td></td>
<td>0/2</td>
</tr>
<tr>
<td>Community</td>
<td>Developing District</td>
<td>Very small and tight site likely to complicate design and construction</td>
<td></td>
<td>0 / 2</td>
</tr>
<tr>
<td></td>
<td>Community Acceptance</td>
<td>Potential community pushback from relocation of existing practice fields to other parkland in area</td>
<td>5 / 10</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Positive Cultural Impact</td>
<td>Placement of stadium on campus could improve student attendance and enable new campus programming</td>
<td>7 / 10</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Political Viability</td>
<td>Site has been supported by Governor Ige</td>
<td></td>
<td>4 / 10</td>
</tr>
<tr>
<td></td>
<td>Employment Demand in Vicinity</td>
<td>7,074 unemployed persons in 10-min. drive distance (4.0% of pop.)</td>
<td></td>
<td>3 / 6</td>
</tr>
<tr>
<td></td>
<td>Households Experiencing Poverty in Vicinity</td>
<td>14,669 households in poverty in 10-min. drive distance (12.0% of total)</td>
<td></td>
<td>3 / 6</td>
</tr>
<tr>
<td></td>
<td>Population in Proximity</td>
<td>325,042 persons in 120,221 households in 10-min. drive distance</td>
<td></td>
<td>3 / 6</td>
</tr>
<tr>
<td></td>
<td>Per-Capita Income</td>
<td>$36,118</td>
<td></td>
<td>1/2</td>
</tr>
<tr>
<td></td>
<td>Unique Site Improvement Opportunities - Positive</td>
<td>Potential new campus amenity</td>
<td></td>
<td>2/5</td>
</tr>
<tr>
<td></td>
<td>Anticipated Site Difficulties - Negative</td>
<td>Site is prohibitively small and difficult to fit program on - functionality of stadium may be compromised</td>
<td>-4 / -5</td>
<td></td>
</tr>
</tbody>
</table>

### Scoring

**Site, Infrastructure, and Environment**

**Economic Impact**

**Intuitive Site Qualities**

**Total Score:** 55 / 100
The West Oahu campus is the other site mentioned by Governor Ige, and presents almost the exact opposite pros and cons of the Manoa campus. Situated on farmland between H1 and Kapolei, the West Oahu site offers the most developable acreage of any of the options studied at 187 acres. It is also the only site with adjacency to a well-developed area, with the Kualakai station serving its southern tip and the Keoneʻae station near its northern extent. However, it is served by only a single bus route serving the area. Despite good land connections, however, the West Oahu site is served by limited transit, which is reflected in long commute times from Daniel K. Inouye International Airport and hotels in Waikiki, as well as a middling 231,000 residents within 10 minutes of the site, averaging $28,900 in annual income per capita.

Emergency services are reasonably close to the site, with nominal drive times to police, fire, and medical services well under 10 minutes, and existing zoning is amenable to mixed-use development.
### Site Analysis Matrix

<table>
<thead>
<tr>
<th>Metric</th>
<th>Value (Units)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Site Size</td>
<td>187 acres</td>
</tr>
<tr>
<td>Total Tree Cover</td>
<td>1.5 acres (0.8%)</td>
</tr>
<tr>
<td>Designated Wetlands</td>
<td>3.3 acres (1.8%)</td>
</tr>
<tr>
<td>Site Slope</td>
<td></td>
</tr>
<tr>
<td>- Mean</td>
<td>1.8-deg</td>
</tr>
<tr>
<td>- Max</td>
<td>15.1-deg</td>
</tr>
<tr>
<td>- Std Dev</td>
<td>2.4-deg</td>
</tr>
<tr>
<td>Bus Stops Nearby</td>
<td>3</td>
</tr>
<tr>
<td>HART Stops Nearby</td>
<td>2</td>
</tr>
</tbody>
</table>

The "10-Minute Driving Map" represents an isochronal diagram highlighting a distance around each one of the potential sites. This isochrones map show the distance that one could travel to or from the site in a 10-minute period of time, with no traffic. The catchment area is used to collect all of the site parks and rubric information included in the site analysis matrix. This is shown consistent for all the sites.

The "Vicinity Map" shows the bounds of an area that is a 15-minute (1/4-mile) walk from the site perimeter. This area provides additional information about the facilities and infrastructure immediately adjacent to the site. This is shown consistent for all the sites.

---

**VICINITY MAP OF THE U OF H AT WEST OAHU SITE**

![Vicinity Map of the U of H at West Oahu Site](image)
University of Hawaii at West Oahu Site

General Description:

The site accommodates the current and future needs of the University’s expanding student population serving the higher education needs of the surrounding population centers. The site comprises a large and predominantly physically unencumbered land area. The campus is approximately 12.5 miles from Aloha Stadium in Halawa.

Pros

- Ample site area comprising flat, easily developable land, allowing multiple site locations for a new stadium.
- Well connected to the freeway (H1).
- Two HART stations serve the site, connecting the location with other destinations.
- Populated centers nearby provide a potential ample labor pool.
- Ample site area for car parking and additional ancillary development potential.
- Site has some aesthetic quality, including mountain views to the northwest and probable distant water views to the south from elevated positions within a new stadium.

Cons

- The University’s master plan doesn’t include a site for a new stadium.
- Distant from U of H (Manoa) football fans.

Summary (Recommendation):

Great potential for a new stadium, but may lack necessary endorsement from U of H West Oahu decision-makers and other influencers.
DEVELOPMENT CONCEPTS AT THE U OF H WEST OAHU SITE

PRELIMINARY DEVELOPMENT CONCEPT FOR THE U OF H AT WEST OAHU SITE
### Site Analysis and Scoring: University of Hawaii – West Oahu

<table>
<thead>
<tr>
<th>Category</th>
<th>Criteria</th>
<th>Indicators</th>
<th>Notes</th>
<th>Score</th>
</tr>
</thead>
<tbody>
<tr>
<td>Site/Acquisition</td>
<td>Total Acreage</td>
<td>Up to 187 acres along Kualakai Parkway (approximately 83 acres use for site plan)</td>
<td>Need to coordinate development with existing West Oahu campus master plan</td>
<td>5/5</td>
</tr>
<tr>
<td></td>
<td>HART Access</td>
<td>2 HART stations along Kualakai Parkway</td>
<td>5/5</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Proximity to Daniel K. Inouye International Airport</td>
<td>26.8 miles (20 minutes) to/from airport</td>
<td>Kalaeloa Airport not considered due to limited cargo handling facilities</td>
<td>1/3</td>
</tr>
<tr>
<td></td>
<td>Proximity to Emergency Services</td>
<td>7.2 miles to Fire Station 12 Waipahu; 6.4 miles to Kapolei Police Station; 7.1 miles to The Queen's Medical Center - West Oahu</td>
<td>0/3</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Proximity to Honolulu Harbor</td>
<td>19.3 miles (29 minutes) to/from harbor</td>
<td>Barber's Point Harbor not considered due to lack of container facilities</td>
<td>1/2</td>
</tr>
<tr>
<td></td>
<td>Proximity to Waikiki</td>
<td>37.0 miles (30 minutes) to/from Waikiki</td>
<td>87% (~28000) of hotel rooms on Oahu are in Waikiki</td>
<td>0/2</td>
</tr>
<tr>
<td></td>
<td>Ability to Accommodate Stadium Program</td>
<td>2/2</td>
<td>Avoids Flood/Tsunami Hazards outside Tsunami evacuation zones and 1% Annual Flood Risk Zones</td>
<td>2/2</td>
</tr>
<tr>
<td></td>
<td>Avoids Sea Level Rise Hazard</td>
<td>Not endangered by sea level rise</td>
<td>Per NOAA circa 2100 worst-case scenario projections (3.2ft)</td>
<td>2/2</td>
</tr>
<tr>
<td></td>
<td>Avoids Wetlands Impact</td>
<td>3.3 acres designated wetlands (1.8% of total) at north end of site</td>
<td>1 / 2</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Suitability for Emergency Shelter</td>
<td>Outside flood/tsunami risk zones; no coastal exposure; good road and transit access</td>
<td>1/1</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Bus Access</td>
<td>3 bus stops within 1/4 mile radius of site</td>
<td>1/1</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Existing Zoning</td>
<td>159 acres BMX-3 Community Business Mixed Use District; 28 acres R-3.5 Residential District</td>
<td>4/4</td>
<td></td>
</tr>
<tr>
<td></td>
<td>P3 Potential or other Development Possibilities</td>
<td>Plentiful land to support ancillary commercial development and/or P3 development of additional facilities for West Oahu campus</td>
<td>Lack of adjacent residential areas could limit commercial appeal</td>
<td>4/4</td>
</tr>
<tr>
<td></td>
<td>Ceded Lands Encumbrance</td>
<td>Unknown</td>
<td>2/3</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Infrastructure Costs</td>
<td>Some existing infrastructure in place to support West Oahu campus; modest surface parking lots on campus near site</td>
<td>2/3</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Land Acquisition</td>
<td>Owned by State of Hawaii</td>
<td>2/2</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Development Incentives</td>
<td>No state or federal development incentives</td>
<td>0/2</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Complexity</td>
<td>Greenfield site with good access</td>
<td>2/2</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Community Acceptance</td>
<td>Chance to build amenities complementing emerging Kapolei community south of site</td>
<td>6 / 10</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Positive Cultural Impact</td>
<td>Brings stadium to campus, but places it relatively remote from most students and fans; no sports focus on West Oahu campus</td>
<td>5 / 10</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Political Viability</td>
<td>5 / 10</td>
<td>2/2</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Employment Demand in Vicinity</td>
<td>6,177 unemployed persons in 10-min. drive distance (4.9% of pop.)</td>
<td>4 / 6</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Households Experiencing Poverty in Vicinity</td>
<td>3,614 households in poverty in 10-min. drive distance (5.8% of total)</td>
<td>Less opportunity to improve household incomes than with other sites</td>
<td>3/6</td>
</tr>
<tr>
<td></td>
<td>Population in Proximity</td>
<td>231,132 persons in 62,617 households in 10-min. drive distance</td>
<td>5 / 6</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Per-Capita Income</td>
<td>$28,868</td>
<td>2/2</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Unique Site Improvement Opportunities - positive</td>
<td>P3 development could jumpstart new opportunities for U of H - West Oahu campus</td>
<td>3/5</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Anticipated Site Difficulties - negative</td>
<td>-1 / -5</td>
<td>69 / 10</td>
<td></td>
</tr>
</tbody>
</table>

**Score Subtotal:** 21 / 30

**Total Score:** 69 / 100
Ala Wai Golf Course

As an alternative to the Manoa campus site, the team studied the existing Ala Wai municipal golf course, just north of Waikiki, as a potential development site. While the course is currently very heavily used, it is considered a somewhat dated amenity. The driving range has been recently replaced with a TopGolf franchise; as such, the area has been removed from the site to be redeveloped. Nonetheless, the campus is currently zoned P-2 General Preservation District. Given the popularity of the existing golf course, securing a rezoning for new development may be contentious. No geographically-defined state or federal incentives are in place for the site. Significant portions of the site are covered by flood risk zones, and a portion of the site is covered by a Tsunami Evacuation Zone. The Extreme Tsunami Evacuation Zone covers the entirety of the site.

As an amenity to the Manoa campus site, the team studied the existing Ala Wai municipal golf course, just north of Waikiki, as a potential development site. While the course is currently very heavily used, it is considered a somewhat dated amenity. The driving range has been recently replaced with a TopGolf franchise; as such, the area has been removed from the site to be redeveloped. Nonetheless, the campus is currently zoned P-2 General Preservation District. Given the popularity of the existing golf course, securing a rezoning for new development may be contentious. No geographically-defined state or federal incentives are in place for the site. Significant portions of the site are covered by flood risk zones, and a portion of the site is covered by a Tsunami Evacuation Zone. The Extreme Tsunami Evacuation Zone covers the entirety of the site.

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The "10-Minute Driving Map" represents an isochronal diagram highlighting a distance around each of the potential sites. This isochrones map show the distance that one could travel to or from the site in a 10 minute period of time, with no traffic. This catchment area is used to collect all of the data points and rubric information included in the site analysis matrices. This is shown consistent for all the sites.

The "Vicinity Map" shows the bounds of an area that is a 15-minute (1/4-mile) walk from the site perimeter. This area provides additional information about the facilities and infrastructure immediately adjacent to the site. This is shown consistent for all the sites.
**General Description**

The Ala Wai Golf Course is located immediately north-east of Waikiki, across the Ala Wai Canal. The site has a significant amount of open land that is used by members and recreational golfers. It is several blocks from the H1 highway interchange at King Street.

**Summary Observation(s)**

The undeveloped land (large acreage controlled by one owner) at such close proximity to Waikiki sets up a unique opportunity to significantly increase the amount of tourist development in one of the most desirable locations in the world. Not only would a stadium venue fit easily on this site, but a large amount of development (hotels, retail, etc.) complimenting and adding to Waikiki would result as well.

**Pros**

- Ala Wai’s close proximity to Waikiki, an established center of tourism and visitors to the potential stadium development.
- Close proximity to Honolulu Harbor, the Blaisdell Center, Aloha Tower, and the convention center allows for synergy between businesses and development.
- Many visitors could walk from the hotels in the area, minimizing parking requirements.
- Fairly close to the University of Hawaii, Manoa Campus, less than a mile for student população to utilize Rainbow Warrior games or other events.
- Siting of a stadium at this location would create stunning views to Diamond Head. Additionally, aerial views of the stadium in this location would add to the already iconic images of Honolulu.
- New development could work well with the already planned Top Golf facility.
- Enough land exists that green space could be preserved in this area promoting continued use by the general public while allowing for ancillary development.

**Cons**

- Nearest HAR T station is 1.7 miles away at Ala Moana Center.
- Density of Waikiki already creates traffic and some overcrowding issues.
- Likely run into opposition from existing golf course members and other stakeholders, as the golf course is a well-known course and has historically been one of the busiest golf courses on the island.

**General View**

The Ala Wai Golf Course Site is accessible via the Ala Wai Bridge and has easy access to Waikiki. The site is surrounded by hotels and retail facilities, providing easy access for visitors. The views from the site are stunning, with a clear view of Diamond Head.

**Additional Notes**

- Located within walking distance of the H1 highway interchange at King Street.
- Excellent visibility and accessibility for visitors.
- Ideal location for a multi-purpose sports and entertainment facility.
## ALA WAI GOLF COURSE SITE ANALYSIS

### Site Analysis and Scoring:

<table>
<thead>
<tr>
<th>Category</th>
<th>Criteria and Indicators</th>
<th>Notes</th>
<th>Total Score</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Acreage</td>
<td>128 acres on existing Ala Wai Golf Course property, Excludes driving range/TopGolf facility</td>
<td>5/5</td>
<td></td>
</tr>
<tr>
<td>HART Access</td>
<td>No pedestrian HART access, 1.7 miles to Ala Moana Center Station</td>
<td>1/5</td>
<td></td>
</tr>
<tr>
<td>Proximity to Daniel K. Inouye International Airport</td>
<td>16.9 miles (18 minutes) to/from airport, Kalaeloa Airport not considered due to limited cargo handling facilities</td>
<td>2/3</td>
<td></td>
</tr>
<tr>
<td>Proximity to Emergency Services</td>
<td>0.8 miles to Fire Station 07 Waikiki; 3.1 miles to Waikiki Police Substation; 2.5 miles to Leahi Hospital</td>
<td>3/3</td>
<td></td>
</tr>
<tr>
<td>Proximity to Honolulu Harbor</td>
<td>9.9 miles (22 minutes) to/from harbor; Barber's Point Harbor not considered due to lack of container facilities</td>
<td>2/2</td>
<td></td>
</tr>
<tr>
<td>Proximity to Waikiki</td>
<td>3.1 miles (6 minutes) to/from Waikiki; Could be incorporated into Waikiki area with bridges over canal</td>
<td>2/2</td>
<td></td>
</tr>
<tr>
<td>Ability to Accommodate Stadium Program</td>
<td>2/2</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Avoids Flood/Tsunami Hazards</td>
<td>Within flood zone AE (1% annual flood risk); 100% of site covered by Tsunami/Extreme Tsunami Evacuation Zone; Manoa Stream floodway zone; 500' from Ala Wai Canal in Tsunami Evac Zone</td>
<td>0/2</td>
<td></td>
</tr>
<tr>
<td>Avoids Sea Level Rise Hazard</td>
<td>Approximately 30% of site along Ala Wai Canal directly threatened by sea level rise per NOAA circa 2100 worst‐case scenario projections (3.2ft)</td>
<td>0/2</td>
<td></td>
</tr>
<tr>
<td>Avoids Wetlands Impact</td>
<td>1.6 acres designated wetlands (1.3% of total) along Ala Wai Canal</td>
<td>1/2</td>
<td></td>
</tr>
<tr>
<td>Suitability for Emergency Shelter</td>
<td>Good road access; Site at risk in flooding or tsunami scenario</td>
<td>0/1</td>
<td></td>
</tr>
<tr>
<td>Bus Access</td>
<td>48 bus stops within 1/4 mile radius of site</td>
<td>1/1</td>
<td></td>
</tr>
<tr>
<td>Existing Zoning</td>
<td>P‐2 General Preservation District, Conversion from existing use could be a challenge</td>
<td>1/4</td>
<td></td>
</tr>
<tr>
<td>P3 Potential or other Development Possibilities</td>
<td>Large site within urban Honolulu, with direct adjancy to Waikiki tourist areas</td>
<td>4/4</td>
<td></td>
</tr>
<tr>
<td>Ceded Lands Encumbrance</td>
<td>Unknown</td>
<td>2/3</td>
<td></td>
</tr>
<tr>
<td>Infrastructure Costs</td>
<td>Minimal existing public parking and no major services currently on site</td>
<td>1/3</td>
<td></td>
</tr>
<tr>
<td>Land Acquisition</td>
<td>Owned by State of Hawaii, Course operated by Honolulu Dept. of Enterprise Services</td>
<td>2/2</td>
<td></td>
</tr>
<tr>
<td>Development Incentives</td>
<td>No state or federal development incentives</td>
<td>0/2</td>
<td></td>
</tr>
<tr>
<td>Complexity</td>
<td>Developing site responsibly would require interventions to protect against flooding, tsunami risk, and sea level rise</td>
<td>1/2</td>
<td></td>
</tr>
<tr>
<td>Community</td>
<td>No unusual or other development possibilities</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Economic Impact</td>
<td>Site presents opportunity to do “the most good for the most people” in terms of offering employment to disadvantaged Hawaiians</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Employment Demand in Vicinity</td>
<td>7,044 unemployed persons in 10‐min. drive distance (4.0% of pop.)</td>
<td>6/6</td>
<td></td>
</tr>
<tr>
<td>Households Experiencing Poverty in Vicinity</td>
<td>14,669 households in poverty in 10‐min. drive distance (12.2% of total)</td>
<td>5/6</td>
<td></td>
</tr>
<tr>
<td>Population in Proximity</td>
<td>326,174 persons in 120,565 households in 10‐min. drive distance</td>
<td>6/6</td>
<td></td>
</tr>
<tr>
<td>Per‐Capita Income in Vicinity</td>
<td>$36,114</td>
<td>0/2</td>
<td></td>
</tr>
<tr>
<td>Intuitive Site Qualities</td>
<td>4/5</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Anticipated Site Difficulties</td>
<td>-1/‐5</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Score Subtotal

- **Site, Infrastructure, and Environment**: 19 / 30
- **Development Costs**: 11 / 20
- **Intuitive Site Qualities**: 3 / 30
- **Economic Impact**: 17 / 20

**Total Score**: 63 / 100
The team selected Kapiolani Regional Park as an additional alternative to the nearby Manoa Campus site. Kapiolani offers less developable land and poorer connections to transit and major roads, but would not necessitate the elimination of a public amenity as popular as Ala Wai Golf Course in order to select the site. Excluding the Waikiki Shell Amphitheater, the site offers 69 developable acres. Its location provides easy access to Waikiki's urban core, with one-way streets, but emergency services are very close to site, 5 minutes or less. Due to the distance of the park from H1 and lack of direct access to the city grid due to one-way streets, the site is not accessible to the city grid. The site is a relatively high-$38,200 average per capita income.
Total Site Size: 69 acres
Total Tree Cover: 0.1 acres (0.2%)
Designated Wetlands: 0.0 acres (0.0%)

Site Slope:
- Mean: 0.4-deg
- Max: 5.6-deg
- Std Dev: 1.4-deg

Bus Stops Nearby: 20
HART Stops Nearby: 5

The “10-Minute Driving Map” represents an isochronal diagram highlighting a distance around each one of the potential sites. This isochrones map show the distance that one could travel to or from the site in a 10-minute period of time, with no traffic. This catchment area is used to collect all of the site’s data and ratios mentioned included in the site analysis matrixes. This is shown consistent for all the sites.

The “Vicinity Map” shows the bounds of an area that is a 15-minute (1/4-mile) walk from the site perimeter. This area provides additional information about the facilities and infrastructure immediately adjacent to the site. This is shown consistent for all the sites.
Kapiolani Regional Park Site

General Description:
Kapiolani Park is a large public park situated at the east end of Waikiki and at the foot of Diamond Head. It is a large, open, flat park with a few recreation fields and minimal tree cover in the center and is used by the general public for recreation and relaxation.

Summary Observation(s):
The existing park is set up nicely to create a public venue that would work hand-in-hand with the Waikiki Shell and maintain the outdoor recreation areas that are already in use by the public.

Pros:
- Close proximity to Waikiki, Diamond Head and the beach.
- Close to the zoo, the aquarium and the Waikiki Shell (outdoor amphitheater venue).
- Creates an anchor at the south-east end of Waikiki without creating congestion in the heart of Waikiki.
- Siting of a stadium at this location would create a stunning venue at the foot of Diamond Head.
- Aerial views of the stadium in this location would add to the already iconic images of Honolulu.
- Many visitors could walk from the hotels in the area, minimizing parking requirements.
- Flat, open site already used by many for recreational purposes, which could be preserved and enhanced.

Cons:
- Nearest HAR T station is 3.0 miles away at Ala Moana Center.
- Density of Waikiki already creates traffic and some overcrowding issues.
- Availability of the land is in question, based on possible deed restrictions and the proposed use. Potential for additional for-profit development could be added on the site.
- Opposition from many who use the park for recreation, picnicking, field sports, etc.
- Loss of public green space in a dense area.

General Description:

![View of Diamond Head from Kapiolani](image)

![View of Waikiki Shell from Kapiolani](image)

![View of Kapiolani Park](image)
DEVELOPMENT CONCEPTS AT THE KAPIOLANI REGIONAL PARK SITE
<table>
<thead>
<tr>
<th>Category</th>
<th>Criteria</th>
<th>Indicators</th>
<th>Notes</th>
<th>Weight</th>
<th>Score</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Acreage</td>
<td>69 acres at existing Kapiolani Regional Park</td>
<td></td>
<td></td>
<td>0.5</td>
<td>4/5</td>
</tr>
<tr>
<td>HART Access</td>
<td>no pedestrian HART access</td>
<td>2.7 miles to Ala Moana Center Station</td>
<td></td>
<td></td>
<td>0/5</td>
</tr>
<tr>
<td>Proximity to Daniel K. Inouye International Airport</td>
<td>18.2 miles (18 minutes) to/from airport</td>
<td>Kalaeloa Airport not considered due to limited cargo handling facilities</td>
<td></td>
<td></td>
<td>2/3</td>
</tr>
<tr>
<td>Proximity to Emergency Services</td>
<td>0.9 miles to Fire Station 07 Waikiki; 3.3 miles to Waikiki Police Substation; 2.3 miles to Leahi Hospital</td>
<td></td>
<td></td>
<td></td>
<td>3/3</td>
</tr>
<tr>
<td>Proximity to Honolulu Harbor</td>
<td>10.6 miles (22 minutes) to/from harbor</td>
<td>Barber's Point Harbor not considered due to lack of container facilities</td>
<td></td>
<td></td>
<td>1/2</td>
</tr>
<tr>
<td>Proximity to Waikiki</td>
<td>4.9 miles (6 minutes) to/from Waikiki</td>
<td>87% (~28000) of hotel rooms on Oahu are in Waikiki</td>
<td></td>
<td></td>
<td>2/2</td>
</tr>
<tr>
<td>Ability to Accommodate Stadium Program</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>2/2</td>
</tr>
<tr>
<td>Avoids Flood/Tsunami Hazards</td>
<td>Within flood zone AE (1% annual flood risk); 100% of site covered by Tsunami Evacuation Zone 8’‐9’ calculated BFE</td>
<td></td>
<td></td>
<td></td>
<td>0/2</td>
</tr>
<tr>
<td>Avoids Sea Level Rise Hazard</td>
<td>Not endangered by sea level rise</td>
<td>Per NOAA circa 2100 worst‐case scenario (3.2ft)</td>
<td></td>
<td></td>
<td>2/2</td>
</tr>
<tr>
<td>Avoids Wetlands Impact</td>
<td>no designated wetlands</td>
<td></td>
<td></td>
<td></td>
<td>2/2</td>
</tr>
<tr>
<td>Suitability for Emergency Shelter Site</td>
<td>at risk in flooding or tsunami scenario</td>
<td></td>
<td></td>
<td></td>
<td>0/1</td>
</tr>
<tr>
<td>Bus Access</td>
<td>20 bus stops within 1/4 mile radius of site</td>
<td></td>
<td></td>
<td></td>
<td>1/1</td>
</tr>
<tr>
<td>Existing Zoning</td>
<td>P‐2 General Preservation District</td>
<td></td>
<td></td>
<td></td>
<td>0/4</td>
</tr>
<tr>
<td>P3 Potential or other Development Possibilities</td>
<td>Mid‐sized site within urban Honolulu, with direct adjacency to Waikiki tourist areas</td>
<td></td>
<td></td>
<td></td>
<td>4/4</td>
</tr>
<tr>
<td>Ceded Lands Encumbrance</td>
<td>Unknown</td>
<td></td>
<td></td>
<td></td>
<td>2/3</td>
</tr>
<tr>
<td>Infrastructure Costs</td>
<td>Minimal existing public parking and no major services currently on site</td>
<td></td>
<td></td>
<td></td>
<td>0/3</td>
</tr>
<tr>
<td>Land Acquisition</td>
<td>Owned by State of Hawaii</td>
<td></td>
<td></td>
<td></td>
<td>2/2</td>
</tr>
<tr>
<td>Development Incentives</td>
<td>No state or federal development incentives</td>
<td></td>
<td></td>
<td></td>
<td>0/2</td>
</tr>
<tr>
<td>Complexity</td>
<td>Existing road access complicated by one‐way traffic flows around Waikiki and nearby residential neighborhoods</td>
<td></td>
<td></td>
<td></td>
<td>1/2</td>
</tr>
<tr>
<td>Community</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Development</td>
<td></td>
<td></td>
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<td></td>
</tr>
<tr>
<td>Economic</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Environmental</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Intuitive Site Qualities</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Kalaeloa Airport

Kalaeloa Airport, on the west end of Oahu, represents a large swath of underdeveloped area in proximity to the fast-growing community of Kapolei. While there are a number of potential sites in the area, the team selected Lot C (previously studied for an OCCC detention facility) as a representative option. There are 50 acres on Lot C, which is currently held by the Department of Hawaiian Homelands.

The principal and overwhelming drawback of the Kalaeloa site is its remoteness. The site is located approximately 32 miles from Honolulu International Airport, serving a near 900,000 residents. Most ideal is access to the city, as well as surrounding facilities, with no existing or planned service links to the site from any other potential options. The nearest HART station (Kualaka'i) is 4 miles away. Significant access improvements between the site and H1 would be required to support event-day traffic flows. The site is also far from both Waikiki (42 miles) and Honolulu International (32 miles and 36 minutes) and Waikiki (42 miles and 40 minutes), with travel times likely to be much higher due to event-day traffic and commuter congestion.

Kalaeloa Airport

The land on and around Kalaeloa Airport, on the west end of Oahu, represents a large swath of underdeveloped area in proximity to the fast-growing community of Kapolei. While there are a number of potential sites in the area, the team selected Lot C (previously studied for an OCCC detention facility) as a representative option. There are 50 acres on Lot C, which is currently held by the Department of Hawaiian Homelands.

The principal and overwhelming drawback of the Kalaeloa site is its remoteness. The site is located approximately 32 miles from Honolulu International Airport, serving a near 900,000 residents. Most ideal is access to the city, as well as surrounding facilities, with no existing or planned service links to the site from any other potential options. The nearest HART station (Kualaka'i) is 4 miles away. Significant access improvements between the site and H1 would be required to support event-day traffic flows. The site is also far from both Waikiki (42 miles) and Honolulu International (32 miles and 36 minutes) and Waikiki (42 miles and 40 minutes), with travel times likely to be much higher due to event-day traffic and commuter congestion.
Total Site Size: 50 acres
Total Tree Cover: 25.5 acres (51.3%)
Designated Wetlands: 0.0 acres (0.0%)

Site Slope:
- Mean: 1.1-deg
- Max: 5.6-deg
- Std Dev: 1.9-deg

Bus Stops Nearby: 0
HART Stops Nearby: 0

The "10-Minute Driving Map" represents an isochronal diagram highlighting a distance around each one of the potential sites. This isochrones map shows the distance that one could travel to or from the site in a 10-minute period of time, with no traffic. This catchment area is used to collect all of the site data and rubric information included in the site analysis matrix. This is shown consistent for all the sites.

The "Vicinity Map" shows the bounds of an area that is a 15-minute (1/4-mile) walk from the site perimeter. This area provides additional information about the facilities and infrastructure immediately adjacent to the site. This is shown consistent for all the sites.
### Kalaeloa Airport Site

**General Description**
Located on the south end of the island, Kalaeloa airport is a regional airport which was originally provided by the Navy for marine patrol aircraft. Taken over in 1999, it now operates as a joint civil-military airport serving the needs for commercial air transportation and other aviation demands. The airport is approximately 16 miles from Aloha Stadium in Honolulu.

<table>
<thead>
<tr>
<th>Pros</th>
<th>Cons</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Commercial airport provides fly-in fly-out connectivity for visiting teams, fans (inter-island, national and internationally), and touring events.</td>
<td>• The site is the most distant from Honolulu’s more typical places of interest.</td>
</tr>
<tr>
<td>• Concurrency for car parking and development (e.g., development potential).</td>
<td>• Infrastructure is under-capacity (such as pipe and wire services); roads and intersections (for site access) need improving, etc.</td>
</tr>
<tr>
<td>• Commercial center nearby in Kapolei (Clarks, Home Depot, Target, etc.).</td>
<td>• Flight path restrictions.</td>
</tr>
<tr>
<td>• Surrounding population centers provide a potential labor pool.</td>
<td>• Lacks commercial visibility/presence.</td>
</tr>
<tr>
<td>• HAR line is nearby (approximately 3-miles over land) connecting the location with other destinations; and the HAR line could easily be extended closer to the site.</td>
<td>• Last HAR station is approximately 4-miles driving distance.</td>
</tr>
<tr>
<td>• Ko Olina Resort is nearby providing high-end, luxury accommodation for visitors.</td>
<td>• Airport and supporting facilities may need to be upgraded.</td>
</tr>
<tr>
<td>• Investment in the airport could be an economic stimulus for the area.</td>
<td>• Most distant from U of H (Manoa) football fans.</td>
</tr>
</tbody>
</table>

**Summary Observation(s)**
The site is a surprisingly well-endowed location that could be suitable for a new stadium location.

- The site is the most distant from Honolulu’s more typical places of interest.
- Infrastructure is under-capacity (such as pipe and wire services); roads and intersections (for site access) need improving, etc.
- Flight path restrictions.
- Lacks commercial visibility/presence.
- HAR line is nearby (approximately 3-miles over land) connecting the location with other destinations; and the HAR line could easily be extended closer to the site.
- Ko Olina Resort is nearby providing high-end, luxury accommodation for visitors.
- Investment in the airport could be an economic stimulus for the area.
- Site has unique, telegenic/aesthetic qualities, including water views to the south and west from the stadium.
DEVELOPMENT CONCEPTS AT THE KALAELOA AIRPORT SITE

PRELIMINARY DEVELOPMENT CONCEPTS FOR THE KALAELOA AIRPORT SITE.
## Kalaeloa Airport Site Analysis

### Site Analysis and Scoring:

<table>
<thead>
<tr>
<th>Kalaeloa Airport</th>
<th>Kalaeloa Airfield Site Analysis</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Category</strong></td>
<td><strong>Criteria</strong></td>
<td><strong>Notes</strong></td>
</tr>
<tr>
<td>Total Acreage</td>
<td>50 acres on DHHL property east of Kalaeloa Airport</td>
<td>5/5</td>
</tr>
<tr>
<td>HART Access</td>
<td>No pedestrian HART access 4.0 miles to Kualakai Station</td>
<td>1/5</td>
</tr>
<tr>
<td>Proximity to Daniel K. Inouye International Airport</td>
<td>32.2 miles (30 minutes) to/from airport</td>
<td>0/3</td>
</tr>
<tr>
<td>Proximity to Emergency Services</td>
<td>7.2 miles to Fire Station 40 Kapolei; 6.6 miles to Kapolei District Station; 11.0 miles to The Queen's Medical Center - West Oahu</td>
<td>0/3</td>
</tr>
<tr>
<td>Proximity to Honolulu Harbor</td>
<td>24.2 miles (43 minutes) to/from harbor</td>
<td>0/2</td>
</tr>
<tr>
<td>Proximity to Waikiki</td>
<td>42.4 miles (40 minutes) to/from Waikiki 87% (~28,000) of hotel rooms on Oahu are in Waikiki</td>
<td>0/2</td>
</tr>
<tr>
<td>Ability to Accommodate Stadium Program</td>
<td>2/2</td>
<td></td>
</tr>
<tr>
<td>Avoids Flood/Tsunami Hazards</td>
<td>100% of site covered by Extreme Tsunami Evacuation Zone</td>
<td>2/2</td>
</tr>
<tr>
<td>Avoids Sea Level Rise Hazard</td>
<td>Not endangered by sea level rise Per NOAA circa 2100 worst-case scenario (3.2ft)</td>
<td>2/2</td>
</tr>
<tr>
<td>Avoids Wetlands Impact</td>
<td>No designated wetlands</td>
<td>2/2</td>
</tr>
<tr>
<td>Suitability for Emergency Shelter Site at risk in tsunami scenario; limited road and no transit access</td>
<td>0/1</td>
<td></td>
</tr>
<tr>
<td>Bus Access</td>
<td>0 bus stops within 1/4 mile radius of site</td>
<td>0/1</td>
</tr>
<tr>
<td>Existing Zoning</td>
<td>F-1 Federal and Military Preservation District</td>
<td>3/4</td>
</tr>
<tr>
<td>P3 Potential or Other Development Possibilities</td>
<td>Remote site with limited appeal for commercial development</td>
<td>2/4</td>
</tr>
<tr>
<td>Ceded Lands Encumbrance</td>
<td>Unknown</td>
<td>2/3</td>
</tr>
<tr>
<td>Infrastructure Costs</td>
<td>Significant road improvement and utility construction needs anticipated</td>
<td>0/3</td>
</tr>
<tr>
<td>Land Acquisition</td>
<td>Owned by State of Hawaii - Department of Hawaiian Homelands</td>
<td>2/2</td>
</tr>
<tr>
<td>Development Incentives</td>
<td>Site covered by federal Kalaeloa Opportunity Zone</td>
<td>2/2</td>
</tr>
<tr>
<td>Complexity</td>
<td>Flat site with no prior development</td>
<td>2/2</td>
</tr>
<tr>
<td>Community Acceptance</td>
<td>7/10</td>
<td></td>
</tr>
<tr>
<td>Positive Cultural Impact</td>
<td>7/10</td>
<td></td>
</tr>
<tr>
<td>Political Viability</td>
<td>5/10</td>
<td></td>
</tr>
<tr>
<td>Employment Demand in Vicinity</td>
<td>940 unemployed persons in 10-min. drive distance (5.8% of pop.)</td>
<td>0/6</td>
</tr>
<tr>
<td>Households Experiencing Poverty in Vicinity</td>
<td>268 households in poverty in 10-min. drive distance (3.6% of total)</td>
<td>0/6</td>
</tr>
<tr>
<td>Population in Proximity</td>
<td>29,368 persons in 7,427 households in 10-min. drive distance</td>
<td>0/6</td>
</tr>
<tr>
<td>Per-Capita Income in Vicinity</td>
<td>$28,948</td>
<td>2/2</td>
</tr>
</tbody>
</table>

### Unique Site Improvement Opportunities - positive

### Anticipated Site Difficulties - negative

Remoteness and inaccessibility of site make it difficult to imagine it supporting anything other than a stadium and associated parking -2 / -5

### Total Score:

#### Intuitive Site Qualities

Community 19

Economic Impact 2/20

Score Subtotal Site, Infrastructure, and Environment 13/30

#### Development Costs

13/20
### 6. SUMMARY AND RECOMMENDATION

The recommendation from this report is that the Halawa Site is the best site for the construction of a new stadium and any ancillary development around it. The findings are conclusive in the fact that the site rated the highest, or equal highest, in all categories.

The Halawa Site is the most ready for development if it has the transportation infrastructure in place in terms of road access and will only get better with the addition of the rail stop. It has the land available to create additional program on site enhancing its value to residents and increasing its desirability for developers. It is a site already used for the specific purpose of a stadium, and thus likely to be accepted by the community. At least from a use standpoint, its construction will not take away any beloved parks, landmarks or other uses. It is an opportunity to take something that is already highly used and accepted by the community, and to make it even better.

<table>
<thead>
<tr>
<th>Intuitive Site Qualities</th>
<th>Economic Impact</th>
<th>Community</th>
<th>Development Costs</th>
<th>Site, Infrastructure, and Environment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Halawa Site</td>
<td>27</td>
<td>17</td>
<td>19</td>
<td>13</td>
</tr>
<tr>
<td>U of H Manoa</td>
<td>20</td>
<td>16</td>
<td>19</td>
<td>14</td>
</tr>
<tr>
<td>U of H West Oahu</td>
<td>21</td>
<td>16</td>
<td>18</td>
<td>15</td>
</tr>
<tr>
<td>Ala Wai Golf Course</td>
<td>14</td>
<td>17</td>
<td>16</td>
<td>12</td>
</tr>
<tr>
<td>Kapiolani Regional Park</td>
<td>19</td>
<td>18</td>
<td>17</td>
<td>11</td>
</tr>
<tr>
<td>Halawa Site</td>
<td>20</td>
<td>17</td>
<td>19</td>
<td>13</td>
</tr>
</tbody>
</table>

The Halawa Site is recommended for the construction of a new stadium and any ancillary development around it.