

Hawaii Interagency Council for Transit-Oriented Development

Minutes of Meeting No. 30

Tuesday, September 10, 2019

9:30 am

Hawaii Community Development Authority

Community Room, 1st Floor

547 Queen Street, Honolulu, Hawaii

Members/
Designees
Present: Rodney Funakoshi, Office of Planning (OP), Co-Chair Designee
Craig Hirai, Hawaii Housing Finance & Development Corporation (HHFDC), Co-Chair
Mary Alice Evans, Office of Planning (OP), Office of Planning
Sara Lin, Office of the Governor
Curt Otaguro, Department of Accounting and General Services (DAGS)
Robyn Loudermilk, Department of Education (DOE)
Darrell Ing, Department of Hawaiian Home Lands (DHHL)
Heidi Hansen Smith, Department of Health (DOH)
Joseph Campos, Department of Human Services (DHS)
Ian Hirokawa, Department of Land and Natural Resources (DLNR)
Maria Cook, Department of Public Safety (PSD)
Garett Kamemoto, Hawaii Community Development Authority (HCDA)
Benjamin Park, Hawaii Public Housing Authority (HPHA)
Charles Vitale, Stadium Authority (SA)
Nadine Nakamura, House of Representatives
Lorraine Inouye, State Senate
April Surprenant, County of Hawaii
Lyle Tabata, County of Kauai
Pam Eaton, County of Maui
Cyd Miyashiro, American Savings Bank, Business Community Representative
Jillian Okamoto, Catholic Charities, Housing Advocate
Bill Brizee, AHL, Developer Representative

Members/
Designees
Excused: Jade Butay, Department of Transportation (DOT)
David Lassner, University of Hawaii (UH)
Harrison Rue, City & County of Honolulu

Other
Designees/
Alternates
Present: Chris Kinimaka, DAGS
David DePonte, DAGS
John Fink, SA
Marc Takamori, County of Maui
Jodi Higuchi Sayegusa, County of Kauai

TOD Council
Staff: Carl Miura, OP
Aaron Setogawa, OP

Guests: Robert Nishimoto, Senate Ways and Means Committee
Audrey Hidano, DAGS
Stanley Chang, State Senate
Blue Kaanehe, DLNR

Veronica Rocha, Pacific Current
Sydney Hart, Office of Senator Lorraine Inouye
Franz Krintz, City and County of Honolulu
Stacie Kaneshige, Hawaii State Public Library System
Chris Delaunay, Pacific Resources Partnership

1. Call to Order

Rodney Funakoshi, Co-chair Designee, called the meeting to order at 9:35 a.m.

2. Introduction of Members

Members and guests introduced themselves.

3. Review and Approval of Minutes of August 10, 2019 Meeting

The August 10, 2019 meeting minutes were approved as circulated.

4. Walkable Cities and Transit-Oriented Development 3:00

Heidi Hansen Smith introduced Jeff Speck and provided an overview of his background. She thanked the City and Senator Stanley Chang for helping to bring him to Hawaii.

Jeff Speck, Speck and Associates, L.L.C., said that most transit-oriented development plans are usually designed first by transit agencies to spur development. However, there is a difference between placing a transit station and encouraging development around it and actually having it occur in a way that it is going to support transit. His main message is that every transit ride begins and ends with a walk. If planners do not provide a great walk to the train or bus, then they will not get the audience that they want.

By the 1990s, planners began to realize that just having jobs and housing around rail stops does not encourage ridership because these were dead, single use places. Planners began to incorporate mixed-uses and create real neighborhoods. Sixty percent of Americans favor a neighborhood with a mix of uses including housing, stores, and other businesses. By 2010, neighborhood conversation evolved into walkability, which also implies neighborhood.

Comparing walkable urban and drivable suburban neighborhoods:

- Urban Detroit costs 51 percent more than suburban Detroit. In Denver, a buyer pays 150 percent more per square foot in walkable neighborhood vs. drivable. In New York City, a person pays 200 percent per square foot.
- Offices are renting at a 21 percent premium in walkable urban places. During the last recession, rents in the suburban areas dipped dramatically. In cities, there wasn't much fluctuation.
- People with single-use properties are realizing that mixed-use is the way to go.

If walkable is so highly valued, how then do planners make the TOD sites more walkable? How do you make people walk rather than drive? The answer is to make the walk better than the drive. It needs to have purpose as well as being useful, safe, comfortable, and interesting. There are two tested ways to make a community. One is the traditional neighborhood, and the other is suburban sprawl. The traditional neighborhood is defined in planning terms as compact, diverse, and walkable. The area around a bus stop is almost always a 5-minute walk and a train station is a 10-minute walk. The traditional neighborhood has different places to live, work, and worship. Most of

the daily needs are available. It has a lot of streets, so no one road needs to be very big. Urban sprawl is not compact, diverse or walkable because the area has just one use and several main roads get the burden of moving most of the traffic. An individual is 200 percent more likely to be hit by a car in a sprawl neighborhood than in a traditional one. Single use areas mean more driving. This is first generation of Americans that are expected live shorter lives than their parents. A third of them born after 2000 are expected to become diabetic. Americans have made walking useless because people drive everywhere. Both the neighborhood and sprawl models basically contain the same things, but it is how those things are connected.

Speck also pointed out that about 40,000 people in the United States die from pedestrian accidents. Some of the keys to getting individuals to drive slower:

- Smaller block sizes and less lanes. In a California study, if average block size doubles, the non-highway fatal crashes almost quadruples.
- Smaller lane widths. As lanes get wider, drivers tend to speed more. Increased lane widths contributes to 900 more traffic fatalities each year.
- Communities with lower density homes could install “yield or queuing streets.”
- Many cities around the world are following the NACTO guidelines which states that 10-foot lane widths are appropriate in urban areas.
- Parked cars provide a safe barrier for pedestrians and bike lanes and slows traffic down.
- Street trees also serve a similar purpose and provide environmental benefits.

Speck was somewhat disappointed that Honolulu has not developed more bike lanes. Evidence shows that bike population follows bike investment. The gold standard is to have parallel parking between the bike lane and moving vehicles. Biking and transit reinforces each other.

TOD places should be designed with the pedestrian in mind and as intermodal centers. One problem is the geometry of the bus tends to be overly dominant, such as extra wide turning lanes, making it unfriendly to pedestrians where no one wants to walk through it. In Honolulu, most of the bus stops are very low key. It pulls in and then leaves. No one really knows it is there.

Funakoshi asked his thoughts about electric bikes. Speck said that he loves electric bikes. A recent study showed that people who ride them get as much as exercise as regular bikes. The key is making sure the electric bike users are going the right speed if they are using the bike lanes.

Sara Lin inquired whether a big project should be master planned all at once. Should the buildout be over 15 or 10 years? Speck said that it is important to master plan altogether. Based on his experience, phasing outcomes is usually the result of parking needs. He prefers more transit-focused TOD solutions with high density and very limited parking. With the advent of bikeshare and Uber, more people will find it adequate to live without a car at train stops. Do not let the automotive demands design TOD communities, which are designed to get people out of cars.

Stanley Chang said that the TOD Council heard several redevelopment proposals that do not include housing. Why is housing important for a project? Speck believes that if people want a community to last, it needs to be loved. People do not love places where they do not live. Places that become real communities have people in them overnight. This is not just a transit issue. In terms of the success of the neighborhood- especially for retail, bars, and restaurants -it needs around-the-clock occupation. It also needs to provide a balance of users for transit to be efficient. People who are heading home should be counteracting workers headed the opposite way. This can move twice as

many people with half as much transit. Also, if the area is strictly residential, it will not have the balance of flow, no street life, less efficient transit, fewer services, or diverse shops.

Lorraine Inouye asked how many generations will it take to change this mindset? Speck said that he has been surprised at how a great example gets on the ground and people learn very quickly. It could take generations of preaching, but it could take one or two good development projects for people to buy into it. It could take about 10-15 years to change the model.

5. Statewide TOD Project Updates by State and County Agencies

Funakoshi asked agencies to provide updates on their specific TOD projects identified in the TOD Strategic Plan. These updates ensure information on each TOD project is current and is incorporated into the TOD Council annual report to the Legislature that OP prepares for the Council.

A. State Agencies

- Department of Accounting and General Services

Liliha Civic Center Mixed-Use Project: Chris Kinimaka, DAGS Public Works

Administrator, said that they are continuing their partnership with HHFDC to look at mixed-use development of the site. The results of the soil testing by DOH should be available later this month. This should give them a better idea on what they can develop. They are also working with HHFDC, the City, and the Honolulu Authority for Rapid Transit (HART) because the planned transit line is coming down through Easement U between their parcel and the senior elderly housing. HART is planning to stage operations in the vacant area of the Liliha Civic Center property. In exchange, HART is willing to use services in-kind to build out the street of the easement use section. This is a tremendous benefit. DAGS is developing a Memorandum of Understanding and will be asking DLNR to allow for temporary use. The build out will include making the street more walkable with bike lanes and pedestrian access to the station. In addition, they asked HART to make sidewalk improvements along Iwilei Road.

Oahu Community Correctional Center Redevelopment: DAGS is in the second stage of the relocation to Halawa. They attended the Aiea Neighborhood Board and encountered some resistance, so they will need to communicate more with the general public and staff. There is still a lot of misgivings on how the site was selected, and they went before the neighborhood board to try to get the PRU (Plan Review Use) approved by the City Council. However, the community is putting up a roadblock by introducing a resolution to oppose approving the PRU because DAGS has not answered the design questions. DAGS cannot move forward on the design until they receive the PRU. They are going to do some of the planning studies, so that they can have a preliminary response to the community. Normally, the studies are done after the PRU. Also, they are looking at P3 as well as United States Department of Agriculture (USDA) grants and loan opportunities. Since this part of Halawa is still considered rural, this project may be eligible for assistance from the federal government.

Waipahu Civic Center TOD Project: They are working with OP, HHFDC, and DOE. The Proof of Concept project is underway and waiting to see what happens.

UH-Kauai Community College LRDP/Student Housing: Although DAGS is moving ahead with the Lihue Civic Center Proof of Concept project, they cannot definitely say that UH-Kauai Community College will be included in the scope.

Lihue Old Police Station (Lihue Civic Center): They are looking at the old Lihue Police Station area for development, which is included in DAGS' Lihue Civic Center Proof of Concept to determine what makes sense for the area. They anticipate including select county properties in the study. [Note that the old Lihue Police Station is situated on DAGS-controlled property by Executive Order]

Central Maui Transit Hub: The Executive Order to transfer the Kahului Civic Center to HHFDC was finally executed. They are supporting HHFDC's efforts on the bus station development project.

Wailuku Courthouse Expansion (Hoopili Hale): DAGs is working with the Judiciary to make safety improvements, and they are coordinating overall planning efforts with the County of Maui. The project is in the design phase, and they are expecting to go out to bid in June.

- Stadium Authority

Aloha Stadium Redevelopment/Ancillary Development: Charlie Vitale, Aloha Stadium Engineer, said the New Aloha Stadium Entertainment District website, NASED.hawaii.gov, was launched on September 1, 2019. The public can sign-up to receive updates and view important information like the Environmental Impact Statement (EIS). The SA made a presentation to the Aiea Neighborhood Board. The Stadium Authority will have a scoping meeting, on Wednesday, September 25, 2019, from 7-9 p.m. at the Aloha Stadium Hospitality Room.

Kinimaka mentioned that she will be emailing the NASED flyer and FAQs over to OP for distribution to the Council members and their designees. They have committed to full, transparent communications and will be attending each neighborhood board meeting so that the Board knows that they are listening and available to answer questions.

They will continue to have face-to-face meetings and give the community as many ways to contact them as possible. They are making a sincere effort to reach out to everyone. SA is not making a decision on any particular plan or mix at this time because they want to hear what everyone has to say and have not received all of their studies from the consultants.

- Department of Education

East Kapolei High School: Robyn Loudermilk, DOE School Lands and Facilities Specialist, reported that the project description has changed. DOE is going to increase the students served from 3,000 to 3,200. It is currently in the design stage with \$5 million appropriated. They will start with the EIS process soon. Construction monies are not available yet.

Hirai asked what is the status of the subdivision on the East Kapolei High School. Loudermilk responded that they have been working with the developers to do a paper subdivision, and will be meeting with them in the next few months to get an update. Hirai mentioned that HHFDC was involved with pushing for the widening of Farrington Highway and thought that D.R. Horton was held up by it. Loudermilk explained that the subdivision is not based on the widening of the highway.

Pohukaina Elementary School: Four million dollars are available for design. A firm will be selected within the next month to do the pre-design and EIS work. Forty million dollars are available for construction, but they need another \$30 million to complete the work. This will be one of their future CIP requests.

- Department of Hawaiian Home Lands
Kauluokahai Increment II-A: Darrell Ing, DHHL Real Estate Development Specialist, said he has brought a consultant on board to draft a Request for Proposals (RFP) and to evaluate the submittals. The next step is the beneficiary consultation on October. The RFP will be issued early next year. DHHL is looking at developer financing.

Funakoshi asked how many units is DHHL planning for multi-family? Ing responded that they do not have a number primarily because they will be asking the developer to balance the retail and residential uses. This will allow the retail to support the residential. Funakoshi noted that it was good to see DHHL moving in this direction.

Moanalua Kai Conceptual Plans: This project is on Kakoi Street. There are about 20 parcels on 14 acres. All of the parcels are under lease for industrial uses. Twelve will expire in 2022. Three leases will end in 2025. One more will expire in 2064. DHHL completed preliminary planning and is currently going through an internal review. The problem in this area is that the roadway is owned by the City. The road is experiencing major flooding problems with water coming from mauka and tidal surge. DHHL needs to work with the City on how fix this problem before thinking about developing the area.

Kapalama Project Conceptual Plans: City Square Shopping Center makes up most of the area, which is across the rail station at Honolulu Community College. DHHL is currently finalizing the conceptual Master Plan. However, the problem with this project is that the lease expires very far into the future. If they do not figure out a way to shorten the term, it will be awhile before the parcel will be available for development. In addition, Kamehameha Schools which owns the remainder of the property said that their priority is on the mauka side of Dillingham Boulevard.

- Department of Land and Natural Resources
East Kapolei Master Development Plan: Ian Hirokawa, DLNR Special Projects Coordinator, reported that plan should be completed and taken to the Board of Land and Natural Resources for approval by the end of this year or by the next legislative session. This includes the property adjacent to the rail station. It should include a variety of uses such as light industrial, commercial, mixed-use, and affordable housing. They had some preliminary discussions with HHFDC. The next step is to address the infrastructure needs for the area and conduct more in-depth studies like the EIS and full master plan.
- Department of Public Safety
Oahu Community Correctional Center Redevelopment: Maria Cook, Department of Public Safety Deputy Director of Administration, said that they are partnering with DAGS on the project. She mentioned that the City Council Zoning Committee has scheduled the first reading of the PRU Application Permit on September 26, 2019, although she is not sure how the Aiea Neighborhood Board concerns will affect this. The department will submit a CIP request to complete the RFP.

- Hawaii Community Development Authority:
Garett Kamemoto, HCDA Compliance Assurance and Community Outreach Officer, said that several of the board members have expressed interest in taking up the Kakaako District TOD Plan, which was never adopted. One of the problems they have is the private landowners. If many of the private landowners are not going to come out of the master plan, then it may not be worth the time and effort to consider it again. This could change if there are incentives to participate.

Lin mentioned that several of the developer representatives on the Governor's Affordable Housing Working Group have asked when the revised TOD rules at HCDA are coming. She understands that HCDA is also waiting on several members to get onboard, but asked to be kept informed.

- Hawaii Housing and Finance Development Corporation
Central Maui Transit Hub: Hirai is working with Marc Takamori on the Kahului Civic Center bus hub and making progress.

Ola Ka Ilima Artspace Lofts: This is almost completed. They are working with HCDA on this LIHTC project. HHFDC is funding the project, and HCDA is providing the land.

Alder Street Affordable Rental Housing/Juvenile Service Center: HHFDC is working on this low-income tax credit project with the Judiciary.

Waipahu Civic Center TOD Project: Hirai will be asking the legislature to fund a Master Plan.

East Kapolei Master Development Plan: Hirai is working with DLNR on this project.

Hirai added that the first phase of the Kahului Lani Project is underway. They are working with HCDA on Ililani Condo and The Central Ala Moana, both 201H projects. The Central is a 500-unit condo project.

- Hawaii Public Housing Authority
Mayor Wright Homes Redevelopment: Ben Park, HPHA Planner, mentioned that the project is moving forward with a lot of work being put in by the developer and staff.

Park also mentioned that Michaels Development has until September 20, 2019, to let HPHA know whether or not they want to go forward with another phase at Kuhio Park Terrace. In addition, HPHA and Retirement Housing Foundation are hoping to get a master development agreement signed for the School Street redevelopment project.

- Counties
 - City and County of Honolulu
East Kapolei Area: Franz Krintz, City's Department of Planning and Permitting Planner, said that the public review draft for the City and County's TOD Plan was completed in 2010. However, the area has gone through a lot of changes since then. They are going through the process of updating the plan.

Farrington Highway Widening: The project is going through the EIS Process now.

Halawa-Aloha Stadium: Krintz was excited to see the Aloha Stadium scenarios published in the paper. It follows along the City's TOD Plan for the area.

Iwilei-Kapalama: The infrastructure study has been completed. They are going through some of the work on the Kapalama Canal Project to factor in sea level rise.

Aiea-Pearl City: For the three station areas, the City is in the process of drafting TOD zone changes that include the Special District Regulations that will help implement the TOD Plan.

Ala Moana: The TOD Plan is still pending before City Council. City is in the process of going forward on a contract to do Complete Streets on Keeaumoku. This study should be underway within a year.

Airport: The public comment period for the TOD Plan has ended. The City is working on the responses.

Chang asked if the City has ever presented the Blaisdell Redevelopment Plan to the TOD Council. Krintz responded by saying "no." Funakoshi added that it is one of the City's priority projects and would not be a bad idea.

Vitale inquired about status of the Halawa area TOD zoning change before the City Council. Krintz replied that the Council has to consider a number of other plans first. He does not have a time frame. He suspects that the TOD zone change should be fairly simple process because it is all zoned one district. It would be easier to create a mixed-use district.

Vitale said that the Stadium Authority will be going out for a RFQ and followed by RFP. It would be very helpful if the zoning is already in place. At the last meeting, Krintz mentioned that Harrison Rue suggested sending letters to the City Council members. Funakoshi offered to send over information.

- Hawaii County

Ulu Wini Housing Improvements: April Surprenant, Hawaii County Department of Planning Manager of Long Range Division, said that the project has been completed.

Kamakana Village Senior/Low Income Housing: The Environmental Assessment (EA) was completed to address some critical habitat issues.

Ka Hui Na Koa O Kawaili Affordable Housing: The project is underway. The executive order to transfer the property to the County has been signed. The developer has completed the traffic study. Ground lease has been finalized and is in the process of execution.

Village 9 Affordable Housing: The EA is currently being prepared. The legislature appropriated \$350,000 in 2016 for the planning, design, and construction of the access road. It will provide access to the HHFDC affordable housing and the County's homeless projects.

Old Airport Park Transit Station, Makaeo Transit Hub: The Old Airport Project is going through the Kona Action Committee to better define the project. The site has several old facilities that can be repurposed and reused.

She emphasized that their two top priorities are the Keaau Public Transit Hub and Old Airport Park Transit Station, Makaeo Transit Hub. The County will be asking for CIP funds during the next legislative session.

- Kauai County
Lyle Tabata, Kauai Department of Public Works Deputy Engineer, stated they have a project under construction right now that will make the town core more walkable.

Lihue Old Police Station: Working with DAGS, Tabata believes this is a perfect opportunity to bring all of departments into one location.

Pua Loke Affordable Housing: Forty-five units will be developed, and construction should start in February 2020. Kauai County is working with DLNR to obtain more land across the street via executive order. If the land transfer goes through, the project will quadruple in size. They are also hoping to establish a safe zone for the homeless at this location.

Koae Workforce Housing Development: Construction of 134 units is ongoing with the first phase to be complete in October 2019.

Limu Ola Workforce Housing Development: Once the State Historic Preservation Division gives the County the approval, they can start building the 149 units at a cost of \$19 million.

UH Kauai Community College LRDP/Student Housing: Tabata said he is ready to meet with the university on this.

Hanapepe Infill Redevelopment: Jodi Higuchi Sayegusa, Kauai Department of Planning Deputy Director, commented that the West Kauai Community Plan Update is underway and is in the open house phase. A lot of the policies in the draft now encourage residential infill development within the Hanapepe town core area. Some of the transportation circulation concepts support improvements to the pathway that connects residential areas with the economic activities. This process should be finalized in a couple months.

Mahelona State Hospital: Funakoshi explained that the site is going through a Master Planning process. The consultant has conducted a community workshop to try to identify land uses appropriate for the area as well as assessing the feasibility of improvements to the hospital. Representative Nakamura is leading the efforts on the project. It should be completed by the middle of next year. Kauai County may be going in for more CIP fund to complete the design phase and EIS process.

Hanapepe Complete Street Improvements: Tabata said that construction should start in late 2021. Improvements will be done from one end of the Hanapepe road to the other, focusing in the core town area.

Kawaihau Road Multimodal Improvements: The County is looking into doing a number of safety changes including sidewalks, crosswalks, and intersection improvements. This is also

a Complete Street Project that combines the Statewide Transportation Improvement Program and Safe Routes to School approaches. They are also installing a “Peanutabout” at the five-way intersection to increase safer driving with three schools in the area.

Poipu Road Multimodal Improvement: This is another Complete Streets Improvement Project set to begin in 2022-2023.

Tabata mentioned that many of the projects on Kauai are “shovel ready”, but he does not have enough funding. The island gets only about 7 percent of the federal aid money.

South Shore Shuttle: Higuchi Sayegusa explained that a privately funded shuttle is still on the horizon.

Puhi Shuttle: In the next 4-6 month period, the fleet and manpower will be reallocated to serve Puhi to Lihue and Kamalu to Lihue, which connects both residential areas to the civic center. In partnering with the Kauai Community College, the shuttle service is included in student fees to increase ridership. Tabata is hoping that the students take advantage of the service because it could alleviate some of the traffic congestion.

- **Maui County**

Central Maui Transit Hub: Marc Takamori, Maui Department of Transportation Director, said that they are going to move the current transit hub at Queen Kaahumanu Shopping Center to a .8-acre site on Vevau Street. This location is near an affordable housing project, Kahului Lani senior affordable rental housing complex, and the Kahului Public Library. They are in the planning and design phase. They will be submitting their final EA in October and hopefully receive their FONSI by early November. The proposal should go in front of the Planning Commission by early December and get their Special Management Area (SMA) Permit in early 2020. They are working on an extension for the shopping center transit location.

Wailuku-Kahului Corridor Master Plan: Pam Eaton, Maui Department of Planning Administrator, reported that \$500,000 was approved by the Legislature this year and Council Member Yuki Lei Sugimura matched it with another \$100,000 for FY 20 from Maui County. On July 25, 2019, they held a very large stakeholder meeting to identify the goals, outcomes, boundaries, and infrastructure capacity needs. Also, individuals involved with the Wailuku Courthouse, Wailuku parking garage, and the transit hub provided updates. For the next step, Eaton will be working with Lauren Armstrong, Maui Metropolitan Planning Organization Executive Director to draft the scope of work. The RFP will be going out in early 2020. Once this is done, they will work on community engagement. There are 3-4 major projects going on in Kahului that are tied to the transit corridor. She thanked Harrison Rue for his assistance.

Eaton asked when OP needs the updated TOD Project Fact Sheets. Funakoshi responded by saying that they have another month or so.

6. Next Steps - Future Agenda Topics

a. Tuesday, October 8, 2019

- TOD Infrastructure Financing – David Taussig & Associates

b. Tuesday, November 12, 2019

- Equitable TOD and eTOD Scorecard- Christopher Coes, LOCUS/Smart Growth America and Jackie Boland, AARP Hawaii

Hirai asked if the TOD Council will be meeting in December so that they can discuss CIP.
Funakoshi said a meeting in December is scheduled.

7. Announcements

- a. Hawaii Congress of Planning Officials Annual Conference on Maui, starting on Wednesday, September 11, 2019.

8. Adjournment

There being no further business, the meeting was adjourned at 11:30 a.m.

Note: All meeting materials are posted at <http://planning.hawaii.gov/lud/state-tod/hawaii-interagency-council-for-transit-oriented-development-meeting-materials/>.