

Hawai'i Interagency Council for Transit-Oriented Development
Minutes of Meeting No. 40
Tuesday, January 12, 2021
9:30 am
Via Videoconference

Members/
Designees
Present: Mary Alice Evans, Office of Planning (OP), Co-Chair
Denise Iseri-Matsubara, Hawai'i Housing Finance and Development Corporation
(HHFDC), Co-Chair
Sara Lin, Office of the Governor
Chris Kinimaka, Department of Accounting and General Services (DAGS)
Roy Ikeda, 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)
Wayne Takara, Department of Public Safety (PSD)
David Rodriguez, Department of Transportation (DOT)
Deepak Neupane, Hawai'i Community Development Authority (HCDA)
Carleton Ching, University of Hawai'i (UH)
John Fink, Stadium Authority (SA)
Representative David Tarnas, State House of Representatives
Harrison Rue, City and County of Honolulu (City) Department of Planning and
Permitting (DPP)
April Surprenant, County of Hawai'i Planning Department (COH)
Jodi Higuchi Sayegusa, County of Kaua'i Planning Department (COK)
Marc Takamori, County of Maui Planning Department (COM)
Ryan Okahara, U.S. Department of Housing and Urban Development (HUD)(Ex-Officio)

Other
Designees/
Alternates
Present: Dean Minakami, HHFDC
David DePonte, DAGS
Pradip Pant, DOT
Celia Mahikoa, County of Kaua'i, Transportation Agency

TOD Council
Staff: Rodney Funakoshi, OP
Ruby Edwards, OP
Carl Miura, OP
Megumi Nakayama, OP

Guests: Derek Wong, DLNR
Lauren Yasaka, DLNR
Anu Hittle, State Climate Change Mitigation & Adaptation Commission
George Abcede, DOT
Sergut Berhanu, HHFDC
Amy Mutart, HHFDC
Franz Kraitz, DPP
Nancy McPherson, DHHL
Allen Yanos, DHHL
Audrey Hidano, DAGS
Derek Inafuku, UH
Senator Stanley Chang, State Senate

Senator Chris Lee, State Senate
Representative Nadine Nakamura, State House of Representatives
Kalani Fronda, Office of Hawaiian Affairs (OHA)
Tyler Tsubota, U.S. Department of the Navy
Jesus Arriola, Office of Senator Lorraine Inouye
Nicolette Uchima, Office of Senator Lorraine Inouye
Veronica Rocha, Essential Leap
Dave Arakawa, Land Use Research Foundation (LURF)
Brian Lee, Hawai'i Laborers and Employers Cooperation and Education Trust Fund
Hilarie Alomar, Kamehameha Schools
Laura Kodama, Castle and Cooke
Kiana Otsuka, O'ahu Metropolitan Planning Organization (OMPO)
Grant Murakami, PBR Hawai'i
Nathalie Razo, PBR Hawai'i
Katie Rooney, Ulupono Initiative
Ren Seguritan
Dinna Schwiering, City

1. Call to Order

Mary Alice Evans, Co-chair, called the meeting to order at 9:33 a.m.

2. Introduction of Members

Members and guests introduced themselves.

3. Review and Approval of Minutes of November 10, 2020 Meeting

Chris Kinimaka requested through the meeting Chat function that under the New Aloha Stadium Entertainment District (NASED) Featured Project Update Presentation (Agenda item #6), the number of proposals received be corrected to six instead of 16. The November 10, 2020 meeting minutes was approved as corrected.

4. TOD-Related Legislative Proposals and CIP Requests for 2021 Legislative Session

Evans said by statute, the TOD Council is charged with reviewing TOD-Related CIP budget requests to the Legislature. Each year, OP seeks Council approval for recommendations to the Legislature on proposed CIP budget requests. Only one TOD CIP budget request from OP was identified by agencies for FYs 2022 and 2023. A Project Information and Justification Sheet for the OP request was included in the meeting materials.

Rodney Funakoshi summarized the OP TOD CIP budget request. Two million dollars is requested for each fiscal year. The funds would be used for statewide planning, feasibility and cost studies, area planning, coordination of TOD Projects, public infrastructure improvements, site master planning, and related environmental review documents for TOD Projects in the *State Strategic Plan for Transit-Oriented Development*. The funds would be targeted to projects that contributed to the development of future affordable housing and dense, mixed-use urban communities especially where multiple agencies are involved. The funded projects would also contribute to long-term goals of alleviating pressure on developing limited agricultural lands and reducing individual vehicle use. If the funds are appropriated, OP will likely use the same process as used in 2020 where project proposals were solicited from State and County agencies and prioritized for award of CIP funds. Funakoshi asked for support from the TOD Council and said he plans to meet with Finance, Ways and Means, and CIP chairs in the near future on the budget requests recommended by the Council.

Evans asked whether other State or County agencies had TOD-related CIP requests. She requested that agencies use the TOD Capital Project Information and Justification Sheet template for submitting any CIP requests for Council review. A copy was included in the meeting materials.

Denise Iseri-Matsubara reported that Hawai'i Housing Finance and Development Corporation (HHFDC) is asking for an infusion of \$20 million for the 2nd half of the biennium into the Dwelling Unit Revolving Fund (DURF), which supports infrastructure projects. HHFDC is also requesting additional funding for the Rental Housing Revolving Fund (RHRF) for both years. They also have a separate \$40 million request to support Hawai'i Public Housing Authority's (HPHA) senior affordable housing development on School Street.

Evans noted that during the legislative session, the TOD Council is also used as a forum to review and discuss upcoming legislative proposals relating to TOD. When the agencies find out about any TOD-related bills, Evans asked them to notify OP staff. Harrison Rue announced that Dean Uchida will be the new director for the City's Department of Planning and Permitting. Both of them will be briefing the new mayor, so he was not sure if the new administration will have any proposals. April Surprenant said that the County of Hawaii also has a new mayor and will have a new planning director and they are in the process of briefing the new administration. She did not expect any CIP requests, but there may be legislative proposals. She will let us know.

5. Featured TOD Project Updates by State and County Agencies

Evans explained that agencies were asked in November to make short presentations on selected TOD projects currently underway to showcase their accomplishments, milestones, and planned activities. This segment is a continuation of the updates.

- Liliha Civic Center (HHFDC/DAGS) and State Iwilei Infrastructure Master Plan (HHFDC)

Amy Mutart explained that HHFDC is working with PBR Hawai'i to prepare the master plan and environmental impact statement (EIS). The EIS will cover both the Infrastructure Master Plan and Liliha Civic Center. Once the master planning is completed, HHFDC will later issue a Request for Proposal (RFP) for the development portion. They are partnering with DAGS through a Memorandum of Understanding (MOU). The mutual goals are to optimize development of the site to fulfill community and civic needs and provide affordable housing.

Sery Berhanu summarized work on the Liliha Civic Center Master Plan Site, which encompasses North King and Ka'ahi Streets and Iwilei Road. The four-acre site consists of State offices in two buildings, the OR & L Terminal Depot and Office and Document Storage, which are on the Hawai'i Register of Historic Places and are being nominated for the National Register of Historic Places. Senior housing is located across Ka'ahi Street from the site. There is also some market rate housing. The site has several constraints, including being in the tsunami evacuation zone, height restrictions due to its proximity to the Honolulu International Airport, and several easements for the Honolulu Authority for Rapid Transportation (HART) rail line, storm drains, and Complete Streets infrastructure improvements. The purpose of the project is to provide affordable housing, State office space, commercial uses, outdoor space, shopping areas, and parking, and create a more walkable community. The project will provide about 215,000 gross square feet of State office space, approximately 11,500 gross square feet of ancillary retail, and between 400-600 residential units that are going to be rental or for-sale leasehold. The primary target is those who are not well-served by existing low-income housing tax credit (LIHTC) and other federal programs. The parking facility will serve the community, commercial and residential users, and State employees. The parking requirement does affect the design layout if they follow the current land use ordinance, but they are looking at options such

as the TOD zoning and 201-H parking exemptions. Some of the parking considerations are a stand-alone garage, wrapped garage, mechanized parking, sloped floor vs. flat floors, and internal ramp vs. external ramp designs.

Design Partners Incorporated proposed the following design options:

1. OR & L Office and Storage and Depot Buildings are kept. This option provides open space and access from North King and Ka'ahi Streets. It would have two residential towers and two commercial/office buildings.
2. OR & L Depot Building is kept, but the Office and Storage Building is removed to provide more space. This option would also have two residential towers with commercial space on the bottom. The office building will be located on the Ka'ahi Street, also with retail space on the bottom.

For the Iwilei Infrastructure Improvement Master Plan, Mutart showed the study area as bounded by Waiakamilo Road, Halona and River Streets, North Nimitz Highway, and H1 Freeway. It includes two rail stations with the Liliha Civic Center station located towards the south near River Street. HHFDC has entered into an intergovernmental agreement with the City and County of Honolulu due to the significant amount of State-owned developable lands in the Iwilei neighborhood. Given the potential for smart growth and TOD, it fulfills an opportunity to develop affordable housing and HHFDC needs to coordinate efforts with the City on infrastructure. The master plan will cover both City- and State-owned parcels. They intend to build upon existing City TOD plans, studies, and State TOD project planning. They will be incorporating plans from current and planned development of City-owned parcels as well as known developments by non-governmental entities. Two meetings were held in 2020. A community meeting was held in October and an interagency meeting was held in December. More discussions are planned for 2021.

The following will be the project schedule:

- Liliha Civic Center Master Plan: July 2020 – June 2021
- Iwilei Area Infrastructure Improvement Master Plan: September 2020 – April 2022
- EIS: February 2022 – June 2023

Kiana Otsuka asked if HHFDC considered not building any parking since the location will have great transit access and frequent bus service. In lieu of parking, could they consider building more affordable housing or commercial space. Berhanu answered that they looked into it and took a public poll at the community meeting. Participants still wanted parking because they are not sure when the rail is coming through. With this in mind, they are not providing parking as required by the Land Use Ordinance. Also, they may design the parking lot so that they can convert the space later.

Dave Arakawa pointed out that parking is a huge problem in Kalihi. The City Council had to pass a permit system to allow street parking for residents. In the planning process, the different communities expressed concerns with projects not building enough parking on site and forcing them to park in the neighborhoods. This needs to be taken into account. This is also a huge issue in Pearl City and Aiea. Everyone needs to be cognizant of this.

Brian Lee wanted to know how the project would be effected if rail construction gets phased and stops in the Iwilei area. Mutart does not think it would affect the infrastructure master planning. For the Liliha Civic Center, it would depend on the phasing plan, but she was not sure. Berhanu also did not think it would be affected since the site is centrally located.

In response to Senator Chris Lee's suggestion of an elevated connection between the rail station and the project, Berhanu said they have not considered that as yet. Rue observed that there are several small parcels between the station and Civic Center site. Since they are not ready for development, there would be a critical gap between the two areas. He said the City is working with the State to build good at-grade connections. As the properties start to develop in the future, an elevated walkway could be something to consider. Senator Lee offered the Legislature's assistance in incentivizing pedestrian-bike friendly, functional commutes, and design. It would be good to build this structurally into DOT and other projects to incorporate TOD planning from the beginning.

- Samuel Mahelona Memorial State Hospital (SMMH) Conceptual Master Plan (HHSC)

Funakoshi presented information on the conceptual SMMH Master Plan, which was completed in November 2020 by the consultant, G70. The plan was a result of a two-year planning effort. The project was identified in TOD workshops on Kaua'i and subsequently incorporated in the State TOD Strategic Plan.

Since this is a hospital site, there were two components to the project. One was to do a property site assessment of the existing hospital, which is about 70 years old. The other component was a master plan for the hospital campus area. It is a large, underutilized property located in Kapa'a. The hospital serves the north and east side of the island. It is a critical access facility with a 24-hour emergency service and 80 licensed beds for acute and long-term care. The 34-acre site is located on a bluff next to a coastal highway at an elevation of 100 feet. Kawaihau Road runs along the entrance to the site. Ho'ola Lahunui Hawai'i Kaua'i Community Health Center is part of the parcel. SMMH is adjacent to Kapa'a Elementary and High Schools and HPHA senior housing. It has tremendous potential for redevelopment.

The vision is to develop a healthcare, wellness village. The SMMH campus will be an active, multi-generational, community-engaged campus providing a continuum of quality care serving the healthcare, behavioral health and long-term needs of Kaua'i residents. While the emphasis is on behavioral health and long-term care, they are also looking for other opportunities to serve the community.

The planning process included steering committee and community meetings, interviews with agencies and stakeholders, and a ceded land constraint assessment. The land use plan has several components: hospital and associated healthcare facilities, affordable housing, an assisted living facility, and other public facilities. The conceptual master plan is targeting about 150 units for affordable housing. The assisted living facility will be privately developed with 155 beds. Some of the new facilities include a psychiatric wing, skilled nursing facility, residential health treatment center, hospital building, community health, and retail. The psychiatric wing and behavior treatment center are expected to be in phase one. The second phase will be the affordable housing, assisted living, and possible preschool facility. The third phase may include relocation of the Kapa'a Library onsite.

The master plan also studied infrastructure needs. The site is currently served by County sewer and water lines. It is being developed to meet the needs for the envisioned uses. Drainage flows makai and can be accommodated. The transportation component looked at onsite multi-modal opportunities, Complete Streets, and siting of a mobility hub onsite.

The construction cost estimate is about \$400 million in 2020 dollars. Funding has been approved for the EIS on the master plan. Phase one of the project should take about five years to build out. He credited Representative Nadine Nakamura for obtaining funds for project planning.

- Farrington Highway Widening Project (DOT)

George Abcede explained that the Farrington Highway Widening Project starts at Kapolei Golf Course and ends at Fort Weaver Road. Currently, the highway belongs to the City. The City is responsible for the design, and the State will be doing the construction. The portion from Fort Barrett to Fort Weaver Road will be turned over to the State.

The highway is planned as a four-lane divided roadway with 11-foot wide travel lanes, 8-foot sidewalks, and 6-foot bike lanes. DOT plans to follow its Complete Streets Policy. The intent is to connect the existing Farrington Highway bikeway in Waipahu to Kapolei past the golf course. This is consistent with the Bike Plan Hawai'i's recommendations. Ho'opili development will also provide parallel bike paths offering additional safe, connected routes to the rail stations. The highway will have a speed limit of 35 miles per hour. Trees will be planted along the entire route including shoulders and medians. DOT will install signalized intersections with pedestrian signals and crosswalks.

DOT has been working with UH-West O'ahu's facilities representatives on their frontage along Farrington Highway. Carleton Ching asked if the level of road is going to be more residential or connector. Abcede answered it is still going to be a highway similar to the Pali Highway. Ching expressed concern that the roadway description should be more like a Kapiolani Boulevard.

Senator Lee inquired if the bicycle lanes are going to be immediately adjacent to the street like a normal bike lane or placed outside the trees. He asked if it would be possible to put the lanes on the outside. Abcede responded that the bike lane is immediately adjacent, but will try to find out if it can be changed.

Franz Krantz said that Ching raised a good point on the treatment of the roadway. The City recently approved the East Kapolei Neighborhood TOD Plan, which includes three rail stations. Farrington Highway was designated a key street in the Plan: emphasizing pedestrian and bike movement using urban design principles and planning elements. The City wants to move away from a highway look-and-feel. In addition to Complete Streets, he wants to make sure there are connections between the roadway and adjacent land uses. He wants the City to work with the State to make the roadway typology as pedestrian friendly as possible, particularly with a safe crossing to the future high school from the Honouliuli Rail Transit Station.

Otsuka is concerned that the 35 miles per hour speed limit and travel lane width for cars does not make it pedestrian and bicycle friendly. She believes this portion of the island needs to be more walkable and bikeable. She asked if the bike lane is protected, buffered, or more traditional. Abcede explained that it is more traditional with stripes on the road. They are cognizant of the area and trying to keep "the feel" as much as possible. Otsuka asked if he can consider a raised pedestrian walkway adjacent to the road that would offer protection for bicyclists.

Ruby Edward pointed out that there were a lot of concerns raised in the design and context of this project. She asked if DOT could consider opening up the design process to various stakeholders to have the roadway become more boulevard-like than a highway. Rue said he will follow-up on the City-side and find out where everything stands. Krantz also noted that the City

Departments of Planning and Permitting and Transportation Services agree on the treatment of Farrington Highway. Abcede asked to let him know who has control over the project.

David Rodriguez expressed concern that any changes might delay the project when the State is trying to stimulate the economy with construction projects.

- Kapālama Canal Catalytic/Linear Park (City and County of Honolulu)
Harrison Rue went over public outreach and studies for the project, and additional work that was done to address anticipate sea level rise in the area. The project area extends from the harbor to the mauka side of H1 Freeway. Community meetings in 2017 for the master plan resulted in a great vision and goals. The master plan came up with nature parks, gathering places, and community terraces. In terms of infrastructure, they focused on shared and Complete Streets and integrating with Kamehameha Schools' development. There is a tremendous need for improved water quality. They rescoped the project to look at the potential for addressing climate change in the existing design taking into account sea level rise (SLR) for the next 30-50 years and 6 feet for critical projects over the next century to ensure the project would be resilient. They looked at several enhanced flood protection strategies and decided on onstream barriers such as floodwalls, bulkheads, levees, and raised roadways, curbs, and sidewalks. They did not want to go with raised berms because they would lose too much space. With the seawall approach, they would still keep many of the same features. It would be built in the beginning while leaving the pathway at ground level or raised. Depending on the situation, it might call for a structure like a pier park extending into the canal. In the design, they are also studying how it could be raised over time. This is the first Draft EIS that looked at SLR.

He also mentioned that the City is working with developers to address SLR in their buildings and adapting over time. The City just released its *Climate Adaptation Design Principles for Urban Development* report. It is primarily intended for City agencies, but it can be used by developers to consider approaches in designing building sites and structures to increase resilience to SLR, flooding, extreme heat, and groundwater inundation. He showed examples of use of a resilient street scape transition zone and how buildings are elevated initially with the site work designed to be raised over time.

In addition to Kamehameha School's participation, Arakawa asked if there was other stakeholder input from the major developers and whether the City did a cost-benefit analysis. Rue explained that when the City originally scoped the project, they planned to meet with developers. Due to COVID-19, they had to reschedule this to 2021. The document is intended to start a conversation. Some representatives from the American Institute of Architects-Hawaii and consulting firms were involved. He called it a "raw document" for future workshops with the development community. Arakawa suggested to invite architects and engineers who build for the major landowners and build affordable housing. Rue agreed.

Ching pointed out that the University of Hawai'i (UH) has land on the corner of Kōkea Street and Dillingham Boulevard, and they have participated in the Kapālama Canal concept planning. Their concern has always been how to implement and fund it. It is hard for UH to participate because they cannot allocate cost to buyers or renters.

Senator Lee asked if the riprap is intended to be grouted or loose. Rue responded that they are still in the conceptual stage and that level of design is to be determined.

Rue announced the City is developing the Climate Ready O'ahu Plan and now is the time to provide comments.

6. Upcoming Meetings and Agenda Items

Arakawa raised concerns about the TOD Council's meeting time and date since it conflicted with the City Council's Transportation and Sustainability Committee and Housing Committee meetings. Evans said the co-chairs will look into it for the February meeting and will let everyone know. The Tuesday, February 9, 2021 meeting date is currently tentative.

The TOD Council will not be meeting in March.

7. Announcements

None.

8. Adjournment

There being no further business, the meeting was adjourned at 11:03 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/>.