

Hawai'i Interagency Council for Transit-Oriented Development
Minutes of Meeting No. 66
Friday, September 20, 2024
9:30 am

Office of Planning and Sustainable Development
235 South Beretania Street. 6th Floor
Honolulu, Hawai'i 96813
and Via Videoconference

https://files.hawaii.gov/dbedt/op/lud/20240920TODMtg/GMT20240920-193415_Recording_3840x2160.mp4

Members/ Designees Present:	<p>Mary Alice Evans, Office of Planning and Sustainable Development (OPSD), Co-Chair Dean Minakami, Hawai'i Housing Finance and Development Corporation (HHFDC), Co-Chair</p> <p>Scott Glenn, Office of the Governor Audrey Hidano, Department of Education Nancy McPherson, Department of Hawaiian Home Lands (DHHL) Heidi Hansen Smith, Department of Health (DOH) Russell Tsuji, Department of Land and Natural Resources (DLNR) Harold Alejandro, Department of Corrections and Rehabilitation (DCR) Ryan Tam, Hawai'i Community Development Agency (HCDA) Benjamin Park Hawai'i Public Housing Authority (HPHA) Michael Imanaka, Stadium Authority (SA) Michael Shibata, University of Hawai'i (UH) Tim Streitz, City and County of Honolulu (City) Natasha Soriano, County of Hawai'i (COH) Jodi Higuchi, County of Kaua'i (COK) Scott Forsythe, County of Maui (COM) Cathy Camp, Central Pacific Bank, Business Representative Kevin Carney, Affordable Housing Connections LLC, Housing Advocate Laura Kodama, Castle and Cooke, Developer Representative Ramona Mullahey, U.S. Housing & Urban Development, Honolulu Office (HUD) (Ex-officio)</p>
Members/ Designees Excused:	<p>Keith Regan, Department of Account and General Services (DAGS) Keith Hayashi, Department of Education (DOE) Ryan Yamane, Department of Human Services (DHS) Ed Sniffen, Department of Transportation (DOT) Representative Luke Evslin, House of Representatives Senator Chris Lee, State Senate</p>
Other Designees/ Alternates Present:	<p>Katia Balassiano, OPSD Randy Chu, HHFDC Ian Hirokawa, DLNR</p>
TOD Council Staff:	<p>Seiji Ogawa, OPSD Ruby Edwards, OPSD Carl Miura, OPSD Brandon Soo, OPSD</p>

1. **Call to Order**

Dean Minakami, Co-chair, called the meeting to order at 9:35 a.m.

2. **Introduction of Members**

Members and guests introduced themselves.

Mary Alice Evans welcomed the following individuals to the TOD Council:

- Seiji Ogawa – Office of Planning and Sustainable Development (OPSD); New TOD Program Manager
- Michael Imanaka – Stadium Authority (SA): New Designee
- Kar Ling Wong – Young Southeast Asian Leaders Initiative (YSEALI) Professional Fellows Program

3. **Review and Approval of Minutes of July 19, 2024 Meeting**

The July 19, 2024 meeting minutes were approved as circulated.

4. **Informational Presentation: Building Resilient Futures**

Elizabeth Horen Geisler explained that Enterprise Green Communities (Enterprise) is the only national green building certification specifically tailored for affordable housing. It is designed to ensure that housing developments are energy-efficient while at the same time provide healthy and safe living environments. For example, the certification considers traditional green elements like building temperature, insulation, energy-efficient windows, and lighting. It also considers proximity to grocery stores, green spaces, and access to transportation. The certification was developed in collaboration with the International WELL Building Institute (IWBI). A project receiving certification under Enterprise 2020 will be dual certified under IWBI.

The certification is built around eight key categories, which provide both mandatory and optional criteria to allow for flexibility based on building specification, resident demographics, and location. Projects can pick and choose based on population and goals for site. Geisler went over five out of eight categories:

- a. **Integrated Design:** Project teams are asked to evaluate the environmental and residential characteristic of the project. Then, translate it to building design and operations. If this inventory is taken at the beginning of the project, then design and performance elements can be “baked” into the project from the start.
- b. **Location and Neighborhood:** Projects are encouraged to be located near key amenities like public transportation, parks, and grocery stores. They are incentivizing or requiring compact development that meet or exceed the density in the area.
- c. **Operating Energy:** Buildings certified by Enterprise perform about 20 percent better than code. This means more comfortable home for residents, lower utility bills, and reduced dependence on fossil fuels. A number of incentives can make projects go beyond the current baseline.

- d. **Healthy Living Environment:** The program takes a holistic approach to healthy living environment. It provides incentives to integrate active, universal, and healing center designs alongside air quality and lead abatement. This ensures that residents have access to both physical and mental wellness benefits.
- e. **Operations, Maintenance, and Resident Engagement:** After construction, this category ensures that all aspects of the building's performance are memorialized for future property management and residents.

She encouraged everyone to checkout their website (<https://www.enterprisecommunity.org/>) for additional resources and information on best practices. They offer monthly office hours, and she provided their contact information, certification@enterprisecommunity.org.

Michelle Dusseau Diller mentioned that Enterprise Green Communities is one of the green building certification options available for Low-Income Housing Tax Credit (LIHTC) projects in Hawai'i. There are three similar holistic green building standards: LEED; Enterprise Green Communities; and National Green Building Standard. It is a project-by-project choice on which one to use.

She provided several case studies of green, affordable housing projects in TOD areas across the U.S. Some of the highlighted projects included:

- a. **Metro Green Apartments (Stamford, CT):** A 50-unit affordable housing development located one block from a Metro-North Stamford Railroad Station. It was completed in 2009 with a LEED Gold Certification. This project was one of the earliest to adopt the Enterprise Green Communities certification when it was still in the pilot phase. It features a public plaza with a raingarden streetscape, rainwater harvesting system, high-performance building envelope, energy-efficient mechanical systems, and a focus on green material choices.
- b. **Via Verde (South Bronx, NY):** The goal was to reimagine subsidized housing for a new century. This innovative, mixed-use development features green rooftops that harvest rainwater, promote urban agriculture, and reduce urban heat island effects. Built in 2011, Via Verde focused on building and social sustainability. The residents have access to mass transit and other urban amenities. It also uses strategies such as cross ventilation, solar shading, smart material choices, energy conserving appliances, and high efficiency mechanical systems.
- c. **Evans Station Lofts (Denver, CO):** It opened in 2013 as part of Denver's efforts to promote growth around light rail stations. This mixed-use development includes 50 affordable homes at 30-60 percent AMI and 7,500 square feet of commercial space. It was funded through the Denver TOD Fund. This is the country's first TOD acquisition fund. It was initially capitalized at \$15 million. This enabled the creation and preservation of over 625 affordable homes, public library, and 100,000 square feet of commercial space near public transit.

5. **Projects Proposed for Inclusion in the State TOD Strategic Plan**

- City and County of Honolulu, Kūwili Station TOD Redevelopment Area Master Planning
Tim Streitz explained the Kūwili Station TOD Redevelopment Area Master Planning Project (Kūwili Station TOD RAMP Project) aims to transform the area around the Kūwili Skyline Rail Transit Station (Iwilei Station) from an industrial zone into a higher density, mixed-use community. The project area covers about 20 acres including the rail station and recently acquired Iwilei Center (City) parcel. Both State and city controls about 60 percent of the area.

Brownfields and flood risks are challenges that need to be dealt with. Infrastructure needs to be upgraded such as utilities and street grids. The project aligns with the City's Downtown Neighborhood TOD Plan. They will be looking at the Iwilei Infrastructure Improvement Master Plan that was completed in 2023, which anticipated over 27,500 new dwelling units within 30 years. They will be reviewing the assumption in the study. Center for Creative Land Recycling (CCLR) led a workshop that included State, City, and regional partners to help identify key barriers and strategies for redevelopment. The goal is to prepare sites for development that would allow maximum affordable housing and a walkable neighborhood. Also, the master plan will look at a mobility hub to integrate various modes like rail, bus, bike share, and car share. The State Mobility Hub Study identified Iwilei as a high priority.

Kevin Auger shared that the City and State applied for a Federal Transit Administration (FTA) grant requesting \$2 million in July 2024. First, the study would look at improving connectivity in the broader Iwilei-Kapālama corridor based on the Fehr and Peers/SSFM traffic assessment work conducted in 2020-2021. With the projected 27,500 residents living in the Iwilei area within the next 30 years, the infrastructure needs to be built out to accommodate the new community. Second, the funds will also help to build out the roads to mitigate the flood risks. With the new FEMA flood maps recently released, they will need to design infrastructure and buildings to mitigate future issues. Finally, they want to put together a team including government agencies that will inform a broader master/infrastructure planning effort. Financing is very important for this project. OPSD is planning to reintroduce tax increment financing during the next legislative session as part of a financing stack for the area.

- County of Kaua'i, Līhu'e Town Transit-Oriented Development (TOD) Infill Development
Jodi Higuchi Sayegusa said the proposed TOD project aims to promote dense, walkable, mixed-use neighborhoods and enhance mobility within the town core. A critical aspect of the plan is addressing the need for approximately 3,600 additional housing units in the 80-140 percent median income range. Within the last 10 years, they have not produced any housing projects in the "missing middle" segment. Līhu'e provides half of the island's jobs, but they rank second in housing supply behind Kāpa'a. It is identified by the general and community plans as a major growth center. The County approved new ordinances that allows for more residential density and established a Special Area Planning District along Rice Street and Kūhiō Highway. The project will build on studies like the Līhu'e Civic Center Redevelopment Feasibility Study and the Līhu'e Civic Center Mobility Plan. The feasibility study included building prototypes and financial performance models targeting households with income levels between 60-120 percent of area median income (AMI). The aim is to apply the lessons learned from the Līhu'e Civic Center project to other parts of Rice Street, Kūhiō Highway, and nearby underutilized commercial areas to stimulate further development.

Action: It was moved by Catherine Camp and seconded by Kevin Carney. The motion to include the two projects in the State Strategic Plan was approved.

6. **FY 2025 Statewide TOD CIP Planning Fund Awards**

Seiji Ogawa mentioned that the TOD Council was notified in June that \$1 million of TOD CIP funds appropriated to OPSD in 2023 was available for FY25. The intent was to provide seed money to public agencies to advance TOD projects in the State TOD Strategic Plan. A Call for Proposals was issued earlier that month and county informational meetings were held. The following project proposals were selected for funding:

- Kūwili Station TOD Redevelopment Area Master Planning (City and County of Honolulu), \$700,000
Streitz added that he wants to take the information from the CCLR workshop, including the scenario modeling and preferred approach, and develop additional details. The funding helps addresses critical items early on in the project timeline especially as it intersects other projects such as Honolulu Authority for Rapid Transit (HART) construction. They have the benefit of having previous studies completed for the area.
- Līhu'e Town TOD Multifamily Housing Feasibility Study (County of Kaua'i), \$300,000
Higuchi Sayegusa added that this project will look at multifamily housing in broader Līhu'e Town Core.

7. **Governor's Housing Team: 2024 Legislative Session Housing Digest**

Lindsey Apperson described the 2024 Legislative Session Housing Digest as a comprehensive resource for housing stakeholders. It is designed to be easy to understand and serves as an official record of enacted housing legislation. They tracked 13 affordable housing-related bills focusing on planning, production, and preservation. In addition, \$250 million was appropriated towards critical affordable housing priorities. In the digest, each bill includes a summary and main takeaway.

Notable bills include:

- Act 34 - Expands Hawai'i Housing Finance and Development Corporation's (HHFDC) authority to issue bonds for housing infrastructure;
- Act 35 - Allows HHFDC and the Counties to recycle private activity bonds;
- Act 37 – Allows residential uses in business districts to promote underutilized commercial space; and
- Act 39 - Increases urban density by requiring counties to allow at least two accessory dwelling units (ADUs) in residential zones if infrastructure is available.

8. **Singapore's Housing System; 99-Year Leases**

Dr. Sock Yong Phang said the Singapore housing system is unique and has gained global attention for its high homeownership rate of 90 percent. A government agency called the Housing and Development Board (HDB) plays pivotal role and accounts for 71% of the housing stock in Singapore. Ninety-four percent of the units are sold based on 99-year leases and only about 6 percent is rental. Private high-rise account for the remaining 24 percent. These are sold as fee simple and leasehold. Most of the housing is high density.

A central feature is the Central Provident Fund (CPF), a compulsory savings system that enables citizens to make downpayments and mortgage payments using their funds. The total contribution is 37 percent from employees and employers. Government makes land available to HDB, and they built the units. This program has been in place since 1968 and has contributed to a rapid rise in homeownership, from 30 percent in 1970 to 90 percent by the 1990s and remained about the same for several decades.

Housing in Singapore is designed to be affordable with assistance from housing grants and a tiered pricing system that ensures lower-income households receive significant subsidies. They also provide various grants for first-time homeowners and those purchasing resale flats. To maintain stable housing prices, the government has implemented 17 rounds of cooling measures, such as caps on mortgage terms and taxes on foreign buyers, since 2009.

She feels there are a lot of similarities between Singapore and Hawai'i in terms of housing supply. Government owns a large proportion of the land. Affordable rental, for sale, and leasehold housing for sale are available from various housing agencies. In terms of market segmentation, Singapore's policies help keep foreigners out of the HDB sector. The private lender sector is closed off to permanent residents and foreigners. Also, both areas have resale restrictions. The amount of new housing is similar adding about 6 percent/year. However, in Singapore, more than 50 percent has been built for affordable housing for sale.

On the housing demand side, one of the big differences between U.S. and Singapore is the Rental Housing Voucher. U.S. uses Housing Choice Voucher. Singapore prefers to use grants to become homeowners.

Hawai'i's housing prices have increased much more rapidly than median household income due to how demand is being controlled. From 2000 to 2024, housing prices have gone up 3.5 times while household income has increased only 1.9 times. This gap is widening.

9. **Kalaeloa Master Plan Update**

Ryan Tam reported that the Kalaeloa master plan update focuses on transforming the former Barbers Point Naval Air Station into a sustainable and socioeconomically balanced development. The Hawai'i Community Development Authority (HCDA) envisions this area with improved housing, connectivity, open spaces, and economic opportunities. The plan emphasizes the creation of a "20-minute city," where daily needs, employment, and essential services are within a 20-minute walk, bike ride, or transit journey. Additionally, the plan prioritizes infrastructure to support industries and recognizes the cultural and historical significance of the area, particularly the remnants of Alahele (not sure why it was spelled out using lowercase in Ryan's presentation) trail and the Kualaka'i trail. A major transit feature includes the potential integration of rail systems, aligning with existing road extensions and connections to Kapolei and Campbell Industrial Park. In 2006, the City adopted a locally preferred alternative for transit that swung down to Kalaeloa along Saratoga and veered up to Kapolei. In the new plan, Saratoga is envisioned as a more walkable, main street. They prefer to have a transit corridor run along Roosevelt Avenue. Additional density will be allowed along this route to support rail. The 'Ewa Beach community wants a connection to the recreational beaches and facilities in Kalaeloa. The plan also accounts for the preservation of historic sites, such as the area first attacked by the 1941 attack on Pearl Harbor. They are still reviewing comments that were submitted and hope to decide on the master plan and rules in early 2025.

10. **Hawai'i Congress of Planning Officials (HCPO) Conference Highlights**

Randy Chu reported that HCPO was held last week on the Island of Hawaii. The program was filled with lots of great information, discussion and networking, and great food. The first day included mobile workshops and ended with a lively discussion at the Director's Panel. Evans was one of the participants. On the second day, TOD Council designee Zendo Kern welcomed everyone to the conference and Peter Schwartz served as the keynote speaker. It also included several breakout sessions covering topics ranging from parking, sustainable food systems, to infrastructure financing. The final day featured a class on ethics and a panel discussion on Law and Land Use. The event was a great success. He encouraged everyone to attend next year's conference as it provides timely discussion on current topics that affect the direction of Hawai'i communities. It will be held back on Oahu in 2025 with OPSD coordinating the event.

11. **Announcements**

a. Pathways to Removing Obstacles (PRO) Housing Grant; Round 2

Balassiano explained that U.S. Department of Housing and Urban Development (HUD) made their PRO Housing initial grants awards in July 2024 to 21 winners including Hawai'i. Over the course of six years, Hawai'i will be receiving a total of \$6.6 million. Building on the success of the award, the State will be applying for the second round. This time, the request will be around \$3 million to assist with the design of infrastructure at Kamakana Villages on the Big Island. The deadline is on October 15, 2024. HUD is expected to announce the recipients in 2025.

b. Next Meeting and Preliminary Agenda Items for Future Meeting

- i. October 2024 No TOD Council Meeting
- ii. November 15, 2024
Presentation: Līhu'e Civic Center Redevelopment Feasibility Study Update
For Action: Approval of the Draft 2024 TOD Council Annual Report
For Action: Approval of Delegation of Legislative Testimony Authority to Co-Chairs
Possible 2025 Legislation
Standing Report—TOD Project Updates on Projects in State Strategic Plan for Transit-Oriented Development
2025 TOD Council Meeting Schedule
Announcements
- iii. December 2024 No TOD Council Meeting

c. Others

Chat: Scott Forsythe mentioned that they are working with Hawai'i Community Foundation (HCF) and Opticos on a missing middle housing study. The draft is being finalized. A few possible locations and conceptual design have been identified. One location is adjacent to the Kaahumanu Transit-Oriented Community (TOC) Corridor to develop multi-family, mixed-use housing. A public open house will be held on October 28, 2024. They are interested in getting the word out to developers, more specifically incremental developers. I can include you on our invite distribution list if interested scott.forsythe@mauicounty.gov.

12. **Adjournment**

There being no further business, the meeting was adjourned at 11:33 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/>.

Guests/Attendees: Angie Chapman, Office of Senator Stanley Chang
Ailina, City Office of Housing
Chelsea Jensen, COH Office of Housing and Community Development (OHCD)
Chico Figueiredo, Governor's Housing Team
Chris Clark, City Department of Transportation Services
Chris Kinimaka, DAGS

Derek Wong, DLNR
Elizabeth Horen Geisler, Enterprise Community Partners
Franz Krainz, City DPP
Garet Sasaki, HCDA
Harrison Rue
Harry Yada, COH OHCD
Ian Hirokawa, DLNR
Kevin Auger, City Office of Housing
Kiana Otsuka, Oahu Metropolitan Planning Office (OMPO)
Lindsay Apperson, Governor's Housing Team
Malcolm Iwami
Mark Garrity, OMPO
Michelle Diller, Enterprise Community Partners
Noelle Cole
Olivia Gurney
Dr. Sock Yong Phang, Singapore Management University
Ren Seguritan
Shannon Arquitola, County of Hawai'i Planning Department
Victor Kandle, County of Hawai'i Mass Transit Agency (MTA)
Zac Bergum, MTA