

**Hawaii Interagency Council for Transit-Oriented Development**

**Minutes of Meeting**

**Tuesday, November 13, 2018**

**9:30 am**

**Hawaii Community Development Authority**

**Community Room, 1<sup>st</sup> Floor**

**547 Queen Street, Honolulu, Hawaii**

Members/  
Designees  
Present: Leo Asuncion, Office of Planning (OP), Co-Chair  
Craig Hirai, Hawaii Housing Finance & Development Corporation (HHFDC),  
Co-Chair  
Sara Lin, Office of the Governor  
Chris Kinimaka, Department of Accounting and General Services (DAGS)  
Kenneth Masden, Department of Education (DOE)  
Darrell Ing, Department of Hawaiian Home Lands (DHHL)  
Lola Irvin, Department of Health (DOH)  
Katie Mineo, Department of Human Services (DHS)  
Russell Tsuji, Department of Land and Natural Resources (DLNR)  
Cathy Ross, Department of Public Safety (PSD)  
Robert Miyasaki, Department of Transportation (DOT)  
Deepak Neupane, Hawaii Community Development Authority (HCDA)  
Ben Park, Hawaii Public Housing Authority (HPHA)  
Charles Vitale, Stadium Authority (SA)  
Renee Espiau, representing Harrison Rue, Department of Planning and Permitting, City &  
County of Honolulu (DPP)  
Bennett Mark, County of Hawaii, Planning Department  
Lyle Tabata, County of Kauai, Department of Public Works  
Pam Eaton, County of Maui, Planning Department  
Jillian Okamoto, Catholic Charities, Housing Advocate  
Bill Brizee, AHL, Developer Representative

Members/  
Designees  
Excused: Carleton Ching, University of Hawaii (UH)  
Representative Henry Aquino, House of Representatives  
Senator Lorraine Inouye, State Senate  
Cyd Miyashiro, American Savings Bank, Business Community Representative  
Ryan Okahara, U.S. Housing & Urban Development, Honolulu Office (HUD) (Ex-officio)

Other  
Designees/  
Alternates  
Present: David DePonte, DAGS  
Ian Hirokawa, DLNR  
Robert Sato, Office of Senator Breene Harimoto  
Marc Takamori, County of Maui Department of Transportation (MDOT)

TOD Council  
Staff: Rodney Funakoshi, OP  
Ruby Edwards, OP  
Aaron Setogawa, OP

Others  
Present: Susan Wong, Office of Senator Keith-Agaran  
John Kirkpatrick, Belt Collins Hawaii

David Yamashita, County of Maui Department of Parks and Recreation (MDPR)  
Lauren Armstrong, Maui Metropolitan Planning Organization (MMPO)  
Wayne Yoshioka, KHPR  
Blue Kaanehe, DLNR Land  
Carson Schultz, HCDA  
Kevin Auger, HPHA  
Jeff Merz, AECOM  
Nathalie Razo, PBR Hawaii  
Danny Cup Choy, Hawaii Public Policy Advocates

**I. Call to Order**

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

**II. Introduction of Members**

Members introduced themselves.

**III. Review and Approval of Minutes of September 19, 2018 Meeting**

It was moved by Pam Eaton, seconded by Charles Vitale, and unanimously voted to approve the September 19, 2018 meeting minutes as circulated.

**IV. County TOD Project Status and Plans**

County of Kauai

Lyle Tabata reported: a) Pua Loke Affordable Housing project - EIS begun; b) Koa'e - infrastructure is going in; c) Lima Ola Workforce Housing Development - received DURF loan for infrastructure; d) all the Complete Streets improvement projects (Hanapepe, Kawaihau, Poipu Road) are at 30-60% design – using STIP funds so must follow STIP process; and e) Lihue Town Core Revitalization – construction began this week with TIGER grant. In addition, the Kauai General Plan has been approved, and a new street design manual has been completed. Everything is aligned for smart growth concepts.

County of Maui

(Group presentation, attached)

Eaton introduced the team: Marc Takamori, MDOT, Lauren Armstrong, MMPO, and David Yamashita, MDPR; others not present include Erin Wade, Mayor's Office Redevelopment Program, Buddy Almeida, Maui Housing Administrator, and Nolly Yagin, Maui Public Works.

Takamori spoke about the Central Maui Transit Hub that is currently at Queen Kaahumanu Center. In October 2017, the County was told that the license to occupy the site would not be renewed, so it began working with HHFDC to move to a new State location. Maui County committed \$650,000 for planning and design in FY19 budget; Fukumoto Engineering was awarded the contract, with a Notice to Proceed date of September 24, 2018. The State committed \$2.5 million for construction in FY20 budget. The site is currently under DAGS control and needs to be transferred to HHFDC to allow the County to use the property; a Memorandum of Understanding (MOU) between HHFDC and DAGS is being processed. The MOU was before the County Council's Housing and Human Services and Transportation Committee in the beginning of November, passed out of committee, and

will go to First and Second Reading in December. Once it passes out, MDOT can move forward with the MOU.

The site is across the street from the current location at Kaahumanu Center and near two major roads. Maui transit is a hub-and-spoke system, so proximity of the new transit hub to the existing location will allow Maui transit to maintain its current bus schedule with little disruption in service. The site is fronted by Vevau, a two-way street. A new Catholic Charities housing project, across Vevau Street and behind the transit hub, will eventually be affordable rental housing. The conceptual site layout shows a one-way entrance from Vevau Street, a staging area for busses to drop-off/pick up passengers, and a one-way exit onto Vevau Street. The hub will also have an office, ticket booth and seating for waiting passengers, along with covered areas for both busses and passengers. The County is looking at a variety of designs. A Long Beach transit station example shows the elements the County wants: safe, clean, well-lit, comfortable, and shaded. At a conference, one rider said they don't want to feel like a "loser" riding the bus; the goal is to create an environment that builds dignity into the transit experience.

Lauren Armstrong reported the MMPO is updating its 20-year Transportation Plan for the island. Expanding transit ridership is a big part of this regional planning initiative, and having the new hub centrally located in Kahului is important. MMPO reached 8,000 people during its summer outreach activity, did pop-up planning, and collected 300 survey forms. In response to the question, what would make it better to ride the bus, 51% cited frequency, followed by 49% who said better bus shelters.

Current conditions in the area don't support multi-modal transportation. Maui Public Works Department will be redesigning Kane Street using a road diet to implement safety measures such as pedestrian refuge, taking away a vehicle lane to accommodate bicyclists and pedestrian safety on this roadway. This is a critical factor for the transit hub to be successful, be part of the community, and a catalyst for the new type of development desired on Maui. Public Works recently adopted a revised Street Design Manual that updates standards and some of the classifications for County roadways. Also, the Planning Department is updating its Community Plan Land Use Designations. This is a way to connect land use and transportation facilities to support a mixed-use community.

David Yamashita, a Parks Department planner who also works on County redevelopment projects, spoke about an "idea" sketch of what the transit center could be with innovative techniques for creating a sense of place. The sketch emphasized the need to consider the larger context when designing the transit center; the idea is to integrate the center into the neighborhood fabric. Several ideas were illustrated: providing connectivity, creating paths to Kaahumanu and throughout the housing sites. They also need to consider placemaking; making the center a "neat, cool" place to be, so it doesn't become a security problem.

Yamashita then introduced "Kahului 2070", a project the team started a few months ago that encompasses a large tract of under-developed land, including the transit hub site, between Kaahumanu Mall and Maui Mall. The point is to think of the transit hub as part of a whole redevelopment project, not just one project, and to create a neighborhood within a 20-minute walk to basic services, groceries, to the beach, with connection to the North Shore Greenway.

Yamashita also spoke about the Wailuku Redevelopment Project (reWailuku) that he started working on in 2012 with Erin Wade. The project is in the middle of Wailuku, and consists of a new, 3-level parking facility, combination event center/County offices, and a plaza, with ground floor

retail, maybe a specialty market. The goal is to use this as one step toward creating a vibrant neighborhood, bring a grocery store back into Wailuku, and housing to draw more people into town and provide eyes on the street. The proposal has been partly funded by the County Council, and more funds will be sought in the next budget. Yamashita is also working with the State to help maintain its presence in Wailuku. The State is one of biggest employers there, and is important to keeping Wailuku the island's government hub.

Eaton concluded the presentation by talking about the Kaahumanu transportation corridor being created connecting Wailuku with Kahului. Eaton presented a map showing the different types of uses, as well as State-owned and County-owned properties along the corridor. She also noted that the corridor connects with an actual transportation loop in Wailuku to connect affordable and workforce housing in the area.

The Planning Department updated its Community Plan Land Use Designations, basically taking all designations and putting them into mixed-use and the types of uses that support transportation corridors, affordable workforce housing, live-work-play, and interconnected, compact communities. Designations vary by use and density. The Urban Corridor designation would apply to the Kaahumanu transportation corridor. Eaton showed examples of the Urban Center/Corridor and other designations intended to create mixed-use land use and promote multi-modal transportation. A current problem is people living in Kahului having to commute to West Maui for work and vice versa -- creating more compact communities would minimize this.

The Planning Department did an audit of Title 19, the 57-year-old County zoning code. In this funding cycle, they will be releasing an RFP to rewrite it. The Department is also working on the Long-Range Transportation Plan and updating the Community plan. Public Works has updated its road classifications and will soon adopt them.

#### County of Hawaii

Bennett Mark summarized key items in Hawaii County's report (handout attached). The County has 12 TOD projects in the State TOD Strategic Plan. Nine of these are in the pre-planning phase. Of the remaining three, H-10 (Ulu Wini Housing) should have been completed last month, H-11 (Kamakana Villages Senior/Low Income Housing) has been completed, with only some irrigation work left, and H-12 (Village 9 Affordable Housing, requested by the Mayor to address the homeless crisis) is moving forward. According to HHFDC, \$3.5 million has been made available to the Village 9 project for off-site infrastructure, primarily based on the recommendation of the TOD Council.

Mark said the County is asking the TOD Council to support two projects for legislative funding: H-01 Keaau Public Transit Hub and Park and Ride Facility and H-02 Keaau Public Wastewater System. Both projects are needed to support the Puna lava disaster recovery effort. There are no practical prospects of rebuilding homes and the transportation system in the area that's been buried under lava. This crisis is an opportunity to restore Puna by creating a new and thriving rural community at Keaau. To realize this vision of Keaau as the future regional town center of Puna, responses to immediate disaster needs should also address long-term community goals for housing, infrastructure and community services. A Keaau regional town center would create options to meet housing, economic, and infrastructure needs, and is consistent with the County's General Plan and the Puna Community Development Plan (CDP). The major landowner, Shipman, has developed a Master Plan consistent with the Puna CDP, and has prepared an Environmental Assessment to initiate rezoning. Given the urgency of the lava disaster recovery effort, it is an opportune time for

various government departments, organizations, and landowners to work together toward a new regional town center at Keaau less exposed to future hazards. The County requests the TOD Council to support and prioritize the two projects for legislative funding.

#### City and County of Honolulu

Renee Espiau reported that the City and County has been working on TOD plans for eight neighborhoods since 2007. Four plans have now been adopted -- Kalihi, Downtown, Waipahu, and Aiea/Pearl City. The Halawa and Ala Moana Plans are still before the City Council, and the hope is to get the Airport Plan to the Planning Commission and the City Council next. The East Kapolei Plan is awaiting the State's TOD Master Plan to ensure consistency.

Espiau announced that Waipahu is the first neighborhood to have TOD zoning adopted. This provides a framework for future TOD zoning. Two main elements are: 1) changing the underlying zoning to eliminate single-use zoning and replacing it with apartment mixed-use districts, business mixed-use districts that allow housing, and industrial mixed-use districts that allow a small amount of housing, as well as some commercial and light industrial use; and 2) creating a TOD Special District, an overlay district. It has special design considerations for all projects and land use designations, such as hiding the parking in the back, bringing windows and doors up to the sidewalk, etc. This zoning strategy will be applied next to the Aiea/Pearl City neighborhood. The draft zoning was presented to the community and comments were received from landowners. The zoning package is being finalized and they hope to submit it to the Planning Commission in January 2019. Kalihi will follow -- from Middle Street to Kapalama, possibly including Iwilei. This area is more complicated than anywhere else with lots of tiny parcels and different uses on them.

Espiau said there is an interim TOD permit for neighborhoods that don't have their zoning adopted yet. This has been popular in the Ala Moana District, with six interim plan development transit projects at the City Council currently. These are very large projects, and the City is getting a fair amount of community benefits through them, including open spaces, affordable housing, and streetscape contributions. There are some challenges. They are receiving requests for a lot of parking, and it is always a struggle to get the most affordable housing possible. The City is reviewing the permits to see if anything can be done to encourage truer TOD, not just high density.

Espiau said that the City is also implementing TOD plans through six catalytic projects. Two are in the Iwilei and Kapalama Districts, which the City has identified as the largest area of growth along the corridor. The City has recently completed a high-level infrastructure assessment to understand what's needed to build out the districts as an extension of downtown over the next several decades. There are hundreds of millions of dollars of infrastructure needs, and the City is looking at community facilities districts and other strategies to have landowners and the State participate with the City in investing in that district.

The Kapalama Canal linear park project is continuing. Since starting the project, the City created the Climate Change Commission and it adopted official sea level rise numbers higher than those originally used for canal design. Consequently, the City is redesigning the project; fortunately, preparation of the EIS had not started. The City's new Office of Climate Change, Sustainability and Resiliency leveraged its connection to the One Hundred Resilient Cities of the Rockefeller Foundation to invite experts from Netherlands and New York to help strategize how to grow given sea level rise. There will be a workshop from November 27<sup>th</sup> - 28<sup>th</sup>, and a public meeting the evening of November 28<sup>th</sup> to share available best practices.

The Blaisdell Center Redevelopment, a catalytic project, just finished 30% design. The City is seeking private partners to help with implementation. At Pearlridge, another catalytic project area, the City is working to acquire some of the makai lands on the other side of the Pearl Harbor trail for open space, and is moving forward with a short-term bus center so when rail opens, buses can get people to and from the station. The City would also like to have housing on the site eventually.

The City is still working on implementing the near-term actions identified in the Chinatown and Waipahu action plans. The City adopted an affordable housing strategy and policy last year with an inclusionary zoning requirement that has higher percentages if a developer seeks height and density bonuses for a project in a TOD area.

HART is seeking a private partner to help build the City Center segment and to operate the rail system for 30 years. There is an opportunity in that P3 to have TOD revenues come to HART with a private entity. The City is working with HART to identify potential retail and TOD opportunities on HART land.

Espiau said the City is continuing to work on Complete Streets and station access projects around the rail stations. Some coming out soon will include bike lanes on Pensacola and Bishop Streets that connect mauka neighborhoods directly to the rail stations.

Finally, Espiau announced that the City and County has been selected by the Bloomberg American Climate Ready Challenge to be one of 20 cities in the country to get additional support to reduce greenhouse gas emissions. The City wants to create a carbon-free corridor along rail.

#### Questions

Asuncion asked for questions on the county updates. Lola Irvin asked whether there is a sea level rise (SLR) impact on the Maui Transit Hub given the Bay nearby. Eaton replied that the Kaahumanu area is not in the tsunami inundation area, not in FEMA V or A zones. Charles Vitale asked whether the City and County of Honolulu is looking at climate change impact on areas besides the Kapalama Canal area. Espiau said the Iwilei area is the pilot. It's not certain if continuing to build is feasible, and at what cost. It's an area the City knows requires a lot of investment in infrastructure. It makes sense to pick Iwilei as a pilot area to see how to respond to future SLR. It would be harder to assess an area that has a lot of building stock already in place, and that doesn't need as much new streets and new drainage. Once the City gains experience here, it can move on to other at-risk areas. The Climate Change office is preparing a climate action plan and will select pilot locations for priority actions.

Craig Hirai asked if the City had anything to report on the Farrington Highway widening project. Espiau replied that an EIS is being prepared. The City decided to stick with a 4-lane design, but is still reserving the right of way for a six-lane highway in the future, although not necessarily at the interchanges. Hirai asked if there are any State DOT CIP issues regarding the project. Robert Miyasaki said the Farrington Highway widening is a City project, and his understanding is that the City was even considering doing the project entirely with local funding to avoid having to prepare a Federal Environmental Impact Statement, but he did not know the status of the project. Hirai said he asked because of the intersection concerns. Miyasaki said it still becomes an issue because, with all due respect to trying to build complete streets, you don't want to create a problem; if the City is going to restrict the highway dimensions, it probably needs to build bigger facilities elsewhere to spread traffic out or figure out how to push people into alternative-type facilities. The City should take a comprehensive look; if it is going to restrict traffic there, what happens? Hirai said the

Farrington Highway widening and to the extent the State's involved with the intersection is a priority in area. Miyasaki replied that DOT's review was based on the developer's traffic studies, and based on the volumes shown on the developer side, traffic was huge. Hirai asked if there were any CIP requests, and Miyasaki replied that DOT haven't seen any.

## V. **State Agency TOD Project Updates**

### HHFDC

Craig Hirai reported that HHFDC is working on the development agreement for the Alder Street project. Lima Ola Workforce Housing is breaking ground soon; the Kauai County Council approved and it is receiving DURF funds. HHFDC is reviewing responses to the Villages of Lealii Keawe Street Apartments RFP.

### HPHA

Ben Park reported the Mayor Wright Housing Project NEPA is being prepared, and expect completion in January or February 2019. Mayor Wright has been preliminarily selected for the Rental Assistance Demonstration Project, a HUD program that locks in subsidies for selective properties for 20 years. This should save HPHA funds for use when the project is redeveloped. HPHA is still considering the design. It is trying to create the biggest mixed-use, mixed-income, development project involving public housing probably in the nation, so HPHA wants to be sure it's done well. No CIP request is expected this session. Last session, HPHA got \$4.5 million for pre-development work thanks to the legislature and to the support of the TOD Council.

Park said HPHA is also grateful that DAGS included HPHA's Puuwai Momi project near the Stadium in its planning effort. He reported that HPHA's administrative office redevelopment on School Street is proceeding. Russell Tsuji added that, although HPHA's administrative offices is not in the TOD zone, the BLNR has granted HPHA's request to cancel the existing executive order. This gives HPHA fee simple title to the Lanakila administration area to assist in redevelopment.

Espiau added that the City is talking to Hunt (the Master Developer for the Mayor Wright project) about investing in electrical infrastructure in Iwilei. Hunt has been pursuing strategies to bring electrical power to only Mayor Wright, but this doesn't necessarily benefit the broader district. The City is considering hiring an electrical consultant to assist the City in developing a project to bring capacity to more than just one landowner. There have only been preliminary discussions with HECO, but at some point, a discussion between the Mayor, the State, and HECO leadership will be needed to support this concept. No one entity is likely to bear all the costs so some cost-sharing mechanism needs to be created. Park said the Council supported infrastructure funding in that area, but unfortunately it was not funded last year. Espiau said the concept may need to be developed a little further. Harrison Rue likes to say that electrical is the new sewer in Iwilei because there is capacity for only a couple hundred homes.

### DLNR

Russell Tsuji reported the DLNR is still working on land exchange issues with DR Horton in East Kapolei. He announced a DLNR legislative proposal for the coming session that would allow a private developer to demolish an existing building and get rent credits for a certain amount of years. The proposed Bill also could apply to infrastructure development on State lands, together with demolition and infrastructure costs. Under Hawaii Revised Statutes (HRS) Chapter 171, the developer is currently entitled to a rent credit limited to one-year fair market value of the land. The Bill would allow a rent credit no higher than the total infrastructure cost of development, fair market

value, up to 20 years. There is no CIP request this session, but DLNR is requesting an increase in the Department's special funds to cover some planning in East Kapolei and other areas.

#### DAGS

Chris Kinimaka reported on the Liliha Civic Center project. Demand for State office space downtown has diminished, so DAGS is re-prioritizing among the departments in the area. The EPA Targeted Brownfields Assessment contractor is finally ready to do soil testing, and the results should be received in six months. DAGS can then see what can be done with the site. It had anticipated mixed-use, commercial, affordable housing, and office space for DAGS. The Department is also partnering with the Office of Planning (OP) in Waipahu with a proof of concept investigation; this is another opportunity for mixed-use and community support in the area around the existing Waipahu Library.

Kinimaka said she would defer to Charles Vitale on Halawa Stadium, but DAGS is making a huge effort there with the Stadium, and now with the proposed relocation of the Oahu Community Correctional Center (OCCC) to the area. OP is expanding the TOD infrastructure study to include the OCCC site. Depending on timing, OCCC has been told there is enough infrastructure at the Animal Quarantine site because the Quarantine function will be downsized and relocated. There is also enough capacity to accommodate the Stadium on the Halawa site, but if the full development occurs on the 100 acres, more infrastructure will be needed. DAGS is working with HHFDC and with HPHA on housing in the area. Two hundred thousand dollars in CIP funds, originally included for Stadium TOD master planning, will be used for a master plan for HPHA's Puuwai Momi Project. DAGS is also coordinating with DOE on how to meet educational needs there.

Kinimaka said the Wailuku Master Plan has just been completed; it identifies DAGS' office space needs in the area, including the Judiciary. Currently, the Department is landlocked, and is working with Maui County to find alternative properties for office space and parking to stay in Wailuku. There are no CIP requests now. DAGS has State Office Remodeling funds available to do some small renovations there. DAGS is working with the Judiciary on their security concerns. This is incentive to move forward on parking, since parking currently flows through the Judiciary area and is a security concern.

Espiau asked if there are any restrictions on commercial use, e.g. retail, on State properties, such as blind vendor issues, etc. Kinimaka responded that for State office buildings, DAGS is mandated to allow Hoopono to get first rights to utilize the property, but the vendor doesn't typically use the entire site. DAGS can have mixed-use and whatever worked out with HHFDC. Asuncion said that in general, regarding the commercial use of State lands, there is a problem if someone else is profiting from State land or the use of a State building. The State can't build and set it aside for private commercial development unless they lease the property at fair market rent.

#### Stadium

Charles Vitale reported that a consultant for the Master Plan/EIS has been chosen, and once documents are signed, their identity will be announced, presumably before the next TOD Council meeting. The PBR Hawaii documentation about the Halawa site has been reviewed, and comments will be submitted today for the TOD implementation study.

Vitale shared that in preparation for the Bruno Mars concert, the Stadium Authority prepared the public about traffic conditions so well that the parking lots were not full. In the short term, it's a loss of revenue; but in the long run, the lesson may affect the design of how much parking the Stadium

really needs. With the Uber/Lyft pickup that was used and designated buses provided by Roberts Hawaii -- and of course, when HART is operational -- all this may result in a reduced need for parking. Tsuji remarked that as a member of the neighborhood, when people don't want to pay for parking, they end up flooding the community instead. Vitale said that people in the immediate neighborhood told news reporters that they put their cars out and reserved spots for their friends, etc. Tsuji said that UH football game parking also affects the community, at least where the elementary school is at Ulune Street and down. People can't get home if they try to take the Aiea cutoff because of the traffic.

#### DHHL

Darrell Ing reported on three projects in TOD area. For the Kauluokahai TOD Project, the consultant for the RFP has been hired and a presentation was made to the Hawaiian Homes Commission. The initial focus of the project was retail and residential, meaning rentals, but the Commission asked the Department to also look at residential leaseholds for condos. Consequently, the RFP will be delayed as DHHL consults with beneficiaries and others. The other two TOD projects -- Moanalua Kai and Kapalama -- are part of a PBR Hawaii's study of potential development. Reports will be available early next year. Both areas have long-term leases, so no matter what the recommendations are, no action is likely soon.

#### HCDA

Deepak Neupane reported that all three affordable rental housing projects -- targeting households at 60% of AMI -- are under construction and expected to be done between a year to 18 months from now. These will produce a total of 323 affordable rental units in Kakaako, with a requirement that 10% will be affordable to those at 30% of AMI.

#### DOE

Kenneth Masden reported that East Kapolei Middle School, across the Kroc Center, is in the first phase of construction; the second phase is expected to be completed by fall 2019, and DOE will ask for funding of Phase 3 for FY19. An RFP has been released for Pohukaina Elementary School, and the contract will be awarded soon. Funding is in place for design, and will begin as soon as the contract is awarded. DOE will be requesting money for construction in FY19.

The DOE asked for money for design of the East Kapolei High School for FY 19, and for construction in FY 20. The Department met with DR Horton regarding utilities; these should be in place by the time construction begins. Now that the Farrington Highway decision on four lanes has been made, Horton can subdivide the property and transfer it to DOE. The High School has been master planned for 3,200 students, but DOE is building it in phases. DOE is simultaneously doing an Oahu demographic study along the rail line as people move or relocate. The purpose of phasing the high school is to avoid overbuilding by following rail development. There may be a need for another high school between Kalihi and Ala Moana. DOE has been asked to look at teacher housing, possibly on school sites near rail. The DOE is working with HHFDC and at Pohukaina to see if there is potential to accommodate future teacher housing.

#### PSD

Cathy Ross reported that PSD is working on expanding the ability to increase furlough capacity and how to better house female inmates on the women's campus. Asuncion said that for TOD, Laumaka

is needed. Ross replied Laumaka remains within walking distance from the future site. If PSD develops in the Halawa area, potentially those clientele will be in the commercial area.

**VI. Draft 2018 Annual Report to the Legislature**

Asuncion requested review of the 2018 Annual Report in the meeting packets. The report must be filed with the Legislature 20 days prior to the start of the legislative session on January 16, 2019. DBEDT will file everything online by December 3, 2018. OP needs a week to turn around, so any comments, changes, additions to the report need to be received by next Friday, November 23.

Eaton reported that she and Representative Yamashita are interested in a Neighbor Island TOD briefing and reconvening the Neighbor Island Permitted Interaction Group (PIG), and asked if this would be done at the January 2019 Council meeting. Asuncion stated that the Neighbor Island PIG has not been formally abolished yet. The PIG is terminated after it reports to the Council; the Neighbor Island PIG report was planned for the December council meeting, which has been cancelled. Representative Yamashita or Senator Keith-Agaran can ask for a briefing at any time. Asuncion said they can make a request through OP and OP can help prepare them for a briefing. Ruby Edwards added that a conference call with PIG members could also be convened in December to discuss and prepare for a legislative briefing.

**VII. Next Steps – Future Agenda Topics**

Asuncion announced there will be no TOD Council in December. The Council will reconvene Tuesday, January 8, 2019 unless members prefer January 15. The new Kauai Mayor comes in on December 3 and the new Maui Mayor comes in on January 2. They are members of the TOD Council, and OP will ask for their designees. That process starts as soon as they take office and settle in. OP will assume current designees will remain until informed otherwise. The date of the Council meeting is up to Council members. The January meeting will look at any final PIG Reports, TOD CIP requests, updates on the State TOD Implementation Project, and re-forming PIGs as needed. Asuncion requested that members inform OP by next week of their preference – January 8 or January 15 – for the January Council meeting.

**VIII. Announcements**

Asuncion announced that the Federal Aviation Administration (FAA) approached DOT, Airports Division (DOT-AIR) and the Governor's Office to express concern over the type of TOD development that might be happening. The issue is potential obstruction to aircraft flight paths as planes land or takeoff from the airport, and takeoffs are especially critical. The FAA has been getting a lot of questions about height requirements, but there is no one standard. Deciding if an object is a flight obstruction requires reviewing the nature, dimensions, and location of the object, and the operational characteristics of any aircraft that might encounter the object. Different types of aircraft have different characteristics, and there are many types of planes operating out the Daniel K. Inouye International Airport. In addition, the "one engine out" scenario must be considered; can a plane clear an obstruction under normal operating procedures, i.e., number of passengers, amount of cargo, if one engine becomes disabled.

Asuncion said he is working with DOT-AIR and the counties with planning documents and zoning information to avoid a situation later when "X"-amount of building height has been committed to, and DOT-AIR and the FAA say the building height must be lowered. The Governor's Office is

working on a memo with DOT-AIR and the FAA to consider when these reviews should be done in conjunction with the City.

Vitale asked whether maps are available that show which areas are involved -- is the Stadium an issue? Eaton asked if an overlay could be created. Asuncion responded that he didn't know if the Stadium is a concern, and said that each project/building would need to be reviewed. Eaton noted that at the Sub-STAC meeting there was a good presentation on this and a 5-mile buffer. Asuncion replied that the 5-mile buffer is for wildlife hazards, not necessarily obstructions.

Espiau said that the City would want this resolved, especially since the City is moving forward on TOD for Iwilei, between the airport and downtown. The City has asked for a map and were told the answer is not that simple. The FAA has an old map that's being revised, and FAA wanted the City to do an airspace analysis for each building. Asuncion said he understands that DOT-AIR does this analysis, and State projects can always consult with DOT-AIR. The complaint is that private projects are going straight to the FAA and not consulting with DOT-AIR. Espiau remarked that the City has been sending TOD plans to DOT-AIR for 10 years, and only get comments from the FAA that if the building is over 200-feet tall, the City needs to fill out the FAA Form 7460-1 Notice of Proposed Construction or Alteration.

Neupane said that HCDA consulted with DOT-AIR regarding all the buildings in Kakaako, which is closer to the aircraft flight paths. Asuncion remarked that HCDA was brought up as an example of how all planned developments were modeled and presented to FAA/DOT-AIR. The FAA alluded to modelling all TOD areas. Neupane said there is no height limit per se in federal regulations, just the need to consult with the FAA if the building is 200 feet high and taller.

Lola Irvin announced that her program just published an article in Preventing Chronic Disease with the Center for Disease Control. The article looked at life expectancy estimates by zip codes, and found a 14-year span in terms of life expectancy across various communities, for example between Waianae and Aina Haina. DOH can share the results with those planning for TOD areas. DOH doesn't want people to have to move from Waimanalo to Hawaii Kai; DOH wants all communities to be livable.

## **IX. Adjournment**

There being no further business, the meeting was adjourned at 11:10 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/>.