

Hawai'i Interagency Council for Transit-Oriented Development
Minutes of Meeting No. 42
Friday, April 16, 2021
9:30 am
Via Videoconference
Office of Planning
235 South Beretania Street 6th Floor
Honolulu, Hawai'i 96813

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 Chris Kinimaka, Department of Accounting and General Services (DAGS) Randy Tanaka, Department of Education (DOE) Darrell Ing, Department of Hawaiian Home Lands (DHHL) Heidi Hansen Smith, Department of Health (DOH) Malia Taum-Deenik, Department of Human Services (DHS) Russell Tsuji, Department of Land and Natural Resources (DLNR) Wayne Takara, Department of Public Safety (PSD) Pradip Pant, Department of Transportation (DOT) Deepak Neupane, Hawai'i Community Development Authority (HCDA) Hakim Ouansafi, Hawai'i Public Housing Authority (HPHA) John Fink, Stadium Authority (SA) Carleton Ching, University of Hawai'i (UH) Representatives David Tarnas, House of Representatives Harrison Rue, City and County of Honolulu (City) April Surprenant, County of Hawai'i (COH) Jodi Higuchi Sayegusa, County of Kaua'i (COK) Marc Takamori, County of Maui (COM) Scott Kami, Bank of Hawai'i, Business Community Representative Kevin Carney, EAH Housing, Housing Advocate Laura Kodama, Castle and Cooke, Developer Representative Ryan Okahara, U.S. Housing and Urban Development, Honolulu Office (HUD) (Ex-officio)
Members/ Designees Excused:	Sara Lin, Office of the Governor Senator Lorraine Inouye, State Senate
Other Designees/ Alternates Present:	Dean Minakami, HHFDC David DePonte, DAGS Roy Ikeda, DOE Carson Schultz, HCDA Ben Park, HPHA Celia Mahikoa, COK David Yamashita, COM
TOD Council Staff:	Rodney Funakoshi, OP Ruby Edwards, OP Carl Miura, OP

Guests:

- Senator Chris Lee, State Senate
- Audrey Hidano, DAGS
- Nancy McPherson, DHHL
- Allen Yanos, DHHL
- Kevin Auger, HPHA
- Derek Wong, DLNR
- George Abcede, DOT
- Kalani Fronda, Office of Hawaiian Affairs (OHA)
- James McCallen, Hawai'i State Energy Office (HSEO)
- Parker Kushima, Climate Ready Hawai'i VISTA COHORT, HSEO
- Revere Woode, Climate Ready Hawai'i VISTA COHORT
- Diana Lopera, Climate Ready Hawai'i VISTA COHORT
- Brittaney Key, Climate Ready Hawai'i VISTA COHORT
- Sabrina Park, Climate Ready Hawai'i VISTA COHORT
- Tim Streitz, City Department of Planning and Permitting (DPP)
- Aaron Setogawa, OP
- Lisa Webster, OP
- Sarah Chang, OP
- Keelan Barcina, OP
- Kiana Otsuka, Oahu Metropolitan Planning Organization (OMPO)
- Tyler Tsubota, U.S. Navy
- Jean Crowther, Alta Planning + Design
- Derek Abe, Alta Planning + Design
- Ann Bouslog, PBR Hawai'i
- Katie Rooney, Ulupono Initiative
- Veronica Rocha, Essential Leap
- Brian Lee, Honolulu Planning Commission/Hawai'i Labor and Employers Cooperation and Education Trust Fund (LECET)
- Pane Meatoga III, Hawai'i Operating Engineers Industry Stabilization Fund (HOEISF)
- Dallas Ige
- Audrey Lee
- Harley Mewha

1. **Call to Order**

Mary Alice Evans, Co-chair, called the meeting to order at 9:34 a.m.

2. **Introduction of Members**

Members and guests introduced themselves.

3. **Introduction of New Agency and Community Representatives**

Denise Iseri-Matsubara officially introduced several new community members to the TOD Council:

- Scott Kami, Business Representative – Mr. Kami has over three decades of experience with the State including financing major public and private affordable housing projects and planning/development as Finance Manager for HHFDC and Financial Administration Administrator for the Department of Budget and Finance. He is currently the Vice-President of Foreign Exchange and Money Markets Manager for Bank of Hawai'i.

- Laura Kodama, Developer Representative – Ms. Kodama is the Director of Planning and Development with Castle and Cooke. During her 26 years with the firm, she worked on a number of projects including Koa Ridge, Royal Kunia, and Mililani Mauka. She has a wealth of experience in community planning, entitlements, development feasibility, and development.
- Kevin Carney, Housing Advocate – Mr. Carney has over 40 years of experience working in Hawai'i's commercial and residential real estate development industry. Over two decades ago, he opened EAH Housing in Hawai'i, a nonprofit housing development and management organization. He currently serves as their Vice-President and Broker-in-Charge.

Iseri-Matsubara also recognized and welcomed the following designees/alternates who are new to the TOD Council or came on board within the last year.

- DOE – Randy Tanaka and Roy Ikeda
- DOT – Pradip Pant, Statewide Transportation Planning Office
- HCDA – Carlson Schultz
- HHFDC – Dean Minakami
- UH – Michael Shibata
- House of Representatives – Representative David Tarnas
- City and County of Honolulu – Dean Uchida, Department of Planning and Permitting
- County of Hawai'i – Natasha Soriano, Planning Department
- County of Kaua'i – Celia Mahikoa, Kaua'i Transportation Agency

4. **Review and Approval of Minutes of February 19, 2021 Meeting**

The February 19, 2021 meeting minutes were approved as circulated.

5. **Status of TOD-Related Bills and CIP Projects from the 2021 Legislative Session**

Rodney Funakoshi summarized the list of measures in the meeting materials. Of the 29 TOD-related bills that were being tracked, he pointed out several bills that were still alive and going to Conference Committees. The meeting materials included copies of testimony submitted on behalf of the TOD Council.

- SB 225 SD1 HD1 – Allows HHFDC to assess infrastructure costs from the projects that benefit from the infrastructure improvements. In addition, it allows the TOD Council to review and make recommendations on applications for funding on infrastructure projects related to TOD.
- HB 1130 HD2 SD2 – Funds the hiring of a consultant to identify and assess alternative financing, project delivery, and cost recovery mechanisms to recapture the State's upfront investment in TOD infrastructure.
- HB 1348 HD2 SD2 – Revises the general development guidance policies for the Stadium Development District. Clarifies the roles of the SA and HCDA.
- SB 140 SD2 HD2 – Allows HCDA to develop TOD improvement zones to allow delivery of regional infrastructure statewide in TOD-designated areas on O'ahu and Neighbor Islands.
- HB 200 HD1 SD1 – Funakoshi also provided an update on the State budget bill, which includes both operating and CIP funding appropriations. He provided the following update on TOD CIP requests made to the Legislature:
 - OP - State TOD Planning Funds, FY2022, \$2,000,000; FY2023, \$2,501,000 (BED144)
 - HHFDC – Dwelling Unit Revolving Fund (DURF) Infusion, Statewide, FY2023, \$20,000,000 (BED160)
 - HHFDC – Rental Housing Revolving Fund (RHRF) Infusion, Statewide, (BED160), to include:

- FY2023, \$25,000,000
- FY 2022 and FY 2023, \$38,000,000 for each fiscal year. This is an infusion to replace funding from conveyance taxes during this period. Not in the Senate draft.
- FY2022, \$40,000,000, HPHA School Street Senior Affordable Housing, O'ahu

Iseri-Matsubara stated that up to \$38 million for conveyance tax is in HB 58.

6. **Presentation: Multi-modal Mobility Hubs**

Parker Kushima, Transportation Affordability Specialist, Climate Ready VISTA COHORT, DBEDT/Hawai'i State Energy Office, introduced the presenters, Jean Crowther and Derek Abe with Alta Planning + Design.

Abe defined mobility hub in the TOD context as “a location where mobility options are intentionally linked to transit-oriented development and amenities to make getting around more convenient, seamless, and enjoyable for the purpose of advancing mobility, climate, and equity goals.”

Urban design is critical to making sure the competing and complimentary uses fit together. Some of the design decisions of a mobility hubs are:

- Integration of at least two transportation services with different land uses like housing, office, and commercial development.
- Being cognizant of all the ways a person might reach the site.
- Repurpose/retrofit of existing public facilities in many cases.
- Creating sense of place with human-centered design.
- Locally relevant and context sensitive program and amenities.
- Fair and equitable access, including universal design.
- Cohesive, intentional design that is flexible/adaptable to evolving needs.

Elements of a mobility hub can include bus access/stop, rail access/station, passenger pick up/drop off areas, short-term bike parking, community space, etc. – elements that are already on the ground and people are currently using. For mobility hubs to be successful, it needs to have the right mix of elements for that specific area.

Mobility hubs types can have different sizes and scales ranging from mini to major. Planners need to be very intentional on what they want to achieve with the co-location of services to serve the needs of the surrounding community. However, as demand increases, more amenities and co-location of services can be added over time. Agencies should think about all the outcomes that you want to achieve and work backwards.

- Mini: The facility could be as basic as a bike rack and/or a bus stop.
- Mid-sized: Slightly less than a major facility and less elements. Picking the right mix is critical. In some locations, it is going to resemble more of park-and-ride, and, in other areas, it is going to be more of a community center.
- Major: A facility that that could be found in a city where there is a natural convergence of different transit modes, transportation network companies, standard parking for cars and bikes, and amenities that support the transition between modes and uses. The amenities could include Wi-Fi service and coffee shops.

The final product should aim to give people more choices to reach their destinations, add new players, change behavior, support electrification and e-commerce, and manage curb space demand.

Planners need to work with new business models and partnerships. There is no one-size-fits-all solution.

Crowthers shared a process that they used to select sites in Utah. She reiterated the point of trying to determine what is being accomplished and working backwards. First, they worked with stakeholders to develop a quantitative analysis that focused on measuring need and demand specific to mobility opportunities. Then, the group developed a typology specific to the area looking at different scales and how elements may fit together. Next, they did a qualitative analysis to narrow down the sites based on the GIS data, mobility hub types, and goals. The final step was site design and programming as to what type of services could be offered and what could fit. She also discussed several challenges that they have encountered.

- Location. Location is critical. It must be the right parcel. Lots of factors need to be considered.
- Constrained rights of way. The hub needs to fit into the zoning and context of the area.
- Existing policies. Laws may not allow electrical charging stations or co-location of services.
- Capacity limits. Many locations are already at peak capacity during peak demand times. Mobility hubs are supposed to attract more users.
- Meaningful engagement. It may not be a known concept, so agencies will need to do a significant amount of community outreach.
- Known unknowns. Mobility hubs are constantly evolving and technology is always changing.

Mobility hubs put into practice many of the objectives that agencies are using to try to future-proof projects and be flexible. Mobility hubs can be designed to address long-term environmental needs/functions for:

- Climate Change and Sustainability. Incorporating bio swales, stormwater retention/infiltration.
- Clean Energy Infrastructure. Renewable energy production/charging, water catchment.
- Smart Cities and Electrification. Mobility as a service supporting freight, e-commerce, Wi-Fi.
- Recovery/Resilience. As urban cooling centers, quick-build active transportation networks, refuge centers during times of need.

By co-locating libraries, schools, hospital/clinics, and transportation networks, community will be more resilient.

Crowthers pointed out that it is critical to keep the end user in mind at all phases. This is a challenge when agencies want to fit all needs into the project. To be successful, the design needs to be oriented towards the user to be convenient and as effortless as possible to make trip transfers as seamless as possible for multi-modal. Multi-modal hubs will make mixed-use space more attractive for people selling/renting residential units, employees working there and in surrounding areas, and businesses leasing out commercial spaces. Agencies need to look at the site as part of a larger network. For instance, a project added wider sidewalks and bike facilities to help set up their hubs for success. Finally, agencies may need to work with lawmakers and other entities to fix gaps in policies. For example, data sharing agreements/requirements need to be worked out to ensure private companies using the site will make information available and performance of the site can be measured.

Jodi Higuchi Sayegusa asked what a mobility hub look like for lower-density areas? Crowthers replied that people need to know what they are trying to accomplish first. Otherwise, the right mix of services may not be offered for that neighborhood. Abe added that it would be very rare to create a mobility hub from scratch. He recommended finding a location near existing services. The area

will have an existing demand and a good starting point. Otherwise, it will not have enough activity to support it.

Kushima asked for agencies to identify any mobility hubs related projects they are considering or working on.

Harrison Rue reported that the City has incorporated many of the items from the presentation in its Honolulu Rail access project. He announced that they have a community meeting set up for an Ala Moana area mobility hub on April 29th.

April Surprenant said the County of Hawai‘i is working on two mobility hub projects. One is the Pāhoa transit hub currently in the site selection process. The EA to analyze the sites will start soon. They are also in conversations with the Hawai‘i State Library System to possibly co-locate the new Pāhoa Public Library. The other mobility hub being planned is the Kona transit hub. They recently went out for public comments on several different sites.

Jodi Higuchi Sayegusa reported that Kaua‘i County has received TOD CIP planning funds for a future mobility hub adjacent to the Līhu‘e Civic Center redevelopment project. She reported that they recently had a site visit with potential interested parties. The plan for the mobility hub is to expand upon the networks that were created in the County’s TIGER project.

On behalf of Anu Hittle, Kushima announced that DLNR will be putting out an RFP for a multi-modal mobility hub planning project for State facilities on O‘ahu. The objective is to develop a plan to assess State parking facilities that could be used for multi-modal use. This initiative is based on a study that showed that downtown Honolulu has a lot of underutilized parking spaces even during peak times.

Senator Chris Lee observed that two bills, SB 1401 and SB 1402, overlap with many of the things discussed and should be monitored or integrated. SB 1401 ensures that Complete Street policies apply to new DOT construction, reconstruction, and maintenance activities. SB 1402 requires them to take an overall approach by incorporating alternative forms of transportation networks into their roadway planning and designing.

7. **City and County of Honolulu Climate Adaptation Design Principles for Urban Areas Vulnerable to Sea Level Rise, December 2020**

Rue pointed out that the City and County of Honolulu’s Climate Adaptation Design Principles for Urban Areas Vulnerable to Sea Level Rise as an outgrowth of the O‘ahu Resilience Strategy. The design principles were directed primarily at City agencies, but there are good ideas in the guidelines for State agencies and private developers. The document does not have regulatory authority. It is focused mostly on building sites and structures in urban areas, mainly looking at sea level rise, heat, and water inundation. The ARUP consultant team studied several cities around the world. Detailed links to the project technical reports are available. He summarized four resilient design principles and associated strategies.

- **Understanding Applicable Hazards.** The City developed a Climate Ready Oahu Web Explorer app locator where landowners and developers can assess what climate change-related hazards may impact their site to inform design decisions. It combines data available from the City, State, and federal governments, and maps the term sea level rise exposure zone (SLR-XA).

- **Managing Stormwater.** The document also offers strategies on how to manage stormwater. It includes references to existing best practices guidance.
- **Design for Flooding and Sea Level Rise.** Based on a Mayor's Directive, all City agencies, departments, and consultants to City projects to consider sea level rise of 3.2 to 6 feet by the end of the century. The City has adopted the 2012 International Building Code (IBC) and International Residential Code (IRC) which requires new construction to be designed with one-foot freeboard above current Base Flood Elevation (BFE) in flood zones.
- **Mitigating Extreme Heat.** As heat rises, people need safe, comfortable place to do daily activities. Mayor's Directive 20-14 requires City departments to consider climate change mitigation and environmental benefits of a health urban tree canopy in decisions that affect City trees. City is developing street tree plans for all City TOD areas.

The Guidelines focus on the Resilient Streetscape Transition Zone, the area between the street curb and building façade. Several previous projects have already applied a form of the new requirements, but sea level rise will call for climate-proofing sidewalks to be even higher. The document provides numerous ways a building can be designed to prepare for the future such as elevated mechanical systems, solar panels, use of parking podiums, and residential/office lobby areas.

Rue stated that the Kapālama Canal Catalytic Project/Linear Park Conceptual Plan design is being changed from the 2017 design when they were looking at 2 feet of sea level rise and the use of berms to protect low-lying areas. Current plans call for using sea walls. The City is working on how best to design and build them.

The Guidelines and all technical studies are posted at www.honolulu.gov/tod.

7. Upcoming Meetings and Agenda Items
 - a. May 2021 – No Meeting
 - b. June 18, 2021 – Presentation: ALOHA Homes Implementation Study, February 2021
8. Announcements
 - The University of Hawai'i Better Tomorrow Speaker Series will feature an online event - May 11, 8 a.m., on "How to renovate housing policy in a way that really works." Stanford University Economist Rebecca Diamond will be the featured speaker, and Representative Nadine Nakamura will be a special guest.
 - The County of Hawai'i Mass Transit Agency is seeking input for its Kona Hub Location. The deadline for input is Saturday, April 24, 2021. More information is provided at konahub.info.
9. Adjournment

There being no further business, the meeting was adjourned at 11:21 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/>.