



HONOLULU AUTHORITY for RAPID TRANSPORTATION

## MINUTES

**Transit Oriented Development Committee Meeting  
Thursday, January 5, 2012, 10:00 A.M.  
Mission Memorial Annex Conference Room  
550 South King Street, Honolulu, Hawaii**

**PRESENT:**

William "Buzz" Hong      Wayne Yoshioka  
Robert "Bobby" Bunda      Keslie Hui  
David Tanoue

**ALSO IN ATTENDANCE:  
(Staff and Sign-In Sheet)**

Frank Doyle      Don Kitaoka  
Joyce Oliveira      Jeanne Mariani-Belding  
Harvey Berliner      Brian Gibson  
Mark Garrity      Russ Honma  
Andrew Smith      Joe Magaldi  
Terrance Ware      Carson Schultz  
Bob Sumitomo      A. Kimura  
Lisa Hirahara

**EXCUSED:**

Glenn Okimoto

I. Call to Order by Committee Chair

At 10:04 A.M., the meeting of the Transit Oriented Development Committee was called to order by Committee Chair William "Buzz" Hong.

II. Public Testimony

Mr. Hong called for public testimony. Shannon Wood offered testimony about the relationship between HART, the Land Use Commission, and the Public Lands Development Corporation, and urged HART to coordinate with the LUC and PLDC to avoid simultaneous meeting times so the public can participate in meetings of all three bodies. She also expressed concerns about increasing traffic if the rail project is stopped via a lawsuit, and also expressed concerns about the possibility of an anti-rail candidate being elected mayor. Mr. Hong thanked Ms. Wood for her testimony, and noted that Board Member Bobby Bunda is a member of the PLDC and thus serves as a liaison between HART and the PLDC.

### III. Approval of the Minutes of the November 3, 2011 Committee Meeting

Mr. Hong called for the approval of the minutes of the November 3, 2011 committee meeting. There being no objections, the minutes were approved.

### IV. Update by DPP Staff on TOD Planning Activities

Terrance Ware of DPP presented a report to the committee on recent TOD planning activities. He also showed a slide illustrating the status of the neighborhood TOD plans. The report and slide can be found in Attachment A of these minutes.

### V. Presentation on Case Studies of TOD Projects on the Mainland

Mr. Ware presented a slideshow to cover case studies of TOD from various mainland cities. The slideshow is attached hereto as Attachment B of these minutes.

Mr. Bunda asked about similarities between Honolulu and Portland and about the lessons to be learned from Portland's experiences. Mr. Ware replied that there are some similarities, such as Portland's history of channeling growth into a single corridor, the desire to "keep the country, country," and the idea of creating a "second city." He noted, however, that there are some differences, e.g. Portland is more of a medium-density city, and the economy of the greater Pacific Northwest is driven by different industries, which have specific requirements on affordable housing, flexible office space, etc.

Board Member Keslie Hui asked about the possible establishment of growth boundaries. Board Member David Tanoue noted that Oahu's Sustainable Communities Plan does incorporate community growth boundaries, and that General Plans from the '70s and onward have had directed growth policies. Mr. Tanoue noted that as early as the '60s, there was a movement to focus development in the urban core. Board Member Wayne Yoshioka added that rail is not a stand-alone project, but is part of a greater plan to upgrade infrastructure to support growth in the urban corridor.

Mr. Bunda asked whether heavy private sector activity in regard to TOD is foreseen. Mr. Ware replied that he does not expect heavy private sector activity initially, as developers are making decisions based on today's market. He added that there are additional burdens for developers, such as infrastructure installation, sewer improvements, affordable housing requirements, parking requirements, etc.

Mr. Bunda asked if TOD might be expected by 2021. Mr. Ware replied that he expects individual behavior changing first, e.g. people choosing not to take their cars, then actions by developers, e.g. reduced parking, and finally new businesses deciding to site themselves near stations. He noted that developers often face a conundrum — to build without transit immediately, or build assuming that there will be transit in the future.

Mr. Hui stated that he heard at the Rail~Volution conference that development can be influenced by the existence of public infrastructure, as developers don't have to pass on the costs of items such as parking structures to their residents.

Mr. Yoshioka asked Mr. Ware to comment on land assembly. Mr. Ware stated that affordable housing projects within station areas sometimes don't work, even with free land, and that a land bank program might be a solution to this problem. Mr. Tanoue stated that there are some areas with many small parcels with small walk-ups whose owners are content with what's currently there and are unlikely to be amenable to redevelopment without some sort of incentive.

Mr. Hong thanked Mr. Ware for his research and presentation.

#### VI. Presentation by HART Summarizing Land Use Planning Activities to Date

Mark Garrity, Senior Transportation Planner with Parsons Brinckerhoff, reported that over the past few years, project staff members have been compiling data to support TOD and land use policies around stations. He distributed a report by the Center for Transit Oriented Development entitled "Rails to Real Estate: Development Patterns Along Three New Transit Lines,"<sup>1</sup> which gives case studies on Minneapolis, Denver, and Charlotte, and then gave a presentation describing the various maps which were assembled for the TOD committee. The presentation is attached hereto as Attachment C of these minutes.

Mr. Bunda asked whether the HART Board will need to make policy decisions to get public-private development moving. Deputy Project Officer Frank Doyle stated that there are a number of policy decisions to be made, but noted that most TOD planning currently resides with DPP.

Mr. Hui observed that the economics of public transit will be influenced by whether people live and work near stations, versus living in single-family homes far from stations, which would require them to take a bus to reach the rail line. He stated that there is a policy question of whether to wait for market factors to drive TOD or to take more proactive steps to implement TOD. Mr. Tanoue observed that some stations will be more conducive to TOD than others, and reiterated his belief that HART, the City, and the State must be active partners in TOD in order for it to be successful.

Mr. Hui expanded on possible ways to increase ridership and increase revenue through market forces and TOD. Mr. Yoshioka noted that transit is a public service, so increased revenue is not the sole goal.

Mr. Hong thanked Mr. Garrity for his presentation.

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<sup>1</sup> The report is publicly available and may be downloaded at:  
[http://ctod.org/portal/sites/default/files/CTOD\\_R2R\\_Final\\_20110321.pdf](http://ctod.org/portal/sites/default/files/CTOD_R2R_Final_20110321.pdf)

VII. Adjournment

Having completed all Committee business, Mr. Hong called for any further testimony from the public.

Russell Honma offered testimony in which he asked the committee to reexamine the definitions of public lands, private lands, and mixed land use to facilitate TOD, and suggested that HART act as a clearinghouse for land development. He also noted that HART is in the process of consulting with residents in the neighborhoods along the alignment, and urged HART to implement the type of development that each neighborhood wants. Mr. Hong thanked him for his testimony.

Mr. Yoshioka moved that the meeting of the Transit Oriented Development Committee be adjourned. Mr. Bunda seconded the motion. Hearing no objections, Mr. Hong adjourned the meeting at 11:28 A.M.

Respectfully Submitted,



Cindy Matsushita  
Board Administrator

Approved:



William "Buzz" Hong  
Chair, Transit Oriented Development Committee

MAR 16 2012

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Date