



MINUTES

**Transit Oriented Development Committee Meeting
Thursday, August 9, 2012, 8:00 A.M.
Mission Memorial Annex Conference Room
550 South King Street, Honolulu, Hawaii**

PRESENT: William "Buzz" Hong David Tanoue
Wayne Yoshioka Keslie Hui
Ivan Lui-Kwan Robert "Bobby" Bunda

ALSO IN ATTENDANCE: Tim Steinberger Nate Cherry
(Staff and Sign-In Sheet) Lisa Hirahara Rob Vorsicak
Don Kitaoka Ronell Badua
Russell Honma Doug Chun
Wynnie Joy Hee Lori Hiraoka
Toru Hamayasu Vincent Shigekuni
Joyce Oliveira Paul Quintiliani
Andrea Tantoco Brian Gibson
Joe Magaldi Walter Thoemme
Kevin Dayton Maurice Morita
Paul Migliorato Kika Bukoski
Breene Harimoto Robert Oda
Brandon Elefante

EXCUSED: Don Horner Glenn Okimoto

I. Call to Order by Chair

Transit Oriented Development (TOD) Committee Chair William "Buzz" Hong called the meeting to order at 8:04 a.m.

II. Public Testimony on All Agenda Items

Mr. Hong called for public testimony.

Russell Honma testified in favor of TOD guidelines for developers.

Wynnie Joy Hee provided testimony regarding her concern that development projects along the rail line will be exempted from permitting processes and result in high density, such as the 650-foot tower proposed by the Hawaii Community Development Authority (HCDA) that does not benefit most residents economically. Board member David Tanoue clarified that the HCDA is a state agency. He stated that the Department of Planning and Permitting (DPP) has been conducting outreach to inform the community about TOD.

Board member Ivan Lui-Kwan commended Ms. Hee for her shared support of a better Hawaii. He clarified that the HCDA is a state entity, and that zoning matters are the *kuleana* of DPP and the City Council. He explained that HART's primary mission is to plan, design, construct and operate the transit system. Its role is to assist in TOD.

Board member Keslie Hui said that rail and TOD would remedy some of the inequality addressed by Ms. Hee by contributing to job growth, affordable housing, and transportation equity. Ms. Hee responded that the .5% General Excise Tax is raising her cost of living, as would TOD when land values increase.

III. Approval of July 19, 2012 Transit Oriented Development Committee Minutes

Mr. Hong asked if there were any additions or corrections to the minutes of the July 19, 2012 meeting. There being none, the minutes were unanimously approved as circulated.

IV. Presentation by Kamehameha Schools on Transit Oriented Development in Kaka'ako

Paul Quintiliani, Kamehameha Schools' (KS) Director of Commercial Real Estate, and Bob Oda, Kaka'ako Project Manager, gave a Powerpoint presentation on TOD in the Kaka'ako area, a copy of which is attached as Attachment A.

Mr. Quintiliani stated that Kaka'ako is one of KS' highest priority projects. The plan embodies dynamic urban living, that welcomes all, embraces innovation and economic development, and improves the quality of life. KS' master plan for Kaka'ako was approved by the HCDA in 2009, and the development was approved shortly thereafter.

The vision statement of the Kaka'ako Master Plan is "to create a progressive, 21st century living community that will act as a catalyst for innovation and nurture the evolution of a vibrant urban-island culture within a beautiful, healthy and sustainable neighborhood." The goal is for Kaka'ako to become a global model of urban revitalization. The area will integrate culture, commerce, and community, and will include full time residents and entrepreneurs, in an outdoor living space, where the arts and technology are embraced.

HART Transit Oriented Development Committee Meeting
August 9, 2012

The project area encompasses nine blocks and 29 acres from South Street to Diamond Head of Cooke Street. It represents the opportunity to build 4.4 million square feet of mixed use development, which are vested under the old HCDA planning rules. There are presently 677,000 square feet of building space, to which the master plan calls for adding almost 4 million square feet more.

KS desires to create a diverse community of full-time residents who feel connected to their environment. Accordingly, the plan targets multiple income levels and includes 2,750 residential units, both rental and for sale, of which at least 550 will be affordable. The community will include apartments, townhomes, lofts, live-work units, and high rises. High rises will include wide setbacks, and public parking will be shielded from view.

Retail development is based on the idea that the street environment will define the community. Recognizing that it cannot compete with the Ward and Ala Moana retail areas, KS focuses on providing a neighborhood experience of eclectic and unique retail. Many businesses are already in the area.

The goal in building Kaka'ako is to build a beautiful community. Although the design guidelines strive for cohesion and consistency of quality, they seek to avoid sameness. In line with HART's TOD principles, KS seeks to incorporate the street and pedestrians into the architecture of Kaka'ako, focusing on people instead of automobiles. This is achieved by focusing on bringing the scale down to pedestrian level, designing open spaces to center on pedestrians, and increasing sidewalk widths. Mr. Quintiliani highlighted the principle of adaptive reuse in a few projects currently under development.

Mr. Hong thanked the Kamehameha Schools group for their presentation. Mr. Lui-Kwan also thanked them, saying that all entities should strive for collaboration in achieving KS' vision. Mr. Quintiliani said that all the stakeholders have worked together well in realizing a better future and making this private project move forward.

Mr. Yoshioka expressed his appreciation for the cooperation of DPP and HCDA. Mr. Quintiliani agreed, and in turn thanked the City and County of Honolulu for its cooperation in allowing KS to achieve its goals.

Board member Robert "Bobby" Bunda asked whether KS, in its observations of cities around the world, had seen any examples in which there were significant health care clinics incorporated in its plans. Mr. Quintiliani replied that he did not recall seeing any, as he was not specifically looking for them.

Mr. Hui asked what the challenges faced by KS in implementing its vision. Mr. Quintiliani stated that ensuring the marketplace would allow the project to move forward proved a challenge after the economic downturn.

Mr. Tanoue asked if there are any significant issues to be resolved. Mr. Quintiliani stated that KS has worked hard to ensure that the different City departments are comfortable with what they're doing as far as non-standard development. He said that KS has addressed all the City's concerns, and he thinks the City is now pleased with the plans.

Mr. Hong thanked Mr. Quintiliani and Mr. Oda for their presentation.

V. Presentation by Tim Steinberger of City Environmental Services on Sewer Capacity Along the Rail Alignment

Tim Steinberger of City Environmental Services (ENV) gave a Powerpoint presentation of sewer capacity along the rail alignment, a copy of which is attached as Attachment B. He explained that his department is enterprise based, and supported 100% by the sewer service fee. Capital projects are paid for by revenue bonds, and property and general excise taxes support the sewer program.

Mr. Steinberger stated that ENV is currently operating under a consent decree, which will cost approximately \$3.5 billion, of which almost \$1 billion has been spent for improvements. ENV's current focus is on improving and maintaining existing assets. Improvements are spread across the entire county, so everyone is supporting the entire sewer system. ENV has until 2020 to upgrade the sewer system, and plans to upgrade the Sand Island and Honouliuli treatment plants.

Mr. Steinberger stated that the Pearl City sewer restriction was necessitated by the Waipahu and Pearl City pump stations, which were experiencing capacity issues. At the time that the restriction was put into place, no short-term solution had been found. Accordingly, the developers of the two major projects in the area, the Plaza and the Robertson Group, were put on notice of the issue.

Mr. Steinberger outlined ENV's long range facility plans for the next 25 years, which include increased capacity and new pump station locations. In the Waipahu/Pearl City area, ENV evaluated ten options for increasing capacity, and ultimately selected the new force main option, which is currently under design. He pointed out that the Waipahu pump station was recently upgraded and has a lot of capacity. ENV is contemplating replacement of the Pearl City pump station. The Kunia pump station will be replaced within the next seven years.

Mr. Steinberger stated that the Pearl City restriction on new sewer connections was put into place on a case-by-case basis, with a focus on large scale impacts.

A task team was established to address how capacity could be opened up in the Waipahu/Pearl City area. The team determined that the best long-term solution for the Waipahu/Pearl City area was to install a new dedicated force main system, which would minimize the upgrading required at the Pearl City pump station. The team also recommended that sewer flows in the Waipahu basin be restricted, in addition to current

the Pearl City restrictions. The team also developed various mitigation alternatives, of which the dedicated force main operations option was selected due to its ability to provide short-term capacity.

Mr. Hong asked Mr. Steinberger to explain the concept of a dedicated force main. Mr. Steinberger stated that the Waipahu and Pearl City pump stations are currently sharing two pipes between them. Dedicated force mains will allow each pump station to have its own pipe, which means flows from one pump station will not be impacted by the other.

Mr. Steinberger outlined the timeline for the installation of the valves in preparation for the dedicated force main system, and detailed the increased capacity once the system is in place. He said that the installation of the system will also relieve pressure on the pipes, which have experienced breaks in recent years. ENV is currently evaluating project delivery options, which will determine the project schedule and the opening date.

Mr. Hui asked for more detail on the backup pipe required by the consent decree. Mr. Steinberger replied that the Beachwalk force main is a major pipe that carries flows from as far away as Manoa, Kapahulu and Kaimuki. The Environmental Protection Agency has declared in the consent decree that, due to its size, the Beachwalk force main requires a backup, which the "black noodle" pipe in the Ala Wai serves to temporarily satisfy. A new permanent pipe is currently being constructed.

Board member Ivan Lui-Kwan commended Mr. Steinberger for his dedication and efforts. He stated that, in the public policy debate on the cost of rail, some are concerned that there will be no funds to build or operate rail because of the cost of complying with the consent decree. Mr. Steinberger responded that funding for rail and sewers are not related and cannot mix. The need for sewer maintenance has been evident for years, starting with the 1995 consent decree. Under current consent decree, there are increased maintenance issues. However, the City cannot use General Excise Tax funds (which fund rail), because ENV is fee-based.

Mr. Hui asked how much federal money ENV receives. Mr. Steinberger stated that most of the money received by ENV comes from a state revolving fund that is shared with other counties, and can vary from \$20 million to \$50 million annually. Those funds may be borrowed at a rate of about .75% percent, and ENV applies for the funds annually. On a federal level, he stated that ENV received only \$8 million in stimulus funds for wastewater.

Mr. Hong thanked Mr. Steinberger for his presentation and his efforts.

VI. Executive Session

Mr. Hong asked whether there was any need for executive session, and there was none.

VII. Adjournment

All committee business having concluded, Mr. Hong adjourned the meeting at 9:25 am.

Respectfully Submitted,



Cindy Matsushita
Board Administrator

Approved:



William "Buzz" Hong
Chair, Transit Oriented Development Committee



Date

ATTACHMENT A



OUR KAKA'AKO

Urban-Island Culture

Overview of KS' Kaka'ako Master Plan

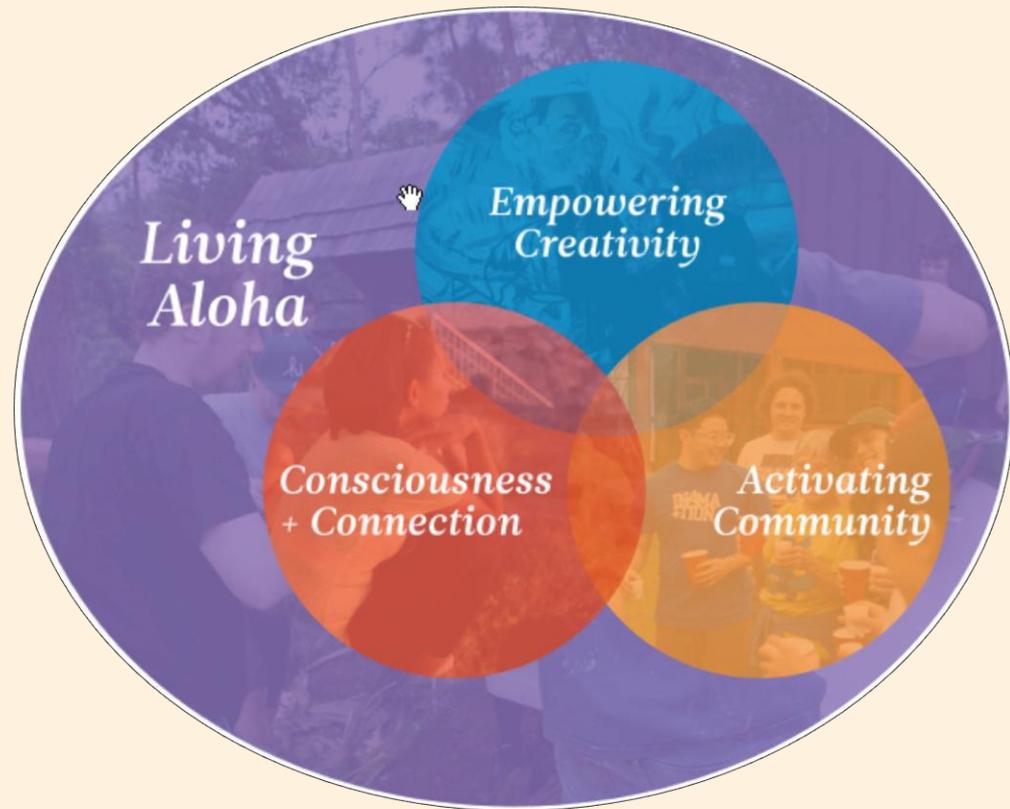
Kamehameha Schools
Paul Quintiliani, Commercial Real Estate Director



Our Kaka'ako



VISION: To create a progressive, 21st century living community that will act as a catalyst for innovation and nurture the evolution of a vibrant urban-island culture within a beautiful healthy and sustainable neighborhood

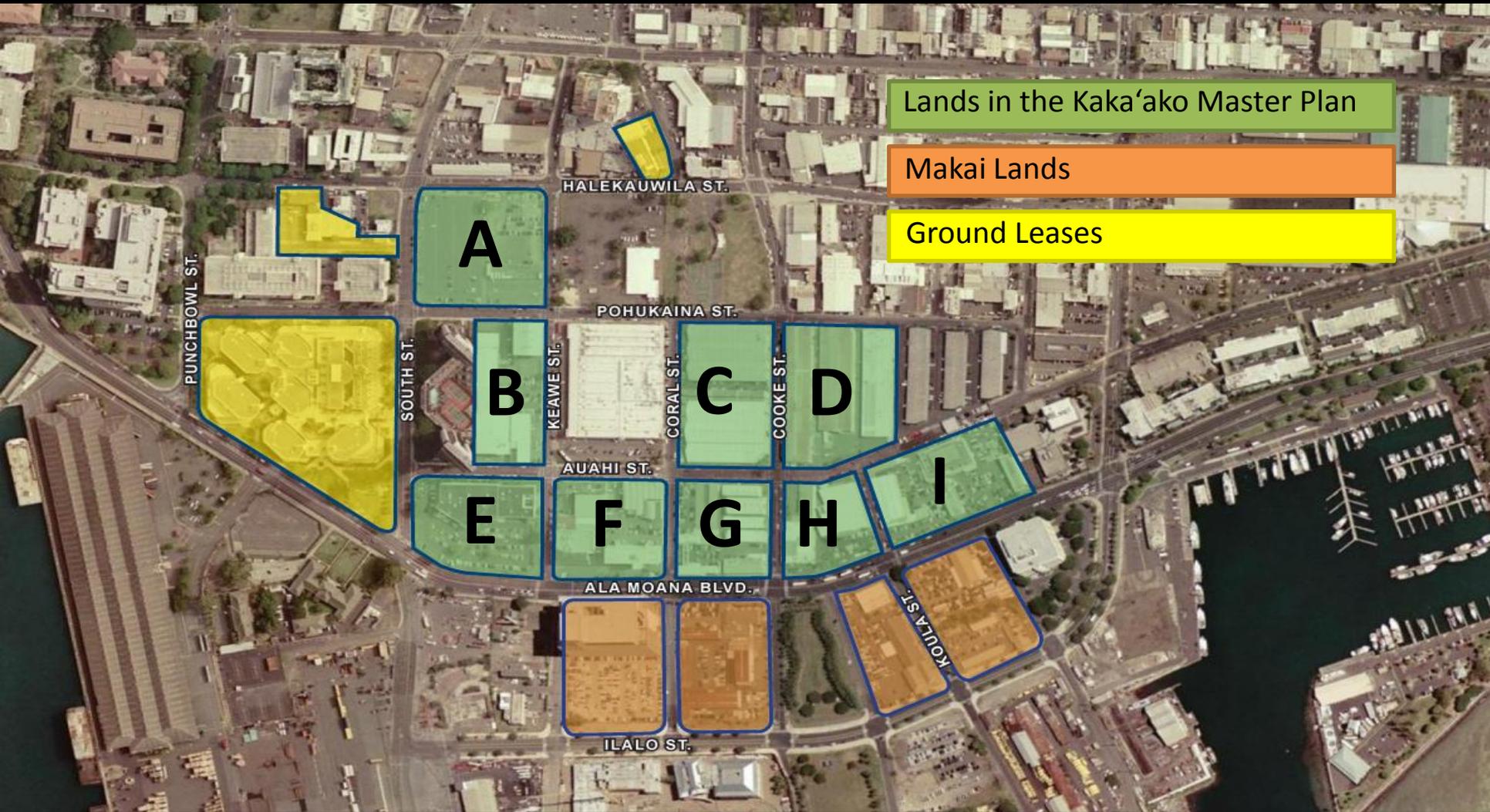


Our Kaka'ako



Kakaako is

Our Kaka'ako



Kamehameha Schools' Lands in Kaka'ako

29 acres of Mauka Lands in the Master Plan

9 full-block parcels

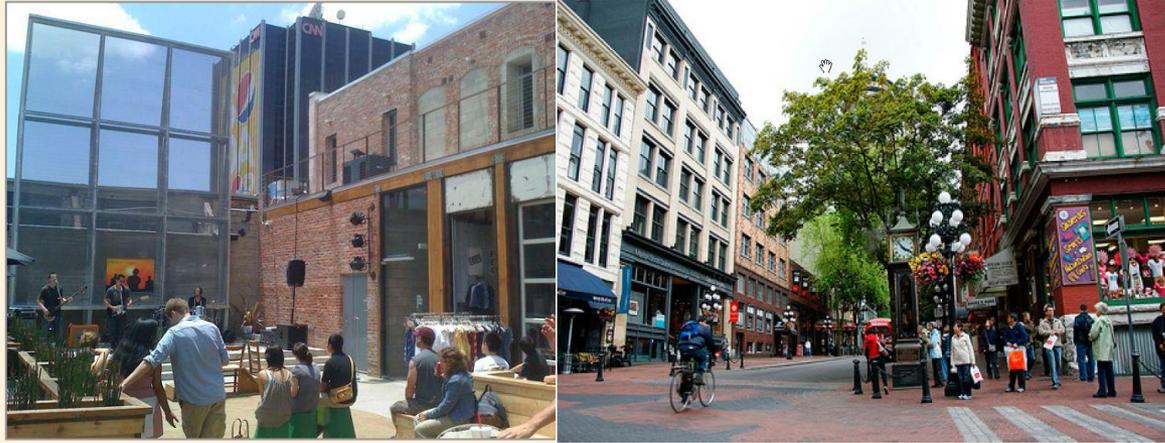
Range of Housing



Residential

- 2,750 units
- 550 reserved housing units
- Rental and For Sale
- Range of prices
- Diverse heights and housing choices

Neighborhood Retail

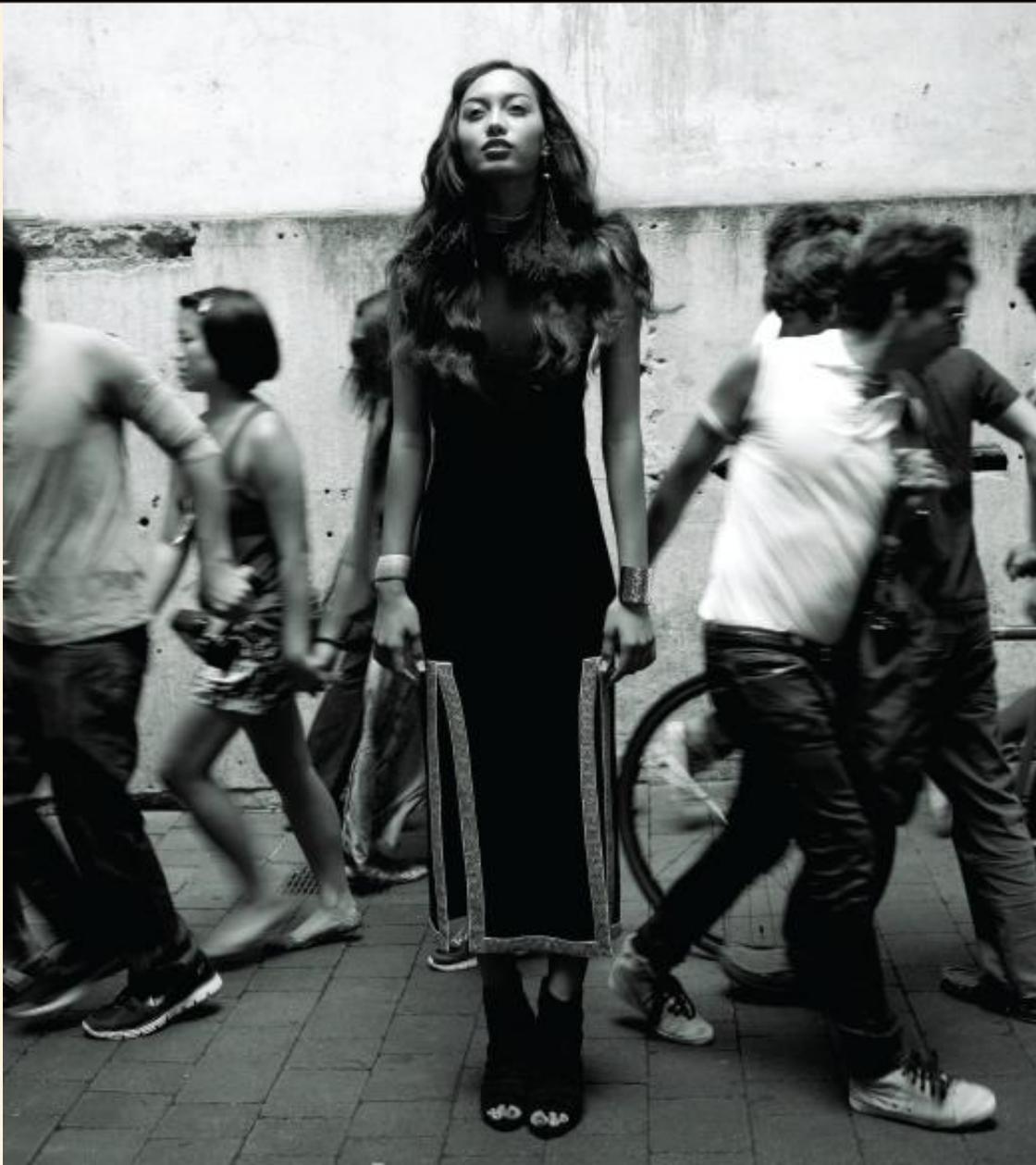


Commercial uses

- Neighborhood serving retail
- Expanded tenant mix incorporating local entrepreneurs
- Differentiated from Ward Villages
- Adaptive re-use



Design Guidelines



- Develop a **community standard** for a first class urban village
- Create **cohesiveness among projects**
- **Elevate quality** of the built environment
- Provide the **palette and language** from which our community will aspire
- Focus on **pedestrian oriented architecture**
- **Control the visual appearance** of parking facilities
- Create a typology of **open space**
- **Incorporate street** into community design

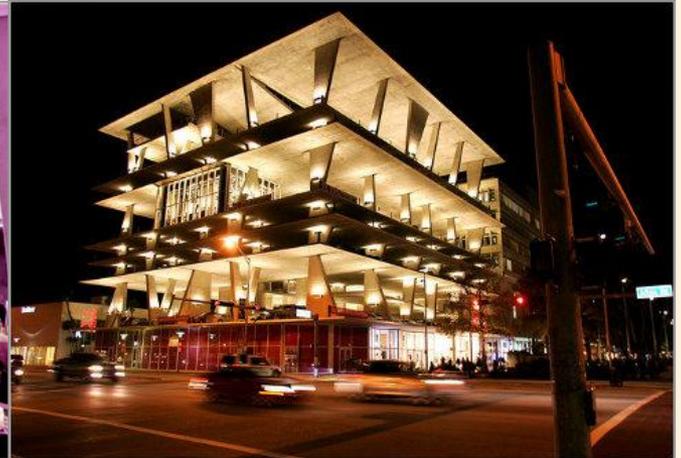
Community Design Standards

Pedestrian Oriented Architecture



Community Design Standards

Controlling the Visual Appearance of Parking Facilities



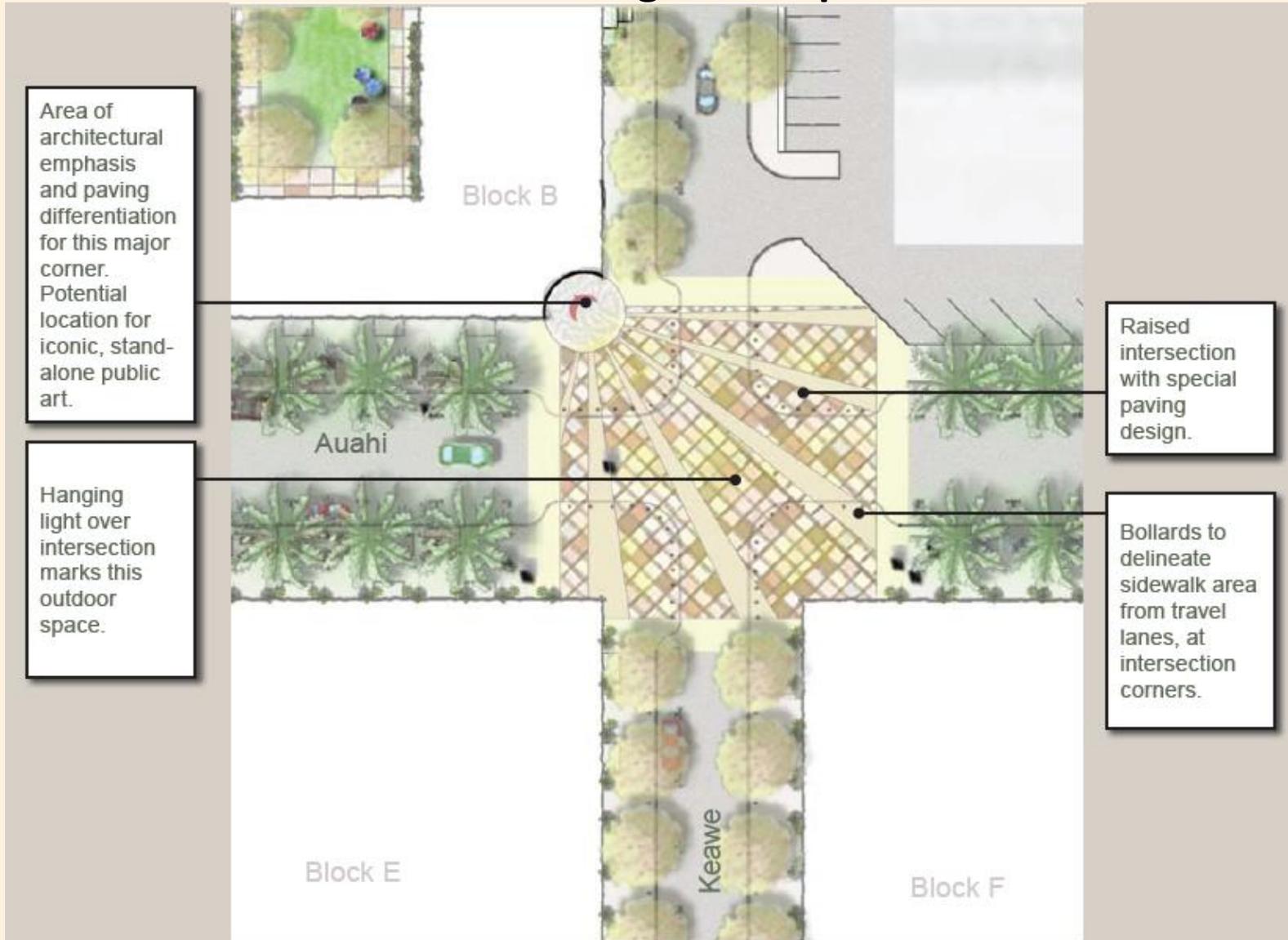
Open Space Design Guidelines

Open Space Concepts



Open Space Design Guidelines

Street Design Concept



Kaka'ako Transformations

Keawe Street



Kaka'ako Transformations

Auahi & Cooke Street



Innovation in the Works



Block F – 680 Ala Moana



680 Office Conversion to Residential

- 54 Rental units (Reserved Housing)
- Studios (42) and 1-bedrooms (12)
- 8,650 sf of ground level retail
- 700 sf roof top recreation deck



Block F – 660 Ala Moana



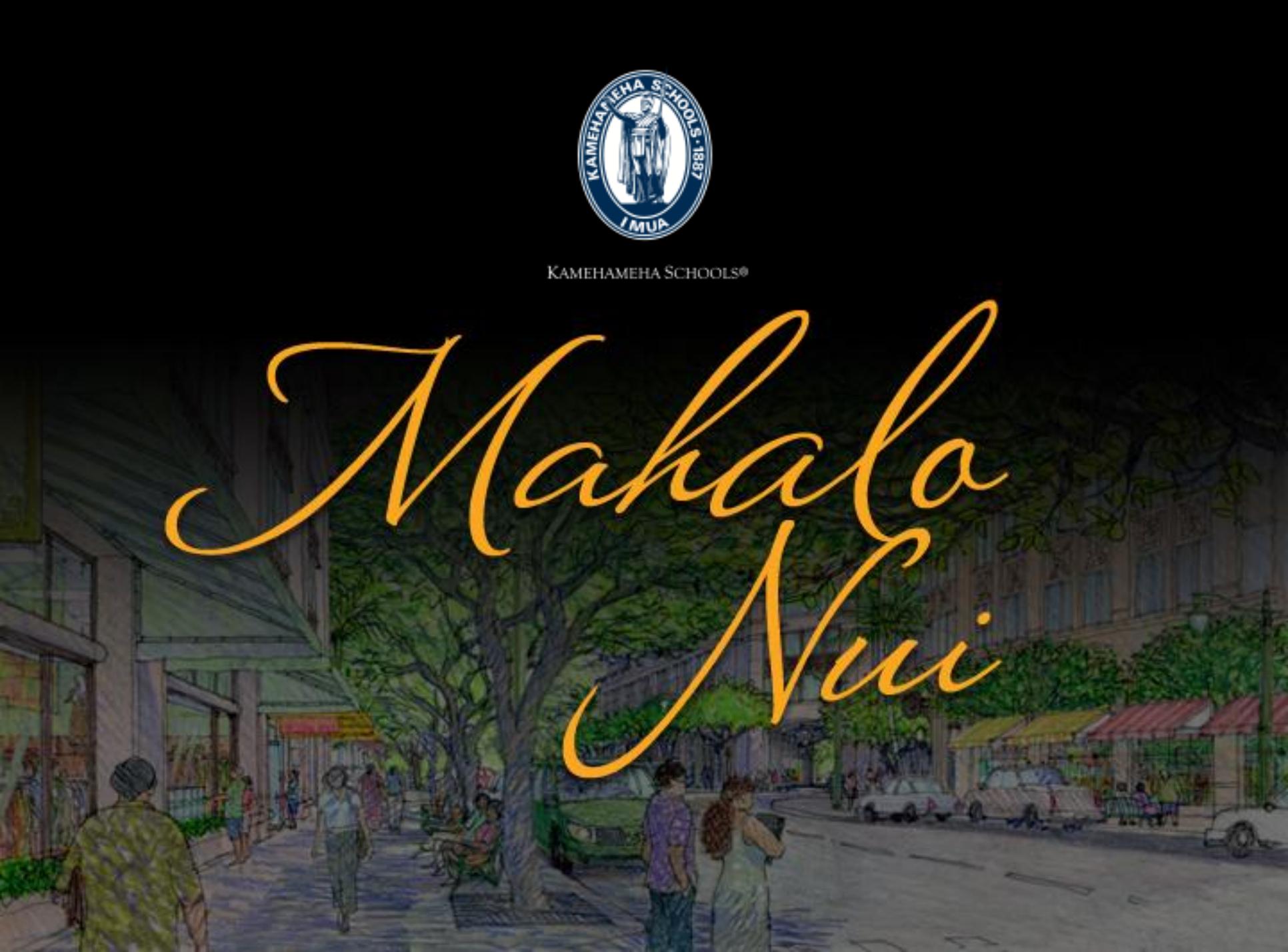
Block F Specialty Retail Center





KAMEHAMEHA SCHOOLS®

Makaha Nui

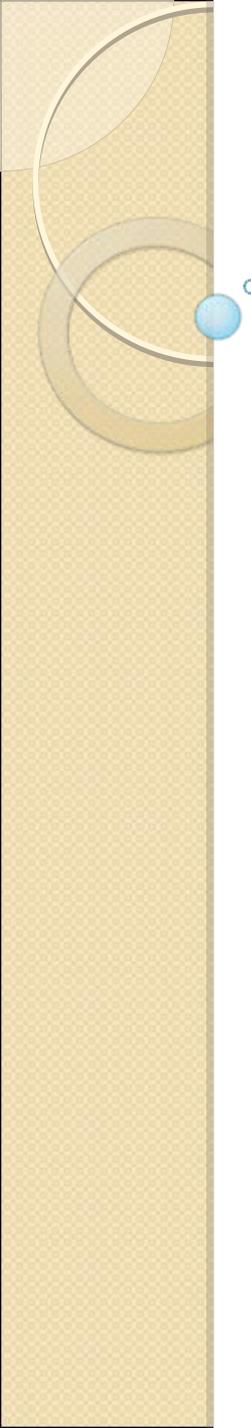


ATTACHMENT B

Rail Alignment Wastewater Capacity Issues

August 10, 2012





Background

Enterprise Based Department

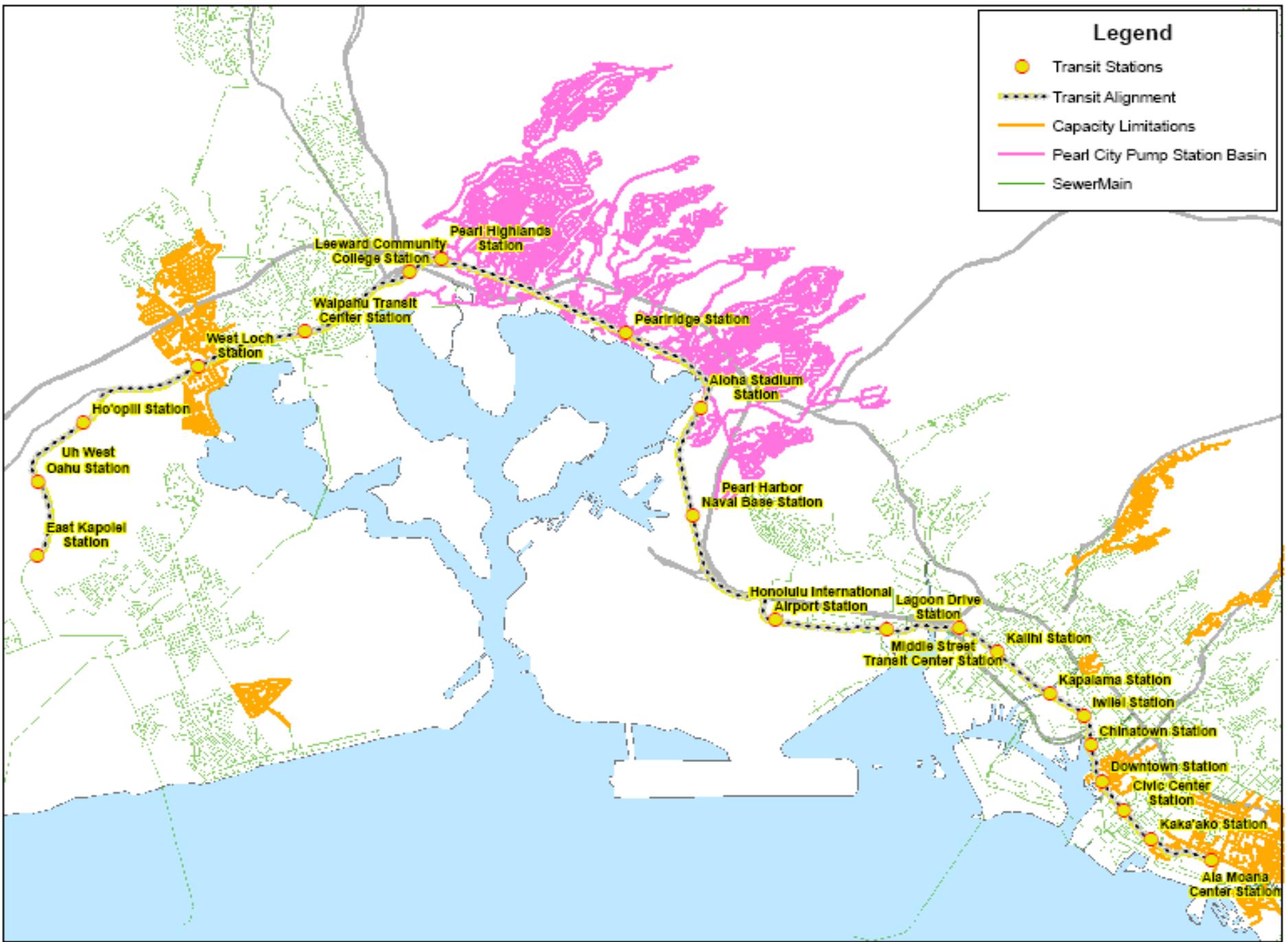
Operations and Construction Fully Supported by the Sewer Service Fee

Capital Projects are Paid by the Issuance of 30 Year Revenue Bonds

Neither Property Tax nor GET tax subsidizes or supports the sewer program

Background

- **POSITION**
 - Existing Assets vs New Pipe to Support Development
 - Consent Decree Requirements
- **WHY EARLY NOTIFICATION**
 - Notification of Restrictions Provides Developers a “heads up”
- **TECHNICAL ISSUES**



Legend

- Transit Stations
- Transit Alignment
- Capacity Limitations
- Pearl City Pump Station Basin
- SewerMain

Transit Stations: East Kapolei Station, Uh West Oahu Station, Ho'opi'i Station, West Loch Station, Leeward Community College Station, Pearl Highlands Station, Walpahu Transit Center Station, Pearlridge Station, Aloha Stadium Station, Pearl Harbor Naval Base Station, Honolulu International Airport Station, Lagoon Drive Station, Middle Street Transit Center Station, Kailhi Station, Kapalama Station, Iwilei Station, Chinatown Station, Downtown Station, Civic Center Station, Kaka'ako Station, Ala Moana Center Station.

Capacity Limitations: Areas shaded in orange, primarily in the West Loch and Kaka'ako regions.

Pearl City Pump Station Basin: Areas shaded in pink, primarily in the Pearl Harbor and surrounding areas.

SewerMain: Green dashed lines representing sewer main lines.

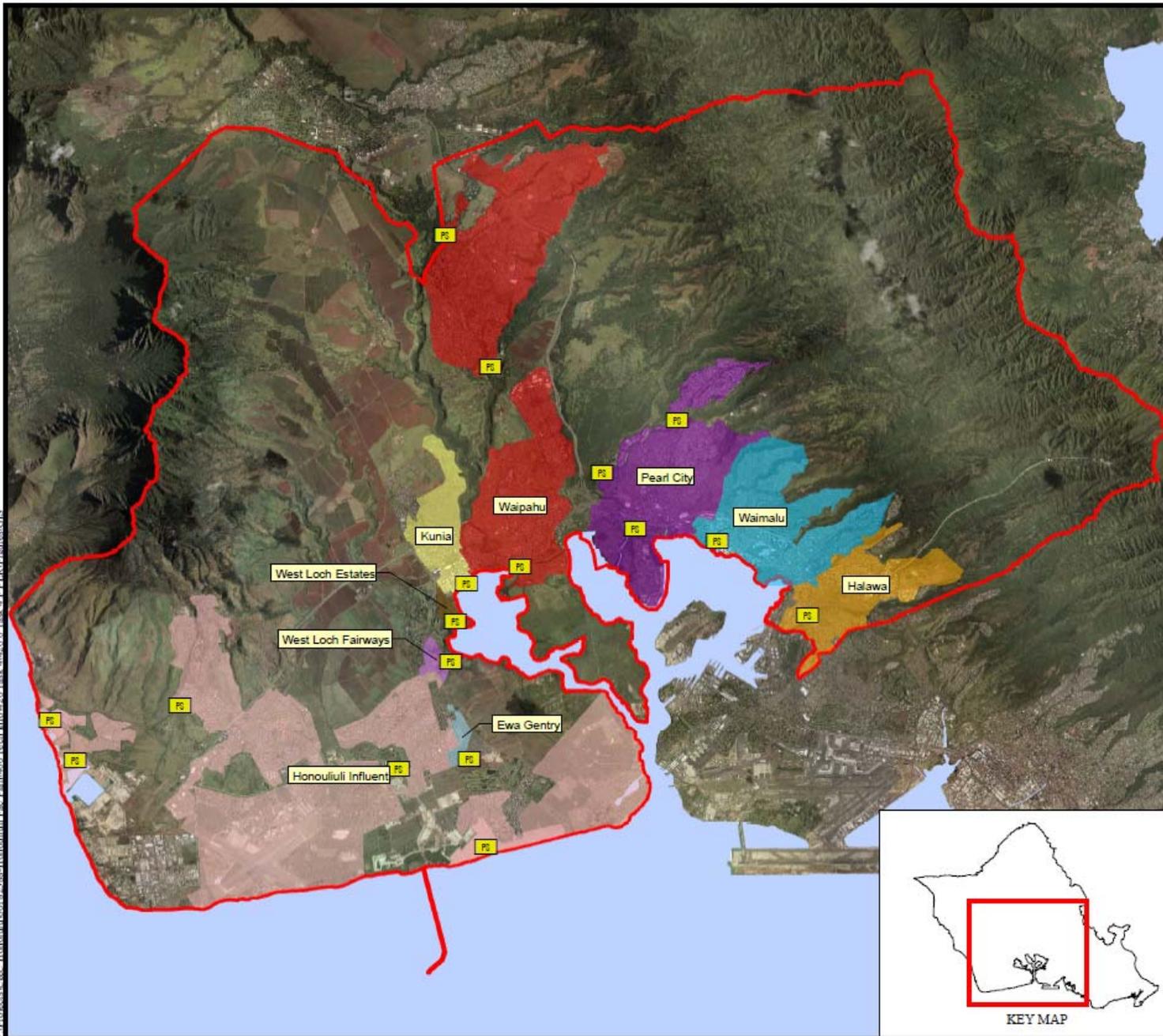
Long Range Planning Efforts

- Facility Plan start Jan 2010 East Oahu – WWTP and Pump Stations
- Options for increasing capacity are investigated
- New Pump Station locations
- Best alternative for transport of WW
 - Beachwalk Force Main
 - Kailua – Deep Gravity Tunnel

Long Range Planning Efforts

- Facility Plan start Jan 2008 for West Oahu – WWTP and Pump Stations
- For Waipahu/Pearl City, 10 options for increasing capacity were investigated
- New Force Main selected as the best alternative
- The “Project” was budgeted for FY 12
- New Force Main project starting July 2012

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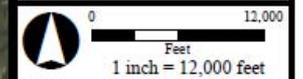


City and County of Honolulu

HONOULIULI/ WAIPAHAU/ PEARL CITY WASTEWATER FACILITIES PLAN

Legend

-  Pump Station
-  Honolulu Boundary



Task 4.F Pre-Draft
Honouliuli Wastewater Conveyance
And Treatment Facilities
Preliminary Engineering Report

FIGURE ES-1

WWPS TRIBUTARY
AREAS

May 2011

AECOM

1001 BISHOP ST. STE 1600
HONOLULU, HAWAII 96813



KEY MAP

Kunia WWPS Issues

- Current WWPS capacity limitations being evaluated.
- Flow model development on-going, in accordance with consent decree schedule.
- Preliminary report due to EPA at end of 2012.
- Alternative solutions being studied.

Established Task Teams

- **First 30 days:**
 - Task Team 1, Waipahu Force Main (New)
 - Task Team 2, Waipahu Assessment
 - Task Team 3, Mitigation Alternatives
- **Members**
 - Experts from three city departments and three consulting firms

Task Team I: Waipahu Force Main (new)

- In Progress
 - Design consultant contract drafted and submitted to BFS
 - Discussed permitting and easement issues
 - Contacted the Navy
- Next steps
 - Develop a detailed management schedule for initial work

Task Team 2:

Waipahu Assessment

- Should connection in the Waipahu basin be restricted?
 - Technically yes, because:
 - The shared force main downstream of the Waipahu WWPS is the constriction.
 - High flows at Waipahu and Pearl City at the same time could cause a spill.

Task Team 3:

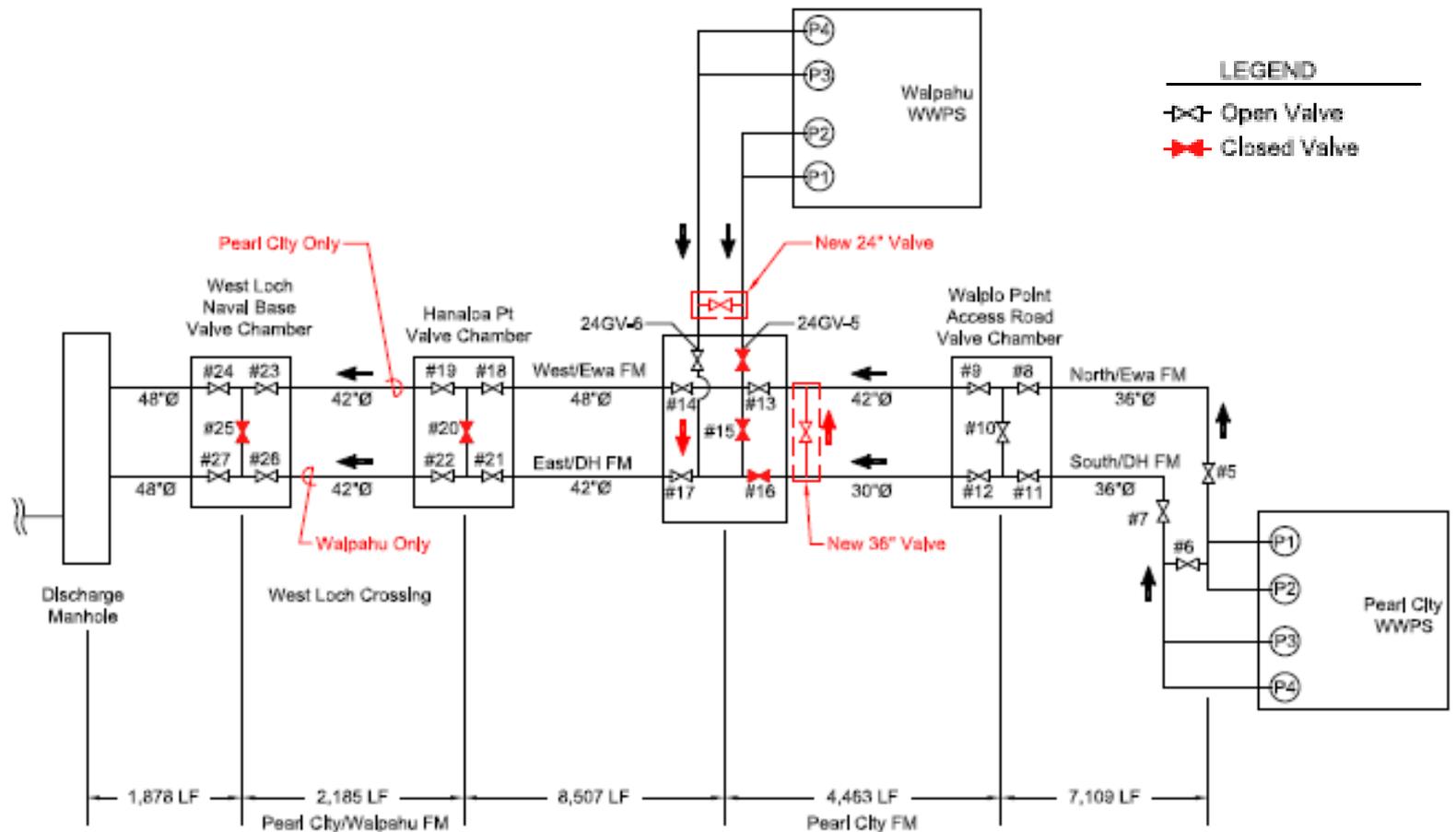
Mitigation Alternatives

Concept	Status	Reason
Dedicated force main operations	Pursue	Provides short-term capacity
Increase pump size at Pearl City	Drop	High pressures could break FM
Temporary Pipeline (Black Noodle)	Drop	No time savings, not cost effective
Storage at Pearl City or Waipahu WWPSs	Drop	No time savings, difficult to site, operationally difficult
Storage provided within developments	Last Resort	Operationally risky, costly for temporary solution
Allow septic systems in areas with sewers	Drop	Not allowed State DOH, plus takes land, systems can fail
Allow private on-site treatment plants	Drop	Involves State, not cost effective for developers, city system would be required for back up.

Dedicated Force Main Operations



New valves allows dedicated operations of both pump stations



Dedicate a force main to each pump station

- Need two new valves for dedicated FM

	Pearl City	Waipahu
Capacity with dedicated FM	34.9	43.5
Forecasted Demand		
2010	28.4	23.4
2018	30.8	25.3

What's Next

- Waipahu Force Main (new) project
 - Continue project startup
 - Select project delivery method
- Add valves at Waipahu WWPS for dedicated FM operations
- Once valve installation is scheduled release permits for development to come on-line after valve installation
- Lessons learned evaluation

Project delivery options

- Normal Delivery – 7 years
- Accelerated Design/bid/build – 5 years
- Alternative Delivery – 4 years
 - Construction Management at Risk
 - Design/Build
- Next steps
 - Decide alternative delivery
 - Fine tune the schedule based on delivery decision

Questions

