



## MINUTES

**Transit Oriented Development Committee Meeting  
November 3, 2011, 8:30 A.M.  
Mission Memorial Annex Conference Room  
550 South King Street, Honolulu, Hawaii**

**PRESENT:**

William "Buzz" Hong	David Tanoue
Ivan Lui-Kwan	Wayne Yoshioka
Robert "Bobby" Bunda	Keslie Hui (arrived 8:39 a.m.)
Don Horner	

**ALSO IN ATTENDANCE:**

Toru Hamayasu	Senator Donovan Dela Cruz
Joyce Oliveira	Dane Wicker
Gary Takeuchi	Councilmember Breene Harimoto
Russell Honma	Brandon Elefante
Walter Thoemmes	Jeanne Mariani-Belding
Brian Gibson	Al Lardizabal
John Manavian	Paul Migliorato
Chris Deuchar	Carson Schultz
Lee Cranmer	Dean Minakami
Michael Levine	Joe Magaldi
Shannon Wood	Agnes Topp
Maurice Morita	Kathy Sokugawa
Walter Zimmerman	

**EXCUSED:**

Glenn Okimoto

**I. Call to Order by Committee Chair**

At 8:04 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. Russell Honma presented testimony proposing that a World Trade Center, aquarium, and/or upgraded stadium facility be constructed as part of TOD on Oahu. Mr. Hong thanked Mr. Honma for his testimony.

### III. Approval of the Minutes of the July 28, 2011 Committee Meeting

Mr. Hong proposed that the minutes of the July 28, 2011 TOD Committee Meeting be amended by inserting the word “be” after the word “may” in the fifth paragraph of Section VI. Hearing no objections to the proposed amendment, the minutes were amended. Mr. Hong then proposed that the amended minutes be approved. Hearing no objections, the amended minutes were approved.

### IV. Report of Committee Members’ Travels to Rail~Volution Conference

Mr. Hong thanked Board Members Ivan Lui-Kwan and Keslie Hui for attending the Rail~Volution Conference in Washington, D.C. from October 16-19. Mr. Lui-Kwan submitted a written report of his travels, which is attached hereto as Attachment A of these minutes. Mr. Hui also submitted a written report of his travels, which is attached hereto as Attachment B of these minutes.

Mr. Lui-Kwan reported that while in Washington, D.C., he met with Senator Inouye, Senator Akaka, and key staff members of the House Transportation Subcommittee on Highways and Transit and the Senate Appropriations Subcommittee on Transportation, Housing and Urban Development, and Related Agencies. He further reported that at the Rail~Volution Conference, he attended seminars, participated in workshops, and carried out site visits. He shared several ideas and concepts related to TOD which might be applicable to Honolulu, and closed his report by noting the positive energy and enthusiasm of the Hawaii attendees.

Mr. Hui reported that, as part of his travels, he was able to tour the Rosslyn Ballston Corridor in Arlington, Virginia, and visit several TOD sites in Denver, Colorado. Mr. Hui stated that he observed examples of successful and less-than-successful TOD projects. Mr. Hui shared information on approaches to carrying out successful TOD projects and identified factors which contributed to TOD success.

Board Member Wayne Yoshioka noted that he was in Denver during the 1980s when TOD development first began, and stated that a lot of investment, patience, and additional infrastructure was required before TOD became a reality. Mr. Hui replied that, based on his observations, it was clear a high level of public investment was indeed required.

Mr. Bunda asked whether the location of the Gates Rubber Factory in Denver had an impact on its outcome, and whether a public-private partnership could have helped. Mr. Hui replied that the land was privately held, but the outcome was dependent on public investment. Mr. Hui explained that while tax credits were available to the developers, the expense of remediating the Gates Rubber Factory site drove up the costs for the private sector.

Mr. Bunda asked whether Mr. Hui had seen other less-than-successful TOD areas in Denver. Mr. Hui stated that he observed other areas that didn’t grow as expected, but

explained that there were some areas where the Denver Housing Authority pursued land banking plans to take advantage of lower prices for future opportunities. Mr. Yoshioka replied that there were other success stories along the Denver rail system, including the Cinderella City area of Englewood. Mr. Hui also stated that based on his observations from the Roslynn Ballston Corridor in Virginia, different station areas along the line were in different stages of the TOD projects, and so it may take time to fully assess the success of TOD along the corridor.

Mr. Bunda asked whether there might be some neighborhoods along Honolulu's rail route that are not suitable for market-driven TOD. Mr. Hui stated that success will depend on many factors, including economic cycles, property values, market demand, and other policies such as parking ratios.

Mr. Hong thanked Mr. Lui-Kwan and Mr. Hui for their reports.

V. Presentation by Senator Donovan Dela Cruz on TOD Issues and Legislation

There being no objections, the presentation of Senator Dovonvan Dela Cruz was moved up in the agenda. Senator Dela Cruz delivered two presentations, which are attached hereto as Attachment C and Attachment D of these minutes. The first presentation was entitled "Kū Kamaēhu: Redeveloping the Urban Core and Hawai'i's Main Streets," and covered the topics of mixed-use development, TOD-related legislation, and the benefits of redeveloping the urban core. The second presentation was entitled "Public Land Development Corporation" (PLDC), and contained information on the PLDC's purposes, powers, and future plans.

Mr. Lui-Kwan asked Senator Dela Cruz about his perspective on the City Charter provision that gives HART the power to "promote, create and assist transit oriented development projects." Senator Dela Cruz responded that the language of that provision is purposefully general, as the rail system cannot be viewed in isolation, and requires coordination with other departments. Senator Dela Cruz recommended that HART and DPP work together to ensure that HART can carry out its mission and DPP can examine macro-level issues such as sewer capacity, etc., as part of TOD planning.

Mr. Horner expressed appreciation for Senator Dela Cruz's leadership and vision, and stated that the banking community is very confident that TOD projects can and will be financed. Senator Dela Cruz stated that he is happy to hear of such support, and reiterated the necessity for HART and the LDC to work together to focus development and population growth.

Mr. Hong thanked Senator Dela Cruz for his support and for his presentation.

VI. Report by DPP Staff on Transit Oriented Development

Kathy Sokugawa, Chief Planner at DPP, delivered a monthly status report on TOD, which is attached hereto as Attachment E of these minutes. Mr. Hong thanked Ms. Sokugawa for her report, and commended DPP for sending staff to the Rail~Volution conference.

Mr. Lui-Kwan commended DPP's partnership with PRP and Calthorpe Associates, and noted that Peter Calthorpe had been a speaker at one of the plenary sessions at the Rail~Volution conference. Mr. Hui stated that it is important for HART to consider its role within TOD, relative to that of DPP. Ms. Sokugawa stated that DPP staff meets regularly with HART staff on TOD.

VII. Presentation by Robertson Properties Group on Former Kam Drive-In Site

John Manavian of Robertson Properties Group delivered a presentation and distributed a flyer, both attached hereto in Attachment F of these minutes, on their plans to redevelop the Former Kam Drive-In Site in Aiea. Mr. Hong thanked Chris Deuchar, who was in attendance, and Mr. Manavian for the presentation.

VIII. Setting of Next Meeting Date

Mr. Hong proposed that the TOD committee hold its next meeting in January 2012. There were no objections to the proposal.

IX. Adjournment

Having completed all Committee business, Mr. Horner moved that the meeting of the Transit Oriented Development Committee be adjourned. Hearing no objections, Mr. Hong adjourned the meeting at 10:20 A.M.

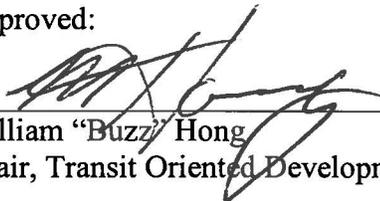
Respectfully Submitted,



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Tyler Dos Santos-Tam  
Board Administrator

Approved:



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William "Buzz" Hong  
Chair, Transit Oriented Development Committee

JAN - 5 2012

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Date

[ATTACHMENT A]

# Honolulu Authority for Rapid Transportation

## Travel Report

By Board Member Ivan M. Lui-Kwan

November 2, 2011

Purpose of Travel: Attend Conference: Rail-Volution 2011  
Building Livable Communities with Transit

Date of Conference: October 16-19, 2011

Place of Conference: Washington, DC

### **Activities**

A. Meetings with Senators Daniel K. Inouye, Senator Daniel K. Akaka and key staff members of House and Senate Committees on Monday October 17 and Tuesday, October 18. See Exhibit A.

1. Senator Daniel Inouye. Key message from Senator Inouye: Provision of federal funding would be advanced by collaborative leadership among HART, the Mayor and the City Council.
2. Senator Daniel Akaka. Senator Akaka communicated strong support the transit project.
3. Helena Zyblikewycz: Professional Staff Member of the House Transportation and Infrastructure Highways and Transit Subcommittee
4. Alex Keenan: Staff Director of the Senate Appropriations Subcommittee on Transportation and Housing and Urban Development

### B. Conference Events

1. Mobile Workshops (See Exhibit B): Site Visitations of TOD Projects in and around DC (4 to 5 hours):
  - a. Waterfront Revitalization and Commuter Ferries
  - b. King Street/Old Town: Our Past and Our Future
  - c. Discover the Rosslyn-Ballston Corridor

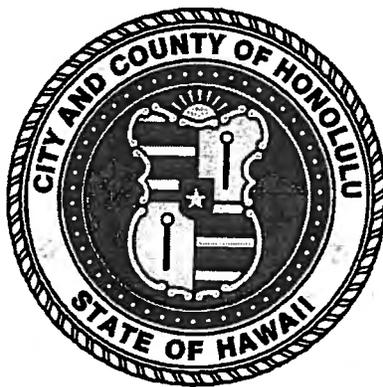
2. Seminar-type Workshops:
  - a. Planning Beyond the Station Box
  - b. Today's Market: A Realistic Picture
  - c. New Rail-Volutionaries: Advancing the Movement-Together
  - d. Diverse Planning Partnerships: Controlling the Outcomes
  
3. Ideas/Concepts Stimulated
  - a. **Shared** Community Vision: Connect objectives of Technical Consultants to Community Vision/Input
  - b. Create Healthier Communities: Walking, Jogging, Art, Natural Landscapes. Example: Pearl Harbor Historic Trail
    - i. Create Sense of Place
    - ii. Gathering Place for Hawaii's Residents
    - iii. Makai Landing of Pearl Train Station
  - c. Preserve Historical Places of Value
  - d. Build Densities without provision for cars. Example: Federal Department of Transportation building near the DC waterfront with 7,000 employees and accommodation for 700 cars
  - e. Balance : Efficient Movement of People vs. Preservation of the Environment for Users, Pedestrians and Residents . Old Town-King Street in Arlington, VA
  - f. Use of Different forms of Transit, as appropriate. Old Town-King Street
    - i. Metro: 1 anchor
    - ii. Water taxi: 1 anchor
    - iii. Trolleys
  - g. Plan for TOD up front
    - i. BART
    - ii. Vancouver BC

C. Opportunity to Share Ideas with Hawaii Participants

- a. City Council Members
  - i. Ernie Martin, Council Chair
  - ii. Breene Harimoto, Chair of Transportation and Transit Planning Committee
  - iii. Ann Kobayashi, Chair of Budget Committee
  - iv. Ikaika Anderson, Chair of Planning and Permitting
  - v. Romy Cachola

- b. HCDA
- c. Kamehameha Schools
- d. OHA
- e. Kyo-ya
- f. PRP

D. Very Positive Energy among Hawaii Participants. Local Chapter.



**HART**  
HONOLULU AUTHORITY - RAPID TRANSPORTATION

**Honolulu City Council  
Ernie Martin, Chair  
Breene Harimoto, Chair  
Transportation & Transit Planning Committee**

**Honolulu Authority for Rapid Transit  
Ivan Lui-Kwan, Vice Chair  
Keslie Hui**

**Washington, DC Meetings**

**October 17, 2011**

**Meetings for  
Honolulu City Council Members  
Ernie Martin, Chair  
Breene Harimoto, Chair – Transportation & Transit Planning Committee**

**Honolulu Authority for Rapid Transit Members  
Ivan Lui-Kwan, Vice Chair  
Keslie Hui  
Washington, DC  
October 17, 2011**

<b>Time</b>	<b>Monday, October 17, 2011</b>
Noon	Pick up at Washington Marriot Wardman Park 2660 Woodley Road, NW Washington, DC 20008 (202)328-2000
1:30 pm	Meeting with Helena Zyblikewycz Professional Staff Member House Transportation & Infrastructure Highways & Transit Subcommittee B-375 Rayburn House Office Building Washington, DC 20003 (202) 225-9989
2:30 pm	Meeting with Alex Keenan Staff Director Senate Transportation & HUD Appropriations Subcommittee SD-142 Dirksen Senate Office Building Washington, DC 20002 (202) 224-7281
3:30 pm	Meeting with Sen. Daniel K. Inouye S-128 U.S. Capitol Washington, DC 20210 (202) 224-3934

**Helena Zyblikewycz**  
**Professional Staff Member**  
**House Transportation and Infrastructure Committee**  
**Subcommittee on Highways and Transit**

Helena Zyblikewycz joined the House Transportation and Infrastructure's Subcommittee on Highways and Transit in February 2007. In that role, she has worked mostly on federal highway issues, but this year she has taken on the transit portion of the Subcommittee's jurisdiction.

Prior to joining the House T&I Committee, Helena worked for three years at the Transportation Trades Department at the AFL – CIO. Helena is a graduate of the London School of Economics, Georgetown University and the University of California at Berkeley where she earned her Masters.

**Alex Keenan**  
**Staff Director, Senate Appropriations**  
**Subcommittee on Transportation and Housing and Urban Development**

Alex Keenan has been the Staff Director of the Senate Transportation and Housing and Urban Development Appropriations Subcommittee ("THUD"). Since June, 2009, prior to his appointment to the THUD Appropriations Subcommittee Staff, Mr. Keenan was the Chief Financial Officer at US Immigration and Customs Enforcement at the Department of Homeland Security. Mr. Keenan has also been the Budget Director at the Federal Aviation Administration and a Senior Analyst in the Office of Management and Budget.

Mr. Keenan attended the University of California at Santa Barbara and received his M.A. in International Affairs from Columbia University.

Coti-Lynne Haia

## **Dan Inouye**

### **U.S. Senator for Hawaii**

Daniel K. Inouye, the most senior member of the U.S. Senate and the President Pro-Tempore, is known for his distinguished record as a legislative leader, and as a World War II combat veteran with the 442nd Regimental Combat Team, who earned the nation's highest award for military valor, the Medal of Honor.



Although he was thrust into the limelight in the 1970s as a member of the Watergate Committee and in 1987 as Chairman of the Iran-Contra Committee, he has also made his mark as a respected legislator able to work in a bipartisan fashion to enact meaningful legislation.

As Chairman of the Senate Appropriations Committee and of the Senate Defense Appropriations Subcommittee, Senator Inouye has been able to focus on defense matters that strengthen national security, and enhance the quality of life for military personnel and their families. This reflects his hope for a more secure world, and his desire to provide the best possible assistance to the men and women who put their lives at risk to protect the United States.

In addition, he is the Ranking Democrat on the Commerce, Science & Transportation Committee and the Indian Affairs Committee and sits on the Rules Committee. He helped establish the Inter-parliamentary Exchange Program between the U.S. Senate and Japan's legislature, and in 2000 the Government of Japan presented him with the Grand Cordon of the Order of the Rising Sun.

Early in his tenure in the Senate, Senator Inouye delivered the keynote address at the 1968 Democratic National Convention, and was under consideration to become Hubert Humphrey's vice-presidential running mate that same year. He became the first Chairman of the Senate Select Committee on Intelligence in 1976, served as the third-ranking leader among Senate Democrats as Secretary of the Democratic Conference from January 1979 through 1988. He chaired the Senate Democratic Central America Study Group to assess U.S. policy and served as Senior Counselor to the National Bipartisan Commission on Central America (also known as the Kissinger Commission).

Senator Inouye has championed the interest of Hawaii's people throughout his career. With his support, Hawaii's infrastructure has been strengthened, its economy diversified, and its natural resources protected and restored. For local residents, particularly Native Hawaiians, whose history and welcoming culture give the state its defining characteristics, Senator Inouye has increased job training and employment opportunities, provided more community healthcare, and provided support services and research to help small businesses and diverse sectors, from agriculture to high technology.

His imprint is seen on all of the state's islands through initiatives such as Honolulu and Neighbor Island bus service, steady construction jobs in support of military infrastructure, the diversification of agriculture, the birth of the Kauai High Technology Center and the rise of the Pacific Missile Range Facility, the launch of the Maui supercomputer, the expansion of national parks and wildlife refuges in Hawaii, and the protection of Hawaiian monk seals, sea turtles, the alala (Hawaiian crow), the nene goose and coral reefs.

Senator Inouye got his start in politics in 1954 when he was elected to the Territorial House of Representatives; soon after his election, his Democratic colleagues, well aware of Inouye's leadership abilities, selected him as their Majority Leader. In 1958 he was elected to the Territorial Senate. When Hawaii became a state in 1959, he was elected the first Congressman from the new state, and was re-elected to a full term in 1960. He was first elected to the U.S. Senate in 1962 and is now serving his ninth consecutive term.

On May 24, 2008, Senator Inouye married Irene Hirano, who is President of the U.S.-Japan Council. He was married for nearly 57 years to Margaret Awamura Inouye, a former instructor at the University of Hawaii, who passed away on March 13, 2006. He has a son, Ken, who is married to Jessica Carroll from Rochester, New York, and a granddaughter Mary Margaret "Maggie" Inouye.

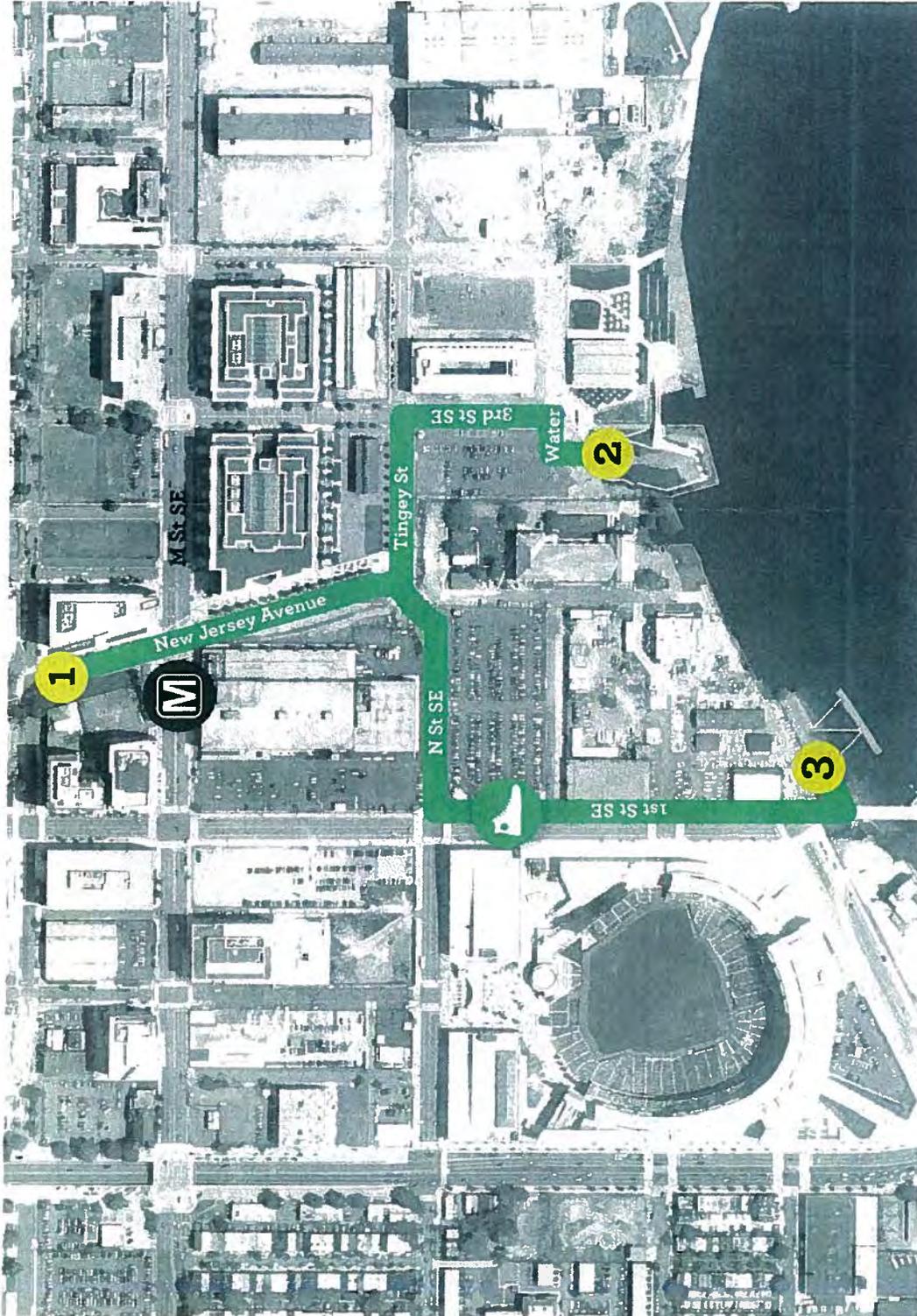


*Mahalo nui loa  
for visiting our U.S. Capitol  
and the U.S. Senate.  
E kipa mai hou!*

*Aloha pumehana,  
Daniel K. Akaka  
U.S. Senator, Hawaii*

# Waterfront Revitalization and Commuter Ferries Part 1 (Navy Yard)

Start 8:30am  
End 2:30pm



- 1 Navy Yard Metro,  
New Jersey Ave Exit
- 2 Yards Park
- 3 Diamond Teague Park

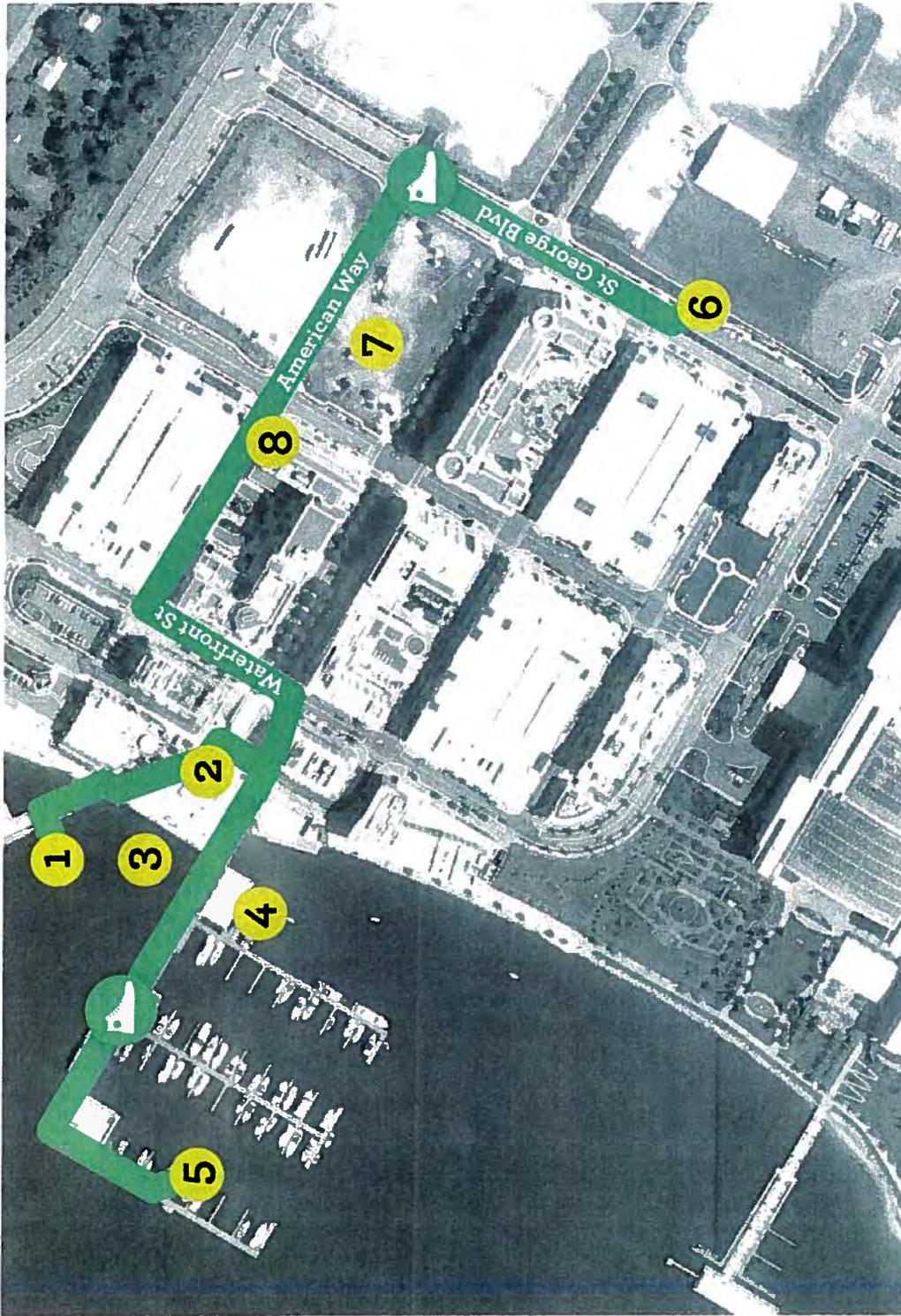


Exhibit B

# Waterfront Revitalization Part 2 (National Harbor)

Start 8:30am  
End 2:30pm

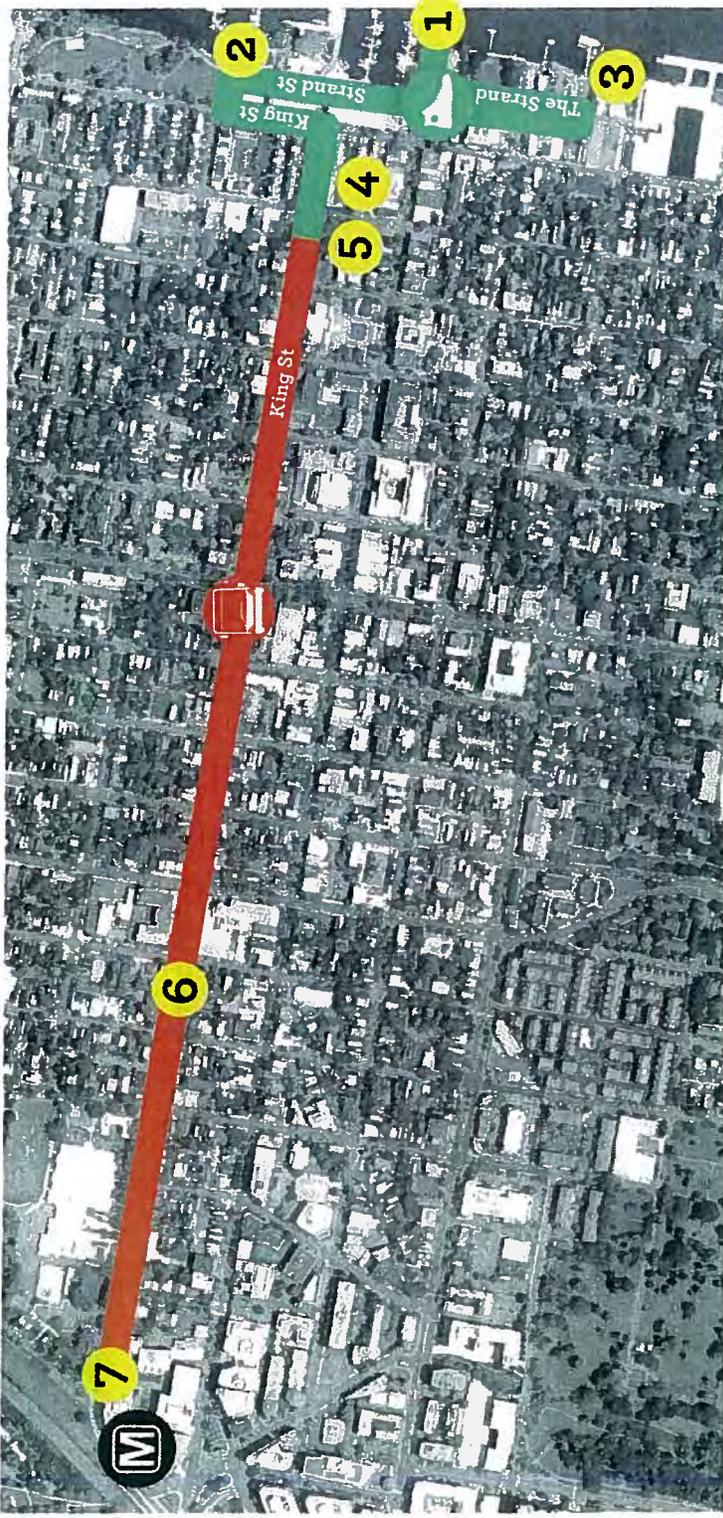
- 1 Water Taxis, Lunch & Dinner Cruises
- 2 Plaza Entertainment
- 3 The Awakening
- 4 Canoe, Kayak, Sailboat & Electric Boat Rental
- 5 Marina
- 6 Gaylord Pavillion
- 7 Calleva Ropes Course
- 8 On Board Bus Tours



-  Metrorail
-  Bus
-  Walk
-  Bike

# Waterfront Revitalization Part 3 (Alexandria)

Start 8:30am  
End 2:30pm



- 1 Alexandria City Marina/  
Torpedo Factory
- 2 Waterfront North  
redevelopment sites
- 3 Waterfront South  
redevelopment sites
- 4 Lower King Street
- 5 City Hall/Market Square
- 6 Upper King Street/  
Metro Station
- 7 King Street Metro



## Waterfront Revitalization Tour Length: 6 hours

- 8:30** Pick up delegation at Washington Marriott Wardman Park Hotel, Walk to the Woodley Park Metro Station to catch metro.
- 8:55** Arrive at Navy Yard Metro Station, New Jersey Ave Exit
- 9:00 - 9:50** Walking tour of Capitol Riverfront  
The tour will highlight development, partnerships, and strategies of the Capitol Riverfront planning and development. The neighborhood has seen over \$1 billion in public investment that has leveraged over \$2 billion of private sector investment. Once the industrial back yard, Washington's Capitol Riverfront neighborhood is today a new mixed-use community and riverfront destination that includes Nationals Ballpark, the US Department of Transportation, 6 million SF of office, 3,400 residents, and the 5.5 acre Yards Park
- 9:55 - 11:15** Board Potomac Riverboat Co Ferry and disembark at National Harbor. During the trip, there will be a presentation and discussion on the value of the commuter ferry to the region including as far south as Quantico, Virginia
- 11:20 - 12:05** Walking tour of National Harbor  
National Harbor is a 300-acre waterfront destination in Maryland that opened in the spring of 2008. Set along a prime spot on the Potomac River, National Harbor, a \$2.1 billion mixed-use community built by the Peterson Companies, includes hotels, restaurants, retail stores, condominiums, a full-service marina, a convention center, and commercial office space
- 12:10 - 12:40** Lunch break at National Harbor with time for discussion of waterfront development and the region's commuter ferries initiatives
- 12:45 - 1:10** Board Potomac Riverboat Co Water Taxi and disembark at Old Town Alexandria
- 1:15 - 2:25** Walking tour of Old Town Alexandria  
Old Town Alexandria is a historic waterfront in Virginia just on the other side of the Potomac River from Washington. Dating back to 1749, Alexandria's riverfront was an important colonial port during the colonial, revolutionary and Civil War periods. Today Old Town Alexandria is a vibrant waterfront community with cobblestone streets, colonial houses, museums, shops and restaurants
- 2:30** Tour concludes.
- Attendees are welcome to further explore Old Town Alexandria and then make their own way back to hotel via DASH or Old Town Trolley and Metro later in the afternoon.*



### Tour Leaders

**Josh Ghaffari**  
DC Office of Planning  
joshua.ghaffari@dc.gov  
443 995 0798

**Sandra Marks**  
Alexandria Department  
of Transportation and  
Environmental Services  
sandra.marks@alexandriava.gov

[ATTACHMENT B]

Transit Oriented Development Committee  
November 3, 2011

Travel Report Outline on Matters Relating to TOD :  
Rail-Volution 2011 and Denver TOD Site Visit  
October 16 – 20, 2011

1. Significant Site Visits:

a. Rail-Volution: Discover the Rosslyn Ballston Corridor

i. 5 Stations / Urban Villages:

1. Ballston
2. Virginia Square
3. Clarendon
4. Court House
5. Rosslyn

b. Denver TOD

- i. Union Station
- ii. Urban Land Conservancy
- iii. Denver Housing Authority
- iv. Redevelopment of Gates Rubber Company

2. Multiple Approaches to Successfully Facilitating TOD

a. Creating Leverage: The Development Plan Overlay

- i. No change to existing zoning
- ii. Direct negotiation of development plans via variances
- iii. Requires clear public sector vision, and a lot of determination and patience
  1. Land ownership churn and consolidation
  2. Transit in place

b. Land Control: Station Area Redevelopment

- i. Public control and contribution of land
- ii. Competitive bid process – Developer driven vision
- iii. Private sector supports development of public facilities
- iv. Requires significant public investment
  1. Acquisition of lands for development

c. Supplemental Tool: Public Financing

- i. TIFF/CFDs/Grants etc.
- ii. Does not drive development, but can help make it more feasible

### 3. Success Factors

- a. Economic Feasibility
  - i. Demand and Market Values
  - ii. Land Cost
  - iii. Materials Cost
  - iv. Labor Cost
  - v. Professional Services Cost
  - vi. Financing Cost
  
- b. Economic growth
  - i. Job creation around TOD
  - ii. Economic efficiency and affordable housing
    - 1. Parking ratios
    - 2. Multi-modal transit
    - 3. Car- and Bike-share
  
- c. Public/Private Collaboration
  - i. Direct negotiation
  - ii. Partnerships
  
- d. Address Policy Issues Early
  - i. Public Sector Roles and Responsibilities
  - ii. Vision for Development
  - iii. Approach to Facilitating TOD
  - iv. Providing Appropriate Tools

[ATTACHMENT C]

# Kū Kamaēhu

Redeveloping the Urban Core  
and Hawai`i's Main Streets

*Growing the Economy, Creating Jobs,  
Rebuilding Our Communities*

Presented by  
Sen. Donovan Dela Cruz and Sen. Malama Solomon

## Kū Kamaēhu

Redeveloping the Urban Core

- ❑ What is Mixed-Use Redevelopment?
- ❑ What does Redevelopment of the Urban Core mean?
- ❑ Why is it good for Hawai`i and where are the opportunities for Honolulu?
- ❑ What actions are needed?
- ❑ Is there supportive legislation?
- ❑ How do we make it happen in Hawaii?

## Redeveloping the Urban Core

# Mixed-Use Development

- Current land use policy requires or encourages single use development which leads to stale, limited, and unsafe areas.
- Single family track homes are no longer cost effective or fuel efficient.
- Residential development must occur in the urban core.

## Redeveloping the Urban Core

# Mixed-Use Development

- Mixed-Use Development

*The use of a building, set of buildings, or neighborhood for more than one purpose.*

*The combination of different but compatible land uses within a single building, site, or district.*

- Multiple purposes or uses include:
  - Residential
  - Retail
  - Office
  - Industrial
  - Institutional (Libraries, Schools, Post offices)
  - Hospitality
- Jobs, housing, and commercial activities located close together are vital for a healthy urban area and provide the community with more transportation options.



## Redeveloping the Urban Core **Mixed-Use Development**

**The Pearl District**  
Portland, OR

Award Winning,  
Internationally Recognized  
Leader in Urban Renewal

- *Retail*
- *Entertainment*
- *Residential*
- *Offices*
- *Rail System*

<http://www.explorethepearl.com>



## Redeveloping the Urban Core **Mixed-Use Development**



Pearl District – Portland, OR

- ❖ Green Spaces
- ❖ Virtual Back Yards
- ❖ Farmers Market

Redeveloping the Urban Core  
**Mixed-Use Development**

**Capitol Place**  
Honolulu, HI

- *Residential*
- *Retail*
- *Entertainment*
- *Fitness Center*
- *Hospitality*

[capitolplace.com](http://capitolplace.com)



Redeveloping the Urban Core  
**Mixed-Use Development**

**Vanguard Lofts**  
Honolulu, HI

- *Residential*
- *Retail*
- *Convenient*

[thevanguardlofts.com](http://thevanguardlofts.com)



Redeveloping the Urban Core  
**Mixed-Use Development**

Promote Small Business



Market



Dining



Café

Redeveloping the Urban Core  
**Vision and Opportunity**

*"We shape our buildings;  
thereafter they shape us."*

— Winston Churchill

**Our buildings should create a sense of place, a  
sense of who we are and where we belong.**

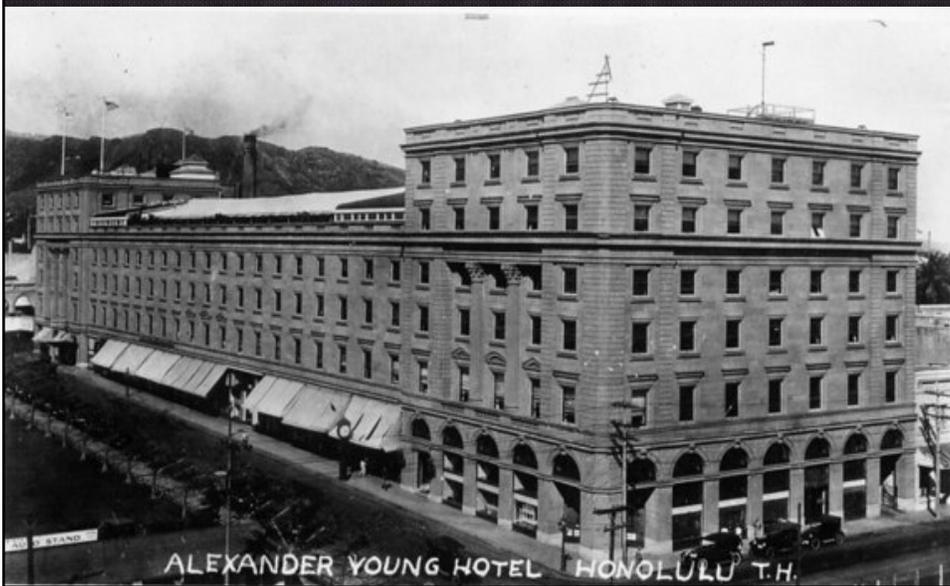
Redeveloping the Urban Core  
**Mixed-Use Development**

**Old Town, HI**

- *Alexander Young Hotel*
- *Hilo*
- *Merchant St.*



Redeveloping the Urban Core  
**Mixed-Use Development**



Redeveloping the Urban Core  
**Mixed-Use Development**



Redeveloping the Urban Core  
**Mixed-Use Development**



Redeveloping the Urban Core  
**Mixed-Use Development**



Redeveloping the Urban Core  
**Mixed-Use Development**



Redeveloping the Urban Core  
**Mixed-Use Development**



Redeveloping the Urban Core  
**Mixed-Use Development**



## Redeveloping the Urban Core Mixed-Use Development

### Passed Mixed-Use Development Legislation

#### •SB1394: Relating to Hawai'i Public Housing Authority

•*Authorizes the Hawai'i Public Housing Authority to enter into contracts with developers to develop public housing projects in exchange for commercial space in the project.*

#### •SB1555: Relating to the Department of Land & Natural Resources

•*Directs the Department of Land and Natural Resources to use the request-for-proposals process to enter into a public-private partnership for the development of portions of Ala Wai Boat Harbor facilities that are presently underused to maximize the revenue potential from such facilities.*

## Redeveloping the Urban Core Mixed-Use Development

### Pending Mixed-Use Development Legislation

#### •SB12: Relating to Affordable Housing

•*Authorizes the Hawai'i Housing and Finance Development Corporation to facilitate the delivery of affordable housing as part of transit-oriented development by making grants-in-aid to counties to expedite permit processing through the use of county third party review programs.*

#### •SB15: Relating to County Development Infrastructure

•*Establishes a county infrastructure development revolving fund to be administered by the Director of Budget and Finance.*

#### •SB16: Relating to Transit-Oriented Development

•*Establishes a loan guaranty for transit-oriented development projects that include affordable housing.*

## Redeveloping the Urban Core Mixed-Use Development

### •SB138: Relating to the Hawai`i Community Development Authority

•*Designates the one-half mile area surrounding each rail transit station of the Honolulu high-capacity transit corridor project as the Honolulu rail transit corridor community development district.*

### •SB248 & SB1396: Relating to Fees

•*Prohibits the imposition of impact fees in urban land use districts.*

•*Prohibits counties from imposing impact fees for any development, or portion thereof, conducted within an urban core. Defines "urban core" as an urbanized area that has a population density of at least 1,000 people per square mile and a total area population of more than 20,000 people.*

### •SB696: Relating to Housing

•*Establishes the county infrastructure development revolving loan fund within the Department of Budget and Finance to provide no interest loans to the counties for the development, pre-development, or construction of projects to expedite the building of transit-oriented affordable housing infrastructure development.*

## Redeveloping the Urban Core Mixed-Use Development

### •SB697: Relating to Affordable Housing

•*Establishes a commission on transit-oriented development to facilitate affordable housing in transit-oriented developments by better coordinating transportation and housing planning and programs; requires counties to offer incentives for affordable housing development; authorizes counties to establish priorities for affordable housing in transit-oriented developments; requires counties to provide flexibility in public facility requirements for rental housing projects to set aside a percentage of units for tenants at or below median income levels and tenants with incomes eighty per cent or below the median, respectively.*

### •SB1395: Relating to Public Safety

•*Authorizes the Director of Public Safety to establish a plan to redevelop correctional facilities through a partnership with a private developer in exchange for development rights. Requires the Director of Public Safety to report to the legislature.*

### •SB1556: Relating to Rail Transit Station Development

•*Exempts developments within a half-mile radius of rail transit stations undertaken by qualified developers from generally applicable requirements.*

## Redeveloping the Urban Core **Mixed-Use Development**



**Vertical Development:  
Honolulu Federal  
Detention Center**



## Redeveloping the Urban Core **Why is this good for Hawai'i?**

### **Economic Benefits**

**•Boosts Construction Industry by:**

- Incentivizing developers to build new product in the urban core

**•Supports Tourism Industry by:**

- Creating a more appealing urban destination full of cultural and social opportunities

**•Stimulates Innovation by:**

- Creating a dynamic urban environment that attracts young, creative, and innovative people who will be the ones to "invent" our next industry

- Attracting and retaining high-quality talent would be the best use of the State's resources for attaining long-term prosperity.

## Redeveloping the Urban Core Why is this good for Hawai'i?

### Creating a Diversity of Uses

- Well planned mixed-use development creates a diversity of uses such that the streets are filled with people at all times of the day.



### Social and Lifestyle Benefits

- Healthier lifestyle (walking and biking)
- Public places allow for more social interaction
- Increased affordable housing units
- Age in place opportunities
- De-segregation of socio-economic backgrounds



## Redeveloping the Urban Core Why is this good for Hawai'i?

### Environmental Benefits

- Reduce dependence on cars
- Reduce greenhouse gas emissions
- Preservation of agricultural lands
- "Greening" of existing buildings



### Positive Budget Implications

- Reduced infrastructure costs compared to expanding suburban development
- Increased tax base by building upwards not outwards
- Modernizing and retrofitting existing infrastructure



## Redeveloping the Urban Core How do we do it in Hawai'i?

### 1. Encourage Mixed-Use Redevelopment

- *Policies, Incentives, Exemptions, and Requirements*

### 2. Transfer of Density Rights

- *Building the City Keeps the Country Country*
- *Land Conservation*

### 3. Transit-Ready Development

- *Developing the infrastructure today for the tomorrow's population*

## Redeveloping the Urban Core How do we do it in Hawai'i?

### Encourage Mixed-Use Redevelopment

- *Concentrating growth in the urban core results in less infrastructure*
- *Roosevelt's "New Deal" coalition*



Oakland Town Center



Pearl District - Portland

## Redeveloping the Urban Core How do we do it in Hawai'i?

### Transfer of Density Rights

- TDR means less chance of development in rural areas such as these



Galbraith Estate



Kahana Valley

## Redeveloping the Urban Core How do we do it in Hawai'i?

- **SB683:** Relating to Kaka'ako
  - *Allows the conveyance of transferable development rights from landowners in Kaka'ako makai to landowners in Kaka'ako mauka, subject to approval by the Hawaii Community Development Authority.*
- **SB1180:** Relating to Land Use
  - *Authorizes certain development rights to be conveyed from owners in agricultural districts to certain owners of land in urban districts, subject to conditions.*
- **SB1388:** Relating to Development Rights
  - *Authorizes the various counties to provide for the transfer of development rights from lands designated as important agricultural lands to other districts or parcels of land.*
- **HB457:** Relating to Development Rights
  - *House Companion Bill to SB1388*

## Redeveloping the Urban Core How do we do it in Hawai'i?

### Transit-Oriented Development (TOD)

A mixed-use residential or commercial area designed to maximize access to public transport, and often incorporates features to encourage transit ridership.

TOD typically includes:

- A central transit station or stop
- High density, mixed use development is concentrated within a ¼ mile radius surrounding the transit station



## Redeveloping the Urban Core Where should we do it?



## Environmental Clearances (EIS Process) Chapter 8: Comments and Coordination

### Ridership Forecast Uncertainty

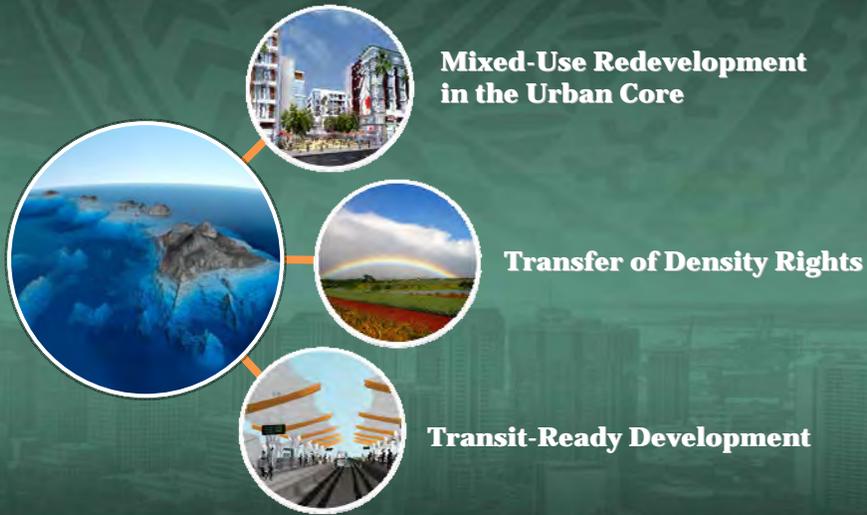
The anticipated range for rapid transit system ridership in 2030 is expected to be between 105,000 to 130,000 trips per day bracketing the official forecast of 116,300 trips a day used for all calculations. Even at the low end, the cost effectiveness of the Project is within New Starts funding thresholds requirements.

## Redeveloping the Urban Core Vision and Opportunity

*"Dull, inert cities, it is true, do contain the seeds of their own destruction and little else. But lively, diverse, intense cities contain the seeds of their own regeneration, with energy enough to carry over for problems and needs outside themselves."*

— Jane Jacobs, *"The Death and Life of Great American Cities"*

## Redeveloping the Urban Core **Opportunity and Vision**



## Redeveloping the Urban Core **What Can You Do?**

- Let us help you: Invite us to speak to your organization
- Speak up: Voice support for legislation on mixed-use development
- Act now: Help us develop a network of business and community organizations that support mixed use development

[ATTACHMENT D]

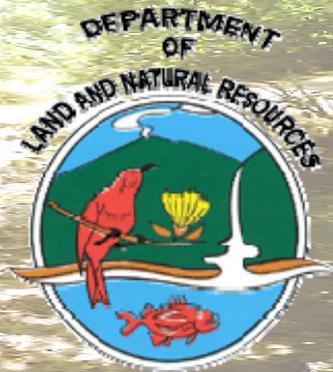
# Public Land Development Corporation

Dept. of Land and Natural Resources

## Public Land Development Corporation

- Chair of Department of Land & Natural Resources (DLNR)
- Director of Department of Business, Economic Development & Tourism (DBEDT)
- Director of Budget and Finance Services (BFS)
- Senate President to appoint one member
- Speaker of the House to appoint one member

Development Arm for DLNR



## Public Land Development Corporation



## Public Land Development Corporation

The purpose of this measure is to establish the Public Land Development Corporation to administer an appropriate and culturally sensitive public land development program that makes optimal use of public lands for the economic, environmental, and social benefit of the people of Hawaii.



## Public Land Development Corporation

1. Identifying the public lands that are suitable for development
2. Conducting marketing analysis to determine the best revenue-generating programs for the public lands identified
3. Entering into public-private agreements



## Public Land Development Corporation

### Powers:

- Make and execute contracts and all other instruments necessary or convenient for the exercise of its powers and functions



## Public Land Development Corporation

Powers:

- Research, technological, business, financial, consumer trends, by conducting detailed marketing analysis and target local, national, and international markets to better exploit market trends related to leisure or recreational land uses



## Public Land Development Corporation

Powers:

- Engage in private public partnerships with qualified persons or other governmental agencies that are deemed necessary for the purposes of said corporation



## Optimization Plan

The corporation shall prepare the Hawaii public land optimization plan, which shall define and establish goals, objectives, policies, and priority guidelines for its public land optimization development strategy.



## Optimization Plan

The plan shall include:

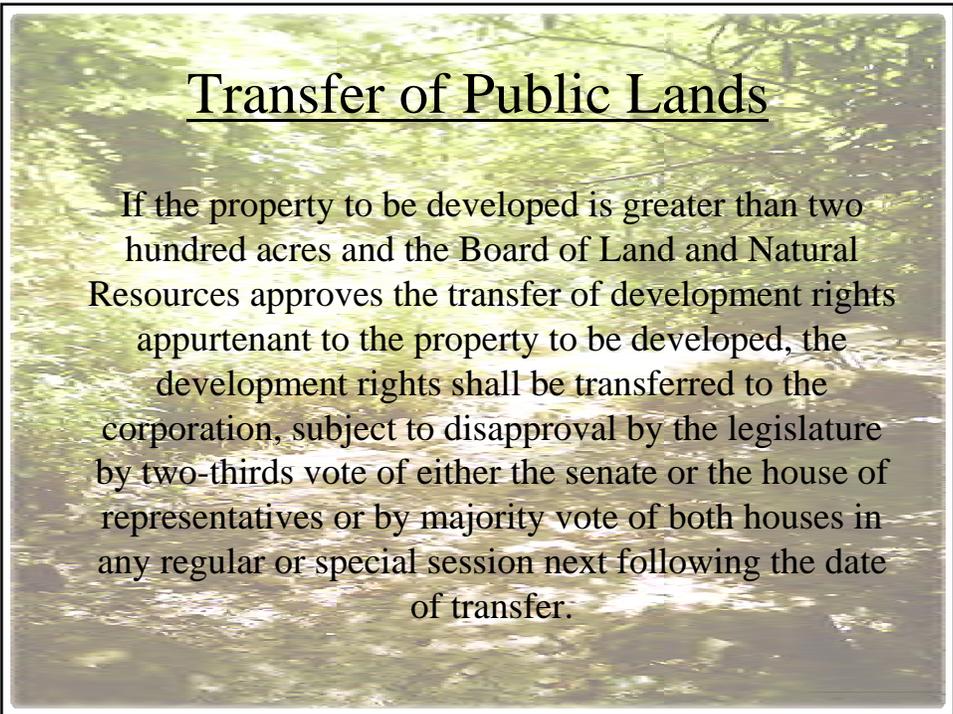
- Inventory of public lands (SB2)
- Protection of culturally-sensitive areas
- Feasible strategies for the promotion and marketing of any projects
- Proposals to improve the gathering of data and the timely presentation of information on market demands and trends that can be used to plan future projects



## Transfer of Public Lands

The department may transfer, subject to the approval of the Board of Land and Natural Resources, development rights for lands under its jurisdiction to the corporation such as:

- Small Boat Harbors
- State Parks
- State Facilities



## Transfer of Public Lands

If the property to be developed is greater than two hundred acres and the Board of Land and Natural Resources approves the transfer of development rights appurtenant to the property to be developed, the development rights shall be transferred to the corporation, subject to disapproval by the legislature by two-thirds vote of either the senate or the house of representatives or by majority vote of both houses in any regular or special session next following the date of transfer.



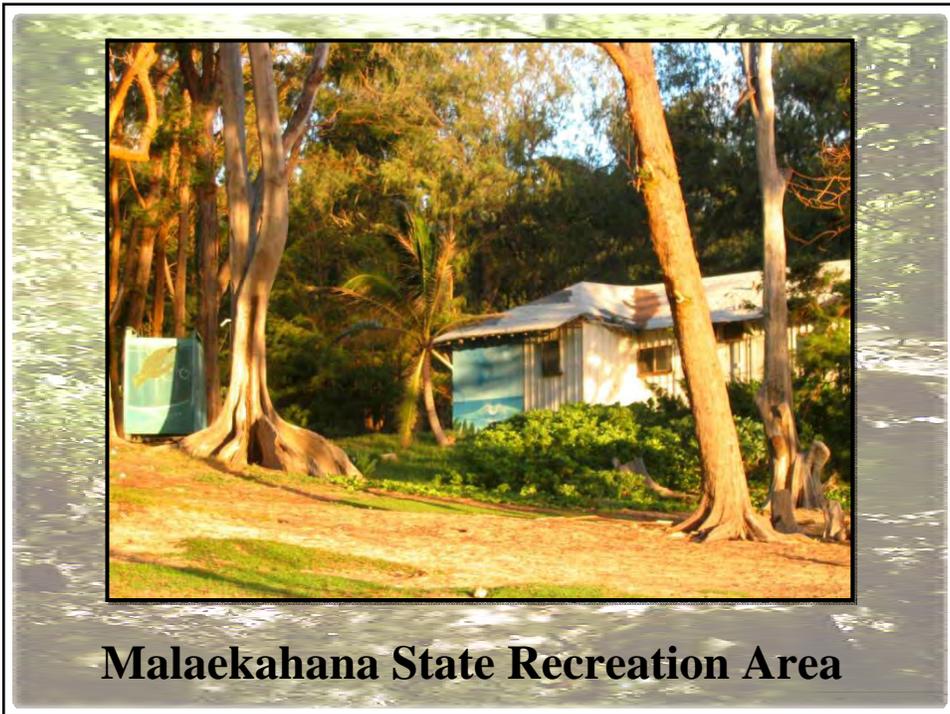
**Mauna Kea State Park**



**Mauna Kea State Park**



**Mauna Kea State Park**



**Malaekahana State Recreation Area**

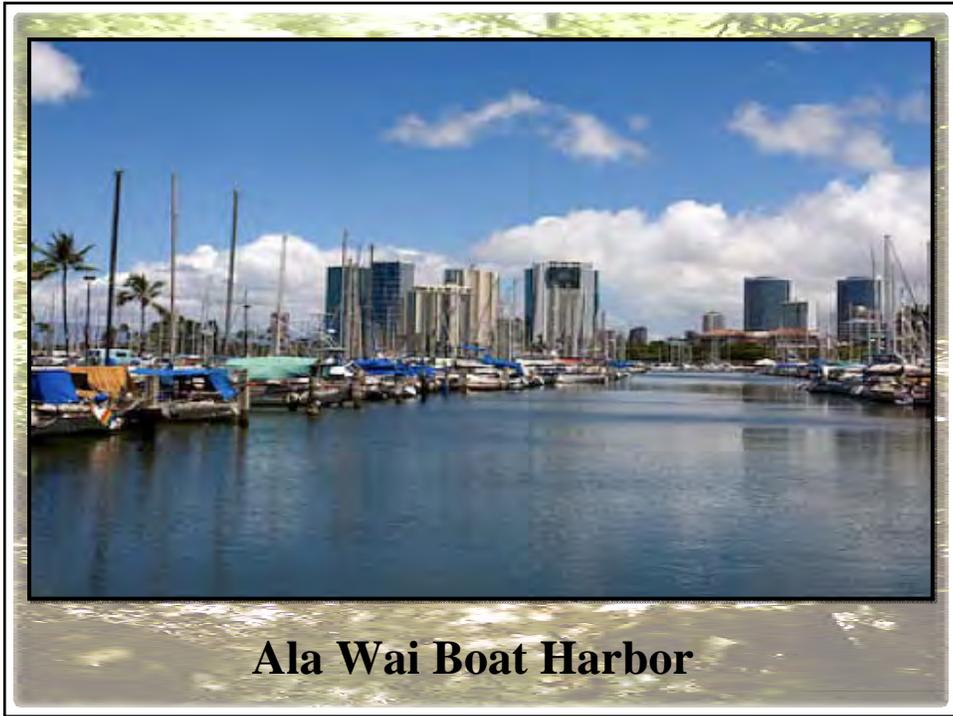


**Malaekahana State Recreation Area**

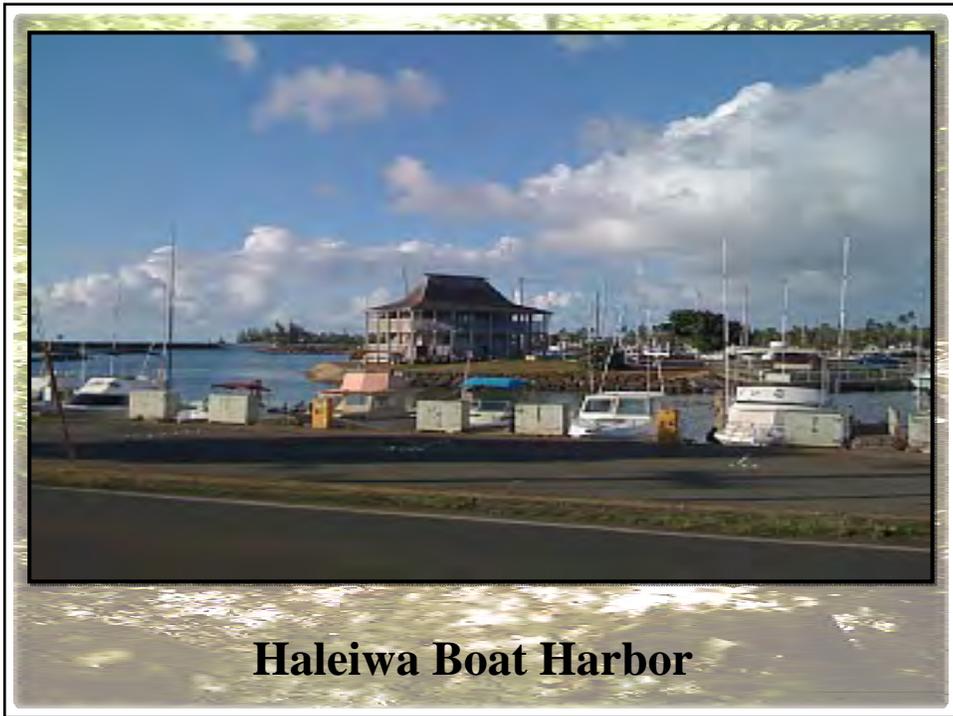
**Yellowstone National Park**



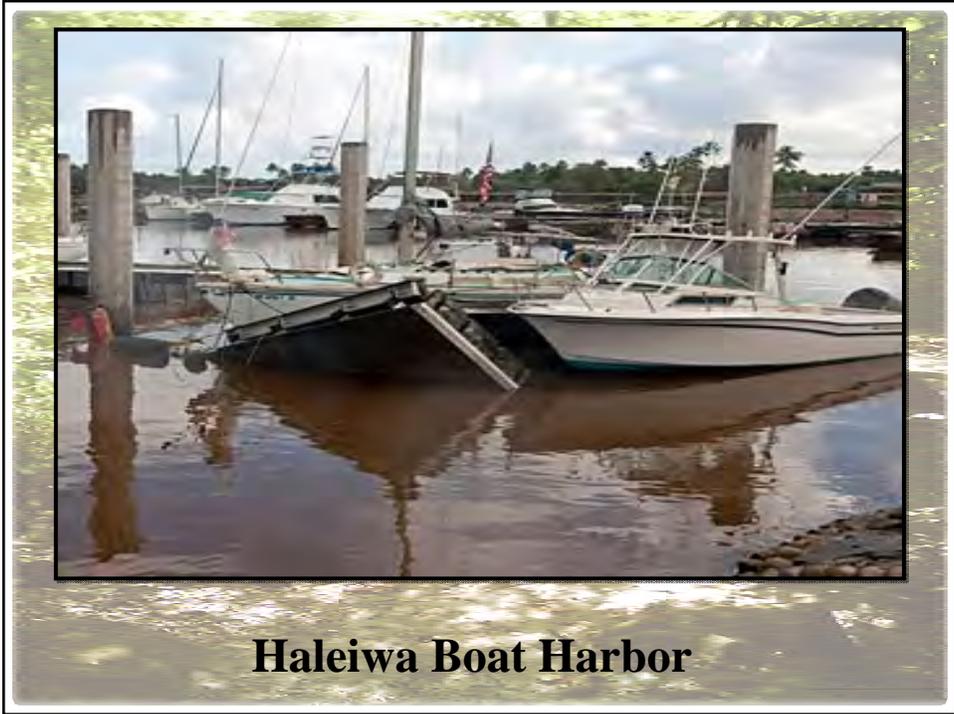
**Yosemite National Park**



**Ala Wai Boat Harbor**



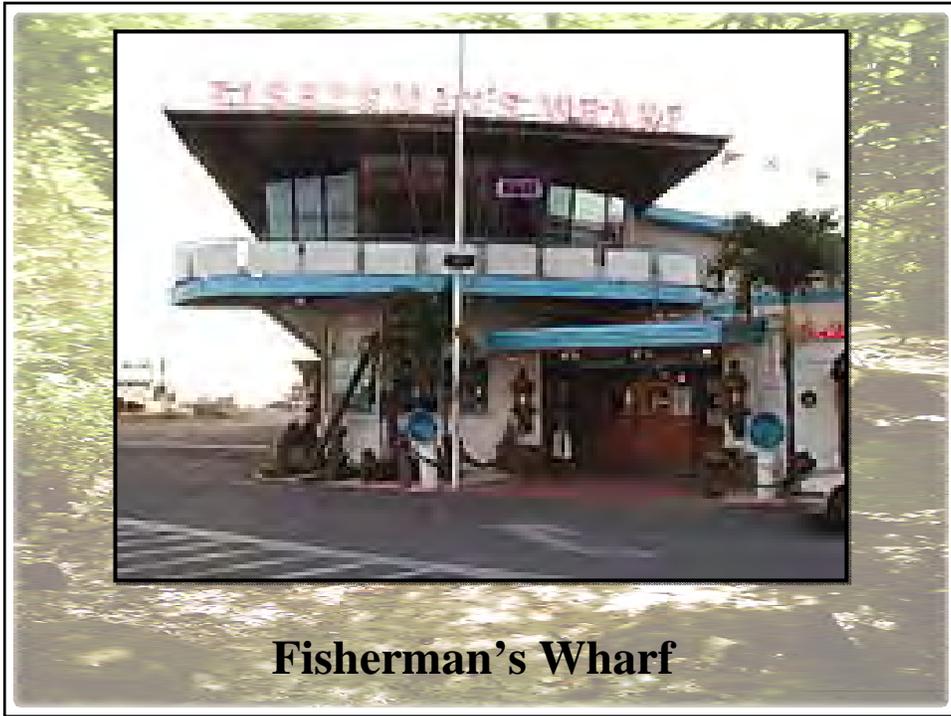
**Haleiwa Boat Harbor**



**Haleiwa Boat Harbor**



**Kewalo Basin**



## Mixed-Use

- Job Creation
- Redevelopment of small boat harbors
- Enhancement of recreational opportunities
- Stimulation of public private partnerships





## Underutilized Land

DLNR's estimated land inventory is 1.3 million acres yet the State faces a budget shortfall of about \$1.3 billion.

## Public Land Development Corporation

- **Revenue Generator to:**
  - Staff DLNR to efficient capacity; Currently 156 positions are vacant.
  - Sustain continuous funding for programs such as NARS reforestation.
- **DLNR cuts are as follows:**
  - 14 unfunded positions abolished
  - DOCARE – 4 CREO Positions; Currently 20 vacancies
  - DOFAW – 3 Positions
  - State Parks – 7 positions



[ATTACHMENT E]

Monthly Status Report on TOD  
By Department of Planning and Permitting  
Submitted to HART Transit-Oriented Development Committee  
November 3, 2011

### 1. Railvolution Conference

Four staff members attended this year's conference in Washington, D.C., in addition to the Deputy Director of the Department. Also, our TOD Program Administrator and Deputy participated in the post-conference visit to Denver, Colorado to visit TOD projects and meet those involved with TOD.

### 2. Neighborhood TOD Plans

In late October, 2011, the Department held successful community meetings on the Kalihi Neighborhood Plan and the Downtown Neighborhood Plan. This was the second of four planned meetings in each area. The purpose of this last set of meetings was to confirm the issues and opportunities of each neighborhood, and gain feedback on the emerging visions for future development, addressing circulation, land use, community benefits and key redevelopment concepts.

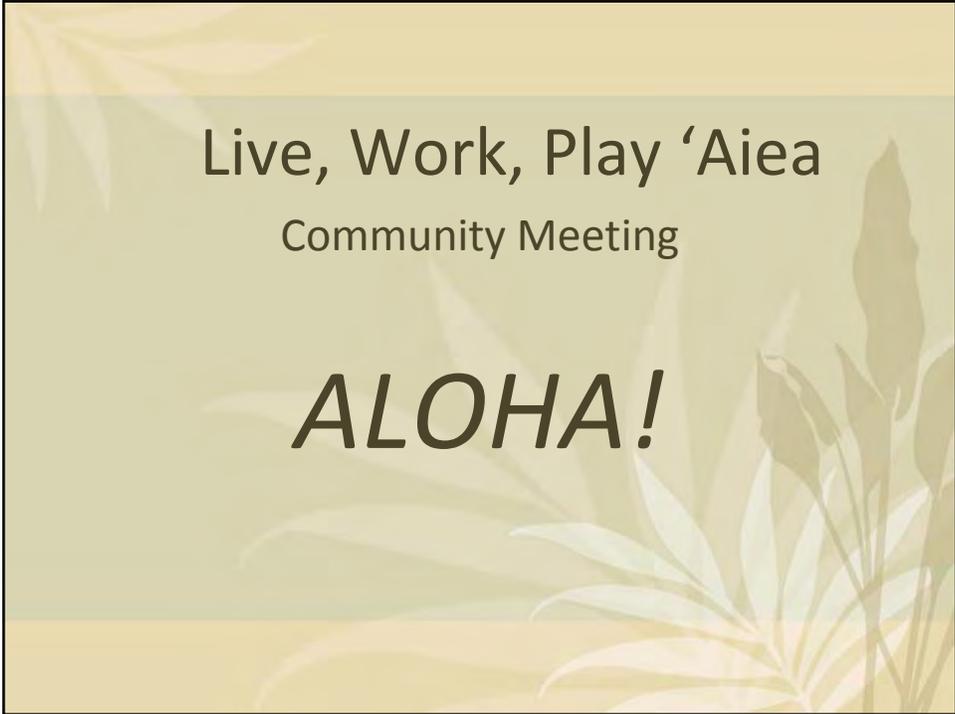
In response to common themes and opportunities stemming from all neighborhood TOD plans, continued attention is being placed on specific implementation strategies to realize the desired goals and visions. Strategies include real property tax policies, public-private partnerships, and various types of improvement districts. Also being developed is the zoning framework for TOD.

### 3. Regional Context

The Department is working with Pacific Resources Partnership in developing a regional perspective on TOD. PRP has hired Calthorpe Associates, a nationally-recognized planning and architecture firm to develop scenarios at the regional scale.

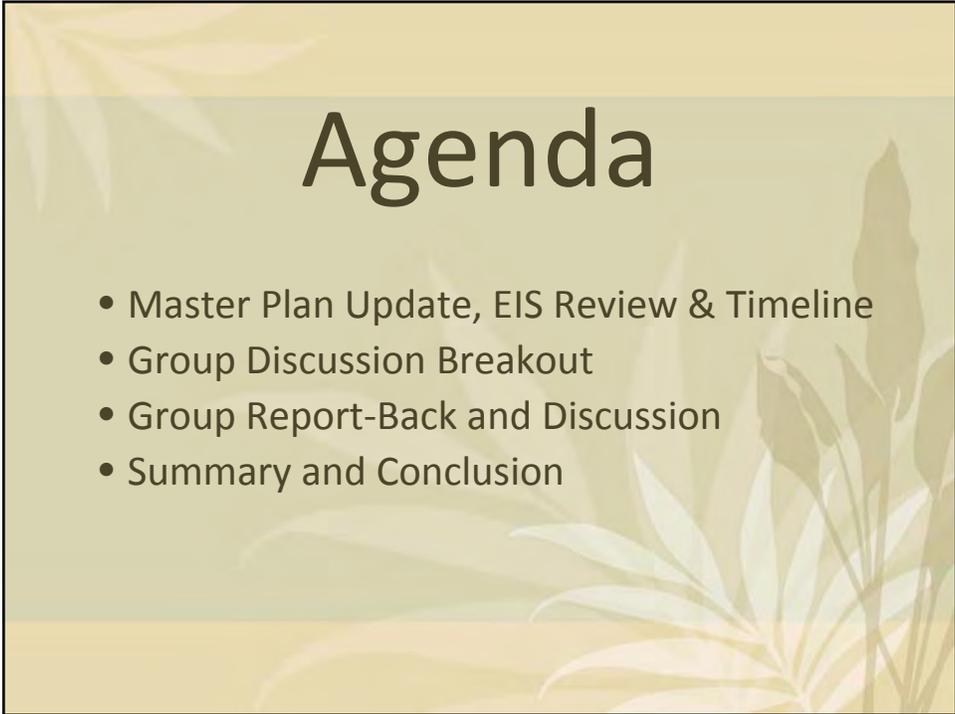
In addition, work continues on the HUD grant which will assist the city with an overall affordable housing strategy within the transit corridor.

[ATTACHMENT F]



Live, Work, Play 'Aiea  
Community Meeting

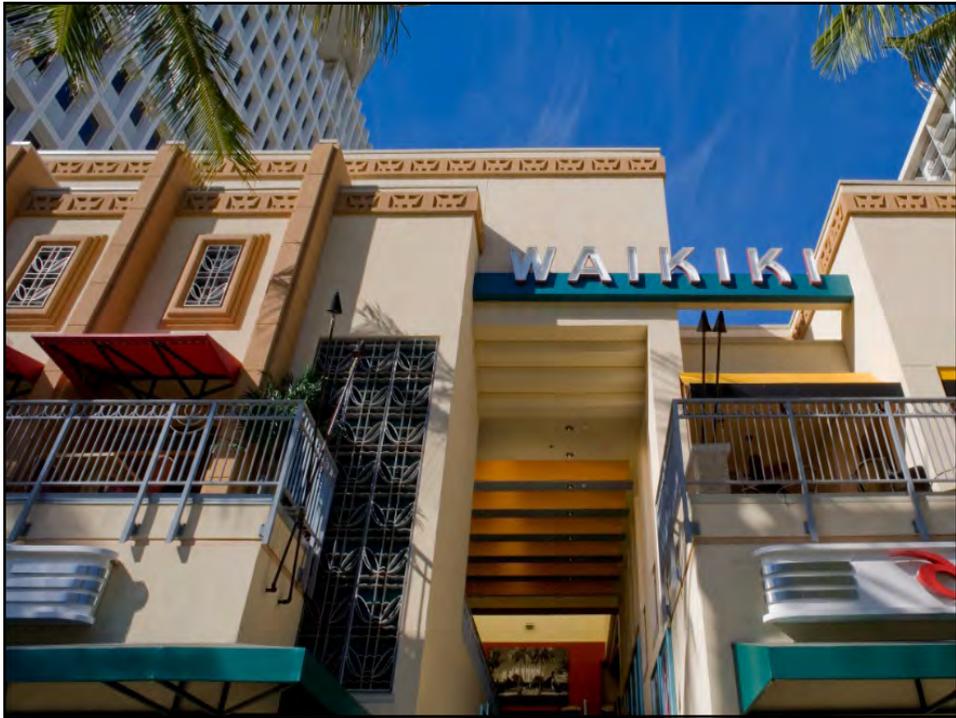
***ALOHA!***

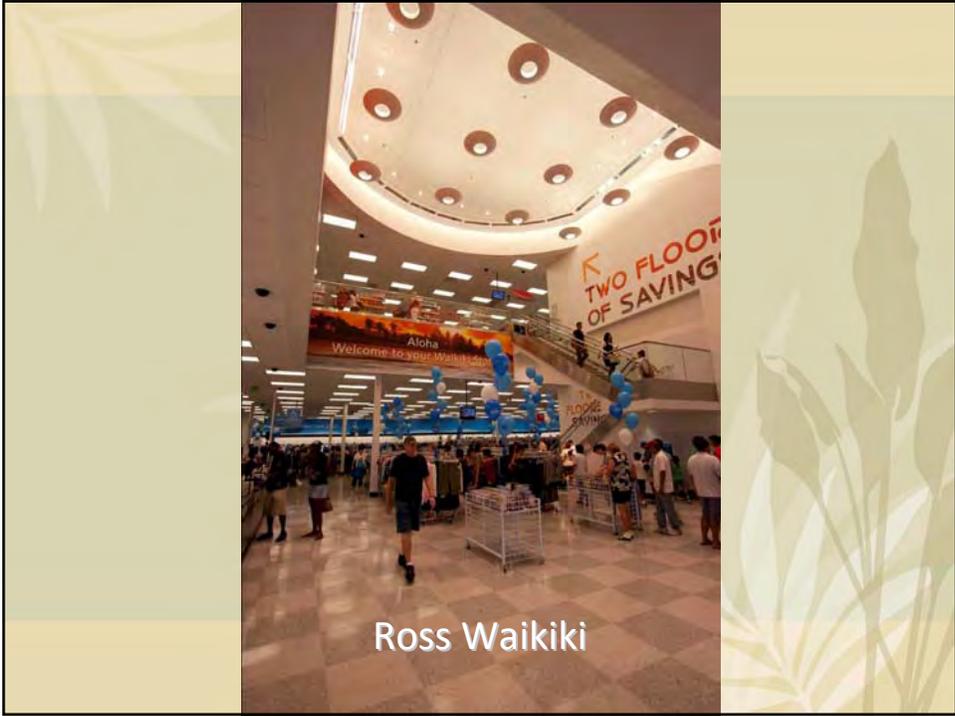


# Agenda

- Master Plan Update, EIS Review & Timeline
- Group Discussion Breakout
- Group Report-Back and Discussion
- Summary and Conclusion

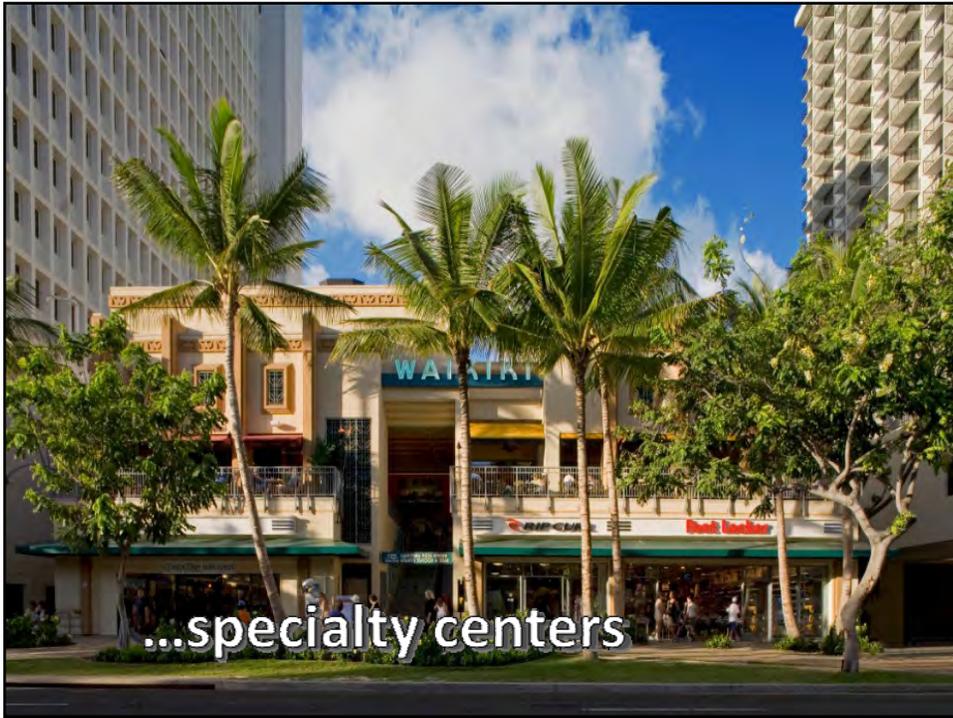


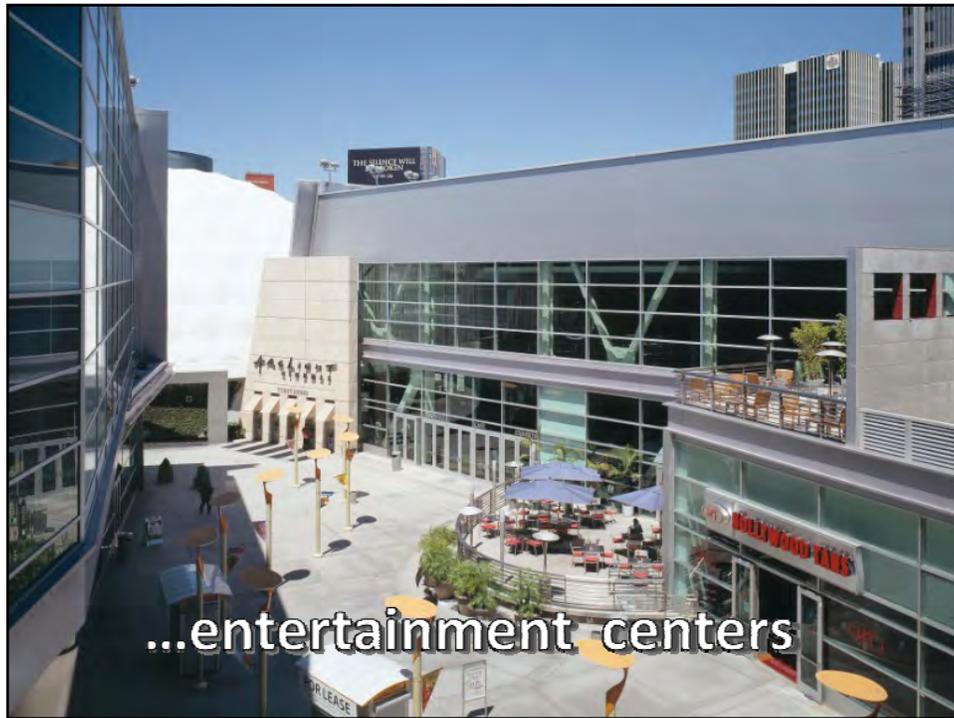












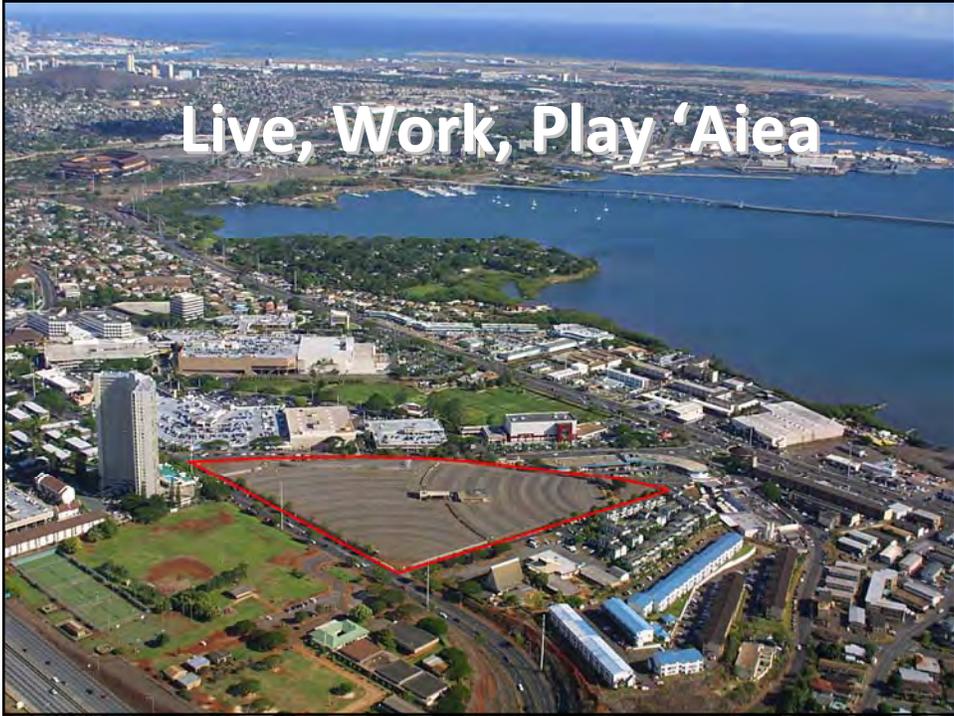
1946 – Pacific Theatres was founded by William Forman, establishing Drive-In and Walk-In Theatres all over Southern California.



1978 – Pacific Theatres won the Academy Award for Technical Achievement for its Cine-Fi sound system.







1962 – Pacific Theatres and Consolidated Theatres opened the Drive-In.

1966 – Pacific Theatres and Consolidated Theatres opened Hawaii's first swap meet at the Drive-In.





## Planning and Design Framework

Create an Urban Village where all members of the Community can experience the social, cultural, and economic benefits. A Place, not a Project, encompassing sustainable smart growth design, while fostering an environment to Live Work and Play.

- Community and Public Agency Dialog and Outreach
- Consider Current Planning Initiatives
- Draft Environmental Impact Statement (EIS) – Study Findings

## Community Outreach

The Robertson Properties Group has been involved in over 100 outreach meetings, including:

- Area Neighborhood Boards
- Neighboring Properties
- Community and Professional Groups
- Community Leaders (City Council Members, the Mayor, State Legislators and the Governor)



## Community Identified Concerns

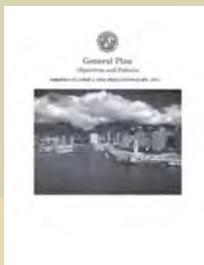
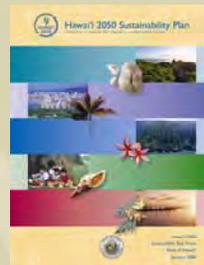
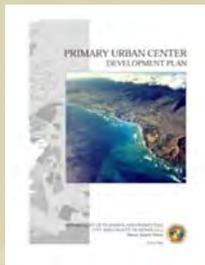
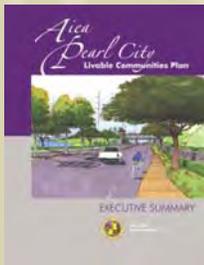
- Traffic and Congestion
- Building Heights and View Obstructions
- Overall Project Density
- Infrastructure Capacity



## Community Identified Benefits

- New Supermarket, Restaurants and Shops
- Public Gathering Places
- New Housing – Affordable and Workforce
- Walkable Community with Pedestrian Focus
- Jobs

## Current Planning Initiatives



- Aiea, Pearl City Livable Communities Plan – 2004
- Primary Urban Center Development Plan – 2004
- City and County General Plan Amendment – 2002
- Aiea Pearl City Draft TOD Plan – 2010
- Hawaii 2050 Sustainability Plan - 2008

## Current Planning Initiatives Themes

- Establish Pearl Harbor Regional Town Center
- Promote Mixed Land Uses
- Integrate Higher Density In-Town Housing
- Affordable Housing
  - With Expanded Choices for All Ages and Incomes
- Pedestrian Friendly Walkable Community
- Public Gathering Places

## Hawaii Project Team

- **Chris Deuchar**
  - Entitlement Consultant, U.S. Pacific / Form Partners, Honolulu
- **PBR Hawaii and Associates**
  - Planner, Honolulu
- **MVE Pacific**
  - Architect, Honolulu
- **Austin, Tsutsumi & Associates**
  - Traffic Engineer & Infrastructure Engineering, Honolulu
- **Cultural Surveys Hawaii**
  - Archeological, Kailua
- **Scientific Consultant Services**
  - Cultural Impact Assessment, Honolulu
- **Geolabs**
  - Soils Engineer, Honolulu
- **Robert Hobdy Environmental Consultant**
  - Botanical and Fauna Studies, Haiku, Maui
- **B.D. Neal & Associates**
  - Air Quality, Kailua-Kona, Hawaii
- **CPP**
  - Wind Engineering, Fort Collins, Colorado
- **Y. Ebisu & Associates**
  - Acoustic Study, Honolulu
- **The Hallstrom Group**
  - Market, Economic Impact and Cost Benefit studies, Honolulu
- **Stryker, Weiner & Yokota**
  - Public Relations, Honolulu
- **Pat Lee & Associates**
  - Community Outreach, Kaneohe
- **Lo'ihl Communications**
  - Community Outreach, Honolulu
- **Kathy Bryant**
  - Community Outreach, Honolulu
- **Airspace Workshop**
  - Web and Graphic Design, Honolulu

## Draft Environmental Impact Statement Technical Studies

- Traffic Impact Assessment Report
- Regional Visual Impact Analysis
- Preliminary Civil Engineering Report
- Botanical Survey
- Fauna Survey
- Archaeological Report
- Cultural Impact Assessment
- Acoustic Study
- Air Quality Study
- Soils Study
- Market Study
- Economic Impact Analysis / Public Cost-Benefits Assessment
- Trade Wind Analysis
- Shadow Study
- Adjacent Properties View Analysis

## Alternative 1: Plan Studies

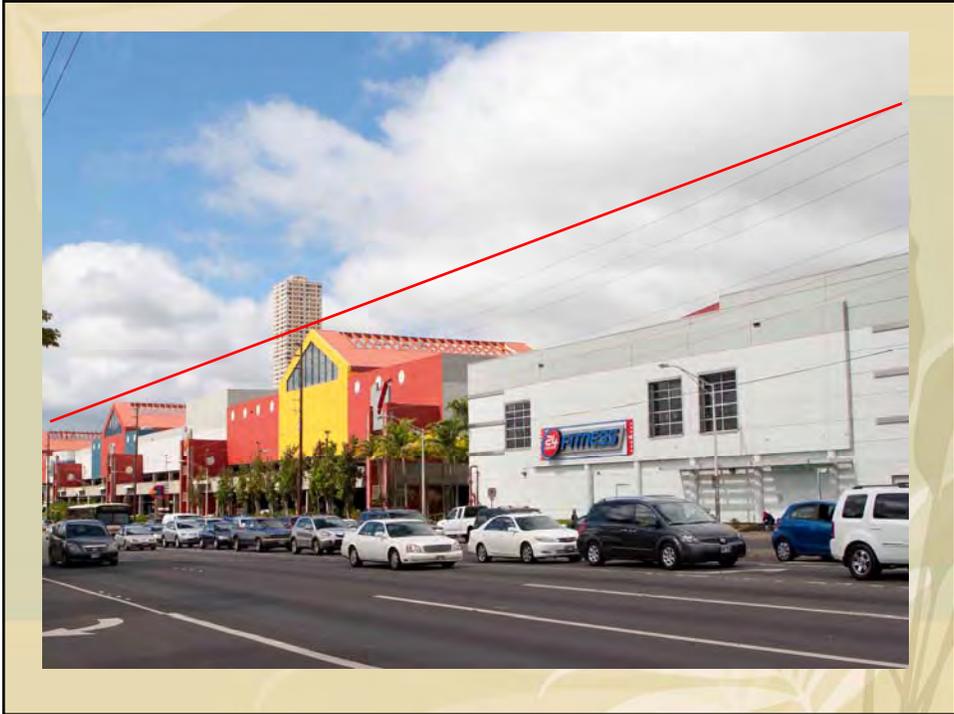
Current Zoning Allows



### Retail Focus (Mall Expansion) with Office

- 1,522,600 square feet
- 6,090 Parking Stalls
- Traffic .....

  - 19% more evening peak traffic
  - 40% more Saturday midday traffic



## Alternative 2: Plan Studies

Current Zoning Allows



### Office Focus with Retail

#### EIS Impacts:

- 1,320,000 square feet
- 4,400 Parking Stalls
- Traffic.....
  - 118% more morning peak traffic
  - 49% more evening peak traffic



## Addressing Community Concerns

- Traffic and Congestion
- Building Heights and View Obstructions
- Overall Project Density
- Infrastructure Capacity

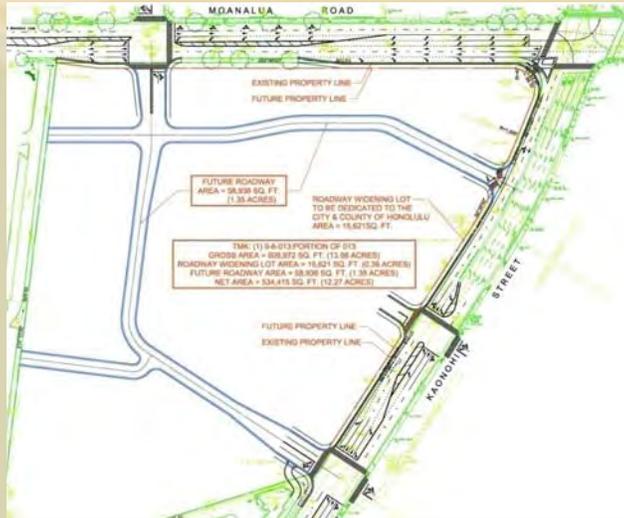
## ...while Maintaining Community Benefits

- New Supermarket, Restaurants and Shops
- Public Gathering Places
- New Housing – Affordable and Workforce
- Walkable Community with Pedestrian Focus
- Jobs





## Road and Traffic Improvements

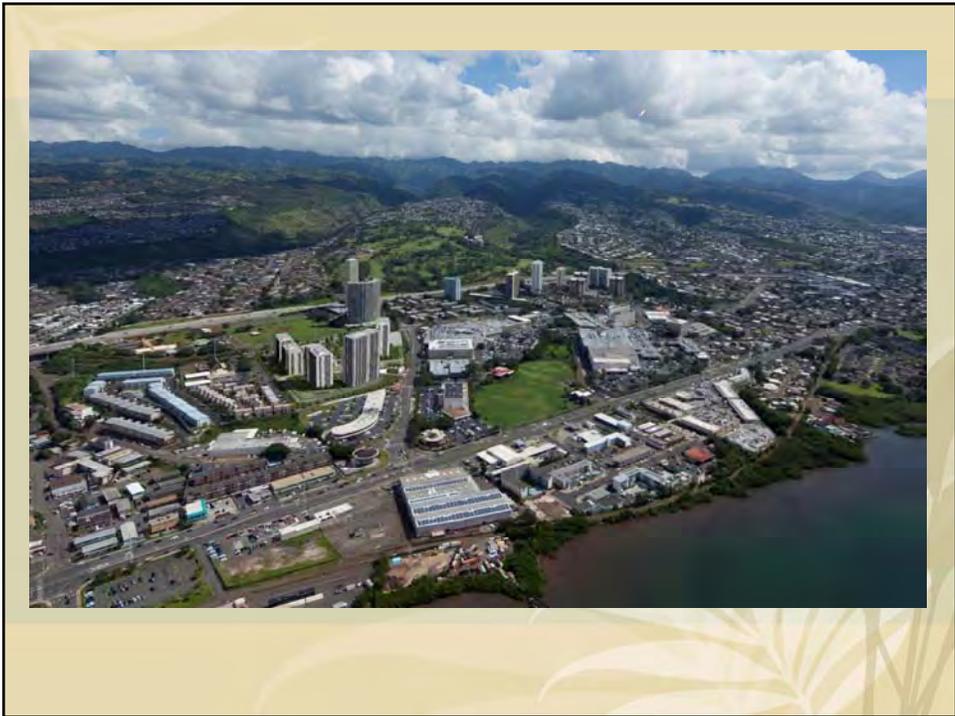


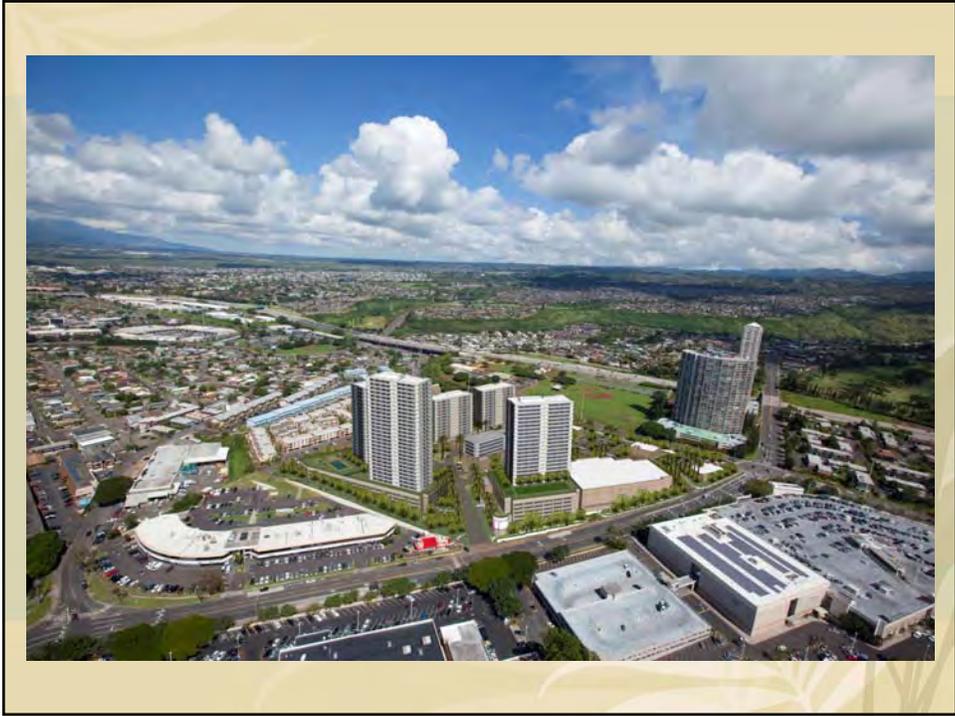
- Widen and add lanes to Moanalua and Kaono'hi
- Add 2 new signalized intersections
- 1.7 acres ( 9% of the Project) is dedicated Public access

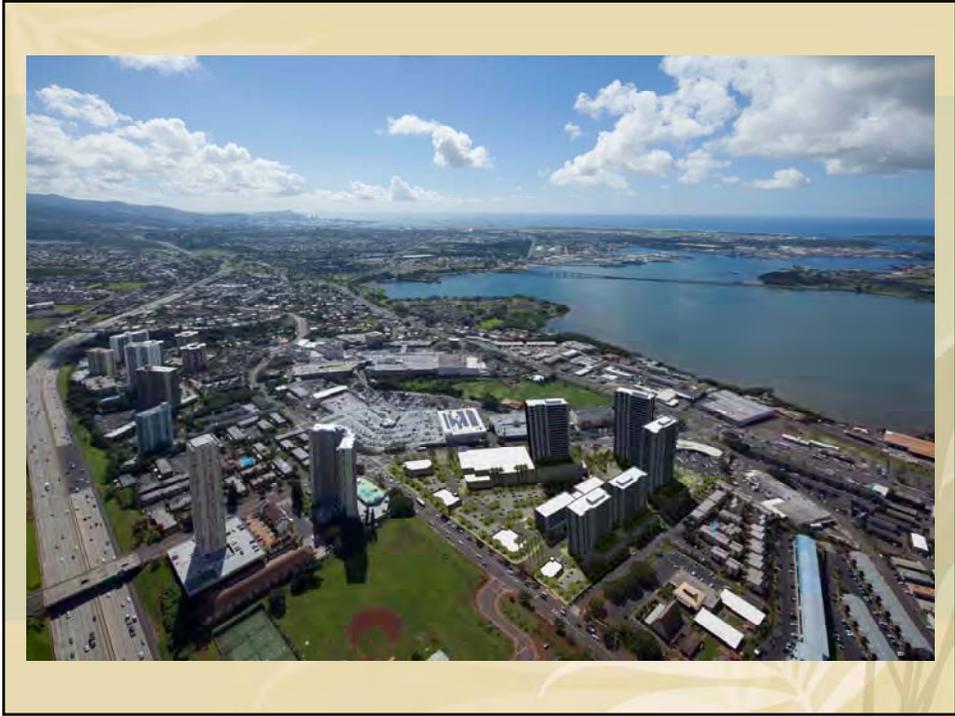
## Roadway Improvements

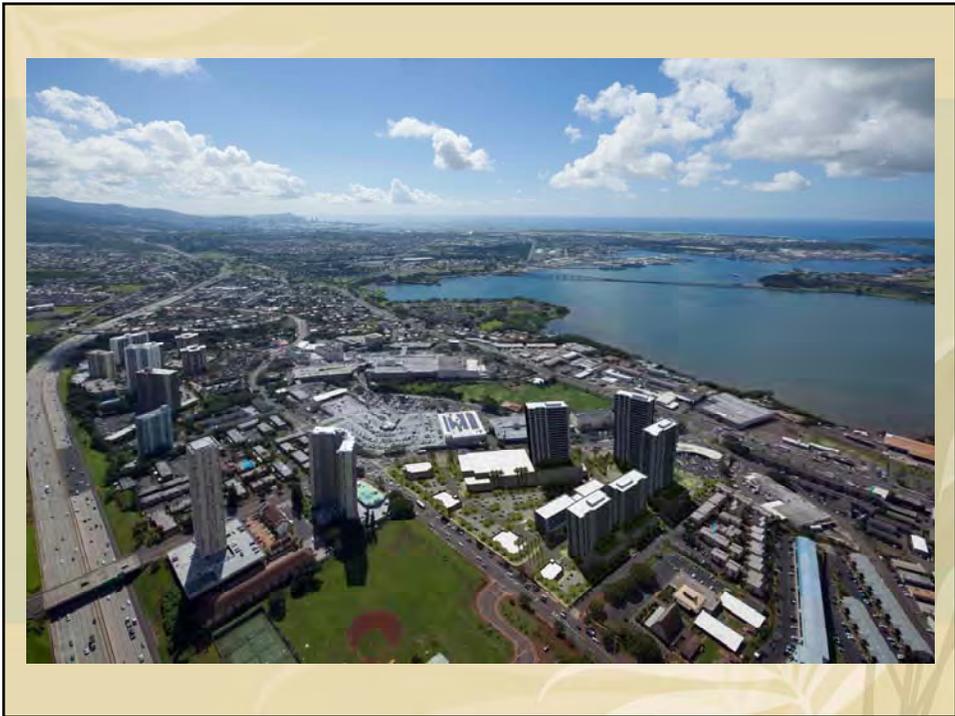


- LWPA will moderately increase traffic, however, much of the impacts will be mitigated with new roadway improvements

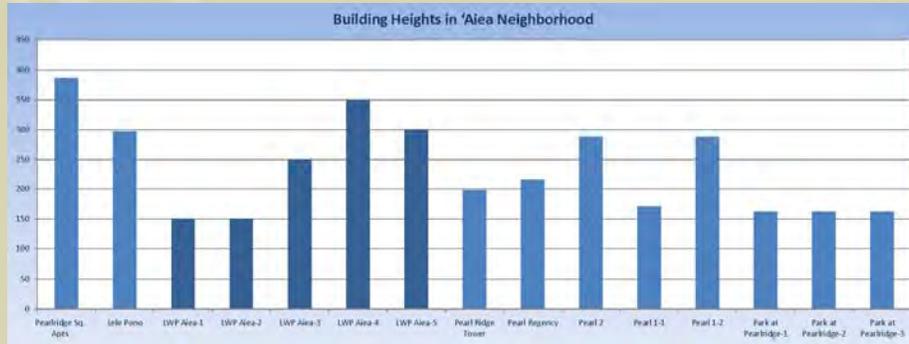








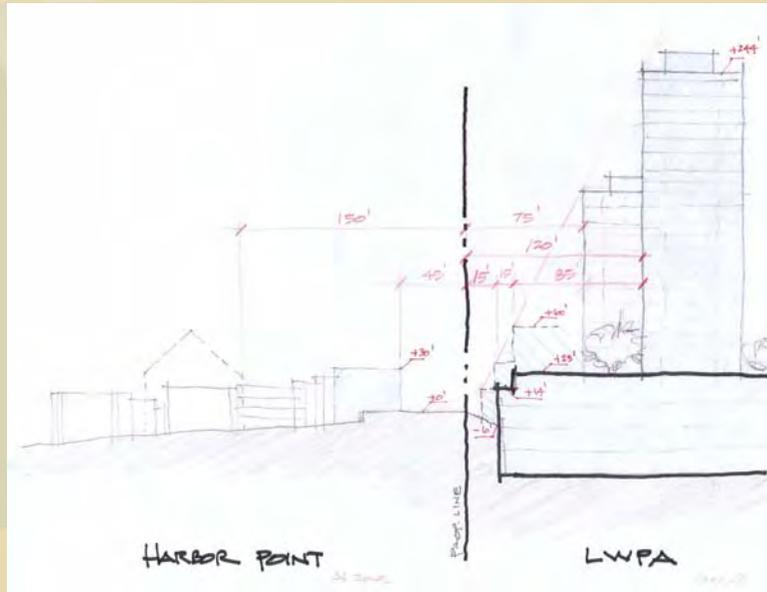
## Building Height Comparison



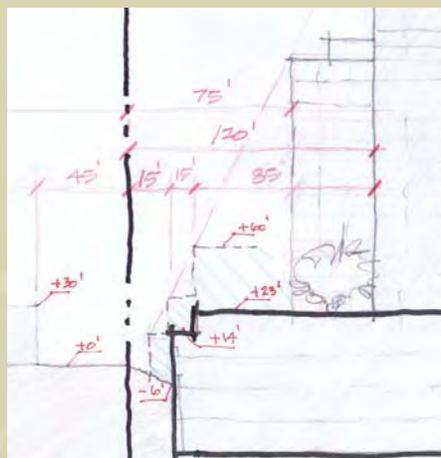
## Site Section



# Site Section



# Site Section



# Draft EIS View Corridor Studies



# Draft EIS View Corridor Study View from Rainbow Bay Marina



Draft EIS View Corridor Study  
View from Blaisdell Park



Draft EIS View Corridor Study  
View from Kaonohi Street – Mauka of H1



View from Pearlridge Square  
34<sup>th</sup> Floor



View from Lele Pono  
20<sup>th</sup> Floor



View from Lele Pono  
4th<sup>th</sup> Floor – Pool Deck



Shadow Studies



June 21 – 9:00 a.m.

## Shadow Studies



June 21 – 12:00 noon

## Shadow Studies



June 21 – 3:00 p.m.

## Shadow Studies



December 21 – 9:00 a.m.

## Shadow Studies



December 21 – 12:00 noon

# Shadow Studies



December 21 – 3:00 p.m.



## Entry to Harbor Point



## Entry to Harbor Point



## Entry to Harbor Point



## Alternative 1: Plan Studies



## Alternative 2: Plan Studies









## LIVE·WORK·PLAY 'AIEA



### Location & Property Info

The property was formerly owned by the Kamehameha Schools for Children and Young Adults. The location of the Kamehameha Schools was the site of the Kamehameha Schools and Kamehameha Schools, a residential and business district, at the intersection of Kamehameha Avenue and Kamehameha Avenue.

Overly 14 acres of 8-2 parcel, undeveloped land containing 100,000 sq ft of existing building footprint and 100,000 sq ft of existing building footprint.

### Financing

Advanced Acquisition Credit is providing a loan to finance the development. The loan is provided by the City of Honolulu, Department of Planning and Permitting, and the City of Honolulu, Department of Planning and Permitting.

### Economic Impact

**\$2.3 Billion total City of "Aiea" economic impact**

**\$777 million in direct capital investment**

**\$421 million in employee wages**

**980 jobs created annually during the community's 13 year phased build-out**

**950 new permanent jobs upon the community's completion**

**\$380 million in State tax as well as City and County taxes**

**\$100 million in new permanent jobs upon the community's completion**

**Urban Village**

A thoughtful urban village is a sustainable community where a neighborhood market, recreation, retail and jobs are all within walking distance. The community is designed with residential housing, public gathering and dining in "urban village" areas, and a mix of retail and dining. The community is designed to be a vibrant, walkable neighborhood.



### Robustness Properties Group

Robustness Properties Group (RPG) has a long history of being a leading developer in Hawaii. RPG has been a leading developer in Hawaii since 1980. RPG has been a leading developer in Hawaii since 1980. RPG has been a leading developer in Hawaii since 1980.

Learn more about Robustness Properties Group at [www.robustness.com](http://www.robustness.com)

980 Jobs Created Annually

950 New Permanent Jobs

\$2.3 Billion economic impact

\$777 Million direct capital investment



### Plan Highlights

The residential, transit growth, and retail development will create a vibrant, walkable neighborhood with a mix of housing, retail, and dining.

The development will include a mix of housing, retail, and dining.

The development will include a mix of housing, retail, and dining.

The development will include a mix of housing, retail, and dining.

The development will include a mix of housing, retail, and dining.

The development will include a mix of housing, retail, and dining.

The development will include a mix of housing, retail, and dining.

### Publications & Timeline Improvements

Collaborating with the State Department of Transportation (DOT) and the City and County of Honolulu, Department of Planning and Permitting (DPP) to improve transit.

Creating a pedestrian-friendly, walkable community with new public sidewalks, bike lanes, and other infrastructure improvements.

Developing connectivity to existing public transit to further improve the community's connectivity and to improve property access.

Enhancing connectivity to existing public transit to further improve the community's connectivity and to improve property access.

Enhancing connectivity to existing public transit to further improve the community's connectivity and to improve property access.

Enhancing connectivity to existing public transit to further improve the community's connectivity and to improve property access.

Enhancing connectivity to existing public transit to further improve the community's connectivity and to improve property access.

To create a vibrant, walkable neighborhood, a new "Main Street" will be created through the site, providing an additional link from Kamehameha Road to Kamehameha Avenue.

Walking Promenade will be created through the site, providing an additional link from Kamehameha Road to Kamehameha Avenue.

Creating additional links by improving the boulevard along the north-south corridor of Kamehameha Avenue.

Adding new links to improve connectivity and to improve property access.

Adding new links to improve connectivity and to improve property access.

Adding new links to improve connectivity and to improve property access.

Adding new links to improve connectivity and to improve property access.

## Draft EIS

- Published December 2011
- Comment period extended to **60 days**
- View the Draft EIS at Public Library and Online at [www.liveworkplayaiea.com](http://www.liveworkplayaiea.com)
- Submit written comments to City DPP or PBR Hawaii

## Draft EIS Distribution for Review and Comment:

### Federal Agencies

- Commander, Navy Region Hawaii
- Department of Housing & Urban Development
- Federal Aviation Administration
- Fish & Wildlife Service

### State of Hawaii Agencies

- Department of Accounting & General Services
- Department of Business, Economic Development & Tourism (DBED&T)
- DBED&T Office of Planning
- Department of Education
- Alea Public Library
- Department of Health
- Department of Land and Natural Resources (DLNR)
- DLNR State Historic Preservation Division
- Department of Transportation
- Office of Hawaiian Affairs
- University of Hawaii Environmental Center

### City & County of Honolulu Agencies

- Honolulu Board of Water Supply
- Department of Community Services
- Department of Emergency Management
- Department of Design & Construction
- Department of Environmental Services
- Department of Facility Maintenance
- Department of Parks and Recreation
- Department of Planning & Permitting
- Department of Transportation Services
- Emergency Services Department
- Honolulu Fire Department

### Honolulu Police Department

- Neighborhood Board No. 20 (Aiea)
- Neighborhood Board No. 21 (Pearl City)
- Oahu Metropolitan Planning Organization
- Pearlridge Satellite City Hall

### Elected Officials

- Councilmember Nester Garcia, Chair
- Councilmember Ikaika Anderson, Zoning Chair
- Councilmember Romy Cachola, Zoning V. Chair
- Councilmember Breene Harimoto, District 8
- Senator David Ige
- Senator Donna Mercado Kim
- Senator Glenn Wakai
- Representative Blake Oshiro
- Representative K. Mark Takai
- Representative Aaron Ung Johanson

### Condominiums/Community Organizations

- Alea Community Association
- Harbor Pointe AOAD
- Pacific Village and Pacific Village Annex AOAD
- Lelepono AOAD
- Pearlridge Square Apartments
- St. Timothy's Episcopal Church
- Friends of Pearl Harbor Historic Trail
- Hawaii's Thousands Friends
- League of Women Voters
- Life of the Land
- The Outdoor Circle
- Sierra Club, Hawaii Chapter

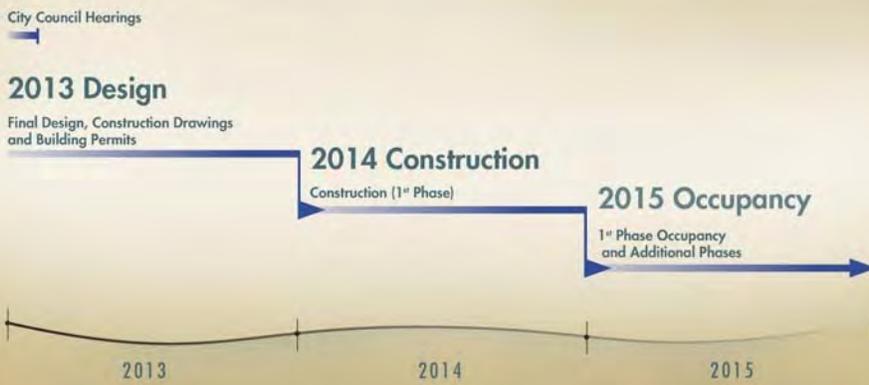
## EIS Process



## 2012 - 2013 Zone Change Process



## 2013 - 2015





**Live, Work, Play 'Aiea**

# LIVE·WORK·PLAY 'AIEA

WWW.LIVELIVEWORKPLAYAIEA.COM

October 2011



## Location & Property Info

The property was formerly used for the Kamehameha Drive-In Theater and is currently the location of the Kamehameha Swap Meet at the corner of Moanalua Road and Ka'ono'hi Street, in Honolulu's Primary Urban Center Development Plan Area.

Nearly 14 acres of B-2 zoned, undeveloped land overlooking Pearl Harbor, adjacent to Pearlridge mall and within a ¼ mile of a proposed rail transit station.

## Rezoning

Robertson Properties Group is seeking a zone change from B-2 Community Business district to BMX-3 Community Business Mixed-Use district, which allows for residential and commercial uses as well as increased building heights.

## Urban Village

A thoughtful mixed-use sustainable community where a neighborhood market, restaurants, retail shops and a walk-to-work office community are combined with residential living and public gathering areas creating an "Urban Village" where people will live, work and play. Creating a vibrant, livable community around the proposed rail transit station will revitalize the character and quality of life in the 'Aiea neighborhood.

## Economic Impact

**\$2.3 billion** total O'ahu "base" economic impact

**\$777 million** in direct capital investment

**\$621 million** in employee wages

**980 jobs** created annually during the community's 13 year phased build-out

**950 new permanent jobs** upon the community's completion

**\$380 million** in State as well as City and County taxes

*All estimated figures are approximate and cumulative during the 13 year build out/absorption period*



## Robertson Properties Group

Robertson Properties Group (RPG) has a long history of doing business in Hawai'i dating back to 1959 when the company acquired and expanded Consolidated Theatres, which it owned and operated until 2008. RPG self-developed and owns the Pearl City Gateway, a 150,000-square-foot community retail center, the King Kalakaua Building, a 80,000-square-foot specialty retail center, and the Center of Waikiki, a 100,000-square-foot specialty retail center on Kalakaua Avenue. Learn more about Robertson Properties Group at [www.decurion.com](http://www.decurion.com).

All figures, facts, information and prices are approximate and are subject to change at any time. All renderings, maps, site plans, photos, simulated views, graphic images, drawings and all other information are illustrative only and may be changed at any time. The Developer makes no guarantee, representation or warranty whatsoever that the information and illustrations will ultimately appear as shown. To the extent permitted by law, the Developer disclaims all liability that may arise out of errors or omissions in the content presented, including claims for actual or consequential damages.



## Plan Highlights

The **sustainable, smart growth, transit-ready** mixed-use master plan will complement and enhance the existing neighborhood's character and sense of place, adding new amenities for the 'Aiea and Pearlridge communities.

A new **"Main Street"** with restaurants, shops, cafes and other neighborhood-serving businesses.

Up to 220,000 square feet of retail and office space, including a **neighborhood grocery market**.

1,500 new residences with affordable, work force, and market housing. **At least 30% of the homes will be affordable\***. Prices are anticipated to begin at \$245,000 for one bedroom homes, and \$290,000 for two bedroom homes. Residences may also include **senior citizen and assisted living** housing for the kama'aina of 'Aiea.

Potentially a **kama'aina-style hotel** with up to 150 rooms, perfect for visiting kama'aina who want the ability to stay in accommodations closer to family.

\* The number of affordable homes and their prices are set and must be approved by the City and County of Honolulu per their affordable housing rules.

## Pedestrian & Roadway Improvements

- Collaborating improvements with the state Department of Transportation (DOT) and the City and County of Honolulu Department of Planning and Permitting (DPP) traffic review branch.
- Creating a pedestrian-friendly, walkable community with new public sidewalks, better lighting, and enhanced landscaping, along with connections to and from transit facilities, shopping centers, parks and schools.
- Developing connectivity by dedicated public access to better connect the surrounding community and neighboring property owners.
- Reducing new trips by providing homes and retail establishments within walking distance of existing bus stops and the proposed Pearlridge rail transit station.
- To relieve traffic, a new "Main Street" will be created through the Site, providing an additional link from Moanalua Road to Ka'ono'hi Street.
- Widening Moanalua Rd. and Ka'ono'hi St. to add additional through and turn lanes.
- Create additional lanes by removing the median along the northbound approach of Ka'ono'hi Street.
- Adding two new, fully signalized intersections and crosswalks at Main Street with Moanalua Road and at Main Street with Ka'ono'hi Street.
- New decelerate/accelerate right-turn pocket lanes at the project's entrances.
- Approximately 1/3 acre of land dedicated for public right of way (road widening).
- Approximately 1.5 acres of land dedicated for internal public access roadways.

Visit [www.liveworkplayaiea.com](http://www.liveworkplayaiea.com) for the latest project information and updates. You may also sign up to receive the Live Work Play 'Aiea email newsletter on our site, or use your smart phone to scan the QR code at right.

