



MINUTES

**Transit Oriented Development Committee Meeting
Mission Memorial Annex
550 South King Street, Honolulu, Hawaii
Thursday, June 27, 2013, 8:30 A.M.**

PRESENT: William "Buzz" Hong Michael D. Formby
Ivan Lui-Kwan Keslie W.K. Hui
George I. Atta Robert "Bobby" Bunda

ALSO IN ATTENDANCE: Wynn timer Hee Daniel Grabauskas
(Sign-In Sheet and Staff) Russell Honma Brennon Morioka
Lori Hiraoka Diane Arakaki
Doug Chun Joyce Oliveira
Paul Migliorato Gary Takeuchi
Jim Wood Duane Sayers
Rose Pou Jeanne Mariani-Belding
Barbara Armentrout Andrea Tantoco
Brandon Elefante William Brennan
Dr. Jim Anthony Cindy Matsushita
Kika Bukoski
Jacie Katsuda

I. Call to Order by Chair

Transit Oriented Development (TOD) Committee Chair William "Buzz" Hong called the meeting to order at 8:31 am.

II. Public Testimony on All Agenda Items

Mr. Hong called for public testimony.

Wynn timer Hee testified that millions of dollars could be saved by not building a rail station in Kaka'ako. She also provided testimony about the Hawaii Community Development Authority's (HCDA) Kaka'ako TOD plan. She pointed out that a recent presentation by the HCDA's Anthony Ching did not provide information on the types of employment provided for in the plan.

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Barbara Armentrout testified she would like the HART Board to take testimony after each agenda item, to provide better transparency.

Dr. Jim Anthony also testified in favor of public testimony following appropriate disclosure of what is being presented or discussed, in the interest of openness. Mr. Hong thanked him for his testimony.

III. Approval of March 21, 2013 Transit Oriented Development Committee Minutes

Mr. Hong called for approval of the March 21, 2013 TOD Committee meeting minutes. There being no objections, the minutes were adopted as circulated.

IV. Presentation by Kaneohe Ranch Co. LLC

Mr. Hong introduced President and CEO of Kaneohe Ranch Co. LLC Mitch D'Olier, formerly of Victoria Ward, with whom he had worked during the redevelopment of the Kaka'ako area. He stated that he invited Mr. D'Olier to share his insights into the successes and obstacles faced during the Ward area redevelopment.

Mr. D'Olier and Executive Vice President and COO Kimo Steinwascher of Kaneohe Ranch Co. LLC gave a Powerpoint presentation on transit, community, and development vis-à-vis Kaneohe Ranch's redevelopment of Kailua Town. A copy of the presentation is attached hereto as Attachment A. Mr. D'Olier stated that development occurs for economic reasons, and noted that developers must be sensitive to the increasing infrastructure costs faced by the island of Oahu when they put together projects.

Mr. D'Olier stressed that the most important thing in development is to create "people places," which Kaneohe Ranch accomplished via a pedestrian plan, particularly around transit locations. He also spoke of the importance of improving bicycle access, and incorporating bicycle plans with pedestrian and transit plans.

Mr. D'Olier also emphasized having "hang out places" for people, such as the Kailua Farmers Market, which is held in a parking structure. Mr. Steinwascher added that creative solutions can be found in creating such places. For instance, the blank back wall of the Whole Foods building in Kailua was transformed into a "hang out place" by installing mosaic art, vines on the wall, and sidewalks and benches.

Mr. Steinwascher said that Kaneohe Ranch endeavored to remove fences between parcels to increase pedestrian access between businesses. He spoke of the different elements employed by Kaneohe Ranch to encourage pedestrian use, including shade, street furniture, outdoor dining, attractive storefronts, public art, lawns and niches, eye-catching signage, and fountains. Mr. Steinwascher also emphasized the importance of safety and security, especially for female patrons, to a successful redevelopment project. He said that Kailua landowners partnered to put security measures into place. Mr. D'Olier pointed to Hekili Street in Kailua as an example of a pedestrian-friendly neighborhood, which was designed with pocket parks and bike paths, and offers a community experience at the street level. Mr. D'Olier suggested that HART could recreate this kind of infrastructure around its stations to attract developers.

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Mr. Lui-Kwan asked for suggestions as to how HART could soften the visual impact of the guideway and columns. Mr. Steinwascher pointed to the Whole Foods wall example, where art and greenery were used to turn a blank wall into an attractive gathering place. Mr. D'Olier spoke of the need for the stations to reflect the history and character of their neighborhoods. He also suggested leasing empty spaces such as hallway walls for advertisements, and niche areas for services such as coffee and newspapers. He stressed the importance of providing great restroom facilities for kids, seniors, and families.

Board member George Atta asked for suggestions to integrate the elevated rail stations with the street level below. Mr. D'Olier stated that the street level must first be vibrant and pedestrian-friendly for the elevated rail station level to be successful, as in New York City and Chicago. He re-emphasized that the need for the station to reflect the surrounding community. Mr. D'Olier also suggested providing wireless internet capability at the stations.

Board member Michael Formby asked about obstacles encountered by Kaneohe Ranch in taking down fences between parcels and allowing people to park their car once and walk between businesses. Mr. D'Olier responded that the tenants' control of the parcels were obstacles to taking down fences. However, the Kailua community wanted a more pedestrian community. Kaneohe Ranch started with that vision in approaching property owners to work cohesively.

Board member Robert "Bobby" Bunda asked if there had been discussion with landowners about their feelings regarding the development vision, either in Kaka'ako or Kailua. Mr. D'Olier responded that dialogue with landowners was the start of the process. The next step was to get landowners to not object to the projects by making modifications. He did, however, acknowledge that there will be some opponents to any development, and that sometimes things are not done as a result.

Mr. D'Olier suggested that the High Line in New York, a former elevated rail spur that was transformed into a park, might provide some ideas for HART's stations. He said that the Embarcadero highway in San Francisco is an example of what not to do, and that it had to be demolished.

Board member Keslie Hui asked what HART should address first in encouraging TOD. Mr. D'Olier stated that developers require certainty in order to make decisions, and posited that there is a lot more time to develop Kaka'ako than everyone thinks. He said that certainty can be generated by creating a great pedestrian experience, and stations that speak to the communities in which they reside.

Mr. Grabauskas referred to the renderings of station art in the Farrington Highway Station Group, which were unveiled the previous week. He spoke of how HART is endeavoring to create "people places" at the stations by incorporating many of the elements suggested by Mr. D'Olier and Mr. Steinwascher. He said that HART had commissioned a cultural assessment of the 20 *ahupua'a* in the entire alignment and gathered stories, which are being incorporated into the naming of the stations.

Mr. Hong thanked Mr. D'Olier and Mr. Steinwascher for sharing their insights.

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V. Update on Transit Oriented Development Project Stakeholders Group

Mr. Lui-Kwan said that he and Mr. Hong had met with a number of organizations in forming the TOD Project Stakeholders Group.

The State of Hawai'i would be represented by the State Office of Planning, as well as members of the House of Representatives and the Senate, who would be appointed by the Speaker of the House and the Senate President.

The City and County of Honolulu would be represented by George Atta of the Department of Planning and Permitting, as well as Councilmember Breene Harimoto.

From the private sector, representatives from the Urban Land Institute, the American Institute for Architects, the General Contractors Association, Pacific Resource Partnership, and Move Oahu Forward would round out the membership. Mr. Lui-Kwan remarked that the Hawaii Building & Construction Trades Council was the last organization left to meet with.

Mr. Hong thanked Mr. Lui-Kwan for his efforts.

VI. Executive Session

There was no need for executive session.

VII. Adjournment

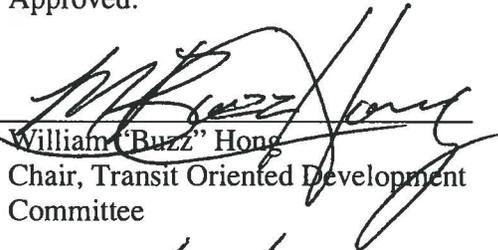
Mr. Hong called for a motion for adjournment. Mr. Formby so moved, and Mr. Hui seconded the motion. All being in favor, Mr. Hong adjourned the meeting at 9:36 a.m.

Respectfully Submitted,



Cindy Matsushita
Board Administrator

Approved:



William 'Buzz' Hong
Chair, Transit Oriented Development
Committee

Date

7/27/13

ATTACHMENT A



Manages the real estate assets of both the Castle Family LLC. and the Harold K.L. Castle Foundation



Hekili Street Planning

- Update the Group 70 master plan of 2004 using a finer level of detail for Hekili St.
- Recognize new developments and infrastructure improvements
- Follow the Charlier Pedestrian plan

(This is what we did in Kailua....some of these ideas may or may not be applicable to Urban Honolulu!)



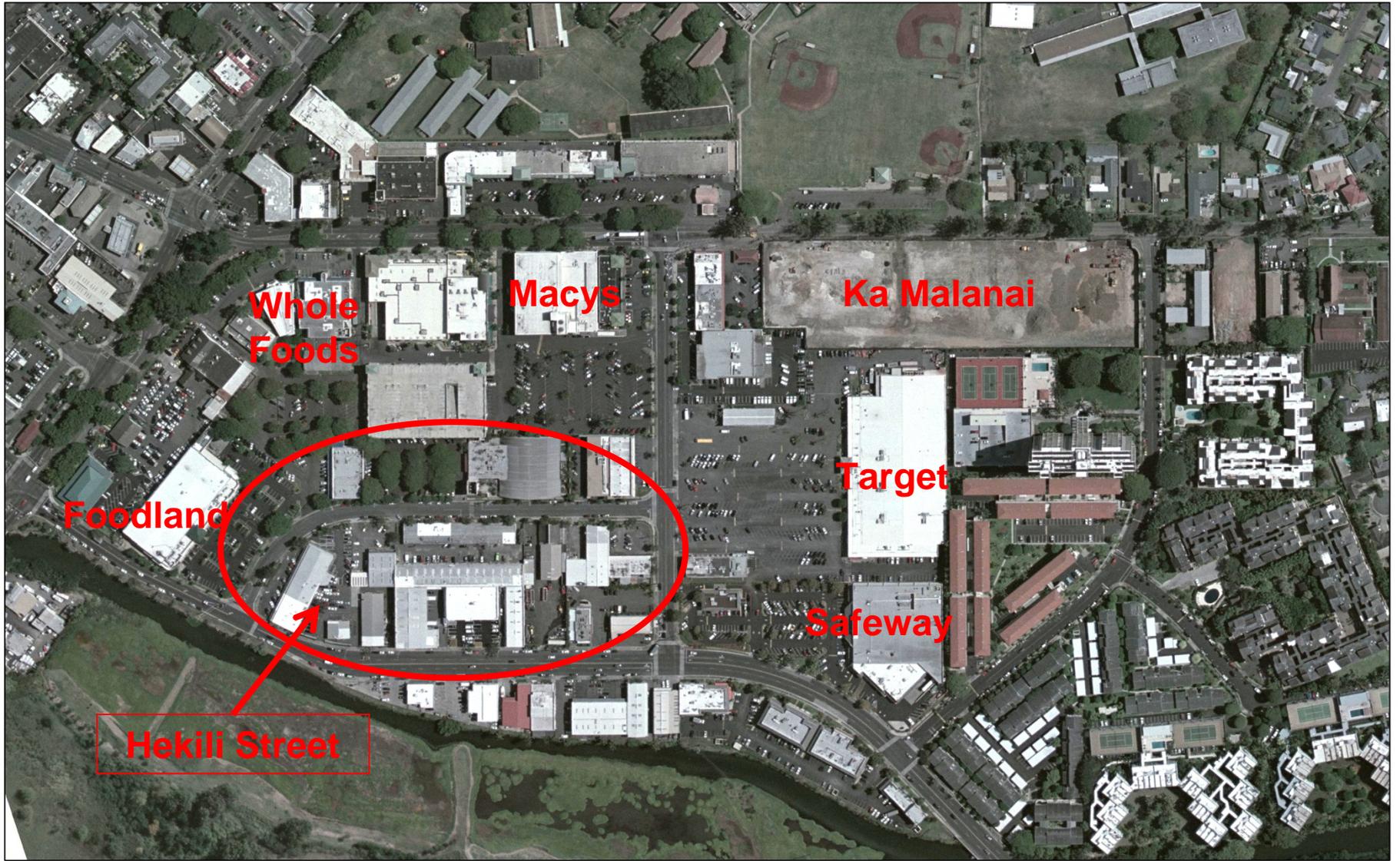


Photo Date: 2008

0 200 400 Feet

Be faithful to our planning past

- Ward Research questionnaire on what Kailua wants and need
- Maintain focus on commercial activities....retail, restaurants & office uses
- Stay within height limits and existing zoning
- This is an existing community...re-development has great responsibility...be mindful
- Improve parking and traffic circulation.
- Kailua is a pedestrian place....maintain it and improve it.
- Always remember that this is Hawaii.
- Eclectic architectural building design...not thematic



Images and Experiences that we liked



Buildings for pedestrians



Friendly street experiences



The people & uses make the places...not the structures.



Storefronts



Public Art





Indoor/Outdoor
Orientation...pay
attention to “the
sidewalk experience”





**Lawns & Niches....get
the scale correct!**



And signs....





Benches & fountains



Safety & Security



This is good...



This is bad...



Pay attention to tenant selection



And have some fun!!!



Pip White & Associates

A Honolulu-based architecture firm dedicated to innovative and environmentally conscious, green design. Founded in 1984, the firm has developed a reputation for creating beautiful and livable spaces that embrace the way clients think, work and play.

Challenge:

Make a plan that will allow us to;

- Re-develop our properties on Hekili St., as the market demands.
- Create in the end a fun, vibrant, neighborhood.
- Make sure it is thriving commercial and community success.



Goals & Elements

- A “fun street ” that appeals to adults and children
- Make it a neighborhood....residential, diverse & cohesive
- Set buildings back from street to create people places
- Hide parking behind buildings
- Create great pedestrian experience
- Variety in design and setbacks...articulation.
- Outdoor seating, water features, shade, trees
- Accommodate seating, reading, people watching, shopping, strolling
- Community activities- farmer’s markets, political rallies, hula shows, art shows, festivals
- Safe and family friendly in days and nights
- People sized places...intimate courtyards, pocket parks.
- Great, interesting retail mix
- Sustainable strategies....bikeable, rain gardens, PV shading





HEKILI STREETSCAPE KAILUA
POCKET PARKS AND AMPHITHEATERS

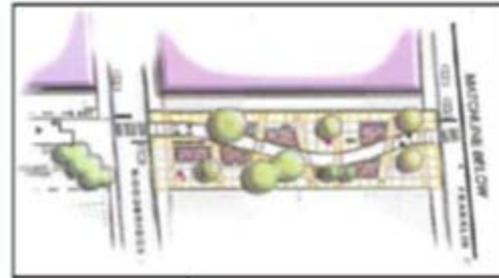
Pocket Parks...small, comfortable spaces





Amphitheaters & performance venues





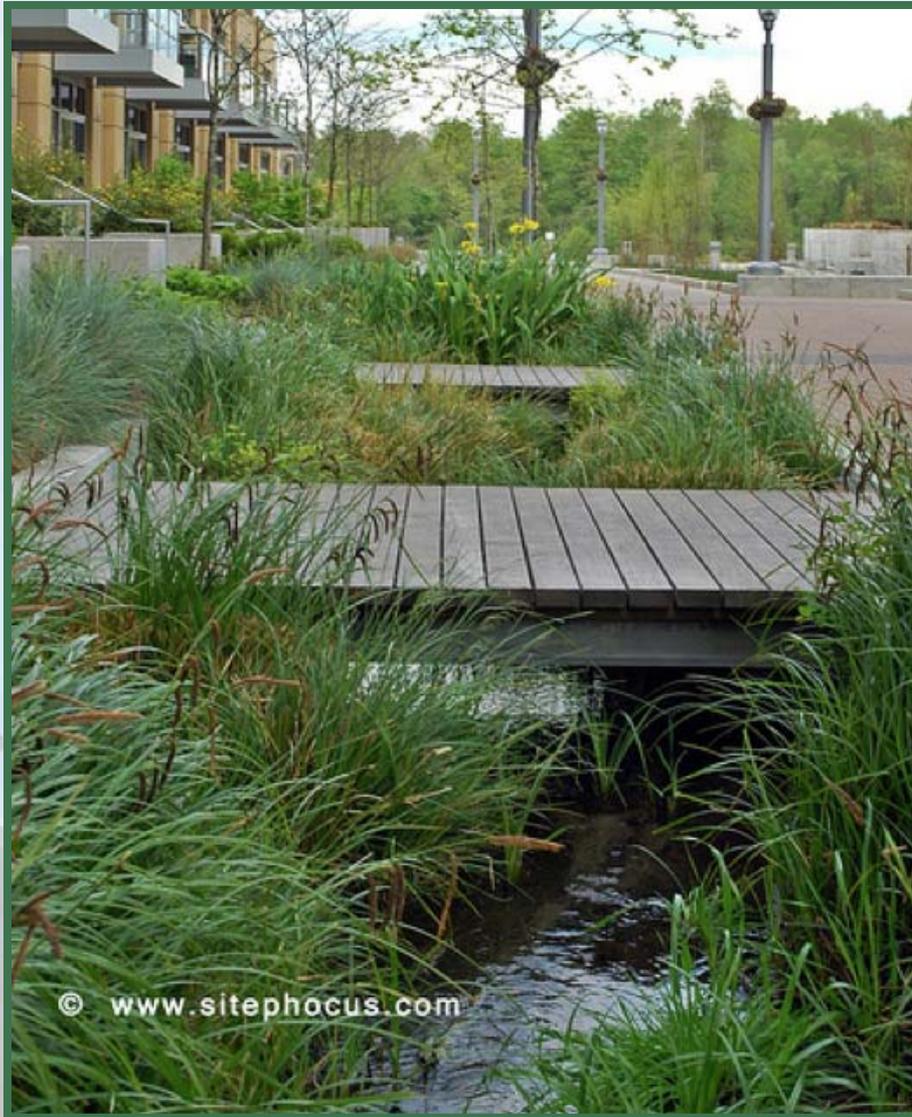
HEKILI STREETSCAPE KAILUA
BIKE PATHS AND FUN FOR KEIKI

Bike Paths & Keiki Fun





Drainage & Rain Gardens





HEKILI STREETSCAPE KAILUA
SITE PLAN

Use natural drainage ways to recharge, slow run-off

Small buildings continue character of street

Screen parking lots @ end of pocket parks

Bike parking provided by each project

Amphitheater for community events

Add sculptures and artwork for community

Active park with water features, fountains and seating

Liven up areas between building with landscaping and walkways

Hold buildings back from street to allow for seating, canopies, landscaping

Arcades with street vendors and carts

Use landscaping to separate bike paths from traffic





Mahalo



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