



HONOLULU AUTHORITY for RAPID TRANSPORTATION

MINUTES

Transit Oriented Development Committee Meeting

Thursday, February 28, 2013, 8:30 A.M.

Mission Memorial Annex Conference Room

550 South King Street, Honolulu, Hawaii

PRESENT:

William "Buzz" Hong
George Atta

Michael Formby
Robert "Bobby" Bunda
Don Horner

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

Daniel Grabauskas
Gary Takeuchi
Joyce Oliveira
Andrea Tantoco
Joe Magaldi
Russell Honma
Mark Garrity
Vincent Shigekuni

Bill Brennan
Scott Ishikawa
Duane Sayers
Dr. Jim Anthony
Lori Hiraoka
Doug Chun
Dawn Hegger
Cindy Matsushita

EXCUSED:

Keslie Hui
Ivan Lui-Kwan

I. Call to Order by Chair

Transit Oriented Development Committee Chair William "Buzz" Hong called the meeting to order at 8:31 a.m.

Mr. Hong welcomed the newest HART Board member, Department of Planning and Permitting Director Designate George Atta.

II. Public Testimony on All Agenda Items

Jim Anthony, Transportation Commission member, testified that he would occasionally be attending HART meetings as a Transportation Commission member.

III. Approval of August 9, 2012 Transit Oriented Development Committee Minutes

Mr. Hong called for approval of the November 15, 2012 minutes of the Transit Oriented Development Committee meeting. [The agenda inadvertently indicated an incorrect date.] There being no objections, the minutes were unanimously approved.

IV. Presentation by the Robertson Properties Group on the Development of the Former Kamehameha Drive-In Site

John Manavian, Executive Vice President for Real Estate, Design & Development for the Robertson Properties Group (Robertson), made a presentation on the development plans for the former Kamehameha Drive-In site. A copy of the presentation is attached hereto as Attachment A. He was accompanied by Chris Deuchar, Managing Partner at Form Partners LLC, a consultant of Robertson. Mr. Manavian gave a brief background of Robertson, a company that has been in the islands for many years as the former owners of Consolidated Theaters.

Mr. Manavian talked about the need for affordable housing on Oahu due to population growth, housing shortages and premium prices, aging housing inventory and infrastructure, heavy traffic, expensive development cost, and unplanned growth. However, Mr. Manavian said that Aiea is a community with great potential for redevelopment as a historical community in a growing urban area, with diverse land uses along a major transit corridor.

Mr. Manavian detailed the plan for the site, which was the culmination of many years of planning and community input. The development centers around a main street with a neighborhood shopping center that creates an open urban gathering place surrounded by a vertical orientation of grocery, retail, business uses, senior housing, and a hotel. Mr. Manavian concluded his presentation by a screening of the short film "Live, Work, Play Aiea."

Mr. Hong thanked Mr. Manavian for his presentation. Mr. Horner asked about the total investment and local jobs created by the project. Mr. Manavian said that \$766 million will be invested in the project, which will create approximately 983 construction jobs and 951 permanent jobs. He estimated that it would impact the local economy in the amount of about \$2.4 billion.

Mr. Horner asked about the residential units in the project, and Mr. Manavian said that there would be a total of 1500 units, 30% of which would be affordable. Robertson is looking to provide owner occupant housing, particularly to the empty nesters who desire to remain in the area. Board member Robert "Bobby" Bunda asked about total acreage and parking. Mr. Manavian said that the parcel is 14 acres with planned parking above code at four spots per thousand square feet. Parking can be adjusted, as the project will be built in phases over a 10-year period.

Board member George Atta asked about the connectivity of the project to the closest rail station. Mr. Manavian talked about creating a project that would draw pedestrians, but noted that walking, buses or shuttles would be involved. Board member Michael Formby asked if there was an entry point to the property that was within walking distance of the nearest station. Mr. Manavian said it would be a quarter mile walk from the transit station to the middle of the development.

Mr. Bunda asked when and why Robertson acquired the Kam Drive-In site. Mr. Manavian replied that it acquired the property in 2007 for retail development purposes; it had leased the property since 1963, and acquired it from Kamehameha Schools. However, Robertson changed its focus to mixed use development because of rail, and Aiea's status as an urban core.

Mr. Bunda commented that this development opportunity would not be available near any other rail station, and Mr. Manavian agreed. Mr. Bunda said that state-owned lands should be examined for TOD opportunities as well. Mr. Horner agreed, and said that school sites may provide good opportunities.

Mr. Hong asked how the Robertson plan conforms to the Aiea TOD plan. Mr. Manavian said that Robertson was on the advisory committee for the plan, so they are closely aligned. Although the Robertson plan exceeds the height limit of 150 feet, theirs is a unique situation. For example, the neighborhood plan calls for 20% affordable housing, but the Robertson plan provides for 30% affordable housing.

Mr. Hong asked about Robertson's contractor. Mr. Manavian said that they had yet to select one, but have worked with several union contractors with the capability to build the projects. Mr. Hong asked about keeping housing affordable for future generations. Mr. Manavian said that 30% of the units would be fee simple affordable units, with a ten-year price lockout, after which the units can be sold at market price. Mr. Hong asked Mr. Manavian to continue to explore keeping housing units affordable for the future, to improve ridership.

Mr. Atta commented that this is the first TOD project that considers connectivity to rail in a comprehensive manner, and Mr. Horner agreed. Mr. Bunda asked if Robertson had a local partner or investor, and Mr. Manavian said it did not. Mr. Horner pointed out that Consolidated Theaters has been in the islands for a long time, and asked Mr. Manavian to detail Robertson's local holdings and projects. Mr. Manavian said that their projects include the Center of Waikiki, King Kalakaua Plaza, and Pearl City Gateway.

Mr. Hong thanked Mr. Manavian and Mr. Deuchar for their presentation.

Mr. Anthony asked Mr. Hong for the opportunity to provide testimony on his concerns about the project, but Mr. Hong declined, saying that the opportunity for public testimony had passed. Terry Ware of the Department of Planning and Permitting (DPP) advised that DPP would hold public hearings on the project.

V. Presentation by the Hawaii Community Development Authority

Anthony Ching, Executive Director of the Hawaii Community Development Authority (HCDA), gave a PowerPoint presentation on HCDA's plan for the Kaka'ako area, a copy of which is attached hereto as Attachment B. Mr. Ching began with the history of the area and the creation and mission of HCDA in 1976 to realize the potential of Kaka'ako. He detailed the desired elements of community development, including a diversity of housing options, and the planning principles of urban villages, connections, green streets, and pedestrians.

Mr. Ching said that HCDA's 2011 rules contain a TOD overlay that identifies different Kaka'ako neighborhoods and view corridors, details regulatory design, and specifies a complete streets approach that fosters public gathering spaces and active streetscapes. He said that Kaka'ako has 660 acres with development potential, one third to one half of which is amenable to reshaping.

Mr. Ching talked about plans for the interface area between stations and buildings. He also spoke of the concern for level of service for pedestrians and bikes without reducing capacity, which could be achieved by creating an active streetscape with parking lots in the rear of buildings.

Mr. Ching summarized by saying that the elements of successful TOD include transit, form-based code, complete streets, a TOD overlay, a diversity of housing opportunities, and public-private partnerships.

Mr. Horner pointed out that the Kaka'ako station is the only geographical location for such a gathering place in town, as other areas are too dense. Mr. Ching agreed to return at the committee's convenience as TOD in the area progressed.

Mr. Bunda asked whether Kamehameha Schools and Howard Hughes Corporation were entering into a combined joint venture. Mr. Ching said that their plans are separate, but that they are generally coordinating with each other, especially in the Auahi Street section. He clarified that Kamehameha Schools and Howard Hughes are developing their own parcels within the 660 acres that comprise Kaka'ako.

VI. Committee Positions on State Legislation

Mr. Hong stated that the remaining TOD bill in the Legislature, Senate Bill 215, SD1, relates to public-private partnerships. He reported to the committee that he had submitted testimony as an individual in support of the intent of the bill to encourage further discussion on the matter.

VII. Update on Transit Oriented Development Project Stakeholders Group

Mr. Hong stated that although the update on the TOD Stakeholders Group was on the agenda, in the interest of time, the members should review the handout of the PowerPoint presentation that was provided to them, a copy of which is attached hereto as Attachment C.

Mr. Horner suggested that the members review the presentation on their own and that it be included on the HART website.

VIII. Executive Session

There was no reason for executive session.

IX. Adjournment

There being no further business before the committee, Mr. Horner moved and Mr. Formby seconded that the meeting be adjourned. The motion carried unanimously, and Mr. Hong adjourned the meeting at 9:43 a.m.

Respectfully Submitted,



Cindy Matsushita
Board Administrator

Approved:



William "Buzz" Hong
Chair, Transit Oriented Development
Committee

MAR 21 2013

Date

ATTACHMENT A

LIVE WORK PLAY 'AIEA

Aloha & Welcome

Current Timeline

2010

May

Neighborhood Board
Presentation

June

Meeting with Lele Pono
AOAO

July

Meeting with Lele Pono &
Pacific Village Annex

August

Meeting with Harbor Pointe
Meeting with St. Timothy's
Church

2011

May

Community Meeting/
EIS Scoping

FEA/EISPN
Published/Public
Comment Period

October

Community Meeting

Meeting with Harbor Pointe

Meeting with Lele Pono

2012

February

Draft EIS Published/
Public Comment Period

September

Final EIS Accepted /
Notice Published

December

'Aiea Neighborhood
Board Presentation

2013

Jan. - March

Submit Zone
Application to DPP

City Processing and
Review

April

Planning Commission
Hearing

July – Sept.

City Council Hearings

2014 -16

1st Phase of
Construction
(2014)

1st Phase
Occupancy
(2015 - 2016)

Project Team

PBR Hawaii and Associates

Planner, Honolulu

MVE Pacific

Architect, Honolulu

The Hallstrom Group

Market, Economic Impact and
Cost Benefit studies, Honolulu

Austin, Tsutsumi & Associates

Traffic Engineer & Infrastructure
Engineering, Honolulu

Geolabs

Soils Engineer, Honolulu

Cultural Surveys Hawaii

Archeological , Kailua

Robert Hobby Environmental Consultant

Botanical and Fauna Studies,
Haiku, Maui

B.D. Neal & Associates

Air Quality, Kailua-Kona, Hawaii

Stryker, Weiner & Yokota

Public Relations, Honolulu

Lo'ihl Communications

Community Outreach, Honolulu

Pat Lee & Associates, LLC.

Community Outreach, Kaneohe

Kathy Bryant

Community Outreach, Honolulu

Y. Ebisu & Associates

Acoustic Study, Honolulu

Form Partners / U.S. Pacific

Development
Consultant, Honolulu

Airspace Workshop

Media Design, Honolulu

Technical Studies Completed

- 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*

Consultations

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
Aiea 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 Agencies / Community Boards

Aiea Neighborhood Board # 20
Pearl City Neighborhood Board # 21
Department of Planning and Permitting
Department of Transportation Services
Department of Community Services
Department of Emergency Management
Department of Design and Construction
Department of Environmental Services
Department of Facility Maintenance
Department of Parks and Recreation
Department of Emergency Services

Honolulu Board of Water Supply
Honolulu Police Department
Honolulu Fire Department
Oahu Metropolitan Planning Organization
Pearlridge Satellite City Hall

Elected Officials

Honolulu City Council Members: Ernie Martin, Breene Harimoto, Ikaika Anderson, Nestor Garcia, Romy Cachola, Stanley Chang, Ann Kobayashi, Tulsi Gabbard, Tom Berg

State Senators: David Ige, Donna Mercado Kim, Glenn Wakai

State Representatives: K. Mark Takai, Aaron Ling Johanson, Greg Takayama

Condominiums/Community Organizations

Aiea Community Association
Harbor Pointe AOA
Pacific Village and Pacific Village Annex AOA
Lelepono AOA
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

Project Information

- www.liveworkplayaiea.com
- Presentations
- EIS / Studies / Fact Sheets
- Project History
- Concept & Renders
- Contacts

LIVE | WORK | PLAY | 'AIEA

The 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 live, work, and play.

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 community.

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**.

Potentially a Kama'aina-style hotel with up to 150 rooms, for visiting friends and family, avoiding the commute from Waikiki, Kapolei or the North Shore.



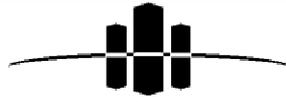
WWW.LIVWORKPLAYAIEA.COM



* The number of affordable homes and their prices are subject to final approval by the City and County of Honolulu. All prices are estimated.

Who We Are – Robertson Properties Group

THE DECURION CORPORATION



ROBERTSON PROPERTIES
GROUP



PACIFIC THEATRES

ARC LIGHTTM
C I N E M A C O M P A N Y

Entertainment Center – Ward 16 Theatres



Specialty Shopping – Centre of Waikiki



Destination Retail – Ross at Centre of Waikiki



Specialty Shopping – King Kalākaua Plaza



Community Retail – Pearl City Gateway



Who We Are – Robertson Properties Group

A Hawaii business since 1959

Entertaining Hawaii for nearly 50 years

Expanded our business in Hawaii

Reinvesting in our community

1980



POPULATION
OF O'AHU

763,000

2010



POPULATION
OF O'AHU

950,000

2035



POPULATION
OF O'AHU

1,380,000

2035



HOUSING UNITS
NEEDED

75,000



Oahu, Hawaii





'Aiea, Hawai'i

Historical
Community

Growing
Urban Area

Diversity

Major Transit
Corridor

The Challenges of Living in our Urban Community

Population
Growth

Housing
Shortage

Premium
Prices

Aging Housing
Inventory

Aging
Infrastructure

Traffic

Expensive
To Develop

Unplanned
Growth



What makes a Great
Community?



Main Street / Town Center

Waikiki Beach Walk, O'ahu



Transportation Options

Riding the Bus / Oahu, Hawaii



Flexible Public Spaces

Biking with Friends / Kaka 'ako Park, Honolulu



Home & Work

Affordable Housing & Job Opportunities



'Aiea Today

H3 FREEWAY



STADIUM



AIRPORT



HARBOR



COMMERCIAL



HOSPITAL

SHOPPING



*RAIL STATION



RESIDENTIAL



INDUSTRIAL



PARKS



SCHOOLS



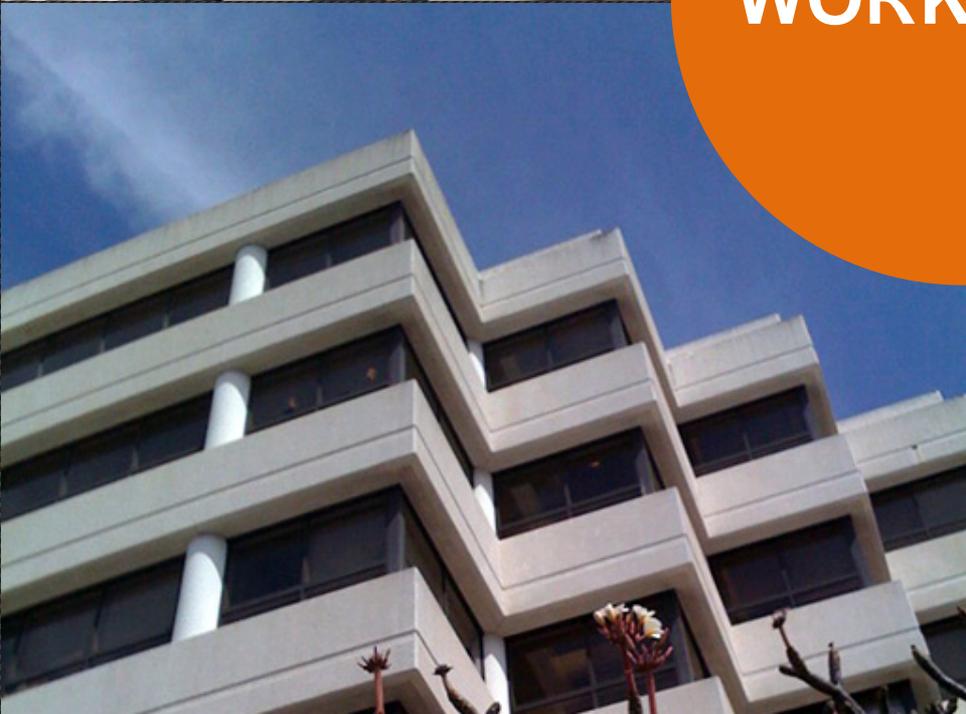


LIVE 'AIEA





WORK 'AIEA



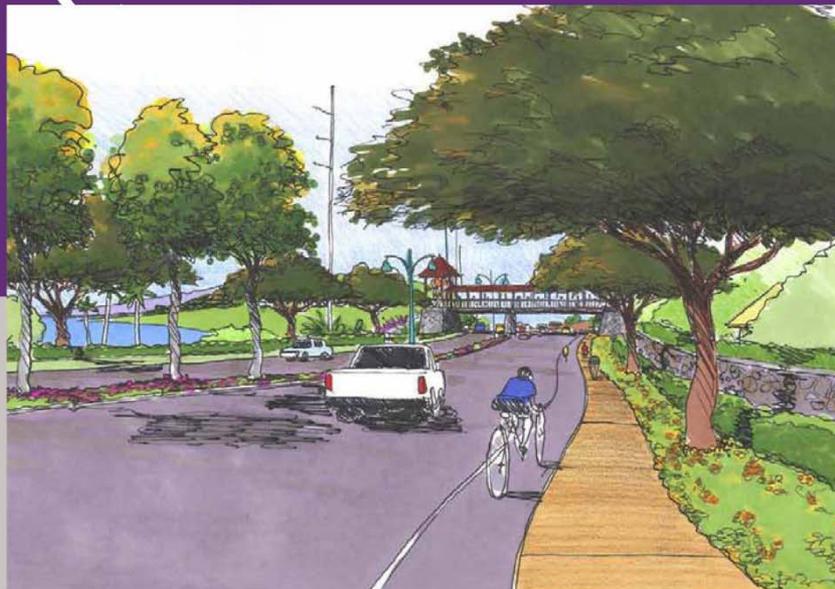


PLAY 'AIEA



Implementing Community Visions

Aiea Pearl City Livable Communities Plan



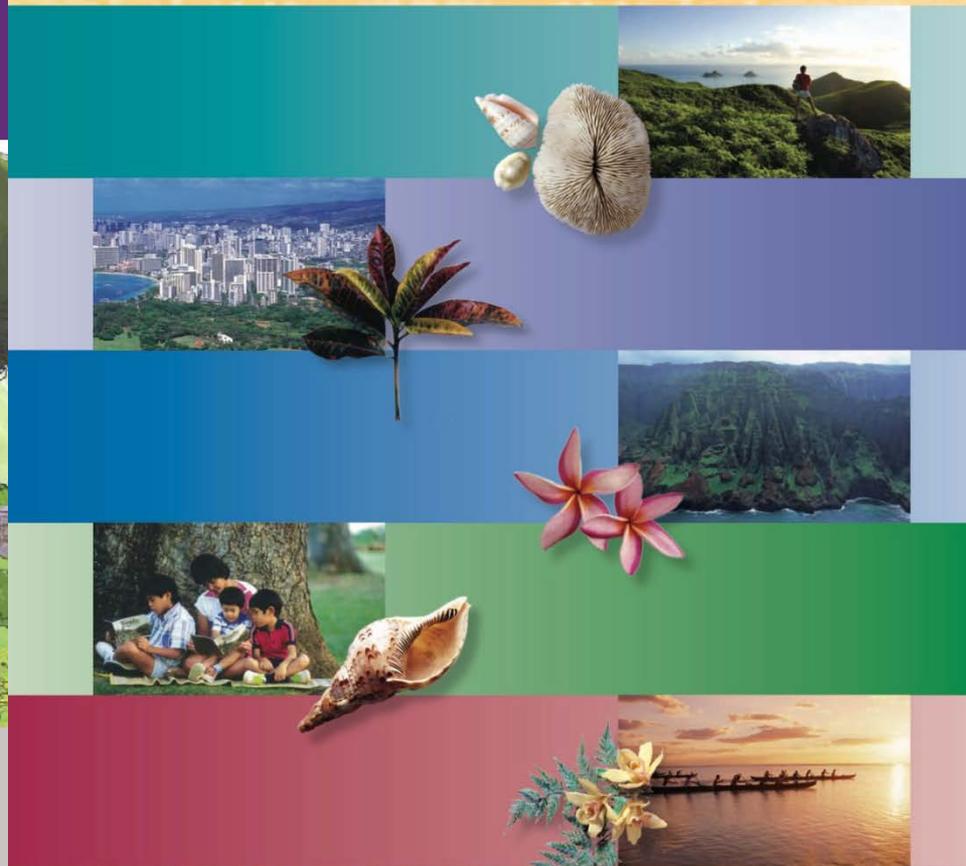
EXECUTIVE SUMMARY



May 2004
Jeremy Harris, Mayor



Hawai'i 2050 Sustainability Plan
Charting a course for Hawai'i's sustainable future



Hawai'i 2050
Sustainability Task Force
State of Hawai'i
January 2008

What the Community is saying...

“New Affordable Housing” “Wider Sidewalks”

“A place to people watch” “Commute Less”

“More Buildings” “A convenient place to live”

“Urban Open Space” “Blocking Views”

“A Thoughtfully Planned Community”

“More Jobs” “Overcrowding” “Senior Housing”

“Shopping and Dining” “A Main Street of Our Own”

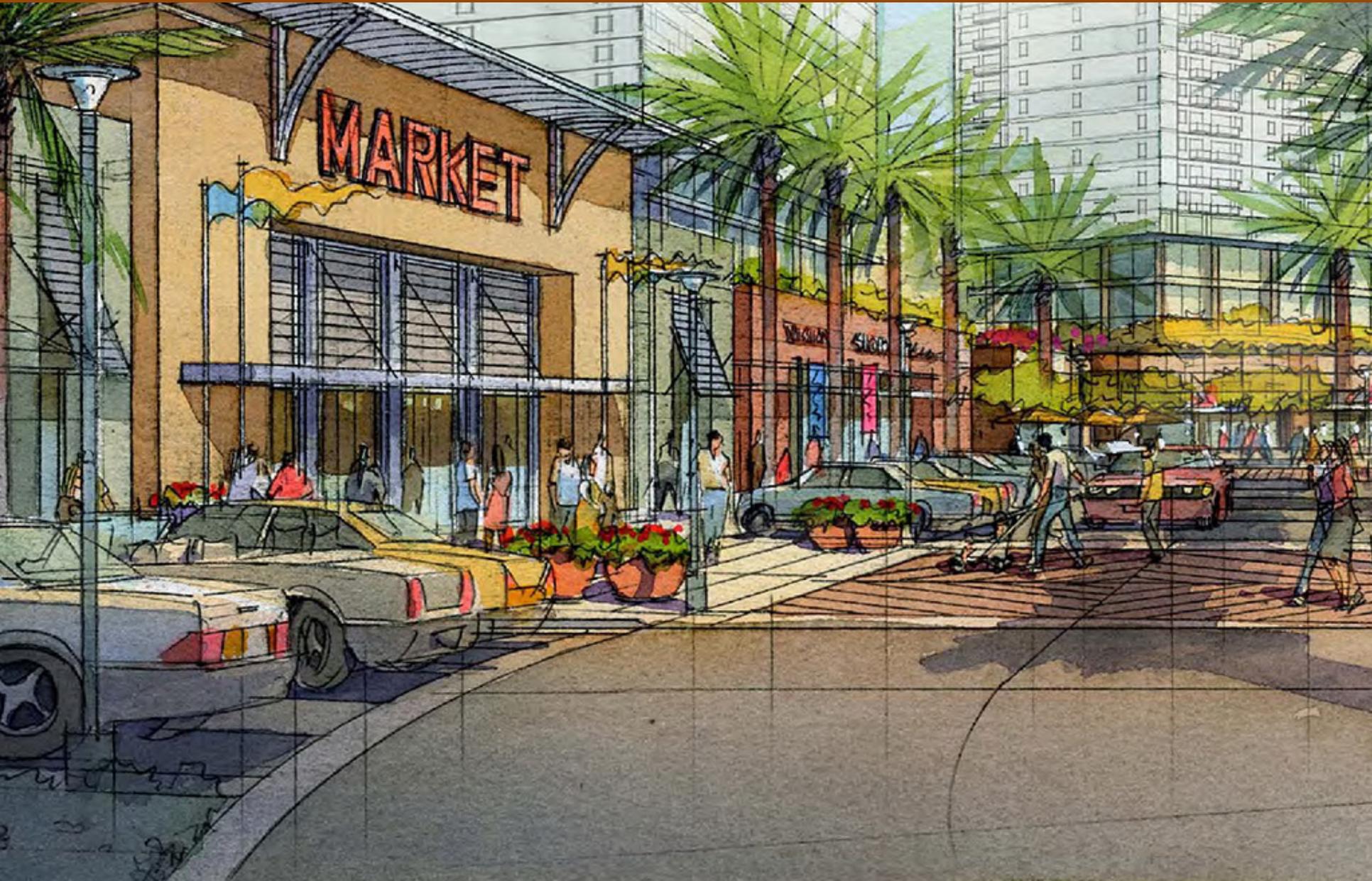
“More Traffic” “Outdoor Cafes” “a change in the landscape”

“A Great Grocery Store” “A walkable community”

A Gathering Place – Main Street from Moanalua Road



Daily Convenience – The Marketplace



A Flexible Public Space – The Central Plaza



A Great Community – Live Work Play 'Aiea





Main Street

Grocery

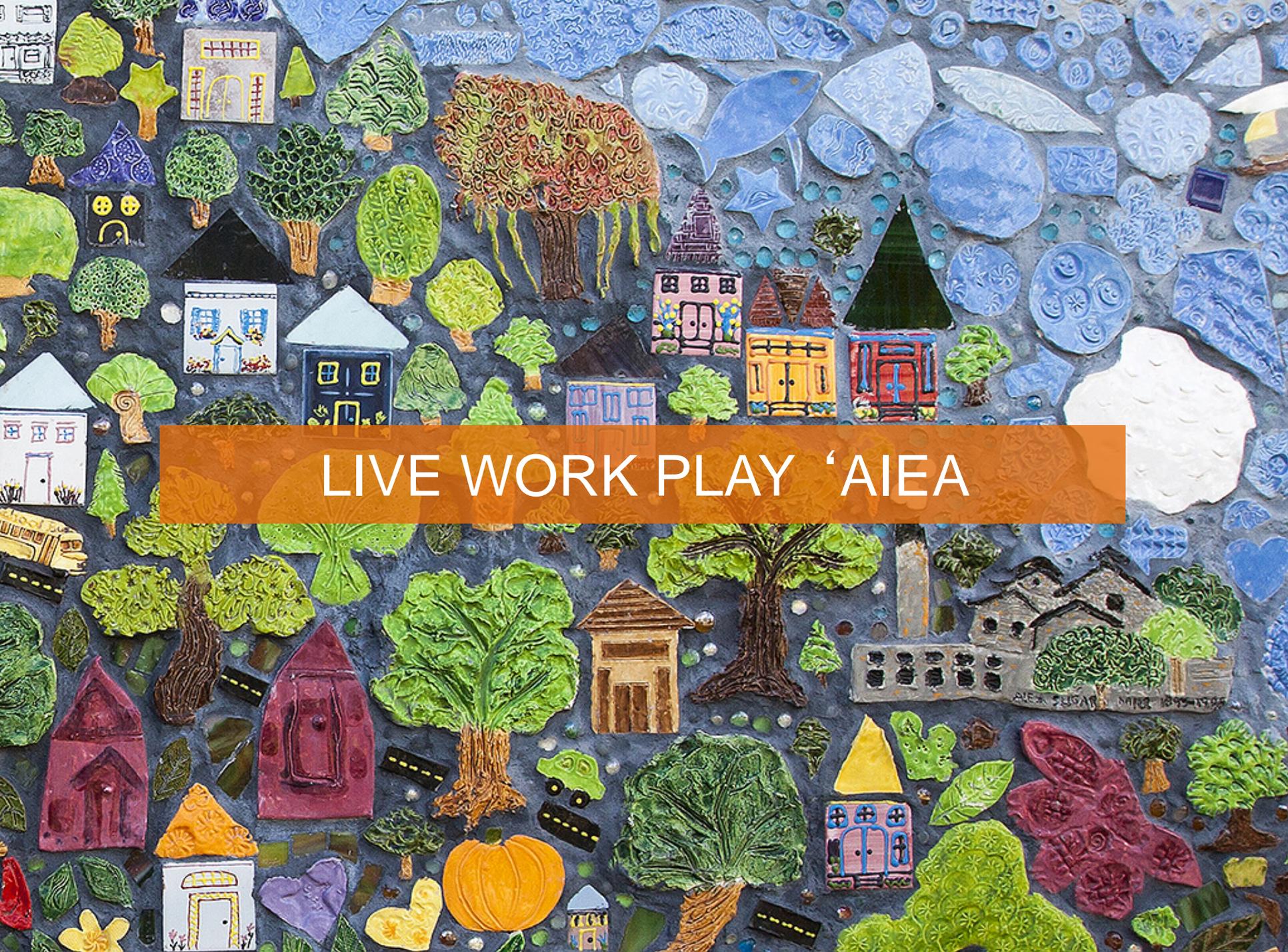
Retail

Business

Residential



ALOHA
ALVAH SCOTT
SERENITY
GARDEN



LIVE WORK PLAY 'AIEA

Credits – Photography

Images provided by
Robertson Properties Group,
Form Partners and Airspace Workshop

All other images courtesy of Creative Commons

Dhammza (#18), Nia [So let's go] (#20), wrza (#21), takaokun (#24),
Joe_philipson (#24), Michi Moore (#26), usacepublicaffairs (#25),
Yelp.com (#25), Official U.S. Navy Imagery (#24 #25), TobiasMik (#22),
AFN-Pacific Hawaii News Bureau (#26), eschipul (#24),

ATTACHMENT B

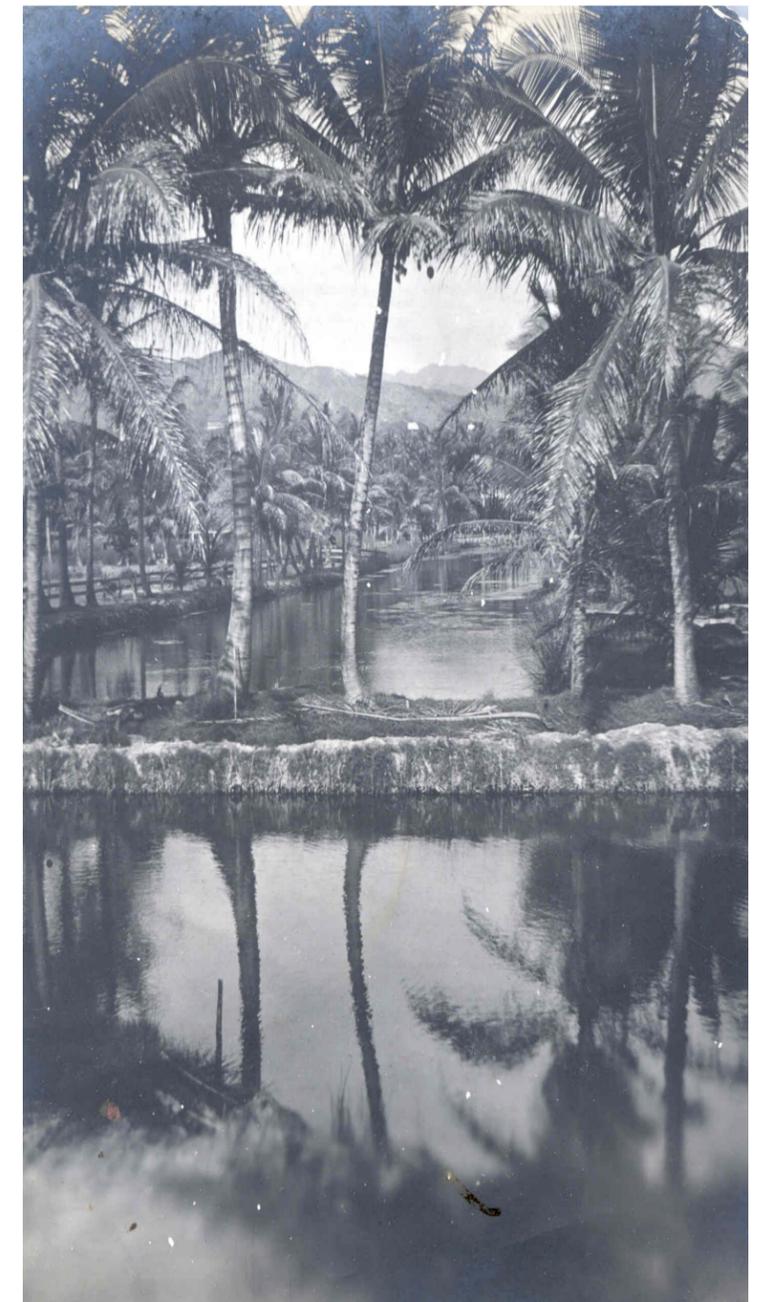


Building Community and Place

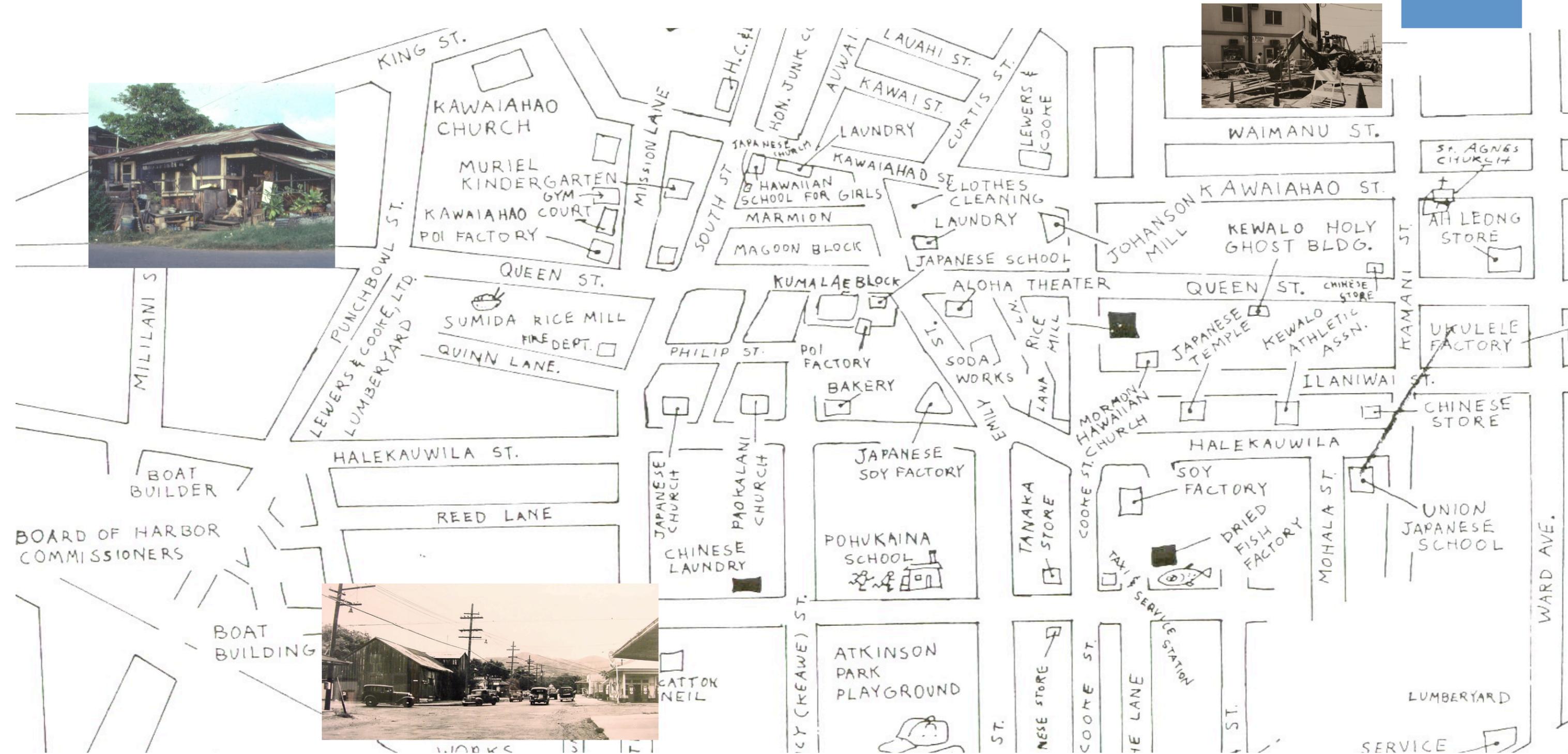
***Kakaako Community
Development District***

+ Early Kakaako

Wetlands In Between the Harbor & Waikiki



+ Work Force Housing Became The Fabric of the Community



As Residents Fled to the Suburbs Kakaako Became a Forgotten Light Industrial Village



- **Did you know that it cost more to develop new public roadways and infrastructure outside of Honolulu and takes a lot more time to pay for constructing that new capacity?**
- **The State Legislature appropriated over \$100 M to develop new public roadways in Kakaako so that a new mixed use residential community could be established.**



HCDA Charged With *Community Development in Kakaako*



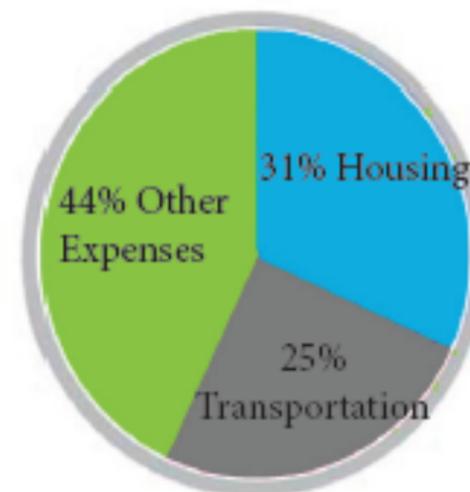
- **Elements of Community**
 - **Diversity of Housing Options**
 - rental & for sale
 - Multi-Family
 - affordable, workforce and market
 - **Jobs**
 - **Services**
 - **Culture, Arts & Entertainment**
 - **Public Transit & Alternate Modes of Transportation**
 - **Schools & Public Facilities**
 - **Recreation**
- **Suburbia**
 - **Single/Multi Family**
 - **Two Cars**
 - **Long Commutes to Work in the City**
 - **Different kind of Community**
- **City Life**
 - **Convenience**
 - **Central Location**
 - **Access to Public Transit, Services, Facilities, Recreation & Entertainment**
 - **Use Public Transit/Carpool - Save \$10,000/year**

HCDA charged with *COMMUNITY DEVELOPMENT* in Kakaako

City Life



Suburbia



City Life

- Convenience
- Central Location
- Access to Public Transit, Services, Facilities, Recreation & Entertainment
- Use Public Transit/Carpool - Save \$10,000/year

Suburbia

- Single/Multi Family
- Two Cars
- Long Commutes to Work in the City
- Different kind of Community

Kakaako Plan Principles

- **Develop “urban village” neighborhoods**
 - Mixed uses, pedestrian-scale relationship of building to street and public places
- **Create great places**
 - Use of corridors, existing public lands and redevelopment opportunities
- **Make connections**
 - Maintain and complete the street grid, strategic crosswalks, multi-modal design

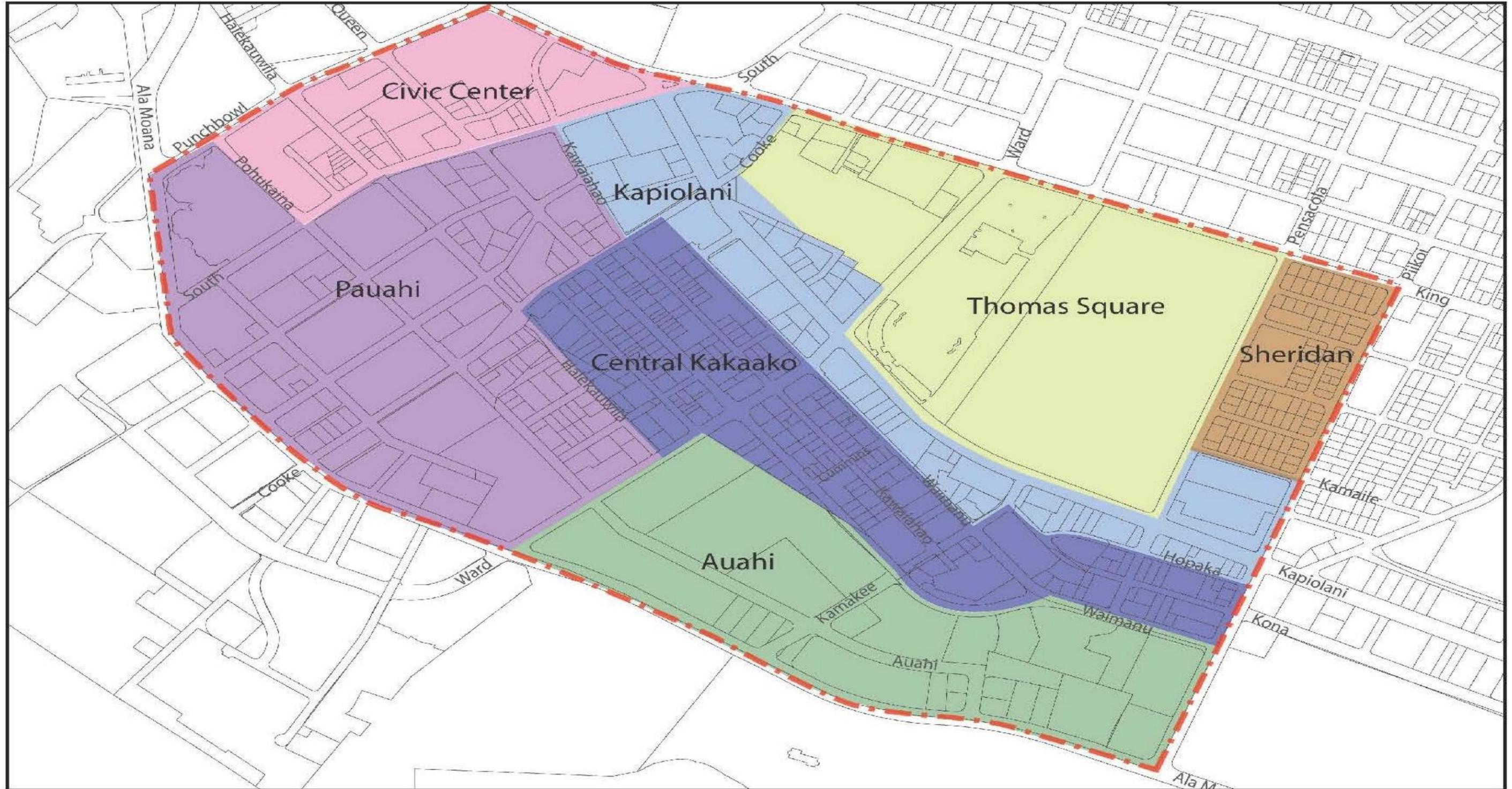


Urban Design Principles



- **Create outstanding pedestrian environment**
- **Provide improved street connections**
- **Create network of green streets**
- **Connect pedestrian paths across major thoroughfares**
- **Strengthen the Mauka-Makai linkage**
- **Support small-lot, mixed use, industrial pattern in Central Kaka‘ako**
- **Support transit-oriented development**

Logical Neighborhoods Were Identified



NEIGHBORHOOD ZONES

- Civic Center (CC)
- Kapiolani (KA)

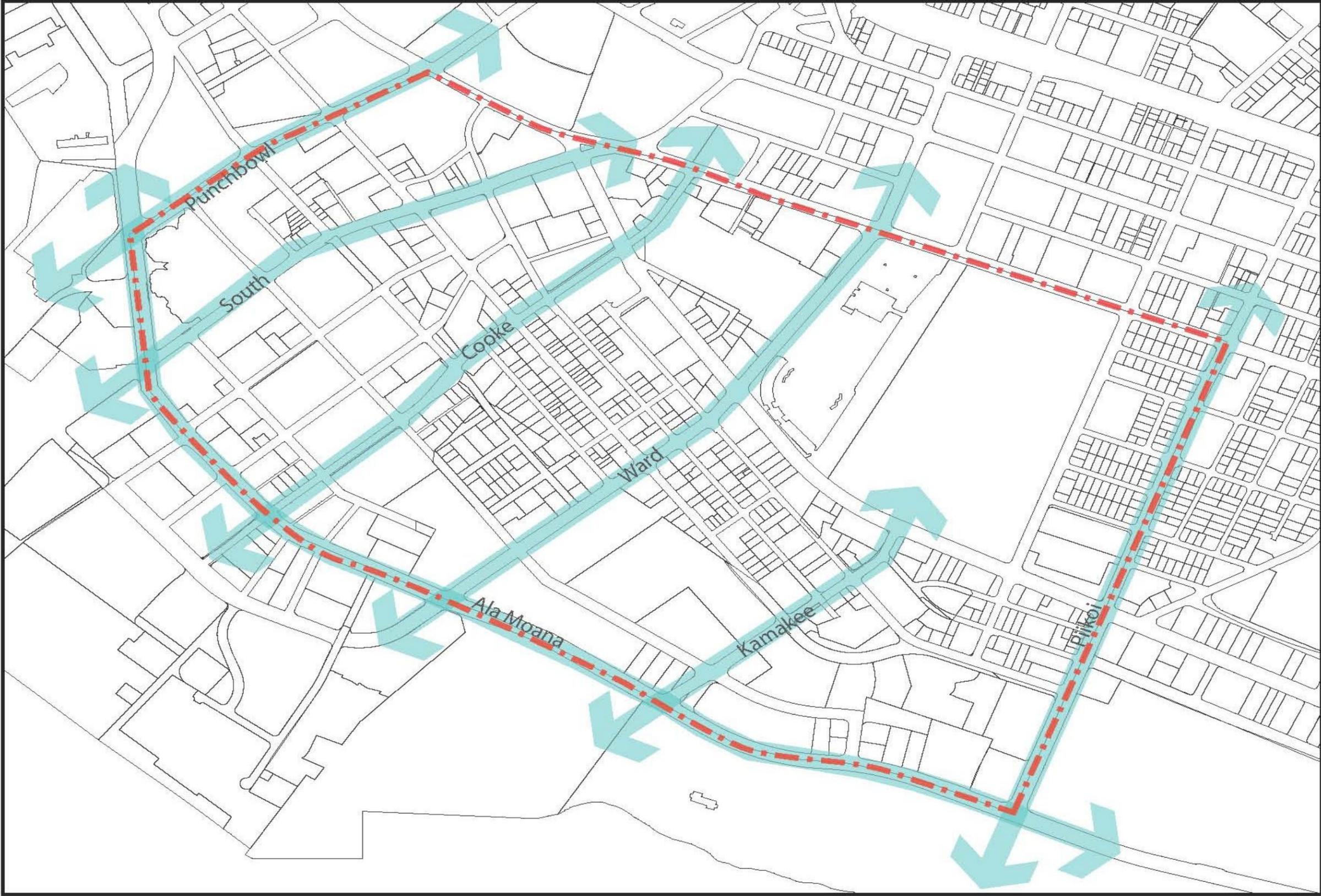
- Thomas Square (TS)
- Sheridan (SH)
- Central Kakaako (CK)

- Pauahi (PA)
- Auahi (AU)

Scale = 1"=800'



View Corridors Were Also Established



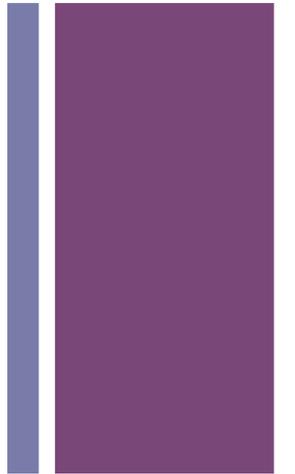
Designated View Corridor

Not to Scale





Building Community and Places



- **Regulatory Design**
 - **Form Based Rules vs Traditional Euclidean Rules**
 - **Compact Walkable Community**
- **Transit Oriented Development (TOD)**
 - **Get People Out of Their Cars & Using Public Transportation**
- **Complete Streets**
 - **Accommodate All Modes in the Public Realm**
- **Placemaking**
 - **Culture and Arts**
 - **Public Gathering Places**

+ Regulatory Reform

Goal - Compact Urban Form and Walkable Communities

Euclidean Zoning

- **Everyday Uses are Segregated From Each Others**
- **Similar Land Uses are Grouped Together**
- **Uses are Grouped Together**
 - **Shops**
 - **Housing**
 - **Industry**
- **Puts Everyday Uses Together**
- **Leads to Increased Traffic as People Must get out and about in their Cars**

Form Based Code

- **Regulating Development to Produce a Specific Urban Form**
- **Promotes Compact Urban Create Predictable Public Realm**
- **Encourage Compact Design and Promote Walkable Communities**
- **Active Street Scapes**
 - **Frontages Tailored to Fit**
 - **Build To Lines**
- **Parking to the Back**
- **Mass Transit Options**



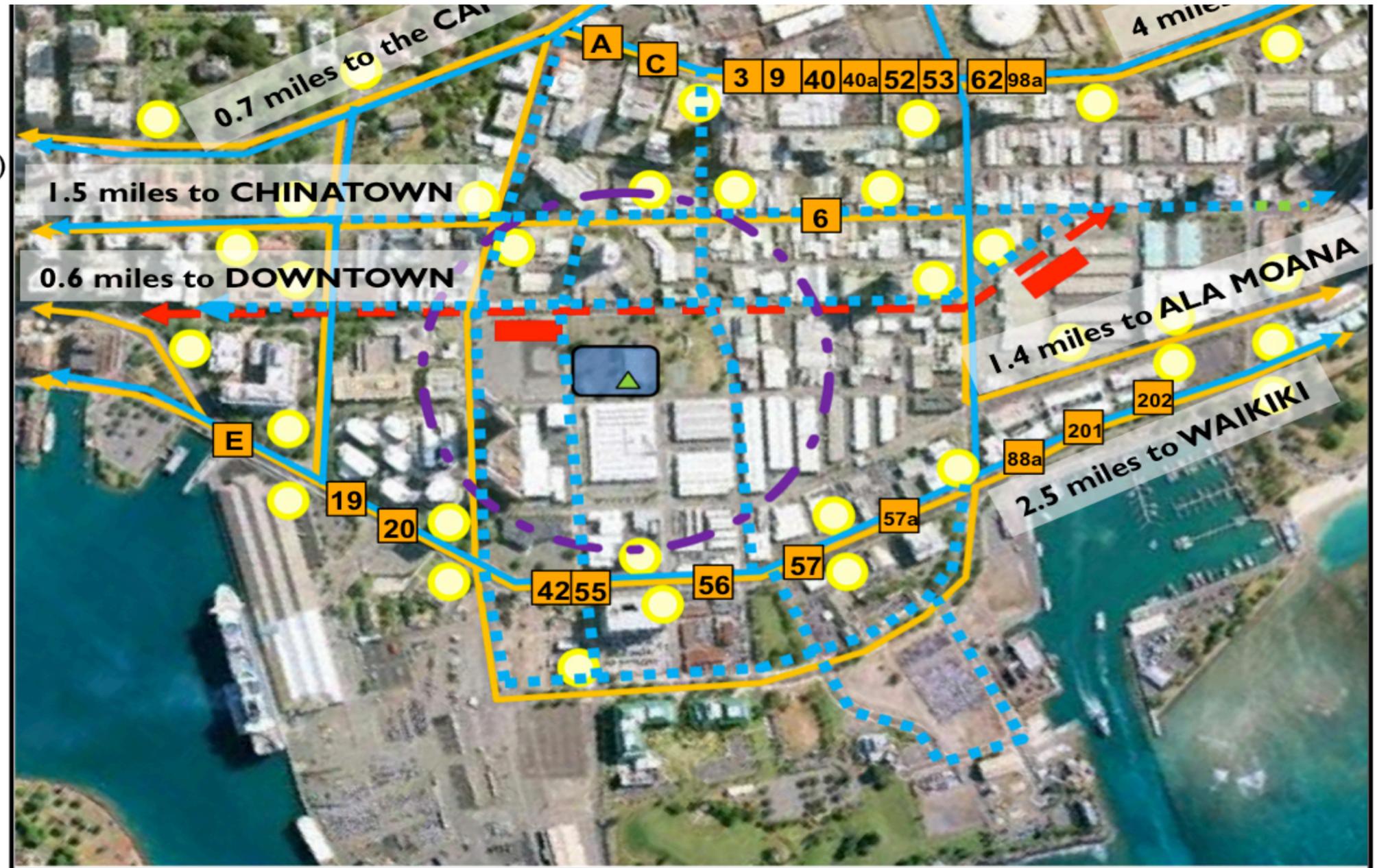
Transit **O**riented **D**evelopment, Complete Streets And *Public Private Partnerships*

TOD – Not Just About Rail Transit!

- **Mixed Use Residential & Commercial Area Designed to Maximize Access to Public Transport**
- **Creating a Predictable Public Realm**
 - **Relationship btwn Building Facades & Streetscapes**
- **Promoting Formation & Maintenance of Neighborhoods**
- **Establishing Compact Walkable Communities**
 - **Not Car Centric!**
 - **Safe For Pedestrians, Bicyclists, Motorcycles, all modes of Transportation**
 - **Not Defined by VMT (Vehicle Miles Traveled)**

Existing Kakaako Transit

-  Bike Share
-  Bike Lane (Proposed)
-  Bike Lane (DOT)
-  Transit Station
-  Transit Path
-  TheBus Routes
-  Alapai Bus Transit Center
-  TheBus Stop
-  TheBus Line
-  1/4 Mile Radius
-  Project Location



Transit Oriented Development

Walk Score®

83

Very Walkable

Out of 100

593+ Amenities within a one mile

12 min to **WALK** to Downtown

20 min to **WALK** to Chinatown

18 min to **WALK** to the Capitol

44 min to **WALK** to Waikiki

27 min to **WALK** to Ala Moana Center

Transit Score™

76

Excellent Transit

58 nearby bus routes

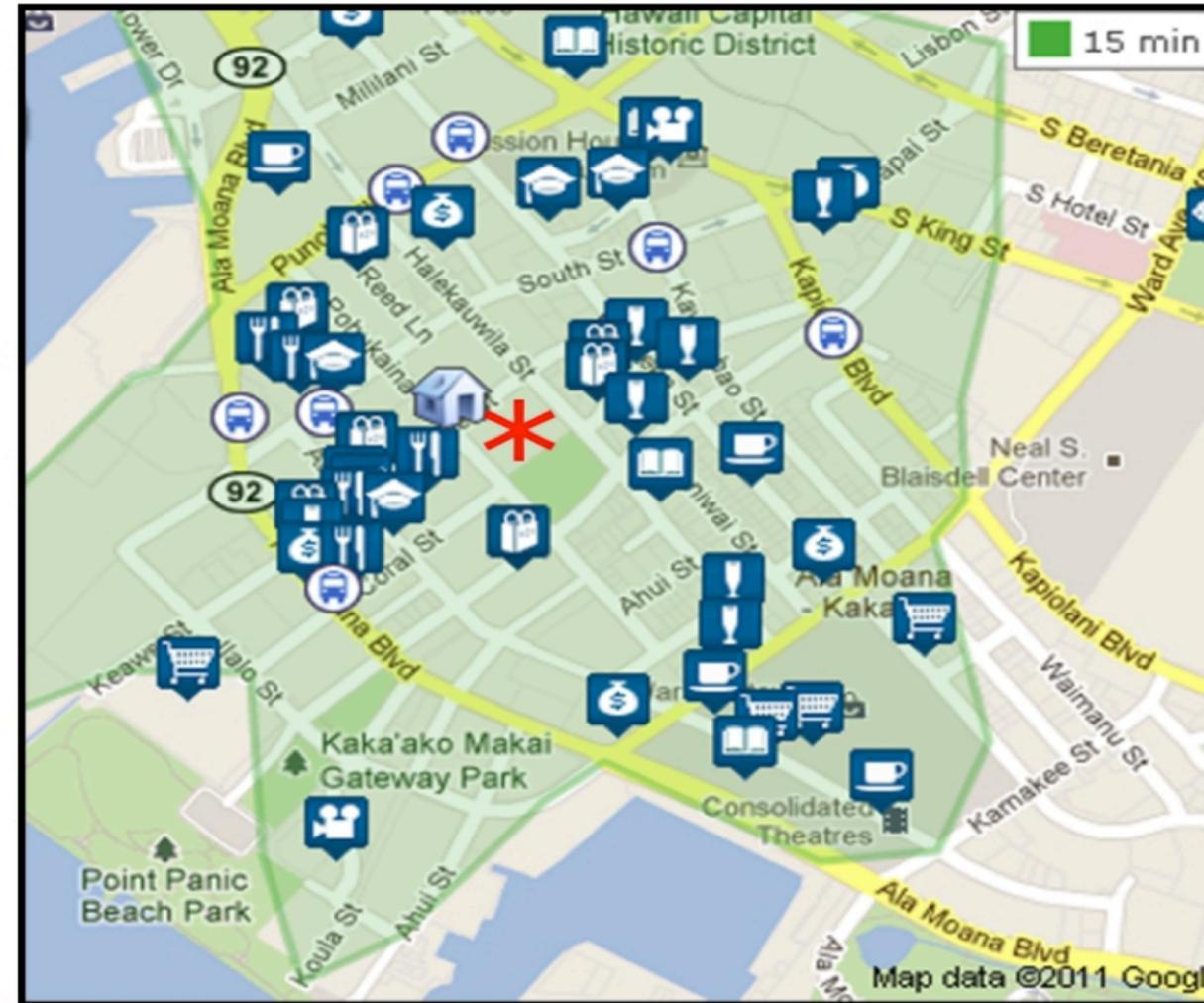
10 min **PUBLIC BUS** ride to Downtown

16 min **PUBLIC BUS** ride to Chinatown

15 min **PUBLIC BUS** ride to the Capitol

23 min **PUBLIC BUS** ride to Waikiki

17 min **PUBLIC BUS** ride to Ala Moana Center



Elements of TOD



Availability of Services



Development Potential

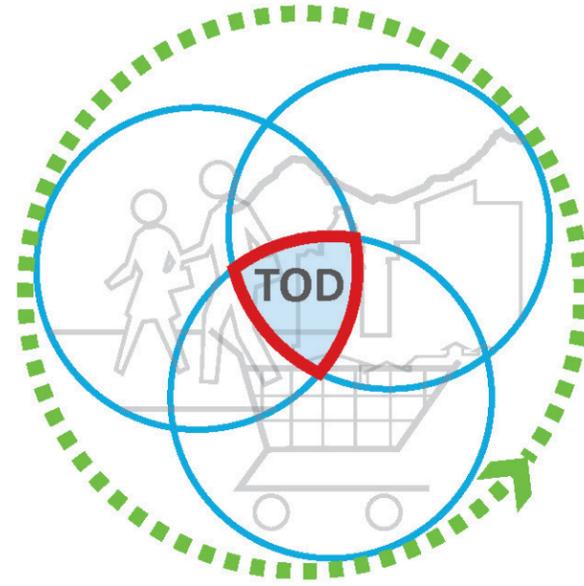


Mobility & Accessibility

Successful Transit Oriented Development is a balance of all three of these primary elements listed below. Entitlements will be distributed between developments that provide the greatest balance.



Mobility and Accessibility



Development Potential



Availability of Services

mo·bil·i·ty

the quality or state of being capable of moving or of being moved readily from place to place.

ac·ces·si·ble

easy to approach, reach, enter, or use.

Mobility and accessibility are terms with distinct definitions and a balance of both are critical in order to achieve functional TOD. Overall mobility and accessibility must be viewed from a universal design perspective, meaning that the community of Kakaako as a whole needs to be addressed when establishing TOD.

Complete Streets are a driving mechanism in achieving district wide mobility and accessibility for virtually all community members. A “complete” street is designed for safe, comfortable, and convenient movement both along and across the right-of-way by people of all ages and abilities, using multiple modes to circulation.



mobility + accessibility

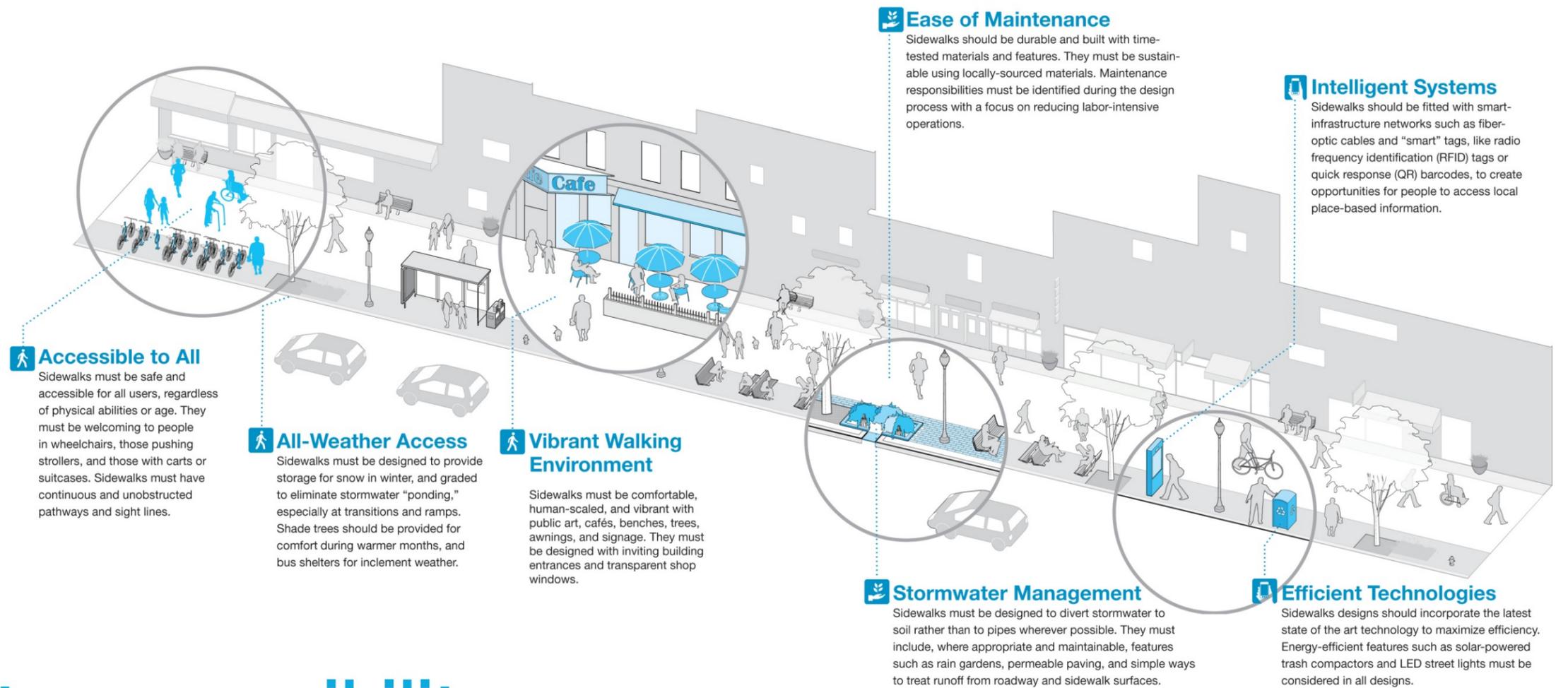


Figure 1 | Pedestrian Elements of Complete Streets

Walkscore®, an international survey of walking access to services, ranked Kakaako a **Walker's Paradise**. Almost three hundred community services and amenities were listed within walking distance or a short bike ride from the geographic center of the district. This map, alongside the high level of transit service provided with the bus, demonstrates that transit oriented development can exist in Kakaako - with or without rail.

The diversity and **Availability of Services** within close proximity from one another throughout Kakaako offer a network of destinations that charge the district with activity. Although the landscape of services existing in Kakaako are already substantial enough to meet most of the daily needs of the community, TOD proposes to further enhance the accessibility to the existing services as well as promote the increase in service variety.



availability of services



Figure 2 | Services/Amenities in the Kakaako Community Development District

Walk Score®

100-90 | Walker's Paradise

Daily errands do not require a car

89-70 | Very Walkable

Most errands can be accomplished on foot

69-50 | Somewhat Walkable

Some amenities within walking distance

49-25 | Car-Dependent

A few amenities within walking distance

24-0 | Car-Dependent

Almost all errands require a car

Kakaako Walk Score®

91

Walker's Paradise

Two developers, **Kamehameha Schools** and the **Howard Hughes Corporation**, have major land holdings within the Kakaako Community Development District. Their properties, along with a few other large lot parcels, are highlighted as having the **greatest transit oriented development potential** in Kakaako.

Transit Oriented Developments that have significant influence on an area need to be dense, mixed-use projects of substantial size. Although the ideas laid forth in this TOD plan will result in district wide improvements, only certain sites with the greatest development potential will create a significant impact on the community. In light of the TOD size, density and use requirements, Development Potential of a parcel in Kakaako is effected by parcel size, land ownership and its current neighborhood zone. Development parcels that are over two acres, owned by a single entity and in a neighborhood zone or location where the current Mauka Area Rules already entitles the site to higher density and height.



development potential

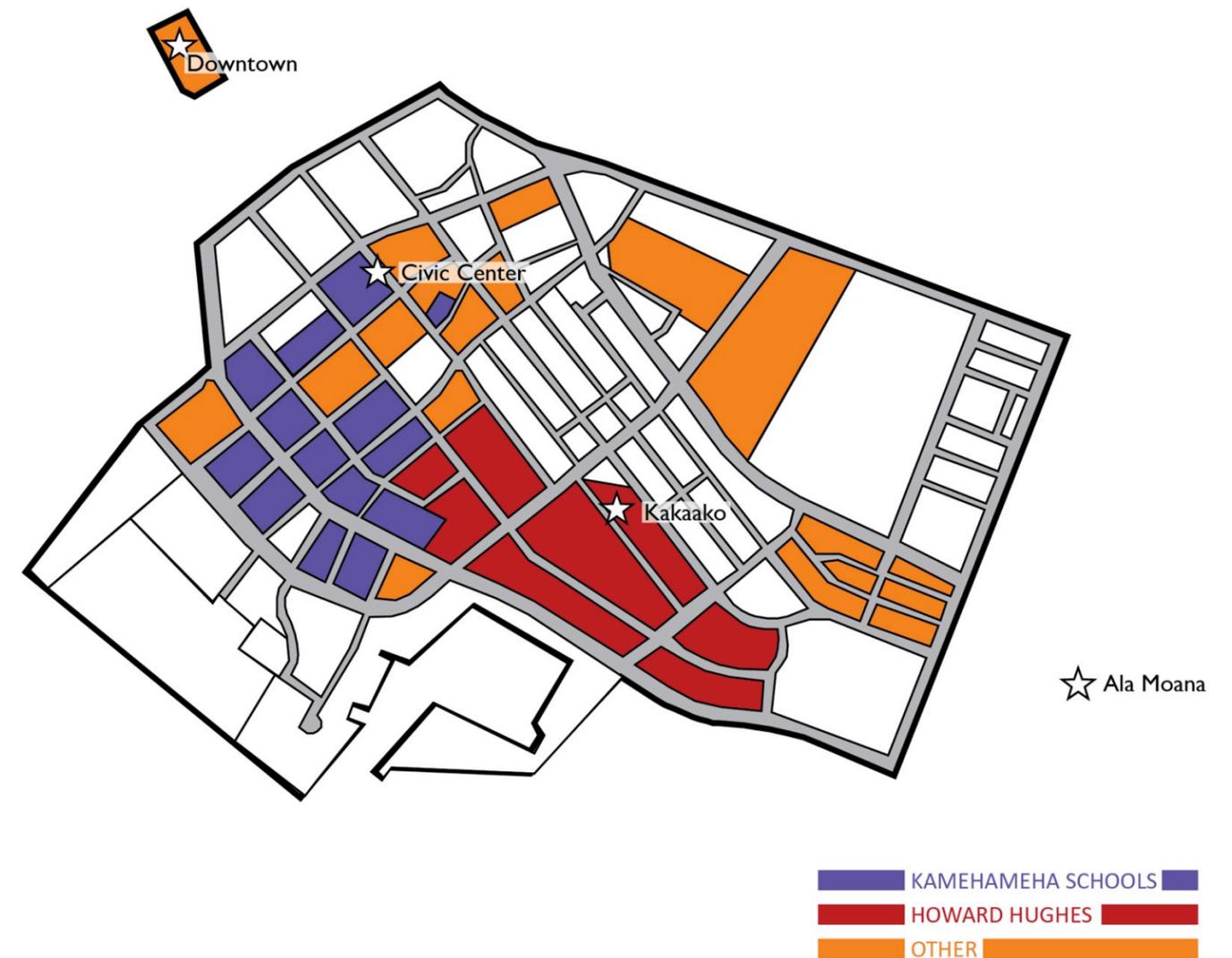
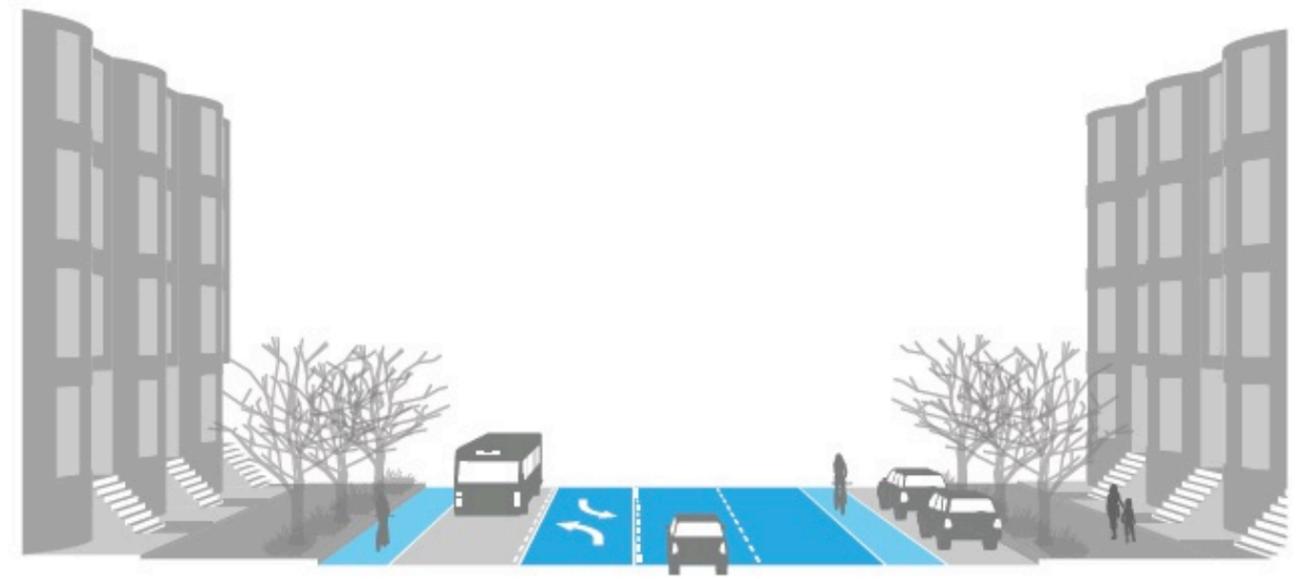


Figure 3 | Sites Identified with the Highest Development Potential

What is a Complete Street?



Traditional road classifications emphasize vehicle movement.



Complete Street Types emphasize the character of the entire street.

Complete Streets Program Elements



- ▶ Pedestrian Countdown Signals
- ▶ Crosswalk Markings
- ▶ Landscape Buffer
- ▶ Street Tree
- ▶ Bicycle Sharrows
- ▶ Bicycle Lane Safely Located
- ▶ Bicycle Intersection Design
- ▶ Bus and Service Vehicle Pull-Out Lanes
- ▶ Omni-directional Crosswalk (Barnes Dance)
- ▶ Speed Tables

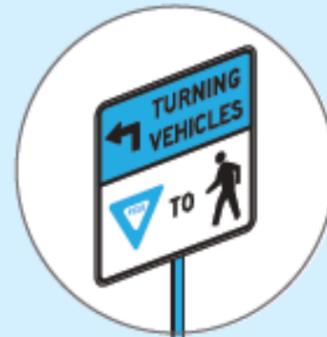
Complete Streets for Pedestrians

Safety



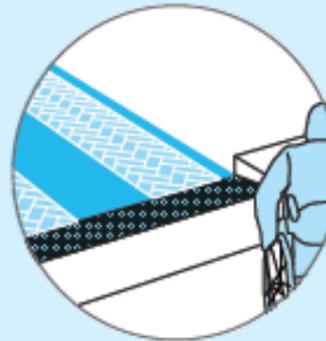
Lower motor vehicle speeds:

- ▶ Narrower lane widths
- ▶ Reduced turning radii
- ▶ Traffic calming measures



Less exposure to conflicts:

- ▶ Dedicated space
- ▶ Shorter crossing distances
- ▶ Improved sight lines and visibility
- ▶ Crossing islands
- ▶ Appropriate signal timing and crossing treatments



Accessible crossings:

- ▶ ADA compliant curb ramps
- ▶ ADA compliant crosswalks
- ▶ Accessible pedestrian signals

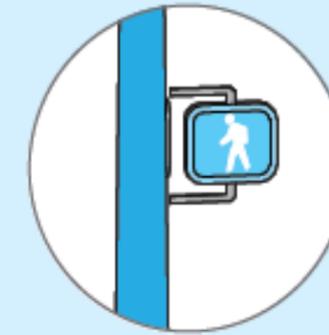
Convenience



Comfortable and inviting spaces:

- ▶ Appropriate sidewalk widths for pedestrian volumes
- ▶ Crossings that reflect pedestrian desire lines
- ▶ Buildings that front the street
- ▶ Transparent store fronts
- ▶ Street trees
- ▶ Amenities such as benches, recycling and trash receptacles, public art, street cafés, etc.

Minimal Delay



Frequent opportunities to cross:

- ▶ Pre-timed pedestrian signals
- ▶ Responsive pushbuttons
- ▶ Direct routes across complex intersections

Complete Street Intersection Design



It Makes Sense to be a Pedestrian!

HEALTH BENEFITS of WALKING

 **20** WALKING 20 MINUTES/DAY WILL BURN 7 POUNDS OF BODY FAT/ YEAR

 **45** WALKING 45 MINUTES/ DAY HALVES ODDS OF CATCHING A COLD

 **1** WALKING 1 MINUTE CAN EXTEND LIFE BY 1.5-2 MINUTES

 **20** WALKING 20-25 MINUTES/WEEK CAN EXTEND LIFE BY SEVERAL YEARS



DEMENTIA
Seniors who walk 6-9 miles/week are less likely to suffer from mental decline as they age, including dementia.

DIABETES
Walking 30 minutes/day, 5 days/week, along with moderate diet changes, can halve risk of Type 2 Diabetes.

HEART DISEASE
Walking 30 minutes/day, 5 days/week can halve the risk of heart disease and reduce stress, cholesterol, and blood pressure.

ARTHRITIS
Walking can reduce pain and improve function, mobility, mood, and quality of life, without worsening symptoms.

DEPRESSION
Walking triggers endorphins, promotes relaxation, and prevents anxiety and depression.

WALKING 3-5 HOURS/ WEEK REDUCES MORTALITY BY 50% IN WOMEN WITH BREAST CANCER



WOMEN WHO WALK FOR 1 HOUR/ DAY, 5 DAYS/WEEK AND CONSUME 1,500 CALORIES/ DAY CAN LOSE AND KEEP OFF 25 LBS



WALKING 30 MIN/ DAY, 4 DAYS/WEEK CAN REDUCE THE RISK OF DIABETES BY NEARLY 60%



PROSTATE CANCER PATIENTS WHO WALK 90 MIN/WEEK HAVE NEARLY 50% LOWER MORTALITY RISK



WOMEN WHO WALK REGULARLY ARE 31% LESS LIKELY TO DEVELOP COLON CANCER THAN THOSE WHO EXERCISE LESS THAN ONE HOUR/ WEEK



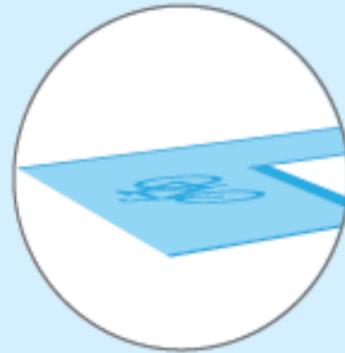
Complete Streets for Bicycles

Safety



Lower motor vehicle speeds:

- ▶ Narrower lane widths
- ▶ Reduced turning radii
- ▶ Traffic calming measures



Less exposure to conflicts:

- ▶ Dedicated space
- ▶ Shorter crossing distances
- ▶ Signal design that accommodates bicycle speeds
- ▶ Signal design that reduces conflicts with other modes



Degree of separation:

- ▶ Intersection treatments for separate bicycle crossings
- ▶ Bicycle lanes
- ▶ Buffered bicycle lanes
- ▶ Cycle tracks

Convenience



Well-maintained and bicycle friendly intersections:

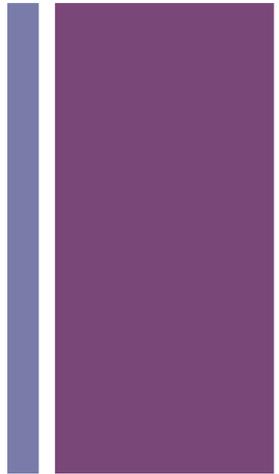
- ▶ Good pavement quality
- ▶ Materials that reduce vibrations
- ▶ Connections to other bikeways
- ▶ Wayfinding signs
- ▶ Bicycle parking

Minimal Delay



- ▶ Responsive traffic signals
- ▶ Bicycle signals
- ▶ Bicycle detection
- ▶ Direct routes across complex intersections

+ Bicycle Sharing Facilities



Kaka'ako Transformations

Auahi & Keawe Street *(courtesy of Kamehameha Schools)*



Kaka'ako Transformations

Auahi & Cooke Street (courtesy of Kamehameha Schools)



AUAHI STREET TODAY



AUAHI STREET FORWARD



Howard Hughes
THE HOWARD HUGHES CORPORATION

ALA MOANA BOULEVARD TODAY



ALA MOANA BOULEVARD FORWARD



Howard Hughes
THE HOWARD HUGHES CORPORATION

WARD VILLAGE

URBAN MASTER PLANNED COMMUNITY



Necessary Elements of Successful TOD

- **Efficient Public Transit**
 - Multiple Modes of Transportation
- **Form Based Codes**
 - To Create Active Streetscapes & Predictable Public Realm
- **TOD Overlay and Rules**
 - ID Parcels Suitable for Increased Density, Height or Other
- **Complete Streets Program**
 - Intersection Design, Parking Regulations, & Pedestrian Facilities Too
- **Diversity of Housing Opportunities**
 - Sale & Rental Housing
 - Flexible Affordable/Work Force Housing Regulations
- **Public Private Partnership**

Public Private Partnership (P3)

A New Paradigm!

Affordable Towers



**100% of cost
must be produced
in advance**

**Government
writes a
big check**

Request For Proposal Solicitation

Development Proposal to Provide

- Offeror's Qualification
- Development Concept & Design Program
- Business Plan & Financing
- Construction Project Management
- Unit Sales and/or Property Management

State of Hawaii (HCDA) Partner to Provide

- Prime Location
- Phase 1 Financing/Construction
- Project Environmental Review and Analysis
- Financing/Advocacy
- Development Entitlements (zoning, height and density)
- Tenant Commitment for Civic & Business Innovation/Incubator Space (lease back space)
- Broadband Infrastructure to Site
- Complete Streets Program
- Project Labor Agreement



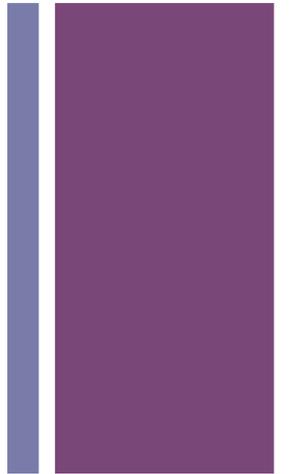


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Balance is Needed!



Does it make financial sense?



ATTACHMENT C

Honolulu Authority for Rapid Transportation

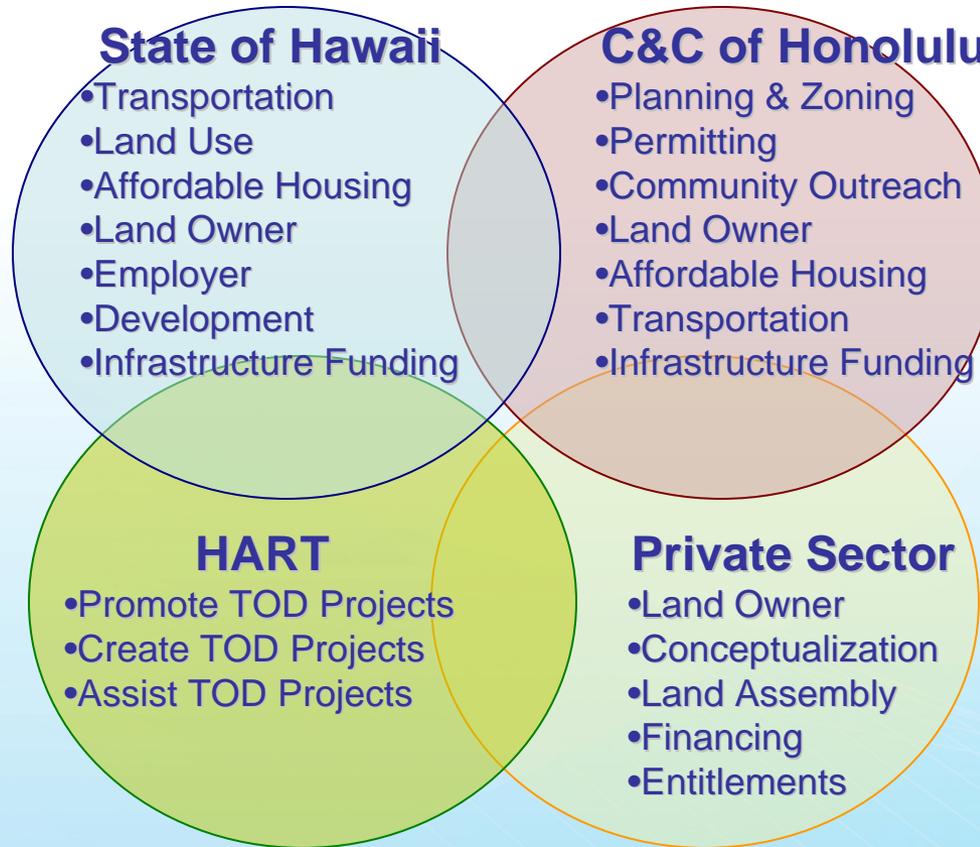
Update on Transit Oriented Development Stakeholders Advisory Group

Revised Charter of the City and County of Honolulu Section 17-103

1. The public transit authority shall have authority to develop, operate, maintain and expand the city fixed guideway system as provided in this article.
2. To perform its duties and functions, the transit authority shall have the following general powers:

- (n) ***To promote, create and assist transit oriented development projects near fixed guideway system stations that promote transit ridership, and are consistent with the intent of the adopted community plans and zoning.***

TOD Requires Coordination of Numerous Institutions



Goals and Objectives

- **Interested parties including but not limited to developers, land owners, community and business groups may present issues and concerns to the Stakeholders Advisory Group for discussion and potential direction**
 - **Interested parties around the table to share information on how to move TOD forward**
- **Stakeholders Advisory Group can discuss issues of major concern and formulate strategies to advance TOD**

Membership

- **City and County of Honolulu**
 - City Council Member
 - Department of Planning and Permitting
- **State of Hawaii**
 - Director of Office of State Planning
 - Hawaii State Legislator
- **HART**
 - HART Executive Director/CEO
 - HART Board representation
- **Private Sector**
 - American Institute of Architects – Hawaii Chapter
 - American Society of Landscape Architects

Proposal

Establish HART Stakeholders Group

Mahalo!