



HONOLULU AUTHORITY for RAPID TRANSPORTATION

MINUTES

**Transit Oriented Development Meeting
Mission Memorial Annex Conference Room
550 South King Street, Honolulu, Hawaii
Thursday, August 15, 2013, 9:00 am**

PRESENT: William "Buzz" Hong Keslie W.K. Hui
Ivan M. Lui-Kwan Donald G. Horner
Michael D. Formby George I. Atta

ALSO IN ATTENDANCE: Wayne Yoshioka Mark Garrity
(Sign-In Sheet and Staff) Russell Honma Daniel Grabauskas
Joe Magaldi Joyce Oliveira
Paul Migliorato Reid Yamashiro
Vincent Shigekuni Cindy Matsushita
Barbara Armentrout Andrea Tantoco
Anthony Ching Scott Ishikawa

EXCUSED: Robert "Bobby" Bunda

I. Call to Order by Chair

Transit Oriented Committee (TOD) Chair William "Buzz" Hong called the meeting to order at 8:30 am.

II. Public Testimony on All Agenda Items

Mr. Hong called for public testimony, and none was offered.

III. Approval of Minutes of the July 25, 2013 Transit Oriented Development Meeting

Mr. Hong called for the approval of the July 25, 2013 minutes of the TOD Committee. Hearing no objections, the minutes were approved unanimously as circulated.

IV. Presentation by the Hawaii Community Development Authority on the Kalaeloa Community Development District

Anthony Ching, Executive Director for the Hawaii Community Development Authority (HCDA), gave a PowerPoint presentation on the organization's projects in the Kalaeloa Community Development District. The presentation is attached hereto as Attachment A.

Mr. Ching indicated the five different zones planned for Kalaeloa on a map, and pointed out the likely location of a transit station. He said that form-based code is being utilized in Kalaeloa, just as in the Kakaako area. He detailed the various permitted densities and uses.

Mr. Ching described the thoroughfare plan, which incorporates streetscape and landscape features designed to promote pedestrian activity. He pointed out landscape medians that could be used for rail guideway columns.

Mr. Ching said that rental housing plans by the Hunt Companies and Carmel Partners include upgrading former Navy barracks, in conjunction with landscaping, parks, and Hawaiian Electric Company (HECO) upgrades.

Mr. Ching then described the major landowners in the Kalaeloa area, and their holdings. The Department of Hawaiian Homelands (DHHL) properties total approximately 555 acres, which are scattered throughout Kalaeloa. DHHL's 45 tenants include a solar farm, various industrial tenants, and agricultural tenants. The location of DHHL lands will be strategic to rail, as they lie adjacent to the main thoroughfare, Saratoga Road.

The Hawaii Air National Guard, another major landowner in the area, is currently in the process of construction in many areas. The National Guard is developing permanent utility connections, including a planned HECO substation.

Cloudbreak Communities is currently developing a transitional veterans' center, which involves converting the existing barracks into studio apartments for veterans.

Major landowner the Hunt Companies has drafted a strategic implementation plan designed to be implemented in three stages over the next 20 years, consistent with HCDA's Kalaeloa Master Plan. It includes 4,000 residential units, over 3 million square feet in retail and commercial space, mixed use, and light industrial uses. Hunt's holdings include a former Navy airport. Hunt's renewable energy park will also bring much-needed electricity into the area. The plan also includes energy crossings, which will distribute electricity into the area.

Committee member Keslie Hui asked how the infrastructure in the area is being implemented and financed. Mr. Ching replied that HCDA's plan envisions monies for infrastructure, as none had been invested in public utilities since the Navy left. He said that although the existing sewer system is adequate, the water and power distribution systems require reinvestment. Mr. Ching emphasized that the development of roadways is critical to the establishment of other utilities. He praised Committee member Michael

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Formby of the Department of Transportation Services (DTS) and Committee member George Atta of the Department of Planning and Permitting for their cooperation in determining how low-impact roadways could be built.

Mr. Formby asked whether there had been an assessment of existing transit coverage in the area, and whether HCDA would work with the City in expanding service prior to rail. Mr. Ching replied that HCDA understands the need for local transportation connector service within Kapolei. However, he explained that it is a “chicken and egg” situation: residents and ridership must be present first, in order to justify expansion of bus service into the district. Mr. Formby acknowledged the situation, and asked Mr. Ching to work with DTS’ transit planners for planning purposes.

Mr. Formby asked about any restrictions or uses for the airport. Mr. Ching said that the airport, which is managed by the State Department of Transportation (HDOT), is a reliever airport for the Honolulu International Airport, and also accommodates private air traffic. HDOT would like to see the establishment of much-needed infrastructure first, which will lead to growth of the area and create a demand for air and transit services.

Committee member Don Horner asked whether Mr. Ching had any information about more Marines coming to Hawaii, and where they would be housed. Mr. Ching said that HCDA conducted a net zero energy community study in the area which had military applicability due to its proximity to the beach and other factors. Access to the H-2 and H-3 freeways would be critical for a connection to Kaneohe Marine Base, which is constrained from accommodating a large influx of new residents. Mr. Ching said that HCDA is talking with the military regarding Kalaeloa as a potential site for housing. In addition, the Hunt Companies and Carmel Partners are developing military housing in the area. Mr. Horner suggested including the Department of Education and HDOT in the conversations to explore whether federal monies would be available. Mr. Ching agreed that planning for such housing should occur now, and speculated that perhaps as many as 1,000 residential units could be accommodated in the area.

Mr. Horner expressed his concern about passenger traffic flows at the last three City Center stations, and suggested directing passengers to Ward and Kakaako, to prevent a bottleneck of passengers at Ala Moana Shopping Center. Mr. Ching agreed, and stated that he intended to discuss the matter with new TOD Coordinator Harrison Rue. Mr. Atta confirmed that discussions are underway between DPP and DTS. Mr. Ching added that he had also had conversations with HART staff regarding the integration of land use and bus connections surrounding the last three stations, and the possibility of having the University of Hawaii (UH) and developers participate. Mr. Horner reiterated that the Department of Education, hospitals, hotels, and UH must be part of those conversations.

Mr. Atta asked about density under HCDA’s plan. Mr. Ching said that the plan contains “TOD density” areas, such as downtown Kalaeloa. Those areas of higher density are near rail stations where people are expected to congregate, as opposed to other less dense areas along the alignment.

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Mr. Atta suggested encouraging DHHL to develop mixed use parcels, which will create a vibrant TOD community. Mr. Ching agreed, but pointed to the lack of utilities as an obstacle. Once infrastructure is in place, he opined that DHHL will then realize the mixed use development potential.

Mr. Atta expressed his concern about development of the historic Marine Corps airfield. Mr. Ching said that the federal lands are leased to the Hunt Companies, which must engage in a Section 106 consultation prior to any development. Additionally, Hunt has not yet specified any plans for the airport. However, Mr. Ching believes that development of that area would drive development along North-South Road and into the Ewa Marina. Mr. Atta asked that Mr. Ching keep the City apprised of progress, and Mr. Ching agreed.

Mr. Horner said that he understood there is no telecommunications infrastructure along North-South Road, which will pose problems for development along the area. Mr. Ching acknowledged that, unfortunately, HECO does not typically make arrangements for telecommunications.

Committee member Ivan Lui-Kwan asked about the public's reaction to HCDA's Kakaako outreach. Mr. Ching replied that HCDA is constantly assessing the public's reaction to the organization's message. However, he said that the message remains the same: that their Kakaako plan is logical, and that HCDA is committed to being accountable, and to administering a process that is fair and consistent.

Mr. Horner addressed a misperception that HCDA and the DOE were not getting along. To the contrary, Mr. Horner said that the organizations had been collaborating well together. He opined that the misperception may be due to a public relations issue. Mr. Ching acknowledged that HCDA was striving to focus more on public relations.

Mr. Hong called for questions from the public.

Russell Honma provided testimony on the importance of working with the State of Hawaii and the Navy in developing the transportation plan for the Kalaeloa area, and suggested that HART consider including the Army Corps of Engineers in the conversation. He suggested including the Hawaiian Railroad Society in providing the transportation linkage to Ko Olina. Mr. Honma suggested that HART manage development surrounding its stations in an effort to generate revenues.

Mr. Ching responded by saying that Kalaeloa roads are probably outside of HDOT's current priorities with regard to the Statewide Transportation Improvement Plan. However, improvements still need to be made. Regarding transportation in Kalaeloa, Mr. Ching said the two most important things are destinations and connections; once destinations are established, connections must be made. Regarding innovative financing, Mr. Ching said that infrastructure must be in place first before developers will invest in Kalaeloa.

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Mr. Hong thanked Mr. Ching for his informative presentation.

V. Update on Transit Oriented Development Stakeholders Advisory Group

Mr. Hong stated that as the Committee Vice Chair Robert "Bobby" Bunda was out of town, the report on the TOD Stakeholders Advisory Group would be deferred.

VI. Executive Session

There was no reason for executive session.

VII. Adjournment

Mr. Hong called for a motion to adjourn. Mr. Formby so moved, and Mr. Lui-Kwan seconded the motion. The motion carried unanimously, and meeting was adjourned at 9:33 am.

Respectfully Submitted,



Cindy Matsushita
Board Administrator

Approved:



William "Buzz" Hong
Chair, Transit Oriented Development
Committee

SEP 26 2013

Date

ATTACHMENT A



Building Community and Place

***Kalaheo Community
Development District***

+ Regulatory Reform

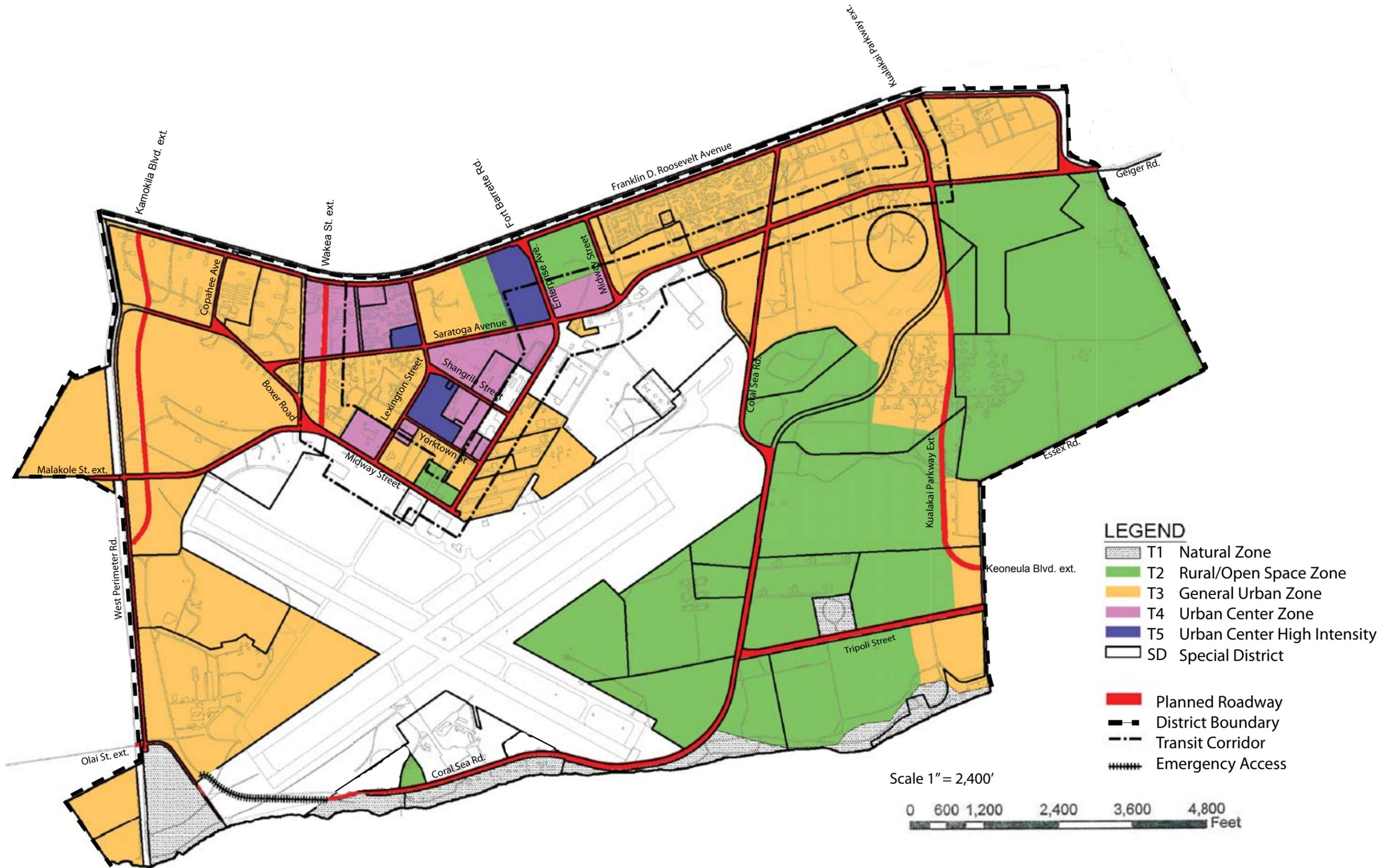
Goal - Compact Urban Form and Walkable Communities

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**



LEGEND

-  T1 Natural Zone
-  T2 Rural/Open Space Zone
-  T3 General Urban Zone
-  T4 Urban Center Zone
-  T5 Urban Center High Intensity
-  SD Special District
-  Planned Roadway
-  District Boundary
-  Transit Corridor
-  Emergency Access

Scale 1" = 2,400'

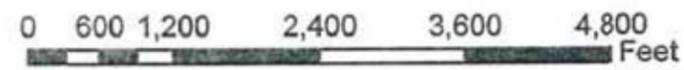


FIGURE 1.3 DEVELOPMENT STANDARDS SUMMARY

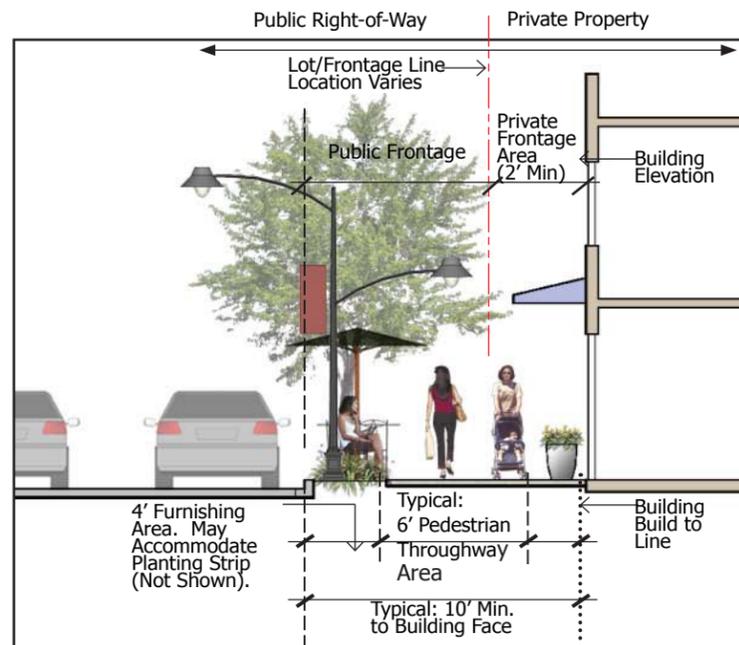


	T 1	Natural	T 2	Rural/ Open Space	T 3	General Urban	T 4	Urban Center	T 5	UC -High Intensity	SD	Special District
A. BUILDING TYPES												
<i>See Figure BT.1-BT.9 for details on each type</i>												
Front Yard House	■		■		■		■		X			X
Side Yard House	X		■		■		■		X			X
Townhouse	X		X		■		■		■			X
Duplex, Triplex, Quadplex	X		X		■		■		■			X
Flex-loft	X		X		■		■		■			X
Industrial	X		■		■		■		■			■
Courtyard	X		X		■		■		■			X
Urban Block	X		X		■		■		■			■
Lei Building	X		X		■		■		■			■
B. FRONTAGE TYPES												
<i>See Figure 1.6 for details on each type</i>												
Common Yard	■		■		■		X		X			X
Porch & Fence	■		■		■		X		X			X
Terrace or Lightwell	X		X		■		■		X			X
Forecourt	X		X		■		■		■			■
Stoop	X		X		■		■		■			■
Shopfront	X		X		■		■		■			■
Gallery	X		X		■		■		■			■
Arcade	X		X		X		■		■			■
C. BUILDING PLACEMENT												
<i>See Figure 1.8</i>												
Frontage Occupancy at Build to Line	N/S		N/S		50% min		60% min		75% min			N/S
Setback:												
Front Yard	N/A		5'-15'		5'-15'		5'-15'		5'-15'			5'-15'
Side Yard	0'		0'		0'		0'		0'			0'
Rear Yard	0'		0'		0'		0'		0'			0'
D. BUILDING FORM												
Maximum Height	14'		28'		60'		75'		90'			120'
Maximum Height - Accessory Building	N/S		14'		28'		28'		N/S			N/S
Maximum Density:												
Residential/Lodging	N/S		N/S		10 units /ac min. 20 units/ac max.		20 units /ac min. 40 units/ac max.		40 units /ac min. 60 units/ac max.			N/S
Commercial/Retail	250 s.f per acre		500 s.f per acre		10,000 s.f/ac min. 20,000 s.f /ac max.		20,000 s.f/ac min. 40,000 s.f./ac max.		40,000 s.f/ac min. 60,000 s.f./ac max.			N/S
Industrial/Transportation	250 s.f per acre		500 s.f per acre		20,000 s.f per acre		10,000 s.f per acre		5,000 s.f per acre			N/S
Civic/Education	250 s.f per acre		1000 s.f per acre		20,000 s.f per acre		10,000 s.f per acre		5,000 s.f per acre			N/S
Sustainability	N/S		1000 s.f per acre		20,000 s.f per acre		10,000 s.f per acre		5,000 s.f per acre			N/S

■ Permitted	X Not Permitted	N/S Not Specified
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FIGURE 1.11 PEDESTRIAN ZONE TREATMENT

1.11-A Section View, Illustrative Pedestrian Zone Treatment for T3 General Urban, T4 Urban Center and T5 Urban Center High Intensity: Typical Condition, Guideline Only



1.11-B Plan View, Illustrative Pedestrian Zone Treatment

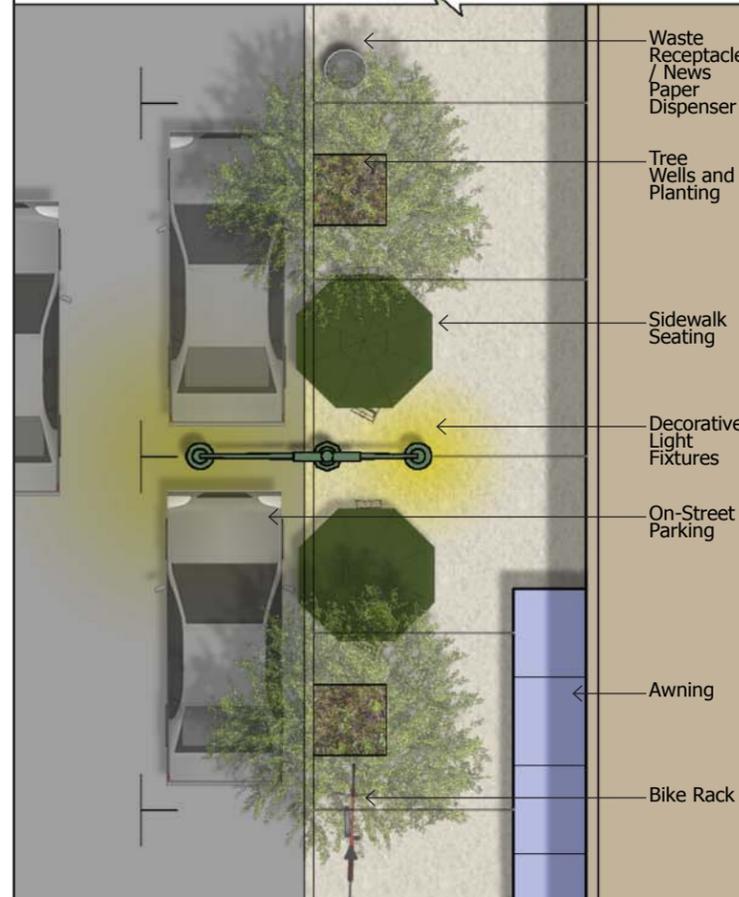


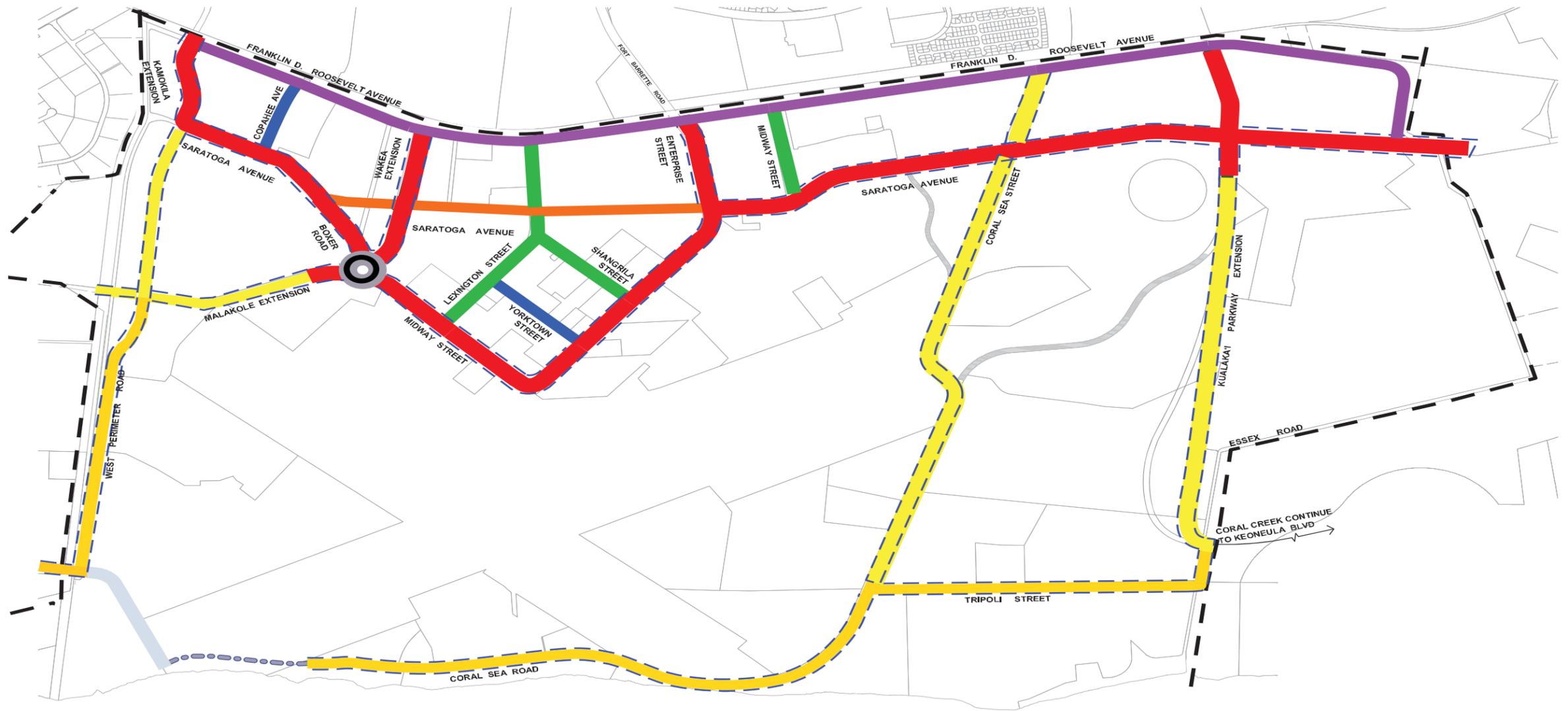
FIGURE 1.5 STREET TREE CHART

Thoroughfare:	Roadway Type	Tree	Spacing
Saratoga Avenue	Boulevard	Monkey Pod (<i>Samanea saman</i>)	60 ft on center/ 10 ft planting strip
Wakea Extension	Boulevard	Monkey Pod (<i>Samanea saman</i>)	60 ft on center/ 10 ft planting strip
Franklin D. Roosevelt Avenue	Avenue	Rainbow Shower (<i>Cassia x nealiae</i>) and Silver Trumpet (<i>Tabebuia aurea</i>)	45 ft on center/ 5 ft planting strip
Midway Street	Boulevard	Rainbow Shower (<i>Cassia x nealiae</i>) and Silver Trumpet (<i>Tabebuia aurea</i>)	45 ft on center/ 5 ft planting strip
Malakole Extension	Avenue	Rainbow Shower (<i>Cassia x nealiae</i>) and Silver Trumpet (<i>Tabebuia aurea</i>)	45 ft on center/ 5 ft planting strip
Enterprise Avenue	Boulevard	Coconut (<i>Cocos nucifera</i>) and Loulou Palm (<i>Pritchardia schattaurei</i>)	3 per 50 ft of frontage/ 5 ft planting strip
Lexington Street	Avenue	Coconut (<i>Cocos nucifera</i>) and Loulou Palm (<i>Pritchardia schattaurei</i>)	3 per 50 ft of frontage/ 5 ft planting strip
Kualakai Parkway Ext	Avenue	Coconut (<i>Cocos nucifera</i>) and Loulou Palm (<i>Pritchardia schattaurei</i>)	3 per 50 ft of frontage/ 5 ft planting strip
Kamokila Boulevard Ext	Boulevard	Coconut (<i>Cocos nucifera</i>) and Loulou Palm (<i>Pritchardia schattaurei</i>)	3 per 50 ft of frontage/ 5 ft planting strip

Notes:

- Projects within the Kalaeloa CDD should utilize existing street trees where possible.
- Trees listed on the Preferred Plant Species (Figure 1.10) shall be used for all other streets not specified in Figure 1.5.
- Existing trees that are unique to the Kalaeloa CDD are encouraged to be incorporated into the landscape plan.

FIGURE 1.4 THOROUGHFARE PLAN



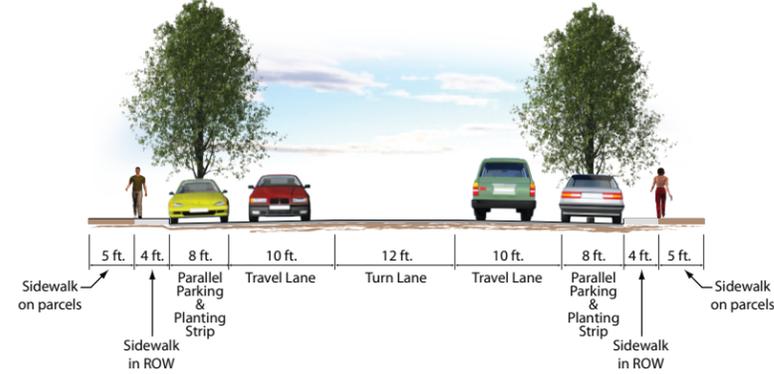
Not to Scale

LEGEND

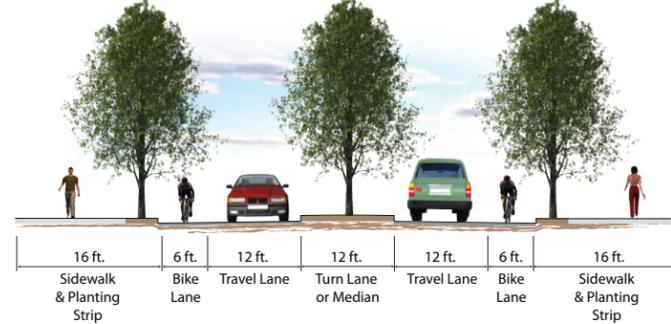
- = A. 2-Lane Street with parking (ROW= 44')
- = B. 2-Lane Street with bicycle (ROW = 44')
- = C. 2-Lane Avenue with median and turn lanes (ROW = 60')
- = D. 2-Lane Avenue with median/turn lanes & parking (ROW = 60')
- = Bicycle lane
- = District Boundary
- = E. 2-Lane Avenue with median/turn and parking lanes (ROW = 56')
- = F. 2-Lane Avenue with median/turn and parking lanes (ROW = 80')
- = G. 2-Lane Street (ROW = 30')
- = H. 4-Lane Boulevard with median/turn and bicycle lanes (ROW = 80')
- = Emergency Access Connection
- = Turnabout

FIGURE 1.4B THOROUGHFARE SECTIONS

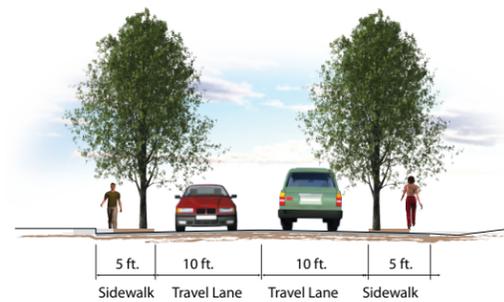
**E. 2-Lane Avenue with Median/Turn Lane and Parking Lanes
(ROW = 56'; Street width = 66')
Saratoga Avenue (portion)**



**F. 2-Lane Avenue with Median/Turn Lane and Bicycle Lanes
Kualakai Parkway (ROW = 80')
Coral Sea Road (ROW = 60' with 6 foot sidewalk),
Malakole Street Ext, Kamokila Boulevard Ext**



G. 2-Lane Street (ROW = 30')



**H. 4-Lane Boulevard with Median/Turn Lane and Bicycle Lanes (ROW = 80')
Kamokila Boulevard (por), Wakea Ext, Kualakai Parkway (por), Enterprise Avenue, Saratoga Avenue
Boxer Road, Malakole Boulevard (por), Midway Street (E-W)**

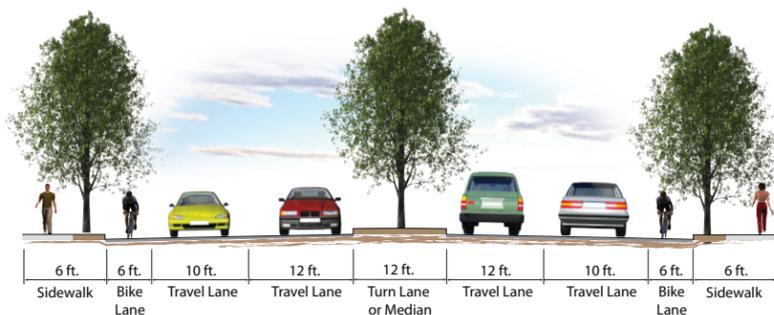
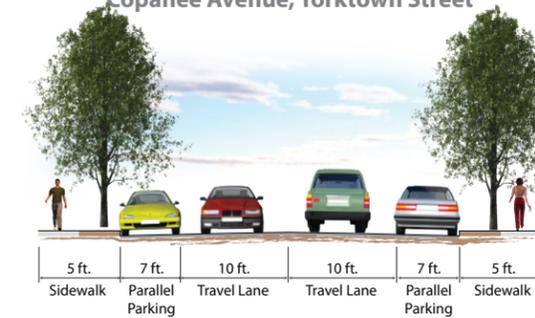
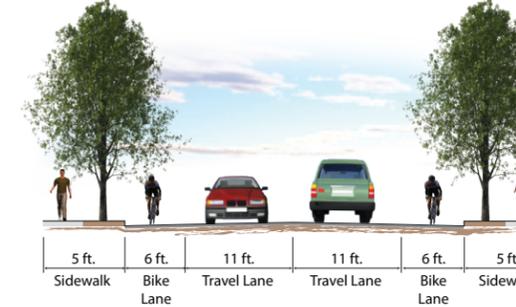


FIGURE 1.4A THOROUGHFARE SECTIONS

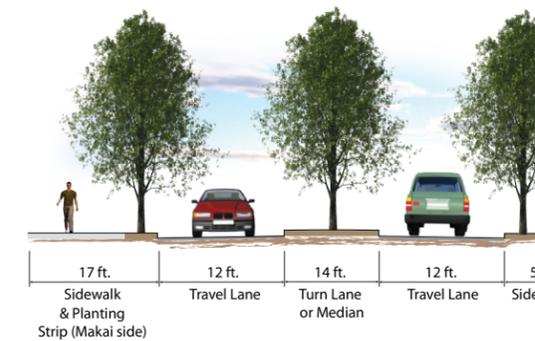
**A. 2-Lane Street and Parking Lanes (ROW = 44')
Copahee Avenue, Yorktown Street**



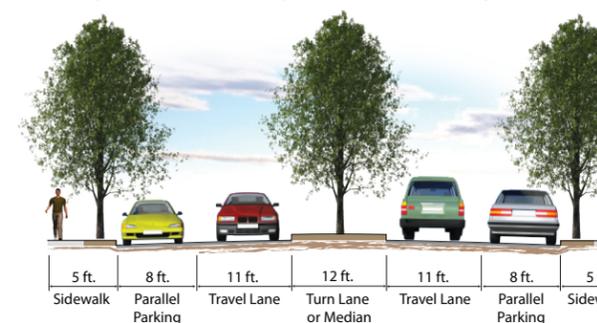
**B. 2-Lane Street and Bicycle Lanes (ROW = 44')
West Perimeter Road, Coral Sea Road, Tripoli Street**

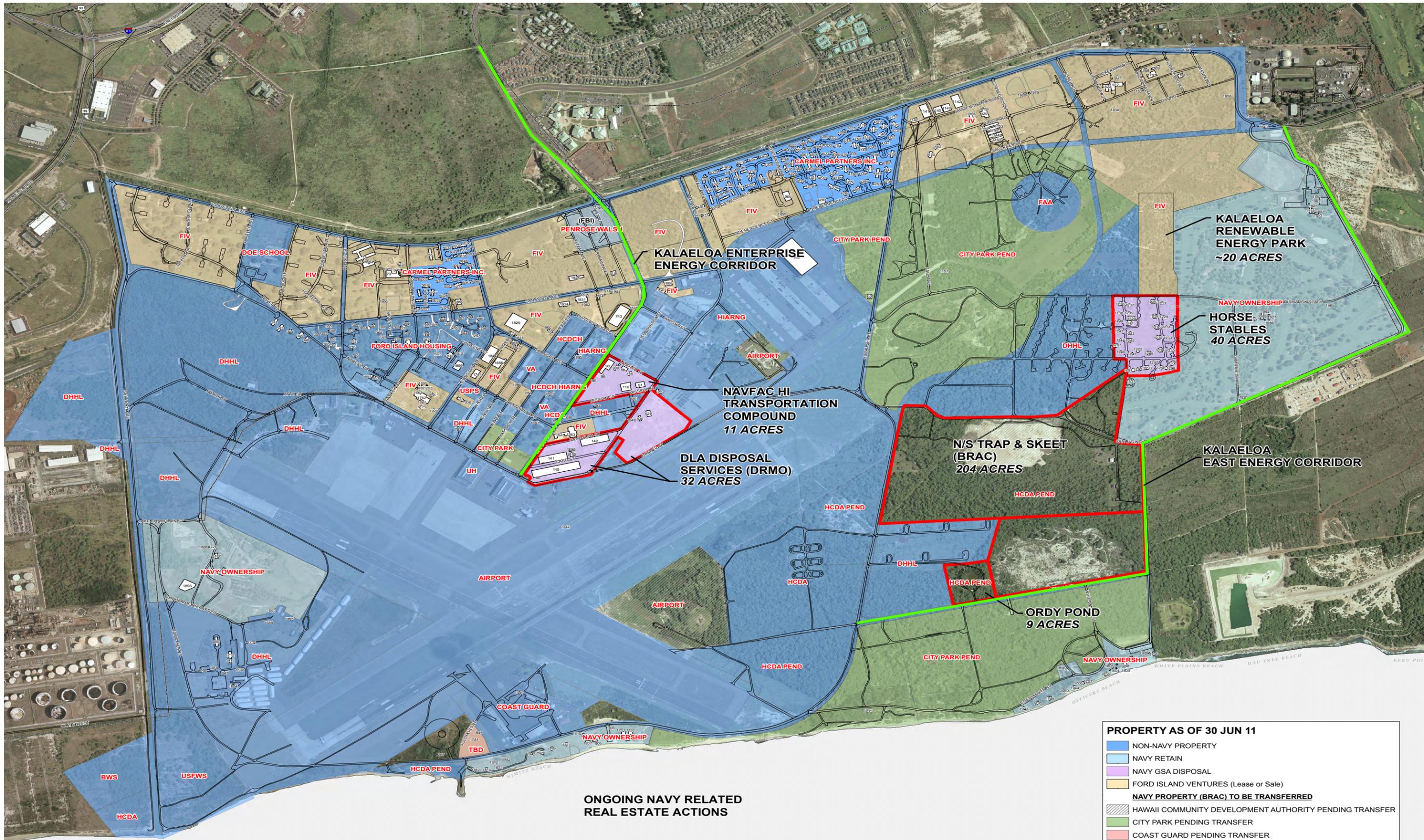


**C. 2-Lane Avenue with Median/Turn Lane (ROW = 60')
Franklin D. Roosevelt Avenue**



**D. 2-Lane Boulevard with Median/Turn Lane and Parking Lanes (ROW = 60')
Lexington Street, Shangrila Street, Midway Street**



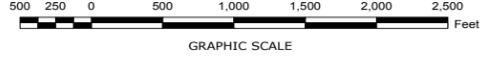


NOTE: NOT SHOWN IS WATER/WASTEWATER CONVEYANCE

ONGOING NAVY RELATED REAL ESTATE ACTIONS

PROPERTY AS OF 30 JUN 11	
[Light Blue Box]	NON-NAVY PROPERTY
[Medium Blue Box]	NAVY RETAIN
[Purple Box]	NAVY GSA DISPOSAL
[Yellow Box]	FORD ISLAND VENTURES (Lease or Sale)
[Dark Blue Box]	NAVY PROPERTY (BRAC) TO BE TRANSFERRED
[Hatched Box]	HAWAII COMMUNITY DEVELOPMENT AUTHORITY PENDING TRANSFER
[Green Box]	CITY PARK PENDING TRANSFER
[Pink Box]	COAST GUARD PENDING TRANSFER
[Light Blue Box]	AIRPORT PENDING TRANSFER
[Brown Box]	BRAC TBD

REGIONAL BASE MAP MAINTENANCE BY NAVFAC HAWAII. SUBMIT UPDATES TO O&E ENGINEERING 910 TEBE (808) 471-4644. <http://www.raims.navy.mil>



IF SHEET IS LESS THAN 36" X 48" IT IS A REDUCED PRINT AND THE SCALE IS REDUCED ACCORDINGLY.

SIZE	NAVY DRAWING NO
E	
Plot Date: JULY 22, 2011	

DEPARTMENT OF THE NAVY
REGIONAL BASE MAP
 NAVY REGION HAWAII MANAGED AREAS
 COMMANDER, NAVY REGION HAWAII

Tile 6: Kalaeloa Area (formerly NAS Barbers Pt)

FOR OFFICIAL USE ONLY

Kalaeloa Rental Homes

Kalaeloa
RENTAL HOMES. REAL LIVING.



Kalaeloa
RENTAL HOMES. REAL LIVING.

1142 Roosevelt Ave • Kapolei HI 96707 • 808.682.2424 phone • 808.682.2430 fax • www.kalaeloaiving.com

Makai – 284 Homes

\$10.5 million in improvements

- Unit Upgrades – completed
- New Dog Park – completed
- Fitness Center - completed
- HECO Line extension - Underway
- Perimeter walkway replacement – This summer



Mahana (Orion Housing) – 116 Homes



\$1.06 million in improvements

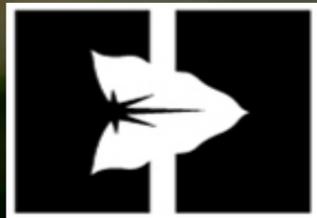
- Landscaping and fencing – completed
- Park Improvements - completed
- New building lighting - completed
- Planned connection to HECO power (underway)

Kaimana (Orion Park) 120 Homes

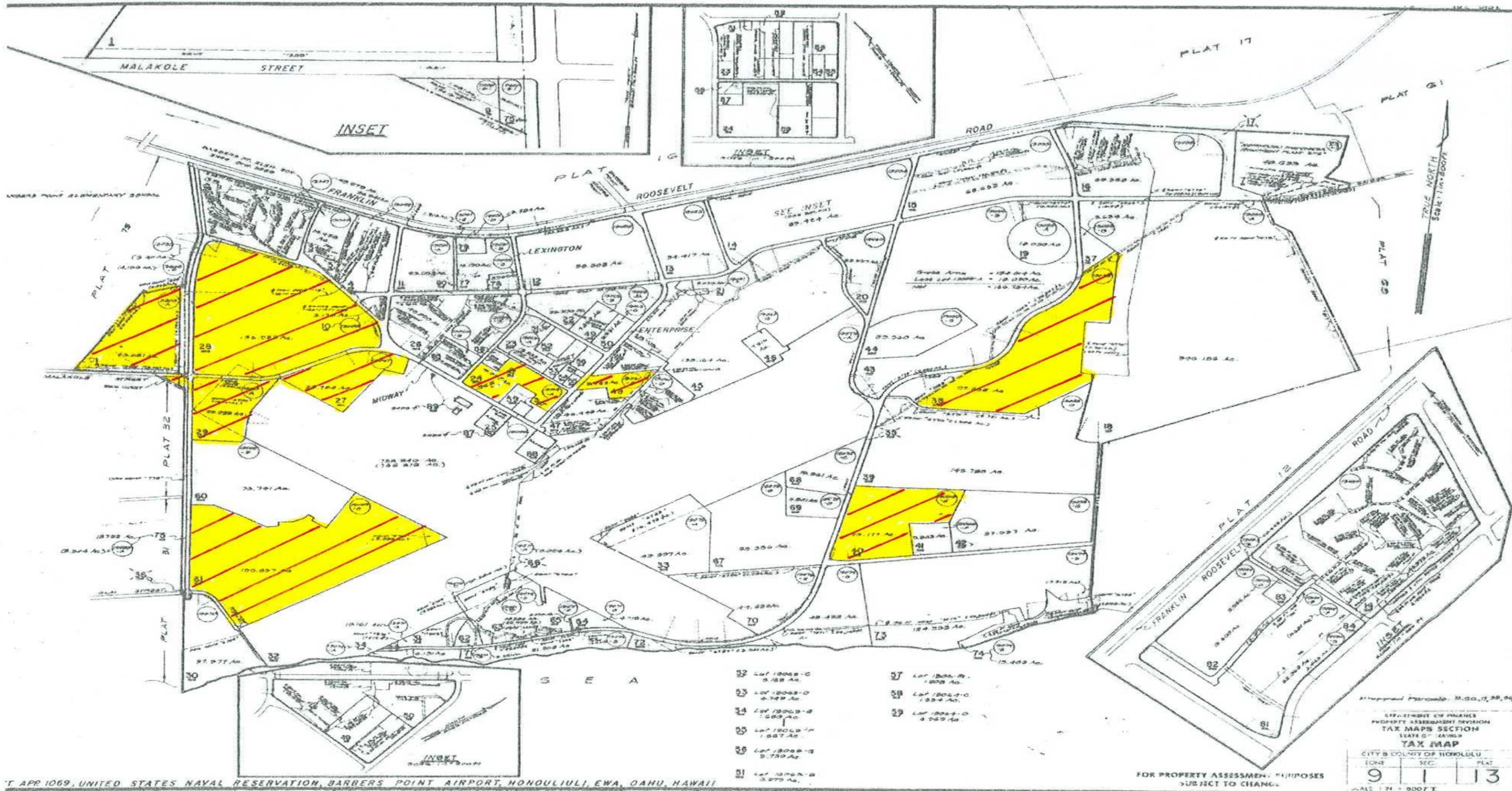
\$1.04 million in improvements

- Landscaping – completed
- Park Improvements - completed
- New building lighting – completed





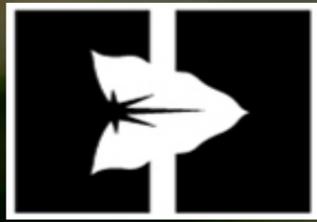
DHHL Kalaeloa Lands





Department of Hawaiian Home Lands

- **DHHL Land Holdings in Kalaeloa**
 - **10 parcels totaling approximately 555 Acres**
 - **A total of 45 Tenants currently using the lands**
 - ✓ **37 month-to-month Revocable Permit Users, mostly industrial uses**
 - ✓ **6 licenses to Non-Profit (Nanakuli Housing Corporation), Government (Dept of Human Service, C&C EMS Training), School (American Renaissance Academy)**
 - ✓ **2 General Leases for alternative energy – Kalaeloa Solar One, LLC and Kalaeloa Home Land Solar, LLC**
 - ✓ **Total income \$2.3 M**



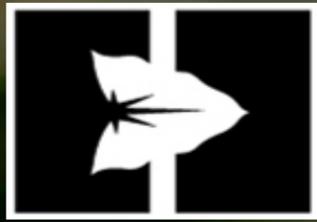
DHHL Kalaeloa Lands





DHHL Kalaeloa Lands





DHHL Kalaeloa Lands





Hawaii Army National Guard

Four primary MILCON projects planned; some phased.

- 1) Combined Surface Maintenance Shop (Building 117 phase 2): Construction 74%, Complete Nov 2013
- 2) Readiness Center (29th Brigade): Construction 35%, Complete Jul 2014
- 3) Army Aviation Support Facility: Design 100%, Construction acquisition in process
- 4) HQ HIARNG: Design 3%, Construction FY 2017

HIARNG existing facilities and MILCON projects require permanent utility infrastructure connections.

UNCLASSIFIED



Hawaii Army National Guard



UNCLASSIFIED



Hawaii Army National Guard



Buildings 117 & 117B CSMS

UNCLASSIFIED



Hawaii Army National Guard



Building 117 CSMS
UNCLASSIFIED



Hawaii Army National Guard



Building 117B CSMS
UNCLASSIFIED



Cloudbreak
Communities

Hale Uhiwai Nalu Kalaheo, Hawaii



**80 studio apartments leased to individual veterans. Including:
14 PHDV, 43 HUD VASH, 1 RTW, 12 CLBK, 9 PP**

Hale Ha'i Ka'opua Kalaelo, Hawaii



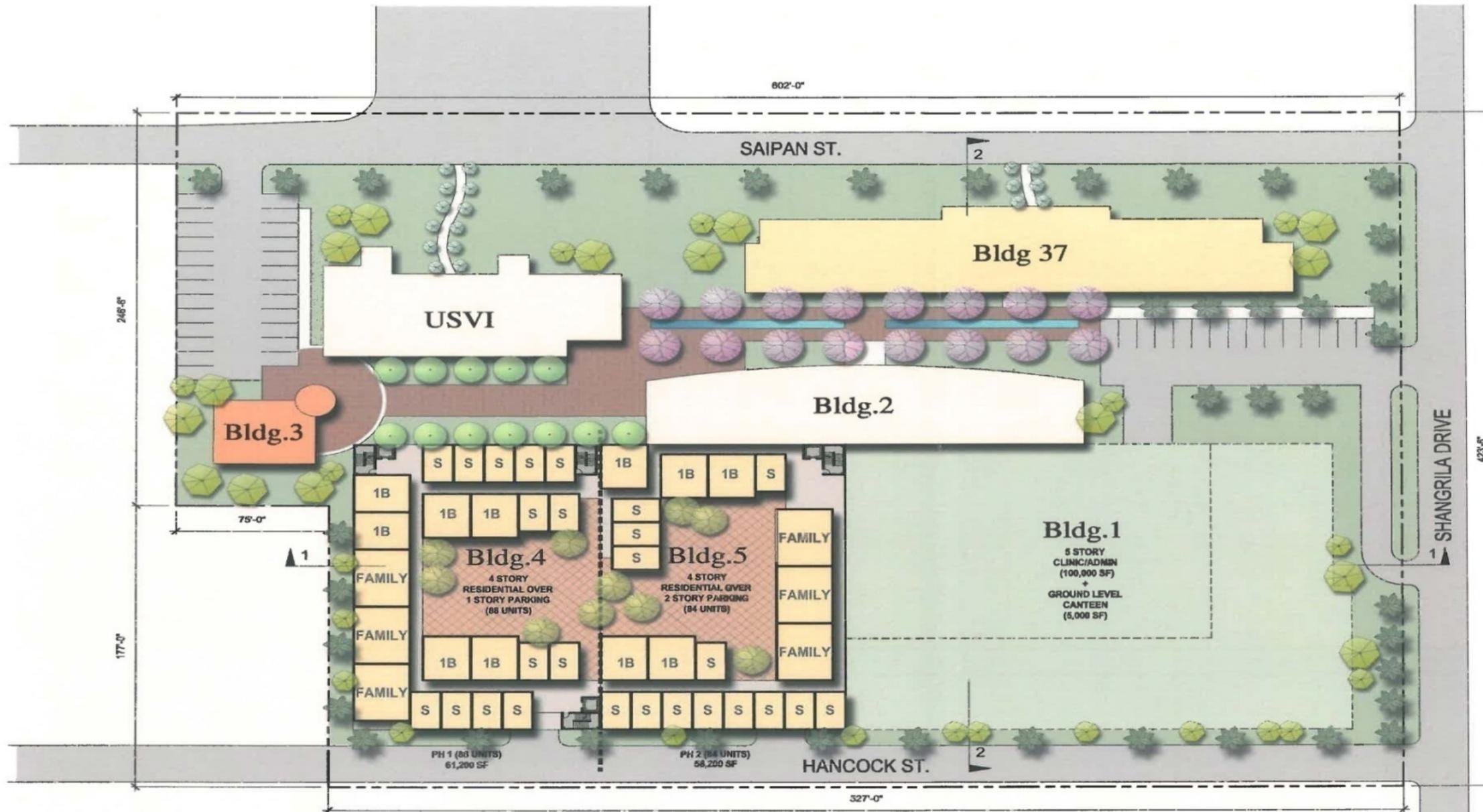
46 unit/53 beds Long term supportive housing. Together with 9,000 sq. ft. of ground floor support service space.

Building 1772 Kalaheo, Hawaii



98 bed transitional facility leased to United States Veterans Initiative.

Kalaeloa, Hawaii



Summary

building	units / beds	gross sf
Exist. Bldg. 37	50 Units	27,000 sf
Office	9,000 sf	
USVI - Treatment	21,000 sf	21,000 sf
Bldg. 1 - Clinic/Admin Canteen	100,000 sf	105,000 sf
Bldg. 2 - Treatment	80 Beds	30,000 sf
Bldg. 3 - Dining Pavilion		4,000 sf
Bldg. 4 - Residential	88 Units	61,200 sf
Bldg. 5 - Residential	84 Units	58,200 sf
TOTAL	222 Units 80 Beds	306,400 sf

100,000 sf Clinic / Admin
5,000 sf Canteen
9,000 sf Office
51,000 sf Treatment

Parking Structure - 241,400 sf (not counted toward FAR)
 Bldg 1 - 176,000 sf
 Bldg 4 - 21,800 sf
 Bldg 5 - 43,600 sf

Lot Area - 5.55 Acres (241,672 sf) inclusive of Saipan & Hancock Streets
 Allowable FAR - 2.5:1
 Proposed FAR - 1.31:1
 Allowable Density - 222 Units (40 Units x 5.55 Acres)
 Proposed Density - 222 Units

Unit Mix (New Construction)
 Studio (360 sf) - 104 Units (60%)
 1 Bed (650 sf) - 44 Units (26%)
 Family (1,000 sf) - 24 Units (14%)

Parking Required

722 stalls

Existing Residential (SRO in Bldg 37) - 0.5 x 50 units = 25 stalls
 New Residential (Bldg 4 & 5) - 98 stalls
 Studio - 0.5 x 104 units = 52 stalls
 1 Bed - 0.5 x 44 units = 22 stalls
 Family - 1.0 x 24 units = 24 stalls

Clinic / Admin - 5 stalls per 1,000 sf = 50 stalls
 Canteen - 4 stalls per 1,000 sf = 20 stalls
 Office - 2.5 stalls per 1,000 sf = 23 stalls
 Treatment Center (USVI) - 1 stall per 1,166 sf = 18 stalls
 Treatment Center (Domiciliary) = 38 stalls
 0.25 Stall per Bed x 80 = 20 stalls
 18 stalls for Staff

Provided 725 stalls

Studio - 52 Units x 0.5 = 26 Spaces
 1 Bed - 24 Units x 0.5 = 12 Spaces
 Family - 12 Units x 1.0 = 12 Spaces
50 Spaces Required

Studio - 52 Units x 0.5 = 26 Spaces
 1 Bed - 20 Units x 0.5 = 10 Spaces
 Family - 12 Units x 1.0 = 12 Spaces
48 Spaces Required

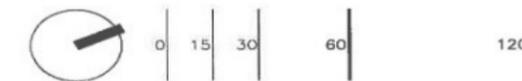
Bldg #34 Summary

Before renovation - 3rd level & half of 2nd level occupied by 40 vets on single occupancy basis.
 After renovation - total single occupancy to be 70 rooms
 - 12 of 70 rooms for USVI permanent housing for disabled vets
 - Additional 10 rooms at 2nd level to be used by USVI's
 20 Bed Grant Program for mentally ill vets.

Typical Level Plan

Hawaii Veterans
 Kalaeloa, Hawaii

Cloudbreak Development



444 S Flower Street - Suite 1220
 Los Angeles, California 90071
 213.614.8050
 213.614.9051 fax
 www.tsmrinc.com

January 17, 2011



**KALAELOA
STRATEGIC
IMPLEMENTATION
PLAN**

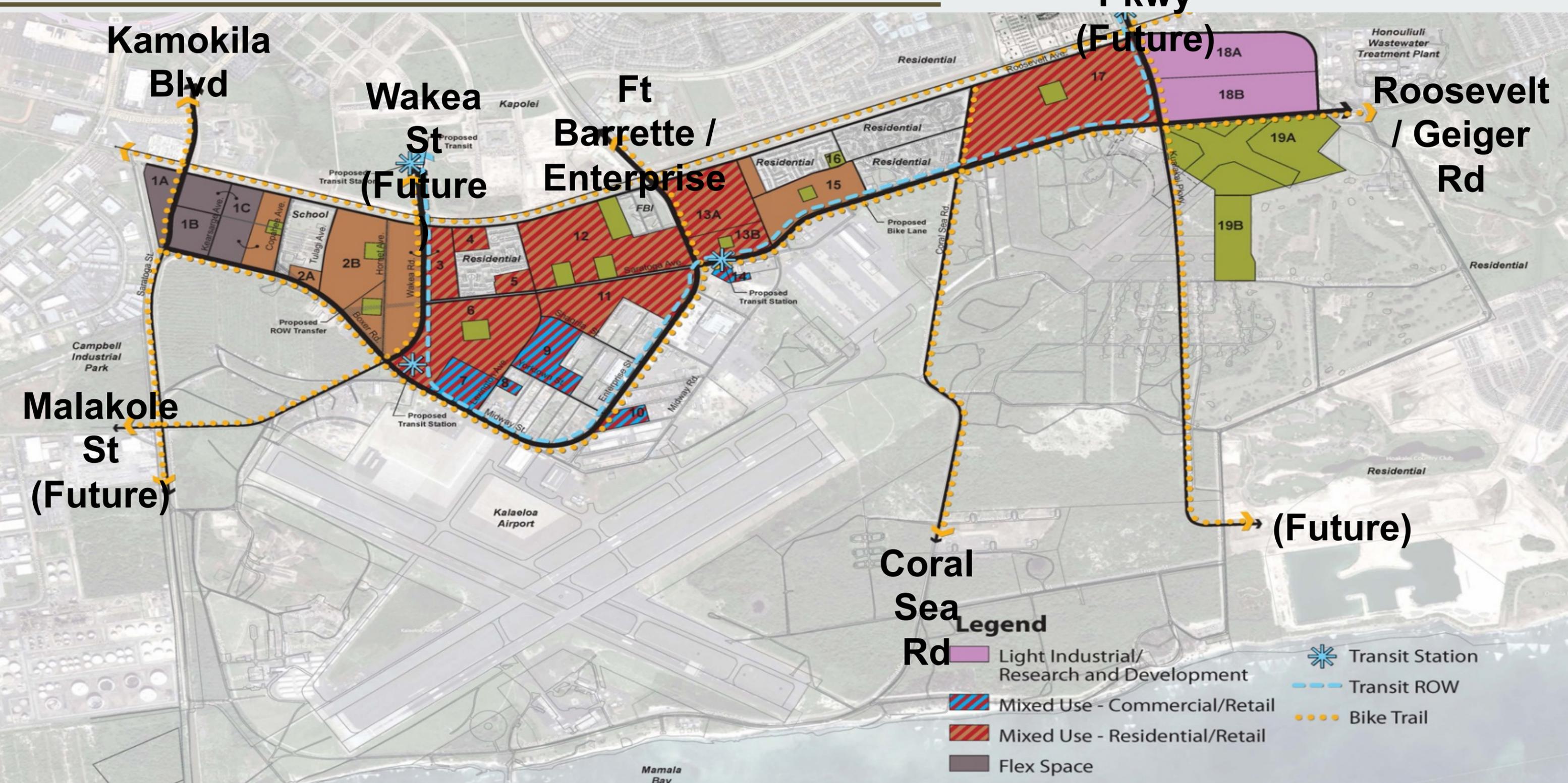
Ho'āla Kalaeloa
Renew Kalaeloa

HUNT'S KALAELOA STRATEGIC IMPLEMENTATION PLAN

- Consistent with Concepts of HCDA's Kalaeloa Master Plan
- Considers Regional Context and Complements Area Development Plans
- Incorporates Feedback from Community
- Guide for Future Development of Hunt Lands
- Three Phases over a 20-year Period



HUNT SIP LAND USE MAP



Kualakai Pkwy (Future)

Kamokila Blvd

Wakea St (Future)

Ft Barrette / Enterprise

Roosevelt / Geiger Rd

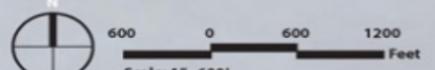
Malakole St (Future)

Coral Sea Rd

(Future)

Legend

-  Light Industrial/ Research and Development
-  Mixed Use - Commercial/Retail
-  Mixed Use - Residential/Retail
-  Flex Space
-  Residential
-  Open Space (T2 Zoning)
-  Transit Station
-  Transit ROW
-  Bike Trail

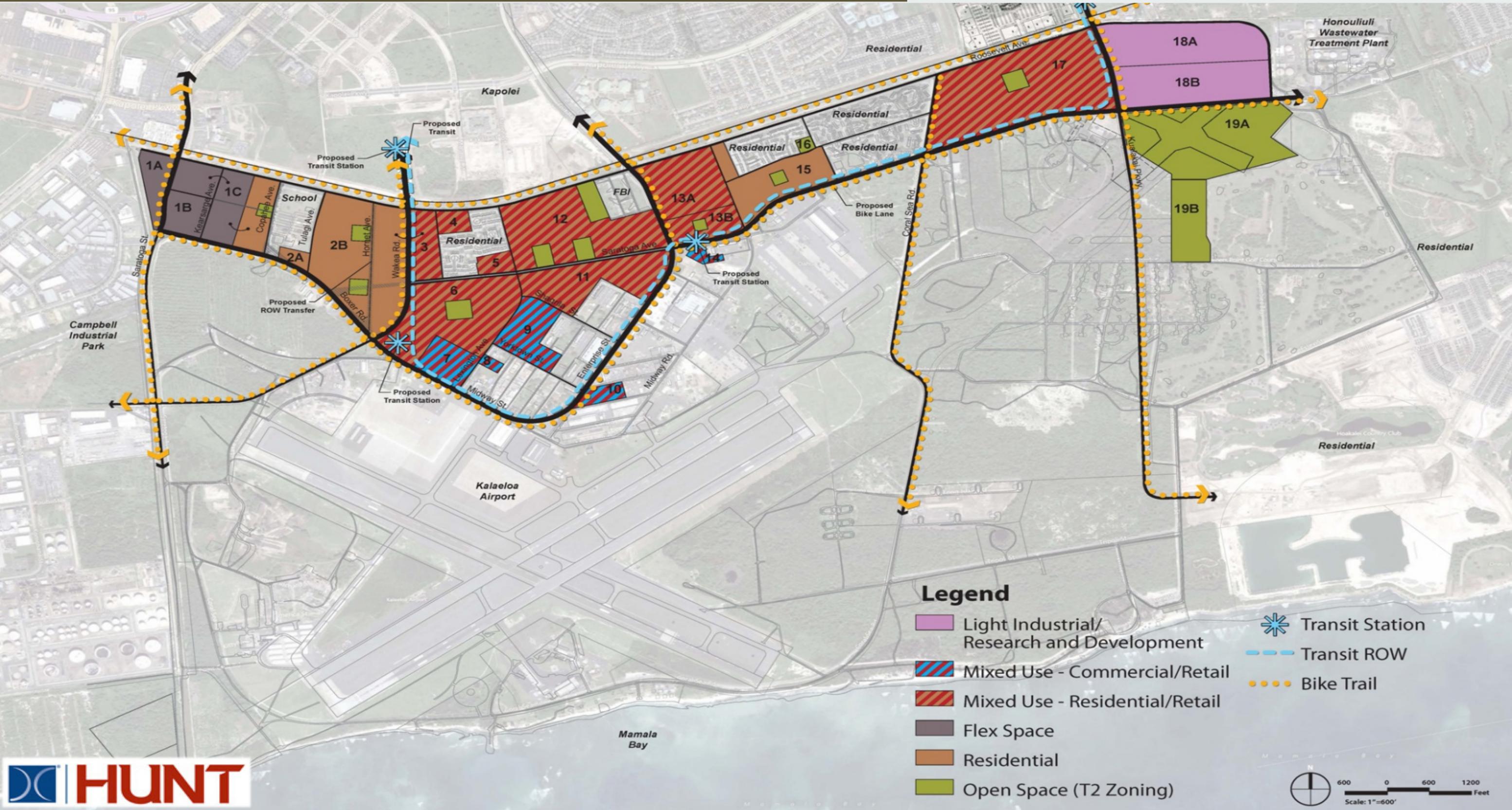


HUNT SIP LAND USE PROGRAM

Land Use	Acres*	Sq.Ft.*	Units*
Light Industrial / Research & Development (R&D)	85 ac	1,240,000	
Mixed Use: Commercial / Retail	50 ac	1,110,000	
Flex Space: Residential, Light Industrial, R&D, Open Space	90 ac	1,000,000	
Residential	200 ac		4,000
Open Space	60 ac		
Major Infrastructure	53 ac		
TOTAL	538 ac	3,350,000	

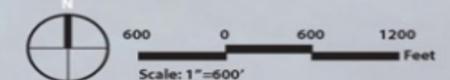
* All acreage and units are approximate

HUNT SIP LAND USE MAP

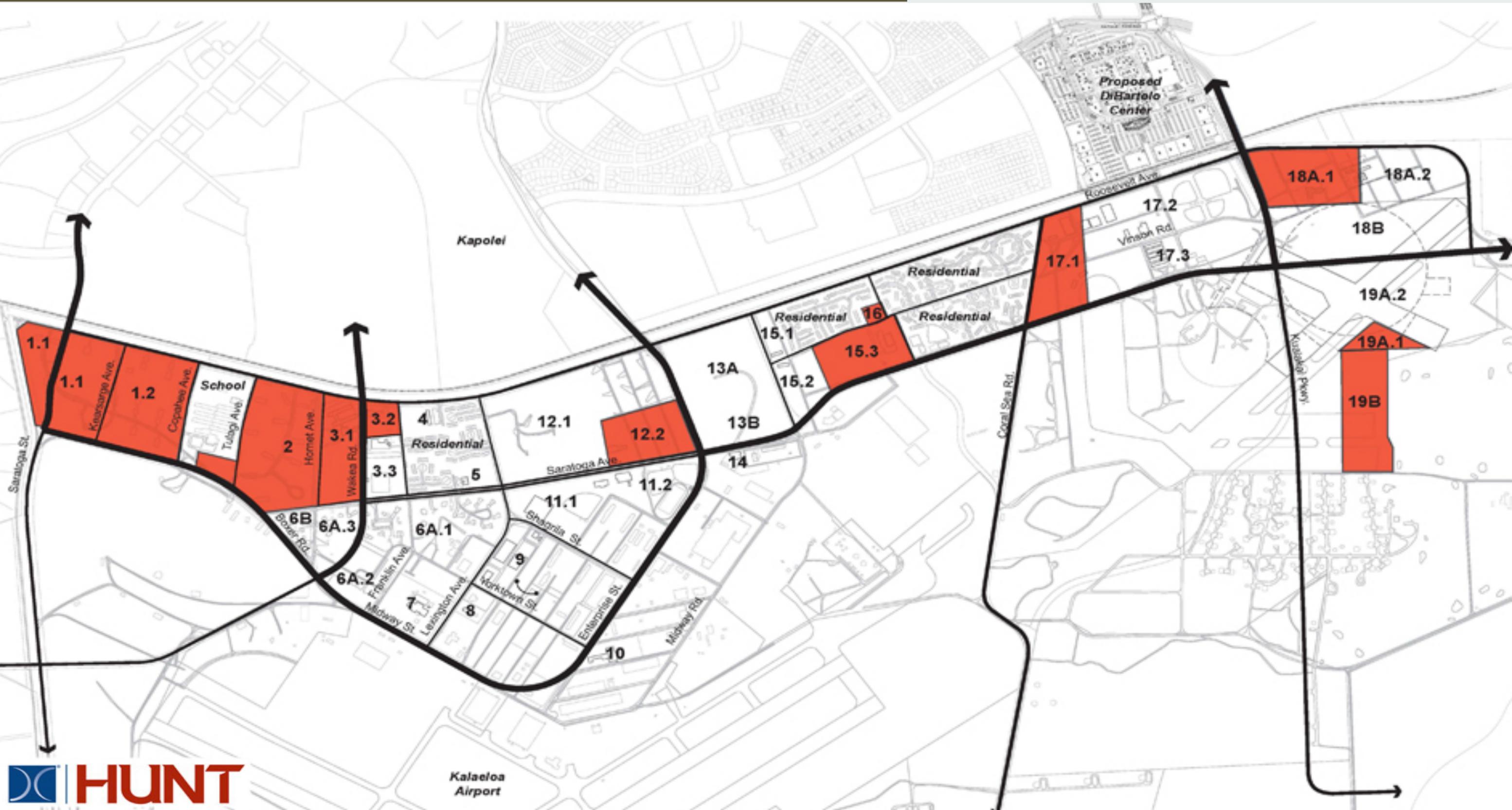


Legend

- Light Industrial/Research and Development
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- Residential
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- Bike Trail



SIP PHASE 1 (Near-Term, 0-7 Years)



SIP PHASE 2 (Mid-Term, 7-15 Years)



MARKETPLACE CONCEPT



KALAELOA STREETSCAPE CONCEPT



CSO/TVA
2012

30 Diverse Tenants

Industrial

- A & L Motors, LLC
- Advantage Landscaping
- American Machinery
- City & County of Honolulu
- Henkels & McCoy
- Hunt Building Company
- Island Mechanical
- Mid Pac Petroleum
- Pumpers
- Rainmaker
- Kolohe Motors
- RJ's Electrical & Communication

Entertainment and Recreation

- Barbers Point Bowling LLP
- BattersBoxHawaii, LLC
- Kapolei Airsoft
- Kalaeloa Tennis Association
- Paintball Hawaii

- Podium Raceway Hawaii

Office, Flex

- Army Medical Clinic (WOMH)
- Atletika
- Elam Sports
- Responsive Caregivers of Hawaii
- Pacific Education Center

Community

- Hope Chapel Kapolei
- Kama'aina Kids
- Kapolei Korean Methodist Church
- Oahu Baptist Network

Retail

- Navy Mini Mart Touch-n-Go
- Tamura's Market

Alternative Energy

- Kalaeloa Renewable Energy Park LLC

Building 77 Reserved Housing Project



Kalaeloa Renewable Energy Park



Hunt HECO Energy Crossings



COSTCO

Kamokila
Blvd
Extension

STATE
JUDICIARY
COMPLEX

Fort Barette
Road

Proposed
DeBartolo
Regional Center

**WAKEA STREET
Energy Crossing**

**CORAL SEA ROAD
Energy Crossing**

**KAMOKILA BLVD
Energy Crossing**

1

2

3

4

12

13A

15

16

13B

14

11

6B

6A

9

7

8

10



Thank You