



## MINUTES

**Transit Oriented Development Committee Meeting  
Mission Memorial Annex  
550 South King Street, Honolulu, Hawaii  
Thursday, March 21, 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: Breene Harimoto Daniel Grabauskas  
(Sign-In Sheet and Staff) Jesse Souki Brennon Morioka  
Russell Honma Diane Arakaki  
Maurice Morita Joyce Oliveira  
Arthur Hung Gary Takeuchi  
Lori Hiraoka Duane Sayers  
Doug Chun Jeanne Mariani-Belding  
Michael Viera Andrea Tantoco  
Lisa Tellio Lena Kamae  
Paul Migliorato William Brennan  
Joe Magaldi Renee Espian  
Shannon Wood

EXCUSED: Don Horner

I. Call to Order by Chair

Transit Oriented Development (TOD) Committee Chair William "Buzz" Hong called the meeting to order at 8:31 a.m. He requested a minute of silence in respect for the passing of Committee Vice Chair Ivan Lui-Kwan's mother.

II. Public Testimony on All Agenda Items

Mr. Hong called for public testimony. None was offered.

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III. Approval of the February 28, 2013 Transit Oriented Development Committee Minutes

Mr. Hong called for the approval of the February 28, 2013, minutes of the Transit Oriented Development Committee. There being no objections, the minutes were unanimously approved.

IV. Presentation by the State Office of Planning

Mr. Hong introduced the director of the State of Hawaii, Office of Planning (OP) Jesse K. Souki, who would present background on TOD planning and describe how the State expects to coordinate TOD between the different government agencies.

Mr. Souki outlined the OP's programs, which include Coastal Zone Management, Geographic Information System, Land Use Division, and Special Plans. He stated that the OP has analyzed how the Honolulu Rail Transit Project can benefit or impact State properties around the 21 transit stations. The State has the largest land holdings within ½ mile of the stations. As the recipient of monies and assistance from Smart Growth America, the OP brought together stakeholder agencies to discuss how the State can address three things: 1) how the State can leverage its role and benefit as a property owner, 2) how its employees can benefit, and 3) how to advance the provision of public and social services. Mr. Souki stated that TOD saves people approximately \$14,000 annually and having transit accessible services can lighten the burden on the public.

The OP generated a report with recommendations, which is available on the department's website. Mr. Souki stated that following the issuance of the report, Governor Neil Abercrombie asked the OP to take the lead in organizing the discussion on TOD among State agencies. He reported that in their discussions with different organizations, several issues stood out. One was helping the community better understand TOD and benefits from it. Mr. Souki described growing up in Maui, where owning a car was necessary for transportation. He recalled working in Washington, D.C., going to school in Seattle, and visiting Vancouver and Hong Kong where he had the benefit of using and living around rail transit. Mr. Souki emphasized that TOD is a social justice issue and is not just about relieving traffic, but about making people more mobile.

The second issue is the challenge of infrastructure. Mr. Souki stated there is a need to start thinking about how to invest in rail stations and making tools available to make it easier to build projects with a public benefit. An example is public-private partnerships. Mr. Souki noted that the concept of public-private partnerships is not new to Hawaii, and has been utilized by agencies in the City, counties, and State. The idea of public-private partnerships is to shift the risk and burden of developing a project to a private landowner. Other states and municipalities across the country rely on and have benefited from public-private partnerships as a method of filling in the gap in public financing and the need for public services. Mr. Souki stated tools such as public-private partnerships or tax

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increment financing should be encouraged, and recommendations on alternative financing should be considered.

The third issue discussed is the planning of TOD. Mr. Souki commended the City on its TOD plans and community outreach and involvement. He stated that the OP is currently in the “talk story” phase and determining the roles of all agencies. Mr. Souki stated the OP would like to coordinate more closely with the rail project at the State level.

Mr. Hong thanked Mr. Souki for his update and commended Governor Abercrombie for choosing him as director of the OP. He asked Mr. Souki to provide his background and experience. Mr. Souki stated that he grew up on Maui and earned his bachelor’s degree in economics and a master’s degree in political science from the University of Hawaii. Mr. Souki worked for Senator Daniel Akaka in Washington, D.C., where he worked on transportation. He attended the Seattle University School of Law, focusing on environmental law and litigation. Mr. Souki returned to work in Maui, clerked for the courts, and worked as Deputy Corporation Counsel advising the Planning Department and Planning Commission. He spent a few years in the private sector working on land use development and worked for the City advising on rail transit.

Board member Robert “Bobby” Bunda expressed his appreciation for Mr. Souki’s work at the OP. He observed that the four years until the completion of the first phase in 2017 is a short period of time, so there is a need to introduce TOD-related bills and incentivize financing for land developers. Mr. Bunda recalled that the Robertson Group’s presentation on the Pearl Ridge area did not mention tax credits or tax incentives. Mr. Bunda suggested that the OP could introduce bills in reference to incentivizing private investors to get the infrastructure started, to designate areas around the stations as development sites, and to ensure that the Legislature and State are aware these are areas that are going to be developed.

Mr. Souki responded that the OP faces staffing challenges, and that since the early 1990s, the OP has lost more than 80% of its staff supported by the General Fund. Mr. Bunda suggested that the OP and the State administration urge the State Legislature to restore some of the powers and budget the OP had in the past. Mr. Souki responded that the OP is requesting one position from the Legislature for an employee to work on TOD.

Mr. Lui-Kwan commended Mr. Souki for being collaborative, noting that this was Mr. Souki’s second presentation to the TOD committee. Mr. Lui-Kwan asserted it is key to have the State, the City, HART, and the private sector aligned, and thanked Mr. Souki for his inclusive approach to the different entities’ joint mission.

Board member George Atta commented that the Department of Planning and Permitting (DPP) has encountered State agencies with differing opinions on the TOD planning process, such as how to manage the access and linkages between the rail stations and TOD. Mr. Atta asked if the OP would be in a position to play a coordinating role for the State agencies, so rail and TOD would be viewed as a common interagency goal, thereby

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facilitating discussion and decision-making. Mr. Souki stated that Governor Abercrombie requested the OP coordinate TOD around State properties near rail stations, and expressed the importance of discussing TOD's benefits with other state agencies.

Board member Mike Formby thanked Mr. Souki for presenting and echoed Mr. Atta's comments. He stated that it would be helpful for the OP to facilitate some of the discussions between agencies and have a bigger picture of TOD. Mr. Souki stated that the discussion between the committee members was helpful in identifying different agencies' needs, and how the OP can help coordinate.

Mr. Hong stressed that the most important issue in TOD planning is cooperation and coordination between government agencies. He emphasized that TOD requires total corridor planning.

Mr. Bunda observed that the OP is the appropriate organization to bring the different agencies together and asked whether the OP would have the authority to do so. Mr. Souki stated Governor Abercrombie sent a memorandum to all agencies designating the OP as the point of contact for all matters related to TOD involving state lands.

Mr. Formby offered assistance in communicating the OP's need for resources or support. Mr. Hong asserted that the State and other large property owners could set the tone for TOD. He thanked Mr. Souki, and expressed his eagerness to work with the OP.

V. Update on Transit Oriented Development Project Stakeholders Group

Mr. Hong and Mr. Lui-Kwan presented the update on the Transit Oriented Development Stakeholders Advisory Group. The PowerPoint presentation is attached hereto as Attachment A. The advisory group is related to the coordination and cooperation of efforts between government agencies and assembling a public-private advisory group for future TOD development. The Revised Charter of the City and County of Honolulu, Section 17-103, allows HART to promote, create and assist TOD projects near or around stations. The purpose of the advisory group is to bring together agencies and private entities that can contribute to TOD.

Mr. Lui-Kwan thanked Mr. Hong for initiating the formation of the TOD Stakeholders Advisory Group. He also thanked Councilmember Breene Harimoto for being instructive and insightful in developing ideas as the designated TOD point person for the Honolulu City Council. He reported meeting with different agency heads and members of the public, and stressed the importance of cooperation between the different entities involved in TOD. Mr. Lui-Kwan thanked Terrance Ware, TOD Administrator of DPP, for allowing the use of the diagram on slide 3 of the PowerPoint presentation, which is a conceptualization of the parties required to make TOD successful. A TOD Study Scenarios Overview by Calthorpe and Associates, funded by Pacific Resource Partnership (PRP), was presented. The overview illustrated the values and benefits TOD

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could bring to a community. Mr. Lui-Kwan thanked PRP for permitting the use of the scenario overview for the presentation.

Mr. Lui-Kwan described the goals and objectives of the TOD Stakeholders Advisory Group. It was explained that the advisory group would not be a decision-making entity, and its primary role is to bring the different stakeholders together to determine how to encourage TOD and to have a forum with informed policymakers.

The proposed membership includes a representative from the City Council, the DPP Director, and the director of the OP. Mr. Lui-Kwan reported that Mr. Hong would speak to the President of the State Senate and the Speaker of the House of Representatives to designate representatives from those respective chambers to be part of the advisory committee. Membership from HART includes Executive Director and CEO Daniel Grabauskas, and the Chair and Vice Chair of the Board TOD Committee. Mr. Lui-Kwan stated membership from the private sector was envisioned to be individuals or organizations with expertise in land use planning, such as the American Institute of Architects, the American Society of Landscape Architects, and the Urban Land Institute (ULI), who could give direction to the private sector or community groups.

Mr. Hong recalled that Mr. Atta had concerns raised at a previous HART board TOD Committee meeting and said the primary goal of the advisory group is to cultivate coordination and collaboration between all the stakeholders. He commended Mr. Ware and Kathy Sokugawa on the neighborhood station TOD stakeholder interviews and plans.

Mr. Lui-Kwan stated that PRP polls indicate that there is public skepticism concerning TOD, some of which stems from the perception that TOD will not create local jobs, or that it is just a wealth-generating vehicle for developers. He stressed the value of educating the public about the goals of TOD. Mr. Lui-Kwan said that TOD faces challenges such as funding, which will potentially require legislation, education, and leadership in the banking community. He emphasized the initial proposal for the advisory group should be understood as an organic idea that would evolve.

Mr. Hui thanked Mr. Hong and Mr. Lui-Kwan for the conceptualization of a TOD Stakeholders Advisory Group. He said there is a need to focus on the creation and facilitation of TOD, and suggested including organizations that represent land developers, such as ULI and the Hawaii Developers Council, who could knowledgeably speak to the specific challenges in terms of entitlements or financing. He stressed the advisory group should focus on the technical, infrastructure, and policy issues that need to be addressed for the successful implementation of the overall program. He asserted that in order for the advisory group to be successful, the inclusion of landowners is critical, as landowners need to see the value in TOD and participate. Mr. Hui proposed that membership of stakeholders from the private sector be a combination of architects, developers, and bankers, as they would facilitate TOD.

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Mr. Hong echoed Mr. Hui's sentiments and expressed the desire to include developers with expertise in certain fields, such as affordable housing. Mr. Hui clarified that involving a private industry group on an organizational level can provide insight and feedback from the group's membership through their representative, rather than one specific individual. Mr. Bunda thanked Mr. Hui for his remarks and suggested that the membership of the advisory group have a more formal structure because it would take a lead agency or body to focus efforts and to realize the success of TOD.

Mr. Hui asserted that education should occur between the four stakeholders groups in order to recognize priorities, capabilities and restrictions from the different perspectives of each group. He said the advisory group should have input from organizations that understand what is needed to advance developments. Mr. Bunda agreed with Mr. Hui's comments and reiterated the need for a more formalized process or structure. Mr. Lui-Kwan responded that the first step would be to formalize and create the advisory group and have its members develop its functions and structure. Once the group is formed, there could be a discussion among members on the powers of each entity to ensure those powers are respected and coordinated, rather than usurped.

Mr. Hong thanked Mr. Bunda for his views. He stated the general consensus was to identify the barriers to TOD involvement and coordination, and to identify good TOD opportunities. There was a sense of urgency in the creation of the advisory group because there are groups with a major stake on the rail corridor moving ahead with planning and construction, who need to incorporate the overall TOD corridor in their plans to make it economically viable and have each station coordinate and complement the other stations in the corridor. Mr. Bunda added that the situation is urgent due to the short time frame before the planned opening of the rail project's first phase.

Mr. Grabauskas stated that HART will be able to help facilitate TOD and complement development through the station design. In order to promote and assist TOD on the side of the developers, HART staff and consultants can work to determine how the station design fits in with development plans. He noted that these types of conversations are critical to station design that is complementary to other structures in the development. He stated HART staff is trying to understand what developers want while developers are trying to understand HART's capacity in terms of flexibility.

Mr. Lui-Kwan requested permission from Mr. Hong to invite Councilmember Harimoto to comment on the agenda item being discussed, and Mr. Hong agreed. Councilmember Harimoto stated the discussion was interesting and insightful, and thanked the committee members and chair. He observed that all parties could learn from the discussion, and all are certainly willing to participate. Councilmember Harimoto agreed there is a sense of urgency in the situation, and from the City and DPP's perspective, there is a need to start considering incentives or ways to support and encourage development. He stated he expected the Council Zoning and Planning Committee would hold hearings on the matter.

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Mr. Hong thanked Councilmember Harimoto for his input and asked for a motion. Mr. Bunda made the motion to move the creation of the TOD Stakeholders Advisory group before the full board. Mr. Atta seconded the motion. The motion carried unanimously.

VI. Executive Session

Mr. Hong asked if there was any reason for an executive session, and there was none.

VII. Adjournment

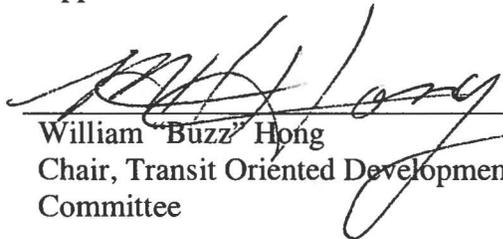
There being no further business before the committee, Mr. Hong adjourned the meeting at 9:39 a.m.

Respectfully Submitted,



Cindy Matsushita  
Board Administrator

Approved:



William "Buzz" Hong  
Chair, Transit Oriented Development  
Committee

JUN 27 2013

Date

## ATTACHMENT A

# Honolulu Authority for Rapid Transportation

## Update on Transit Oriented Development Stakeholders Advisory Group

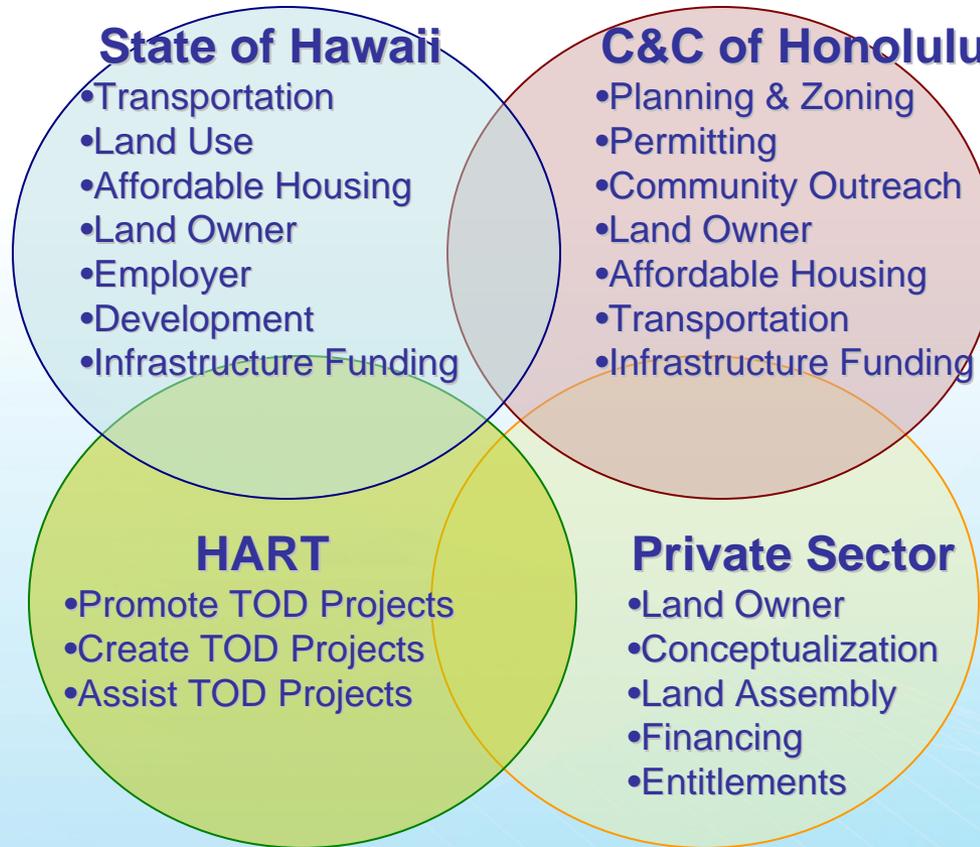
# Revised Charter of the City and County of Honolulu Section 17-103

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:

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- (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!***