

Minutes of a Regular Meeting
of the Members of the
Hawaii Community Development Authority,
State of Hawaii

DRAFT

MEETING NO. 386
Wednesday, June 5, 2013

KAKAAKO

I. CALL TO ORDER/ROLL CALL

A regular meeting of the Kakaako Members of the Hawaii Community Development Authority ("Authority"), a body corporate and public instrumentality of the State of Hawaii, was called to order by Mr. Brian Lee, Chairperson of the Authority, at 11:32 a.m. on Wednesday, June 5, 2013, at the Authority's principal executive offices at 461 Cooke Street, Honolulu, Hawaii, pursuant to Article IV, Section 1 of the Authority's Bylaws.

Members Present: Mary Alice Evans (DBEDT)
Miles Kamimura
Brian Lee
Lois Mitsunaga
Ralph Morita (DAGS)
Luis Salaveria (DBF)

Members Absent: Randy Grune (DOT)

Others Present: Anthony Ching, Executive Director
Lori Tanigawa, Deputy Attorney General
Deepak Neupane, Director of Planning & Development - Kakaako
Shelby Hoota, Program Specialist
Patricia Yoshino, Secretary
Holly Hackett, Court Reporter

MATERIALS DISTRIBUTED:

1. Report of the Executive Director;
2. Summary Minutes of Kakaako Authority Meeting of May 1, 2013;
3. Information: Transit Oriented Development Overlay Plan.

II. APPROVAL OF MINUTES

1. Regular Kakaako Meeting of May 1, 2013

Chairperson Lee asked whether there were any corrections to the minutes of the May 1, 2013 meeting. There were no comments or corrections from the Members,

and the minutes were approved as presented.

III. REPORT OF THE EXECUTIVE DIRECTOR

Executive Director Ching provided his report via a PowerPoint presentation (see Exhibit A).

Member Evans inquired as to which development permit applications were scheduled for the June and July 2013 public hearings.

Mr. Neupane stated that on June 19, 2013, public hearings would be held on the Ward Villages Master Plan Block O project and the A&B Properties project on Kamehameha Schools ("KS") land on the CompUSA block. On July 3, public hearings would be held on the KS adaptive re-use project at 660 Ala Moana Boulevard. On July 17, public hearings would be held on the Ward Villages Master Plan Land Block 2 and Land Block 3.

Chairperson Lee recommended that staff work with Member Mitsunaga to get a better sense of the overall plan.

Member Mitsunaga asked for a written summary of all the projects coming up.

Mr. Ching noted that Member Mitsunaga was a member of the Design Review Board and staff work with her to be sure she had an overall picture of what would be coming up.

Chairperson Lee asked if there was any update on the project by Billy Balding. He had noticed 2 boulders on the site.

Mr. Ching stated that Mr. Balding was still in lease discussions with KS.

Mr. Neupane explained that the 2 boulders were temporarily on the site and being used as a staging area for a sculptor working on the University of Hawaii Cancer Center project.

Chairperson Lee asked whether any members of the public wished to comment on the executive director's report.

Public Testimony:

Ms. Michelle Matson from the Kakaako Makai Community Planning and Advisory Council ("CPAC") asked about the qualifications, experience and size of the Design Review Board.

Chairperson Lee stated that staff would provide that information to her.

Ms. Nita Prigian stated her concern that vessels cannot fuel in Kewalo Basin Harbor. She has a business on Ilaniwai Street and was concerned that there was no focus on the maritime industry.

IV. KAKAAKO MATTERS*

A. Information: Transit Oriented Development Overlay Plan

Mr. Ching provided his report on the Transit Oriented Development Overlay (“TOD”) Plan via a PowerPoint presentation (see Exhibit B).

Chairperson Lee asked whether Members had any questions for Mr. Ching. There were none.

Chairperson Lee invited members of the public to comment on the TOD Plan report.

Public Testimony:

Mr. Dexter Okada stated his concerns that his business in Central Kakaako would be affected by the TOD Plan in terms of assessments for infrastructure improvements, installation of photovoltaic cells, wind flow, traffic and property values. He requested more communication with the community.

Ms. Michelle Matson asked how many more per capita than 30,000 new residents would be in Kakaako and the effect the development would have on domestic water supply and survivability. The State and the City need to do a comprehensive carrying capacity study.

Member Salaveria asked Ms. Matson whether her question as an issue of population control.

Ms. Matson replied that it was a sustainability question.

Chairperson Lee asked whether Ms. Matson would be satisfied if the studies showed that there was carrying capability.

Ms. Matson replied that she was not saying she would be satisfied with the proposals, but it was the most important question to address.

Mr. Galen Fox stated that an advisory committee should be formed that included the residents of Kakaako and state legislators to formulate a transit-oriented development plan.

Mr. Wayne Takamine stated he was concerned with accessibility to the parks and recreational uses in Kakaako Makai and how the increase in population and traffic would affect the water quality.

IV. ADJOURNMENT

A motion to adjourn was made by Member Salaveria and seconded by Member Mitsunaga. By a show of hands vote, the motion carried unanimously.

The meeting adjourned at 12:48 p.m.

Respectfully submitted,

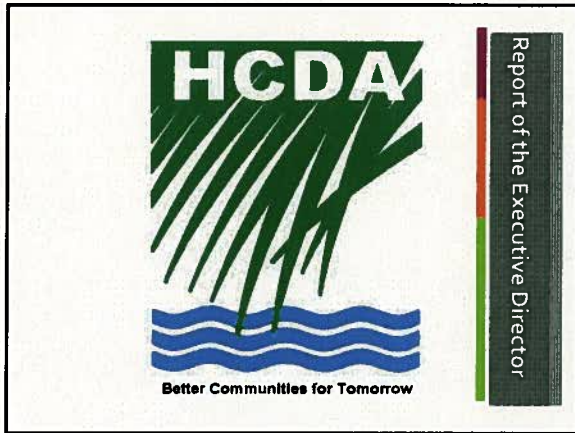
/s/

Miles Kamimura
Secretary

Attachment: Exhibit A - Report of the Executive Director
Exhibit B - Transit Oriented Development Overlay Plan

Note: The transcript of this meeting contains a verbatim record and should be consulted if additional detail is desired.

*Meals were served to Authority Members and required staff as an integral part of the meeting.



ED's June 2013 Report

- Summary Agency Financial Report
- Halekauwila Place
- Kewalo Basin Update
- Next Meeting

HCDA Financial Summary

Current Month - March			Fiscal Year to Date		
Actual	Budget	Variance	Actual	Budget	Variance
(KA) 195,046	206,036	(10,990)	1,980,044	2,108,531	(128,487)
(KL) 30,084	23,663	6,421	250,928	248,101	2,827
Revenue	Expenditure	Net Change	Revenue	Expenditure	Net Change
(ID) 11,270	1,616,669	(1,605,399)	177,331	9,677,912	(9,500,581)
(LM) 209,996	28,886	1891,110	942,186	751,524	190,662
(PFD) 4,828	40,081	(35,253)	13,301	494,773	(481,472)
(RH) -	-	-	155,070	1,010,816	(855,746)
(CL) 5,678	-	5,678	51,476	2,686	48,790
(SDep) 750	-	750	28,300	37,362	(9,062)
(KL) 3,405	323	3,082	187,567	7,829	179,738
(Heeia) 56	-	56	74	-	74

Summary of HCDA Revolving Funds

	Description	Amount
Cash on Hand		
	HCDA Revolving Fund & Kakaako District Operating Fund	23,393,435
Outstanding Obligations		
	Subtotal - Known Obligations as of 02/29/2012	18,244,471
Cash Balance		5,148,964
Additional Cash		
	Kewalo Basin Harbor Operations Fund (for KBH only)	2,472,061
	Kalaheo Community Development District Revolving Fund	280,942
	Kalaheo Community Development District Operating Fund	62,898
	Heeia Community Development District Revolving Fund	74
	Subtotal Additional Cash Balance	2,535,034

Halekauwila Place

**Project Scheduled to Top Off in August 2013
Completion Date Projected as March 2014**

Kewalo Basin Update

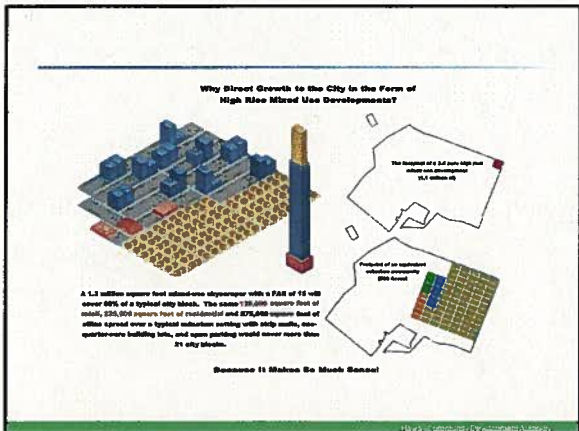
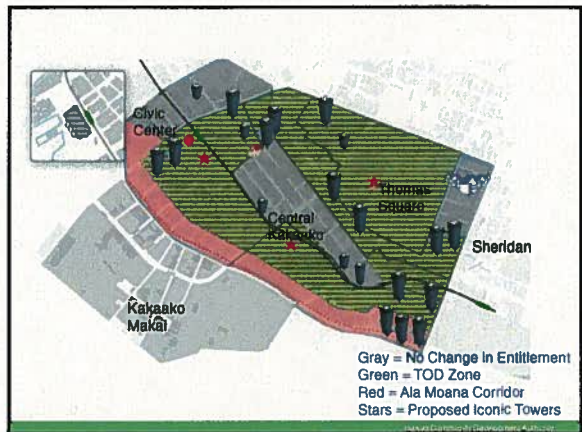
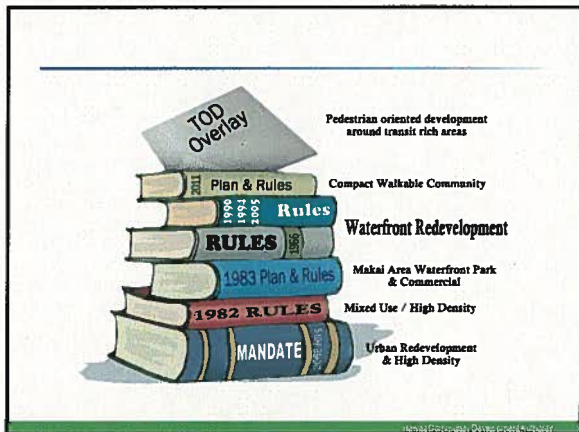
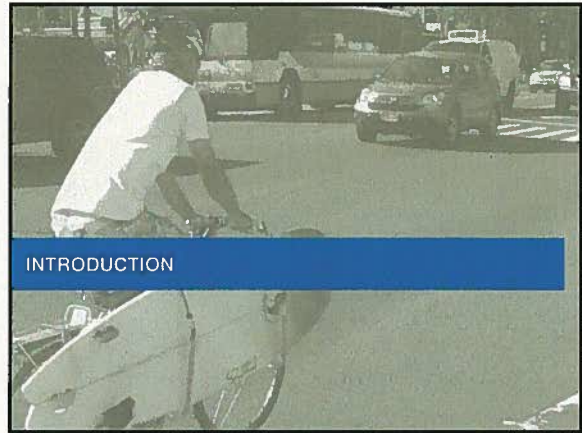
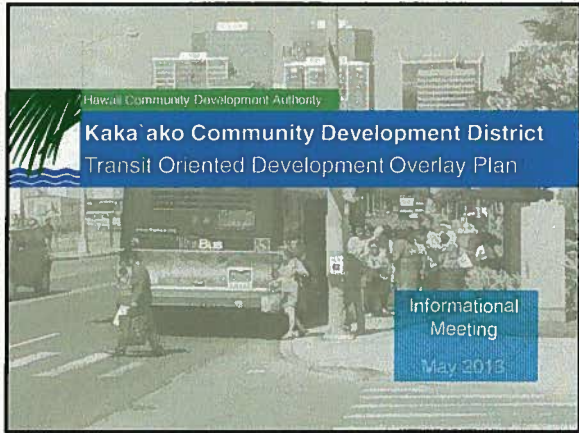
	April	May
Overall Occupancy	99%	100%
Slip Revenue	\$94,000	\$94,000
Parking Revenue	\$1,500	\$1,500
Total Revenue	\$110,000	\$115,000
Operating Expenses	\$60,000	\$60,000
Net Income	\$50,000	\$55,000
Deposits (02-29-12)	\$88,816	

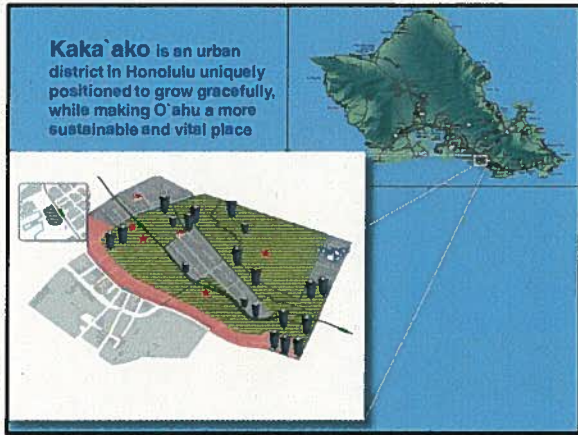
Kewalo Basin Harbor

- Stakeholders Meeting
 - Held May 28, 2013
- Discussion Items
 - Fueling Protocols – Need to Maintain Water Quality In Harbor
 - Rulemaking Topics – Open Solicitation for Topics From Stakeholders
- Stakeholders to Present Ideas w/in 2 Weeks

Next Meeting

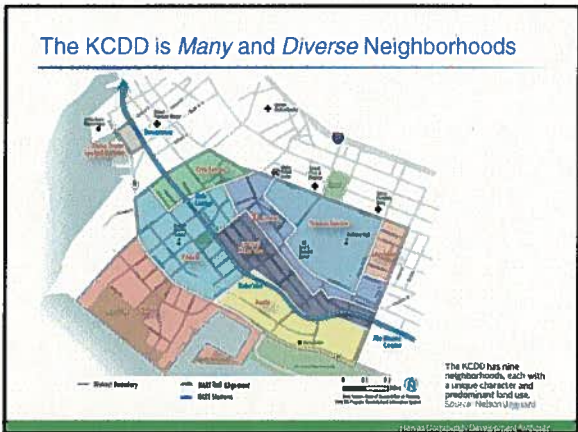
- Regularly Scheduled Meeting
 - July 3, 2013
- Location
 - 461 Cooke Street
- Special Public Hearing Dates
 - June 19, 2013
 - July 17, 2013





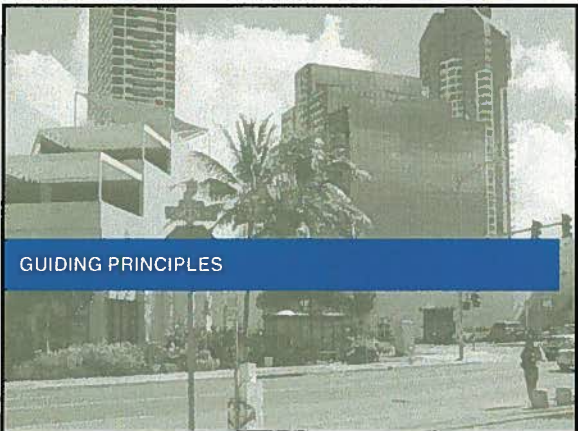
Why a TOD Overlay Plan for Kaka`ako?

- To deliver elements of a complete district...
 - Mobility & Access
 - Available Services
 - Redevelopment Potential
- ...that will make O`ahu a better place for all people.
 - Provides affordable and family housing in one of the most expensive markets in the nation
 - Compact living reduces dependence on imported fossil fuels
 - More people living in near rapid transit in Kaka`ako means less traffic congestion
 - Chance to slow the development of rural O`ahu



Kaka`ako Neighborhoods include:

- Pauahi
- Auahi
- Kapiolani
- Thomas Square District
- Aloha Tower Special District
- Central Kaka`ako
- Civic Center
- Sheridan



Things are happening in Kaka`ako....

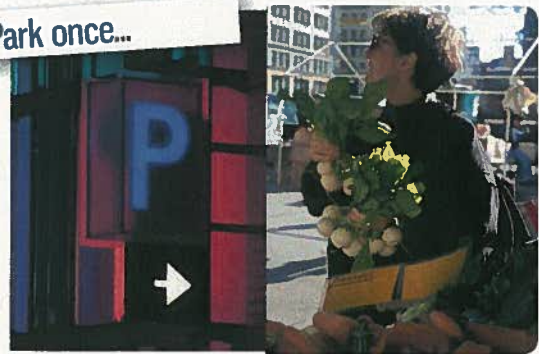
- INNOVATION HUB**
A hub for technology business startups
- STREET LIFE**
Home to the City's largest food truck festival – Food PopUP in the Park
- THOUGHT LEADERSHIP**
Home of the Greenhouse Innovation Hub

The TOD Overlay Plan Envisions....

In Kaka'ako...

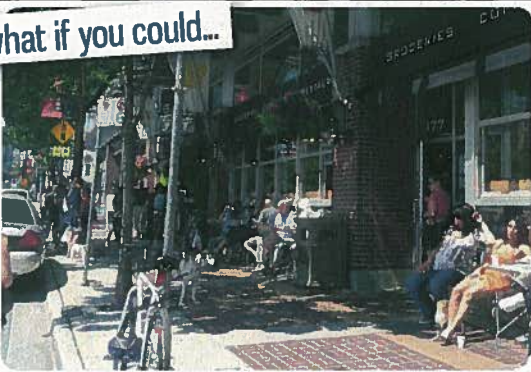


Park once...



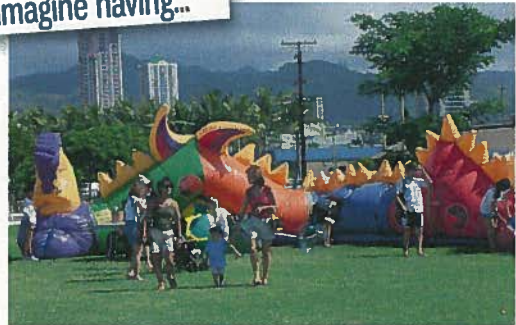
and run ALL your errands.

what if you could...



walk to the grocery store?

Imagine having...



more time for what matters.

What if you could..



...go on a lunchtime bike ride?

What if you could...



get to Home Depot by train?

Our TOD Overlay Plan Goals Will Get us There

- Increased Livability
- Healthy Environment
- Social Equity
- Economic Strength
- Enhanced Resiliency



Hawaii County Development Authority

Plan has 6 "D" Factors that Deliver...

- D1: Destinations**
Coordinate Land Use and Transportation
- D2: Distance**
Create a well-connected street network using Complete Streets Principles
- D3: Design**
Create places for people
- D4: Density**
Concentrate and intensify activities near frequent transit
- D5: Diversity**
Encourage a mix of uses
- D6: Demand Management**
Encourage the "auto trip not taken" through a systems management approach

Hawaii County Development Authority

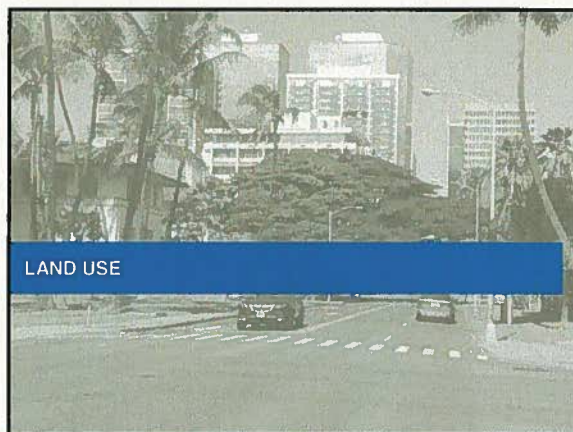
...to Create a Rich and Vibrant Transit District

- Destinations
- Distance
- Design
- Density
- Diversity
- Demand Management

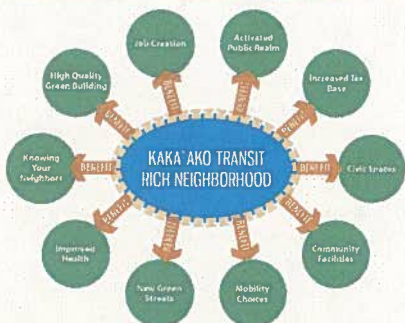


Transforming Kaka'ako into a transit-oriented neighborhood requires layers of "D" elements. Without all six "D" elements, the prospect of becoming a truly transit-oriented place is limited.
Image from The Smart Growth Center and HCDHA

Hawaii County Development Authority



Creating Complete Connected Neighborhoods



Hawaii County Development Authority

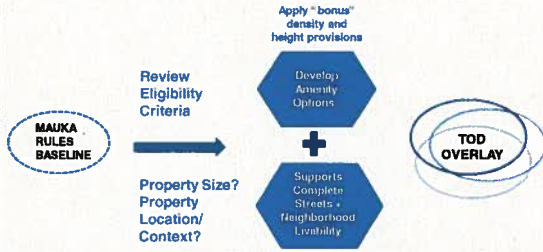
Allowing height where it works for the community

Areas where increased height allowances could be granted where "exceptional benefit" is shown

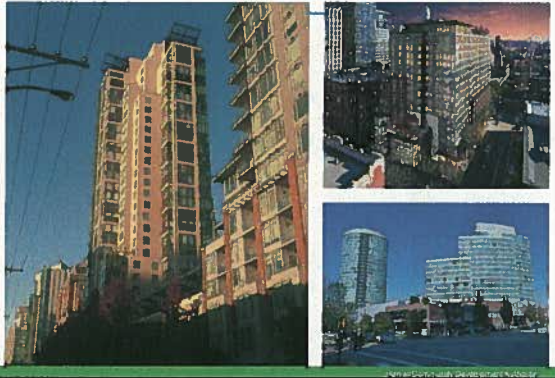


Hawaii County Development Authority

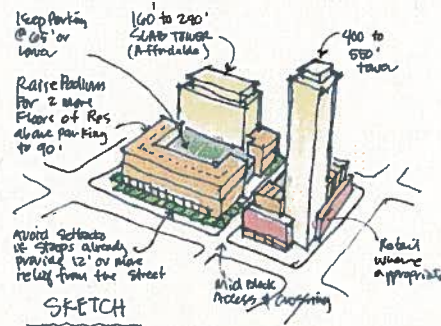
Incentives and Design Review



New building types create visual interest while protecting views

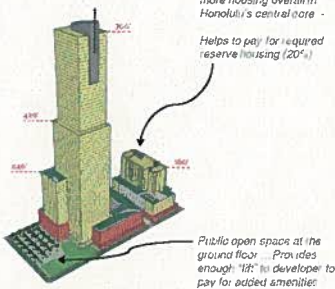


Building forms that work for developers and the community



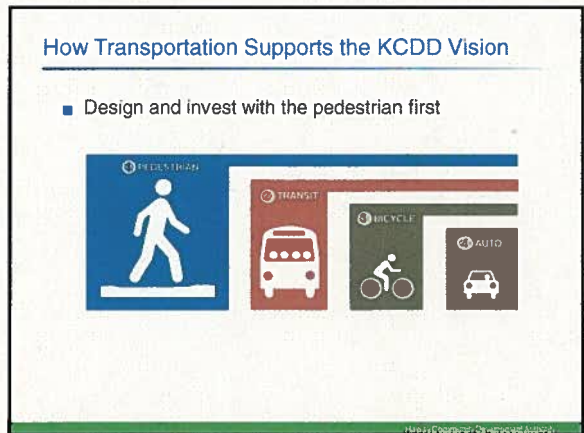
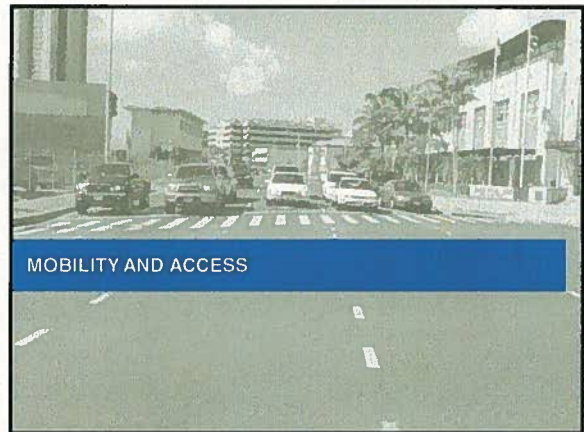
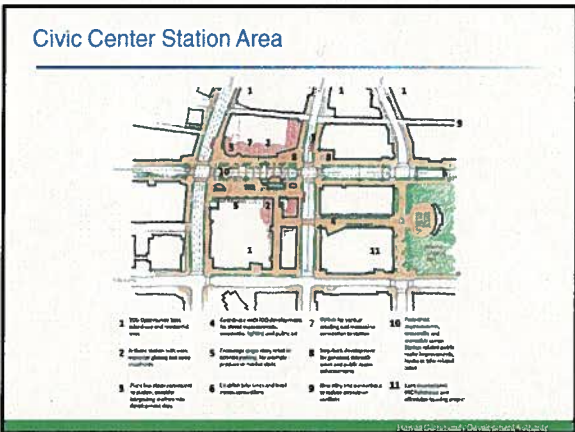
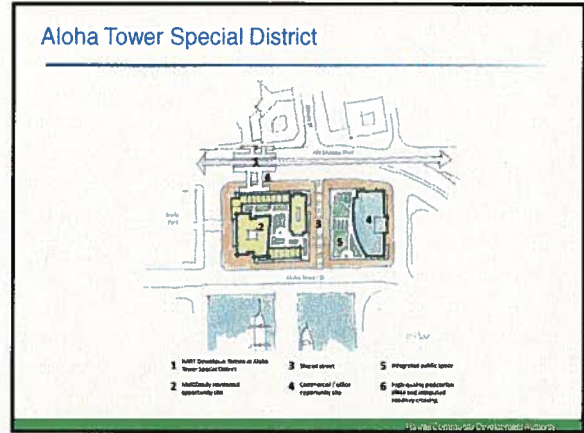
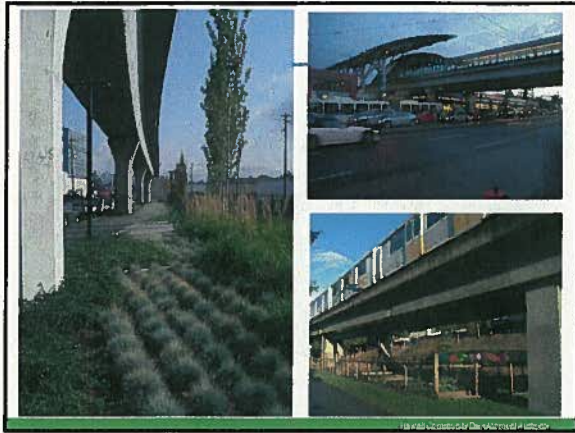
Height that works for the community

- **Limit of 3 Iconic Tall Buildings** (Blaisdell Center Area, Ward Center Area, and 690 Pohukaina Project only)
- **Only allowed with Exemplary Public Benefit**
- **Adds to both market rate and reserved housing in the area**
- **Can help to pay for public benefits such as park and street improvements**



Making stations great places is no accident

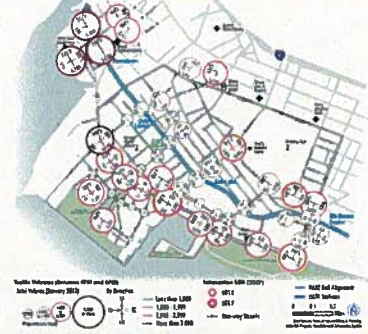
- Prepares the Kaka'ako Area for all phases of rapid transit implementation
 - Short term - planning, property acquisition
 - Intermediate - construction
 - Long term - completed stations
- Station site opportunities and best practices
- Access improvement recommendations
- Policies for agency / HART coordination
- Understand and accommodate benefits of elevated rail



Many bus routes serve the district, HART rail is coming



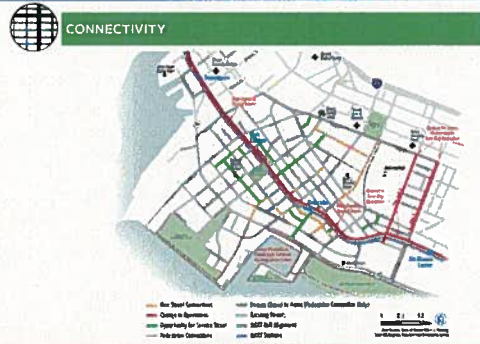
Most traffic is on major Ewa – Diamond Head Streets



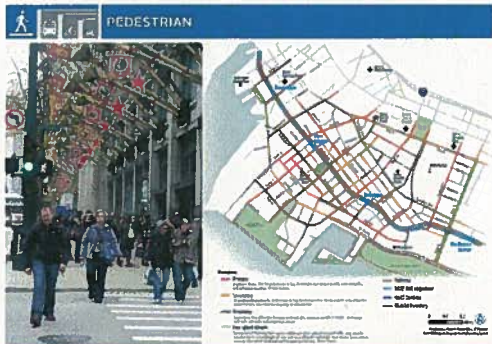
Key Strategies



A fine grain street network allows graceful growth



Walking supports the whole transportation system



Transit is the *new best way* to get to and about...



What if Kaka'ako was Hawaii's *most bike friendly district*?

BICYCLE

189 © 2011 City and County of Honolulu, Department of Planning and Economic Development

Imagine a shaded cycle track on Halekauwila

BICYCLE

189 © 2011 City and County of Honolulu, Department of Planning and Economic Development

What if you could check out a bike for your trip?

BICYCLE

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What if we traveled *cleaner*?

AUTO

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COMPLETE STREETS IN KAKA'AKO

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Why Complete Streets For The KCDD?

- Ensure safety
- Encourage active lifestyles
- Expand transportation choices
- Stimulate the economy
- Support small and local businesses
- Create places for people
- Lower transportation costs

189 © 2011 City and County of Honolulu, Department of Planning and Economic Development

Places we go to be "on the street"

Katshov Avenue, Woburn, MA



A prime of Main Street prioritized for pedestrians and retail access
Image from Ashkenazi News

Lincoln Road, South Beach, Miami



World class shopping street
Image from Miami City Diggs

Main Street, Santa Monica, CA



A warm weather retail street
Image from Gary Kavanagh

NW 13th Avenue, Portland, OR



Redeveloped district street retains light-industrial feel and slow-mass operations
Image from Habitat Uygur

Habitat Community Development Authority

Prioritizing space for people unlocks potential...



What if this space was...

PARKS PLAZAS COMMUNITY LIVING ROOMS

Habitat Community Development Authority

Diverse district... Diverse Street Types

STREET TYPES IN THE KCDO

The street types listed below frame the design of KCDO streets and should be used to determine which design elements are appropriate for the district's various land use centers.

COMMERCIAL BUILE YARDS AND AVENUES
Division Boulevard
Transect Boulevard
Commercial Avenue
DISTRICT STREETS
Residential Street
Commercial/Light Industrial Street
LOCAL STREET
DISTINGUISHING DISTRICTS
Plaza/Transit Street
Proletarian



Street Typology	Street Typology	Street Typology	Street Typology
Commercial Boulevard and Avenue	Proletarian	Multi-Block Street	Local Street
Division Boulevard	Commercial/Light Industrial Street	Plaza/Transit Street	Residential Street
Transect Boulevard	Commercial Avenue	Proletarian	Commercial/Light Industrial Street
Commercial Avenue	Residential Street	Commercial/Light Industrial Street	Local Street
Residential Street	Commercial/Light Industrial Street	Local Street	Proletarian

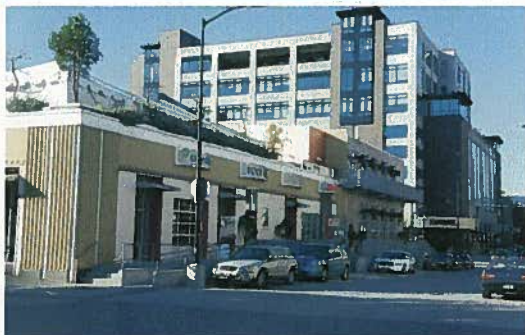
Habitat Community Development Authority

Streets that support – *through mobility*



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Streets that support – *local businesses*



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Streets that support – *strolling & cruising*

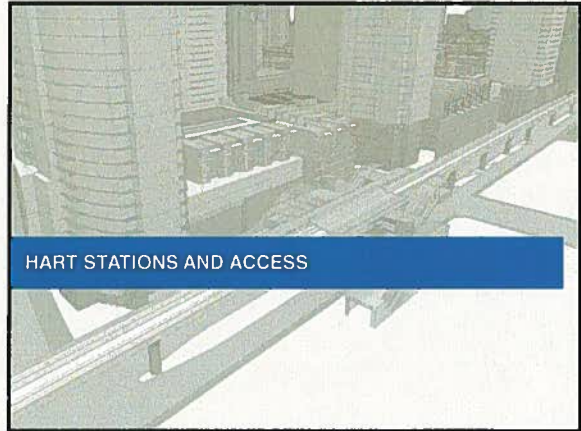


Habitat Community Development Authority

Streets that support – *parking and loading*



Image courtesy of Transportation Development Authority



What do all great transit stations have...

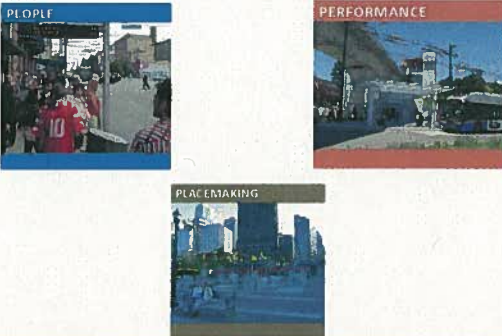


Image courtesy of Transportation Development Authority

Creating a great place at Civic Center station

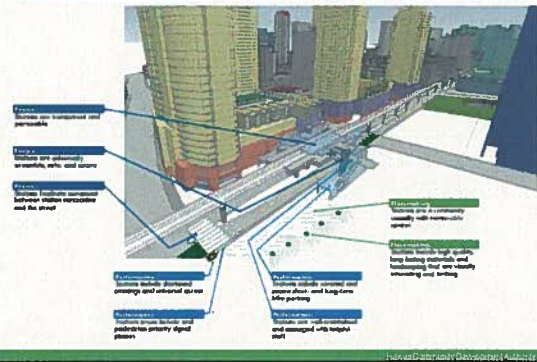


Image courtesy of Transportation Development Authority

Step off the train and do your shopping...



Image courtesy of Transportation Development Authority

Arrive by train...hop a bike or a shared car



DecoBike docking station

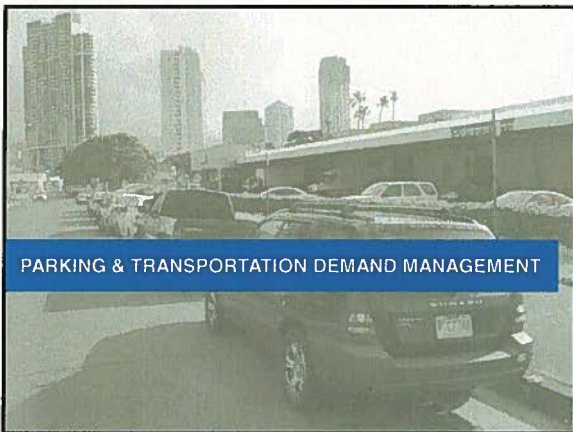
Car2Go's fleet is comprised exclusively of branded Mercedes Smart cars, making them easy to identify. San Diego is the first U.S. city to launch an all-electric Car2Go fleet.

Image courtesy of Transportation Development Authority

What if you *wanted to hang out* under the guideway?



You came for the place... the train is just an amenity



Right-size parking; make room for productive uses



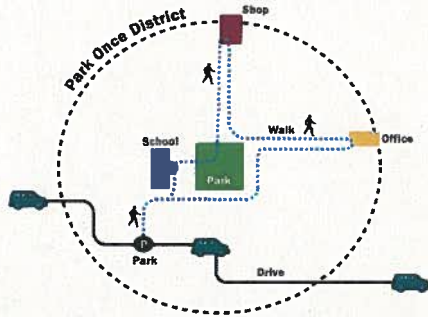
What if parking wasn't the primary land use?



... and we had more space for people and business!



Parking once saves money and energy



Smart parking for a changing district

- Imagine feeding the meter from your smart phone without ever getting out of your seat!



Mechanical lifts can reduce unsightly parking "walls"

