

SUMMARY - MEETING NO. 298
HAWAII COMMUNITY DEVELOPMENT AUTHORITY
State of Hawaii

October 5, 2005 – 9:00 a.m.

Hawaii Community Development Authority
677 Ala Moana Boulevard, Suite 1000, Conference Room
Honolulu, Hawaii 96813

ATTENDANCE

Members Present: Grady Chun; Barry Fukunaga (for Rodney Haraga); Michael Goshi; Paul Kimura; James Kometani; Gary Kondo; Jonathan Lai; Kay Mukaigawa; Stanley Shiraki (for Georgina Kawamura); and Katherine Thomason (for Russ Saito).

Kalaeloa Members: Linda Chinn (for Micah Kane); and Kathy Sokugawa (for Henry Eng).

Members Absent: Theodore Liu; William Aila, Jr.; Evelyn Souza; and Maeda Timson.

Others Present: Daniel Dinell; Melvin Nishimoto; Matthew Akamu; Miko Dargitz-Hallett; Arnold Imaoka; Richard Kuitunen; Cal Machida; Deepak Neupane; Susan Tamura; and Jill Sugihara; (also, see Meeting Attendance Record).

I. ROLL CALL

The meeting of the Hawaii Community Development Authority (HCDA) was called to order on October 5, 2005, by Chairperson James Kometani at 9:00 a.m. with the following roll call:

Chairperson Kometani	Present
Member Chun	Present
Member Fukunaga	Present
Member Goshi	Present
Member Kimura	Present
Member Kondo	Present
Member Lai	Present

Member Mukaigawa	Present
Member Shiraki	Present, Arrived at 9:05 a.m.
Member Thomason	Present
Member Chinn	Present, Left at 9:25 a.m.
Member Sokugawa	Present, Arrived at 9:10 a.m., Left at 10:55 a.m.

MATERIALS DISTRIBUTED

1. Agenda for October 5, 2005 Meeting;
2. Summary Minutes of Authority Meeting of September 7, 2005;
3. Summary of Public Hearing on September 7, 2005;
4. Summary Minutes of Special Meeting of September 14, 2005;
5. Report of the Executive Director;
6. Kalaeloa Status Report;
7. Information Item: Update on Policy and Development Strategy Plan for the Ala Moana Historic Pump Station and Developable Lands in the Ewa Portion of the Kakaako Makai Area;
8. Information Item: Project Synopsis & Status – Preparation of a Policy and Development Strategy Plan, Historic Ala Moana Pumping Station and Ewa Portion of Kakaako Makai Area (distributed by Clifford Planning, LLC to Authority Members);
9. Information Item: Presentation by Plan Pacific, Inc. on Issues and Opportunities of the Mauka Area; and
10. Action Item: Approval to Authorize the Executive Director to Expend General Obligation Bond Funds for Reconstruction of Improvements at Kewalo Basin, Makai Gateway and Kakaako Waterfront Parks.

II. APPROVAL OF MINUTES

1. Minutes and Summary

Chairperson Kometani asked if there were any corrections to the minutes of the regular meeting of September 7, 2005, summary of public hearing on September 7, 2005, and minutes of the special meeting of September 14, 2005. There were none.

It was moved by Member Chun and seconded by Member Kondo to approve all three sets of the minutes as written. The motion passed 9 to 0 with 1 excused (Member Shiraki). As the minutes reflected meetings pertaining to Kakaako only, the vote excluded Kalaeloa Member Chinn.

III. REPORT OF THE EXECUTIVE DIRECTOR

Daniel Dinell noted that the full Executive Director's report was enclosed in the packet distributed to the Authority Members, and highlighted and updated the following:

- Mr. Dinell updated Members on the management of HCDA's senior rental projects, Na Lei Hulu Kupuna and Honuakaha. The existing contracts expired on September 30, 2005. After a competitive Request for Proposal (RFP) process, Management Specialist was selected and took over management at both projects effective October 1, 2005. HCDA Asset Management staff is now working with the Honuakaha Association of Apartment Owners (AOAO) and expects to name a new property manager for the Honuakaha AOAO within a week to assume duties there effective November 1, 2005.
- Staff received the University of Hawaii John A. Burns School of Medicine (JABSOM) Makai Area Common Area Maintenance (CAM) back payments of \$90,000. The University also submitted a parking proposal for the Cancer Research Center of Hawaii which staff is currently reviewing. These are two of the four items that the Authority applied in August 2005 as conditions to exclusively negotiate for the 5.5 acre parcel Ewa of JABSOM. The other two conditions are to select a JABSOM Phase II developer and commit to the relocation of the Pacific Biosciences Research Center. Staff is continuing to negotiate with the University, as directed by the Authority.
- Staff received six proposals for the Makai Parking and Analysis and is currently reviewing the proposals.
- The parking lot on Kawaihāo Street set aside for Improvement District 11 (ID-11) businesses is completed. Offer letters for land acquisition for ID-11 businesses were sent out and approximately half of the landowners have accepted the purchase offers.
- A&B Properties made a presentation on its Kakaako Waterfront proposal to the Ala Moana/Kakaako Neighborhood Board. A&B Properties announced that a website has been developed to receive project feedback. The website address is www.kakaakowaterfront.org. They have also established a hotline telephone number at 596-4645. The answering service provides: 1) project information; 2) ability to leave comments and get a return phone call; 3) lists community

meetings where the project will be discussed; and 4) allows callers to leave a message to have project information mailed to them. The public outreach is a key deliverable of the scope of work. Staff will also ensure that the information is provided on HCDA's website and direct calls to the hotline. A&B Properties will be present at the November 2 Authority meeting.

- Mr. Dinell reported that there is a new financial report format. The top page provides an overall view of all administrative, revolving fund and Capital Improvement Projects (CIP) activities showing any significant variances or activity noted. The following pages detail the administrative expenditures and revenues for the Revolving Fund for Kakaako and Kalaeloa including sources of funding and categories. The last page provides a recap of the CIP to see how different projects are proceeding and whether it is on budget. The new report is intended to give more of a business-oriented approach to HCDA's financial reporting. Members are encouraged to give their feedback on the revised format.
- The Hawaii Architectural Foundation and Historic Hawaii Foundation are having a fundraiser on October 22, 2005, at the Historic Ala Moana Pump Station. The proceeds from the benefit are for the further preservation of the Pump Station grounds and structures and will be restricted to capital expenditures.

Chairperson Kometani asked if there were any questions for the Executive Director. There were none.

Chairperson Kometani requested that the minutes reflect that Members Sokugawa and Shiraki were in attendance.

IV. ITEMS FOR INFORMATION

A. Kalaeloa Status Report

Daniel Dinell summarized the Information Item distributed to the Authority concerning this matter.

Mr. Dinell reported that the Economic Development Administration grant was completed by the deadline of September 13, 2005. The Draft Kalaeloa Master Plan was released for public review and comment on September 30, 2005. It

is a draft document that is open for public comments. The public hearing will be held on November 2, 2005.

The purpose of the Draft Kalaeloa Master Plan is to update previous planning efforts and respond to changes in Kalaeloa and the surrounding region in the past several years. The plan reflects an intensive planning effort by HCDA and its consultants to study: 1) existing development plans and projects within the Kapolei area; 2) regional economic projections; 3) the condition of existing Kalaeloa infrastructure and land uses; 4) the status of Navy land and conveyances and brokering; and 5) governance, as well as financing issues.

The Draft Master Plan incorporates a phased, mixed-use development approach spanning a 20-year period with a focus on:

- Improving connectivity within the Ewa region;
- Integrating a regional transportation system;
- Creating new employment opportunities;
- Constructing public educational facilities;
- Providing affordable workforce housing; and
- Preserving open space, recreation and cultural/natural resources.

Implementation of the Draft Plan focuses on creating a flexible land use framework, utilizing a variety of financing mechanisms, and collaboration between HCDA and the U.S. Navy, as well as various State and City and County of Honolulu agencies.

The plan itself is divided into two volumes – the master plan and technical appendices. The status report has a recap of what each volume contains.

There will be a public hearing on November 2 in conjunction with the regular Authority meeting. Staff expects to incorporate comments and bring back the final revised plan for Authority review and approval thereafter.

On behalf of Mr. Enomoto, Mr. Dinell thanked the Kalaeloa Subcommittee Members who have worked extremely diligently over the past year, first on setting out the strategic direction and now on giving form to how to create social and economic value for the Kalaeloa district as part of the Ewa region.

Chairperson Kometani asked if there were any questions regarding the Kalaeloa Status Report.

Member Fukunaga asked whether it was intended to address how to actually unify the area. He wasn't sure if the plan discussed a way of addressing cost elements that are shared by all the occupants and tenants and users.

Mr. Dinell replied that the Plan states that the City has a system of sharing in regional transportation infrastructure cost. It is envisioned that Kalaeloa somehow participates in that as well.

Member Fukunaga wondered about the cost sharing of the basic elements like fire and security and how it was going to be addressed now or in the future.

Mr. Dinell responded that only the transportation part is addressed. As far as the City services, it is a matter of building the tax base because the fire and police departments along with other City services are funded by property tax receipts. Carmel Partners and Ford Island Properties, as private entities, are paying property tax on their respective landholdings. Part of the frustration of the police and fire, besides infrastructure issues and being able to get the right dispatch, is that all of a sudden they gained more acreage to cover without getting any commensurate revenue stream. But this has been resolved.

Member Sokugawa confirmed that it was not an outstanding issue. However, the infrastructure status has not been resolved.

Member Fukunaga questioned who is responsible if the City is not accepting any of the infrastructure because it is not up to City standards. He asked if it would be incumbent upon the Authority to come up with a unified assessment on the property owners to undertake those improvements.

Member Sokugawa responded that the plan says HCDA is going to build the water and sewer systems.

Mr. Dinell confirmed that the various systems are in a state of disrepair and that generally no utility service provider wants them. Hawaiian Electric Company doesn't want the electrical system. The Honolulu Board of Water Supply had a license but has since backed out of that agreement. The only system that is proceeding with dedication is the sewer system. But even that needs upgrades. The approach articulated in the Plan is a phased approach working off the northeast and northwest corners and then coming in towards the center. This phased approach is based on where the best infrastructure is located. The intent is then to build each system to City standards, with enough capacity for the future build-out, and then dedicate it over. The roads have already been dedicated to the City Department of Transportation Services and

the State Department of Transportation Highways Division even though they don't meet City and State standards.

Member Goshi commented that rebuilding the utility systems are a long-term vision and what is missing from the plan is a short-term strategy. One of the first things that should be looked at is some of the cost issues associated with community concerns about basic services and road maintenance. If the costs are known then there might be a way to fund for it.

Member Fukunaga stated that it is a well thought out plan for the long-range but the bridging outlet is missing, how to get from here to there.

Member Goshi agreed that this is an issue and thought that a good start would be to find out what the costs are and other short-term issues.

Mr. Dinell responded that what the community wants in the short-term is the roadway right of ways, clear, better signage and clean, well-maintained recreational facilities. However, in the long-term, staff has put in a request for Capital Improvement Project (CIP) funds and also the possibility of legislation to get the City to commit Kalaeloa for a Tax Increment Financing (TIF) district. But there can't be a TIF district until there is a tax base and there is no tax base without development and no development without infrastructure which goes back to the basics of providing infrastructure in a phased approach. The plan does identify the costs. The first phase is estimated at \$97-\$101 million of public monies. Staff is looking at community facility district bonds, which is basically private developers paying and using the land as the collateral. There are different ways of obtaining the goal but it will take a lot of money and focus.

Chairperson Kometani commented that families living in Kalaeloa may have questions about public safety issues at the public hearing.

There being no further discussion, Chairperson Kometani called a recess at 9:25 a.m. to allow Kalaeloa Members (Member Chinn) to depart, as the remaining agenda items were Kakaako related. Chairperson Kometani requested for Member Sokugawa to remain as the Information Items to be discussed would have an impact on the City.

The meeting reconvened at 9:26 a.m.

B. Update on Policy and Development Strategy Plan for the Ala Moana Historic Pump Station and Developable Lands in the Ewa Portion of the Kakaako Makai Area

Deepak Neupane summarized the Information Item distributed to the Authority concerning this matter.

Mr. Neupane stated that the Authority approved funds for developing a policy and development strategy for the pump station. An RFP was released and Clifford Planning was selected as the consultant for the planning study to look at the pump station and immediate surrounding areas in Kakaako Makai from a holistic perspective.

Mr. Neupane explained that over the years, HCDA has received more than 75 proposals for the historic pump station site including: restaurant, art gallery, wedding facility, museums of various kinds, and coffee shop. But there were no criteria for judging what the preferred use for the site might be. Thus, the main purpose of the planning study is to identify some of the preferred uses for the site. The planning study should be completed by January. There are numerous constraints on the site; one of them being that it is on the National and State Register of Historic Places.

Mr. Neupane introduced Janine Clifford of Clifford Planning to provide a brief overview of the preliminary findings.

Ms. Clifford stated that the pump station is very well loved but has been boarded up and left unused for a number of years. Thus, soliciting community responses would be a key element to developing the policy for its use. Clifford Planning will be pointing out to the community some of the key elements which are being built in the area currently and future proposals for the entire region. The site is very important as it is a gateway into Kakaako, so some thought and consideration should be given to its role in the larger development and future of Kakaako.

Key features within the quarter mile or five-minute walking radius around the site include: possible future extension of Ilalo Street; the pier development; educational facilities in the region; and the mixed-use waterfront development.

Constraints of the site apply to both the 3.3 acre lot and the actual pump site itself. There is a 75-foot setback along Ala Moana Boulevard. The sewer system which carries sewage from the urban core out to Sand Island bisects the 3.3 acre site. There is a road alignment setback as well. There is also a historic coral wall which fronts the property on Ala Moana Boulevard. On the

site itself, there is an existing underground reservoir that is believed to be 16 or 17 feet in height. It was never filled in although there were plans to do so in the 1970's. It is believed to be brick arched, based upon old construction drawings. It is sealed off from the existing active pump station and if access into the smaller building adjacent to the pump station could be obtained, access to the reservoir might be through that building. In addition, the other building on the side has an existing 34-foot deep pit and there is three or four feet of water in it. An Environmental Phase I study has already been completed and there doesn't appear to be any hazardous material on the site. There are also two open pits on one side and another in the back. One of the pits has standing water about a foot below the surface.

The actual allowable building envelope that exists under the current guidelines would allow for two towers that could be as high as two hundred feet.

Questions that would be asked of the community would be:

- What are the appropriate uses for the site that might compliment the larger Kakaako area?
- Should this be a 24/7 public active place?
- From which street should we actually be allowed to access the site? Due to heavy traffic from the future development of the Office of Hawaiian Affairs (OHA) site and Cancer Research Center of Hawaii, should there be any restricted access requirements?
- Should the future Ilalo Street extension be included in evaluating any part of the proposal?
- Are pedestrian access and pedestrian connection to the larger area important or not as important?
- Should green space and public use requirements be part of the thought processes?
- Should HCDA be entertaining proposals that separate the two sites?
- Ten years ago, the pump station buildings were estimated to need about \$2 million in construction just to restore the

structures. Can a development just at the pump station alone sustain itself and should it be an acceptable development proposal?

- Should there be additional restrictions on the building envelope?
- Should there be consideration screening of the landscaping between the active pump station and the historic pump station?
- Should every RFP consider the requirement to bring the structure up to a minimum standard in its historic element?
- What restriction should be placed on the underground reservoir?
- What concerns or issues should be raised regarding the return on investment given that this is on ceded land?

Chairperson Kometani asked if there were any questions.

Mr. Dinell asked Ms. Clifford to brief the Authority on the plans for community outreach.

Ms. Clifford responded that on Wednesday, October 26, there will be a meeting for the major landowners/stakeholders in the area. On Saturday, November 5, there will be a half day workshop where the public would be invited and information would be given to them. Following that a draft report will be compiled.

Chairperson Kometani stated that the site has generated a lot of interest but that the sewage plant emits an odor and asked if something could be done about that.

Ms. Clifford reported that they had toured the active pump station and that much of the odor comes from the operating pump station itself. Also during inclement weather and particular times of the year, the odor will also emit from the manholes and venting systems related to the piping connected to the pump station. However, the City is installing new scrubbers which are hoped will capture 80 to 90 percent of the odor, solving a good portion of the problem.

Member Lai questioned the reference to OHA in the parcel of land and asked if it had plans to develop at the site or if it meant the other OHA site.

Ms. Clifford responded that the site is on ceded land. OHA did study a possible development on the pump station site but it realized that it was not feasible.

Mr. Dinell added that some years ago there was a signed agreement to have the Historic Hawaii Foundation restore the structure at a cost of \$2 million. In order to make it work, the lease rent was a dollar a year, but the agreement was cancelled because OHA had objections to that type of lease rent arrangement. Thus, one of the key stakeholders involved is OHA and they are being asked if they will require a return on investment or whether there is more leeway on seeing the site develop.

Member Fukunaga clarified if the intent of the study was to obtain input from the community/stakeholders regarding their ideas and then provide recommendations that the staff would formulate as a recommendation to the Authority for adoption to develop an RFP.

Ms. Clifford responded that there would be two meetings, one for the stakeholders/landowners immediately in Kakaako and then a second one that is open to the entire public at large. The recommendation would partially be used to develop an RFP.

Mr. Dinell clarified that Clifford Planning's scope of work is to deliver a report and may have suggestions for criteria or options to be considered as part of a possible RFP. It is then incumbent on the staff to take that to the Authority to decide strategically the future plans. Clifford Planning will not be developing the RFP. The RFP will be developed by staff.

Ms. Clifford added that part of their mission is to assist with the creation of an evaluation system that takes into consideration the community concerns.

Member Goshi commented that the parcel is relatively large but the key is the building site itself. Also consideration should be given to the parking study for off-site parking.

Ms. Clifford hoped the guidelines would spark dialogue. If towers were built, it might overshadow the pump station and asked if that would be appropriate. By asking these questions and raising concerns, Clifford Planning would take into consideration the community's response and be able to evaluate the appropriateness of any type of proposal. Another issue is whether to allow the

transfer of development rights and if the developer would be willing to restore the building, and would other allowances be considered.

Chairperson Kometani thanked Ms. Clifford for her presentation.

C. Presentation by Plan Pacific, Inc. on Issues and Opportunities of the Mauka Area

Susan Tamura summarized the Information Item distributed to the Authority concerning this matter.

Ms. Tamura reported that the Mauka Area Plan and Rules amendment process was initiated in April 2003, when the Authority conducted a workshop to discuss the Mauka Area. At that workshop, the Authority determined that a comprehensive review of the Mauka Area Plan and Rules was warranted. On May 14, 2003, the Authority approved staff's request to expend revolving funds to initiate the comprehensive review. Subsequently, HCDA retained Plan Pacific for the subject project.

The contract with Plan Pacific focuses on the following objectives:

- Developing the Mauka Plan around key "Smart Growth" concepts;
- Promoting mixed-use neighborhoods;
- Strengthening connections with surrounding neighborhoods, corridors, and streets – including small lot development; and
- Building on existing assets and planned investments – including Mother Waldron Park, transit lines, and Queen and Kamakee Street improvements.

A regional traffic study, analysis of HCDA's housing policies, and an Environmental Impact Statement (EIS) were not included in Plan Pacific's scope of work as funds were not available to include these issues into the amendment program.

The 2005 Legislature appropriated funds to conduct a regional traffic study. HCDA is in the process of establishing a scope of work for the regional traffic study and will be initiating the process within the next few months.

The Authority's Housing Subcommittee consisting of four Authority Members was established to review existing reserved housing rules with the purpose of reporting back to the Authority with policy recommendations. The subcommittee met and recommended the following:

- Create rules with clear rationale that are simple to understand and implement;
- Place more emphasis on public-private partnerships with the intent of securing more reserved housing units;
- Provide flexibility to attain maximum impact;
- Provide shared parking opportunities to deliver more public parking; and
- Incentives should be provided to promote good urban design and streetscapes for Kakaako projects.

Staff will be evaluating the subcommittee proposals with the intent of creating rules to address the policy recommendations. It is anticipated that the housing amendments will be incorporated with the larger amendment package as it is critical to look at the district as a whole.

It is anticipated that a Supplemental EIS will be required, but that determination will be made once the actual amendment proposals have been established. No funds have been programmed to conduct an EIS.

Plan Pacific has completed an initial assessment of the Plan and Rules and was asked to present its findings and potential opportunities for the Mauka Area as well as a timetable for the next steps. Ms. Tamura introduced John Whalen and Robin Foster of Plan Pacific.

Mr. Whalen explained that Plan Pacific had retained a sub-consultant – Charlier Associates, a transportation planning company based in Boulder, Colorado to assist with the project. Plan Pacific is currently in the assessment phase of the project.

Mr. Whalen briefly went through the principles of smart growth:

- Neighborhood is the basic building block. The neighborhood defines a district, it is a recognizable place within the city, and

it has its own history, visible setting and character. A place to work, reside, find services, and transit within walking distance – is the key as it fosters a sense of belonging, and responsibility to the place.

- Neighborhood size, center, edges are also important. It is limited in size, about quarter mile radius of the center of the neighborhood to the edge of the neighborhood.
- It contains a fine-grained mix of uses, providing housing, employment, shopping, and entertainment.
- The corridors may form boundaries or connections between neighborhoods. It may be a natural feature such as stream or greenbelt or a pathway through a campus or within a utility or boulevard. The corridor itself may be a district such as a major shopping street.
- Buildings are built to human scale. Setbacks tend to reduce a sense of being overwhelmed by the buildings next to the sidewalk.
- Equal treatment for transportation modes manifest smart growth, which is to provide convenience for pedestrian, bicycle, transit as well as vehicular means of transport. In the last 50 years, transportation modes have generally been favoring only automobile travel in the street system.
- The street pattern is a hierarchy of streets that provide alternate routes. Hierarchy ranges from broad boulevards to narrow lanes and alleys.
- Civic buildings are placed in preferred locations such as the Neal Blaisdell Center and Thomas Square. They are at visible locations and also a convenient walking distance.

Mr. Whalen then did an assessment of the existing conditions in the existing Mauka Area.

- The existing Mauka Area Plan was predicated on the superblock. There would be elevated walkways connecting elevated park spaces. This was the key to the urban

environment. The superblock concept didn't consider small properties and ultimately wasn't implemented.

- There has been substantial public investment in the Mauka area particularly with HCDA improvements to streets and utilities. There has also been quite a bit of private investment, mostly on the perimeter along the major streets of Kapiolani and Ala Moana Boulevards.
- The Authority has amended the Plan and Rules as necessary and has used modification and variances particularly in base zone development to achieve better urban design. What has emerged is a loosely knit district where there is no coherent urban form. There are a lot of high rise buildings adjacent to low rise areas that have not been redeveloped and there is very little connection between these individual buildings.
- The district also contains areas of smaller lots that support small businesses or fine grained residential areas such as the Sheridan track. Lots less than 10,000 square feet are not eligible for planned development option under HCDA's existing rules.
- Kakaako has a very strategic location, it is surrounded by major activity centers: the civic district; Ala Moana; Kakaako Makai; and Thomas Square district. These surrounding activity centers have had an influence on how Kakaako will eventually take shape.
- There are some important Mauka-Makai views. From the Waterfront Park there is a panoramic view of the mountains; it is one of the few places in the city with this type of view. There are also panoramic Mauka views across of McKinley High School. Makai views are not necessarily views of water per se, but are views of landscaping or some other element to suggest approaching the shoreline. Mauka and Makai views also act as directions for people to orient themselves around the city.
- There are very few parks in the Mauka area, only Mother Waldron Park and the Queen/Waimanu Street park currently under construction. According to city standards for the

projected population of 30,000, (the estimated population in Kakaako by 2030) 55 additional acres would be needed to meet those standards for community based parks and this does not include the Kakaako Waterfront Park which is considered an island wide park.

- In the Plan, the major and minor street systems are predicated on the superblock model. The superblock approach limits the travel options because there aren't a lot of cross streets, so all the traffic gets concentrated around the major streets and they become heavy traffic corridors. The Portland Oregon street system has a lot more minor streets, which makes traveling by both automobile and pedestrian more convenient. There are streets listed in the Plan that are suggested for abandonment. In reality, the Authority hasn't abandoned many streets; some of the closable streets should be kept open and possibly new ones created.
- The roadway plan includes a one-way couplet. Under the Plan, Queen Street would travel in the Ewa direction and Halekauwila Street in the Diamond Head direction. The one-way couplet system seen elsewhere in the city is an efficient way to move traffic through a district. An example is King and Beretania Streets. But this system is not compatible with a pedestrian oriented district.
- On-street parking presently is minimal. It is very difficult to find places for on-street parking if the emphasis is on efficient automobile traffic movement through the city. There are public parking garages, but there are too few locations and poor visibility.
- The heart of creating a livable neighborhood is pedestrian activity. It is the most basic form of travel, particularly in an urban environment. Mother Waldron Park is an example of a recreational place to linger and stroll. Ward Entertainment Center is a good example of a pedestrian place. A corner radius on city streets is designed for a truck turning a corner at 35 miles per hour, and as a result, makes it less convenient for pedestrian crossings.

- There are different types of sidewalk conditions. Intolerant conditions are where there are no sidewalks. A tolerant condition consists of a paved sidewalk. Most of the major streets in the Mauka area have pedestrian tolerant conditions.
- Charlier Associates found significant bicycle traffic, but most of the bicyclists had to travel on sidewalks because there weren't any safe places for them on the streets.
- There are a lot of transit routes through or adjacent to the Mauka area; there are 55 different bus routes that traverse Kakaako. Fifty-seven percent are all day service and forty-three percent are at peak hour service.

Some of the issues of the original Plan are:

- The redevelopment potential of small lots are overlooked and the key to that is providing parking because the smaller the lot, the more difficult it is to provide off-street parking;
- There are places in central Kakaako that remain unimproved in terms of roads, drainage, and utilities;
- The street grid and circulation is an issue in the superblock model, because it doesn't provide alternative routes;
- The location and usability of at grade public spaces where people can enjoy the outdoor space;
- Building forms and its relationship to the street to make Kakaako a more pedestrian oriented place; and
- Taking a second look at the one-way Queen and Halekauwila Streets couplet to see whether it might be possible to do something that might be more pedestrian-friendly.

Redevelopment opportunities include:

- Focus on an urban village-type neighborhood around Mother Waldron Park and Ward Villages.

- Create other Ewa-Diamond Head and Mauka-Makai main street corridors.
- Coordinate parking and street parking.
- Adopt transit-oriented development standards.
- Reconfigure street rights of way to enhance the pedestrian environment.
- Give boulevard treatment to Ala Moana and possibly to Ward Avenue.
- Create additional at-grade public space and support outdoor recreation.
- There is a possibility of creating a Ewa-Diamond Head and Mauka-Makai main street corridor which would retain the kind of small business character of Queen Street.
- The Queen Street area is one that requires a great deal of attention. An improvement district is underway and there is still another increment to do. In addition to looking at the design of the street, consideration should be given to the business pattern and what will be needed to help sustain the business activity in that area.
- There are some opportunities for parking, including establishment of a Parking Authority. A Parking Authority could coordinate policies for on-street as well as off-street parking. This would allow an integrated approach to the parking needs to make better use and more efficient use of the parking supply. Mr. Whalen suggested that preservation and expansion of on-street parking is better for businesses as well as for pedestrians because the parked cars act as buffers between the pedestrians and the moving traffic.
- Provide effective pedestrian and bicycle connections to transit. Plan Pacific will be looking at different street design standards. Emphasis will be placed on subdivision rules and regulations because of the dedication of streets. The Authority would like to have the streets dedicated to the City, so this would mean

working closely with the City to develop these new street design standards.

- Maintain Mauka views from the public recreation areas. Plan Pacific suggests retention of at least a portion of this panoramic view through building heights or height setbacks to preserve corridors from the Mauka area or Waterfront Park. There are three acres of the McKinley High School campus that could be used to develop a community school park including a swimming pool. A pathway between Blaisdell Center and McKinley High School would connect the Kakaako district to Thomas Square and the Young Street bikeway corridor.
- Another important connection is between Mother Waldron Park and the Waterfront Park. There should be a good pedestrian crossing at Ala Moana Boulevard to make it easier to access the Waterfront Park across the street.
- Unencumbered state land that could be used for expansion of the Mother Waldron Park. The other possibility is to look at the rules to gain usable public open space through redevelopment projects. Not every place has to be an actively developed park, but something that could provide good walking opportunities, skateboarding and other forms of recreational opportunities.

The next steps are:

- To form an advisory committee which would consist of landowner businesses and resident representatives from the Kakaako district;
- Develop the plan concept which will include studying the urban design and alternative building forms. Multi-modal transportation proposals will be incorporated into the plan concept; and
- To hold public meetings at various stages of this process to prepare a new Plan and revise the Rules.

Chairperson Kometani asked if there were any questions.

Member Kimura commented that on the pie chart graphic it was noted that 55 more acres of parks are needed.

Mr. Whalen responded that the 55 acres are based on City standards. He said that the City hasn't really achieved that much in urban Honolulu, but that is the goal. It is a national standard for urban parks that is developed by the National Recreation Parks Association.

Member Kimura asked where the space would come from.

Mr. Whalen replied that he didn't think it was possible to achieve that in the Mauka area. Since there isn't much public land available, park use should be given priority for use of public land. The other option is to provide parks through private development. There currently is a provision in the rules for public facilities dedication. The most important thing is to have strategically-placed, well-designed public open spaces that can be used for public recreation. There needs to be more creativity in the use of HCDA's public resources and also the development of new park and recreation space needs to be encouraged.

Member Kimura asked what would be the minimum amount of park space that would be necessary.

Mr. Whalen responded that the minimum would be today's inventory. To encourage a livable urban neighborhood, there needs to be more areas for outdoor recreation. Some of that could be provided within new developments, as they occur. The existing Plan envisioned all the park space at forty five feet in the air. The planned park space was to have been provided at the recreation deck level, but that is not going to happen at least in terms of being publicly accessible. Since the idea of having an elevated park space has been abandoned, there needs to be a substitute for that at grade level.

The standard of two acres (of park space) per 1,000 resident populations is a guideline and the National Recreation Parks Association did not intend for that standard to be applied rigidly. The usability of that recreation space is more important. It is not as important to have two acres per 1,000 people as it is to have a quarter acre that is well used and very convenient and attractive.

Mr. Dinell followed up on the park discussion of gaining public open space through redevelopment projects by citing the example of Tamarind Park. This privately developed park has become a gathering place in Downtown Honolulu. He asked Mr. Whalen to comment about the functions of a park; Mother Waldron for instance has a hard court for basketball and a playing

field for football. The planned Queen Street extension parks are much more passive type parks. He asked if the guidelines would include recommendations for the number of hard courts or other recreational uses needed.

Mr. Whalen affirmed that there are different categories of parks and some of them are not parks in the sense of plots of land. The streets will also be looked at as part of the recreational system. If there are better guidelines for pedestrian use in the street design, then streets can be used for recreational walking or bicycling. This all contributes to the livability of the area. The area doesn't have to be set aside strictly as a park. The area where there is most potential for an active recreation park is McKinley High School. The idea is to develop a community park which would be available for school activities, but also be available for community use during off school hours. It is a new paradigm, a new way of thinking, but these are public assets that could be better realized. Aside from a few active play courts at Mother Waldron Park, there aren't any areas large enough to have large recreation spaces. The Authority needs to look at parks like Tamarind Park that provide a recreation function, not as active, but provide activity in terms of drawing people for events.

Mr. Dinell requested that the 100 acres at Ala Moana and Magic Island Parks be taken into consideration as adjacent assets. He commented that 20 years ago the tennis courts were booked solid but now there is availability.

Mr. Whalen replied that recreation activity is trendy, they go through certain phases and cycles and can be over built to respond to a particular trend. Having community access to recreation facilities and the potential expansion of those facilities on public land is something to seriously consider.

Member Goshi asked if Plan Pacific will review all the Rules. He commented that the focus seemed to be on streets and parks. He liked the aspect of focusing on small lot owners because there are a number of multi-generational ownership in Kakaako. One problem in Kakaako is that income streams off old grandfathered buildings that far exceed the capital if it is redeveloped. Development standards need to be looked at to increase incentives and preserve property rights.

Mr. Whalen commented that the small properties are very important to look into because they are not considered in the current Plan. There is an assumption that people are going to sell these small properties to larger developers. That has happened in some places, but there are places where the owners don't want to sell the property because it has been in the family for

years. Development of small properties is going to be a real challenge. It was suggested that when improvement districts are planned, consideration should be given to more than just the design of the street. The Authority should take into account the whole district in terms of whether objectives are being met and that the area can function as a vital district while improvements are made. It is complicated and would require sitting down with each property owner to work out what would be implementable for that specific area.

Member Fukunaga noted that it seemed like what was being contemplated was more of a village type of approach. He questioned the improvement district on Queen Street, whether it should be pursued as a major corridor. It seemed like the concept of a cohesive neighborhood with smaller streets and more connections is digressing from what has already been started.

Mr. Whalen responded that one of the things that needs to be looked at is the one-way couplet. This has a lot of impact on what happens on the Queen Street corridor because that couplet is predicated on moving traffic through the district. If there are six lanes of traffic moving through the district in a one-way direction it is going to affect the pedestrian environment there.

Member Kimura questioned the six lanes. He commented that there are only two lanes on Queen Street and two to four lanes on Halekauwila.

Robin Foster replied that on the roadway plan, the couplet shows three lanes in either direction. There are a number of different options that need to be looked at in terms of Queen Street, the two lanes in either direction or the current interim long-term plan.

Mr. Dinell clarified that the Plan shows there are three lanes going toward downtown on Queen Street and three lanes in the opposite direction on Halekauwila and where they join up on the existing Plan is actually six lanes wide.

Member Kimura asked the reason for the couplet on Queen Street when it ends at Ala Moana Center and Halekauwila ends at Ward.

Mr. Whalen responded that he is not the right person to answer that question.

Member Fukunaga stated that the problem of this option of creating a corridor through the district does not match what the Authority is advocating which is to create an environment of a community of and by itself. This concept creates a problem because it is no longer pedestrian-friendly and it is going to

become a travel way that will change the character and types of businesses in that area.

Mr. Whalen replied that this is the difference between the Queen Street area and the Sheridan track area. The Sheridan track area remains mostly stable because it doesn't have this transportation corridor running through it and the Queen Street widening and change of traffic flow will have an impact on Queen Street as a district.

Mr. Dinell clarified what Plan Pacific's responsibilities are. Plan Pacific is not advocating the couplet; the couplet is in the existing Plan. There are ramifications that have been identified by both members as well as the consultant. The Sheridan track does have a major corridor in the form of Piikoi Street running Mauka and Makai dividing that area.

Member Sokugawa commented that she liked the idea of keeping small lots on Queen Street. But questioned if the analysis would report on what types of uses should be on those small lots. There are a couple of blocks of auto repair shops, which should be kept there. There is no industrial zoning in the city for light repair uses from Kailua to Kakaako. From a regional standpoint, it is important to keep places for light industrial uses. If it changes to Starbucks or Jamba Juice, it changes the character of the place. So although you would have succeeded in creating redevelopment for small lots, it might not be the uses that you want to see.

Mr. Whalen responded that Kakaako could have a different type of main street. He stated that there are lots of main streets that include auto repair places. It is more of a function as to how it is organized and how it relates to the sidewalk area.

Member Sokugawa expressed her concern that after all the infrastructure improvements and the areas taken for setbacks, whether it would still be economically viable for those existing businesses to stay.

Mr. Dinell stated that the first step is to form an advisory committee, hold public meetings and Plan Pacific would report back to update the Authority.

Member Sokugawa announced that the City is a few weeks behind, but they also have a contract to do a neighborhood plan for the Ala Moana/Sheridan area and Plan Pacific is the consultant. This will make a consistent package of recommendations that are cohesive across the city.

Member Goshi asked Member Sokugawa if they will also be looking at City development standards. He commented that if you look at the Land Use Ordinance, a convenience store can be placed there with 10 parking stalls, but the economics don't work. It is important to look at the small lot owner's long-term interest because it puts character into the city and seems like all the rules are stacked for bigger developments.

Member Sokugawa responded that the City is not discussing across the board standards in the Ala Moana/Sheridan plan. They have just amended and adopted the new Primary Urban Center Development Plan. The City will be implementing a contract to do across the board assessment of all major codes to see if they are best implementing development plans.

Mr. Whalen replied to Member Goshi's comments that Plan Pacific actually did simulations on small lots in Makiki with less than 10,000 square feet. They did come up with a number of recommendations to modify codes to respond to the desire of property owners to make improvements.

Member Goshi suggested that Plan Pacific run the financials on a small lot. He thought it would reveal that a lot of projects wouldn't work. Even some of the housing issues for redevelopment of apartment buildings wouldn't work, because it doesn't make sense with the criteria that is in place now.

Chairperson Kometani thanked Plan Pacific for their presentation.

V. ITEM FOR ACTION

4. Approval to Authorize the Executive Director to Expend General Obligation Bond Funds for Reconstruction of Improvements at Kewalo Basin, Makai Gateway and Kakaako Waterfront Parks

Richard Kuitunen summarized the Action Item distributed to the Authority concerning this matter.

Mr. Kuitunen explained that the Kakaako Waterfront Park is approximately 30 acres, Makai Gateway Park is approximately 6 acres and Kewalo Basin is approximately 5 acres. In 2000, the Authority embarked on an improvement plan which primarily was the landscaping of the parks which has been completed. DLNR provides basic maintenance services and Landscape Hawaii maintains the irrigation, fertilization, weed control, tree trimming and consultation on a one-year contract.

On November 5, 2003, the Authority authorized the use of \$451,000 of the public facilities fund for hardscape improvements in the park. Out of those proposed improvements, approximately \$24,000 was spent to replace 12 picnic tables and benches. Staff is asking to increase the authorized amount for the benefit of the parks and hardscape plans. Reconstruction is necessary to assure that the parks are capable of continued services for the future health and safety of the general public.

Mr. Kuitunen showed slides of items that were in disrepair including eroding seawalls, eroding tables and benches, cracked tiles, damaged light fixtures, and pavilion columns split.

Reconstruction is necessary at this time for the health and safety of the public at large. Staff would like to explore more durable materials that will not rust, and last longer. The park is one of HCDA's premiere assets that need to be beautified and protected. Staff wants to preclude any further deterioration of the property and have the amenities available for future generations.

Staff's recommendation is to authorize the executive director to expend general obligation bond funds up to \$900,000 for a consultant to assist in putting together the project and for the reconstruction. Previously the 2003 approval was for public facility funds and staff is now looking at general obligation funds because it is a State asset that benefits not only the community, but the State as a whole.

Chairperson Kometani requested, for discussion purposes, a motion to adopt staff's recommendation. It was moved by Member Shiraki and seconded by Member Kondo to adopt the staff's recommendation.

Chairperson Kometani asked if there were any questions.

Member Fukunaga asked if staff was planning to replace the tiles with similar material used in the past.

Mr. Kuitunen replied that the damaged tiles were in certain sections mostly where the salt spray comes over the sea wall or where people exited the ocean and those tiles could be replaced and would not require changing the entire pavement.

Member Fukunaga stated that it didn't appear that the design worked for that location and that it would be a recurring problem.

Mr. Kuitunen responded that staff would look at different materials that might be used there to blend in with the existing tiles or placing a protective coating on it. Having a consultant to come up with those recommendations would help the staff.

Mr. Dinell interjected that the key objective of the staff is to look at other material to better protect or make the fixtures more durable. Otherwise, five or ten years later, the hardscapes would need to be replaced again.

Member Fukunaga asked if the funds would be for both the design and construction.

Mr. Dinell replied in the affirmative.

Mr. Kuitunen pointed out that a punch list of items identified as needing to be addressed were attached in the packet.

Chairperson Kometani asked if these repairs would later become part of the common area expense.

Mr. Dinell responded that operational items and routine repairs and maintenance were included in the common area maintenance fee but not capital improvement items.

There being no further comments, Chairperson Kometani reminded Members that a motion was on the table to adopt staff's recommendation, a vote was taken and the motion was unanimously approved 10 to 0, excluding Kalaeloa Members.

VI. ADJOURNMENT

There being no further business, it was moved by Member Mukaigawa and seconded by Member Kimura to adjourn the meeting at 11:02 p.m. The motion passed 10 to 0 excluding Kalaeloa Members.

Respectfully submitted,

/s/

Paul Kimura
Secretary