

SUMMARY - MEETING NO. 310  
HAWAII COMMUNITY DEVELOPMENT AUTHORITY  
State of Hawaii

October 4, 2006 – 9:00 a.m.

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

ATTENDANCE

Members Present: Mark Anderson (for Theodore Liu, DBEDT), C. Scott Bradley; Amanda Chang; Grady Chun; Barry Fukunaga (for Rodney Haraga, DOT); Michael Goshi; Paul Kimura; Jonathan Lai; Kay Mukaigawa; and Katherine Thomason (for Russ Saito, DAGS).

Kalaeloa Members: William Aila, Jr.; Linda Chinn (for Micah Kane, DHHL); Evelyn Souza; and Maeda Timson.

Members Absent: Georgina Kawamura (B&F); and Henry Eng (DPP Kalaeloa Member).

Others Present: Daniel Dinell; Melvin Nishimoto (Deputy AG); Matthew Akamu; Stanton Enomoto; Pearlyn Fukuba; Richard Kuitunen; Teney Takahashi; 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 4, 2006, by Chairperson Michael Goshi at 9:00 a.m. with the following roll call:

Chairperson Goshi	Present
Member Anderson	Present, arrived at 9:19 a.m.
Member Bradley	Present
Member Chang	Present
Member Chun	Present

Member Fukunaga	Present
Member Kimura	Present
Member Lai	Present, arrived at 9:07 a.m.
Member Mukaigawa	Present
Member Thomason	Present
Member Aila	Present, left at 9:42 a.m.
Member Chinn	Present, left at 9:42 a.m.
Member Souza	Present, left at 9:42 a.m.
Member Timson	Present, left at 9:42 a.m.

## MATERIALS DISTRIBUTED

1. Agenda for October 4, 2006, Meeting;
2. Summary Minutes of Authority Meeting of September 6, 2006;
3. Report of the Executive Director;
4. Kalaeloa Status Report; and
5. Information Item: Update on the Kakaako Community Development District Mauka Area Plan and Rules Amendment Project by PlanPacific, Inc.

## II. APPROVAL OF MINUTES

1. Minutes and Summary

Chairperson Goshi asked whether there were any corrections to the minutes of the regular meeting of September 6, 2006. There were none. It was moved by Member Chun and seconded by Member Souza to approve the minutes as written. The motion passed 12 to 0, with 2 excused (Members Lai and Anderson).

## 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:

- Staff has received, and is reviewing, a request for modification of the view corridor setback requirement by the developer of the Keola Lai Project. Additionally, the proposed sales program for the 63 reserved housing units,

which, pending internal staff review, is anticipated to begin in late October 2006.

- A Termination Agreement of the Kamehameha Schools Master Plan was executed on September 8, 2006, pursuant to Authority approval granted in December 2005.
- Following are recent actions to address concerns with security and conditions of HCDA parks in Kakaako.
  - Effective September 16, 2006, Star Protection implemented a bicycle patrol service from 10:00 p.m. to 6:00 a.m. daily. The objective is to cover the entire period when the parks are closed and use a bike to increase mobility. In the past two weeks, nearly every night security asked between five and 10 people to leave the parks after hours. The bulk of those occurrences happened between 10:00 p.m. and midnight, and a few in the wee hours of the morning. Staff will continue to monitor these incidents and report back. Staff will also see whether the number of incidents lessens over time as more vigorous enforcement takes place.
  - Staff met with representatives of the Honolulu Police Department's (HPD) Crime Reduction Unit who will check into having a sweep performed at the park and also request more frequent patrols by their ATV units. Mr. Dinell thanked Barry Fukunaga and the Department of Transportation (DOT) for restricting parking near the Net Shed to reduce the opportunity for the criminal element to operate there. There were reports of drug dealing and vagrancy in the area.
  - The Crime Reduction Unit will also assist staff in coordinating the neighborhood safety network program. HCDA is hosting an organizational meeting on October 25, 2006. A flyer on the program was attached to the written report in the packet.
  - Staff met with Hawaii Public Housing Authority officials and their service providers to discuss ways to address trash/debris in the park. They agreed to recruit volunteers from the Next Step project to perform community service by creating a formal park clean-up program.
  - The Next Step social services provider will perform several daytime outreach sweeps to engage in discussions with homeless individuals

frequenting HCDA parks to identify who are there and what types of services they may need.

- Staff continues to work with community groups on volunteering in HCDA parks. Two groups volunteered in September 2006. The Children's Discovery Center received a great deal of media coverage on the graffiti on its wall. The Center's staff is reviewing the outpour of offers that came with that media exposure.
- The inside row of coconut trees at the Makai Gateway Park have been removed to allow the remaining row of coconut trees that ring the park to grow healthier and stronger. The Outdoor Circle was consulted and concurred with the plan. The Neighborhood Board was also informed. Not only are the trees being replanted elsewhere, but the landscape company is paying HCDA \$400 for each transplanted tree.
- The financial report for August 2006 is attached. At the September Authority meeting, Member Thomason inquired as to why the line amount for insurance in the annual budget (\$17,575) was lower than the year to date budgeted amount (\$18,500).

This was due to an adjustment that occurs on a quarterly basis that prorates overhead expenses to the Kalaeloa district and its revolving fund. The HCDA main office accommodates the headquarters for both the Kakaako and Kalaeloa districts. Expenditures for the operations for the two districts are paid from distinctive funds. In practice, expenditures that can be specifically identified for either district are charged to the district, whereas expenditures benefiting both districts are paid first by the Kakaako district and then in the third month of each quarter an internal allocation charge of five percent (5%) of such expenditures is booked against the Kalaeloa district and credited to the Kakaako district.

Therefore, some line items, such as insurance, have a budgeted amount of a certain month greater than the annual budget. In the case of insurance, the annual budgeted amount in the Kakaako budget is \$17,575, yet on a cash basis a disbursement of \$18,500 was expected in July. In September, when quarterly overhead allocation adjustments are made, a credit of \$925 (5% of \$18,500) from the Kalaeloa district revolving fund will appear on the Kakaako statement current fiscal year budget and a budget charge of \$925 will appear on the Kalaeloa statement. Staff is looking at putting an explanatory footnote in the statement to explain this. It affects any line item that cannot discreetly be separated between a Kakaako and Kalaeloa expense.

- Staff expects to unveil a revamped website this month. Mr. Dinell acknowledged and thanked HCDA Program Specialist's Cal Machida for his work as well as the Department of Business, Economic Development and Tourism information technology personnel for their support. The rich content will all be there, but the look is cleaner and the navigation more intuitive.
- Mr. Dinell introduced Christy Kiyabu who joined the accounting staff. She will help HCDA in processing the accounts receivables among other duties. Staff anticipates an increased activity with the transfer of the management of Kewalo Basin from DOT – Harbors.
- The next Authority meeting will be held on November 1, 2006. Mr. Dinell also announced that the January 2007 meeting will be held on January 10, 2007, the second Wednesday of the month to accommodate the holiday schedule.

Chairperson Goshi requested that the minutes reflect that Member Lai joined the meeting. He then asked whether Members had any questions for the Executive Director. There were none.

## V. ITEMS FOR INFORMATION

### A. Kalaeloa Status Report

Stanton Enomoto summarized the Information Item distributed to the Authority concerning this matter.

Mr. Enomoto reported that he has been working closely with consultant Townscape, Inc. to develop the work plan and project schedule for the Kalaeloa community development rules. Townscape will be meeting not only with HCDA staff, but also with the City and County Department of Planning and Permitting staff. Respective roles and responsibilities for HCDA and the City are being discussed. The projected outcome of the dialogue is to identify or outline a process by which the rules can be developed and implemented.

The public safety meetings are continuing with the most recent meeting being held on September 21, 2006. New attendees at this meeting included: Kaulana Park from the Governor's Office, as well as other representatives from the Department of Hawaiian Home Lands.

At the meeting, the Navy reported beginning a number of site improvement projects to Buildings 73 and 77. Before and after photos were included as

exhibits. The areas were extremely overgrown and had become a target for vandalism as well as arson and other illegal activities. The Navy has since removed this vegetation, boarded up the windows, and secured the buildings. It is an improvement, but continued maintenance is needed. The Navy also reported at this meeting that the wall covered with aircraft unit insignia was knocked down due to safety concerns and the Navy is in the process of removing all the debris. Last summer, the wall was burned in a brush fire and became a target for vandals and most recently a section of the wall collapsed due to vandalism.

HPD and the Navy indicated that there is still a homeless population in Kalaeloa, predominantly at the City beach park which is at the end of Coral Sea Road. The Navy also indicated that there appears to be a homeless population that is settling in the former aircraft revetment near the horse stables and the golf course. It is an area that is remote and tucked away. Staff is continuing to work with the Navy on this issue, but it remains a challenge.

There continues to be other illegal entry into the vicinity. Some of the old airport runways and aprons have been used for motorcycle or vehicle racing as well as paintball games. Access to the area can be blocked; however, the homeless and motorcyclists go right around the barriers. Since it is such a large area, there needs to be creative strategies.

On a positive note, brush fires in Kalaeloa have dropped this year due in part to the new arson law as well as improvements by the Honolulu Fire Department and others with their quick response in extinguishing the fires.

A small roadway by White Plains Beach that runs adjacent to the Haseko property has become overgrown with vegetation. Staff is working with Haseko and the Navy to get the vegetation cleared to improve access. Since White Plains Beach is a popular beach in the Ewa region, improvements will be beneficial to the community.

The next scheduled public safety meeting is October 19, 2006.

Mr. Enomoto provided a report on the Leeward Coast homeless shelters. Work on Building 50 is approximately 70 percent complete. It is expected to provide housing for approximately 50 families (100 – 140 occupants) on the second and third floor by the end of the year. The State continues to renovate the remainder of the building and this work is expected to be done by early 2007 at which time they could bring the building up to full capacity to house about 200 people. Of the 200 people, 80 to 90 would be children. Mr. Park has been in discussions with area schools (Barbers Point Elementary, Kapolei

Elementary, Middle and High School) on how to best go about receiving these new students.

The other building considered for transitional housing is Building 36, which is currently owned by the University of Hawaii. UH has indicated its willingness to make that building available for homeless use; however, because of the deed restrictions, much discussion needs to occur with the U.S. Department of Education as well as the U.S. Navy.

Mr. Park is also looking at securing a shuttle service to and from Kapolei for the residents within the transitional housing that are currently there as well as for future occupants. The State is also improving various roadways and intersections to make it safer for the residents' entry into and exit out of the district. Staff will continue to place great emphasis on this issue and work with Mr. Park.

Member Liu and Mr. Enomoto provided a briefing to the Chamber of Commerce, Military Affairs Council (MAC) on September 20, 2006. The MAC requested an update on the status and next steps. Mr. Enomoto briefed them on the Kalaeloa Master Plan. In the past, the MAC expressed concerns about the impacts to the airfield as well as the potential impact should an aircraft carrier be homeported in Hawaii and worried that HCDA's development program would preclude that from happening. Mr. Enomoto and Member Liu explained the location of the airport boundaries and pointed out that the boundaries are respected in the Master Plan so it is not expected that there will be any conflict. The MAC was supportive of the project. However, they are going to continue to keep a dialogue with staff to ensure that the airfield remains open.

Mr. Enomoto reported that on September 29, 2006, the U.S. House passed the FY2007 Department of Defense (DOD) Authorization Act, Section 2841, Land Conveyance, Naval Air Station, Barbers Point, Hawaii. The Senate passed the bill a day later on September 30, 2006. The language in this legislation directs the Navy to enter into a binding agreement, no later than September 30, 2008, to convey either by sale or lease the 499 acres that it has in Kalaeloa, in support of the Ford Island Redevelopment.

Member Timson and Mr. Enomoto will be attending the Hawaii Congress of Planning Officials and GeoSpatial Conference on October 4, 2006, to participate in a panel discussion on Kalaeloa.

Chairperson Goshi asked whether Members had any questions.

Member Timson noted that on page 2, item D of the Kalaeloa Status Report, it mentions the Marine Corps Air Station. She asked whether that was a typo and whether it should be Barbers Point Air Station.

Mr. Enomoto responded that in the 1940s the area being referenced, which is Diamond Head of the existing runway, was utilized by the Marine Corps for their air operations.

Member Timson stated that it should not be confused with the Kaneohe Marine Corps Air Station.

Mr. Enomoto agreed and stated it should be properly referred to as the Ewa Marine Corps Air Station.

Member Timson suggested that the State should make a presentation to the Authority on the homeless situation. She stated that Kaulana Park made a presentation to the Makakilo/Kapolei/Honokai Hale Neighborhood Board and that the community is not against the idea of housing the homeless in Kalaeloa, but rather the community is concerned about safety issues since there are no crosswalks and few sidewalks. She also noted there are transportation issues such as how the homeless will get to their schools, jobs and social services. There has been mention about bus service, but nothing is confirmed. There is a homeless shelter; but they do not keep track of who is there. There are families that are on the beach and Member Timson feels that perhaps these people should be given priority for moving into the Building 50 shelter first in order to clear them off the beach area.

Member Fukunaga commented that the State should plan for similar outreach services that they are currently providing at the Next Step shelter.

Mr. Enomoto responded that the State would probably partner with a non-profit provider such as the one that runs Onemalu Shelter.

Member Fukunaga suggested that the State canvas the park and provide the same type of effort that they did for Kakaako.

Mr. Dinell replied that the Next Step shelter has three non-profit operators, Waikiki Health Center, Affordable Housing and Homeless Alliance, and Helping Hawaii's Hungry Have Hope (H5). He thanked Member Fukunaga for the suggestion and stated that staff would plan to meet with Mr. Park so that they could exchange and apply lessons learned from the Kakaako shelter in order to prepare Kalaeloa for the same thing. Additionally, per Member Timson's suggestion, staff will ask Mr. Park to make a presentation to the

Authority. Mr. Dinell credited Mr. Enomoto and Pearlyn Fukuba in working with the community as well as the various City and State agencies to resolve the issues that the community is concerned with and noted it will take continual effort.

Member Fukunaga referred to the letter from the Navy regarding the pool and fitness center and questioned whether that meant that the facilities would be operated until October 15, 2006.

Mr. Enomoto responded that Lynn Tanaka from the Navy would address that question during her report.

Chairperson Goshi requested that the minutes reflect that Member Anderson was in attendance.

B. Kalaeloa Navy Report

Mr. Enomoto introduced Lynn Tanaka from the U.S. Navy.

Ms. Tanaka reported that in reference to the clean up around Building 77, the short-term leases will provide ground maintenance and clean-up to help maintain the area.

New DOD standards for manning the fitness center require a minimum of two staff members on duty at all times, but there is no funding to accommodate this new requirement. The Navy attempted to seek interest from other federal, state, city and other local organizations to assume the management and control of the Kona Breeze Pool and Power Point Fitness Center. The Navy extended the closure date to October 15, 2006, in hopes of finding qualified organizations to assume the operations and management. They have been in discussions with the National Guard and the Salvation Army, but nothing definitive to report.

Member Fukunaga asked whether there was any one who could rent it out for the short-term.

Ms. Tanaka responded that for the short-term the Navy could rent out the facilities. Colliers Monroe Friedlander is handling the short-term leases for the Navy and they could possibly rent it out. However, if they were to do that, it might not remain as a fitness center; it might be used in some other way such as a warehouse.

Member Timson thanked the Navy for starting the clean-up of the area. She wanted to know how they decided what buildings and areas to start with.

Ms. Tanaka replied that they prioritized the facilities and surveyed what needed to be done.

Member Timson asked for an update on the status of the conveyances.

Ms. Tanaka responded that they are pushing the conveyance through the Base Realignment and Closure office and they are hoping that it would be completed soon.

Member Timson commented that the federal legislation would convey the parcels; however, the Navy is leaving the area with a lack of infrastructure. She was concerned that the Navy would sell the parcels, but there wouldn't be any road improvements.

Ms. Tanaka replied that the City and State have ownership over the roads. Thus, they are now responsible for the roads.

Member Timson commented that extra funds and effort should be placed in the budget to cover that.

Member Souza concurred with Member Timson. She commented that it was frustrating that there is a lack of infrastructure and that the area is a breeding spot for illegal activities. She found it to be very disturbing that the Navy does not have adequate staffing or funding.

Ms. Tanaka stated that the Navy has a budget of \$9 to \$10 billion to cover everything including Pearl Harbor. The funding doesn't adequately cover the maintenance of the facilities as most of the funding is utilized for ship maintenance at Pearl Harbor.

Member Souza suggested building partnerships with private entities who could then lease the facilities.

Ms. Tanaka responded that the problem has been that the facilities are in such disrepair that they have to spend quite a bit to get the facilities into shape so that it could be rented out.

Member Souza stated that the problem was that the Navy is charging fair market value. She questioned whether someone could fix-up the facility on

their own and receive a discount off the rent for making the repairs. Member Souza asked for a listing of the facilities that are available for rent.

Ms. Tanaka replied that it would be considered in kind and that the renter could make the repairs and that something could possibly be worked out. All the facilities that are available for rent are listed on the Colliers Monroe Friedlander website.

Mr. Dinell commented that it is now 11 days away from the pool and fitness facilities being shutdown. He urged the Navy to consider at least maintaining the pool; otherwise, like everything else it will fall into the same pattern of disrepair. It would be a shame for an Olympic size pool to be wasted. He asked that the Navy not shut down the pool pumps and filter even if the facility was closed to users.

Ms. Tanaka responded that the National Guard has expressed interest in operating the facilities; however, they have not mentioned the maintenance of the facilities.

Member Timson questioned whether HCDA could take over paying for the maintenance in the short-term of 90 days.

Mr. Dinell responded that he understood the National Guard was offering to staff the facility for the existing users, but would not be in a position to pay for utilities, supplies and repairs and maintenance.

Ms. Tanaka responded that she was uncertain whether the National Guard would pay for utilities and supplies for the maintenance of the facilities.

Member Fukunaga asked for the estimated dollar amount of the cost of the utilities.

Ms. Tanaka responded that she did not have the figures with her, but that it would be less than \$100,000 a year.

Member Timson suggested that while the agencies are still in discussion, perhaps HCDA should pay to maintain the facility for 30 to 90 days until all options are exhausted.

Chairperson Goshi commented that the focus should be on keeping the pool pumps in working condition and that it would probably cost half that amount to keep it going.

Mr. Dinell stated that staff will monitor the situation and work on identifying the maintenance cost of the pool only, for possible Authority action if necessary. He noted this would be a policy call by the Members as to whether to step in or not.

Member Timson stated that it would only be on a temporary basis up to 90 days, which should be a reasonable time to find some agency to take over the facility and it should be in the range of \$25,000 to keep the pool pumps and filters operating.

Chairperson Goshi asked Ms. Tanaka whether the pool maintenance was outsourced.

Ms. Tanaka replied that she was not sure whether some of the maintenance was conducted by the Navy's Morale, Welfare and Recreation (MWR) Department.

Chairperson Goshi asked Ms. Tanaka to find out the details of operating the pool pump and for security of the area.

Mr. Dinell also replied that it would also be a liability issue. Staff would consult with the Chairperson and if appropriate and necessary, bring it forward for Authority action at the next meeting.

There being no further comments, Chairperson Goshi called for a recess at 9:42 a.m. to allow the Kalaeloa Members (Members Aila, Chinn, Souza and Timson) to depart, as the remaining agenda items were Kakaako related.

The meeting reconvened at 9:45 a.m.

C. Update on the Kakaako Community Development District Mauka Area Plan and Rules Amendment Project by PlanPacific, Inc.

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

Ms. Tamura explained that John Whalen and Robin Foster, principals of PlanPacific, Inc., would present the urban design concepts for the Mauka Area Plan and Rule amendments. The project scope for the amendments is to develop an urban design concept around "smart growth" principles. The amendments will: include a neighborhood framework; identify building types and density with options for large and small lot development; reassess

development standards; provide for open space parks and views; include a multi-modal street system plan that offers a variety of mobility choices; and provide a process for public participation to get feedback on the concepts.

Not included in PlanPacific's scope of work are the regional traffic study, analysis of HCDA reserved housing policy, and Environmental Impact Statement. Staff will be proposing to contract these items separately, but will incorporate them all together at the end.

A public meeting and small focus group meetings were held and staff is reviewing the comments received from the public. Currently, in the second round of public meetings, staff is planning an Advisory Committee meeting in October; a Central Kakaako focus group meeting in November; and a large public meeting in December.

Ms. Tamura introduced Mr. Whalen to give the presentation.

Mr. Whalen explained that he would provide an update of the concept plan. He would be covering the summary of advisory and public meetings; concept plan elements that includes: themes, context, neighborhoods framework and street system, neighborhood character and building form; and then the next steps.

Mr. Whalen stated that in 2003 the Authority held a workshop and based on that workshop it directed the staff to revise the Mauka Area Plan and Rules. The Authority's interest at that time was for the overall vision of an "urban village," using Chinatown as an example. Kakaako would be geared toward street level activity in a pedestrian oriented manner.

Some of the planning issues that were brought up were: to allow 100 percent commercial uses on a site; to allow flexibility in parking ratios to optimize on-street parking; encourage smaller, low-rise as well as high-rise projects; accommodate small lot development; and provide more density for base zone developments

A public meeting was held on June 13, 2006, to receive public input and comments on the Mauka Area Plan and Rules. At the public meeting, there was a lot of support for helping small lot owners, especially with regard to parking issues. Another key issue was developing affordable housing. People also responded strongly to having wide, tree lined sidewalks and providing more park space. Protecting Mauka to Makai views also received support. Opposition was expressed to the idea of major one-way streets running through Kakaako and to an elevated rail transit line. Interest was expressed

for low and mid-rise buildings and there was an urging for the merger of the Mauka and Makai Area Plan and Rules.

Mr. Whalen explained that from this three themes of the concept plan elements emerged. They are: 1) develop “urban village” neighborhoods; 2) create great places; and 3) make connections.

The first and lead theme is to develop “urban village” neighborhoods. There would be a mixture of uses with lots of activity with a strong residential foundation. Everything would be accessible by walking, with street-front, low-rise buildings with pedestrian entries. Taller buildings would be sited and sized for compatibility with the neighborhood. Marin Tower in Chinatown was shown as an example with low-rise buildings surrounding the block and street storefronts that make it friendly to the neighborhood. A passageway through the building connects one block to the next.

The second theme is to create great places, something that the Kakaako Mauka area lacks. There is the Ward Entertainment Complex, but in terms of public spaces there is not a really good focus. Public spaces would include: parks or plazas, promenade streets that would enhance the environment for people on the ground level, green streets and parkways.

The third theme is to make the connections. There would be many routes for vehicles, bicycles, and pedestrians with a grid of streets with a multi-modal design that includes public transit. These would link neighborhoods together and connect Mauka to Makai as well as Kakaako to downtown and Ala Moana to Waikiki.

Taking into consideration the context of the Mauka Area, Mr. Whalen described the surrounding open space and attractions. Looking at an aerial view of the Kakaako area, the Waterfront Park provides a wonderful backdrop to the urban neighborhood. However, the Mauka Area is noticeably void of major green open space except for Mother Waldron Park.

Mr. Whalen noted that Kakaako is surrounded by many important activities and activity centers namely: Chinatown; the Civic District - a heavily green area; the Cultural District which runs to Thomas Square and the Honolulu Academy of Arts; and the Retail District that includes Ala Moana and Victoria Ward centers. Although Ala Moana Center is outside the district, it has over 2 million square feet in retail space and the various Victoria Ward complexes contain approximately 800,000 square feet. While the centers are separate, they are close together and are considered regional destinations.

Looking at a schematic of the area, there are many open spaces and parks surrounding the area. However, the Mauka Area is lacking in green open space except for a few areas with Mother Waldron Park in the middle and the Civic Center on the outskirts. It is the same with cultural and retail attractions that surround the area, but are not located throughout the area.

There are seven neighborhoods that make up the proposed framework: Pauahi, Civic Center, Thomas Square, Kapiolani, Central Kakaako, Auahi and Sheridan.

The street system is made up of arterial and major, promenade, local and service streets.

The arterial streets that serve traffic passing through the Kakaako District includes: South Street, Punchbowl Street, King Street, Ward Avenue, Kapiolani Boulevard and Ala Moana Boulevard. South and Punchbowl Streets are one-way couplets with intense traffic. King Street is another one-way street. Kapiolani, Ward and Ala Moana are heavy utilized two-way streets. It is important that Ward Avenue serve as a seam to bring the neighborhoods together rather than be a barrier. The same holds true for Ala Moana Boulevard to join the Mauka and Makai Areas together.

The other major streets which provide movement of traffic within and through the area are Piikoi and Pensacola Streets. They have major rights of way, but it is felt that each could be adapted to be more pedestrian friendly by turning them into a parkway or divided highway similar to the configuration of the Diamond Head end of Ala Moana Boulevard with a landscape median separating two-way traffic flow.

Promenade streets are great walking or strolling streets that provide links between neighborhoods. The promenade street typically has limited curb cuts, major planting strip with parking on the curbside, and possibly an arcade or covered walkway leading to a retail space. An example of a promenade street is Bishop Street. Halekauwila Street has the potential to become a great promenade street from Punchbowl Street to Ward Avenue. A new street connector is also possible linking Halekauwila Street to Kamakee Street. Cooke Street is also an important Mauka to Makai street that can become a promenade street.

Local streets provide access to abutting properties and they generally have low traffic volume. By limiting curb cuts, these two-way streets provide on-street parking and satisfactory pedestrian safety/comfort. Halekauwila and Queen Streets are in the middle of the district and both have been designated

in the existing roadway plan to become one-way couplets; however, it is now being proposed that both be kept as two-way local streets.

Service streets are also two-way streets with sidewalks; however, it is preferred for providing ingress and egress to developments. This type of street provides access to parking, loading and servicing. An example of a service street is Alakea Street in downtown Honolulu.

Neighborhood character and building form are comprised of three categories: 1) edges and corridors; 2) small lot neighborhoods; and 3) developing neighborhoods.

Edges and corridors include the following neighborhoods: Civic Center, Thomas Square and Kapiolani. The Civic Center includes South and Punchbowl Streets and is mostly in the City's Capitol Special District where there is a 65-foot height limit. Along South Street there is a 20-foot landscape setback. The Civic Center is oriented for landscaped campuses with the Judiciary's Circuit Court building and grounds as an example. Low-rise residential mixed use development would be appropriate.

The Thomas Square neighborhood takes in big campus areas with quite a bit of green which includes Blaisdell Center, McKinley High School and Thomas Square. There is an opportunity to create a multi-use path for pedestrian and bicycle connection from Kapiolani Boulevard to the Young Street bikeway. The other opportunity is on a portion of the McKinley High School campus. The open lot in the corner is currently being used for construction staging. This area is a chance to provide for a possible athletic complex. Uses such as a swimming pool could serve the school as well as service the community and fulfill part of the recreational need in Kakaako.

The Kapiolani neighborhood is the corridor along Kapiolani Boulevard. Kapiolani Boulevard is a major asset as it provides an attractive pedestrian street fronted by trees on the street. It also serves as an important transit street. Kapiolani Boulevard is an example of an enjoyable streetscape with landscaped areas, public benches and kiosks, street furniture, and street signs.

Small lot neighborhoods include the Central Kakaako and Sheridan neighborhood. Central Kakaako today is primarily a service business district. Many of the lots are less than 5,000 square feet in size. Streets that run through the neighborhood are local or service streets. The people in the area consist of those that are interested in retaining their businesses; others are those who are redeveloping to retail use; and others who look at the long-term possibility of redeveloping, but don't have immediate plans.

Three transit routes which would run through the district have been proposed by the City. Mr. Whalen recommended that none of them be implemented because it would be detrimental to the streets and small property owners there. Also some of those streets – Kawaiahao and Waimanu – are service streets.

Two street connections from Ala Moana Boulevard traveling Mauka to Makai are being proposed for the area between Ward Avenue and Kamakee Street. One travels from Ala Moana Boulevard to Waimanu Street that would run through General Growth lands from Queen Street to Waimanu Street. The other connector would travel from Ala Moana Boulevard to Queen Street.

Parking is a major issue for small property owners. HCDA owns the Kauhale Kakaako parking garage that is available for public use. The Authority recently approved another lot for public parking that fronts Waimanu and Kawaiahao Streets that could eventually accommodate up to 200 spaces for area businesses. Parking lots should accommodate employee parking while on-street parking should be designated for customers.

Queen Street has its challenges because there is no safe place for pedestrians to walk. It is being proposed that Queen Street be kept as a local street as opposed to a major through street. The street can be built to City standards, but the street doesn't need to be a dedicated right away so on-street parking can be provided to adjoining businesses.

Mr. Whalen explained that small lot configurations benefit the community in many ways. It defines a finer grade of development which is an asset in the long run to Kakaako. For people who want to redevelop, but do not know what could be done on such a small lot, a schematic rendering of a prototype residential mixed use small lot development on a 5,000 square foot lot was presented as an example. The idea was for a low-rise, 12-unit residential building with parking below the entry. There would be no setback on either side so other buildings can be joined at street level. The prototype had four floors with three residential units per floor with a 3.4 FAR. Only one parking space per unit would be provided; thus, this would require relaxing of the parking requirement. The development doesn't have to all be residential, some units or floors could, for example, be for commercial use.

In the Sheridan tract there wouldn't be much change as it is a fairly stable residential community. The major problem in this area is Pensacola and Piikoi Streets, which are wide streets that are difficult to cross. It is being proposed to add landscaped medians and convert Pensacola and Piikoi Streets to two-way streets Makai of King Street. There would be the same amount of

traffic lanes. Mauka of King Street both would remain one-way streets as Pensacola and Piikoi Streets provide access to the freeway and are heavy traffic thoroughfares. A bikeway is being proposed on Piikoi Street. Mr. Whalen noted that these changes would provide a benefit to the community.

A typical walk-up building in the area had cars that would back up into the street and because of the long continuous curb cut there would be no room for on-street parking. A schematic of a prototype of what could be done was shown. The simulation of the building encouraged parking in the rear and, with the reduced driveway, provided room for one on-street parking space. The simulation provided a little more density.

Developing neighborhoods are considered to be Pauahi and Auahi. Land in the Pauahi neighborhood is mostly owned by Kamehameha Schools. A promenade street is being proposed for Halekauwila Street. Next to Mother Waldron Park is a parcel owned by the Department of Land and Natural Resources (DLNR). Pohukaina Elementary School is being proposed for that site. If it is used as a school that would be a good use, but if not, it should be considered for the expansion of Mother Waldron Park. The Hawaii Housing Finance and Development Corporation's Board recently approved an affordable housing project on 1.7 acres along Halekauwila Street on a portion of the DLNR-owned parcel.

The Pauahi neighborhood could potentially be impacted by the City's elevated transit proposal. Should this alignment be chosen, it would eliminate the proposal for Halekauwila to become a promenade street. The elevated transit is not desirable as much as an at-grade system. Mr. Whalen noted that the Mayor recently announced that due to shortage of funding for the transit system it would start at UH West Oahu and stop at downtown Honolulu. Thus, the transit may not affect the Kakaako area.

Cooke Street could become a promenade street with trees and a furniture zone. Portions of Auahi and Cooke Streets could have open space plazas with mandatory retail storefronts.

A schematic of a promenade street was shown with a 40-foot curb-to-curb roadway. It would consist of a 5-foot planting strip and 8-foot sidewalk area, with 2-foot transitional area to the sidewalk for a total of 15-foot setback for new developments. An option would be to provide an arcade feature or awning.

A schematic prototype of mixed use development for a large lot was also shown with residential tower, low-rise liner building, parking and service street in the back.

A schematic for an arterial street section of Ala Moana Boulevard was shown with optional arcade and parkway configuration coupled with landscaped median. There would be an emphasis on intersection crossings to bring people to the Makai area at the intersections of Cooke/Ala Moana and Ward/Ala Moana. Halekauwila/South is another important intersection that would join downtown to Kakaako.

The Auahi neighborhood is largely made up of General Growth land holdings in the Auahi and Kamakee area. The corner of Ward/Halekauwila is a possible location for a major public place like Tamarind Park because it is the gateway to the neighborhood. Instead of requiring public space on every single individual project, possibly one larger space could be developed for the community.

The big success story is the Ward Entertainment Complex, which has become a regional destination attracting many people. There should be major intersection crossings at Ward/Halekauwila, Ward/Ala Moana, Kamakee/Ala Moana, and Piikoi/Ala Moana. Mauka to Makai street connections are being proposed between Ward and Kamakee as well as extending Halekauwila Street to Kamakee Street for pedestrian and slow moving traffic. Mr. Whalen suggested the possibility of an interior street like Santana Row in San Jose, California with parking along the street with street storefronts.

The building forms being proposed for small properties are: 1) allow greater floor area in areas with improved street infrastructure to redevelop for higher density; 2) reduce onsite parking requirements; and 3) modify setbacks for better use of small properties. The changes are being proposed are to: retain small lot neighborhoods, support a human scale village environment, make rules equitable for small properties, and provide incentives for redevelopment in the future when the timing is right for small lot owners.

The building forms being proposed for large properties are: 1) low-rise buildings along the street (up to 65 feet); 2) maximum tower height of 200 feet instead of 400 feet; and 3) tower siting to maintain major Mauka-Makai view corridors and maintain areas around Mother Waldron Park. These changes are being proposed are to: support a human scale urban village environment, maintain view corridors to emphasize access to parks and ocean, and preserve view planes looking Mauka.

The major Mauka Area themes are to: develop urban village neighborhoods with mixed uses that have pedestrian-scale relationship of building to street and public places; create great places using corridors, existing public lands and redevelopment opportunities; and make connections to maintain and complete the street grid for strategic crosswalks and multi-modal design.

Mr. Whalen explained that the next step is to conduct public informational meetings to gather input. An advisory committee meeting is scheduled for October 12, 2006, focus group meeting with small landowners on November 15, 2006, and public meeting on December 12, 2006. The consultant will test and validate concepts proposed. Lastly, would be the development of form-based zoning rules and design guidelines.

Chairperson Goshi asked whether the Members had any questions.

Member Kimura commented that bringing in more people to the Kakaako area would create more traffic. The Mauka roads are unable to handle the overflow of traffic from Ward Avenue and Queen Street. He asked how more traffic to the area would be addressed.

Mr. Whalen responded that travel patterns change and will depend on how the area is planned. As more people live in Kakaako, there is a need to create a multi-modal transportation system for pedestrians, bicycles and other alternatives including public transit. Mr. Whalen suggested a shift in designation of Queen Street as a local street instead of a through street would help. He noted that the street system hierarchy was proposed by the traffic consultant Charlier and Associates who has a lot of experience in this field.

Member Bradley commented that he would have liked a more in-depth explanation on the transit option as to the opposition of an elevated system and proposal for an at-grade system.

Mr. Whalen responded that two alternative routes were not considered in the current transit review, these being Kapiolani Boulevard and Pohukaina Street. Both routes would be able to service the Ala Moana Center. The City considered these routes for its earlier rail system, but is not for the current high capacity corridor study. As it stands now, the City announced that they may provide rail from UH West Oahu to downtown Honolulu only. Going beyond downtown to UH - Manoa may not make sense. There are more opportunities for inner city mobility in town given the more dense urban areas.

Member Chang questioned the suggestion of changing Piikoi and Pensacola Streets from one-way to two-way and whether there was any study to support that it would be better.

Mr. Whalen replied that many people crossing Piikoi and Pensacola Streets have difficulty so they elect not to walk. By providing a median, it would make it safer for pedestrian crossing.

Mr. Foster added that Mauka of King Street both Piikoi and Pensacola Streets would remain one-way. This change would enhance the neighborhood experience and there would be no reduction in lanes when combining the two streets together.

Mr. Whalen stated that there would be an impact on those streets Mauka of King Street as they feed into freeway ramps; thus, it should be kept as one-way streets above King Street.

Member Fukunaga asked for clarification that Makai of King Street would then be two-way streets.

Mr. Dinell replied affirmatively that is what the traffic consultant is proposing. He noted, for clarification that Jim Charlier, referred to earlier, was the traffic consultant who is a subconsultant to PlanPacific on this project.

Member Anderson asked whether any of the changes would be limited by the City development rules.

Mr. Whalen replied that the obstacle would be the City street standards. HCDA would need to build the streets according to City standards if it is to be dedicated to the City later. A delay in dedication would help provide for on-street parking. Mr. Whalen stated that the City is looking at changing the existing rules for the Sheridan tract.

Mr. Foster commented that Honolulu is lagging in changing building codes.

Mr. Whalen added that many major mainland U.S. and Canadian cities have changed their codes to encourage the type of economical and people pleasing developments being discussed.

Member Fukunaga questioned whether the pathway on the McKinley High School land on Kapiolani and King Street needed to be acquired.

Mr. Whalen replied that it is State-owned property. The proposed walking and bicycle path may have to be obtained from the school for a recreational path.

Member Bradley commented that there are retail districts throughout and asked what was considered for the Sheridan tract.

Mr. Whalen replied that the Sheridan tract is entirely residential except for Makiki Christian Church.

Member Bradley asked how you would go about changing the street mix of a stable neighborhood.

Mr. Whalen replied that gradual improvements should be made.

Mr. Dinell stated that there were seven neighborhoods that are all unique, but collectively they make up the Kakaako district and they will have a different approach in each to support the desired characteristics.

Chairperson Goshi stated that if HCDA moves before the City, then it could be the model.

Mr. Whalen commented that a lot of cities on the mainland have changed their building code to make construction cheaper.

Chairperson Goshi suggested that HCDA consider more flexible parking regulations so that they are more realistic for the dimensions in typically smaller size parcels.

Member Fukunaga asked whether this process would formulate changes in the rules.

Mr. Whalen replied affirmatively and stated that they are promoting changes in the physical form to assist small lots and businesses and to provide parking.

Mr. Dinell commented that the market and other external forces also help provide change. Mr. Dinell acknowledged Dan Davidson, the new Hawaii Housing and Finance Development Corporation Executive Director, who was in the audience. Mr. Dinell explained that he invited Mr. Davidson to attend the meeting to familiarize him with the projects in the district on the types of building forms that HCDA wants to encourage. Good examples of affordable housing that added to Kakaako's character are Honuakaha and Na Lei Hulu Kupuna. Mr. Dinell commented that HCDA can create better communities by

working in partnership with the public and private sectors and worked with the State's housing development agency in the past.

Chairperson Goshi commented that HCDA needs to make a distinction to make it work for small lot owners. As Hawaii evolves with population increase and traffic issues, Kakaako could be a place where people could live and work.

Member Fukunaga stated that if the Authority supported the street concept as presented, it would change the Authority's view of Queen Street.

Mr. Whalen replied that changing Queen Street to be a local street in the long-term could help retain on-street parking. The street would still need to be built to City standards, but there would be a delay in dedicating the street over to the City to allow for on-street parking to assist the small businesses in the area.

Chairperson Goshi asked whether anyone from the audience had any comments on the presentation.

Dexter Okada who owns a family business on the portion of Queen Street that is part of Improvement District 11 stated that there are only small properties there. Most of the properties are light industrial and the street is not meant to be pedestrian friendly. To make it that way would kill the businesses. He asked whether the consultant really looked at that. The problem has not been addressed. The businesses don't have the resources to cover the assessments that they have to pay for improvements. He explained that his property fronts three streets, which would mean that his property would be hit three times for assessments. Mr. Okada asked how businesses could consider developing their property when they have to worry about the assessment. HCDA needs to be more proactive. The "business resources" section on the HCDA website is a good thing, but in order to redevelop HCDA needs to be more proactive. The small landowners don't have the expertise; they need a lot of hand holding. There is much discussion about cooperation between the City and State, but redeveloping would also mean an increase to the small businesses' property tax, which would kill the small business. Mr. Okada stated that you cannot compare Chinatown to Kakaako because Chinatown is retail and Kakaako is zoned for light industrial. He commented that there should be a special designation for the area when it comes to property taxes.

Chairperson Goshi thanked everyone for their comments and Messrs. Whalen and Foster for their presentation.

V. ADJOURNMENT

There being no further business, it was moved by Member Mukaigawa and seconded by Member Chang to adjourn the meeting at 10:55 a.m. The motion passed 10 to 0, excluding the Kalaeloa Members.

Respectfully submitted,

/s/

Jonathan Lai  
Secretary