

Meeting Summary of the
Oahu Metropolitan Planning Organization

CITIZEN ADVISORY COMMITTEE

Wednesday, November 20, 2013, 3:30 p.m.
Mayor's Conference Room 301, Honolulu Hale
530 South King Street, Honolulu, Hawaii

Members Present:

Committee for Balanced Transportation
NB #10 Makiki-Lower Punchbowl-Tantalus
American Planning Association Hawaii
American Society of Civil Engineers
Castle & Cooke Homes Hawaii
Citizens for a Fair ADA Ride
Hawaii Bicycling League
Hawaii Teamsters and Allied Workers, Local 996
Institute of Transportation Engineers
Kaaawa Community Association
Land Use Research Foundation
League of Women Voters
NB #01 Hawaii Kai
NB #02 Kuliouou-Kalani Iki
NB #03 Waialae-Kahala
NB #05 Diamond Head-Kapahulu-Saint Louis Heights
NB #07 Manoa
NB #08 McCully-Moilili
NB #14 Liliha
NB #18 Aliamanu-Salt Lake-Foster Village
NB #21 Pearl City
NB #22 Waipahu
NB #23 Ewa
NB #24 Waianae Coast
NB #25 Mililani-Waipio-Melemanu
NB #26 Wahiawa-Whitmore Village
NB #29 Kahaluu
NB #35 Mililani Mauka-Launani Valley
NB #36 Nanakuli-Maili
Pacific Resource Partnership
Palehua Townhouse Association
Waikiki Residents Association

Joseph Magaldi, Jr., Chair
Charles Carole, Vice Chair
John Valera
Lara Karamatsu
Laura Kodama
Rose Pou
Chad Taniguchi
Michael Costa
Robert Nehmad
Andrea Anixt
Dave Arakawa
Marcia Linville
Greg Knudsen
Linda Starr
Lester Fukuda
Bert Narita
Jim Hayes
Joseph Bonin
Loy Kuo
Lynne Gutierrez
Cruz J. Vina, Jr.
Braunsen Kalaikai
Kevin Rathburn
Al Frenzel
Dick Poirier
Jeanne Ishikawa
Ken LeVasseur
Alan Suwa
Richard Landford
Paul Migliorato
Michael Golojuch
Daisy Murai

Members Absent (Reps):

AARP
E Noa Corporation

John Goody
Tom Dinell

Gentry Homes, Ltd.
Hawaii Association of the Blind
Hawaii Centers for Independent Living
Hui Kupuna VIP
Mestizo Association
NB #09 Waikiki
NB #11 Ala Moana-Kakaako
NB #13 Downtown
NB #34 Makakilo-Kapolei-Honokai Hale
North Shore Chamber of Commerce
Tax Foundation of Hawaii

Deb Luning
Landa Phelan
Patti Goeas
Betty Mason
Arvid Youngquist
Robert Finley
Larry Hurst
Tom Smyth
Frank Genadio
Bob Schieve
Randall Hiu

Guests Present:

Janet Inamine	Citizen
Shirley Landford	Citizen
Hal Senter	Department of Planning and Permitting
Michael Murphy	Department of Transportation Services
Kim Ribellia	Hawaii Operating Engineers Stabilization Fund
Wynde Yamamoto	Leeward Oahu Transportation Management Association
Gary Tasato	NAVFAC HI
Barbra Armentrout	Neighborhood Board #5
Donald Guerrero	Neighborhood Board #15
Michelle Matson	Oahu Island Parks Conservancy
Doug Chun	Office of Council Services
Michelle Horikawa	Pacific Resource Partnership
Donald Sakamoto	Statewide Independent Living Council
Helen Carroll	Waikiki Resident's Association

OahuMPO Staff Present: Marian Yasuda

Chair Joseph Magaldi called the meeting to order at 3:30 p.m.

1. Honolulu Rail Transit Station Development Plans

Chair Magaldi introduced Brennon Morioka, Deputy Executive Director, Honolulu Authority for Rapid Transportation (HART). Mr. Morioka gave an update on the status of the rail project and some general details about the rail stations, such as the functional design for access and how they will relate to the communities in which they are located.

There will be 21 stations along the 20-mile system, with four park-n-rides located on the west end of the system. Seventy percent of Oahu's residents are predicted to live along the rail corridor and more than 80 percent of employment opportunities will be within that corridor. The system will operate from 4:00 a.m. to 12:00 a.m. every 3 to 6 minutes during peak hours. There will be a single-fare system for riding the rail and the bus, allowing for a seamless transit experience. There will be free wi-fi internet access on the trains and in the station platforms.

Safety and security throughout the system are a top priority. There will be closed-circuit cameras at all stations and within the cars, which will be monitored at the operations control center.

Discussion Highlights:

[Unless otherwise noted, questions were answered by Mr. Morioka]

- In response to a question by Linda Starr: Where possible, there will be a redundancy of elevators for the stations. At stations that do not initially have multiple elevators, accommodations for elevator “wells” will be built in for future installations.
- In response to a question by Barbrea Armentrout: Each entrance to a station’s plaza area is unique. Handi-Van drop-off locations will be as close as possible. The elevator use at the stations will not be controlled or prioritized for certain users.
- In response to a question by Ms. Starr: HART will consider the formation of a citizen committee of stakeholders to answer concerns and gather input. Park-n-ride facilities are not planned in the urban core at this time. HART is working with landowners near the stations to identify parking opportunities.
- In response to a question by Andrea Anixt: There is estimated to be 750,000 additional road trips by 2030, according to earlier projections provided by the Department of Business, Economic Development and Tourism.

2. Transit-Oriented Development (TOD) Update

Chair Magaldi introduced Harrison Rue, Community Building and TOD Administrator, Department of Planning and Permitting (DPP). Mr. Rue explained that 14 of the 21 station areas have draft TOD plans. Each station area will retain its unique character and identity. The plans will help to keep community members connected with each other, with jobs, with necessities, and with social activities.

To provide input to the planning process, you may submit photos of things you would like to see near your neighborhood rail station, or snap a shot of something near a station location that you wish was improved in some way. Simply post the photo to Instagram, Twitter, or Facebook (#todhonoluluwishes), or email it to betterblockhawaii@gmail.com, with a caption that completes this phrase: “I wish ____ (*your idea*) near the ____ (*your neighborhood*) station.”

Each of the eight draft neighborhood TOD plans can be found on the website at <http://www.todhonolulu.org/>. The following elements are common for each station area:

- Strong relationship between land uses and public realm (e.g., sidewalks and parks)
- Emphasis on connectivity and walkability
- Highest allowable building heights and densities adjacent to the stations—gradually stepping down toward surrounding lower-intensity uses
- Parking reductions for development within easy walking distance of the stations
- Limitations on auto-oriented and heavy industrial uses near stations, such as drive-thrus and waste processing
- Entitlement bonuses (height and/or density) in exchange for community benefits identified in the TOD Plans

- Affordable housing requirements for residential developments over a threshold number of units
- Park dedication requirements
- Mandatory bicycle parking

Discussion Highlights:

[Unless otherwise noted, questions were answered by Mr. Rue]

- In response to a question by Michelle Matson: TOD plans for the areas surrounding two of the stations, Civic Center and Kakaako, fall under the purview of Hawaii Community Development Authority (HCDA). HART will be responsible for the design and implementation of those stations. However, the City and County of Honolulu does not have authority over HCDA with regard to the TOD plans or the community outreach in the development of those plans for those areas. There is coordination between HART, DPP, and HCDA in the development of those plans.
- In response to a question by Ms. Armentrout: DPP would be happy to meet with different groups of people with disabilities. DPP understands the need for affordable housing around the train stations and will be developing strategies to address that.
- In response to a question by Ms. Starr: DPP may be working with developers to encourage things such as the undergrounding of utilities.
- In response to a question by Daisy Murai: Structural issues in areas with underground or aboveground water will need to be addressed as the plans for the area around Kapalama Canal develop.
- In response to a question by Marcia Linville: Economics will influence development and will change over a long period of time. DPP will have codes to encourage best-case development and best design standards. Written comments regarding specific design standards or best practices for each neighborhood plan are encouraged.
- In response to a question by Alan Suwa: There may be some areas where TOD development may contribute to operations of the transit system. HART has chosen to have minimal impact stations with small land acquisitions; therefore, the potential for subsidizing income is limited.

3. Approval of October 16, 2013 Meeting Minutes

This item was deferred due to the lack of time.

4. December Recess

Chair Magaldi polled the CAC regarding its December 18 meeting. There was no objection to forgoing the recess for December. The meeting will be at 3:30 p.m. in Room 301.

The meeting was adjourned at 4:40 p.m.