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November 21, 2011

MEMORANDUM

To: Chair Ernest Martin
Honolulu City Council

From: Councilmember Ikaika Anderson 
Vice Chair
Honolulu City Council

Subject: Synopsis of 2011 RailVolution
Washington D.C., October 16-19, 2011

RailVolution is an annual event that allows transit project stakeholders, developers and representatives from government agencies to share their experiences and provide thoughtful insights on how to make transit projects and associative developments projects a success.

As Honolulu moves forward with the construction of its project, planning efforts for the design of the various stations along the route are continuing and we are sure to soon see proposals for Transit Oriented Development (TOD) in the surrounding communities. While the City has previously adopted ordinances aimed at facilitating TOD, it is imperative that policymakers continue to stay abreast of the efforts of other municipalities and developers in planning, designing and constructing successful TODs. Communities are not static and neither are their needs. Because of the plasticity of communities we need to ensure that the ordinances and other regulatory tools of Honolulu are equally flexible and regularly updated to meet the emerging demands and needs of communities and developers.

initiatives will help to ensure that Honolulu's experiences with TOD projects are positive and successful.

TOD Planning and Community Involvement

Transit Oriented Development (TOD) provides an opportunity to not simply rehabilitate and revitalize a community, it can help to create a paradigm shift in the way people view their community and how they travel. In order to achieve this, however, a critical component for the success of a TOD project requires the direct involvement and active participation of community stakeholders and member in the planning process.

Successful projects often rely on Citizens Advisory Committees (CACs) which help to identify the needs of the community and set them forth as key objectives that a TOD project should meet. In the example of Metro Gold Line's Eastside Access Project, the CAC identified several key objectives including:

- Accommodating bicycles to the greatest extent possible
- Creation of opportunities for community gardens and edible landscapes
- Involving youth in the planning process
- Encouraging social gathering through technology, where possible
- General improvements to streetscape (medians, pedestrian lighting etc.)

Using these identified objectives; specific projects were developed and identified for implementation.

Those who have been involved with TOD projects and Honolulu's current planning process for TOD developments should already be familiar with these fundamental approaches. But what really stands out in many successful TOD projects is the willingness of the landowners; private or public, to open up their properties for public use and enjoyment. This openness goes beyond simply creating open spaces and allowing access to them during certain hours, it is allowing the general public to participate in improving otherwise unused areas to meet the character of the neighborhood.

Examples of this openness include things like allowing artists, credentialed or "street", to use structures like the walls of a highway overpass as concrete canvases. Allowing underutilized and minimally developed earthen spaces for community gardens. Allowing for street-side architecture and roadway improvements that meet the wants of the community rather than the universally applied rigid standards of a government agency. Simply put: putting the goals, needs and vision of the community ahead of the regulatory concerns of the respective government agencies. This is not to suggest that all developmental and legal standards should simply be cast to the wind. However, in the case of Honolulu, if it is our desire to see successful TOD projects along current and future transit routes we need to ensure that our laws accommodate and encourage community investment and ownership.

As a policymaker, the notion of planning beyond the station box is something that must be considered in both the physical and social sense. While it is certainly easier to encourage uniform

standards as our populations grow we have to recognize that there needs to be a reasonable amount of flexibility in the standards to accommodate the unique characteristics of individuals and the communities they form. By providing community members an active and meaningful role in both the planning process and active development of their community we can help to ensure a true sense of community ownership and pride; this is the essence of “planning beyond the station box”.

DENVER TOD TOUR

During the side trip to Denver we learned how changing demographics, market demand, and the building and extensions of rail-transit systems are driving more development back into the urban cores of America’s largest cities. We scheduled visits and tours with the Development group in charge of redeveloping Denver’s Union Station—a billion dollar mixed-use construction project. This side visit also helped to show us we can successfully build community support for transit and TOD, the environmental benefits of TOD, and how government can spur economic growth and jobs through pro-TOD policies and partnerships with the private sector.

The Union Station redevelopment presented a potential model on how to structure a public-private partnership to facilitate TOD construction—which included the creation of the Denver Union Station Project Authority and a commitment from the public sector to spend \$500 million dollars on needed infrastructure cost, which helped make the project possible.

We also met with the Urban Land Conservancy and Denver Housing Authority, two groups that provided valuable perspectives on how Honolulu could help create catalyst TOD projects—quick strike projects that provide affordable housing, retail centers, and additional community amenities that help spur future development in an area. Of particular interest was the Denver Housing Authority’s strategy to redevelop the city’s public housing stock—a strategy that sought to integrate public housing into mixed-income communities that created better communities and generated more revenue to finance the Authority’s work.

Our trip provided further insights into the challenges and opportunities that TOD projects can bring to Honolulu and helped our working group members get a better sense of the value and importance of our TOD study.

City Council
City and County of Honolulu

CLAIM FOR TRAVEL REIMBURSEMENT

Date: November 1, 2011

Traveler: Council Member Ikaika Anderson

Event: Railvolution Conference 2011 / T.O.D

Location: Washington, DC and Denver, Colorado

Dates: From October 19, 2011 To October 21, 2011

Description	Amount	Notes:
1. Registration Fee	\$425.00	Reimbursed already
2. Airfare	\$1448.25 1480.25	Reimbursed already
3. Hotel	\$1646.19 1620.24	Washington \$1257.99. Denver \$388.20
4. Meals	\$110.14* 126.50	1232.04
5. Ground Transportation	\$35.708* 36.70	
6. Tips	9.00	
7. Other	\$10.66*	steno pad and pen
Other		
Other		
8. Adjustment	1620.24 146.16	PRP
		Contingency
TOTAL REIMBURSEMENT	3675.948 1803.10	\$ 3519.44 & \$156.50*

This is to certify that the above data, based upon receipts submitted to Council Administrative Support Services via a CCLTRVL02 form, is accurate. Further, I am claiming reimbursement for expenses associated with a trip in which City business was conducted and personal funds were used to advance payment:



Signature of Traveler

November 1, 2011

Date