



CITY COUNCIL

CITY AND COUNTY OF HONOLULU
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IKAIKA ANDERSON

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February 12, 2015

To: Council Chair Ernest Y. Martin
From: Council Vice Chair Ikaika Anderson *IAK*
Re: Report New Partners for Smart Growth

The concepts of Smart Growth coincides well with important issues current before the City Council ... for example, Complete Streets and Transient Oriented Development (TOD), with respect to new affordable housing development.

Smart growth is a well-planned growth that adds to quality of life for area residents and visitors. Smart growth developments provide mixed uses, are compact and walkable so as to be within walking distance from the main center to the residential communities.

Smart growth and quality development takes into account where we can accommodate future growth by taking geology, hydrology, land slope and soils into account. Where we build is just as important as how we build- older Honolulu communities built on or near unstable hillsides have suffered from shifting foundations and erosion, resulting in property damage and bodily injury. Most future growth on Oahu is planned for the central/west part of the island, where land primarily is either flat or gently sloped, and stable. When planning new communities, it is essential to provide housing opportunities available across the economic spectrum, opportunities for work and school, open space for community activities and recreation, retail and food establishments, roads and pathways that provide for comfortable walking, driving and bicycling, and reliable public transportation. Mixed land uses, and using compact design to grow vertically rather than horizontally by incorporating multi-family dwelling units and live/work dwelling arrangements, help to preserve green spaces and reduce the costs of providing public facilities and services. Incorporating "complete streets" assists in accommodating pedestrian, bicycle, vehicular and transit users in a comfortable and effective manner.

Providing choices to quickly and conveniently get around town are vital to community residents' quality of life. As folks age, will they be able to run errands or access their physicians if they cannot drive? During periods of inclement weather or roadway construction, is public transportation an alternative option to get around? Arlington, VA is pedestrian friendly because homes, retail and civic centers are grouped near public

transit stations and in close proximity. Forty percent of the people who live in the county's public transit corridor commute by public transit, compared with a national average of five percent. Areas not served by the metro system have bus routes to key areas of the city, making public transit convenient and time efficient.

Another transportation option, albeit a private option, is car and ride sharing. A company or organization owns cars that are parked at convenient points of interest throughout town, and are available to rent at hourly intervals. Members can either pay hourly rates or a membership fee to gain access to the service, and are free of the burden of vehicle payments, insurance, maintenance, fuel and parking fees. Honolulu is currently in the process of considering providing subsidized parking for car and ride share companies in an effort to bring this transportation option to our city. Policy makers are currently

evaluating whether or not this service should stand on its own merits financially or if municipal government should offer parking subsidies in an effort to expand the availability of these vehicles by placing them in more locations throughout the city.

As current zoning laws and homeowners' associations today prohibit many types of home-based businesses, it can be increasingly difficult to build new communities that incorporate the live/work dwelling arrangement. Mixed-use zoning is an available tool for older communities to restore economic opportunity and revitalize economic growth by allowing folks to live and work in the same structure while being close to family and having the benefit of paying one mortgage for both home and business.

Accessory Dwelling Units, or ADUs, are becoming more popular, especially in communities where housing costs have dramatically increased. Counties located in waterfront areas that are attractive as vacation destinations and to owners of second homes, such as Santa Cruz, have implemented ADUs as an option to retain police officers, fire fighters, teachers and other professionals who are vital for a city to function. Allowance of ADUs streamlines the process for homeowners to build new additions on their properties, or to convert all or part of a garage into an ADU. The goal of this process is to have building prototypes that are pre-approved by municipal administrations, which in turn reduces the planning/design costs, processing time and building permit fees to construct ADUs, thus encouraging land owners to rent these units at lower affordable rates. The City and County of Honolulu is in the process of implementing an ADU policy of our own- Resolution 14-200 was passed by the Zoning and Planning Committee on November 20, 2014 and adopted by the Honolulu City Council on December 10. When the Department of Planning and Permitting submits the resolution in bill form to the City Council for adoption, likely in the latter half of calendar year 2015, the Council will need to consider how to revise the Land Use Ordinance so as to maximize an output of additional affordable rental units while balancing community concerns such as sufficient off-street parking and discouragement of

additional short-term vacation rental accommodations popping up under the guise of ADU affordable units.

Honolulu will be considering various new developments, and redevelopments, in the near future. It will be vital to our city's future that each development utilize sufficient mixed used policies, provide sufficient affordable dwelling units in new residential communities, and promote pedestrian and bicycle transportation while providing access to and encouraging the use of public mass transportation while maximizing development opportunities in and around our transportation stations and maintaining and protecting our current rural communities.

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City Council
City and County of Honolulu

CLAIM FOR TRAVEL REIMBURSEMENT

Date: February 17, 2015

Traveler: Ikaika Anderson
 Event: 2015 New Partners for Smart Growth Conference
 Location: Baltimore, Maryland
 Dates: From January 27, 2015 To January 31, 2015

Description	Amount	Notes:
1. Registration Fee	\$389.00	online receipt of payment
2. Airfare	1,124.30	online receipts attached
3. Hotel	401.04	attached copies of hotel bills
4. Meals	138.67 <u>113.12</u>	original receipts attached
5. Ground Transportation	62.45	attached receipts
6. Tips	78.00 <u>73.00</u>	some rec't's attach; portorage A/P, hotel & maid no recet
7. Other		
Other		
Other		
8. Adjustment		
TOTAL REIMBURSEMENT	NaN <u>186.12</u>	

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 HONOLULU, HAWAII

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

2-18-15
 Date