

**Notice of Meeting
UNIVERSITY OF HAWAII
BOARD OF REGENTS COMMITTEE ON PLANNING AND FACILITIES**

Members: Regents Yuen (Chair), Acoba (Vice-Chair), Moore, Sullivan, Tagorda, and Wilson

Date: Wednesday, October 3, 2018

Time: 8:30 a.m.

Place: University of Hawai'i at Mānoa
Information Technology Building
1st Floor Conference Room 105A/B
2520 Correa Road
Honolulu, Hawai'i 96822

AGENDA

I. Call Meeting to Order

II. Approval of Minutes of August 2, 2018 Meeting

III. Public Comment Period for Agenda Items: All written testimony on agenda items received after posting of this agenda and up to 24 hours in advance of the meeting will be distributed to the board. Late testimony on agenda items will be distributed to the board within 24 hours of receipt. Written testimony may be submitted via US mail, email at bor@hawaii.edu, or facsimile at 956-5156. Individuals submitting written testimony are not automatically signed up for oral testimony. Registration for oral testimony on agenda items will be provided at the meeting location 15 minutes prior to the meeting and closed once the meeting begins. Oral testimony is limited to three (3) minutes. All written testimony submitted are public documents. Therefore, any testimony that is submitted verbally or in writing, electronically or in person, for use in the public meeting process is public information and will be posted on the board's website.

IV. Agenda Items

A. For Review & Approval

1. Recommend Board Approval of UH Mānoa Parking Rates
2. Recommend Board Approval of the University of Hawai'i at Hilo Adult Student Housing Lease Amendment

B. Information & Discussion

1. Honolulu Community College Transit-Oriented Development

V. Adjournment



UNIVERSITY
of HAWAII
MĀNOA

DTP 19118
Campus Services

18 SEP 27 P4:27

RECEIVED

September 25, 2018

MEMORANDUM

'18 SEP 27 P3:25

TO: Lee Putnam
Chairperson, Board of Regents
University of Hawai'i PRESIDENT'S OFFICE

VIA: David Lassner
President, University of Hawai'i

VIA: Jan Gouveia
Vice President of Administration, University of Hawai'i

VIA: David Lassner
Interim Chancellor, University of Hawai'i at Mānoa

VIA: Kathy Cutshaw
Vice Chancellor for Administration, Finance, and Operations
University of Hawai'i at Mānoa

FROM: Deborah Huebler
Director, Campus Services
University of Hawai'i at Mānoa

SUBJECT: APPROVAL OF AMENDMENTS TO BOARD OF REGENTS POLICY
10.207, PARKING AND OPERATION OF MOTOR VEHICLES,
ATTACHMENT 1, PARKING FEES FOR UH MANOA

SPECIFIC ACTION REQUESTED:

It is requested that the Board of Regents approve an amendment to Board of Regents Policy (RP) 10.207, Parking and Operation of Motor Vehicles, Attachment 1, to implement a six (6) year increase to the parking permit fee schedule for the University of Hawai'i at Mānoa (UHM) campus.

RECOMMENDED EFFECTIVE DATE:

Fall Semester 2019

ADDITIONAL COST:

There are no additional institutional costs associated with this request.

PURPOSE:

- 1) The purpose of the proposed amendment to RP 10.207, Parking and Operation of Motor Vehicles, Attachment 1, is to implement a six (6) year rate increase to the parking permit fee schedule (Attachment 4, Parking Rate Increase Proposed Rate Schedule for Fiscal Years 2020-2025) for the UHM Campus.

UHM is proposing its first parking rate increase in eight years; and only our second proposed request in 20 years, in order to make necessary improvements to the aging parking facilities on campus. The proposed increases will assist to extend the life of current parking facilities for a minimum of 20 more years and also ensure that Commuter Services' self-funded program can keep pace with inflation, to include ongoing maintenance requirements and substantial increases to fringe benefit costs.

BACKGROUND INFORMATION:

History

UHM Commuter Services operates as a special fund. Hawaii Revised Statutes §37-52.3 states that special funds must demonstrate the capacity to be financially self-sustaining. In attention to the need to address necessary repair and maintenance (R&M) projects and in consideration of inflation within its operating costs, UHM Commuter Services can no longer maintain its self-sustaining status with its current rate structure.

The process for approving changes to University parking fees was changed by amending the approval process from amendments to the Hawai'i Administrative Rules to revision of Board of Regents policy and became effective in March 2018. Prior to this change, the process to request parking rate increases was long and complex, requiring two separate approvals by the Board of Regents and the Governor of Hawai'i – once for a public hearing, and once again for approving revised changes to the fee schedule after the public hearing was held. Oftentimes the process took so long that information related to the proposed parking fee schedules would become obsolete. Please see attachment 3, Ten-Year History of Parking Rate Increases, for historical background on the attempts made within the last ten years for the University to increase the parking fee schedule for the UHM campus.

The last set of parking rate increases for the UHM campus was implemented in fiscal years 2010 and 2011; this translates to only two years of rate increases over the last 20 years. The minimal rate increases over time have negatively impacted UHM Commuter Services' ability to keep up with the costs of R&M projects for UHM campus parking structures and surface lots and corresponding impacts of inflation on its operating expenses.

Ceded land payment obligations have also had a significant impact on Commuter Services' parking revenues. Upper campus parking revenues are subject to the payment of 20% of gross receipts to the Office of Hawaiian Affairs (OHA). The ceded land payment for fiscal year 2018 was \$270,000; the total paid to OHA since the obligation period commenced in 2004 is over \$3.4 million. Ceded land payments for the six years covered by this rate increase proposal are projected to be \$2.86 million.

Fringe benefit costs have also dramatically increased; in fiscal year 2013, Commuter Services paid 41% toward fringe for regular employees. For fiscal year 2019, that cost has increased to 62%.

In order to maintain its self-sustaining status, Commuter Services engaged in a number of cost-reduction efforts. These include reducing and/or combining Rainbow Shuttle routes; reducing enforcement services and traffic control at special events; reducing contracted employees by utilizing a larger student workforce; and reducing office personnel through attrition.

Commuter Services also worked to increase efficiencies in procedures and services. Examples include improving/adding online payment options; installing pay-to-park machines in visitor parking lots; and creating a mail-out option for student permits.

In addition, Commuter Services sought to reduce the demand for parking for single-occupancy vehicles through its alternative transportation program. Examples of alternative transportation initiatives that have been implemented in recent years are included in Attachment 8, Alternative Transportation Initiatives for Commuter Services.

SP+ and Kimley Horn Reports

In 2017, Commuter Services performed a comprehensive analysis of its parking program and facilities by engaging SP+ as a primary consultant with Kimley Horn as a subconsultant. In 2018, the following three reports were produced: the Parking Program Best Practices Operational Analysis and Community Engagement (<http://manoa.hawaii.edu/commuter/resources/PDFs/ParkingOperationalAssessmentJune2018.pdf>); a Manoa Shuttle Analysis (<http://manoa.hawaii.edu/commuter/resources/PDFs/ShuttleAnalysisTechnicalReportJune2018.pdf>).

[e2018.pdf](#); and a Parking Capital Improvement Program Plan (CIPP) (<http://manoa.hawaii.edu/commuter/resources/PDFs/CIPPSummaryJune2018.pdf>).

The SP+ consultation process resulted in a number of recommendations that Commuter Services intends to implement in the coming years. One key recommendation involves implementing technology to improve customer satisfaction, reduce operational costs, and more securely take payment for parking business. These technologies include upgrading parking pay stations, implementing a license plate recognition (LPR) permitting and enforcement system, and mobile payments. Commuter Services intends to have these technologies implemented by Fall 2019.

Repair and Maintenance Projects

The 2018 SP+ study incorporated all parking facilities and included diagnostic materials analysis such as core sampling and delamination surveys. The study concluded that approximately \$100 million in R&M projects for all parking facilities combined (phase I and II parking structures and 33 surface parking lots) is needed over the next ten years to help maintain and extend their life by 20 years and beyond.

Since it is neither financially nor practically feasible to address all R&M projects in the immediate future, Commuter Services has been working with University Facilities and Planning to develop a six-year capital improvement plan (CIP), which would be funded through revenues generated by the requested rate increases. Most of the funding for the CIP would come from a \$35 million revenue bond (Attachment 5, \$35M Bond Repair Schedule Through FY2025). The annual debt service after the entire \$35 million bond is drawn would be approximately \$2.78 million, amortized over 20 years at 5%. Smaller projects would be paid for with cash from the Commuter Services voluntary renewals and replacement account (Attachment 6, Voluntary Renewals and Replacement Schedule Through FY2025); the estimated cost of these cash projects is approximately \$3.55 million through fiscal year 2025.

It should be noted that while developing new parking facilities was considered, there are currently no plans to develop new parking. Internal analysis determined that the cost of developing new parking facilities is prohibitive, as funding new development would necessitate an increase in parking rates to more than triple the current rates.

It should also be noted that commuter needs continue to evolve over time. Enrollment challenges or opportunities; technology; municipal/public transportation efforts and services; alternative transportation options; and travel habits are just a few factors that may significantly impact the demand for parking in the future. As such, it is critical that the University and Commuter Services continuously monitor strategies and trends for the UHM campus, especially toward the end of this 6-year rate increase period, and continue to address R&M projects and parking demand for the UHM campus.

Impact

If the proposed parking rate increases are not approved, UHM campus parking facilities could deteriorate to the point where health and safety concerns may cause the closure of some facilities. Alternative transportation services such as the highly utilized Rainbow Shuttle may need to be further reduced or eliminated. Personnel services will also be further impacted, including enforcement, traffic control, and customer services. This would in turn lead to increased congestion on campus and would create unsafe and frustrating conditions for all UHM campus constituents.

Outreach

A Commuter Services Advisory Committee has been in existence since 2010 and meets as needed to discuss the parking situation on the UHM campus. This advisory committee includes representation at various levels from faculty, staff, students, and administration.

A comprehensive marketing and outreach plan was implemented to inform the campus community of the parking rate increase request and secure feedback from our constituents. This outreach plan occurred from August 27 through September 24, 2018, and included conducting two resource fairs at Campus Center; meeting with the UHM Faculty Senate Executive Committee; meeting with ASUH and GSO; consulting with HGEA, UPW, and UHPA; inviting feedback via email at uhmpark@hawaii.edu; and providing information about the proposed rate increases and the services provided through Commuter Services on our website and social media outlets.

Proposed Changes

During discussions at the various Commuter Services Advisory Committee meetings, committee members agreed that rate increases are necessary for UHM Commuter Services to meet its objectives and to remain self-sustaining. In addition, the following changes were proposed to the rate structure:

1. Increase the parking rate fees from two tiers to three:
 - a. The 1st tier would be the employee rate for surface parking lots that are located in close proximity to buildings. This would include surface parking lots on lower campus and would be a change from the current parking rate structure where all lower campus permits are charged at the same rate.
 - b. The 2nd tier would be the employee rate for the Dole Street and lower campus parking structures.
 - c. The 3rd tier would be the student rate and would be a new tier. Currently, students pay the same annual parking rate as employees; however, UHM Commuter Services recognized the need to assist students with the cost of attendance to the University. In addition, students do not have the same access to purchase parking permits as employees do; while all employees who wish to purchase parking permits may do so, typically there are only

enough parking permits left in inventory each year to accommodate graduate students and seniors. To accommodate these factors, the proposed percentage parking rate increases for students are lower than for employees. Note that at the July 2018 Board of Regents meeting, students utilizing the UHM Kaka'ako parking facilities were approved to pay a lower rate than employees. Because current rates are already considerably low in comparison to the Honolulu market and many of our University peers, Commuter Services recommends not creating this differential until the 2nd year of the proposed rate increase schedule, to commence in fiscal year 2021.

2. Increase the differential between surface lots rates and parking structure rates for employees. As such, the surface lot parking rate for employee parking permits would be subject to higher percentage increases for these highly desired stalls.
3. Most moped/motorcycle parking lots are located in favorable locations on upper campus and in close proximity to buildings. Moped/motorcycle permit rates are significantly underpriced as compared to vehicle permit rates; current moped/motorcycle permit rates are at 21% of lower campus vehicle rates and 15.5% of upper campus vehicle rates. As such, significantly higher percentages of increases for moped/motorcycle permit rates as compared to vehicle permit rates would be implemented; with the goal of moped/motorcycle permit rates reaching approximately 33% of the rates of respective employee or student structure permits in fiscal year 2025.
4. Reserved stalls are offered to a very small amount of select staff as permitted in Attachment 1 to RP 10.207. Best practices for reserved stalls is that reserved stall pricing, if allowed at all, should be significantly higher than standard stalls for two reasons: first, it associates the level of convenience offered by a guaranteed parking space to its value. Second, it appropriately compensates Commuter Services for the forfeiture of other parking revenue it might earn if the parking space were available to more than just one parker. The proposed increase would increase reserved stall pricing from a 50% premium to a 100% premium as indicated in Attachment 2, Proposed Amendment to Attachment 1 of BOR Policy 10.207 Parking and Operation of Motor Vehicles.
5. The maximum hourly parking rate would be increased from \$4.00 an hour to \$6.00 an hour. These rates are applied to visitor stalls in UHM campus surface lots and are meant to be short-term visitor parking. The higher hourly charge helps ensure these stalls are utilized as intended by encouraging high turnover.
6. The maximum daily parking rate would be increased to \$25. This allows the UHM campus to charge up to a maximum of \$25 per day for various types of daily

parking including all-day surface lot reserved parking that is sold to contractors for construction; and visitors for special events.

ACTION RECOMMENDED:

It is recommended that the Board of Regents approve an amendment to Board of Regents Policy (RP) 10.207, Parking and Operation of Motor Vehicles, Attachment 1, to implement a six (6) year increase to the parking permit fee schedule for the University of Hawai'i at Mānoa campus.

Attachments:

- 1) Proposed Amendment to Attachment 1 of the BOR Policy RP 10.207, Parking and Operation of Motor Vehicles, Redline
- 2) Proposed Amendment to Attachment 1 of the BOR Policy RP 10.207, Parking and Operation of Motor Vehicles, Clean
- 3) Ten-year History of Parking Rate Increases
- 4) Parking Rate Increase Proposed Rate Schedule for Fiscal Years 2020-2025
- 5) \$35M Bond Repair Schedule Through FY2025
- 6) Voluntary Renewals and Replacement Schedule Through FY2025
- 7) Equipment Schedule Through FY2025
- 8) Alternative Transportation Initiatives for Commuter Services

~~AMENDMENT TO ATTACHMENT 1 OF THE BOARD OF REGENTS POLICY RP~~

~~10.207, PARKING AND OPERATION OF MOTOR VEHICLES~~

ATTACHMENT 1

PARKING FEES FOR UH/MĀNOA

(REDLINE)

(a) Parking Permits

(1) Employee Tier 1 (Mānoa ~~Upper~~ Campus)

Upper Campus

<u>FY</u>	<u>Semester</u>	<u>Annual</u>
<u>2019 2011 and thereafter</u>	\$193.00	\$579.00

Surface Lots

<u>FY</u>	<u>Semester</u>	<u>Annual</u>
<u>2020</u>	<u>\$250.00</u>	<u>\$750.00</u>
<u>2021</u>	<u>283.00</u>	<u>849.00</u>
<u>2022</u>	<u>317.00</u>	<u>951.00</u>
<u>2023</u>	<u>350.00</u>	<u>1050.00</u>
<u>2024</u>	<u>400.00</u>	<u>1200.00</u>
<u>2025 & thereafter</u>	<u>433.00</u>	<u>1299.00</u>

(2) Employee Tier 2 (Mānoa ~~Lower~~ Campus)

Lower Campus

<u>FY</u>	<u>Semester</u>	<u>Annual</u>
<u>2019 2011 and thereafter</u>	\$142.00	\$426.00

Structures

<u>FY</u>	<u>Semester</u>	<u>Annual</u>
<u>2020</u>	<u>\$166.00</u>	<u>\$498.00</u>

<u>2021</u>	<u>200.00</u>	<u>600.00</u>
<u>2022</u>	<u>234.00</u>	<u>702.00</u>
<u>2023</u>	<u>259.00</u>	<u>777.00</u>
<u>2024</u>	<u>284.00</u>	<u>852.00</u>
<u>2025 & thereafter</u>	<u>308.00</u>	<u>924.00</u>

(3) Employee (Kaka'ako Zone)

<u>FY</u>	<u>Monthly</u>	<u>Semester</u>	<u>Annual</u>
2019	\$100.00	\$400.00	\$1200.00
2020	103.00	412.00	1236.00
2021	106.25	425.00	1275.00
2022	109.25	437.00	1311.00
<u>2023 & thereafter</u>	112.50	450.00	1350.00

(4) The president, chancellor, vice presidents, vice chancellors, deans, and directors of major research institutes may, upon approval and payment of the fee set forth herein, be provided with one reserved parking stall as determined by the Parking Office. For the purpose of this section, the fee is ~~150%~~ 200% of the rate for employee parking in the zone in which the reserved stall is located.

(5) Student Permits Tier 3 (Mānoa ~~Lower~~ Campus)

<u>FY</u>	<u>Semester</u>	<u>Annual</u>
<u>2019 2011 and thereafter</u>	\$142.00	\$426.00
<u>2020</u>	<u>166.00</u>	<u>498.00</u>
<u>2021</u>	<u>175.00</u>	<u>525.00</u>
<u>2022</u>	<u>184.00</u>	<u>552.00</u>
<u>2023</u>	<u>200.00</u>	<u>600.00</u>
<u>2024</u>	<u>217.00</u>	<u>651.00</u>
<u>2025 & thereafter</u>	<u>234.00</u>	<u>702.00</u>

(6) Student Permits (Kaka'ako Zone)

FY	Monthly	Semester	Annual
2019	\$50.00	\$200.00	\$600.00
2020	51.50	206.00	618.00
2021	53.00	212.00	636.00
2022	54.50	218.00	654.00
<u>2023 & thereafter</u>	<u>56.25</u>	<u>225.00</u>	<u>675.00</u>

(7) Evening Permits (Mānoa ~~Upper Campus and Lower~~ Campus)

<u>FY</u>	<u>Monthly</u>
<u>2019 2011 and thereafter</u>	<u>\$24.00</u>
<u>2020</u>	<u>32.00</u>
<u>2021</u>	<u>36.00</u>
<u>2022</u>	<u>40.00</u>
<u>2023</u>	<u>44.00</u>
<u>2024</u>	<u>48.00</u>
<u>2025 & thereafter</u>	<u>52.00</u>

(8) Moped/Motorcycle Permits (Employees ~~and Students~~ Mānoa ~~Upper Campus and Lower~~ Campus)

<u>FY</u>	<u>Semester</u>	<u>Annual</u>
<u>2019 2011 and thereafter</u>	<u>\$30.00</u>	<u>\$90.00</u>
<u>2020</u>	<u>40.00</u>	<u>120.00</u>
<u>2021</u>	<u>52.00</u>	<u>156.00</u>
<u>2022</u>	<u>64.00</u>	<u>192.00</u>
<u>2023</u>	<u>76.00</u>	<u>228.00</u>
<u>2024</u>	<u>88.00</u>	<u>264.00</u>
<u>2025 & thereafter</u>	<u>100.00</u>	<u>300.00</u>

(9) Moped/Motorcycle Permits (Students Mānoa Campus)

<u>FY</u>	<u>Semester</u>	<u>Annual</u>
<u>2019</u>	<u>\$30.00</u>	<u>\$90.00</u>
<u>2020</u>	<u>40.00</u>	<u>120.00</u>
<u>2021</u>	<u>47.00</u>	<u>141.00</u>
<u>2022</u>	<u>54.00</u>	<u>162.00</u>
<u>2023</u>	<u>61.00</u>	<u>183.00</u>
<u>2024</u>	<u>68.00</u>	<u>204.00</u>
<u>2025 & thereafter</u>	<u>75.00</u>	<u>225.00</u>

(9) (10) Moped/Motorcycle Permits (Employees and Students Kaka'ako Zone)

<u>FY</u>	<u>Monthly</u>	<u>Semester</u>	<u>Annual</u>
2019	\$15.00	\$60.00	\$180.00
2020	15.50	62.00	186.00
2021	16.00	64.00	192.00
2022	16.50	66.00	198.00
<u>2023 & thereafter</u>	<u>17.00</u>	<u>68.00</u>	<u>204.00</u>

(b) Hourly or Daily Parking

Hourly or daily parking fees may be set at rates not to exceed the following:

- (1) \$46.00 per hour or any fraction thereof. Persons losing time-stamped tickets or driving vehicles parked before daily kiosk surface lot or structure opening must pay for the entire time lapsed between opening of the surface lot or structure and their departure.
- (2) \$1625.00 flat rate per day or any fraction thereof payable on either entrance or exit in certain zones or areas designated by the chancellor or chancellor's designee. Persons losing time-stamped tickets or driving vehicles parked before surface lot or structure opening must pay for the entire time lapsed

between opening of the surface lot or structure and their departure.

- (3) The chancellor or chancellor's designee shall establish the time periods at which said fees change from hourly to daily or vice versa.
- (4) The chancellor or chancellor's designee shall set or waive fees for parking for special events or disabled persons.

ATTACHMENT 1

PARKING FEES FOR UH/MĀNOA

(a) Parking Permits

(1) Employee Tier 1 (Mānoa Campus)

Upper Campus

<u>FY</u>	<u>Semester</u>	<u>Annual</u>
2019	\$193.00	\$579.00

Surface Lots

<u>FY</u>	<u>Semester</u>	<u>Annual</u>
2020	\$250.00	\$750.00
2021	283.00	849.00
2022	317.00	951.00
2023	350.00	1050.00
2024	400.00	1200.00
2025 & thereafter	433.00	1299.00

(2) Employee Tier 2 (Mānoa Campus)

Lower Campus

<u>FY</u>	<u>Semester</u>	<u>Annual</u>
2019	\$142.00	\$426.00

Structures

<u>FY</u>	<u>Semester</u>	<u>Annual</u>
2020	\$166.00	\$498.00
2021	200.00	600.00
2022	234.00	702.00
2023	259.00	777.00
2024	284.00	852.00
2025 & thereafter	308.00	924.00

(3) Employee (Kaka'ako Zone)

<u>FY</u>	<u>Monthly</u>	<u>Semester</u>	<u>Annual</u>
2019	\$100.00	\$400.00	\$1200.00
2020	103.00	412.00	1236.00
2021	106.25	425.00	1275.00
2022	109.25	437.00	1311.00
2023 & thereafter	112.50	450.00	1350.00

(4) The president, chancellor, vice presidents, vice chancellors, deans, and directors of major research institutes may, upon approval and payment of the fee set forth herein, be provided with one reserved parking stall as determined by the Parking Office. For the purpose of this section, the fee is 200% of the rate for employee parking in the zone in which the reserved stall is located.

(5) Student Permits Tier 3 (Mānoa Campus)

<u>FY</u>	<u>Semester</u>	<u>Annual</u>
2019	\$142.00	\$426.00
2020	166.00	498.00
2021	175.00	525.00
2022	184.00	552.00
2023	200.00	600.00
2024	217.00	651.00
2025 & thereafter	234.00	702.00

(6) Student Permits (Kaka'ako Zone)

<u>FY</u>	<u>Monthly</u>	<u>Semester</u>	<u>Annual</u>
2019	\$50.00	\$200.00	\$600.00
2020	51.50	206.00	618.00
2021	53.00	212.00	636.00
2022	54.50	218.00	654.00
2023 & thereafter	56.25	225.00	675.00

(7) Evening Permits (Mānoa Campus)

<u>FY</u>	<u>Monthly</u>
2019	\$24.00
2020	32.00
2021	36.00
2022	40.00
2023	44.00
2024	48.00
2025 & thereafter	52.00

(8) Moped/Motorcycle Permits (Employees Mānoa Campus)

<u>FY</u>	<u>Semester</u>	<u>Annual</u>
2019	\$30.00	\$90.00
2020	40.00	120.00
2021	52.00	156.00
2022	64.00	192.00
2023	76.00	228.00
2024	88.00	264.00
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(9) Moped/Motorcycle Permits (Students Mānoa Campus)

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2024	68.00	204.00
2025 & thereafter	75.00	225.00

(10) Moped/Motorcycle Permits (Employees and Students Kaka'ako Zone)

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2019	\$15.00	\$60.00	\$180.00
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2021	16.00	64.00	192.00
2022	16.50	66.00	198.00
2023 & thereafter	17.00	68.00	204.00

(b) Hourly or Daily Parking

Hourly or daily parking fees may be set at rates not to exceed the following:

- (1) \$6.00 per hour or any fraction thereof. Persons losing time-stamped tickets or driving vehicles parked before surface lot or structure opening must pay for the entire time lapsed between opening of the surface lot or structure and their departure.
- (2) \$25.00 flat rate per day or any fraction thereof payable on either entrance or exit in certain zones or areas designated by the chancellor or chancellor's designee. Persons losing time-stamped tickets or driving vehicles parked before surface lot or structure opening must pay for the entire time lapsed between opening of the surface lot or structure and their departure.

- (3) The chancellor or chancellor's designee shall establish the time periods at which said fees change from hourly to daily or vice versa.
- (4) The chancellor or chancellor's designee shall set or waive fees for parking for special events or disabled persons.

History of Parking Rate Increase Attempts in Past Ten Years

2009

- Parking rate increase made it through public hearing and to approval process
- Five-year rate increase requested
 - BOR approved two years of the five years requested
 - BOR requested Commuter Services perform an operational study to ensure it was operating at maximum efficiency
- Rate increases were implemented in FY10 and FY11

2011/2012

- In November 2011, BOR approved a public hearing for a five-year rate increase for FY13 – FY17
- Public hearing was scheduled in May 2012
- After feedback from meetings with faculty, the parking rate schedule was revised (lowered) to take out a subsidy for staff/faculty bus passes, and sent out to the University community via email
- General Counsel advised the revised, lower rates should not have been sent out prior to the public hearing, as the process could be challenged and any subsequent rate increase approvals undone
- Public hearing was canceled and the process had to be started over

2013/2014

- In November 2013, BOR approved a public hearing for a five-year rate increase for FY14 – FY18
- In March 2014, a request was sent to Governor Abercrombie to approve a public hearing for the parking rate increase request
- The public hearing request was signed by Governor Abercrombie on October 2, 2014, too late for the proposed rate increases to be in effect.

2015

- Parking rate increase was going to move forward with request to BOR for approval to go to public hearing
- A paper error was discovered in the Commuter Services projections just prior to the agenda being finalized; request was pulled due to error.

2016

- Commuter Services was going to move forward with request for BOR to approve a public hearing
- General Counsel was working on revisions to the Hawaii Administrative Rules which would move parking rate fees from the HARs to BOR policy. This would streamline the parking rate approval process by removing the public hearing requirement and by removing the two Governor's approval requirements (one for public hearing, one for approving the new parking rate fee schedule).
- Commuter Services was advised to let OGC complete the HAR revisions before requesting rate increases
- Final HAR approval was received in March 2018; BOR officially had authority to approve parking rates for the University in April 2018.

Moped/motorcycle rates targeted at ~33% of structure rates

Parking Rate Increase Proposed Rate Schedule for Fiscal Years 2020 - 2025

Permits (Annual equivalents)	Current	2020	% Incr	2021	% Incr	2022	% Incr	2023	% Incr	2024	% Incr	2025	% Incr	% Increase
Employee Surface Lots	\$ 579.00	\$ 750.00	29.5%	\$ 849.00	13.2%	\$ 951.00	12.0%	\$ 1,050.00	10.4%	\$ 1,200.00	14.3%	\$ 1,299.00	8.3%	124.4%
Employee Structure	\$ 426.00	\$ 498.00	16.9%	\$ 600.00	20.5%	\$ 702.00	17.0%	\$ 777.00	10.7%	\$ 852.00	9.7%	\$ 924.00	8.5%	116.9%
Student Parking	\$ 426.00	\$ 498.00	16.9%	\$ 525.00	5.4%	\$ 552.00	5.1%	\$ 600.00	8.7%	\$ 651.00	8.5%	\$ 702.00	7.8%	64.8%
Employee Kaka'ako	\$1,200.00	\$1,236.00	3.0%	\$1,275.00	3.2%	\$1,311.00	2.8%	\$1,350.00	3.0%	\$1,350.00	0.0%	\$1,350.00	0.0%	12.5%
Student Kaka'ako	\$ 600.00	\$ 618.00	3.0%	\$ 637.50	3.2%	\$ 655.50	2.8%	\$ 675.00	3.0%	\$ 675.00	0.0%	\$ 675.00	0.0%	12.5%
Motorcycle/Moped Kaka'ako	\$ 180.00	\$ 186.00	3.3%	\$ 192.00	3.2%	\$ 198.00	3.1%	\$ 204.00	3.0%	\$ 204.00	0.0%	\$ 204.00	0.0%	13.3%
Evening	\$ 288.00	\$ 384.00	33.3%	\$ 432.00	12.5%	\$ 480.00	11.1%	\$ 528.00	10.0%	\$ 576.00	9.1%	\$ 624.00	8.3%	116.7%
Employee Motorcycle/Moped	\$ 90.00	\$ 120.00	33.3%	\$ 156.00	30.0%	\$ 192.00	23.1%	\$ 228.00	18.8%	\$ 264.00	15.8%	\$ 300.00	13.6%	233.3%
Student Motorcycle/Moped	\$ 90.00	\$ 120.00	33.3%	\$ 141.00	17.5%	\$ 162.00	14.9%	\$ 183.00	13.0%	\$ 204.00	11.5%	\$ 225.00	10.3%	150.0%

Visitor Parking	Current	2020	% Incr	2021	% Incr	2022	% Incr	2023	% Incr	2024	% Incr	2025	% Incr	% Increase
Upper Campus before 4pm	\$4/hour	\$6/hour	50.0%	\$6/hour	0.0%	50.0%								
Lower Campus before 4pm	\$ 5.00	\$ 5.00	0.0%	\$ 5.00	0.0%	\$ 5.00	0.0%	\$ 5.00	0.0%	\$ 6.00	20.0%	\$ 6.00	0.0%	20.0%
Upper/Lower Campus after 4pm	\$ 6.00	\$ 7.00	16.7%	\$ 7.00	0.0%	\$ 7.00	0.0%	\$ 7.00	0.0%	\$ 8.00	14.3%	\$ 8.00	0.0%	33.3%

Permits (Monthly equivalents)	Current	2020	% Incr	2021	% Incr	2022	% Incr	2023	% Incr	2024	% Incr	2025	% Incr	% Increase
Employee Surface Lots	\$ 48.25	\$ 62.50	29.5%	\$ 70.75	13.2%	\$ 79.25	12.0%	\$ 87.50	10.4%	\$ 100.00	14.3%	\$ 108.25	8.3%	124.4%
Employee Structure	\$ 35.50	\$ 41.50	16.9%	\$ 50.00	20.5%	\$ 58.50	17.0%	\$ 64.75	10.7%	\$ 71.00	9.7%	\$ 77.00	8.5%	116.9%
Student Parking	\$ 35.50	\$ 41.50	16.9%	\$ 43.75	5.4%	\$ 46.00	5.1%	\$ 50.00	8.7%	\$ 54.25	8.5%	\$ 58.50	7.8%	64.8%
Employee Kaka'ako	\$ 100.00	\$ 103.00	3.0%	\$ 106.25	3.2%	\$ 109.25	2.8%	\$ 112.50	3.0%	\$ 112.50	0.0%	\$ 112.50	0.0%	12.5%
Student Kaka'ako	\$ 50.00	\$ 51.50	3.0%	\$ 53.13	3.2%	\$ 54.63	2.8%	\$ 56.25	3.0%	\$ 56.25	0.0%	\$ 56.25	0.0%	12.5%
Motorcycle/Moped Kaka'ako	\$ 15.00	\$ 15.50	3.3%	\$ 16.00	3.2%	\$ 16.50	3.1%	\$ 17.00	3.0%	\$ 17.00	0.0%	\$ 17.00	0.0%	13.3%
Evening	\$ 24.00	\$ 32.00	33.3%	\$ 36.00	12.5%	\$ 40.00	11.1%	\$ 44.00	10.0%	\$ 48.00	9.1%	\$ 52.00	8.3%	116.7%
Employee Motorcycle/Moped	\$ 7.50	\$ 10.00	33.3%	\$ 13.00	30.0%	\$ 16.00	23.1%	\$ 19.00	18.8%	\$ 22.00	15.8%	\$ 25.00	13.6%	233.3%
Student Motorcycle/Moped	\$ 7.50	\$ 10.00	33.3%	\$ 11.75	17.5%	\$ 13.50	14.9%	\$ 15.25	13.0%	\$ 17.00	11.5%	\$ 18.75	10.3%	150.0%

\$35M Bond Repair Schedule Through FY2025

DESCRIPTION OF JOB	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025
\$35M Bond Repairs										
<i>Zone 20 Phase I</i>										
as pedestrian guardrail system					\$ 10,000,000					
Repair fire safety system					\$ 1,500,000					
Waterproofing						\$ 7,000,000				
Elevators						\$ 5,000,000				
<i>Zone 20 Phase II</i>										
Repair fire safety system					\$ 500,000					
Elevators					\$ 2,000,000					
Waterproofing						\$ 3,000,000				
<i>Zone 20 Misc Repairs</i>						\$ 5,000,000				
<i>Zone 22</i>										
exposed reinforcement and epoxy inject							\$ 400,000			
<i>Surface Lot Repair</i>										
Zone 17 Music							\$ 450,000			
Zone 4 Spalding							\$ 150,000			
Total Expenses	\$ -	\$ -	\$ -	\$ -	\$ 14,000,000	\$ 20,000,000	\$ 1,000,000	\$ -	\$ -	\$ -

Voluntary Renewals and Replacement Schedule FY2020 - FY2025

												Projected
		FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	
EXPENDITURES:												
Repair and Maintenance												
	Surface Parking Lots											
	<i>Resurfacing</i>											
	Zone 01 Lab School				\$ 360,000							
	Zone 05 Biomed (Rear)						\$ 151,200					
	Zone 04 Webster/Spalding				\$ 550,000							
	Zone 17 Music					\$ 700,000						
	Zone 09 Fisheries									\$ 350,000		
	<i>Patching</i>											
	Zone 03 QLC								\$ 10,000			
	Zone 04 Korean Studies		\$ 5,000									
	Zone 05 Biomed (Front)					\$ 40,000						
	Zone 13 Kennedy White				\$ 10,000							
	Zone 13 POST				\$ 5,000							
	<i>Sealcoating</i>											
	Zone 04 Korean Studies			\$ 25,000								
	Zone 12 Bachman									\$ 35,000		
	Zone 13 Kennedy Green									\$ 15,000		
	Zone 25 Astronomy			\$ 15,000								
	Parking Structures											
	<i>Zone 20 Phase I Structural</i>											
	4th Floor Guardrail; Expansion Joint	\$ 341,947	\$ 248,243									
	5th floor waterproofing	\$ 7,893										
	LED Lighting (stairs/elevator)				\$ 15,000							
	<i>Spall Repair</i>				\$ 225,000							
	5th Floor Pedestrian Railing Replacement				\$ 250,000							
	<i>Zone 20 Phase II Structural</i>											
	Backup Generator								\$ 600,000			
	<i>Zone 22 Structural</i>											
	Power Wash and Façade Repair					\$ 150,000						
	<i>Drain Repair</i>					\$ 42,000						
	Total Expenditures	\$ -	\$ 349,840	\$ 253,243	\$ 1,455,000	\$ 932,000	\$ 151,200	\$ -	\$ 610,000	\$ 400,000	\$ -	
	Total R&R Transfers In	\$ 1,456,579	\$ 358,274	\$ 357,993	\$ 1,500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	
	Minus Total Expenditures	\$ -	\$ 349,840	\$ 253,243	\$ 1,455,000	\$ 932,000	\$ 151,200	\$ -	\$ 610,000	\$ 400,000	\$ -	
	Increase (Decrease) in Net Assets	\$ 1,456,579	\$ 8,434	\$ 104,750	\$ 45,000	\$ (432,000)	\$ 348,800	\$ 500,000	\$ (110,000)	\$ 100,000	\$ 500,000	
	Unprogrammed R&R Cash Balance	\$ 2,466,161	\$ 2,474,596	\$ 2,579,346	\$ 2,624,346	\$ 2,192,346	\$ 2,541,146	\$ 3,041,146	\$ 2,931,146	\$ 3,031,146	\$ 3,531,146	

Equipment Schedule Through FY2025

DESCRIPTION OF EQUIPMENT	FY 2016	FY 2017	FY 2018	Projected FY 2019	Projected FY 2020	Projected FY 2021	Projected FY 2022	Projected FY 2023	Projected FY 2024	Projected FY 2025
RADIO REPLACEMENT				\$ 40,000						
Paystation			\$ 25,000							
LPR					\$ 625,000	\$ 625,000	\$ 625,000	\$ 625,000	\$ 625,000	\$ 625,000
TOTAL EQUIPMENT PURCHASES:	\$ -	\$ -	\$25,000.00	\$ 40,000.00	\$ 625,000.00	\$ 625,000.00	\$625,000.00	\$625,000.00	\$625,000.00	\$625,000.00
SWEeper				\$ 60,000						
Carts				\$ 33,000						
	.	\$ -	\$ -	\$ 93,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL	\$ -	\$ -	\$25,000.00	\$ 133,000.00	\$ 625,000.00	\$ 625,000.00	\$625,000.00	\$625,000.00	\$625,000.00	\$625,000.00

Alternative Transportation Initiatives for Commuter Services

- Bicycles
 - Secure bike cage available
 - Three bike repair stations
 - Bicycle education programs
 - Transfer of abandoned bicycles to Cycle Mānoa
 - Provides low cost options for students to purchase used bicycles
 - BIKI short-term rental concept coming soon
- Electric Vehicles
 - Upgraded EV charging stations to user-friendly and reliable nationally branded service
 - 7 reserved stalls available in lower campus structure specifically for EVs
 - Free daily parking lower campus, 3 hour upper campus in green visitor stalls
- Car Share
 - Allows those who choose not to drive a means to run errands during the course of a work day
 - Allows departments to save money by eliminating long-term rentals of University vehicles in favor of utilizing the short-term Car Share rental options
 - Increased access by securing approval to lower Car Share age to 18 from 21
 - Relocated Car Share vehicles to student housing to address demand
- Carpool
 - Created several preferred reserved student carpool parking stalls
 - Have increased the number of carpool permits available from 250 to 400 to incentivize carpooling as a commuter option and to provide more permit options to students
- Rainbow Shuttle
 - Added bike racks to shuttles
 - Worked with consultants to analyze and improve shuttle routes
 - Shuttles service a 3-mile radius around campus
 - Helps reduce demand for parking for those who live in close proximity to campus
 - Implemented a rider-counting system to better analyze customer usage
 - Mobile app is available to track shuttles in real time



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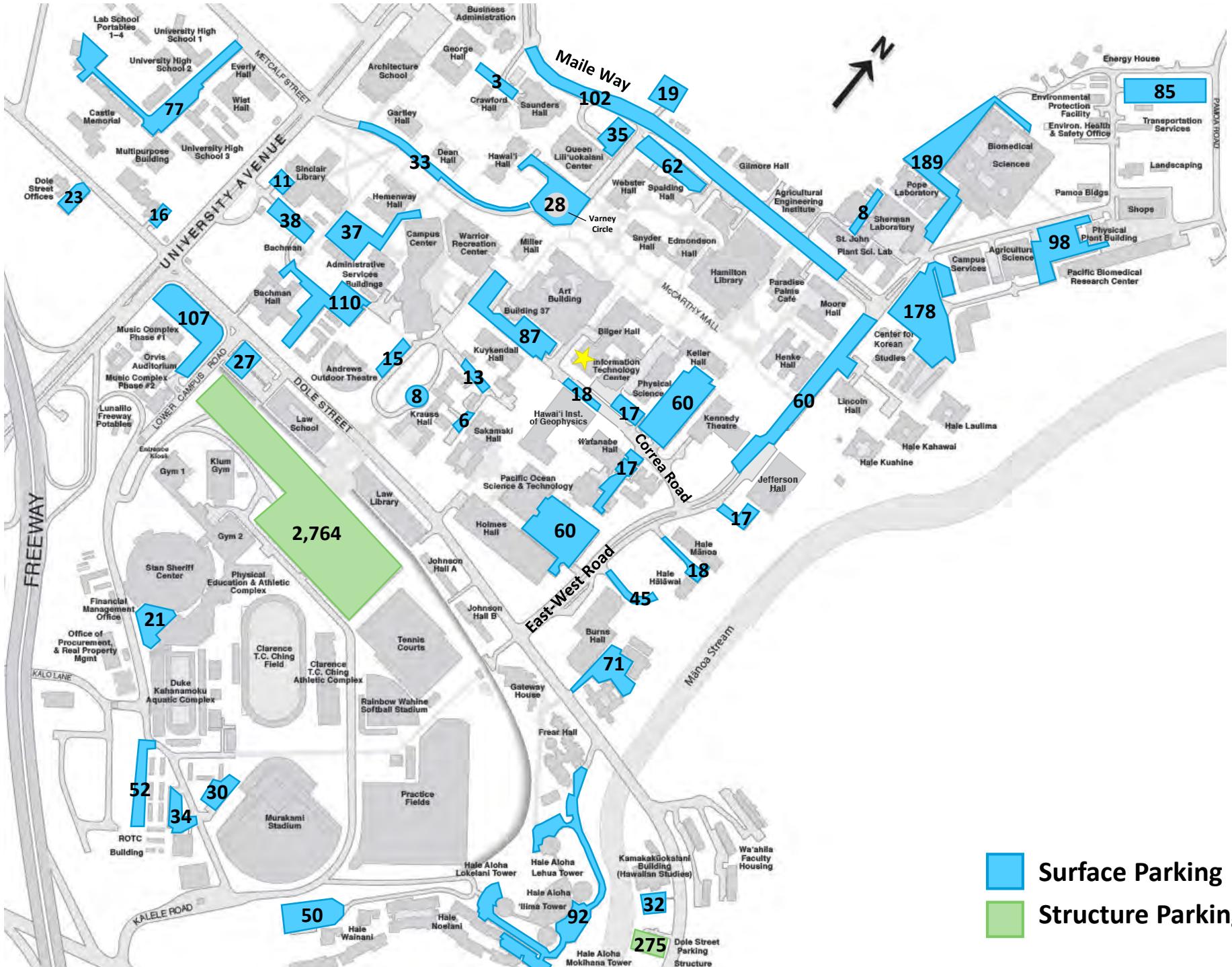
UH Mānoa Parking Rate

Planning & Facilities Committee

October 3, 2018



2,109 Surface Stalls
3,039 Structure Stalls
5,148 Total Stalls



Surface Parking Structure Parking

Program Challenges

Short-Term



Deteriorating Parking Structure

Long-Term



On-Campus Parking Shortage

Short-Term Challenges

Parking Structure Phase I: 44 years old

- 1974 (in service)
- 1,727 stalls
- \$9 million
- No major investments or improvements to date

Parking Structure Phase II: 21 years old

- 1996 (in service)
- ~900 stalls
- \$20 million
- No major investments or improvements to date

- Industry Standard: 50-year service life
with routine maintenance
 - Phase I: Service life expires soon (2024)
 - Phase II: 30 years of useful life remaining
- \$65 million necessary to extend:
 - Phase I by 15 – 20 years
 - Phase II by 30 – 40 years



Current Condition of Parking Structure Phase I

Short-Term Solutions Considered

Option #1: Complete repairs within existing budget on a cash-basis

- Does not require rate increase
- Does not extend service life

Option #2: Construct a new structure through P3 partnership

- \$50,000/stall x 2,800 stalls = \$140 million
- No new inventory
- Simple Payback: 40 years @ \$1,250/stall (guaranteed)

Option #3: Extend service life of Phase I and II by 15-20 years

- \$35 million of capital investment financed by debt service
- Parking rate increase

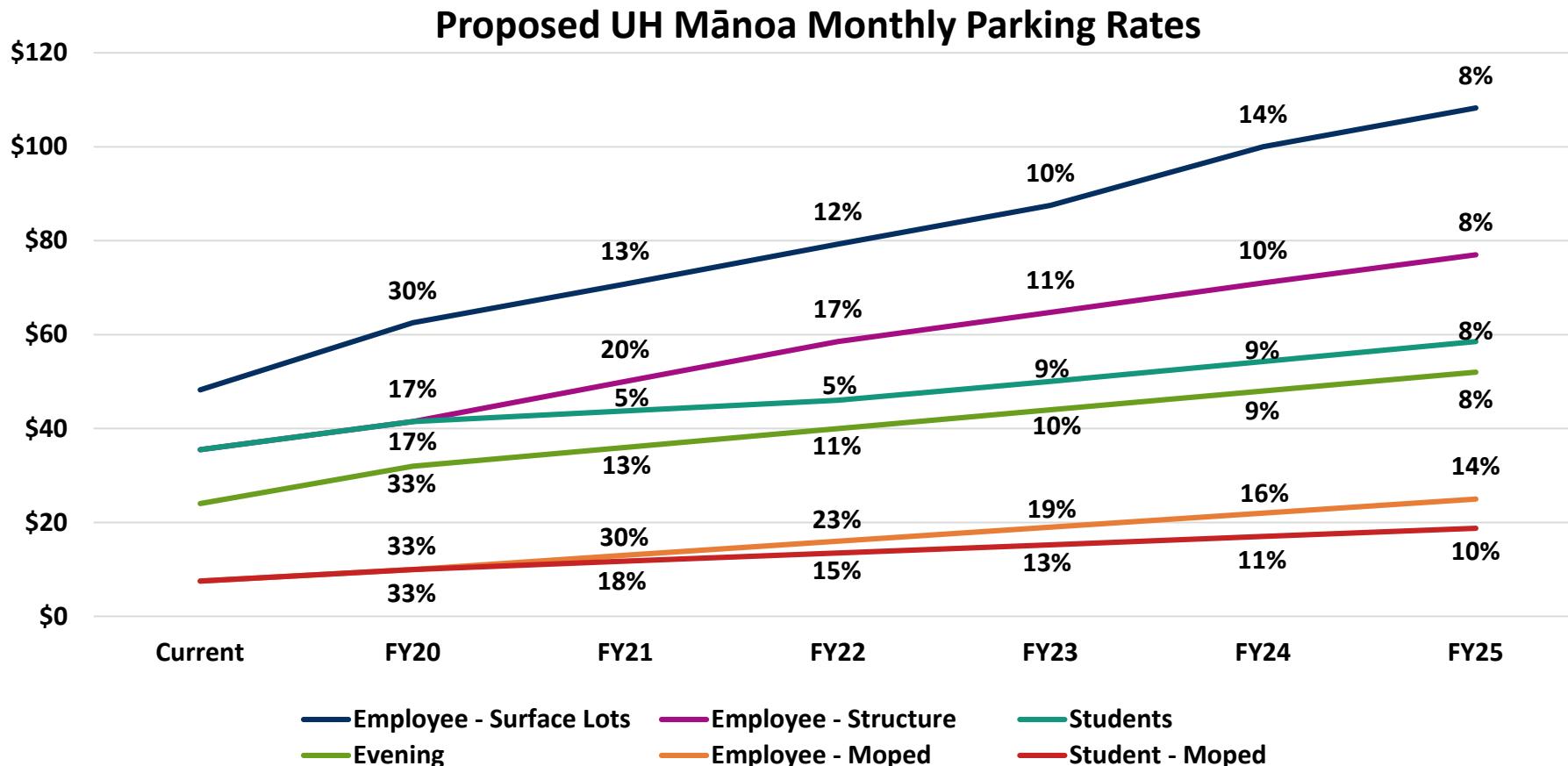
Option #3: Extend Useful Life by 15-20 Years

Construction Phase 1	<ul style="list-style-type: none">• Railing repairs• Fire safety upgrades• Elevator modernization	Estimate	Estimate	\$14,000,000	Finance Date	2020	\$35 Million Bond
Construction Phase 2	<ul style="list-style-type: none">• Parking deck waterproofing• Expansion joints replacement• Drain repairs	Estimate	Estimate	\$20,000,000	Finance Date	2021	\$2.78M / year
Construction Phase 3	<ul style="list-style-type: none">• Wall repairs• Parking lot resurfacing	Estimate	Estimate	\$1,000,000	Finance Date	2022	20 years

+ Regular Maintenance Program

Cash Funded
\$500K - \$1M / year

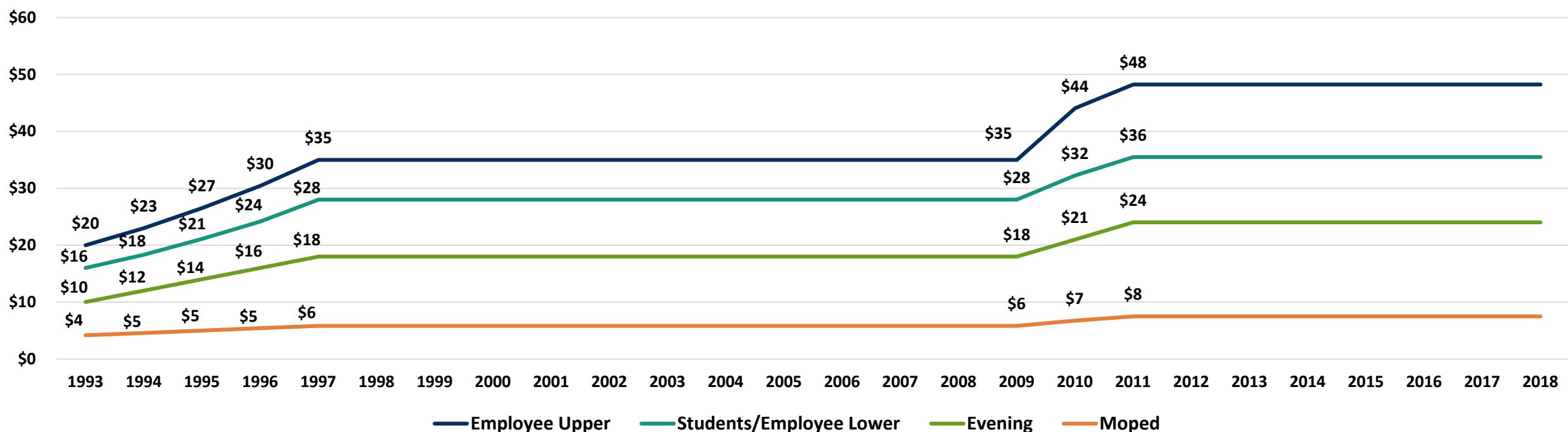
Proposed Rate Increase



	Current	FY20	FY21	FY22	FY23	FY24	FY25
Employee - Surface Lots	\$ 48.25	\$ 62.50	\$ 70.75	\$ 79.25	\$ 87.50	\$ 100.00	\$ 108.25
Employee - Structure	\$ 35.50	\$ 41.50	\$ 50.00	\$ 58.50	\$ 64.75	\$ 71.00	\$ 77.00
Students	\$ 35.50	\$ 41.50	\$ 43.75	\$ 46.00	\$ 50.00	\$ 54.25	\$ 58.50
Evening	\$ 24.00	\$ 32.00	\$ 36.00	\$ 40.00	\$ 44.00	\$ 48.00	\$ 52.00
Employee - Moped	\$ 7.50	\$ 10.00	\$ 13.00	\$ 16.00	\$ 19.00	\$ 22.00	\$ 25.00
Student - Moped	\$ 7.50	\$ 10.00	\$ 11.75	\$ 13.50	\$ 15.25	\$ 17.00	\$ 18.75

Parking Rate History

Historical UH Mānoa Monthly Parking Rates



Monthly Parking Rate Annual Percentage Increase

	Employee Upper	Students/ Employee Lower	Evening	Moped
1994	15%	15%	20%	10%
1995	15%	15%	17%	9%
1996	15%	15%	14%	8%
1997	15%	16%	13%	8%
2010	26%	15%	17%	16%
2011	9%	10%	14%	11%

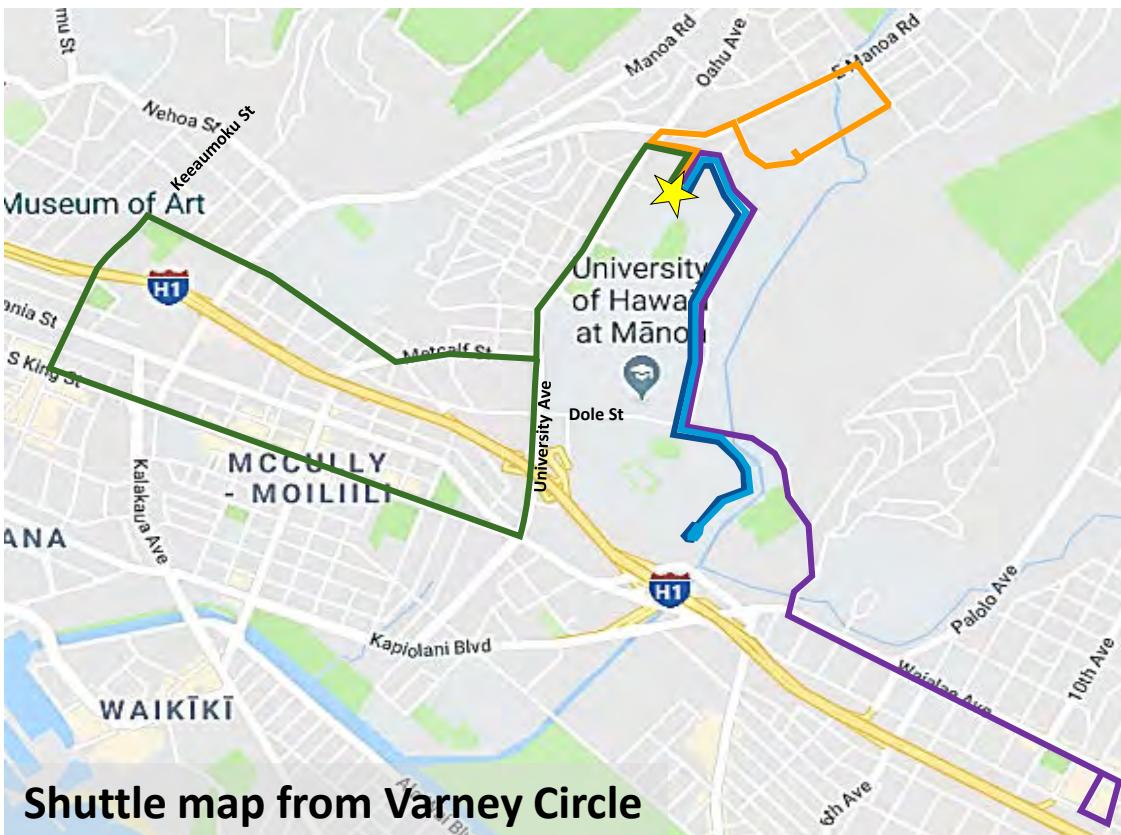
Comparable Monthly Parking Rates

LOCATION	TENANT	NON-TENANT	MOPED
Hale Mahana	\$100	--	\$15
Puck's Alley	\$125	\$143	\$125
Varsity Building	\$150	\$145	\$125
Harbor Square	\$142	\$142	--
Ali'i Place	\$251	\$366	--
Bishop Square	\$260	\$415	\$70
UH Mānoa – Current	\$36 Lower/Student	\$48 Upper	\$8
UH Mānoa – 2025	\$59 Student	\$108 Employee Surface \$77 Employee Structure	\$25 Employee \$19 Student

Continue to Improve Other Services



- Over 16 miles of shuttle service servicing a 3-mile radius from campus
- 325,000 rides/year
- 4,000 riders, 93% UH-affiliated
- Mobile app tracks shuttle in real time
- Bike racks allow bikers to utilize shuttle service



Shuttle map from Varney Circle



- Reserved student carpool parking stalls are available
- Carpool permit availability has increased from 250 to 400



- Upgraded, user-friendly EV charging stations
- Free daily lower and 3-hour upper campus parking
- 7 EV-reserved stalls in parking structure



- Utilized by those who do not drive to campus
- Cost effective alternative for long-term departmental rental of UH vehicles
- Relocated to student housing and minimum driver age lowered to 18 to increase usage



- Secure bike cage and 3 repair stations on campus
- Abandoned bicycles recycled to provide students with low cost bicycles
- BIKE coming soon

Long-Term Solutions



Live. Learn. Play.





Mahalo!



19123



UNIVERSITY
of HAWAII
HILO

UNIVERSITY OF HAWAII
BOARD OF REGENTS

18 SEP 28 P1:46

University of Hawai'i at Hilo Administration
Office of the Chancellor

RECEIVED

September 26, 2018

18 SEP 28 P1:44

MEMORANDUM

UNIVERSITY OF HAWAII
PRESIDENT'S OFFICE

TO: Lee Putnam
Chair, Board of Regents, University of Hawai'i

VIA: David Lassner *David Lassner*
President, University of Hawai'i

VIA: Jan Gouveia *Jan Gouveia*
Vice President for Administration University of Hawai'i,

FROM: Marcia Sakai *Marcia Sakai*
Interim Chancellor, University of Hawai'i at Hilo

SUBJECT: AUTHORIZATION FOR THE UNIVERSITY OF HAWAII AT HILO TO
ENTER INTO A FIVE (5) YEAR LEASE TERM EXTENSION WITH THE
ADULT STUDENT HOUSING HAWAII, INC. FOR THE HALE KAWILI
APARTMENTS

SPECIFIC ACTION REQUESTED:

In accordance with Regents Policy (RP) 10.201, Interests in Real Property, the University of Hawai'i at Hilo (UH Hilo) is requesting your approval for UH Hilo, on behalf of the University of Hawai'i (University), to enter into a fifth amendment to the lease between the University, as lessor, and Adult Student Housing Hawai'i, Inc. (ASH Hawai'i), as lessee (ASH Lease), underlying the student housing complex known as the Hale Kawili Apartments (HK Apartments).

This amendment would extend the ASH Lease term for five (5) years, effective July 1, 2019 through July 30, 2024, and would require ASH Hawai'i to complete certain major repairs and improvements during the extended lease term (Fifth Amendment). The ASH Lease was originally set to expire on December 31, 2012. However, the Board of Regents approved an extension of the ASH Lease for a period of 18 months to June 30, 2014 (Third Amendment), and subsequently approved an additional extension of five (5) years to June 30, 2019 (Fourth Amendment).

200 W Kāwili St
Hilo, Hawai'i 96720-4091
Telephone (808) 932-7348
Fax (808) 932-7338
hilo.hawaii.edu
An Equal Opportunity/Affirmative Action Institution

It is also requested that you authorize the Vice President for Administration (VPA), in consultation with the UH Hilo Interim Chancellor, to negotiate, finalize and execute the Fifth Amendment, consistent with the terms described herein, finalize and execute such other documents, and take such other actions as the VPA, in consultation with the UH Hilo Interim Chancellor, may deem necessary or appropriate in connection with the Fifth Amendment.

RECOMMENDED EFFECTIVE DATE:

It is requested that the authority granted herein to enter into the Fifth Amendment to the ASH Lease be effective upon your approval. If you approve the Fifth Amendment, it will commence on July 1, 2019, which is immediately after the expiration of the lease term as extended by the Fourth Amendment to the ASH Lease.

ADDITIONAL COST:

The approval of the Fifth Amendment to the ASH Lease is not anticipated to result in any additional out-of-pocket expenses to the University. UH Hilo students will continue to have access to the HK Apartments and ASH Hawai'i will be required, at its sole cost and at no cost to the University, to complete certain improvements and make certain major repairs to and involving the HK Apartments.

PURPOSE:

The purpose of this memorandum is to request your approval of the Fifth Amendment to the ASH Lease which will extend the lease term for an additional five (5) year period effective July 1, 2019, to and including June 30, 2024. The current lease term, which was approved by the Board of Regents as the Fourth Amendment, began on July 1, 2014 and is expiring on June 30, 2019.

The HK Apartments are an essential part of UH Hilo's overall student housing inventory and serve a niche population of students, particularly adult students and families in need of affordable housing. The HK Apartments, consisting of 92 two-bedroom units and 8 three-bedroom units, house approximately 206 students, 31 non-student spouse or family members, 46 children, and 22 families. The existing UH Hilo-managed student housing options are not capable of accommodating students with families.

Accordingly, because the HK Apartments are the only housing option for students with families, UH Hilo, on behalf of the University, requests your approval to enter into a five (5) year extension of the lease between the University, as lessor, and ASH Hawai'i, as lessee, underlying the HK Apartments student housing complex. The execution of the Fifth Amendment would keep the HK Apartments available by

extending their useful life at no cost to the University through the repairs and improvements that ASH Hawai'i is obligated to complete under the Fifth Amendment.

BACKGROUND:

In March 1972, the University entered into a ground lease with the State of Hawai'i (State), by its Board of Land and Natural Resources (State Lease) for approximately 6.5 acres of land adjoining UH Hilo campus (Leased Property). In turn, in 1972, the University subleased the Leased Property for 40 years to ASH Hawai'i under the ASH Lease to construct, operate, and manage affordable student housing.

The ASH Lease was amended by Amendment No. 1 (September 14, 1984) and Amendment No. 2 (April 12, 1989), both of which involved ASH obtaining approvals from the State and the University to place and substitute mortgage liens in favor of various mortgagees and pay off and cancel regulatory agreements with the United States.

In 2012, the University obtained a Governor's Executive Order which granted the University control, jurisdiction, and ownership of large portions of the UH Hilo campus, including the Leased Property, and superseded and replaced the State Lease. This has essentially converted the ASH Lease from a sublease to a direct and primary lease with the University.

With the ASH Lease set to expire on December 12, 2012, the President, with the approval of the Board of Regents, approved an 18-month lease term extension, during which time UH Hilo was to review alternatives and develop a plan for the HK Apartments.

After obtaining such approval, the University and ASH Hawai'i executed the Third Amendment on December 11, 2012 which: (a) extended the term of the ASH Lease by eighteen (18) months; and (b) required ASH Hawai'i to agree to perform and implement certain repairs and upgrades to the HK Apartments.

On February 5, 2014, the President, with the approval of the Board of Regents, approved the Fourth Amendment, which extended the term of the ASH Lease for an additional 5 years, from July 1, 2014, to and including June 30, 2019. As part of the Fourth Amendment, ASH Hawai'i was obligated to complete additional improvements and major repairs to the HK Apartments during the lease extension period, which included: (a) continued rehabilitation and refurbishment of 43 remaining apartment units; (b) replacement of three commercial dryers for the common Laundry Room; and (c) resurfacing and re-striping the entire parking lot area.

As part of a separate concurrent request, UH Hilo obtained authorization to proceed with a Call for Offers seeking a qualified developer to develop its planned

University Village Phase II project (Project). The Call for Offers for the Project included a requirement that the selected developer develop a minimum of 100 units of apartment-style housing within the first five (5) years of the issuance of a lease covering the Project site (New Student Housing). This development of New Student Housing would coincide with the expiration of the lease term contained in the Fourth Amendment (i.e., five (5) year ASH Lease extension) and was anticipated to provide an apartment-style student housing alternative in the event the HK Apartments were no longer suitable for continued occupancy at that time.

UH Hilo issued a Call for Offers on May 28, 2014 for its planned Project. The sole proposal submission failed to provide sufficient detail for UH Hilo to adequately evaluate the reasonableness of the proposal; specifically, the proposal lacked estimated development costs and financial operating projections necessary to pursue approval from the Board of Regents to proceed with the Project.

In October 2017, UH Hilo initiated a property condition assessment (PCA) of HK Apartments to determine the extent of repairs and improvements required to continue operating HK Apartments beyond the five (5) year ASH Lease extension ending on June 30, 2019. The major repairs and improvements required to continue operating HK Apartments for an additional five (5) years, as identified in the PCA report include:

- Replacing all existing battery operated smoke detectors with line voltage, 120V hardwired interconnected smoke detectors.
- Electrical repairs, as needed.
- Continued rehabilitation and refurbishment of units which will include:
 - Repair or replacement of countertops and cabinets
 - Repair or replacement of ceramic tile bathtub enclosure
 - Interior repainting
 - Replacement of carpet and vinyl flooring
 - Replacement of appliances and exhaust hoods, as needed
 - Replacement of interior plumbing and fixtures, as needed
 - Replacement of doors and finish hardware as needed
 - Repair damaged walls and ceilings as needed
- Replacement or repair of two (2) commercial dryers and four (4) commercial washers for common Laundry Room.
- Inspection and repair roof leaks, as needed.
- Pressure washing roof and cleaning gutters.
- Inspect all buildings for termites and pests, and treat as needed.

Consistent with UH Hilo's overall long-range student housing development plan, which includes a minimum of one hundred (100) off-campus affordable apartment-style units in its student housing inventory to accommodate students with families, UH Hilo's proposed short- and long-term plan for HK Apartments includes continued improvement

and repair of HK Apartments through June 30, 2024 to provide students and families with uninterrupted affordable off-campus apartment-style housing accommodations in the short-term while UH Hilo develops its long-term plan for HK Apartments. The long-term plan for HK Apartments involves major renovations to HK Apartments to extend its useful life for an additional 15 or more years.

DISCUSSION:

As the HK Apartments are an essential part of UH Hilo's student housing inventory, providing the only housing option for students with families, UH Hilo, on behalf of the University, requests your approval to enter into a five (5) year extension of the lease between the University, as lessor, and ASH Hawai'i, as lessee, underlying the HK Apartments student housing complex. The execution of the Fifth Amendment would keep the HK Apartments available by extending their useful life at no cost to the University through the repairs and improvements that ASH Hawai'i will be required to complete under the Fifth Amendment.

ASH Hawai'i expressed interest in UH Hilo's proposed short- and long-term plan for HK Apartments. The Fifth Amendment is consistent with UH Hilo's short-term plan to extend the current ASH Lease term for an additional five (5) years, from July 1, 2019, to and including June 30, 2024. As part of the proposed Fifth Amendment, ASH Hawai'i is willing and will be obligated to complete additional improvements and major repairs to the HK Apartment during the lease extension period, which will include: (a) replacing all existing battery operated smoke detectors with hardwired interconnected smoke detectors, and miscellaneous electrical repairs (estimated cost: \$603,546); and (b) continued rehabilitation and refurbishment of apartment units and common areas during the extended five (5) year term (estimated cost: \$3,435,628) (Listing of Minimum Repairs; Attachment 1).

UH Hilo believes at this time that the short-term five (5) year ASH Lease extension is the best option available to provide uninterrupted alternative housing to students with families while UH Hilo implements its long-term development plans for HK Apartments based on the following:

- ASH Hawai'i has managed the HK Apartments for over 45 years and is most familiar with the Leased Property, and thus is ideally suited to provide uninterrupted management of HK Apartments while UH Hilo pursues its long-term plans for HK Apartments.
- Based on the 2017 PCA report, with major repairs and refurbishment of apartment units performed by ASH Hawai'i, HK Apartments can continue to be available to students as an affordable ASH Hawai'i managed housing alternative for at least five (5) additional years.

- ASH Hawai'i has consistently offered affordable rental rates to students with families throughout the lease term. HK Apartment's current rental rates (2-bdrm \$725; 3-bdrm \$785) are well below the 2018 U.S. Department of Housing and Urban Development fair market rent for the County of Hawai'i (2-bdrm \$1,322; 3-bdrm \$1,663), and the 2017 County of Hawai'i affordable rental housing program rates (2-bdrm \$975; 3-bdrm \$1,182).
- HK Apartments is the sole affordable apartment complex in UH Hilo's student housing inventory capable of accommodating students with families, and is an essential component to UH Hilo's overall student housing inventory. Continuation of the only off-campus apartment-style housing for this niche population of students is critical to UH Hilo's recruitment and retention efforts.
- Given that the Call for Offers issued in 2014 failed to deliver a long-term housing option for students with families and the uncertainty of the current lava activity's impact on UH Hilo's enrollment count and HK Apartments' occupancy rate, additional time beyond the current lease term is required to develop and implement a feasible long-term plan for HK Apartments.
- Based on the assessment conducted by the University's consultants, the cost to renovate HK Apartments to bring them up to current standards ranged from \$13 to \$19 million, and an estimated \$20 to \$26 million would be needed to construct new apartment facilities. UH Hilo is currently not in a financial position to perform required renovations, or assume management responsibilities for HK Apartments. As such, UH Hilo desires that ASH Hawai'i operate and manage HK Apartments to accommodate students with families while long-term housing options are developed and pursued, which include: (a) a long term ASH Lease arrangement involving ASH Hawai'i-financed major renovations to extend the useful life of HK Apartments; or (b) a Call for Offers to seek a qualified developer to renovate HK Apartments, or construct a minimum of one hundred (100) apartment-style housing units to coincide with the expiration of the lease term contained in the proposed Fifth Amendment.

If the Fifth Amendment is approved, UH Hilo plans to continue working with ASH Hawai'i on a long-term ASH Lease arrangement with ASH Hawai'i-financed renovations to extend the useful life of HK Apartments for 15 or more years. Prior to pursuing financing options to perform required major renovations under a long-term ASH Lease arrangement, ASH Hawai'i plans to assess the recent lava activity's impact on UH

Hilo's enrollment count and HK Apartment's occupancy rate during the second year of the proposed ASH Lease extension.

If, during the second year of the ASH Lease extension, ASH Hawai'i is no longer interested in pursuing a long-term lease arrangement, UH Hilo will pursue a Call for Offers during the third year of the ASH Lease term extension. This Call for Offers would determine whether there are any developers interested in financing renovations under a long term lease arrangement to operate and manage the HK Apartments; or financing the development of new student housing (i.e., a minimum of 100 units of apartment-style housing), which would coincide with the expiration of the lease term contained in the proposed Fifth Amendment (i.e., five (5) year ASH Lease extension).

Acknowledging that the cost to develop new student housing will likely result in rents that are significantly higher than the rents presently charged for the existing HK Apartments, the new student housing development is expected to at least provide an alternative and cushion the possible loss of the HK Apartments due to the age and condition of the facilities.

UH Hilo considered seeking private operators other than ASH Hawai'i to manage the HK Apartments for the next five (5) years. After its analysis, however, the University believed that continuing with ASH Hawai'i as the manager and operator of the HK Apartments, was the best and most feasible alternative based on the following:

- ASH Hawai'i has over 45 years of experience in managing and operating HK Apartments and provides the best alternative for managing and overseeing the HK Apartments in the near term.
- Based on previous informal discussions with other possible management companies, a five (5) year lease term may not provide sufficient time for the transition of management, assessment of existing conditions, implementation of repairs and renovations, and amortization/recapture of the repair/unit refurbishment costs.

ACTION REQUESTED:

We respectfully request your approval of the following:

1. Authorization to enter into the Fifth Amendment. Authorize the University to enter into the Fifth Amendment, consistent with the terms described herein, under which the ASH Lease will be extended for an additional five (5) year period (over and above the lease extension period contained in the Fourth Amendment) and during which time ASH Hawai'i will be obligated to complete the improvements and major repairs listed herein.

Lee Putnam
September 26, 2018
Page 8 of 8

2. Delegation of authority to VPA. Authorize the VPA, in consultation with the UH Hilo Interim Chancellor, to negotiate, finalize, and execute the Fifth Amendment to the ASH Lease, consistent with the terms described herein, and finalize and execute such other documents, and take such other actions, as the VPA, in consultation with the UH Hilo Interim Chancellor, may deem necessary or appropriate in connection with the Fifth Amendment.

Attachment: Listing of Minimum Repairs

c: Kendra Oishi, Executive Administrator and Secretary to the Board of Regents

ATTACHMENT 1

LISTING OF MINIMUM REPAIRS

Building Type A: Two 2-bedroom units on the lower level and two 2-bedroom units on the upper level (Total of 23 buildings).

Building Type B: Two 3-bedroom units on the lower level and two 3-bedroom units on the upper level. (Total of 2 buildings).

Building Type C: Office/Laundry/Mail Complex (1 building)

I. IMMEDIATE ELECTRICAL REPAIRS: All electrical work shall be performed by a licensed electrician in accordance with the International Building Code, 2006 edition, and the International Residential Code, 2006 edition, within 90 consecutive calendar days following Lease Amendment No. 5 approval date:

- A. All Building Type A and B Units: Replace all existing battery operated smoke detectors in bedroom and common wall area with line voltage, 120V hardwired interconnected smoke detectors with a battery backup, and alarm that operates in unison when one alarm is triggered.
 - i. Building Type A – 184 bedrooms, 92 common walls
 - ii. Building Type B – 24 bedrooms, 8 common walls
- B. All Building Type A and B Units: Inspection of all GFCI and regular outlets by a licensed electrician to verify that all outlets are safe and in proper working order. All non-working outlets shall be replaced by a licensed electrician.
- C. All Building Type A and B Units: Inspection of all bathroom lavatory fluorescent lamps, light switches, and light fixtures by a licensed electrician; and replace fluorescent lamps, light switches, and light fixtures, as needed.
- D. Building C: Remove temporary wiring, extension cords and hook-up to light fixtures and replace with permanent wiring to eliminate extension cords. Repair and/or replace light fixtures, as needed.

II. MINIMUM REPAIRS: To be performed during five-year lease term extension period:

- A. Continued rehabilitation and refurbishment of Building Type A and B units:
 - i. Kitchen: Replace with new, or refurbish existing upper cabinets, base cabinets and countertops, as needed.
 - ii. Bathroom: Replace with new, or refurbish existing base cabinets and countertops, as needed. Replace ceramic tile bathtub enclosure, as needed.

ATTACHMENT 1

- iii. Appliances: Replace existing refrigerator, electric range, and exhaust hood with new refrigerator, electric range, and exhaust hood, as needed.
- iv. Flooring: Replace existing carpet and padding, wood and rubber cove base, sheet vinyl or VCT with new carpet and padding, wood cove base and sheet vinyl or VCT, as needed.
- v. Interior plumbing and fixtures:
 - 1. Replace kitchen and bathroom faucet, tailpiece and trap, as needed.
 - 2. Replace with new, or refurbish kitchen sink, toilet, and bathtub, as needed.
 - 3. Replace showerhead, as needed.
- vi. Doors and finish hardware:
 - 1. Replace entry door to bathroom, bedroom and linen closet, as needed.
 - 2. Replace bedroom closet accordion doors, as needed.
 - 3. Replace locket, jamb strike and hinges, as needed.
 - 4. Refurbish wood frame doors, as needed.
- vii. Interior painting: Paint interior areas, as needed.
- viii. Walls and ceiling: Repair damaged walls and ceilings, as needed.

B. Building C:

- i. Replace with new, or repair two (2) commercial dryers.
- ii. Replace four (4) commercial washers.
- iii. Replace storage room fixtures, and repair/replace storage room gypsum board ceiling.

C. Exterior:

- i. Inspect and repair roof leaks, as needed.

D. Miscellaneous – All buildings

- i. Pressure wash roof and clean gutters.
- ii. Inspect all buildings for termites and pests, and treat as needed.

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ATTACHMENT 1

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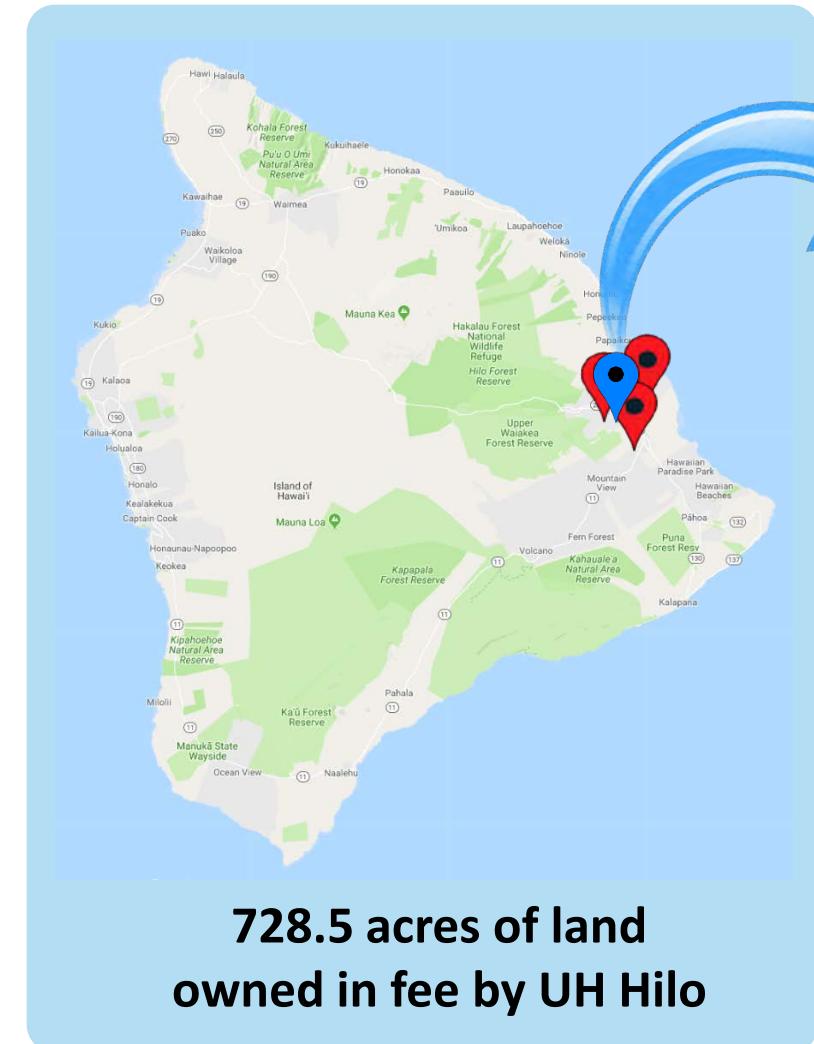
UNIVERSITY of HAWAI'I®

University of Hawai'i at Hilo Adult Student Housing (ASH) of Hawai'i Lease Extension

October 3, 2018



UH Hilo Property

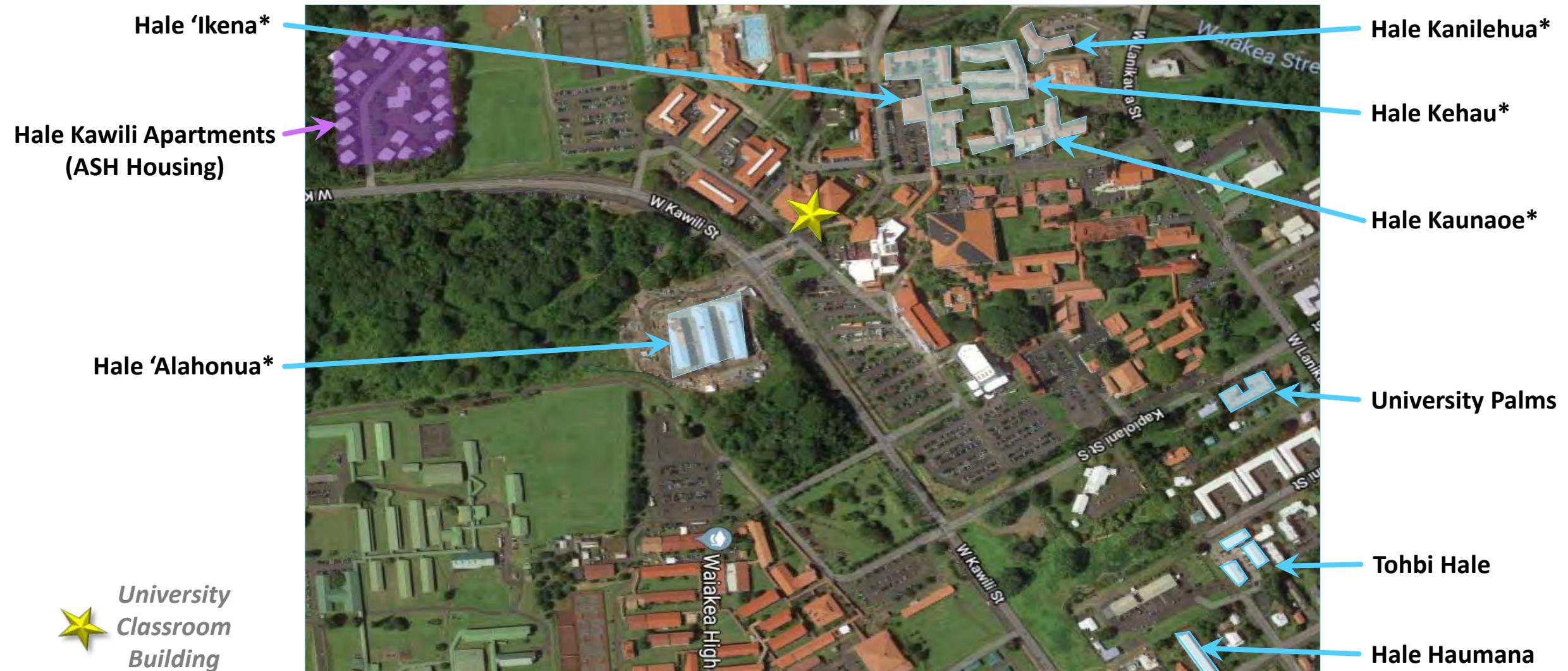


UH Hilo Main Campus

**310 acres / 1 million GSF main campus
120,000 GSF off campus**

UH Hilo Housing

557 Units • 1,620 Beds • \$354–\$675/bed/month



UH Hilo Housing



Hale Kanilehua

- Dorm-style residence hall
- Full-time, first-time Hilo freshmen
- 32 double units
- \$354/student/month
- 64 beds, 86% occupied



Hale Kauanoe

- Dorm-style housing
- Mix of UH students
- 64 double units (\$354/student)
- 8 single units (\$532/student)
- 136 beds, 97% occupied



Hale 'Ikena

- 58 1- and 2-bedroom apartments
- Mix of UH students
- Double occupancy
- \$521 or \$675/student/month
- 216 beds, 97% occupied



Hale Kehau

- 62 2-bedroom suites
- Mix of UH students; 33% freshmen
- Double occupancy
- \$448/student/month
- 242 beds, 89% occupied



Hale Haumana

- 18 2- and 3-bedroom apartments
- Mix of UH students
- Single and double occupancy
- \$490-600/student/month
- 54 beds, 100% occupied



Tohbi Hale

- 34 2-bedroom apartments
- Mix of UH students
- Single and double occupancy
- \$450-\$550/student/month
- 102 beds, 100% occupied



University Palms

- 31 2- and 4-bedroom apartments
- Mix of UH students
- Single and double occupancy
- \$469 or \$620/student/month
- 102 beds, 94% occupied



Hale 'Alahonua

- 150 2-bedroom suites
- Mix of UH Students
- Single occupancy
- \$630/student/month
- 300 beds, 65% occupied

Adult Student Housing (ASH): Background

UH enters into sublease with ASH, Inc.:

- Construct, operate and manage affordable student housing
- 6.5 acres of land
- 41 year term (2013)
- \$1.00/year

Lease amended:

- Interests transferred to ASH of Hawai'i, Inc.
- Extended to 2014
- ASH must perform UH-identified repairs by 2014

Lease amended:

- Extended to 2019
- UH identified new improvements to be completed by 2015

1972

2012

2014

2018



Hale Kawili Apartments

- 100 apartment units in 25 2-story buildings, built in 1972
 - 92 2-bedroom units (\$725/unit/month)
 - 8 3-bedroom units (\$785/unit/month)
- Houses mix of UH students (with families)
- Second priority tenant status for UH faculty
- 100% occupied
- Rent has increased 6 times since 1992
- Original rent in 1992 was \$510 and \$545/unit/month for 2- and 3-bedroom units

Request for Action

Extend lease for 5 additional years (through 2024)

- Requires ASH Hawai'i to complete repairs/improvements during the lease term, including:
 - Replace and upgrade smoke detectors
 - Rehabilitate and refurbish units
 - Includes painting and repair/replacement of flooring, appliances, plumbing, fixtures, counters, cabinets, doors, walls and ceilings
 - Repair/replace 2 dryers and 4 washers
 - Inspect, repair and pressure wash roof
 - Clean gutters
 - Inspect and treat for termites and pests



Provides affordable housing to our students and local community

Monthly Fair Market/Affordable Housing Rates			
	ASH	County	Federal
2-Bedroom	\$725	\$975	\$1,322
3-Bedroom	\$785	\$1,182	\$1,663



Market conditions at this time do not favor new development for affordable housing



Advances access to higher education to those in financial need



2017 Study: Continued use with identified repairs and refurbishment by ASH



Mahalo!



Honolulu Community College



UH Board of Regents Planning & Facilities Committee

Honolulu Community College (HCC)
Transit Oriented Development
(TOD) Option Study

October 3, 2018



UNIVERSITY
of HAWAIITM
SYSTEM



HHF PLANNERS
places for people

Introduction

State of Hawai'i Office of Planning (OP) is lead agency to coordinate and advance smart growth and transit-oriented development (TOD) planning within the State.

2016: \$500,000 budgeted to OP for TOD studies on State land:

- 3 sites: Aloha Stadium, East Kapolei & Honolulu Community College (HCC)
- \$100,000 awarded to University of Hawai'i (UH) to explore broad state TOD and smart growth objectives for HCC campus.
- HHF Planners selected by UH

Present results of project prior to submitting to OP Dec. 2018

HCC campus



HCC's Unique Qualities

- HCC is the closest college in the UH system to Downtown urban Honolulu; situated in Kapalama-Iwilei neighborhood along Dillingham Boulevard.
- HCC is well known for many of its trades and technical programs (e.g., apprenticeship training, Music & Entertainment Learning Experience (MELE), Pacific Center for Advanced Technology Training (PCATT), Fashion, etc.).
- HCC technical education programs are in high demand. There may be other programs that will benefit from the accessibility provided by transit where it has a unique competitive advantage.
- HCC is near the center of a major planned redevelopment area (Kapalama-Iwilei) of the City – a district that will eventually be transform into mix use - higher densities. The Kapalama transit stop is to be situated on the HCC campus (corner of Kokea and Dillingham).

HCC Campus Challenges Today

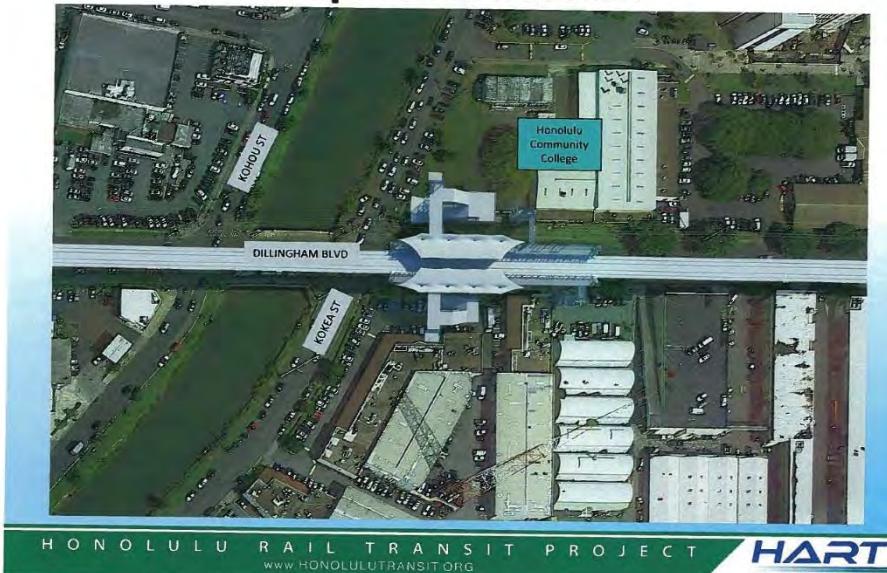
- Small urban campus (25.9 acres mauka, 6.4 acres makai)
- Ceded lands (~3.7 acres mauka, ~6.4 acres makai)
- Campus security is an issue.
- Campus life not very strong at present.
- Significant transition time each school day.
- Limited Parking.
- Older neighborhood

Question: What TOD options are appropriate for HCC?

Kapālama Rail Station

(data source: HART)

Kapālama Station



Mauka ingress and egress (fare gate) at Kōkeā-Dillingham corner; on HCC campus



Travel Time

34 minutes to East Kapolei Station
13 minutes to Aloha Stadium Station
8 minutes to Daniel K. Inouye International Airport Station
4 minutes to Downtown Station
8 minutes to Ala Moana Station

Station Features

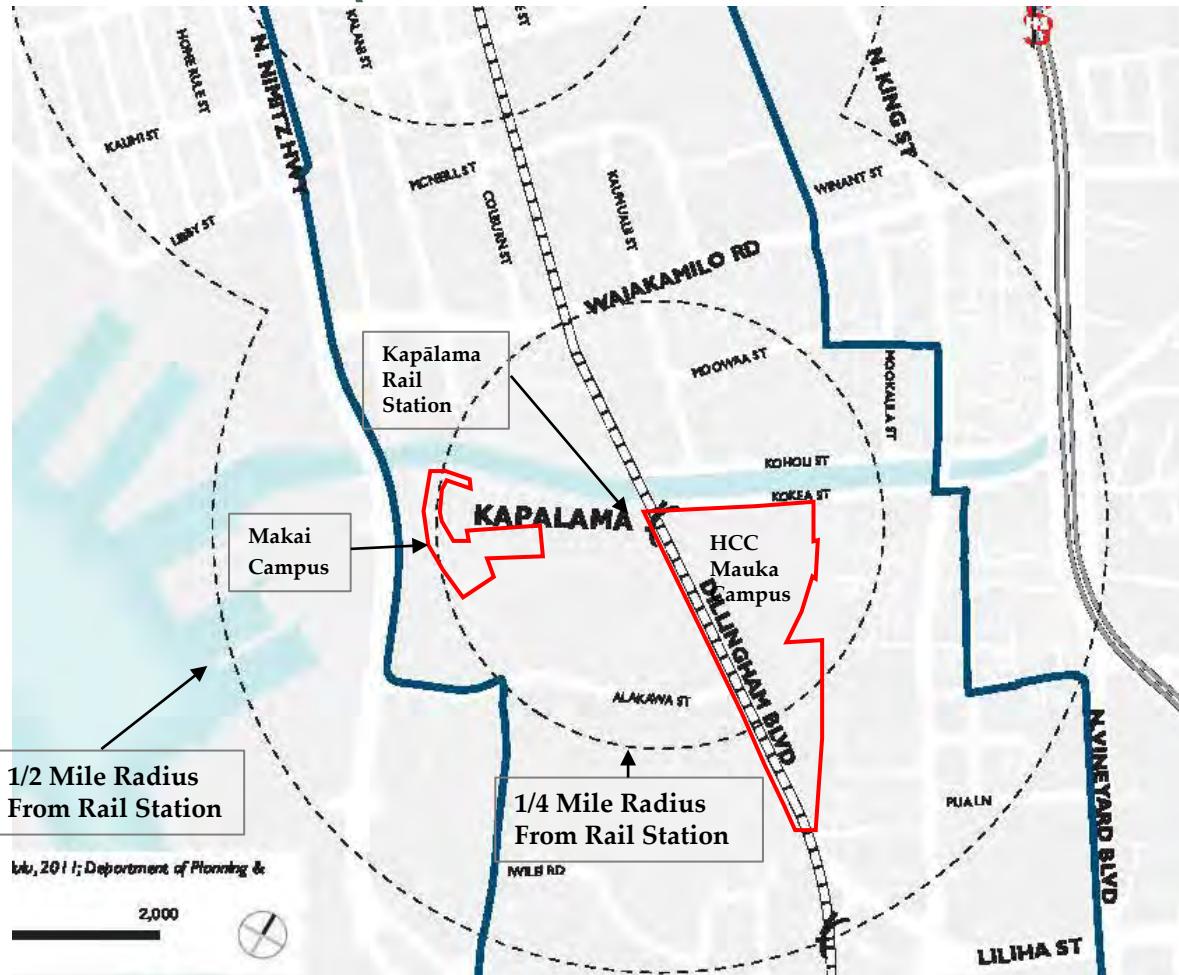
ADA Pedestrian Access
Bicycle Parking
Elevator and Stairs
Restroom
Station entry (fare gate) on HCC

HCC – RAIL (and other) construction period challenges

- HART utility relocation, guideway and station construction; Kapalama canal dredging and bank stabilization, Lot 1C and ATTC construction – all occurring in the 2018-26 time period.
- Need to maintain campus accessibility; campus traffic flow.
- Robust (website, email, social media) and timely communications program needed to reach all stakeholders.
- Clear directions and access information. Directional signs can be helpful.
- Consider establishing carpool, vanpool, or shuttle bus.
- Investigate flextime or revisions to class schedules which would reduce travel during peak hours.
- Encourage telecommuting for staff or distance learning for students.
- Consider creative promotions or events to keep everyone aware that HCC is open for business.

Source: Adapted from “How to Thrive During Road Construction”, Minnesota DOT; and “Road Construction Survival Guide”, City of Madison.

TOD Zones (5 and 10 min walk radii)

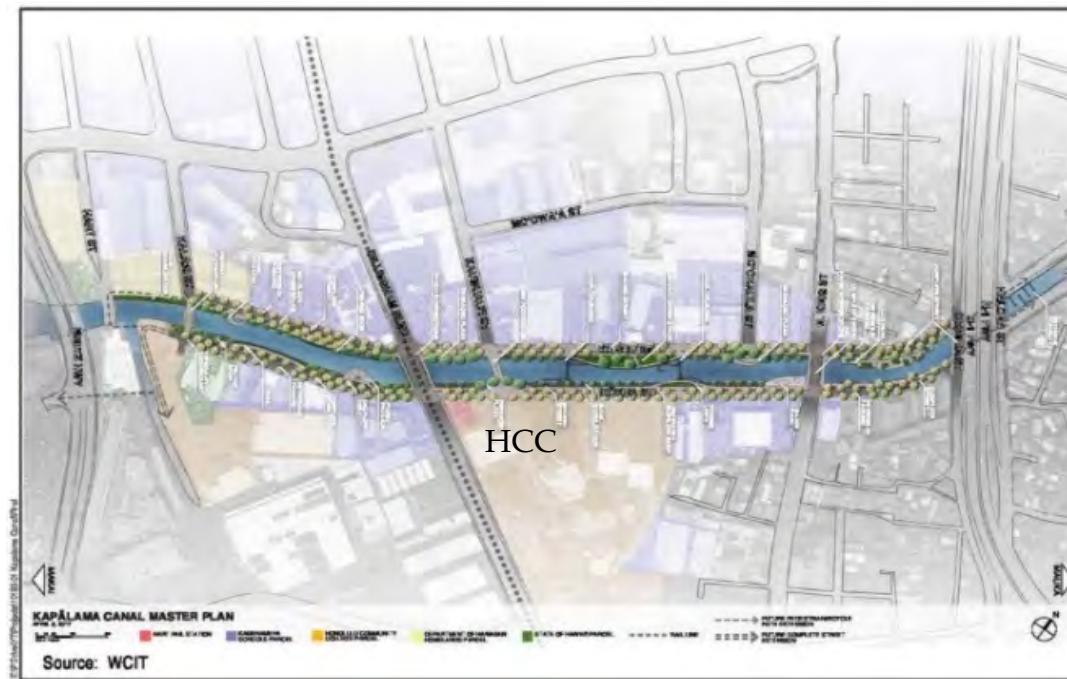


TOD can be defined as a “type of community development that includes a mix of land uses such as housing, office, retail and/or other amenities integrated into a walkable moderate- to high-density neighborhood and located within designated TOD zones or within a half-mile of public transportation nodes”.

Source: Hawai'i Interagency Council for Transit-Oriented Development

Kapālama Canal Catalytic Project

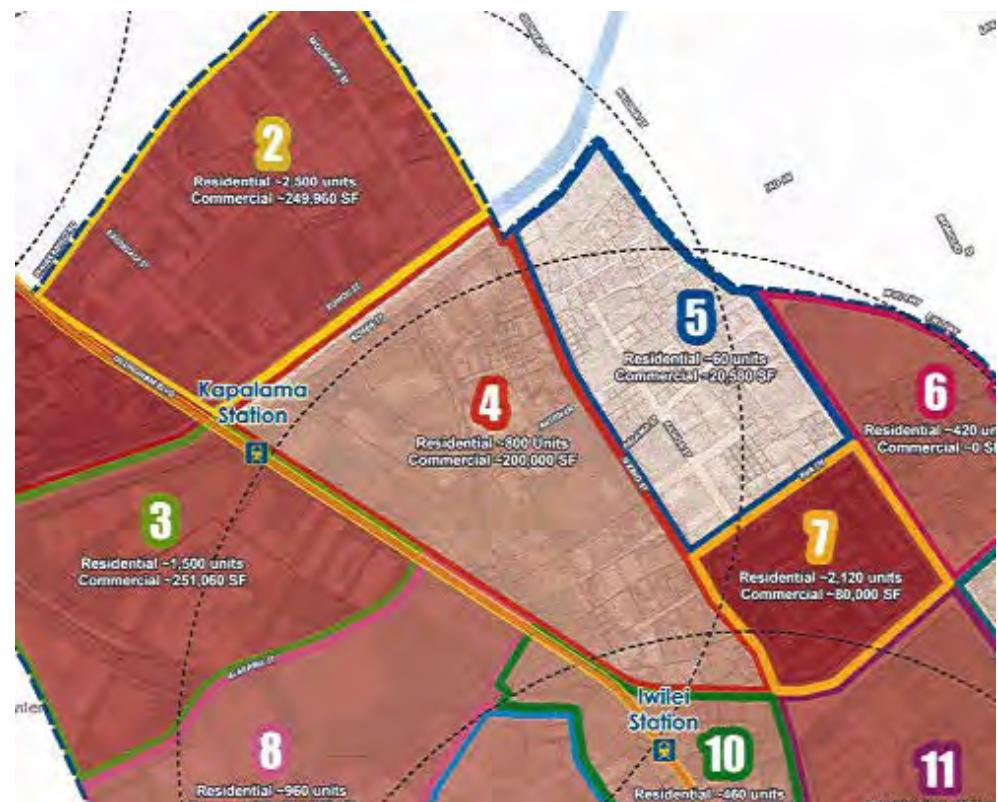
- City project; intended to be catalyst for redevelopment and transformation of area
- Pending DEIS issuance
- Funding uncertain



Source: City and County of Honolulu, Kapālama Canal Catalytic Project EISPN

Kalihi – CITY TOD Plan

City Kalihi TOD Plan envisions significantly higher building heights and densities. HCC campus shaded light blue



- Block bounded by Kōkeā, Dillingham, North King projected for higher density under City plan
- HCC would continue to be governed by PRU.

Development and Infrastructure

General development observations:

- RAIL fully operable by 2026 (?); current forecast
- Significant development potential in Kapālama (i.e “Kakaako West”) but major development undertaking is tempered due to unknowns, uncertainties such as infrastructure, market demand, marketing analysis, financing. Urban transformation will take time.
- HCC is a prime urban location. RAIL transit stop on campus has future TOD potential for revenue and educational benefits for HCC

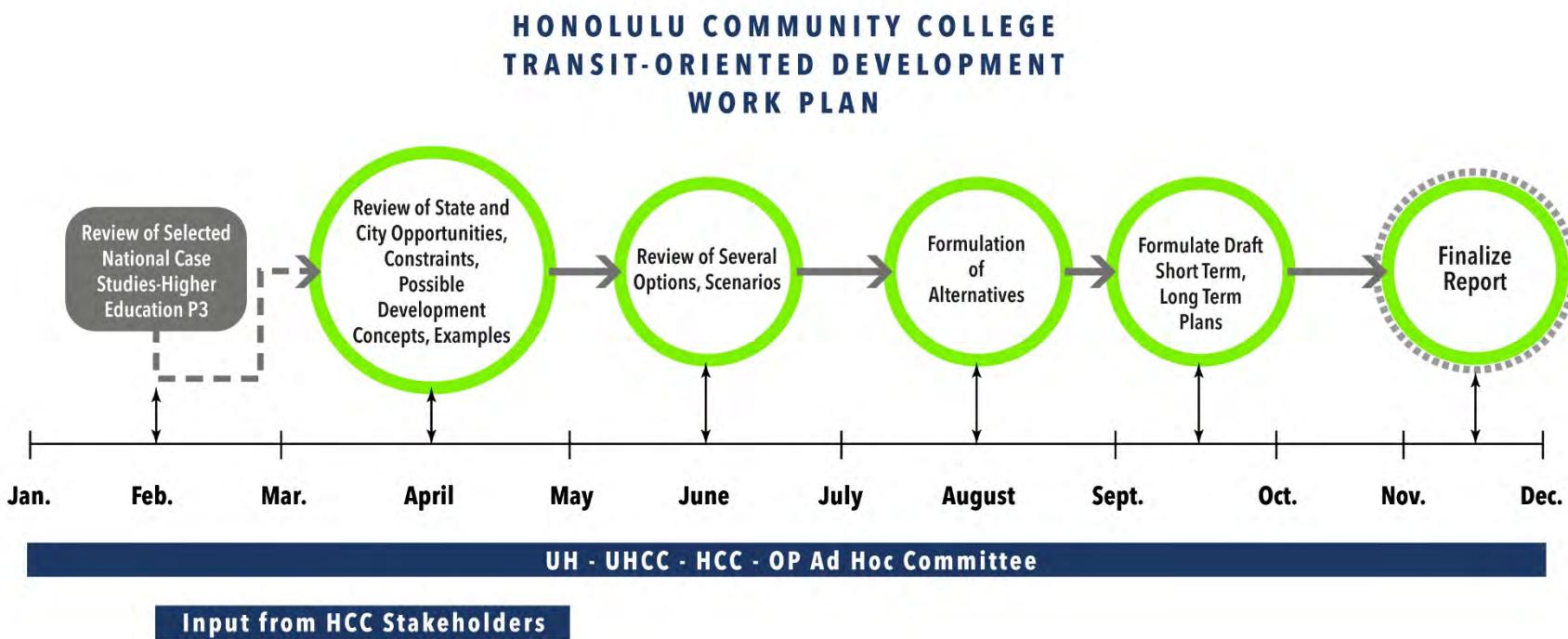
Infrastructure:

- Upgrades and improvements to infrastructure would be needed to allow higher density.
- Two notable wastewater projects – bypass line on Waiakamilo Street and ‘Awa Street pump station upgrade.
- Rail construction and canal improvements take place in the 2018-2026 time frame -- which will cause significant disruption and challenges for area landowners and tenants.

Kōkea-Dillingham Corner

- When rail is fully operational (projected for 2026) , the Kōkea-Dillingham corner will become a busy node of activity on a central city segment of the rail line.
- Future development planned by KS across the canal and other development along the Dillingham corridor, as well as existing Big Box activities (i.e Costco, Home Depot, Best Buy) along Ala Kawa Street will generate consumer traffic. In addition to the campus population , what will attract consumers to HCC?
- Travel modes for the HCC community may shift from vehicles to rail use over time. The rate of that shift can be accelerated by intentional site planning and other strategies to encourage rail ridership to reduce vehicular use.
- The length of time that it will take for real estate values to be influenced by TOD is uncertain and subject to market demand and economics for a higher density environment. Example: Kakaako transformation has taken 40+ years to establish the “live, work, play” high density neighborhood environment.
- Interim uses can be considered to build value and begin to define a distinctive sense of place anchored by HCC. At the same time, UH needs to be opportunistic in leveraging its real estate assets as campuses and programs evolve for the benefit of its constituents. Exploring development concepts (as being undertaken in this study) that are aligned with UH mission, may generate interest by private development sector may present future opportunity that may be beneficial for UH.

HCC TOD - Study Scope



Future Development Considerations

Development considerations and concepts are discussed as short-term and long-term projects.

- Short-term - 1 to 20 years
- Long-term – 20 to 40 years

Possible Development

Three initial areas on campus



Kōkea Parking Lot -

1

- Project in process.
- Lot 1C – 150-160 parking stalls; at-grade parking lot.
- Estimated construction start – February 2019



Source: HCC Plan Review Use Permit

Advanced Technology Training Center -

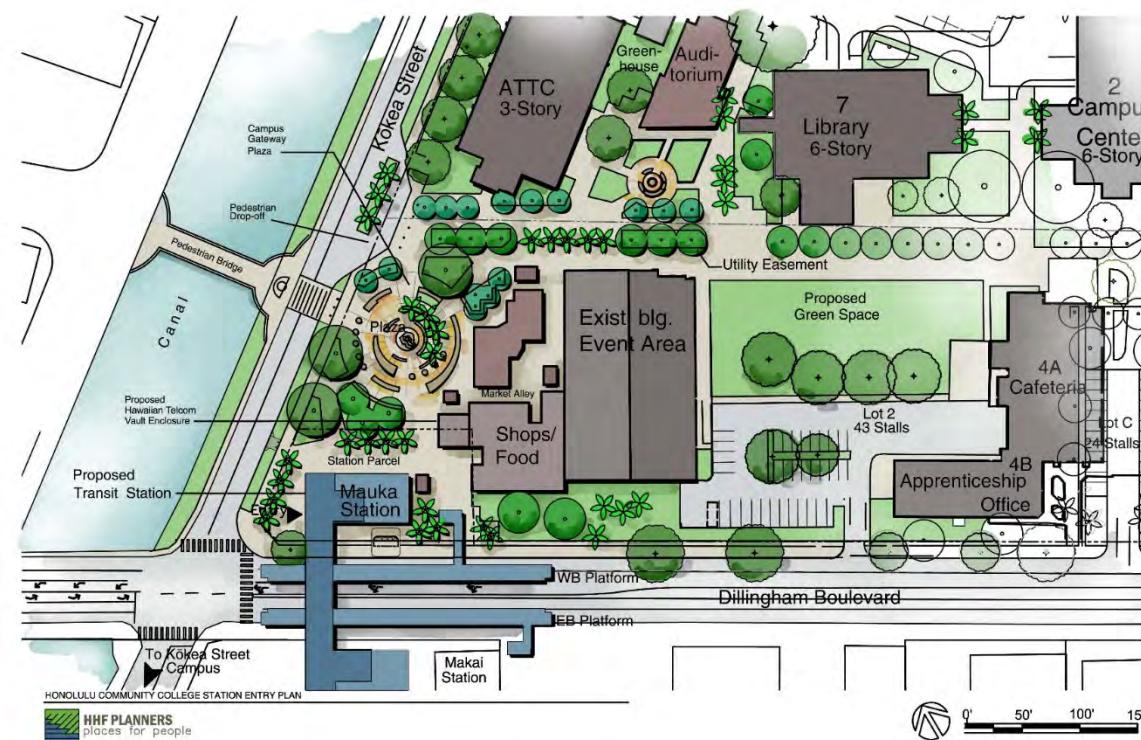
- Included in 2012 PRU Modification
- 3 story 48,000 sf building, 200 seat auditorium, generator building and greenhouse.
- 2019 Appropriation request to be submitted.



Short-Term Potential: Kōkea-Dillingham Plaza

3

- Creation of a plaza/gathering space along the Kōkea frontage.
- Could be a key gathering place with commercial, retail, dining.



Short Term Potential: Kōkea Dillingham corner

- Special HCC events, such as a computer fair, job fair, fashion show, concerts could be considered.
- Special weekly events such as Farmer's Markets could draw community members and increase revenue opportunities for local vendors.
- Pop-up Commercial represents a low-cost possibility to drive some retail revenue and activate the spaces next to the transit station.



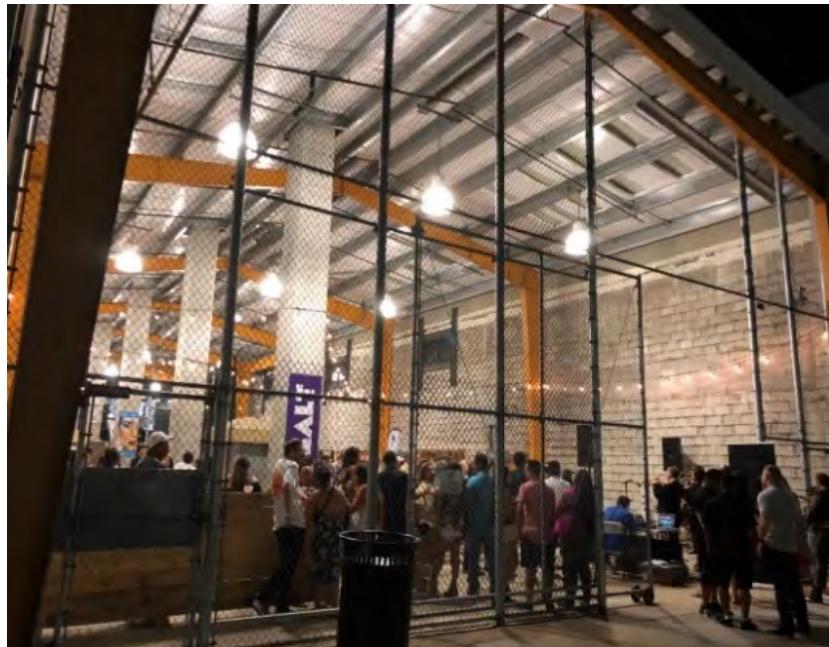
Source: Kamuela Farmer's Market

Portland's Saturday Market provides a marketplace for small businesses creating locally handmade arts, crafts and foods from the Pacific Northwest.

Source: Portland Saturday Market

Short-Term Potential: Kōkea-Dillingham

- Another option is to relocate the auto body program, demolish the building and create a bigger space for a plaza.
- Reuse/repurpose of the auto body building for a sand box, maker space, and/or entertainment, performance venue



SALT at Kaka'ako holds monthly pop-up events featuring local vendors and retailers in an open warehouse type structure.

Source: HHF Planners

Short-Term Potential for the Makai Campus (note ceded lands)

- Build a new Auto Body building on the Makai Campus. Relocate the Auto Body program to the new building.
- Relocate the Auto Body program within either the Automotive Mechanics or Diesel Mechanics Buildings. This would require some repurposing of existing building space to accommodate the program.



Source: HCC LRD

Short-Term Potential: Makai Campus

- Lease a portion for industrial, innovation or small manufacturing space



Shinola's watch factory and corporate headquarters are based in the same building as the College for Creative Studies in Detroit. A collaborative partnership has been formed which enables projects such as Product Design and Crafts students designing a limited edition wearable watch design for Shinola.

Source: Shinola

Long Term Concepts: Kōkea Dillingham

- Various options and possibilities:
 - Take advantage of proximity to transit station. Upper level concourse access is a possibility.
 - Kōkea-Dillingham corner a prime spot for commercial, retail, gathering, socializing.



A photosimulation depicting high density development options for the Dillingham and Kōkea corner.

Source: HHF Planners

Long-Term Concept: Mixed Use Development Concept

Mix-use facilities (educational and residential uses) with appropriate retail and shared parking (becoming a revenue source).

- University rental housing (student, faculty, workforce) is an option.
- Appropriate revenue generators (retail, commercial, office)
- Campus parking needs should decrease due to rail use and convenience.
- Excess parking (non peak hours) could be used as park and ride for Rail commuters (revenue generation).
- As parking needs decrease, surface parking may be converted to address HCC program space needs.

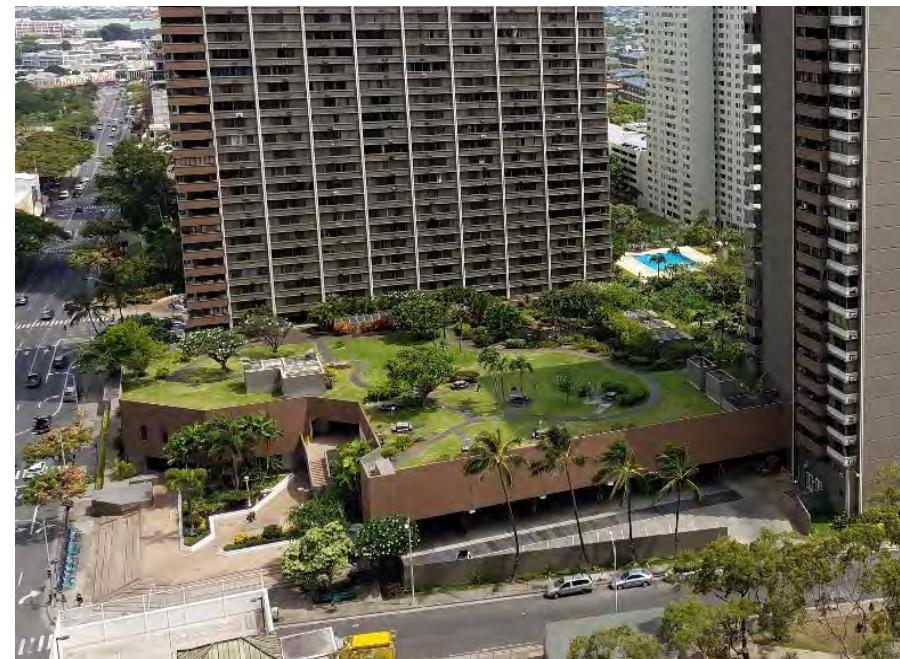
Long-Term : Mixed Use Development Concepts



Retail corner/parking
structure Glendale, CA.



SALT at Kaka'ako offers a variety
of restaurant and retail options.



Kukui Plaza in downtown HONOLULU.
Mix-use project with landscaped open space on
deck; a valuable amenity.

Summary

- Rail transit stop is on HCC campus; HCC is uniquely positioned to benefit from TOD opportunities; benefits could take several decades to be fully realized but actions need to be considered now to set future course.
- Uses/programs to take advantage of TOD should be explored in greater detail and analysis to understand market demand, financial viability to ensure risks and benefits are defined and in the best interest of UH.
- Project Delivery methods also need to be explored.
- RAIL construction along entire Dillingham Boulevard corridor estimated to take next 4 + years (2018 to 2022 +); will cause significant disruption and impacts to HCC.
- City projects (sewer improvements + Kapalama Canal) will also impact area and HCC campus.
- Requires UH leadership and stakeholder buy in; requires UH commitment and resources to implement strategic TOD plan across campuses near or on Rail corridor.
- Final HCC TOD report to OP – December 2018