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Statement of  
**RICHARD C. LIM**  
**Director**

Department of Business, Economic Development, and Tourism  
before the

**SENATE COMMITTEE ON WAYS AND MEANS**

Wednesday, February 19, 2014

9:25 a.m.

State Capitol, Conference Room 211

in consideration of  
**SB 2436, SD1**  
**RELATING TO COMMUNITY PLANNING.**

Chair Ige, Vice Chair Kidani, and Members of the Committee.

DBEDT appreciates and supports the intent of SB 2436, SD1, which seeks to establish a transit-oriented development (TOD) advisory committee to make recommendations to the legislature and state agencies about sustainable development projects close to transit. However, no funding is provided in the bill either to provide administrative staff support for the advisory committee or to implement the advisory committee's recommendations. It is estimated that \$500,000 would be needed to carry out this initiative.

In addition, the advisory committee may be duplicative of efforts that have already been established by the City's Department of Planning and Permitting.

Though we support the intent of this measure, the appropriation should not replace or adversely impact the Administration's budget request.

Thank you for the opportunity to provide testimony on this measure.



**SB2436 SD1**  
**RELATING TO COMMUNITY PLANNING**  
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The Office of Hawaiian Affairs (OHA) **SUPPORTS** SB2436 SD1, which establishes the transit-oriented development advisory committee to make recommendations about sustainable development projects close to transit.

OHA's strategic plan includes a commitment to building ho'okahua wai wai (economic self-sufficiency) for Native Hawaiians. This includes a commitment to addressing systemic barriers, including access to affordable housing. Unfortunately, data indicate Native Hawaiian families are more likely to earn under the state median income, suffer from poor health outcomes, and face challenges related to high cost of housing and transportation.

Transit-oriented development presents a unique opportunity for integrated planning to address housing, economic, and health needs. Research shows that mixed-use housing developments combining residential and commercial space create walkable communities that limit sprawl, reduce transportation costs, encourage sustainable building design, and promote a healthy environment. Key to this planning is the inclusion of community voices to ensure planned development responds to the individual community needs.

OHA applauds the inclusion of three cultural advisor members to the advisory committee. Recognition of Native Hawaiian cultural values intrinsically tied to the 'āina will increase the likelihood that transit-oriented development is culturally appropriate and celebrates the uniqueness of each community.

Therefore, OHA urges the Committee to **PASS** SB2436 SD1. Mahalo for this opportunity to provide this testimony.

DEPARTMENT OF PLANNING AND PERMITTING  
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February 19, 2014

The Honorable Senator David Y. Ige, Chair  
and Members of the Committee on Ways and Means  
Hawaii State Senate  
Hawaii State Capitol  
415 South Beretania Street  
Honolulu, Hawaii 96813

Dear Chair Ige and Committee Members:

SUBJECT: Senate Bill No. 2436, SD1  
Relating to Community Planning

The Department of Planning and Permitting (DPP) and the City's Transit Oriented Development (TOD) Program **support the intent** of Senate Bill No. 2436, SD1, but have concerns with the Bill as drafted. The Bill would establish a transit-oriented development advisory committee to make recommendations about sustainable development projects close to transit, and to advise and assist the Legislature and State agencies.

We applaud interest in getting State agencies more involved in implementing transit-oriented development projects. The State owns a significant amount of land around many of the stations, and has access to resources, partnerships, incentives and financing capacity that can be used to catalyze development on several of those parcels. We share your interest in maximizing the impact of State policies, land, and resources to support TOD projects that will enhance Oahu's neighborhoods. However, many of the proposed tasks and findings in the Bill would appear to duplicate what the City's TOD Program and our partners have been working on for the last seven years.

The DPP's TOD Program has developed six draft Neighborhood TOD Plans for the areas around 15 of the transit stations, and we are preparing to conduct the Airport and Aloha Stadium TOD plans for four stations (the remaining two station areas are under Hawaii Community Development Authority jurisdiction). Each plan is based on extensive community participation, with three to four public workshops in each area, several smaller stakeholder meetings with land owners, business and community groups, and detailed community surveys. Thorough technical analysis underlies each plan, including market analysis and feasibility studies. All of this work is available at [www.todhonolulu.org](http://www.todhonolulu.org) and has been shared with State agencies. In fact, several key State agencies have been members of the advisory committee that shaped these plans, and participated at community workshops. We do appreciate prior Senate committees' amendments to reflect our concerns, which added: "Identification of similar development plans, such as the city and county of Honolulu department of planning and permitting's neighborhood transit-oriented development plans."

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The stations are, for the most part, located in well-established neighborhoods, many members of which have spent years talking with us about how the TOD plans mesh with neighborhood goals. It would be difficult to start those conversations again with a new task force, and we wouldn't want to suggest dramatically new ideas without taking them back to the community. Forming a new task force would put us all back at least a year in that regard.

For the last year, we have focused on an implementation strategy to catalyze development opportunities, infrastructure investments, and neighborhood enhancements. We have started drafting land use ordinance and zoning updates, based on the Neighborhood TOD plans, which will make it easier to develop mixed-use projects that reflect the community's vision. The City's new TOD Sub-cabinet is a working group of infrastructure, transportation, environmental, housing, and planning directors who meet weekly to focus inter-agency efforts on expediting catalytic projects in the TOD areas. Three catalytic projects were selected for this year, along with multimodal access and safety improvements around the first half of the rail stations that will open in 2017. We are also working with landowners and developers to generate interest in potential projects in key areas.

These efforts have identified several potential sites, projects, and policies where the State's efforts could help leverage City and private developer investments. Rather than wait for a new advisory committee to meet quarterly and replicate much of the analysis done over the last several years, we respectfully suggest that it may be more effective – and quicker – to use the TOD program's efforts as a starting point. Perhaps DPP could host a series of work sessions with key State agencies to walk through each of the TOD Plans, present what we have learned about community goals, needs and potential, explore infrastructure issues, and highlight key development opportunities.

DPP has already been working with several State agencies on TOD-related issues, including the Department of Education (potential redevelopment opportunities and school access); Department of Health (potential bike share system and environmental/brownfields issues); Department of Accounting and General Services (potential State facilities and projects in TOD areas); HCDA (mobility and infrastructure improvements in Kakaako); and the University of Hawaii system (West Oahu, Leeward Community College, and Honolulu Community College campuses and long-term redevelopment potential). We are preparing to initiate the Aloha Stadium TOD Plan, and have been meeting with DAGS and the Stadium Authority. We are also initiating the Airport Neighborhood TOD Plan, and will be working closely with the Hawaii Department of Transportation on that plan, as well as transit station access and safety improvements for the station areas along Farrington and Kamehameha highways.

In summary, the DPP and the Transit Oriented Development Program **support the intent** of Senate Bill No. 2436, SD1, but have concerns with the Bill as drafted. We recommend that State agencies meet with our TOD team to identify potential target areas where State land, resources, and policies can be focused to expedite housing development. We suggest that the emphasis should primarily be on implementing projects – getting State resources directed geographically to the transit corridor.

Honorable Senator David Y. Ige, Chair  
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Thank you for the opportunity to testify.

Very truly yours,

A handwritten signature in blue ink that reads "George I. Atta". The signature is written in a cursive style with a large initial "G".

George I. Atta, FAICP  
Director

GIA:cl  
SB2436SD1-hbr