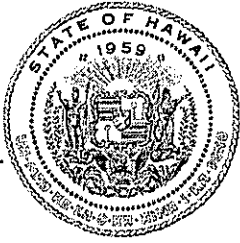


SB 2436

Establishes the transit-oriented development advisory committee to make recommendations about sustainable development projects close to transit.



**DEPARTMENT OF BUSINESS,
ECONOMIC DEVELOPMENT & TOURISM**

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NEIL ABERCROMBIE
GOVERNOR

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DIRECTOR

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DEPUTY DIRECTOR

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Statement of
RICHARD C. LIM
Director
Department of Business, Economic Development, and Tourism
before the
**SENATE COMMITTEE ON ECONOMIC DEVELOPMENT, GOVERNMENT
OPERATIONS AND HOUSING**
SENATE COMMITTEE ON TRANSPORTATION AND INTERNATIONAL AFFAIRS
and
**SENATE COMMITTEE ON PUBLIC SAFETY, INTERGOVERNMENTAL AND
MILITARY AFFAIRS**
Monday, February 3, 2014
2:45 p.m.
State Capitol, Conference Room 16

in consideration of
SB 2436
RELATING TO COMMUNITY PLANNING.

Chairs Dela Cruz, English and Espero, Vice Chairs Slom, Dela Cruz, and Baker, and Members of the Senate Committees on Economic Development, Government Operations and Housing; Transportation and International Affairs; and Public Safety, Intergovernmental and Military Affairs.

DBEDT appreciates and supports the intent of SB 2436, 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.

In addition to the lack of funding, we have a number of comments regarding the composition and scope of work for the advisory committee:

1. If the advisory committee is intended to advise the State Legislature and State agencies, then the chairperson should be a State agency employee rather than a City and County of Honolulu employee.

2. If the intended focus of the committee is on State-owned and controlled lands, this should be expressly stated.

3. One of the primary impediments to TOD development is the inadequacy of infrastructure systems, yet there is no civil or traffic engineering participation on the committee.

4. The ability and authority of the advisory committee relative to making findings leading to the “development and construction of a project...” are unclear, particularly how any identified projects on lands affecting these agencies will be funded, planned, designed, managed and developed.

5. It is unclear how affected State agencies will be included and involved in the deliberations of the advisory committee.

6. The lack of funding will be a major constraint to the implementation of any findings and recommendations from the advisory committee. It is recommended that an ongoing source of funding be provided if the formation of such an advisory committee is to be effectively pursued.

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



SB2436

RELATING TO COMMUNITY PLANNING

Senate Committees on Economic Development, Government Operations and Housing
Senate Committee on Transportation and International Affairs
Senate Committee on Public Safety, Intergovernmental and Military Affairs

February 3, 2014

2:45 p.m.

Room 016

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

The growing affordable housing problem is one of the most critical issues faced by our communities, especially our Native Hawaiian communities. This issue seems to have many of our families struggling to find adequate housing near their place of employment in the urban cores in order to make ends meet.

Transit-oriented development can be an opportunity to get our citizens living near an area that will get them to their place of employment by keeping their transportation costs to a minimum. In addition, urban cores with mixed-use housing need affordable units because the jobs are there and until neighborhoods are built, instead of subdivisions, families need to be where the jobs are.

OHA recognizes that physical solutions by themselves will not solve social and economic problems, but neither can economic vitality, community stability, and environmental health be sustained without a coherent and supportive physical framework. Transit-oriented development will provide one of the many physical frameworks needed for Hawai'i's residents.

OHA also applauds the inclusion of three cultural advisor members. Having cultural advisors allow better planning with respect to Native Hawaiian issues and concerns including the recognition of Native Hawaiian cultural values that are intrinsically tied to the 'āina.

Therefore, OHA suggests the Committees **PASS** SB2436. Mahalo for this opportunity to provide this testimony.

DEPARTMENT OF PLANNING AND PERMITTING
CITY AND COUNTY OF HONOLULU

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KIRK CALDWELL
MAYOR



GEORGE I. ATTA, FAICP
DIRECTOR

ARTHUR D. CHALLACOMBE
DEPUTY DIRECTOR

February 3, 2014

The Honorable Donovan Dela Cruz, Chair
and Members of the Committee on Economic Development,
Government Operations and Housing
The Honorable J. Kalani English, Chair
and Members of the Committee on Transportation
and International Affairs
The Honorable Will Espero, Chair
and Members of the Committee on Public Safety,
Intergovernmental and Military Affairs
Hawaii State Senate
Hawaii State Capitol
415 South Beretania Street
Honolulu, Hawaii 96813

Dear Chairs Dela Cruz, English, Espero and Committee Members:

**Subject: Senate Bill No. 2436
Relating to Community Planning**

The Department of Planning and Permitting (DPP) and the City's Transit Oriented Development Program **support the intent** of Senate Bill No. 2436, 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 (TOD) 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.

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

Honorable Donovan Dela Cruz, Chair
and Members of the Committee on Economic Development,
Government Operations and Housing
Honorable J. Kalani English, Chair
and Members of the Committee on Transportation
and International Affairs
Honorable Will Espero, Chair
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Intergovernmental and Military Affairs
Hawaii State Senate
Re: Senate Bill No. 2436
February 3, 2014
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analysis underlies each plan, including market analysis and feasibility studies. All of this work is available at www.todhonorolulu.org and has been shared with State agencies. In fact, several key agencies have been members of the advisory committee that shaped these plans, and participated at community workshops.

The stations are, for the most part, located in well-established neighborhoods, many members of which have spent years talking to us as to how we mesh into those neighborhoods. 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 HDOT on that

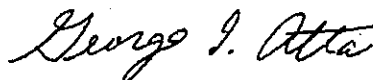
Honorable Donovan Dela Cruz, Chair
and Members of the Committee on Economic Development,
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plan, as well as transit station access and safety improvements for the station areas along Farrington and Kamehameha highways.

In summary, the DPP and the Transit Oriented Development Program **support the intent** of Senate Bill No. 2436, 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.

Thank you for the opportunity to testify.

Very truly yours,



George I. Atta, FAICP
Director

GIA: cl
SB2436-hbr



IN REPLY REFER TO:
CMS-AP00-00593

HONOLULU AUTHORITY for RAPID TRANSPORTATION

Daniel A. Grabauskas
EXECUTIVE DIRECTOR AND CEO

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Carrie K.S. Okinaga, Esq.

January 31, 2014

Via Email: EGHtestimony@capitol.hawaii.gov

The Honorable Donovan M. Dela Cruz, Chair
The Honorable J. Kalani English, Chair
The Honorable Will Espero, Chair
and Members of the Committees on Economic Development,
Government Operations and Housing; and Transportation and
International Affairs; and Public Safety, Intergovernmental and
Military Affairs
State Senate
Hawaii State Capitol
415 South Beretania Street
Honolulu, Hawaii 96813

Dear Chair Dela Cruz, Chair English, Chair Espero, and Senators:

Subject: SB2436 Relating to Community Planning.
SB2437 Relating to Transit.
Committees on Economic Development, Government Operations and
Housing; and Transportation and International Affairs; and Public Safety,
Intergovernmental and Military Affairs
Monday, February 3, 2014, at 2:45 PM

The Honolulu Authority for Rapid Transportation (HART) supports the intent of Senate Bills 2436 and 2437, which encourage collaboration and coordination between State agencies that own property within transit-oriented development (TOD) zones around stations. Also attached is a copy of HART Board Resolution 2013-12, which reflects the Board of Directors' position regarding TOD-related legislation. HART is committed to working with State agencies, as well as the City Department of Planning and Permitting (DPP), Department of Transportation Services (DTS), and other City departments, to develop TOD and joint development projects.

HART respectfully recommends that the City should maintain advisory capacity over areas under its control, unless they are State-owned properties. HART also recommends that the mission of the advisory committee should be to identify TOD projects for development on State property. The identified projects can result in a memorandum of understanding (MOU) as described in Senate Bill 2437.

We respectfully suggest limiting advisory capacity to areas with adjacent State property owners, and limiting the advisory group to nine (9) members with staggered terms, and membership as described below:

- (3) Community representatives: developer, resident living in a TOD area, and cultural representative

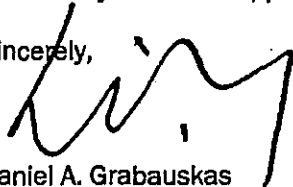
The Honorable Donovan M. Dela Cruz, Chair
The Honorable J. Kalani English, Chair
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and Members of the Committees on Economic Development, Government
Operations and Housing; and Transportation and International Affairs; and
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- (2) City representatives: DPP-TOD (Chair), DTS
- (3) State agency representatives: Hawaii Department of Transportation, State Office of Planning, Governor appointee
- (1) HART representative

HART respectfully suggests that Senate Bill 2437 be combined with Senate Bill 2436, as it duplicates existing relationships between HART and State agencies that hold properties adjacent to station sites. HART notes the proposed legislation requires agencies to enter into an MOU but does not address prioritization of agency activities or resources in TOD areas. It should be noted that DPP is the lead City agency for TOD as HART is a supporting agency for DPP in its efforts to perform TOD studies and capital projects in these areas. As such, DPP may be a more appropriate agency for this legislation. The identification of TOD opportunities and State-DPP-HART collaboration of the eight (8) project areas can be further discussed in revisions to Senate Bill 2436.

We thank you for this opportunity to provide written testimony.

Sincerely,



Daniel A. Grabauskas
Executive Director and CEO

Attachment

cc: HART Board of Directors

Honolulu Authority for Rapid Transportation

RESOLUTION NO. 2013 - 12

**REGARDING THE POSITION OF THE BOARD OF DIRECTORS OF
THE HONOLULU AUTHORITY FOR RAPID TRANSPORTATION ON
TRANSIT-ORIENTED DEVELOPMENT**

WHEREAS, the Honolulu Authority for Rapid Transportation (HART) has been established pursuant to Article XVII of the Revised Charter of the City and County of Honolulu 1973, as amended (RCH); and

WHEREAS, RCH Section 17-103.1 authorizes HART to "develop, operate, maintain and expand the city fixed guideway system;" and

WHEREAS, RCH Section 17-103.2(n) empowers HART to "promote, create and assist transit oriented development projects near fixed guideway system stations that promote transit ridership, and are consistent with the intent of the adopted community plans and zoning"; and

WHEREAS, the HART Board of Directors recognizes that transit oriented development (TOD) will benefit the Honolulu Rail Transit Project (HRTTP) and its ridership through:

- Encouraging convenient, safe multi-modal access to transit;
- Encouraging the creation of mixed-use, pedestrian and bicycle-friendly communities that provide employment, housing, and services;
- Creating housing options including market-rate and affordable units;
- Supporting economic development efforts; and
- Promoting sustainability by reducing pollution, noise and reliance on automobiles; and

WHEREAS, TOD provides a unique opportunity to foster more livable communities that take advantage of the benefits of transit, specifically, reducing transportation costs for residents, businesses and workers while improving mobility and circulation in the station area for all modes of travel; and


WHEREAS, In order to capitalize on this tremendous opportunity, development around future rail station stations needs to be focused, balanced and well-planned.

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of HART as follows:

1. The HART Board of Directors favors and supports legislative measures which maximize the potential for TOD, promote effective community planning and provide a vision for neighborhood improvements and future urban redevelopment.
2. The HART Executive Director and CEO is authorized to submit testimony on pertinent legislation consistent with the overall policies set forth herein.

3. This Resolution shall take effect immediately upon its adoption.

ADOPTED by the Board of the Honolulu Authority for Rapid Transportation on
DEC 19 2013.


Board Chair

ATTEST:


Board Administrator