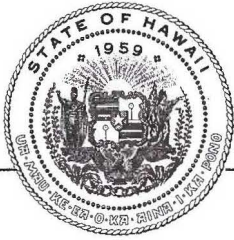


**SB 3076, SD1**

**TESTIMONY**



**OFFICE OF PLANNING  
STATE OF HAWAII**

DAVID Y. IGE  
GOVERNOR

LEO R. ASUNCION  
DIRECTOR  
OFFICE OF PLANNING

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Statement of  
**LEO R. ASUNCION**  
Director, Office of Planning  
before the  
**SENATE COMMITTEE ON TRANSPORTATION AND ENERGY  
AND  
SENATE COMMITTEE ON WAYS AND MEANS**  
Wednesday, March 2, 2016  
10:00 AM  
State Capitol, Conference Room 211

in consideration of  
**SB 3076 SD1**  
**RELATING TO STATEWIDE COMMUNITY PLAN.**

Chairs Inouye and Tokuda, Vice Chairs Gabbard and Dela Cruz, and Members of the Senate Committees on Transportation and Energy and Ways and Means.

The Office of Planning (OP) supports the intent of SB 3076 SD1 which designates OP as the lead agency to coordinate and advance transit-oriented development (TOD) planning in the State. The bill also requires that OP approve all State agencies' and Executive Branch agencies' development plans for parcels along the rail transit corridor, including any properties that the State may obtain in the future.

In 2012, OP and Smart Growth America convened a Project Stakeholders Group to develop a TOD implementation strategy for State agencies, recommending that TOD be identified as a priority for implementing smart growth in the State. Governor Ige has since established TOD as a priority of his Administration. In his 2015 State of the State address, Governor Ige stated that rail can help build future communities on Oahu by sensibly directing

growth, protecting open space and agriculture, stimulating business, reinvigorating older neighborhoods, and building affordable homes.

The intent of SB 3076 SD1 is in accordance with the goals of the State regarding TOD and smart growth principles. OP notes that on the Neighbor Islands, where the population centers are not sufficiently large enough to support rail transit systems, bus transit needs and smart growth principles are still relevant.

OP does not support the proposed amendments to HRS § 225M-2 on page 13, lines 13-21, which would require the OP to approve all State agencies' development plans for parcels along the rail transit corridor, and would prohibit State agencies from beginning design or construction, or entering into development agreements, unless the OP approves the respective agency's development plan. OP prefers to function as a coordinating rather than an approval agency, and we believe that OP should maintain this role in the advancement of TOD. We recommend that HRS § 225M-2(b)(10)(G) on page 13, lines 13-15, be amended to read:

"~~Approve~~ Coordinate all state agencies' development plans for parcels along the rail transit corridor..."

Likewise, we recommend that HRS § 225M-2(c) on page 13, lines 16-21, be stricken from the bill.

Finally, we appreciate and support the appropriation for a branch chief position within OP to direct State TOD efforts, provided that such funding does not replace or adversely impact priorities indicated in our Executive Supplemental Budget.

Thank you for the opportunity to testify on this measure.

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

March 2, 2016

The Honorable Lorraine R. Inouye, Chair  
and Members of the Committee on  
Transportation and Energy  
The Honorable Jill N. Tokuda, Chair  
and Members of the Committee on  
Ways and Means  
Hawaii State Senate  
Hawaii State Capitol  
415 South Beretania Street  
Honolulu, Hawaii 96813

Dear Chairs Inouye and Tokuda, and Committee Members:

Subject: Senate Bill No. 3076, SD1  
Relating to Statewide Community Plan

The Department of Planning and Permitting (DPP) **supports the intent of** Senate Bill No. 3076, SD1, which would designate the State Office of Planning as the lead agency to coordinate and advance smart growth and transit-oriented development (TOD) planning in the State. We believe coordination of State agency efforts in TOD and smart growth planning is a critical need, and will support this Bill if the Office of Planning's jurisdiction is targeted more clearly to State efforts, State policies, and State lands and funding.

Under the City's TOD initiative, the DPP has long believed that State participation is essential to developing mixed-use, mixed-income projects in the TOD areas because of the amount of State lands in close proximity to the rail stations. The State is able to provide land and funding to develop more affordable and workforce housing, provide required infrastructure to support development of State-owned parcels, and contribute to increasing the regional capacity of major infrastructure systems to accelerate development. It is also critical to designate an agency or working group to coordinate TOD and smart growth planning efforts of the many different agencies that own State lands or have a role in development and finance. We applaud your intent with this Bill to help achieve those goals.



The Honorable Lorraine R. Inouye, Chair  
and Members of the Committee on  
Transportation and Energy

The Honorable Jill N. Tokuda, Chair  
and Members of the Committee on  
Ways and Means

Hawaii State Senate

Re: Senate Bill No. 3076, SD1

March 2, 2016

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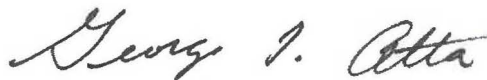
However, since land-use planning and infrastructure development are primarily a county function (except for major State transportation facilities), we believe that TOD planning, policies and infrastructure development should continue to be led by the county – with supportive policies and investments from the State. As a landowner, the State should clearly take the lead in planning and infrastructure for development on State-owned lands.

Through our work with the Mayor's TOD Subcabinet for the last three years, we know how important it is to have strong interdepartmental coordination. We have offered a standing invitation for State agencies to meet with the TOD Subcabinet to coordinate TOD planning, infrastructure investments and other priorities. The Office of Planning has met with the TOD Subcabinet, and recently presented on State TOD efforts to an interdepartmental City staff TOD training workshop.

We believe it is critical for the State to coordinate planning and prioritize its investments in TOD infrastructure and projects on State lands. The City is eager to continue collaborating with the State on this effort. However, it should not usurp City land-use planning functions. Please revise Senate Bill No. 3076, SD 1, to clarify that the intent is for the Office of Planning to coordinate State efforts focused on development of State lands. We are more than happy to work with your staff to review and further refine the measure to become a Bill we can unequivocally support.

Thank you for the opportunity to testify.

Very truly yours,



George I. Atta, FAICP  
Director



**Testimony to the Senate Committee on Transportation & Energy and  
Committee on Ways & Means  
Wednesday, March 2, 2016 at 10:00 A.M.  
Conference Room 211, State Capitol**

**RE: SENATE BILL 3076 SD 1 RELATING TO STATEWIDE COMMUNITY PLAN**

Chairs Inouye and Tokuda, Vice Chairs Gabbard and Dela Cruz, and Members of the Committees:

The Chamber of Commerce Hawaii ("The Chamber") **supports the intent of SB 3076 SD 1**, which designates the office of planning as the lead agency to coordinate and advance smart growth and transit-oriented development planning in the State. Requires that the office of planning approve all state agencies' and executive branch agencies' development plans for parcels along the rail transit corridor, including any properties that the State may obtain in the future. Appropriates funds to the office of planning.

The Chamber is Hawaii's leading statewide business advocacy organization, representing about 1,000 businesses. Approximately 80% of our members are small businesses with less than 20 employees. As the "Voice of Business" in Hawaii, the organization works on behalf of members and the entire business community to improve the state's economic climate and to foster positive action on issues of common concern.

We understand that all future growth within Oahu's urban core will be focused along the transit corridor, especially at the transit stations. We believe that there is a need for government leadership in the redevelopment areas near the transit stations. There has been and continues to be an overall lack of coordination between the land use planning/zoning and the need to increase infrastructure capacity along the entire transit corridor. The effort should be done through a "redevelopment authority," if we are to realize any of the increased density at the transit stations.

This redevelopment authority needs to have both the responsibility for planning for the redevelopment of the areas around the transit stations including the authority to build the infrastructure required to support the planned density at each of the stations.

There needs to be a connection between the "Planning" for Transit Oriented Development (TOD) and "Implementation" of exactly how the redevelopment will occur. Right now, there is too much "Planning" and not enough recognition on how the plans will be implemented.

Essentially, the transit redevelopment authority could be modeled after HCDA. HCDA currently has all of the statutory authority to redevelop urban areas, as has been done in Kakaako.



The statutory authority provided to HCDA recognized the need to plan and implement any redevelopment efforts.

In order for the redevelopment effort to be a success, we believe that the legislature should create a transit redevelopment authority, with powers similar to HCDA to oversee planning and redevelopment along the entire transit corridor. As one of the largest landowners in the Hawaii, the State has an interest to insure that the investments in infrastructure are done in a prudent manner that will insure the State owned lands are used in a manner that benefits the public.

We strongly support the intent of both SB 3076 SD 1; however, we strongly suggest that the legislature consider consolidating the “planning and implementation” of the redevelopment efforts along the transit corridor within one entity.

Thank you for the opportunity to testify.



**Kaala Coleman**

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**From:** mailinglist@capitol.hawaii.gov  
**Sent:** Monday, February 29, 2016 9:47 PM  
**To:** TRE Testimony  
**Cc:** darakawa@lurf.org  
**Subject:** Submitted testimony for SB3076 on Mar 2, 2016 10:00AM

**SB3076**

Submitted on: 2/29/2016

Testimony for TRE/WAM on Mar 2, 2016 10:00AM in Conference Room 211

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
David Z. Arakawa	Land Use Research Foundation of Hawaii	Support	No

Comments: The Land Use Research Foundation of Hawaii SUPPORTS HB 3076, HD1, which designates the office of planning as the lead agency to coordinate and advance smart growth and transit-oriented development planning in the State; requires that the office of planning approve all state agencies' and executive branch agencies' development plans for parcels along the rail transit corridor, including any properties that the State may obtain in the future; and appropriates funds to the office of planning. LURF respectfully urges favorable consideration by your Committees. Thank you for the opportunity to provide comments in support of this measure.

Please note that testimony submitted less than 24 hours prior to the hearing, improperly identified, or directed to the incorrect office, may not be posted online or distributed to the committee prior to the convening of the public hearing.

Do not reply to this email. This inbox is not monitored. For assistance please email [webmaster@capitol.hawaii.gov](mailto:webmaster@capitol.hawaii.gov)