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MAILING  
P.O. BOX 970967  
WAIPAHU, HAWAII  
96797-0967

STREET  
94-487 AKOKI STREET,  
WAIPAHU, HAWAII 96797  
P 808.847.4666  
F 808.440.1198  
E INFO@BIAHAWAII.ORG

WWW.BIAHAWAII.ORG

## **Testimony to the Senate Committees on Transportation & Energy; and Senate Committee on Ways & Means Wednesday, March 2, 2016 10:00 a.m. State Capitol - Conference Room 211**

### **RE: SB 3076 & 3077: Relating to Statewide Community Planning.**

Dear Chairs Inouye & Tokuda, Vice-Chairs Gabbard & Dela Cruz, and members of the Committees:

My name is Gladys Marrone, Chief Executive Officer for the Building Industry Association of Hawaii (BIA-Hawaii), the Voice of the Construction Industry. We promote our members through advocacy and education, and provide community outreach programs to enhance the quality of life for the people of Hawaii. BIA-Hawaii is a not-for-profit professional trade organization chartered in 1955, and affiliated with the National Association of Home Builders.

BIA-HAWAII supports the intent of both S.B. 3076 SD 1, and S.B. 3077 which proposes to:

- S.B. No. 3076 SD 1-- 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.
- S.B. No. 3077--Establishes a transit-oriented development advisory group to develop, in collaboration with the office of planning, a unified action plan for the implementation of transit-oriented development on a state level.

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 creating 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, and SB 3077; however, we strongly suggest that the legislature consider consolidating the "planning and implementation" of the redevelopment efforts along the transit corridor within one entity.