

DAVID Y. IGE  
GOVERNOR



CRAIG K. HIRAI  
EXECUTIVE DIRECTOR

**STATE OF HAWAII**

DEPARTMENT OF BUSINESS, ECONOMIC DEVELOPMENT AND TOURISM  
HAWAII HOUSING FINANCE AND DEVELOPMENT CORPORATION  
677 QUEEN STREET, SUITE 300  
Honolulu, Hawaii 96813  
FAX: (808) 587-0600

IN REPLY REFER TO:

Statement of  
**Craig K. Hirai**  
Hawaii Housing Finance and Development Corporation  
Before the

**SENATE COMMITTEE ON TRANSPORTATION  
SENATE COMMITTEE ON WATER AND LAND**

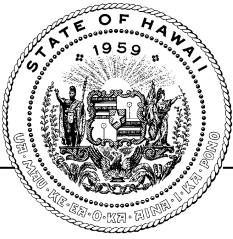
February 6, 2017 at 2:00 p.m.  
State Capitol, Room 225

In consideration of  
**S.B. 1147**  
**RELATING TO HOUSING.**

The HHFDC supports S.B. 1147, which requires the Hawaii Interagency Council for Transient-Oriented Development's strategic plan to include affordable housing for households at or below 80 percent of the area median income as part of any redevelopment or development plan for any State property located within one mile of the Honolulu rail transit system. Next to housing, transportation is the second highest cost for most households. Affordable housing located near transit allows low-income persons and families to live an affordable lifestyle with access to schools, jobs, health care, and social services, among other things. In particular, seniors living near transit are better able to live independently and in less restrictive residential settings for as long as possible.

However, HHFDC concurs with the Office of Planning that a one-half mile radius from planned transit is preferable, to ensure that housing is located within a walkable distance from transit.

Thank you for the opportunity to testify.



**OFFICE OF PLANNING  
STATE OF HAWAII**

235 South Beretania Street, 6th Floor, Honolulu, Hawaii 96813  
Mailing Address: P.O. Box 2359, Honolulu, Hawaii 96804

Telephone: (808) 587-2846  
Fax: (808) 587-2824  
Web: <http://planning.hawaii.gov/>

**DAVID Y. IGE**  
GOVERNOR

**LEO R. ASUNCION**  
DIRECTOR  
OFFICE OF PLANNING

Statement of  
**LEO R. ASUNCION**  
Director, Office of Planning  
before the  
**SENATE COMMITTEE ON TRANSPORTATION AND ENERGY, AND  
WATER AND LAND**  
Monday, February 6<sup>th</sup>  
2:00 PM  
State Capitol, Conference Room 225

in consideration of  
**SB 1147**  
**RELATING TO HOUSING**

Chairs Inouye, Rhoads, Vice Chairs Dela Cruz and Gabbard, and Members of the Senate Committees on Transportation and Energy, and Water and Land.

The Office of Planning (OP) supports Senate Bill 1147, which stipulates that the strategic plan developed by the Hawaii Interagency Council for Transient-Oriented Development (TOD Council) require that every development or redevelopment plan for any State property located within one mile of the Honolulu rail transit system includes housing units with at least twenty percent reserved for residents with an income less than or equal to eighty percent of the area median income, unless the TOD Council determines that housing is not feasible or desirable on a particular property.

OP finds that the strategic plan requirement of including affordable housing in development or redevelopment plans for State properties in the vicinity of the proposed transit stations would increase the stock of affordable housing along the rail line, and also support future rail ridership.

OP also acknowledges that the TOD Council as a coordinating agency is well-positioned to determine whether or not affordable housing is feasible or desirable for a particular State property. The TOD Council is tasked with facilitating the development of TOD projects, including affordable and rental housing projects on State lands, and Senate Bill 1147 aligns with their current mandate.

OP believes that a one-mile radius is quite extensive, and suggests that the radius for prioritizing affordable housing be limited to one-half mile, so that residents living in affordable housing units benefit from a walkable radius to transit. Research indicates that a one-half mile radius is the distance residents are willing to walk to transit, and the transit catchment area for affordable housing should reflect this specific metric. More appropriately consistent with Hawaii Revised Statutes (HRS) § 226-64 (Act 130, SLH 2016), the measure should be revised to apply to “lands within county-designated TOD areas, or within a one-half mile radius of public transit stations, if a county has not designated TOD zones.”

Thank you for the opportunity to testify on the matter.



**SB1147 RELATING TO HOUSING**  
Senate Committee on Transportation and Energy  
Senate Committee on Water and Land

February 6, 2017

2:00 p.m.

Room 225

The Office of Hawaiian Affairs (OHA) Beneficiary Advocacy and Empowerment Committee will recommend to the Board of Trustees a position of **COMMENT** on SB1147, which requires that any transit-oriented development (TOD) for state property near the rail line reserve at least 20% of its units for residents with incomes equal to or below 80% of the area median income. **This bill may help ensure much-needed housing relief for the state's current affordable housing crisis.**

Affordable housing development may be one of the most important goals of TOD planning, and has long been upheld as a critical component of the mass transit rail project. When the City adopted the TOD Ordinance, housing was identified as a “vital part” of the rail project, and the ordinance regarding TOD is replete with affordable housing considerations. Notably, promises of affordable housing were and continue to be a significant basis of the public support garnered for the rail project. **Accordingly, this measure may help to better effectuate the important goal of affordable housing relief through TOD, by setting a clear and concrete affordable housing standard for any TOD-related housing project on state lands.**

OHA notes that affordable rental housing units for those making 80% or less of the area median income are particularly needed by the Native Hawaiian community. Recent data indicate that the majority of the housing demand for state residents and for Native Hawaiians in particular is for units affordable to those making 80% of the area median income.<sup>1</sup>

OHA appreciates the bill's intent to provide affordable housing relief, as well as the City and County of Honolulu's progress towards more meaningfully ensuring affordable housing development in TOD areas. OHA applauds this positive step by the legislature, to ensure that projects on state land include a minimum percentage of affordable housing units much needed by Hawai'i's residents.

Mahalo nui for the opportunity to testify on this matter.

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<sup>1</sup> 67% of the housing demand for Native Hawaiians, and 55% of the total state housing demand is for units affordable to those making 80% AMI. See Table 28b, Table 49, See Hawai'i Housing Planning Study (2016).