



**HAWAII COMMUNITY
DEVELOPMENT AUTHORITY**

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DAVID Y. IGE
GOVERNOR

JOHN WHALEN
CHAIR

DEEPAK NEUPANE, P.E., AIA
EXECUTIVE DIRECTOR

Statement of
DEEPAK NEUPANE, P.E., AIA
Executive Director
Hawaii Community Development Authority
before the

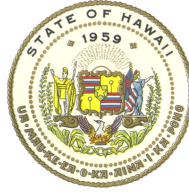
HOUSE COMMITTEE ON FINANCE
Wednesday, March 31, 2021, 1:30 P.M.
Conference Room 308 & Videoconference

In consideration of
SB 140, SD2, HD 2
RELATING TO COMMUNITY DEVELOPMENT.

Chair Luke, Vice Chair Cullen, and members of the Committee. The Hawaii Community Development Authority (HCDA) **supports SB 140, SD 2, HD 2**, which requires the HCDA to develop a transit-oriented development zone program to facilitate the development of infrastructure in support of transit-oriented development (TOD).

Thank you for the opportunity to submit testimony in support of this bill.

DAVID Y. IGE
GOVERNOR OF HAWAII



**STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES**

POST OFFICE BOX 621
HONOLULU, HAWAII 96809

**Testimony of
SUZANNE D. CASE
Chairperson**

**Before the House Committee on
FINANCE**

**Wednesday, March 31, 2021
1:30 PM**

State Capitol, Via Videoconference, Conference Room 308

**In consideration of
SENATE BILL 140, SENATE DRAFT 2, HOUSE DRAFT 2
RELATING TO COMMUNITY DEVELOPMENT**

Senate Bill 140, Senate Draft 2, House Draft 2 proposes to require the Hawaii Community Development Authority (HCDA) to develop a transit-oriented development (TOD) zone improvement program. The measure also proposes to amend the membership of the authority for matters affecting TOD zones, and authorize the HCDA to establish TOD zones for lands within county designated TOD zones or within a one-half mile radius around fixed transit stations. **The Department of Land and Natural Resources (Department) supports this measure.**

The Department has four parcels adjacent or in close proximity to the Keone`ae rail station in East Kapolei which could be benefitted by this measure. The Department's objective is to lease the parcels to generate critically needed income to support the Department's natural resource management and protection programs. Planned uses for the parcels include commercial, retail, office, light industrial, mixed use and affordable housing purposes. Additionally, the East Kapolei Neighborhood TOD Plan has accepted the Department's proposed uses for the parcels. In order to successfully develop and utilize these parcels, infrastructure would need to be developed at significant cost. The Department is committed to working collaboratively with other stakeholder agencies to address infrastructure needs in a collaborative and cost-effective manner. The Department believes that this measure could potentially contribute significantly to that objective and offers its support.

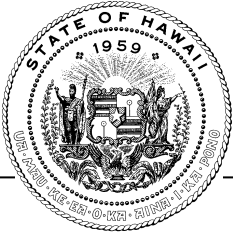
Thank you for the opportunity to comment on this measure.

SUZANNE D. CASE
CHAIRPERSON
BOARD OF LAND AND NATURAL RESOURCES
COMMISSION ON WATER RESOURCE MANAGEMENT

ROBERT K. MASUDA
FIRST DEPUTY

M. KALEO MANUEL
DEPUTY DIRECTOR - WATER

AQUATIC RESOURCES
BOATING AND OCEAN RECREATION
BUREAU OF CONVEYANCES
COMMISSION ON WATER RESOURCE MANAGEMENT
CONSERVATION AND COASTAL LANDS
CONSERVATION AND RESOURCES ENFORCEMENT
ENGINEERING
FORESTRY AND WILDLIFE
HISTORIC PRESERVATION
KAHOOLAWE ISLAND RESERVE COMMISSION
LAND
STATE PARKS



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DAVID Y. IGE
GOVERNOR

MARY ALICE EVANS
DIRECTOR
OFFICE OF PLANNING

Statement of
MARY ALICE EVANS
Director, Office of Planning
before the
HOUSE COMMITTEE ON FINANCE
Wednesday, March 31, 2021
1:30 PM
Via Videoconference

in consideration of
SB 140, SD2, HD 2
RELATING TO COMMUNITY DEVELOPMENT.

Chair Luke, Vice Chair Cullen, and Members of the House Committee on Finance:

The Office of Planning (OP) **strongly supports** SB 140, SD2, HD 2, which authorizes the Hawai'i Community Development Authority (HCDA) to establish transit-oriented development (TOD) improvement zones. State coordination and collaboration with the counties and public utilities on the delivery of needed infrastructure improvements is critical to the success of State TOD projects and provision of affordable housing in TOD-designated areas on O'ahu and the Neighbor Islands.

HD 2 would provide HCDA with broad and flexible authority to coordinate—in collaboration with impacted State, county, and private sector stakeholders—the planning, financing, and delivery of regional infrastructure for TOD on O'ahu and the Neighbor Islands. HCDA would be able to fill gaps in infrastructure financing and/or infrastructure project delivery that hamper the delivery of affordable housing in those areas designated for TOD. The measure would also promote the seamless handoff of infrastructure improvements to the functional agencies that will be responsible for operation and maintenance once infrastructure improvements are completed, whether by HCDA or another entity.

This new program is not designed to give HCDA jurisdiction over land use matters within the improvement district or to preempt adopted county plans. Rather, the program will focus on infrastructure capacity—infrastructure needed to support walkable, mixed-use development at transit hubs identified in county plans. The infrastructure improvement districts would be established in consultation with the counties to support cost-sharing of infrastructure investments in TOD communities. Such a program benefits State agencies by freeing them to focus their efforts and resources on vertical construction of their projects, with HCDA managing the timely provision of offsite infrastructure needed to realize a shared vision for TOD.

Thank you for the opportunity to testify on this measure.



Hawaii's Thousand Friends

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March 31, 2021

COMMITTEE ON FINANCE

Rep. Sylvia Luke, Chair

Rep. Ty J. K. Cyllen, Vice Chair

Committee Members

SB 140 SD2 HD2

RELATING TO COMMUNITY DEVELOPMENT

Hawaii's Thousand Friends, a non-profit organization dedicated to ensuring that growth is reasonable and responsible and that planning and land use decisions protect natural and cultural resources and human health and are implemented in conformity with the law, opposes the creation of transit-oriented development around transit stations *not physically connected to rail*.

TOD is defined as a neighborhood with a *transit station* or stop (train station, metro station, tram stop, **or bus stop**) with a ½ mile radius that is surrounded by relatively high-density development with progressively lower-density development spreading outward from the center.

The use of *transit station* implies that HCDA and the counties can determine TOD zones within ½ mile radius of bus stops, bus hubs and bus terminals, which are included in the definition of transit station.

Transit station means a dedicated transit facility where several transit routes converge, designed to accommodate several **buses** at once to permit transfer between transit routes

Transit station means a rail or light-rail station, ferry terminal, Bus Hub, or Bus Transfer Station.

It has been our understanding that Transit Oriented Development (TOD) was designated for development within the ½ mile radius of each of the 21-stations along the 20-mile rail route.

According to TheBus there are 4,200 bus stops on O`ahu and 7 Transit Centers with four not connected to a rail station - Waianae, Waipahu, Ewa Beach and Mililani.

The map shows what TOD looks like around the last 9 rail stations Kalihi to Ala Moana.

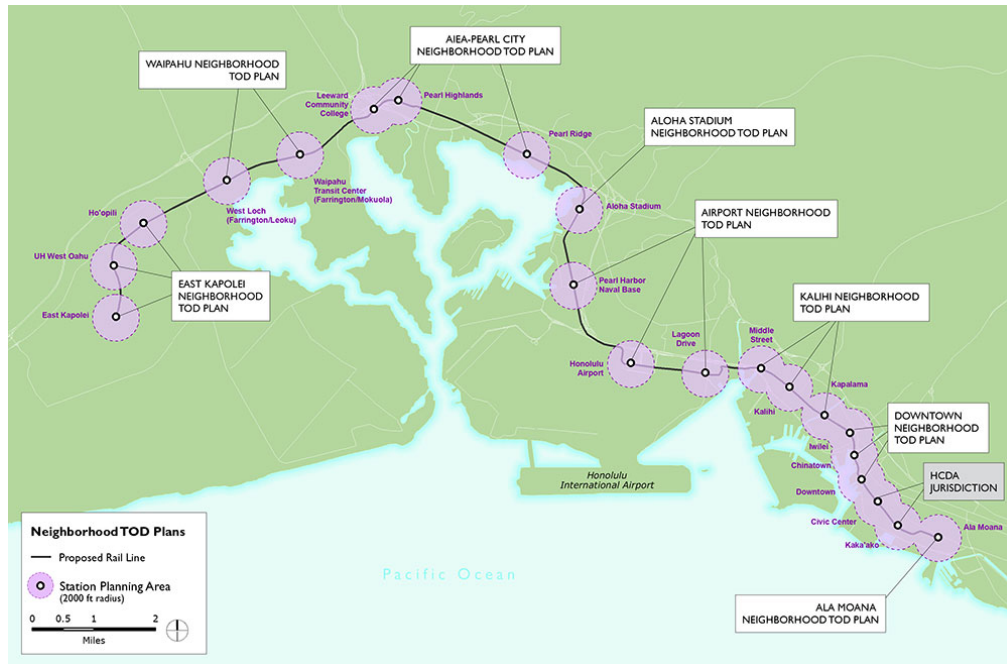
Counties have land use and infrastructure planning and implementing processes each with public involvement components. This bill does not include public involvement and encroaches on home rule by requiring HCDA, a state agency, to *identify necessary TOD development zone public facilities*.

To help ensure that TOD does not circumvent county general and development/sustainable communities plans or make every bus stop in every community vulnerable to TOD development within a ½ mile radius we recommend that the word **rail** be added in front of transient-oriented

development where ever that wording appears in the bill to read rail transit-oriented development.

Adding the word **rail** before transit station clarifies that the true intent of TOD is to promote development around O`ahu's 21 rail stations and not promote unplanned development statewide.

Circles represent 1/2 radius around rail stations where TOD (Transit Oriented Development) planned along the 21 mile rail route from Kapolei to Ala Moana Center



SB-140-HD-2

Submitted on: 3/29/2021 7:04:55 PM

Testimony for FIN on 3/31/2021 1:30:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Cory Harden	Individual	Oppose	No

Comments:

Aloha legislators,

I stongly oppose SB 140.

It is bad planning to have TOD Plans passed by county councils supersede zoning, O`ahu Development or Sustainable Communities Plans, and County General Plans.

Taxes would also go up on real property in TOD zones, which could drive out affordable housing.

mahalo,

Cory Harden

SB-140-HD-2

Submitted on: 3/30/2021 7:52:02 AM

Testimony for FIN on 3/31/2021 1:30:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Max Towey	Individual	Oppose	No

Comments:

I think that there is a danger that this will negatively impact affordable housing. We need to prioritize affordable house and not create loopholes. Thank you.