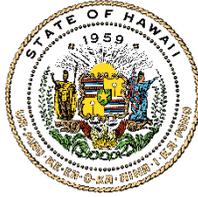


JOSH GREEN, M.D.
GOVERNOR | KE KIA'ĀINA

SYLVIA LUKE
LIEUTENANT GOVERNOR | KA HOPE KIA'ĀINA



STATE OF HAWAII | KA MOKU'ĀINA 'O HAWAII'
DEPARTMENT OF LAND AND NATURAL RESOURCES
KA 'OIHANA KUMUWAIWAI 'ĀINA

P.O. BOX 621
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DAWN N.S. CHANG
CHAIRPERSON
BOARD OF LAND AND NATURAL RESOURCES
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ENFORCEMENT
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FORESTRY AND WILDLIFE
HISTORIC PRESERVATION
KAHOOLAWE ISLAND RESERVE COMMISSION
LAND
STATE PARKS

Testimony of
DAWN N. S. CHANG
Chairperson

Before the Senate Committee on
JUDICIARY
Friday, February 21, 2025
10:20 AM

State Capitol, Conference Room 016 & Videoconference

In consideration of
SENATE BILL 1263, SENATE DRAFT 1
RELATING TO HISTORIC PRESERVATION

Senate Bill 1263, Senate Draft 1 proposes to create a process for expediting the review of certain residential transit-oriented development projects within Transit-Oriented Development zones that would pose a low risk of adversely affecting historic and cultural resources while making meaningful updates to the existing statute. **The Department of Land and Natural Resources (Department) supports this measure and offers the following comments.**

Chapter 6E, HRS, provides the framework for a comprehensive statewide historic preservation program in Hawai'i. A key part of that program is the review of projects as required by sections 6E-8, 6E-10, 6E-42, and 6E-43 HRS. These statutory provisions reflect the Legislature's intent to require project proponents to consider the impact of their projects on 'iwi kūpuna, as well as historic and cultural resources.

The Department recognizes the need to streamline the historic preservation review process in order to help address the current housing crisis in Hawai'i. This bill would allow residential transit-oriented development projects within Transit-Oriented Development zones to proceed in an expedited manner, provided they are located within areas that have been previously surveyed and have been determined to have low or no likelihood of containing 'iwi kūpuna or historic and cultural resources. Additionally, this bill would allow projects that are large in scale/geographical area and require that they be completed in stages to be reviewed by the Department in phases. The bill would also establish a process for which the Department may appeal the implementation of projects subject to expedited review to the Hawai'i Historic Places Review Board. The amendments to Chapter 6E, HRS, and alternative approaches established within this bill are both reasonable and feasible.

Mahalo for the opportunity to provide testimony on this measure.



TESTIMONY WITH COMMENTS ON SB1263 SD1
RELATING TO HISTORIC PRESERVATION
Senate Committee on Judiciary

February 21, 2025

10:20 a.m.

Room 016

Aloha e Chair Rhoads, Vice Chair Gabbard, and Members of the Committee on Judiciary:

The Office of Hawaiian Affairs (OHA) provides **COMMENTS** on SB1263 SD1, which proposes to expedite the review of residential transit-oriented development (TOD) projects by: 1) authorizing a lead agency to make a determination on potential effects of a project; 2) establishing a 90-day time limit for the State Historic Preservation Division (SHPD) to respond; 3) providing a pathway for Counties to request programmatic historic preservation review for TOD residential development; and 4) establishing archaeological risk areas that may pose a level of adverse effect (high to low) to historic properties. The bill is mostly duplicative of existing processes established in the Hawai'i Administrative Rules and ignores the lack of resources at SHPD and inexperience that lead agencies may have when making determinations of effect on historic properties.

OHA is the constitutionally established body responsible for protecting and promoting the rights of Native Hawaiians.¹ As part of our constitutional and statutory mandate, OHA has been intimately involved with historic preservation related advocacy for decades and is granted specific kuleana under the Hawai'i Historic Preservation law, Hawai'i Revised Statutes (HRS) Chapter 6E, and implementing regulations.² Thus, we are well aware of the pitfalls within the current laws and rules, and where amendments to these laws and rules would improve the state's historic preservation process.

First, a lead agency must already make a determination of effect and submit it to SHPD as part of the historic review process under the implementing regulations for HRS Chapter 6E. See Hawai'i Administrative Rules (HAR) § 13-275-7(a). After the lead agency makes its determination, it submits the determination to SHPD for concurrence or non-concurrence, which under implementing regulations is set for 45 days. (HAR) § 13-275-7(c). See Hawai'i Administrative Rules § 13-275-7. Statutory amendments are unnecessary to clarify the process specifying who makes an effects determinations.

Second, the automatic approval provision (page 4 lines 13-18) is duplicative in the sense that HAR § 13-275-3(e) already allows for automatic concurrence if SHPD does not respond to written comments within the established times set for each step in the HRS 6E-8 process in the rules. In OHA's experience, delays in the HRS 6E process most often arise because individuals at the lead agency making the initial determination lack the

¹ Haw. Const. Art. XII Sec.5

² See HRS 6E-3, 43, -43.5, 43.6; and, HAR 13-284-6(c) and HAR 13-275-6(c).

qualifications to do so and do not provide SHPD with sufficient documentation to justify the determination. To OHA's knowledge, only of a few State/County agencies (i.e., Department of Transportation, County of Maui) have archaeologists on staff who are qualified to perform effects determinations and aid in compliance with HRS 6E. Accordingly, to expedite project review without gutting the law, it is necessary for the legislature to provide sufficient funding for lead agencies to retain qualified staff to make determinations of potential effects.

Third, HRS section 6E-42(a)(3) currently provides guidance on phased SHPD review for projects where "circumstances dictate that construction be done in stages." Such phased review is allowed if SHPD and the applicant enter a programmatic agreement (PA) that identifies each phase and estimated timelines. The proposed language is therefore duplicative of existing law.

Fourth, while OHA supports in concept the utility of a programmatic assessment that would use a risk-based category system such as the military uses to assess its own lands, the development of such a system and the cost would far outstrip SHPD's current resources and the timeline set out in the bill (page 10 lines 12-18). OHA suggests that the better way for the legislature to initiate this type of system for TOD projects is to appropriate sufficient resources and delegate the details of this kind of program to SHPD for rulemaking, as customary, to allow for the agency with expertise in this area to develop the best way for such a system to move forward. Per HRS 6E-3(3), SHPD is already required to establish a statewide inventory to identify and document historic properties and burial sites owned by the State and the Counties; however, with limited resources, SHPD has not been able to effectively implement this statutory mandate. Absent completion of this process, it would be difficult for SHPD to meaningfully designate archaeological risk areas.

OHA is willing to work with SHPD on their HRS 6E-3(3) mandate to inventory historic properties and burial sites on State lands, and would further ask that in the development of an archaeological sensitivity system that OHA be consulted as part of the process. If done properly, such a system could be used in other places and context to minimize the costs of complying with HRS Chapter 6E.

Mahalo for the opportunity to testify on this measure. We look forward to seeing our **COMMENTS** on SB1263 SD1 carefully considered.

JOSH GREEN, M.D.
GOVERNOR

SYLVIA LUKE
LT. GOVERNOR



DEAN MINAKAMI
EXECUTIVE DIRECTOR

STATE OF HAWAII

DEPARTMENT OF BUSINESS, ECONOMIC DEVELOPMENT AND TOURISM
HAWAII HOUSING FINANCE AND DEVELOPMENT CORPORATION
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Statement of
DEAN MINAKAMI
Hawaii Housing Finance and Development Corporation
Before the

SENATE COMMITTEE ON JUDICIARY

February 21, 2025 at 10:20 a.m.
State Capitol, Room 016

In consideration of
S.B. 1263 SD1
RELATING TO HISTORIC PRESERVATION.

Chair Rhoads, Vice Chair Gabbard, and members of the Committee.

HHFDC has comments on SB 1263 SD1, which creates a process for expediting the review of residential transit-oriented development (TOD) on certain parcels within county-designated TOD zones that have a low risk of affecting historically significant resources. It also authorizes lead agencies, including county governments, to make determinations on the potential effects of a project; creates a ninety-calendar-day limit for the Department of Land and Natural Resources to concur or not concur with project effect determinations, under certain conditions; establishes certain requirements for the notification and submission of projects under historic preservation law; provides that projects with written concurrence are exempt from further review unless there is a change to the project or additional historic properties, aviation artifacts, or burial sites are identified within the project area, under certain conditions; and requires community development districts and state or county housing projects to undergo a programmatic review.

HHFDC supports efforts to streamline what has historically been a bottleneck in the development process and has slowed affordable housing projects, including those using the provisions of Hawaii Revised Statutes Chapter 201H to expedite development.

However, we note that the SD1 version of the bill includes provisions that diminish the intent of the measure, such as the provision that the department may have one hundred

eighty calendar days to provide written concurrence or non-concurrence if the department requests additional information.

Thank you for the opportunity to testify on this bill.



**HAWAI'I COMMUNITY
DEVELOPMENT AUTHORITY**

547 Queen Street, Honolulu, Hawai'i 96813
Telephone: (808) 594-0300 Fax: (808) 587-0299
Web site: <http://dbedt.hawaii.gov/hcda/>

JOSH GREEN, M.D.
GOVERNOR

SYLVIA LUKE
LT. GOVERNOR

STERLING HIGA
CHAIRPERSON

CRAIG K. NAKAMOTO
EXECUTIVE DIRECTOR

Statement of
CRAIG K. NAKAMOTO
Executive Director
Hawai'i Community Development Authority
before the
COMMITTEE ON JUDICIARY

Friday, February 21, 2025
10:20 a.m.
State Capitol, Conference Room 016 & Videoconference

In consideration of
SB 1263, SD 1
RELATING TO HISTORIC PRESERVATION

Chair Rhoads, Vice Chair Gabbard, and members of the Committee:

The Hawai'i Community Development Authority (HCDA) respectfully offers **comments on SB 1263, SD 1** for the committee's consideration.

1. Delete the language which requires agencies to provide the entirety of the project scope, project area, construction phases, and timelines for programmatic agreements (page 3, lines 15 to 17). Agencies may wish to develop more flexible programmatic agreements, especially in design-build infrastructure situations where the exact details of the project are not fully known at the outset or may change during the course of design and engineering activities. Agencies may also wish to develop more flexible programmatic review frameworks for undertaking or permitting other activities.
2. Reconcile the language throughout the bill to consistently reference a 30- or 90-calendar day review time. The bill adds language to §6E-8, §6E-10, and §6E-42 which reduces the review time of the State Historic Preservation Division ("department") down to 30 calendar days if no historic properties are affected (page 4, lines 15 to 16; page 8, lines 15 to 16; page 11, lines 11 to 12, respectively). The provision for a 30-day review period is important and could minimize unnecessary reviews. The rest of the language in the bill, however, only references a maximum review period of 90 calendar days—and thus needs to be reconciled.

Examples of such reconciliations include (but are not limited to):

Page 2, line 4	<u>conditions, or thirty calendar days if no historic properties are to be affected; and</u>
Page 4, line 2	submission to initiate the [ninety-calendar-day] review period.
Page 4, line 5	<u>ninety calendar days after the filing of a request with the department[-], or within thirty calendar days if no historic properties are to be affected.</u>
Page 4, line 6	[ninety-calendar-day] review period shall encompass any requests

3. Delete the provision that allows the department to provide concurrence or non-concurrence within one hundred eighty calendar days if the department requests additional information from a project (page 4, lines 7 to 12; page 7, line 17 to page 8, line 2; page 10, lines 15 to 18). This provision directly contradicts the 30- or 90-day review period prescribed throughout the bill and is also excessive. The legislative intent could be clarified to place an overall maximum limit on review times where the department does not concur on a project determination. Note that existing department documentation references a total maximum review time of 165 days for the overall 6-step historic preservation review process (<https://dlnr.hawaii.gov/shpd/hrs-6e-8-6e-42-review-process/>).
4. Add clarifying language in subsection, (d), (e), (f), (g), (h), (j), and (k) to add “rights-of-way” (in addition to parcels) within the purview of programmatic review for transit-oriented development districts. Counties and the applicable state agencies may want to utilize the risk-based review for off-site infrastructure to expedite the development of residential housing, and should be allowed to submit rights-of-way, in addition to parcels, for department review of risks and associated processing. The department’s review of all parcels and classification for lower effect levels, within six months of submittal of the counties’ adopted comprehensive general plan, would be extremely valuable to expedite a programmatic review approach.
5. Clarify subsection (k) such that the provisions of subsections (d), (e), (f), (g) and (h) could also apply within HCDA community development districts. Within community development districts, HCDA has assumed county land use and zoning permitting responsibilities, in addition to agency projects that would fall under §6E-8.
6. Amend the definition of “residential” in subsection (m) to also allow “supporting off-site infrastructure.” Expediting off-site infrastructure is critical to the overall development of housing projects.
7. Add “as applicable” after the reference to the “section 106 of the National Historic Preservation Act.” (page 6, lines 3 to 4). Section 106 processes apply to federal projects and may not be necessary for non-federal projects.

Thank you for the opportunity to provide comments.



Testimony of the Oahu Metropolitan Planning Organization

Committee on Judiciary

February 21, 2025 at 10:20AM

Conference Room 016

SB 1263 SD 1

Relating to Historic Preservation

Dear Chair Rhoads, Vice Chair Gabbard, and Committee Members,

The Oahu Metropolitan Planning Organization (OahuMPO) **supports SB1263 SD1**, which creates a process for expediting the review of residential transit-oriented development on certain parcels within county-designated transit-oriented development zones that have a low risk of affecting historically significant resources, authorizes lead agencies, including county governments, to make determinations on the potential effects of a project, creates a ninety-calendar-day limit for the Department of Land and Natural Resources to concur or not concur with project effect determinations, under certain conditions, establishes certain requirements for the notification and submission of projects under historic preservation law, provides that projects with written concurrence are exempt from further review unless there is a change to the project or additional historic properties, aviation artifacts, or burial sites are identified within the project area, under certain conditions, and requires community development districts and state or county housing projects to undergo a programmatic review.

Expediting the review of majority residential mixed-use-transit-oriented development or residential transit-oriented development will allow more housing to be built more quickly, and therefore more people to live closer to a future rail station. This will encourage more walkable, connected communities where residents drive far less each day than their counterparts in more sprawling locations.¹ In addition, when more mixed-use and transit-oriented housing is provided, it makes it easier for people to get around without their car which can reduce emissions in the near term, reduce transportation costs, provide more opportunities for physical activity, and improve access to necessities for both people who don't have a car and those with cars.²

According to the State Climate Commission Report, "Drivers of VMT and priority reduction strategies in Hawaii", households in suburban areas drive around 37 percent

¹ <https://smartgrowthamerica.org/wp-content/uploads/2020/10/Driving-Down-Emissions-FINAL.pdf>

² IBID.

more than those in urban centers and households on the suburban fringe drive 68 percent more.³ Limiting outward growth and concentrating more growth in urban infill areas and those near high quality transit, will be critical for Hawaii to meet its climate and energy goals. This is because mixed use development results in shorter trips, fewer trips, and more trips taken by lower-carbon modes.⁴ With more compact development, people drive 20 to 40 percent less, at minimal or reduced cost, while reaping other fiscal and health benefits.⁵ Whether people care about reducing their own emissions or not, by providing more opportunities for them to live where emissions are naturally lower per person, we can work within the market to help address climate change.

The bill is also aligned with the State Climate Commission's *Investing in Transportation Choices Toolkit*⁶ and *Drivers of VMT and Priority Reduction Strategies for Hawaii*, which identified infill and mixed-use development, and parking management, as key strategies to reduce greenhouse gas emissions, vehicle miles traveled and improve transportation choices for Hawaii residents.

This bill is consistent with several goals of the Oahu Regional Transportation Plan including support for active and public transportation, promoting an equitable transportation system, and improving air quality and protecting environmental and cultural assets. Providing more housing in and around high-quality public transportation and where people can meet their daily needs without a car, can help residents save on their transportation costs, improve their quality of life, and reduce transportation emissions and traffic congestion.

The OahuMPO is the federally designated Metropolitan Planning Organization (MPO) on the island of Oahu responsible for carrying out a multimodal transportation planning process, including the development of a long-range (25-year horizon) metropolitan transportation plan, referred to as the Oahu Regional Transportation Plan (ORTP), which encourages and promotes a safe, efficient, and resilient transportation system that serves the mobility needs of all people and freight (including walkways, bicycles, and transit), fosters economic growth and development, while minimizing fuel consumption and air pollution (23 CFR 450.300).

OahuMPO notes the amendments and comments by DPP and HCDA and respectfully requests the Committees adopt and consider them. Thank you for the opportunity to provide testimony on this measure.

³ https://climate.hawaii.gov/wp-content/uploads/2023/07/USCA_Hawaii_VMT_strategies_Feb22.pdf

⁴ <https://smartgrowthamerica.org/wp-content/uploads/2020/10/Driving-Down-Emissions-FINAL.pdf>

⁵ https://www.nrdc.org/sites/default/files/cit_07092401a.pdf

⁶ <https://climate.hawaii.gov/wp-content/uploads/2023/07/Investing-in-Transportation-Choices-V6.pdf>

Feb. 21, 2025, 10:20 a.m.

Hawaii State Capitol

Conference Room 016 and Videoconference

To: Senate Committee on Judiciary

Sen. Karl Rhoads, Chair

Sen. Mike Gabbard, Vice Chair

From: Grassroot Institute of Hawaii

Ted Kefalas, Director of Strategic Campaigns

RE: SB1263 SD1 — RELATING TO HISTORIC PRESERVATION

Aloha Chair Rhoads, Vice-Chair Gabbard and other members of the Committee,

The Grassroot Institute of Hawaii **supports** [SB1263 SD1](#), which would expedite historic preservation reviews for residential and certain mixed-use projects in county-designated transit-oriented development zones.

The bill would provide that if the State Historic Preservation Division fails to give written concurrence or non-concurrence on a project within a 90-day time frame — or a 30-day time frame if the project is likely to affect no historic properties — SHPD would be assumed to agree with the lead agency's determination and the project could proceed to the next phase of review or work.

It would also provide that if SHPD has concurred with a project's scope, the project will be exempt from further historic review unless it experiences a major change in scope or historic properties or artifacts are discovered in the project area.

Taken together, these changes could help resolve significant delays in the approval process for new housing while still maintaining protections for historic properties and artifacts.

According to The Economic Research Organization at the University of Hawai'i, Hawaii's housing regulations are the strictest in the country, and "approval delays" for housing developments are three times longer than the

national average among communities surveyed.¹ Likewise, UHERO researchers have estimated that regulations comprise 58% of the cost of new condominium construction.²

Clearly, the state's land-use rules are a key driver of Hawaii's housing crisis. As measured by the state's Honolulu Construction Cost Index, the cost for building single-family homes in 2024 was 2.6 times higher than the cost in 2020. For highrises, the cost was 2.5 times higher.³

Historic preservation reviews certainly play a role in these delays and their associated costs. For example, SHPD noted in its report to the 2023 Legislature that its archaeology reviews were taking between six months and one year, on average.⁴

A recent Grassroot white paper, "[Preserving the past or preventing progress?](#)" analyzed SHPD data and found that more than 90% of the projects the agency reviewed from 2021 to 2024 had no impact on historic properties.

The average review time for projects issued determinations has been 94 days. However, the SHPD reviewed less than half of the applications it has received during this period.

Imposing stricter timelines for these reviews could help reduce wait times.

Thank you for the opportunity to testify.

Ted Kefalas
Director of Strategic Campaigns
Grassroot Institute of Hawaii

¹ Rachel Inafuku, Justin Tyndall and Carl Bonham, "[Measuring the Burden of Housing Regulation in Hawaii](#)," Economic Research Organization at the University of Hawai'i, April 14, 2022, p. 6.

² Justin Tyndall and Emi Kim, "[Why are Condominiums so Expensive in Hawai'i?](#)" Economic Research Organization at the University of Hawai'i, May 2024, p. 11.

³ "[Quarterly Statistical and Economic Report, 4th Quarter 2024](#)," Hawaii Department of Business, Economic Development & Tourism, pp. 107-108.

⁴ "[Report to the Thirty-Second Legislature 2023 Regular Session on the State Historic Preservation Program For Fiscal Year 2021-2022](#)," Hawaii Department of Land and Natural Resources, October 2022, p. 1.



holomua

COLLABORATIVE

OUR MISSION

To support and advance public policies that make Hawai'i affordable for all working families.

OUR VISION

Collaborative, sustainable, and evidence-based public policies that create a diverse and sustainable Hawai'i economy, an abundance of quality job opportunities, and a future where all working families living in Hawai'i can thrive.

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Page 1 of 2

Committee: Senate Committee on Judiciary
Bill Number: SB 1263 SD1, Relating to Historic Preservation
Hearing Date and Time: February 21, 2025, 10:20am (Room 016)
Re: Testimony of Holomua Collaborative – Support

Aloha Chair Rhoads, Vice Chair Gabbard, and members of the Committee:

Mahalo for the opportunity to submit testimony **in support** of SB 1263 SD1, Relating to Historic Preservation.

Hawai'i's housing crisis continues to drive local families to move to the continent. In October 2024, a survey¹ gathering information about the day-to-day financial experience of local workers was released and it suggests this growing crisis has the potential to reach staggering levels. When nearly 1,500 local workers were asked if they may need to move to a less expensive state, only thirty-one percent answered a definitive “no,” while sixty-nine percent said “yes” or “unsure.” And nearly two-thirds of the respondents said the cost of housing was the primary impact on their cost of living in Hawai'i. Each local worker and family we lose to the continent contributes to a loss of our economy, our culture, and our family.

To address the outmigration facing the state, we must implement policies and programs that allow for housing to be built in a manner and on a scale that is affordable and attainable for local working families. One key component of keeping our local families in Hawai'i is building housing that is affordable and attainable especially in transit-oriented development (TOD) districts.

Concurrently, the State has a responsibility to protect historic buildings and burial sites, making sure that important cultural and historic places are respected.

The State Historic Preservation Division (SHPD) is tasked with a providing a historic preservation review process to ensure the preservation of historic properties, aviation artifacts, and burial sites. Review of affordable housing units is one of SHPD's highest priorities, but reviews of such submissions are not always completed within the time provided by the administrative rules. This delay can and has resulted in the delay of housing units being built. With each day a unit is incomplete, the cost of the unit rises, and that cost is ultimately borne by the future owner.

The purpose of SB 1263 is to expedite the review of residential transit-oriented development on certain parcels within county-designated transit-oriented development zones that have a low risk of affecting historically significant resources, and to set a ninety-day calendar limit to concur or not concur with project effect determinations. This bill also builds in safeguards to allow SHPD to continue its crucial roles of preserving and protecting important historical and cultural property.

¹ <https://holomuacollective.org/survey/>



Both the expedited review process and the ninety-day limit should increase the volume of housing available in TOD districts to local families. And with the safeguards afforded to SHPD in place, it will do this while honoring the land and sites in the area.

We respectfully request that you support SB 1263 SD1.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Joshua Wisch', is written over a light blue horizontal line.

Joshua Wisch
President & Executive Director



LATE

Hawai'i YIMBY
Honolulu, HI 96814
hawaiiyimby.org
info@hawaiiyimby.org

February 21, 2025

Senate Committee on Judiciary
Hawai'i State Capitol
Honolulu, HI 96813

RE: SUPPORT for SB 1263 SD1 - RELATING TO HISTORIC PRESERVATION

Aloha Chair Rhoads, Vice Chair Gabbard, and Members of the Committee,

On behalf of Hawai'i YIMBY, we are writing in **support of SB 1263 SD1** which would create an expedited review process for residential Transit Oriented Development on parcels that have low risk of cultural or historical significance. Including mixed-use developments that are majority residential are also critical to shape transit-oriented communities where residents can live, work and play.

We believe in streamlining permitting. Combining, simplifying or removing layers of regulation that slow the permitting process for housing is important. With regard to cultural and historical reviews, there are many places of significance that are very deserving of preservation. However, there are many areas in the state that do not have any historical significance and should not be subject to the same type of rigorous review. Many of our county-designated TOD districts have areas that are already highly developed with low risk of affecting historical resources. Including a 90 (or 30) day time-limit for determination of a project's effect will help prioritize TOD developments and not create a permanent barrier due to a backlog. Additionally, once a determination is reached, exempting the development from further review unless a physical change in the scope of the project is helpful to keeping projects moving through their planning process with more certainty.



Hawai'i YIMBY
Honolulu, HI 96814
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In the ongoing conversation around the housing crisis, both supporters and opponents of housing development say that housing should go along the rail, it is time to increase the stock of dense housing in areas served by transit.

Hawai'i YIMBY (*Yes In My Backyard*) is a volunteer-led grassroots advocacy organization dedicated to supporting bold and effective solutions for Hawai'i's devastating housing crisis. Our members are deeply concerned about Hawai'i's chronic and worsening housing shortage, which has caused home prices to rise much faster than incomes and pushes thousands of kama'āina out to the mainland or into homelessness every single year.

We ask your support for this bill. Thank you for the opportunity to testify.

Sincerely,
Damien Waikoloa
Chapter Lead, Hawai'i YIMBY

Edgardo Díaz Vega
Chapter Lead, Hawai'i YIMBY



LATE

SB-1263-SD-1

Submitted on: 2/20/2025 9:19:27 PM

Testimony for JDC on 2/21/2025 10:20:00 AM

Submitted By	Organization	Testifier Position	Testify
Jacob Wiencek	Individual	Support	Written Testimony Only

Comments:

Aloha Committee Members,

I am glad to see this bill continue through the legislative process. We've got to streamline our regulatory, review, and permitting processes. Hawaii's future is being choked by unnecessary regulations. This bill helps achieve that goal.

I strongly urge this Committee to SUPPORT this bill!