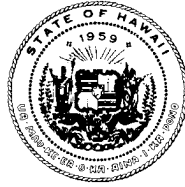




SR 11

Measure Title:	REQUESTING THE HAWAII HOUSING FINANCE AND DEVELOPMENT CORPORATION AND THE HONOLULU AUTHORITY FOR RAPID TRANSPORTATION TO CONDUCT A JOINT STUDY ADDRESSING THE DEMAND FOR WORKFORCE HOUSING AND TRANSIT-ORIENTED DEVELOPMENT; AND TO CREATE A DEVELOPMENT PLAN FOR WORKFORCE HOUSING EXPANSION.
Report Title:	Economic Development; Transportation; Workforce Housing, Rail Transit; Joint Study; Development Plan
Description:	
Companion:	
Package:	None
Current Referral:	HSH/TRA, WAM
Introducer(s):	DELA CRUZ, CHUN OAKLAND, ENGLISH, ESPERO, GABBARD, GALUTERIA, HARIMOTO, INOUE, KEITH-AGARAN, KIDANI, NISHIHARA, WAKAI, Baker, Ihara, Kahele, Kouchi, Riviere, Ruderman, Shimabukuro

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 HUMAN SERVICES AND HOUSING
SENATE COMMITTEE ON TRANSPORTATION**

March 17, 2015 at 1:15 p.m.
State Capitol, Room 016

In consideration of
S.C.R. 35/S.R.11

**REQUESTING THE HAWAII HOUSING FINANCE AND DEVELOPMENT
CORPORATION AND THE HONOLULU AUTHORITY FOR RAPID
TRANSPORTATION TO CONDUCT A JOINT STUDY ADDRESSING THE DEMAND
FOR WORKFORCE HOUSING AND TRANSIT-ORIENTED DEVELOPMENT, AND TO
CREATE A DEVELOPMENT PLAN FOR WORKFORCE HOUSING EXPANSION.**

The HHFDC **appreciates the intent of S.C.R. 35/S.R. 11, and offers the following comments.**

The City Department of Planning and Permitting (DPP) is already working on the Transit-Oriented Development plans and is in the process of implementing an islandwide housing strategy. These plans have identified both demand and specific locations for housing. We will continue to collaborate with DPP to create an effective and efficient development plan for workforce housing. HHFDC also notes that S.C.R. 136, which requests an update of the State Housing Functional Plan, may be a vehicle to achieve some of the goals of this Concurrent Resolution.

Thank you for the opportunity to testify.

DEPARTMENT OF PLANNING AND PERMITTING
CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 7TH FLOOR • HONOLULU, HAWAII 96813
PHONE: (808) 768-8000 • FAX: (808) 768-6041
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KIRK CALDWELL
MAYOR



GEORGE I. ATTA, FAICP
DIRECTOR

ARTHUR D. CHALLACOMBE
DEPUTY DIRECTOR

March 17, 2015

The Honorable Suzanne Chun Oakland, Chair
and Members of the Committee on Human Services
and Housing

The Honorable Clarence Y. Nishihara, Chair
and Members of the Committee on Transportation

Hawaii State Senate
Hawaii State Capitol
415 South Beretania Street
Honolulu, Hawaii 96813

Dear Chairs Chun Oakland, Nishihara, and Members:

SUBJECT: Senate Concurrent Resolution 35 and
Senate Resolution 11

The Department of Planning and Permitting (DPP) and the City's Transit-Oriented Development (TOD) Division appreciate the Senate's intent to address the workforce housing shortage in the State, but we **have some suggestions** for Senate Concurrent Resolution 35 and Senate Resolution 11 as written.

The Resolutions request that the Hawaii Housing Finance and Development Corporation (HHFDC) and the Honolulu Authority for Rapid Transportation (HART) conduct a joint study to address the demand for workforce housing and transit-oriented development, and to create a development plan for workforce housing expansion. We agree that workforce and affordable housing is a serious and immediate concern, and we applaud the Senate's interest in tackling the shortage.

HART is responsible for the actual transit stations and development directly on HART-owned station sites. The DPP and our TOD Division are responsible for developing plans, updated zoning, financial tools, and implementation strategies in the TOD neighborhoods surrounding each station. We are creating TOD plans for each station area (except for the two Kakaako station areas, which are a Hawaii Community Development Authority [HCDA] responsibility). Thorough technical analysis underlies each plan, including market analysis and feasibility studies. All of this work is available at www.todhonolulu.org and has been shared with State agencies and legislators.

The Honorable Suzanne Chun Oakland, Chair
and Members of the Committee on Human Services
and Housing

The Honorable Clarence Y. Nishihara, Chair
and Members of the Committee on Transportation

Hawaii State Senate
Hawaii State Capitol

Re: Senate Concurrent Resolution 35
Senate Resolution 11

March 17, 2015

Page 2

Many State agencies participated in development of these neighborhood TOD plans, which have estimated that 52,000 housing units could be developed in the TOD areas planned to date. Mayor Kirk Caldwell's administration introduced an Island-wide Housing Strategy last Fall, which identified the need for at least 24,000 affordable and workforce housing units. It includes affordable housing requirements, updated TOD zoning, financial tools, infrastructure investments, and other policies to stimulate development of affordable and workforce housing in TOD neighborhoods. We are actively working with HHFDC, Hawaii Public Housing Authority, and several other State agencies to identify locations for specific housing and mixed-use projects, coordinate funding and infrastructure planning, and explore other policy changes needed to expedite housing development in the TOD areas. All of this work to date can help inform the requested joint study and development plan for workforce housing expansion.

In summary, the DPP and the Transit-Oriented Development Division support the intent of Senate Concurrent Resolution 35 and Senate Resolution 11, but we suggest that the DPP be included in the joint study and development plan. We would be glad to work with HHFDC and HART on the study and a status report, as suggested, to present to the Legislature before the 2016 session.

Thank you for this opportunity to testify.

Very truly yours,



George I. Atta, FAICP
Director



IN REPLY REFER TO:
CMS-AP00-01153

HONOLULU AUTHORITY for RAPID TRANSPORTATION

Daniel A. Grabauskas
EXECUTIVE DIRECTOR AND CEO

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Statement of
DANIEL A. GRABAUSKAS
Executive Director and CEO, Honolulu Authority for Rapid Transportation
before the

SENATE COMMITTEE ON HUMAN SERVICES AND HOUSING
and
SENATE COMMITTEE ON TRANSPORTATION

Tuesday, March 17, 2015
1:15 P.M.
State Capitol, Conference Room 016

In consideration of
SCR35
REQUESTING THE HAWAII HOUSING FINANCE AND DEVELOPMENT CORPORATION AND THE HONOLULU AUTHORITY FOR RAPID TRANSPORTATION TO CONDUCT A JOINT STUDY ADDRESSING THE DEMAND FOR WORKFORCE HOUSING AND TRANSIT-ORIENTED DEVELOPMENT; AND TO CREATE A DEVELOPMENT PLAN FOR WORKFORCE HOUSING EXPANSION
and
SR11
REQUESTING THE HAWAII HOUSING FINANCE AND DEVELOPMENT CORPORATION AND THE HONOLULU AUTHORITY FOR RAPID TRANSPORTATION TO CONDUCT A JOINT STUDY ADDRESSING THE DEMAND FOR WORKFORCE HOUSING AND TRANSIT-ORIENTED DEVELOPMENT; AND TO CREATE A DEVELOPMENT PLAN FOR WORKFORCE HOUSING EXPANSION

Chair Chun Oakland, Chair Nishihara, Vice Chair Green, Vice Chair Harimoto, and Members of the Senate Committee on Human Services and Housing and Senate Committee on Transportation,

The Honolulu Authority for Rapid Transportation (HART) supports the intent of Senate Concurrent Resolution 35 and Senate Resolution 11, requesting the Hawaii Housing Finance and Development Corporation (HHFDC) and HART to conduct a joint study addressing the demand for workforce housing and transit-oriented development (TOD).

Also attached is a copy of HART Board Resolution 2015-4, which reflects the Board of Directors' position regarding TOD-related legislation. HART is committed to working with State agencies, as well as the City and County of Honolulu (City) Department of Planning and Permitting (DPP) and other City departments, to develop TOD and joint development projects for workforce housing.

HART respectfully recommends DPP, the City's lead agency for TOD, also be the City's lead in conducting this proposed joint study and that HART continue as a supporting agency for DPP in its efforts to perform TOD studies and capital projects in these areas.

DPP and the City's Office of Housing have drafted an Island Wide Affordable Housing plan that examines workforce housing needs in the City and County of Honolulu. DPP is also developing neighborhood TOD plans around 19 of the Honolulu Rail Transit Project (HRT) stations. The Hawaii Community Development

Authority (HCDA) has drafted an Environmental Impact Statement for TOD in the Kakaako Community Development District for the areas around Civic Center Station, Kakaako Station, and the portion of Downtown Station that falls on the *makai* side of Nimitz Highway. As such, this proposed study is already underway by both HCDA and the DPP.

Regarding the ninth whereas clause of these resolutions which state, “a cost-effective transit system requires one-third of the operating and maintenance costs be subsidized by passenger fares and two-thirds of the operating and maintenance costs be funded by government subsidies,” HART points out that in 2001, the Honolulu City Council adopted Council Resolution 29 (2000) that states, “bus fares shall be adjusted as provided under this policy so that the farebox recovery ratio does not fall below 27 percent nor exceed 33 percent.” HART is currently coordinating with the City’s Department of Transportation Services to develop and recommend a fare policy for the HRTTP.

Thank you for this opportunity to provide written testimony.

Honolulu Authority for Rapid Transportation

RESOLUTION NO. 2015-4

**REGARDING THE POSITION OF THE BOARD OF DIRECTORS OF
THE HONOLULU AUTHORITY FOR RAPID TRANSPORTATION ON
TRANSIT-ORIENTED DEVELOPMENT**

WHEREAS, the Honolulu Authority for Rapid Transportation (HART) has been established pursuant to Article XVII of the Revised Charter of the City and County of Honolulu 1973, as amended (RCH); and

WHEREAS, RCH Section 17-103.1 authorizes HART to “develop, operate, maintain and expand the city fixed guideway system;” and

WHEREAS, RCH Section 17-103.2(n) empowers HART to “promote, create and assist transit oriented development projects near fixed guideway system stations that promote transit ridership, and are consistent with the intent of the adopted community plans and zoning”; and

WHEREAS, the HART Board of Directors recognizes that transit oriented development (TOD) will benefit the Honolulu Rail Transit Project (HRTTP) and its ridership through:

- Encouraging convenient, safe multi-modal access to transit;
- Encouraging the creation of mixed-use, pedestrian and bicycle-friendly communities that provide employment, housing, and services;
- Creating housing options including market-rate and affordable units;
- Supporting economic development efforts; and
- Promoting sustainability by reducing pollution, noise and reliance on automobiles; and

WHEREAS, TOD provides a unique opportunity to foster more livable communities that take advantage of the benefits of transit, specifically, reducing transportation costs for residents, businesses and workers while improving mobility and circulation in the station area for all modes of travel; and

WHEREAS, in order to capitalize on this tremendous opportunity, development around future rail station stations needs to be focused, balanced and well-planned; and

WHEREAS, during the Twenty-Eighth State Legislature (2015-2016), there will be various legislative measures introduced and discussed seeking to maximize the potential for TOD;

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of HART as follows:

1. The HART Board of Directors favors and supports legislative measures which maximize the potential for TOD, promote effective community planning and provide a vision for neighborhood improvements and future urban redevelopment; and

2. The HART Executive Director and CEO is authorized to submit testimony on pertinent legislation consistent with the overall policies set forth herein; and
3. This Resolution shall take effect immediately upon its adoption.

ADOPTED by the Board of the Honolulu Authority for Rapid Transportation on
JAN 29 2015.


Board Chair

ATTEST:


Cindy Matsushita
Board Administrator

BIA-HAWAII

BUILDING INDUSTRY ASSOCIATION

THE VOICE OF THE CONSTRUCTION INDUSTRY

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Testimony to the Senate Committees on Human Services and Housing, and Transportation Tuesday, March 17, 2015 1:15 p.m. State Capitol - Conference Room 016

RE: SENATE CONCURRENT RESOLUTION NO. 35 AND SENATE RESOLUTION NO. 11 RELATING TO JOINT STUDY ADDRESSING THE DEMAND FOR WORKFORCE HOUSING AND TRANSIT-ORIENTED DEVELOPMENT; AND TO CREATE A DEVELOPMENT PLAN FOR WORKFORCE HOUSING EXPANSION

Chairs Chun-Oakland and Nishihara, Vice Chairs Green and Harimoto, and members of the Committee:

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 SCR 35 and SR 11, which requests the following:

1. Hawaii Housing Finance and Development Corporation (HHFDC) and HART conduct a joint study addressing the demand for workforce housing and transit-oriented development; and to create a development plan for workforce housing expansion;
2. One objective of this joint study is to provide the transit system with a baseline for ridership by calculating the number of workforce housing units that are needed within transit-oriented development zones;
3. That the joint study evaluate options that will further encourage the construction of workforce housing units and workforce rental units in all transit-oriented development zones;
4. That HHFDC and HART are requested to assemble administrative personnel needed to assist in the completion of the joint study and development plan;
5. That HHFDC and HART may enter into cooperative agreements with other public agencies deemed necessary for the completion of the joint study and development plan.

BIA strongly supports the intent as there is a need to coordinate, from the state perspective, appropriate and prioritized uses of government owned lands in and around the transit corridor.

Honorable Chairs Chun-Oakland and Nishihara
Senate Committees on Human Services and Housing, and Transportation
March 17, 2015
SCR 35 and SR 11
Testimony of BIA-Hawaii

We also suggest that perhaps a better way to address this need is for the Legislature to provide adequate funding for the position(s) or program through the Office of Planning for the State to take a comprehensive look at maximizing the government assets along the transit corridor. This effort should not be limited to workforce housing, but also include other public uses such as schools, libraries and consolidated government facilities located along the entire 21 stations/20 mile corridor.

Thank you for the opportunity to express our views on this matter.

From: mailinglist@capitol.hawaii.gov
To: [HSH Testimony](#)
Cc: darakawa@lurf.org
Subject: Submitted testimony for SR11 on Mar 17, 2015 13:15PM
Date: Thursday, March 12, 2015 5:49:00 PM

SR11

Submitted on: 3/12/2015

Testimony for HSH/TRA on Mar 17, 2015 13:15PM in Conference Room 016

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

Comments: The Land Use Research Foundation of Hawaii supports the intent of SCR 35, which requests the Hawaii Housing Finance and Development Corporation and the Honolulu Authority for Rapid Transportation to conduct a joint study addressing the demand for Workforce Housing and Transit-Oriented Development; and to create a Development Plan for Workforce Housing Expansion. Given the fact that this study would be beneficial for both the State, the City and HART, LURF would respectfully recommend that the State appropriate some funding to assist with the study. (SCR 35)

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.

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