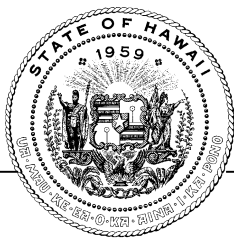


# SB3076

Measure Title:	RELATING TO STATEWIDE COMMUNITY PLAN.
Report Title:	Transit-oriented Development; Office of Planning
Description:	Designates the office of planning as the lead agency to coordinate and advance 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.
Companion:	
Package:	None
Current Referral:	HOU/EET, TRE/WAM
Introducer(s):	HARIMOTO, CHUN OAKLAND, ESPERO, GALUTERIA, GREEN, Baker, Ihara, Inouye, Keith-Agaran, Kim, Kouchi, Nishihara, Shimabukuro, Taniguchi, L. Thielen, Wakai



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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 HOUSING  
AND  
SENATE COMMITTEE ON ECONOMIC DEVELOPMENT, ENVIRONMENT,  
AND TECHNOLOGY**  
Thursday, February 11, 2016  
2:55 PM  
State Capitol, Conference Room 225  
  
in consideration of  
**SB 3076**  
**RELATING TO STATEWIDE COMMUNITY PLAN.**

Chairs Harimoto and Wakai, Vice Chairs Galuteria and Slom, and Members of the Senate Committees on Housing and Economic Development, Environment, and Technology.

The Office of Planning (OP) supports the intent of SB 3076 which designates OP as the lead agency to coordinate and advance transit-oriented development (TOD) planning in the State. The bill also requires that OP 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.

In 2012, OP and Smart Growth America convened a Project Stakeholders Group to develop a TOD implementation strategy for State agencies, recommending that TOD be identified as a priority for implementing smart growth in the State. Governor Ige has since established TOD as a priority of his Administration. In his 2015 State of the State address, Governor Ige stated that rail can help build future communities on Oahu by sensibly directing

growth, protecting open space and agriculture, stimulating business, reinvigorating older neighborhoods, and building affordable homes.

The intent of SB 3076 is in accordance with the goals of the State regarding TOD and smart growth principles. OP notes that on the Neighbor Islands, where the population centers are not sufficiently large enough to support rail transit systems, bus transit needs and smart growth principles are still relevant. Given the State's priority for implementing smart growth in Hawaii, OP recommends that the language on page 3, lines 15-16, be amended to also reference smart growth:

"Coordinate and advance smart growth and transit-oriented development planning within the State."

OP does not support the proposed amendments to HRS § 225M-2 on page 13, lines 13-21, which would require the OP to approve all State agencies' development plans for parcels along the rail transit corridor, and would prohibit State agencies from beginning design or construction, or entering into development agreements, unless the OP approves the respective agency's development plan. OP prefers to function as a coordinating rather than an approval agency, and we believe that OP should maintain this role in the advancement of TOD. We recommend that HRS § 225M-2(b)(10)(G) on page 13, lines 13-15, be amended to read:

"~~Approve~~ Coordinate all state agencies' development plans for parcels along the rail transit corridor..."

Likewise, we recommend that HRS § 225M-2(c) on page 13, lines 16-21, be stricken from the bill.

Thank you for the opportunity to testify on this measure.



**Testimony to the Senate Committee on Housing and Committee on Economic  
Development, Environment, & Technology  
Thursday, February 11, 2016 at 2:55 P.M.  
Conference Room 225, State Capitol**

**RE: SENATE BILL 3076 RELATING TO STATEWIDE COMMUNITY PLAN**

Chairs Harimoto and Wakai, Vice Chairs Galuteria and Slom, and Members of the Committees:

The Chamber of Commerce Hawaii ("The Chamber") **supports the intent of SB 3076**, which designates the office of planning as the lead agency to coordinate and advance 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.

The Chamber is Hawaii's leading statewide business advocacy organization, representing about 1,000 businesses. Approximately 80% of our members are small businesses with less than 20 employees. As the "Voice of Business" in Hawaii, the organization works on behalf of members and the entire business community to improve the state's economic climate and to foster positive action on issues of common concern.

This bill is similar to other bills which propose to the establishment of the Hawaii Interagency Council for Transit-Oriented Development within the Department of Business, Economic Development, and Tourism to institutionalize intergovernmental and interagency coordination on transit-oriented development planning statewide.

We believe that there is a need for government leadership in the redevelopment areas near the transit stations. There is a pressing need to address infrastructure capacity building along the entire transit corridor if we are to realize any of the increased density at the transit stations.

However, we strongly believe that the appropriate entity to oversee the planning and redevelopment efforts would be an entity attached to the HCDA. HCDA currently has all of the statutory authority to redevelop urban areas, as has been done in Kakaako. Creating an entity within the existing structure of HCDA with the specific role of planning and redeveloping the lands near the transit stations would be a more efficient and effect approach than what is being proposed in the bill.

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.



The statutory authority provided to HCDA recognized the need to plan and implement any redevelopment efforts.

Perhaps, the legislature should consider creating another board within the structure of 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 support the intent of both SB 3076; however, we strongly suggest that the legislature consider consolidating the “planning and implementation” of the redevelopment efforts along the transit corridor within the statutory authority provided to HCDA.

Thank you for the opportunity to testify.