

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  
HONOLULU, HAWAII 96809

DAWN N.S. CHANG  
CHAIRPERSON  
BOARD OF LAND AND NATURAL RESOURCES  
COMMISSION ON WATER RESOURCE  
MANAGEMENT

RYAN K.P. KANAKA'OLE  
FIRST DEPUTY

CIARA W.K. KAHANE  
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

**Testimony of  
LEAH LARAMEE  
Climate Change Coordinator on behalf of  
Climate Change Mitigation and Adaptation Commission  
Co-Chair Ryan K. P. Kanaka'ole**

**Before the Senate Committees on  
HOUSING  
AND  
WATER, LAND, CULTURE AND THE ARTS**

**Tuesday, February 17, 2026  
1:00 PM  
State Capitol, Conference Room 225**

**In consideration of  
SENATE BILL 3327 RELATING TO THE HAWAII COMMUNITY DEVELOPMENT  
AUTHORITY**

Senate Bill 3327 would require the Hawai'i Community Development Authority, when planning and developing housing, to plan for complete communities that include various aspects supporting quality of life. **The Hawai'i Climate Change Mitigation and Adaptation Commission (Commission) supports this measure.**

The Commission consists of a multi-jurisdictional effort between 20 departments, committees, and counties with the purpose of promoting ambitious, climate-neutral, culturally responsive strategies for climate change adaptation and mitigation.

This bill represents an important opportunity to advance climate action in a manner that directly benefits Hawai'i's communities. Thoughtful design of complete communities not only reduces greenhouse gas emissions, but also strengthens local resilience, lowers household costs, and builds community capacity to adapt to a changing climate. Actions identified in this bill that would advance positive climate outcomes include:

**Commuting infrastructure**

This bill provides "that the infrastructure shall be designed to have the capacity to enable at least seventy per cent of all daily commutes to, from, and within the area to be safely and comfortably made by walking, biking, using micro-mobility devices, or using public transit, between common

destinations, as well as for long-distance daily commuting without interruption pursuant to section 264-142 and shall include amenities such as rest stops, secure bicycle and micro-mobility device parking, and emergency support stations with tools and other resources as may be appropriate.” This provision supports healthier communities by encouraging active means of transportation and reducing tailpipe emissions by reducing vehicle miles traveled.

### **Transportation Electrification**

One of the biggest barriers to electric vehicle (EV) adoption is lack of charging stations. This bill requires the installation of EV charging infrastructure in limited parking hubs. Expanding EV charging networks, especially in multi-unit dwellings and rural areas, makes clean transportation more accessible. For communities, cleaner transportation reduces localized air pollution and supports long-term cost savings as fuel prices fluctuate. Limiting parking infrastructure reduces construction costs and encourages the use of public and multimodal transit by promoting designs that are less car-centric and safer for alternative modes of travel.

### **Green Spaces**

Trees and open green space provide numerous benefits, including reduced stress, improved air quality, and lower temperatures, and serve as resilient infrastructure for flood control. The “City of Honolulu, Hawai‘i Municipal Forest Resource Analysis” found that the annual benefits of urban trees in Honolulu total \$3.9 million, averaging \$90 per tree. The analysis also found a 3:1 return on investment for urban trees. Their value increases over time, outpacing maintenance costs and contributing to energy savings, runoff prevention, disaster risk reduction, and reduced urban pollution. Urban forest initiatives are essential to keeping urban areas cooler, supporting flood control, and sequestering carbon. Increasing tree canopy in low-income and climate-vulnerable communities can reduce heat-related illness and mortality among at-risk populations.

### **Workforce Development and Local Economic Resilience**

Provisions supporting training programs, apprenticeships, or local hiring requirements for clean energy and resilience projects ensure that climate investments circulate within Hawai‘i’s economy. Developing a local workforce in renewable energy installation, energy auditing, ecosystem restoration, and climate planning creates stable career pathways. These efforts strengthen community resilience while accelerating the implementation of climate goals.

### **Community-Based and Equity-Focused Investments**

This bill prioritizes funding for frontline or high-energy-burden communities, aligning climate action with environmental justice principles. Directing resources to communities most vulnerable to sea level rise, wildfire, or high electricity costs ensures that climate policy reduces disparities rather than exacerbating them. Community-driven planning provisions, such as advisory boards or required public engagement can further strengthen outcomes by incorporating local knowledge.

The Commission respectfully suggests that additional provisions could be added to strengthen the comprehensiveness of the design framework.

## **Clean Energy Deployment and Grid Modernization**

If the bill allocates funding or incentives for renewable energy development, such as solar, wind, battery storage, or community-based renewable energy, it would directly reduce Hawai'i's reliance on imported fossil fuels. Every megawatt of locally generated renewable energy displaces oil-fired electricity generation, lowering greenhouse gas emissions and improving air quality. Provisions that support battery storage or microgrids are especially impactful because they increase grid reliability while allowing more intermittent renewable energy to come online. For communities, this means greater energy security during outages and disasters, which are becoming more frequent due to climate change.

## **Energy Efficiency and Building Electrification**

If the bill includes measures to improve building efficiency standards, retrofit existing buildings, or incentivize electrification (e.g., replacing gas appliances with electric heat pumps or induction systems), it would directly lower energy consumption and emissions. Buildings are a major source of energy use in Hawai'i. Efficiency investments reduce peak demand, lower utility bills, and cut emissions simultaneously. For low- and moderate-income households, this translates into reduced energy burden and improved indoor air quality, particularly when replacing gas systems that contribute to respiratory issues.

## **Resiliency**

Hawai'i faces increasing risks from sea level rise, extreme weather, drought, and wildfire. Ensuring that all construction is ready for current and future climate impacts will help ensure the safety and affordability of communities for decades to come.

By explicitly linking climate mitigation, adaptation, economic opportunity, and equity, this bill becomes a powerful tool for resilience, self-determination, and shared prosperity.

Mahalo for the opportunity to comment on this measure.



## **Testimony of the Oahu Metropolitan Planning Organization**

### **Committee on Housing Committee on Water, Land, Culture and the Arts**

**February 17, 2026 at 1:00PM  
Conference Room 225**

### **SB3327 Relating to Hawaii Community Development Authority**

Dear Chairs Chang and Lee, Vice Chairs Hashimoto and Inouye, and Committee Members,

The Oahu Metropolitan Planning Organization (OahuMPO) **supports SB3327**, which requires the Hawaii Community Development Authority, when planning and developing housing, to plan for complete communities that include various aspects supporting quality of life.

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 high-quality commuting infrastructure around housing development projects—such as public transportation and safe paths for walking, biking and using other micro-mobility devices—can help residents save on their transportation costs, improve their quality of life, reduce transportation emissions and traffic congestion, and allow residents to meet their daily needs without a car.

According to the [U.S. Bureau of Labor Statistics](#), transportation was the second largest household expense in 2022, with many residents facing high combined housing and transportation costs. The Oahu Regional Transportation Plan (ORTP) identifies Transit-Oriented Development (TOD) as a critical strategy to address these challenges while indirectly improving safety by increasing the share of trips made by walking, bicycling, and transit. According to the [American Public Transportation Association \(2016\)](#), compact, transit-supportive communities are associated with lower vehicle speeds, fewer vehicle miles traveled, and reduced risk of crashes.

Furthermore, the Federal Transit Administration (FTA) is pushing for housing integration through [TOD planning grants](#), to increase affordable housing near transit hubs. The FTA states that transit systems in rural, urban, and suburban neighborhoods are critical to the economic health and sustainable growth of communities as they help people get to jobs,

school, healthcare, and when visiting friends and family. Thus, this bill also supports efforts on the federal level to create dense, walkable, mixed-use development near transit to further create connected communities.

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](#)).

Mahalo for the opportunity to provide testimony on this measure.



**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  
**SENATE COMMITTEE ON HOUSING**  
and  
**SENATE COMMITTEE ON WATER, LAND, CULTURE AND THE ARTS**

Tuesday, February 17, 2026  
1:00 pm  
State Capitol, Conference Room 225 & Videoconference

In consideration of  
**SB 3327**  
**RELATING TO THE HAWAII COMMUNITY DEVELOPMENT AUTHORITY.**

Chairperson Chang, Chairperson Lee, Vice Chairperson Hashimoto, Vice Chairperson Inouye and members of the Committees. The Hawai'i Community Development Authority (HCDA) respectfully offers **comments on SB 3327**, which requires HCDA, when planning and developing housing, to plan for complete communities that include various aspects supporting quality of life. The bill amends Section 206E-6, Hawaii Revised Statutes, relating to "District-Wide Improvement Program". The amendments to this section will be applicable to all of the HCDA districts: Kakaako, Heeia, Kalaeloa, and Pulehunui.

While the goals of complete communities are commendable, certain aspects of the bill could present challenges for the timely delivery of critically needed affordable housing. For example, HCDA is currently developing a senior supportive affordable rental housing project on a small 12,000-square-foot parcel with approximately 50 units.

Requiring specific infrastructure, such as community-based economic development hubs or pet-friendly spaces, regardless of site constraints or local context, could limit HCDA's flexibility to respond to community needs and project feasibility.

Additionally, requiring infrastructure that enables at least seventy percent of daily commutes to occur by walking or biking may not be realistic given the geographic

distribution of employment centers and residents' needs. Establishing this standard in statute could unintentionally delay or halt otherwise viable housing developments.

The bill also anticipates that public properties will generate revenue to fund infrastructure but relying on speculative lease revenues carries risk. Combined with this measure's expanded infrastructure requirements, this could increase project costs, which may ultimately be passed on to residents, impacting affordability.

Overall, increasing project complexity through non-negotiable requirements may reduce the number of affordable housing projects that can move forward, slowing the delivery of urgently needed homes.

The statutory mandates under this bill are contrary to building a community, as building a community also means building the community that its residents want and need, not what is legislatively required.

HCDA has been committed to building better communities since 1976 and urges careful consideration by your committee in moving forward with this bill to ensure that flexibility, realistic standards, and prudent financial planning are maintained so that affordable housing and other needs of the community can continue to be delivered efficiently and effectively.

Thank you for the opportunity to provide testimony.



**LATE**

**STATE OF HAWAII**  
**KA MOKU'ĀINA O HAWAII**  
**STATE COUNCIL ON DEVELOPMENTAL DISABILITIES**  
**'A'UNIKE MOKU'ĀPUNI NO KA NĀ KĀWAI KULA**  
PRINCESS VICTORIA KAMĀMALU BUILDING  
1010 RICHARDS STREET, Room 122  
HONOLULU, HAWAII 96813  
TELEPHONE: (808) 586-8100 FAX: (808) 586-7543

February 17, 2026

The Honorable Stanley Chang, Chair  
Senate Committee on Housing  
The Honorable Chris Lee, Chair  
Senate Committee on Water, Land, Culture and the Arts  
The Thirty-Third Legislature  
State Capitol  
State of Hawai'i  
Honolulu, Hawai'i 96813

Dear Senator Chang and Senator Lee, and Committee Members:

The Hawai'i State Council on Developmental Disabilities **supports SB 3327**, which requires the Hawai'i Community Development Authority to plan housing within complete communities that support overall quality of life.

Complete, well-planned communities strengthen community living for individuals with disabilities, kūpuna, and families. Housing stability is closely tied to transportation, infrastructure, public space, and proximity to services. When these elements are intentionally integrated, they reduce isolation, improve access to care and employment, and support full inclusion in community life.

For individuals with intellectual and developmental disabilities who rely on home and community-based supports, walkable, transit-connected communities located near essential services are critical. Thoughtful planning reduces transportation burdens on caregivers, increases access to employment and services, and ensures housing is not disconnected from the supports people depend on. This approach is especially important on neighbor islands, where long travel distances and infrastructure gaps can create additional barriers.

SB 3327 aligns with the Council's role in advancing accessible, inclusive, and sustainable community living across Hawai'i.

Thank you for the opportunity to submit supportive testimony for **SB 3327**.

Sincerely,

A handwritten signature in blue ink that reads "Daintry Bartoldus".

Daintry Bartoldus, Executive Administrator





1001 Bishop Street #625 | Honolulu, HI 96813  
866-295-7282 | [aarp.org/hi](http://aarp.org/hi) | [hiaarp@aarp.org](mailto:hiaarp@aarp.org) |  
[Twitter.com/aarphawaii](https://twitter.com/aarphawaii) | [facebook.com/aarphawaii](https://facebook.com/aarphawaii)

**The Thirty-Third Legislature  
Senate Committees on Water, Land, Culture and the Arts and on Housing  
Tuesday, February 17, 2026  
Conference Room 225  
1:00 p.m.**

TO: The Honorable Chris Lee, Chair  
The Honorable Stanley Chang, Chair  
FROM: Keali'i S. López, State Director  
RE: Support for S.B. 3327 Relating to Hawaii Community Development Corporation

Aloha Chair Lee, Chair Chang, and Members of the Committees:

My name is Keali'i López, and I serve as the State Director of AARP Hawai'i. On behalf of our 135,000 members statewide, thank you for the opportunity to testify regarding S.B. 3327. AARP is a nonprofit, nonpartisan, social impact organization dedicated to **empowering people fifty and older to choose how they live as they age**. Access to stable, affordable housing is fundamental to that mission, and it is essential to ensuring that Hawai'i residents can **age with dignity and remain in their communities**. On behalf of our 135,000 members statewide, thank you for the opportunity to **support S.B. 3327**.

S.B. 3327 would update the statutory authority of the Hawaii Community Development Corporation (HCDC) to **reflect modern development practices** and today's housing realities. Specifically, the measure requires planning for **complete communities** and strengthens districtwide infrastructure financing tools. Complete communities integrate housing with essential infrastructure, public spaces, arts and culture, local economic development, and multimodal transportation, elements that together **support livable, resilient neighborhoods for residents of all ages**.

Importantly, this measure directs HCDC to plan **commuting infrastructure that safely and comfortably supports** walking, biking, micromobility, and public transit, along with appropriate amenities. It also clearly authorizes the use of assessments, bonds, and revenue-generating public facilities to finance districtwide infrastructure. These provisions provide the statutory clarity HCDC needs to implement development strategies that the Legislature has already identified as **critical to improving housing outcomes and overall community quality of life**.

Thoughtful **investment in commuting and mobility infrastructure** not only improves daily life for residents but also helps attract and retain a diverse workforce, supports local businesses, and strengthens Hawai'i's long-term economic health. These considerations are especially important as **Hawai'i faces the continued loss of young working families** due to limited housing and transportation options. If our sons, daughters, and grandchildren are forced to leave because they cannot afford to live and work here, we must ask: **who will care for our aging parents and grandparents in the years ahead?**

For these reasons, S.B. 3327 represents a meaningful step in the right direction. **AARP Hawai'i respectfully urges** the Senate Committees on Water, Land, Culture and the Arts and on Housing to **pass S.B. 3327**.

Mahalo for your leadership and continued commitment to addressing Hawai'i's housing challenges and multimodal infrastructure needs.

February 17, 2026

TO: Chair Lee and Members of the Senate Water, Land, Culture and the Arts  
Committee  
Chair Chang and Members of the Senate Housing Committee  
RE: SB 3327, Relating to the Hawaii Community Development Authority

Dear Chair Lee, Chair Chang, and Committee Members,

Housing Hawai'i's Future is a nonprofit dedicated to creating opportunities for Hawai'i's next generation by ending the workforce housing shortage.

**We support Senate Bill 3327.** This bill would require HCDA to plan for complete communities that include various aspects supporting quality of life.

Housing affordability is directly tied to how communities are designed. When homes are isolated from retail, restaurants, and services, residents bear additional costs in transportation and time.

We believe in accessible communities. Diverse, mixed-use neighborhoods allow residents to meet daily needs without long trips. This measure's model supports seniors aging in place, individuals without a vehicle, and families balancing multiple jobs and childcare. The bill's emphasis on coordinated infrastructure planning ensures that growth is aligned with capacity. This creates predictability for both residents and homebuilders, ultimately reducing long-term public and private costs.

The inclusion of parking hubs is a necessary provision. Centralized parking facilities can reduce the need for parking within individual projects, resulting in housing construction costs while freeing up land for additional community needs.

By requiring better planning of complete, mixed-use communities, this bill positions HCDA to serve as a model for better growth in Hawai'i. **Let's advance SB3327.**

Thank you,



Lee Wang  
Executive Director  
Housing Hawai'i's Future  
[lee@hawaiisfuture.org](mailto:lee@hawaiisfuture.org)



Perry Arrasmith  
Director of Policy  
Housing Hawai'i's Future  
[perry@hawaiisfuture.org](mailto:perry@hawaiisfuture.org)

**SB-3327**

Submitted on: 2/13/2026 7:04:17 PM

Testimony for WLA on 2/17/2026 1:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Johnnie-Mae L. Perry	Individual	Support	Written Testimony Only

Comments:

I, Johnnie-Mae L. Perry, Support the INTENT of

3327 SB RELATING TO THE HAWAII COMMUNITY DEVELOPMENT AUTHORITY.

TO INCLUDE DHHL

**LATE**

**SB-3327**

Submitted on: 2/16/2026 2:26:10 PM

Testimony for WLA on 2/17/2026 1:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Rebecca Kauwe	Individual	Oppose	Written Testimony Only

Comments:

## **SB3327 — Strong Testimony (Support Intent, Opposed Until Action Is Taken)**

**Aloha Chair, Vice Chair, and Members of the Committee,**

My name is Rebecca Kauwe. I support the intent of SB3327 to modernize development strategies. However, I must **oppose the bill until meaningful tenant protections and accountability measures are added.**

### **Infrastructure Alone Cannot Fix Mismanagement**

Complete communities require more than planning—they require:

- stable, safe housing
- competent management
- accountability to residents

Without these, development projects become breeding grounds for neglect, abuse, and tenant displacement.

### **How Mismanagement Drives Homelessness**

Poorly managed properties produce:

- unsafe environments
- unchecked drug activity
- unreliable maintenance
- retaliation against tenants
- constant turnover of staff and residents

**This instability feeds the revolving door of homelessness.**

## **Laws Not Being Followed**

The following tenant protections are routinely violated:

- **HRS §521-42** – Habitability
- **HRS §521-51** – Privacy
- **HRS §521-67** – Owner disclosure
- **HRS §521-74** – Anti-retaliation

SB3327 must include enforcement mechanisms.

## **Tenants Need Guaranteed Rights**

- Community safety
- Privacy and quiet enjoyment
- Equal access to amenities
- Transparent communication
- Non-discrimination and fair treatment

## **Action Required**

- Add enforcement for safety and habitability standards
- Require transparent ownership and management disclosure
- Tie development privileges to compliance
- Expand acceptance of assistance programs

## **Conclusion**

I support the intent behind SB3327, but **oppose** its passage until concrete action is taken to protect tenants from mismanagement and ensure stable, safe communities.

Mahalo,  
**Rebecca Kauwe**