



**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 WAYS AND MEANS

Wednesday, February 25, 2026
10:56 am
State Capitol, Conference Room 211 & Videoconference

In consideration of
SB 3327, SD1
RELATING TO THE HAWAII COMMUNITY DEVELOPMENT AUTHORITY.

Chairperson Dela Cruz, Chairperson Moriwaki, and members of the Committee. The Hawai'i Community Development Authority (HCDA) respectfully offers **comments** on SB 3327, SD1, 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.



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

**The Thirty-Third Legislature
Senate Committees on Ways and Means
Wednesday, February 25, 2026
Conference Room 211
10:56 a.m.**

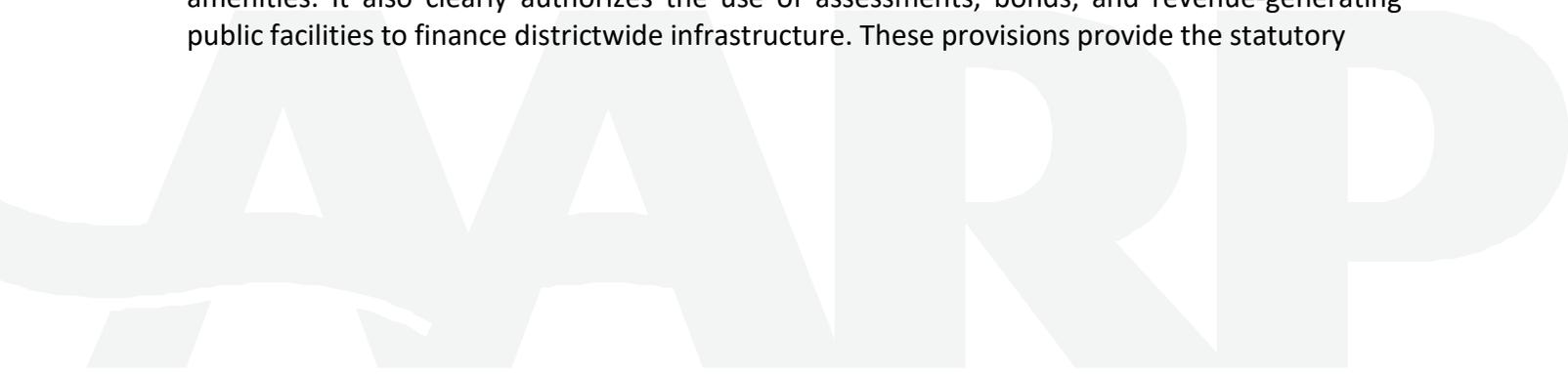
TO: The Honorable Donovan M. Dela Cruz, Chair
FROM: Keali'i S. López, State Director
RE: Strong Support for S.B. 3327, SD1 Hawaii Community Development Authority

Aloha Chair Dela Cruz 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, SD1. 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 testify in **strong support of S.B. 3327, SD1**.

S.B. 3327, SD1 would update the statutory authority of the Hawaii Community Development Authority (HCDA) 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**. Complete communities also include access to parks, gathering spaces, and natural green areas for both passive relaxation and active recreation, elements that strengthen community health and social connection.

Importantly, this measure directs HCDA 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 HCDA needs to implement development strategies that the Legislature has already identified as **critical to improving housing outcomes and overall community quality of life**. By enabling districtwide infrastructure financing, this bill reduces the burden on individual housing projects and supports the more predictable delivery of high-quality public improvements, an approach that helps control housing costs while improving overall livability.

In addition, 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 investments are especially critical for older adults, who are more sensitive to gaps in sidewalks, unsafe crossings, and the absence of places to rest. 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, SD1 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, SD1**.

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



Testimony of the Oahu Metropolitan Planning Organization

Committee on Ways and Means

February 25, 2026 at 10:56AM

Conference Room 211

SB3327 SD1

Relating to Hawaii Community Development Authority

Dear Chair Dela Cruz, Vice Chair Moriwaki, and Committee Members,

The Oahu Metropolitan Planning Organization (OahuMPO) **supports SB3327 SD1**, 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 aligns 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-related 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.

We agree that this bill ensures the Hawaii Community Development Authority can fully modernize its development strategies, shifting the financing of public infrastructure away from private developers and toward a mixture of innovative revenue sources. This will in turn enable the creation of complete communities, improve the quality of public infrastructure and amenities, and lower housing and overall living costs for residents.

We also agree with the amendment made regarding parking stalls, specifying those not designated as parking spaces reserved for persons with disabilities as defined in section 291-51, acknowledging that these individuals may need these stalls when traveling.

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.

SB-3327-SD-1

Submitted on: 2/23/2026 6:50:34 PM

Testimony for WAM on 2/25/2026 10:56:00 AM

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

Comments:

I, Johnnie-Mae L. Perry

Comment 3327 SB RELATING TO THE HAWAII COMMUNITY DEVELOPMENT
AUTHORITY.

TO INCLUDE DHHL