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AM 7:43

Testimony to the Council Committee on Zoning and Planning

HONORABLE IKAIKA ANDERSON, CHAIR

Thursday, March 3, 2016

9:00 a.m.

Council Committee Room - Honolulu Hale

**RE: RESOLUTION 16-12 AND BILL 74(2015), TOD INFRASTRUCTURE AND
TOD SPECIAL DISTRICT**

Chair Anderson, Vice-Chair Ozawa, 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 respectfully provides the following comments regarding transit oriented development legislation.

We see that there is an overall lack of coordination among the construction of the transit system, the need to increase infrastructure capacity, and the need to incentivize more density along the transit corridor.

The current attempt to fund infrastructure capacity building by assessing redevelopment activities along the transit corridor places an unreasonable burden on new development activities and will detour the development of workforce housing along the corridor. We find it troubling that in another large infrastructure capacity building project, the sewer tunnel to connect the Kaneohe to Kailua, which cost in excess of \$300 million is being funded through real property taxes and other sources and is not being funded by only those who might benefit from the project. Regional infrastructure projects need to be funded by all within the County and not only new developments. We are not aware of this similar approach being applied to infrastructure along the transit corridor.

With respect to the TOD special districts, we believe that there needs to be more attention paid to specific guidelines for projects within a TOD that would encourage greater density and pedestrian friendly developments rather than have each project have to "negotiate" with DPP for its permits/approvals. We believe that this "negotiation" process is why more projects choose to go thru the State's 201H process than the City's TOD process.

There needs to be more focus on providing the necessary infrastructure and a clear and predictable process to develop the density needed to drive ridership for transit system to succeed. Without leadership in these areas, the redevelopment efforts along the transit corridor will be delayed and, at best, fragmented.

We appreciate the opportunity to express our concerns regarding this matter.

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