

# ~~Speaker Registration~~/Testimony

|                                      |   |
|--------------------------------------|---|
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| Meeting Date                         | 06-29-2017  |
| Council/PH Committee                 | Zoning  |
| Agenda Item                          | Bill 58 CD1   |
| Your position on the matter          | Support   |
| Representing                         | Self  |
| Organization                         |   |
| Do you wish to speak at the hearing? | No  |
| Written Testimony                    |   |
| Testimony Attachment                 | 20170629003143_Bill_58_CD1_testimony_-_Nicole_Woo.pdf |
| Accept Terms and Agreement           | 1   |

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Thank you for the opportunity to submit testimony in SUPPORT of Bill 58 CD1. While I am glad that Bill 58 CD1 provides concrete affordable housing requirements, I also urge you to STRENGTHEN the bill. Given that real estate developers will benefit greatly from the public's investment in rail, it is only right that the local families who are helping pay for the rail through their taxes also benefit from the construction of truly affordable housing.

I moved to Honolulu almost a year and a half ago from Washington, DC, where I owned a unit in a mixed-income condo building in one of the hottest areas of the city. 20% of the units in my building, which was built on a formerly vacant lot, are affordable units, with some for workers earning as little as 30% of the area median income (AMI). My low-income neighbors, in addition to purchasing their units at well below-market rates, also pay only about \$25 to \$50 per month in homeowner association dues, while the rest of us pay hundreds of dollars per month. That is a widely-accepted and not unusual arrangement in DC residential buildings.

A few years ago, DC strengthened its affordable housing laws to require that all new residential buildings on city-owned surplus land within a half-mile of a Metrorail station include 30% affordable housing. Half of those homes for sale must be affordable to those earning less than 50% of AMI, and the other half to those earning up to 80%. For rentals, one-quarter must be affordable at 30% AMI, with the remaining three-quarters affordable at 50% AMI.

Those affordable housing requirements certainly have not dimmed a construction and home-sales boom in DC, similar to what we are seeing in Honolulu, so I support Bill 58 CD1's stronger affordable housing requirements, but I believe they should be strengthened even more. Bill 58 should require at least 30% affordable housing units for all Transit-Oriented Development projects. These units should be made affordable to workers at lower income levels: research shows that half of Honolulu's housing demand is for units affordable to those earning at or below 60% of AMI, while less than 20% of the demand is above 120% of AMI. With developers of hotels and commercial buildings near the rail also profiting from O'ahu taxpayers' investment in rail, I believe their projects should also be subject to affordable housing development requirements.

I support Bill 58 CD1's exclusion of "cash-in-lieu" fees, which would allow developers to pay to avoid actually building affordable housing. With our heartbreaking and highly visible homelessness and affordable housing crisis, we can't deny the fact that these units need to be built immediately. The development of our rail system will only happen once, and the window for planning the construction of residential and commercial buildings along the rail corridor is closing fast.

I urge you to act boldly now to assure that sorely-needed affordable housing will be built for our hard-working local families. Mahalo again for the chance to testify on this important bill.

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