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VIA E-MAIL: dbedt.hcda.contact@hawaii.gov

December 27, 2023

Hawai'i Community Development Authority
547 Queen Street
Honolulu, HI 96813

Subject: Testimony Regarding Amendment and Compilation of Draft HAR Chapter 15-217,
Relating to the Kaka'ako Mauka Area Rules
Presentation Hearing: January 3, 2024 at 9:00 am
Decision-Making Hearing: February 7, 2024 at 9:00 am

The Honolulu Authority for Rapid Transportation (HART) submits testimony in support of the above-referenced matter, with comments as follows:

Among other things, the proposed amendments to the Kaka'ako Mauka Area Rules include proposed incentive zoning rules that will allow increased building density on selected parcels in proximity to planned rail stations, in exchange for voluntary provision of enhanced community benefits. It is HART's understanding that the Hawaii Community Development Authority (HCDA) is implementing the transit-oriented development (TOD) policies described in the TOD Overlay Plan Final Environmental Impact Statement (2015) and Final Draft TOD Overlay Plan (2016) by way of the administrative rules described in the proposed amendments and, specifically, the "incentive zones" provided for in those rules.

HART generally supports transit-oriented development and believes that the proposed incentive zones will support transit ridership and advance TOD policies. However, it is also important that TOD projects along the rail route do not conflict with the rail project.

There are two planned rail stations within the Mauka Area: the Ka'ākaukui (Civic Center) station and the Kūkuluāe'ō (Kaka'ako) station, as depicted on Figure IZ.1 of the proposed amendments. Both planned station locations are entirely within, and surrounded by, potential incentive zones.

Pursuant to Section 206E-5.6(j)(2)(B) of the Hawaii Revised Statutes, the HCDA is required to consider the impact of a proposed project on rail. Further, HCDA cannot approve a development proposal unless "the proposed development project is reasonable and is consistent with the development rules and policies of the relevant development district. In making its finding . . . the [HCDA] shall consider . . . the impact of the proposed project on . . . Transit-oriented development, including rail[.]"

Accordingly, HART requests that the HCDA include in the proposed amendments a requirement that any proposed development project along the planned rail route shall be coordinated with the rail project to avoid any conflicts with the physical location of the rail improvements and to address any issues, including, without limitation, any safety or security issues, that may affect the plans for the Ka'ākaukui and Kūkuluāe'ō Stations and fixed guideway system. Such

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coordination may include requirements for design features or other measures to, among other things, protect rail improvements and address safety concerns.

If you have any questions regarding this matter, please do not hesitate to contact HART at 808-768-8943 or via email at vance.tsuda@honolulu.gov.

Very truly yours,

A handwritten signature in black ink, appearing to read 'Lori M.K. Kahikina', with a stylized flourish at the end.

Lori M.K. Kahikina, P.E.

Executive Director and CEO