

**BILL049(22)**  
**Testimony**

**MISC. COMM. 408**

ZONING AND PLANNING

## **ZONING AND PLANNING Meeting**

Meeting Date: Sep 22, 2022 @ 09:00 AM

Support: 0

Oppose: 0

I wish to comment: 1

Name: Michael Shibata	Email: shibatam@hawaii.edu	Zip: 96822
Representing: University of Hawaii	Position: I wish to comment	Submitted: Sep 20, 2022 @ 11:27 AM



# UNIVERSITY OF HAWAII SYSTEM

## Testimony

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Testimony Presented Before the  
Committee on Zoning and Planning  
Honolulu City Council  
September 22, 2022 at 9:00 a.m.

by  
Kalbert K. Young, Vice President for Budget & Finance/CFO  
University of Hawai'i

### BILL 49 (2022) PROPOSED CD2 – RELATING TO THE TRANSIT-ORIENTED DEVELOPMENT SPECIAL DISTRICT

Chair Elefante, Vice Chair Kia'aina, and members of the Zoning and Planning  
Committee:

Thank you for the opportunity to provide testimony on Bill 49 Proposed CD2. The purpose of Bill 49 Proposed CD2 is to “expand the transit-oriented development (“TOD”) special district to include three additional Honolulu Rail Transit Project station areas and to incorporate land use standards and guidelines for those areas based on the recommendations in the Aiea-Pearl City Neighborhood TOD Plan.”

Bill 49 Proposed CD2, includes adding the following to the Revised Ordinances of Honolulu (“ROH”) § 21-9.100-2(h):

The primary design objectives of the Aiea-Pearl City Neighborhood TOD Plan are as follows: . . . (7) Promote the vision of the Halaulani (Leeward Community College) station area as a college-oriented neighborhood **that provides new housing, services, transportation options, and gathering places for students, faculty, and area residents.**

(Emphasis added.)

For the reasons discussed below, it is premature to specify future uses for the Leeward Community College Campus (“**LCC Campus**”), referred to here as the Halaulani Station Area, through Bill 49 Proposed CD2. Doing so would unnecessarily cause conflicting policies in the City’s Land Use Ordinance framework. The University supports Bill 49, provided that, the above amendment to ROH § 21-9.100-2(h) is revised in the next draft of Bill 49 by striking the following text:

The primary design objectives of the Aiea-Pearl City Neighborhood TOD Plan are as follows: . . . (7) Promote the vision of the Halaulani (Leeward Community College) station area as a college-oriented neighborhood ~~that~~

~~provides new housing, services, transportation options, and gathering places for students, faculty, and area residents.~~

The LCC Campus is held by the University, the State university and a body corporate of the State of Hawai'i, in fee. ROH § 21-2.120-1(a), requires a plan review use permit for "universities." Accordingly, land use development on the LCC Campus is governed by a plan review use permit based on a five-year master plan, developed and proposed by the University and approved by the City Council ("**LCC PRU**").

The Aiea-Pearl City Neighborhood TOD Plan ("**TOD Plan**") includes several inconsistencies with the LCC PRU. The TOD Plan includes, for example, the addition of 820 housing units, 88,000 square feet of Commercial and Institutional uses (including retail/office/industrial), and a mix of educational facilities, housing, office, restaurants, and convenience retail at the LCC Campus. The LCC PRU and preliminary planning for future land uses, does not include housing or other uses that are not in alignment with the University's higher education mission. The University also has concerns about the additional generated traffic, parking, and infrastructure improvements that would be needed to support further development as proposed which would impact our community neighbors, students, faculty, and staff.

The University does support the principles of the TOD Plan, including creating access and views to the water and Pearl Harbor, creating a comfortable and lively pedestrian environment, and developing new and enhancing existing open spaces. By striking the text we suggest above, the University will have the flexibility to more planfully consider its future needs and the needs of its surrounding neighborhood when the LCC PRU is updated and ultimately approved by the City Council. At that time, we would also consider incorporating the components for developing complementary transit related uses.

Thank you for your time and consideration.