BILL049(22)
Testimony

MISC. COMM. 357

ZONING AND PLANNING

ZONING AND PLANNING Meeting

Meeting Date: Aug 31, 2022 @ 06:00 PM

Support: 0

Oppose: 0

I wish to comment: 3

Name:	Email:	Zip:
Michael Shibata	shibatam@hawaii.edu	96822
Representing:	Position:	Submitted:
University of Hawaii	I wish to comment	Aug 30, 2022 @ 05:52 PM

Name:	Email:	Zip:
Jacob DiPaola	mauijake@hotmail.com	96731
Representing:	Position:	Submitted:
Self	I wish to comment	Aug 31, 2022 @ 10:44 AM

Testimony:
I am an owner of a Condo at Kuilima West. A Disabled vet, 7th generation Hawaiian, child of immigrant plantation laborers, and born and raised local boy, I rent LONG TERM to supplement my retirement income.

As it stands, the labor to earnings ratio for my long term rental is barely worth the investment. If my property taxes go up to support vacation rentals that I do not participate in, I will have to sell my condo. If I do this, the new owners will almost certainly turn it into a vacation rental, and one more housing unit available to local families will disappear.

The effective action of this plan will be not in line with the intent. THE BILL NEEDS TO APPLY ONLY TO SHORT TERM RENTALS and not blanketly raise tax rates for all homes in the area.

Mahalo Nui Loa,
Jacob DiPaola

Name:	Email:	Zip:
Zhizi Xiong	alohadivinedesign@gmail.com	96817
Representing:	Position:	Submitted:
CARES Community And Relationships Exchange Services	I wish to comment	Aug 31, 2022 @ 05:57 PM

Testimony:
Dear Chair, Vice Chair & Members of the Committee,

I’m testifying for Bill 49 with comments, I neither support nor oppose the bill. I’m testifying on behalf of my start up grassroots organization, CARES, one of the things we do is we educate the community about environmental justice and we advocate for sustainable methods of living.

Recently, the general public was informed about cracks found in the hammerhead caps during transportation & sustainability committee meeting at the City Council. The HART director went over the history of these cracks. They were first observed in 2018, they were called “cracks due to shrinking” and were said to be something to not be worried about. In 2020, the engineers flew out here and discovered that the shrinking cracks had grown to .012 inches. Sometime later, the engineers did another assessment, and the cracks had grown to .06 inches. According to presenter, the HART’s director, currently, the structural engineers are looking at everything again and the investigation is pending about these cracks.

It seems like this is history repeating itself with Red Hill. They noticed leaks and that something was wrong but they tried to minimize it until it was too late. These are 2 very similar examples, the data was showing that the problem was increasing overtime and people were not paying attention to the alarming data. As a concerned citizen and an advocate for environmental justice and sustainability, I’m worried that as the city works towards improvements of the inter-model transportation system, that there will be more and more development and this could be a compromise of efforts to move towards a sustainable future.

Thank you for the opportunity to testify.

UNIVERSITY OF HAWAI'I SYSTEM
Testimony

Testimony Presented Before the
City and County of Honolulu
Committee on Zoning and Planning
August 31, 2022 at 6 p.m.
by
Kalbert K. Young, Vice President for Budget & Finance/CFO
University of Hawai`i

RE: TESTIMONY ON BILL 49 (2022) RELATING TO THE TRANSIT-ORIENTED DEVELOPMENT SPECIAL DISTRICT.

Chair Elefante, Vice Chair Kia'āina, and Members of the Committee on Zoning and Planning:

Thank you for the opportunity to provide testimony on Bill 49 (2022) ("**Bill 49**"). The purpose of Bill 49 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 and the proposed CD 1, both include 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. 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