RES23-090
Testimony

MISC. COMM. 297

COUNCIL

COUNCIL Meeting

Meeting Date: Jun 7, 2023 @ 10:00 AM

Support: 14

Oppose: 1

I wish to comment: 2

Name:	Email:	Zip:
Denise Antolini	antolinid@gmail.com	96712
Representing:	Position:	Submitted:
Self	Support	Jun 5, 2023 @ 11:11 AM

Testimony:
Aloha Council Chair Waters and Members,

I write in strong support of Councilmember Weyer's proposed amendments to Reso. 23-90 the Lanikea Highway Realignment - Granting a Special Management Area (SMA) Use Permit and Shoreline Setback Variance to the State Department of Transportation (DOT).

The proposed CD1, proposed by Councilmember Weyer, agreed to by DOT Director Sniffen and City DPP Director Apuna, then adopted at the May 24 PESCA meeting, provides:

"Adds a new Condition E to require the Applicant to plan and design a parking lot
on the makai side of Kamehameha Highway in the expanded shoreline area that
will be created by realigning the highway further mauka to improve recreational
access, traffic along the highway, and pedestrian safety and to protect the area
from any further development that may obstruct views of the ocean."

I support an additional amendment to add (after "parking lot") "with a minimum of 50 parking spaces" - this clarifying amendment will ensure no net loss of parking spaces from that already provided by DOT currently on the City park lot mauka of the existing Highway.

These amendments are also in line with the prior testimony/letters from the Sunset Beach Community Association, the North Shore Chamber of Commerce, and the North Shore Neighborhood Board.

Thank you for considering my testimony, for supporting the realignment, and for ensuring future well-managed and sufficient makai parking at Lanikea!

Best regards,

Denise Antolini

Name:	Email:	Zip:
William Saunders	wwsrainbow@gmail.com	96816
Representing:	Position:	Submitted:
Self	I wish to comment	Jun 5, 2023 @ 04:43 PM

Testimony:
Dear City Council, HDOT’s proposal to create a bypass at Laniakea would totally eliminate all parking on the City’s Laniakea Support Park parcels. Under Hawaii law, recreational access and opportunities must be protected, preserved and enhanced whenever possible.

The community has fought for years to have a sensible traffic solution which protects adequate on-site parking to prevent people from having to walk along the highway with their beach chairs, surfboards, fishing gear, and other recreational equipment, children, strollers and other items just to get to the beach.

Handicapped parking with adequate accommodations for wheelchairs must be included as well.

Therefore, I support a condition being imposed on the SMA permit which requires HDOT to work with the City parks department to create a minimum of 50 replacement parking stalls at Laniakea, both during and after construction. It is imperative that the parking be managed and not be haphazard with cars backing into traffic like they do at Chun’s Reef just up the road.

Thank you for considering my concern, which is shared by so many residents and organizations on the North Shore.

Name:	Email:	Zip:

John Thielst	thielst@coffman.com	96712
Representing: Self	Position: Support	Submitted: Jun 5, 2023 @ 05:04 PM

Testimony:
Aloha Councilmembers,
As a long time 37 year Northshore resident I support Councilmember Matt Weyers amendments to the SMA that require DOT to design and plan a parking lot with a minimum of 50 managed ingress/egress parking spaces on the makai side of the realigned highway.

Thank you for your time and considerations.

Regards
John Thielst
808 479 4481

Name: Douglas Meller	Email: douglasmeller@gmail.com	Zip: 96813
Representing: Self	Position: Support	Submitted: Jun 5, 2023 @ 05:50 PM

Name: William Martin	Email: islandxhawaii@msn.com	Zip: 96712
Representing: Self	Position: Support	Submitted: Jun 5, 2023 @ 07:54 PM

Testimony:
I support Councilmember Matt Weyers amendments to the SMA that require DOT to design and plan a parking lot with a minimum of 50 managed ingress/egress parking spaces on the makai side of the realigned highway.

Name: Roberts "Bob"	Email: leinaur001@hawaii.rr.com	Zip: 96712
Representing: Self	Position: Support	Submitted: Jun 5, 2023 @ 08:22 PM

Testimony:
I am in support of Reso 23-90 CD1 - and further amendment soon to be made by Councilmember Matt Weyer as follow:

Ask that "DOT design and plan for a minimum of 50 managed ingress/egress parking spaces on the makai side of the realigned highway." (Current CD1, introduced by our Councilmember Matt Weyer is below; we hope that "minimum of 50 parking spaces" will be added by a "CD2" during the Council Meeting to ensure the same amount of parking as currently provided by the mauka parking lot .)

Name: Andrea Woods	Email: andreaswimsunset@yahoo.com	Zip: 96712
Representing: Self	Position: Support	Submitted: Jun 6, 2023 @ 06:34 AM

Testimony:
I support Councilmember Matt Weyers amendments to the SMA that require DOT to design and plan a parking lot with a minimum of 50 managed ingress/egress parking spaces on the makai side of the realigned highway.

Name: Andrea Woods	Email: andreaswimsunset@yahoo.com	Zip: 96712
Representing: Sunset Beach Community Association	Position: Support	Submitted: Jun 6, 2023 @ 06:36 AM

Name: Barbara Fisher	Email: bambufish@gmail.com	Zip: 96712

Representing:	Position:	Submitted:
Self	Support	Jun 6, 2023 @ 07:02 AM

Testimony:
Dear City Council,

As a long time north shore resident that must travel down Kam Hwy often to get to work and back from Haleiwa town I am continually reminded of the long time safety concerns and beach access issues at Laniakea.

HDOT's proposal to create a bypass at Laniakea would totally eliminate all parking on the City's Laniakea Support Park parcels. Under Hawaii law, recreational access and opportunities , including handicapped access and parking must be protected, preserved and enhanced whenever possible.

The community has fought for years to have a sensible traffic solution which protects adequate on-site parking to prevent people from having to walk along the highway with their surfboards, beach chairs and children in tow as well as the hundreds of tourists clinging to the edges to get a view of Honu.

Therefore, I support a condition being imposed on the SMA permit which requires HDOT to work with the City parks department to create a minimum of 50 replacement parking stalls at Laniakea, both during and after construction. It is imperative that the parking be managed and not be haphazard with cars backing into traffic.

Thank you for your time in considering these concerns that are so very important to so many of us.

Name:	Email:	Zip:
William Martin	islandxhawaii@msn.com	96712
Representing:	Position:	Submitted:
North Shore Chamber of Commerce	Support	Jun 6, 2023 @ 07:27 AM

Testimony:
I'm not sure if my testimony was accepted so I am resubmitting.
I support Councilmember Matt Weyers amendments to the SMA that require DOT to design and plan a parking lot with a minimum of 50 managed ingress/egress parking spaces on the makai side of the realigned highway.

Name:	Email:	Zip:
William Martin	islandxhawaii@msn.com	96712
Representing:	Position:	Submitted:
North Shore Chamber of Commerce	Support	Jun 6, 2023 @ 07:32 AM

Testimony:
Aloha,
I tried to submit earlier but it was unclear if it went through so I'm trying again.
My name is Bill Martin and I am testifying on behalf of the North Shore Chamber of Commerce.
As I testified at the recent zoning committee hearing at Honolulu Hale concerning the SMA for the Laniakea area highway realignment, the main reason the community has been pushing for the project is to shift the parking lot makai of the highway and bypass the parking area so that locals and visitors would no longer have to cross the highway to access this amazing and very popular shoreline. This is what had been causing unbearable traffic congestion in this area for many years.
The Chamber urges that the Council please support Councilmember Matt Weyers amendment to the SMA that requires the DOT to design and plan a parking lot with a minimum of 50 managed ingress/egress parking spaces on the makai side of the highway realignment project. The original final EA calls for 90 spaces, which would be even better but if we don't have at least 50, a lot more folks will be parking along the roadside and walking dangerously along the highway to reach the area.
This minimum of 50 parking spaces request is in line with letters submitted recently to Councilman Weyers office by the Chamber of Commerce, the Sunset Beach Community Association and the North Shore Neighborhood Board requesting adequate, planned parking be part of the SMA plan.
Mahalo
Bill Martin
North Shore Chamber of Commerce
Islandxhawaii@msn.com
808 779 7439

Name:	Email:	Zip:
Matthew Luchinskas	mattsrainbows@gmail.com	96731
Representing:	Position:	Submitted:
Self	I wish to comment	Jun 6, 2023 @ 07:38 AM

Testimony:
Dear City Council, HDOT's proposal to create a bypass at Laniakea would totally eliminate all parking on the City's Laniakea Support Park parcels. Under Hawaii law, recreational access and opportunities must be protected, preserved and enhanced whenever possible.

The community has fought for years to have a sensible traffic solution which protects adequate on-site parking to prevent people from having to walk along the highway with their beach chairs, surfboards, fishing gear, and other recreational equipment, children, strollers and other items just to get to the beach.

Handicapped parking with adequate accommodations for wheelchairs must be included as well.

Therefore, I support a condition being imposed on the SMA permit which requires HDOT to work with the City parks department to create a minimum of 50 replacement parking stalls at Laniakea, both during and after construction. It is imperative that the parking be managed and not be haphazard with cars backing into traffic like they do at Chun's Reef just up the road.

Thank you for considering my concern, which is shared by so many residents and organizations here on the North Shore.

Mahalo nui loa,
Matthew R. Luchinskas

Name:	Email:	Zip:
Lynell DaMate	Lynelld808@gmail.com	96712
Representing:	Position:	Submitted:
Self	Support	Jun 6, 2023 @ 09:50 AM

Testimony:
Aloha Chair Waters and fellow council members,

I was born and raised here on the North Shore and has had the opportunity to observe the ever evolving development and changes to this special gem of our aina. For the past 60 years, these developments and changes has incurred many positive benefits to this area and it's communities, however, with these benefits came a major leap in the visitor industry, rapid growth in businesses and residency. Thus, creating nightmarish traffic tie-ups island wide. So, to me, a plan to address and resolve this decades long nightmare has been a long time coming. Therefore, I support RES23-090.

Mahalo Nui Loa for your time and consideration.

Name:	Email:	Zip:
Blake McElheny	blakemcelheny@yahoo.com	96712
Representing:	Position:	Submitted:
Self	Support	Jun 6, 2023 @ 09:50 AM

Name:	Email:	Zip:
Gil Riviere	gil@gilriviere.com	96791
Representing:	Position:	Submitted:

Self	Support	Jun 6, 2023 @ 10:06 AM

Testimony:
I support Proposed CD1-MW1 introduced by Councilman Weyer, along with an amendment to clarify the intent of new Condition E. The parking area condition should stipulate a minimum requirement of 50 vehicle parking spaces makai of the realigned highway. Here is my suggested amendment:

"M. Adds a new Condition E to require the Applicant to plan and design a parking lot for at least 50 passenger vehicles on the makai side of Kamehameha Highway...."

While this next comment is not up for consideration today, I strongly believe the realigned highway should extend to Ashley Road so that traffic and pedestrian conflicts at the Chuns and Jockos beach area are also addressed. Laniakea is not the only bottleneck on this short stretch of Kamehameha Hwy.

For today, please pass Proposed CD1-MW1 with the amendment noted in this testimony.

Mahalo.

Name:	Email:	Zip:
Larry McElheny	lkmcelheny@gmail.com	96712
Representing:	Position:	Submitted:
Self	Support	Jun 6, 2023 @ 08:29 PM

Testimony:
Aloha
I support Council Member Weyer's amendments.
Mahalo

Name:	Email:	Zip:
Racquel Achiu	rhachiu@gmail.com	96791
Representing:	Position:	Submitted:
Self	Oppose	Jun 7, 2023 @ 08:12 AM

Testimony:
MAHALO I actually have comments for 2 other measures as well

First & foremost, Res 23-90 - SMA Laniakea - Please consider the following concerns for Laniakea:
1- Focus has changed from finding Traffic Relief to an Accommodation of Convenience in a Parking Lot
2- Laniakea is not a Beach Park: It was active ranch land until a few years ago when a previous administration took a portion of the land & ultimately placed in into "Unimproved Park Land"
3- Realignment of the very likely impacts significant cultural sites throughout the area - this really needs to be addressed as i understand realignment of the road is inevitable with coastal erosion concerns building.
4- Parking lot is an accommodation of convenience, making room for even more traffic. Not long ago parking beachside at sunset was blocked due to erosion concerns, yet its being considered allowed at LAniakea (??)
5- this project is COMPLETELY CONTRADICTORY to the ongoing discussions and efforts to address coastal erosion, sea rise level, shoreline setbacks etc etc
6-What kid of precedent does this set for the rest of the shoreline areas THAT ARE OT PARKING OR BEACH PARKS
7- Laniakea never had parking it was always make shift unofficial ROADSIDE parking so it shouldn't be something that is expected . BECAUSE ITS NOT A PARK
8- This is a poor investment especially while Hauula and Kaaawa have road concerns that warrant immediate action.
9- Safety COncerns. It is not unknown that when surf is nbig this area gets washed out frequently, Marine life impacts (this area is already hugely VIOLATED by people intruding on our turtles and monks seals space, Maintenace is of great concern as it is poorly maintained now.
I grew up in this immediate area, 50+ years, my mom is still in our family home there, we have watched this poorly navigated transition throughout the years. Please help us to do what's appropriate for our space, residents and local community

CC 155 Permitted Interaction Group - a follow up to my testimony at a previous PIG meeting - i have since gone through my first appeal hearing for my mothers RPT. The process is somewhat frustrating as i told that they arent able to adjust anything or do

anything for me and I should seek my Council Member - the process doesn't give much support or option -
Also a new angle to the impacts of the RPT impacts - If the owner has a mortgage the RPT also increases the mortgage payment - that increase impacts a lenders ability to provide financing for example a HELOC as the now higher mortgage payment impacts the ability to qualify for an appropriate financing. This is a significant impact, especially to Kupuna.

CR 150 BILL 23 - As a Rancher i respectfully ask that necessary consideration be placed in the need for use of Barbed Wore for ranches and farms. It may be beneficial to provide clarity in that use in this BILL. Barbed wore is a proactive, beneficial and valid resource to securing pastures , crop areas and especially in containing livestock to a specific area. It is not inhumane, in fact, an effective means of pasture and livestock management. It is rare that an animal that an animal be negatively impacted due to the use of barbed wire. In many instance sit is the only appropriate means of fencing due to terrain or location of fence lines vs typical fence or panels. Not to mention the cost effectiveness in some cases. So in the event that this is appropriate for clarity in barbed wore use please consider thes points as necessary.

DOUGLAS MELLER
2615 Aaliamanu Place,
Honolulu, HI 96813
Email: *douglasmeller@gmail.com*
Landline: (808) 595-8208

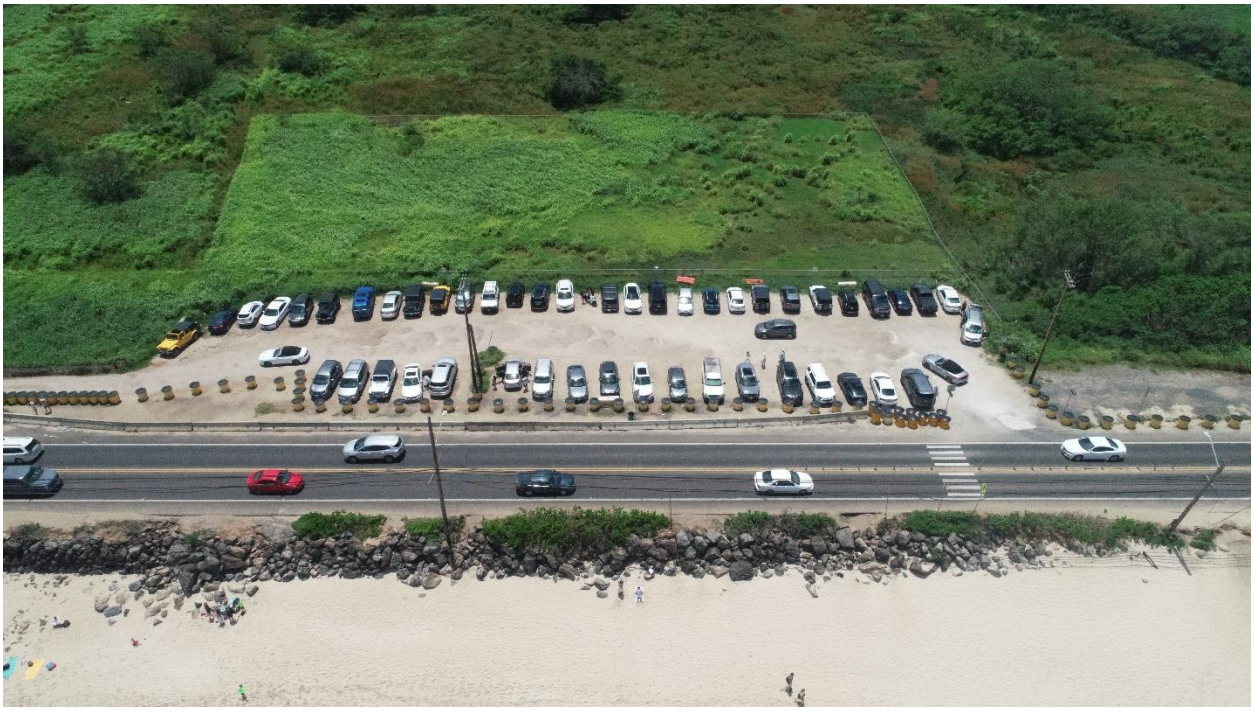
JUNE 7, 2023 TESTIMONY ON AGENDA ITEM CR-155 RESOLUTION 23-90, CD1

Granting a Special Management Area Use Permit and Shoreline Setback Variance to allow roadway and pedestrian safety improvements along Kamehameha Highway.

Please amend Condition E to require that "The Applicant shall plan and design a parking lot, with a minimum of 50 parking spaces, that includes managed ingress and egress on the makai side of Kamehameha Highway…."

Public parking is a prerequisite for adequate public access to Laniakea Beach. Highway realignment will close an existing City parking lot with space for 50 cars and preclude additional parking on City property. The DOT should be required to plan and design appropriate mitigation. The Final Environmental Assessment for the DOT's permit application states:

> *Because the road is shifted, there will be no parking on the mauka side…. However, the makai side of the realigned Highway may accommodate parking with an estimated capacity for 90 cars in the 60-foot-wide by 400-foot-long space if the area were eventually paved and striped with parking stalls. With informal or non-designated parking, the number of cars anticipated to use the area would be similar to the No Build … condition.* **[SEE ATTACHMENT 1]**



ATTACHMENT 1

- Re-purposing the highway by converting the mauka lane of the existing Kamehameha Highway to a 16-foot wide shared use path for bicycles and pedestrians. The makai lane will be partially removed and naturalized.

This Alternative is based on the previously developed "Minor" Alternative without a large coastal revetment and the "Quinlan" Alternative without parking and tight curves (Section 2.5.3). Because the road is shifted, there will be no open area for parking on the mauka side and the temptation to park and cross the road to access the beach will be removed. However, the makai side of the realigned Highway may accommodate parking with an estimated capacity of 90 cars in the 60-foot-wide by 400-foot-long space if the area were eventually paved and striped with parking stalls. With informal or non-designated parking, the number of cars anticipated to use the area would be similar to the No Build Settlement condition.

HDOT intends to retain ownership of both the existing Kamehameha Highway right-of-way, as well as the realigned area. A maintenance plan will be developed for the naturalized areas.

Public access to City DPR's parking area will be available during construction as coordinated around the Contractor's work areas. Parking limitations will be temporary during the duration of construction of up to 24 months. Laniakea Beach will remain open and accessible throughout the duration of construction.

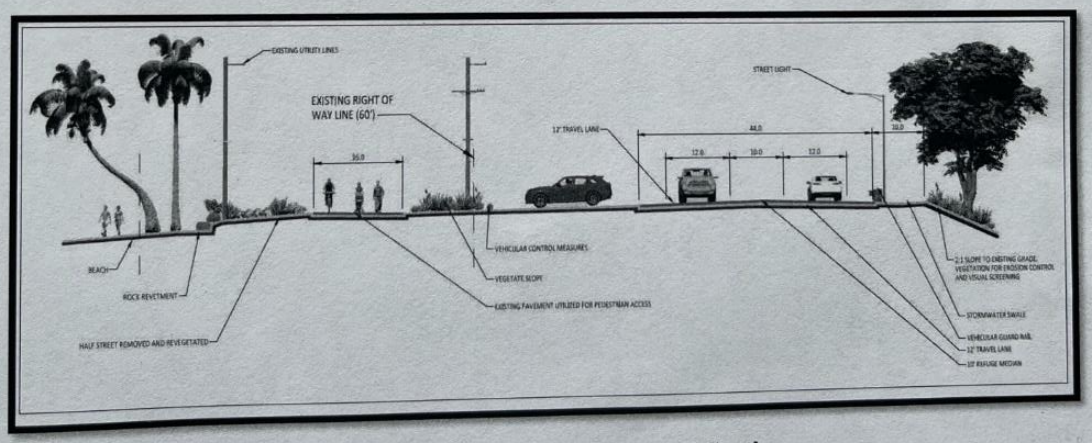


Figure 2-6. Pedestrian Shift Alternative Alignment Typical Section

Sunset Beach Community Association
P.O. Box 471
Haleiwa HI 96712

May 21, 2023

Councilmember Matt Weyer
mweyer@honolulu.gov
City Councilmembers
Mayor Blangiardi
mayor@honolulu.gov

Re: Laniakea Highway Realignment

Aloha Government Representatives,

The Sunset Beach Community Association voted 20 to 0 at its meeting on May 17, 2023 to request that the Honolulu City Council amend Resolution 23-90 to condition approval of the "Kamehameha Highway Pedestrian Safety Project, Vicinity of Laniakea Beach" SMA Use Permit No. 2022/SMA-77 and SV Permit No. 2022/SV-4 (LP) as follows:

1. Laniākea Makai Parking Area.

Require DOT to amend its plan for "informal" highway shoulder parking for 60-90 cars and instead plan and design (now, not later, as a condition of the SMA/SV), for the explicit creation of a Laniākea Makai Parking Area, to be owned and managed by other entities in the future, that will ensure an adequately-sized improved parking area with access controls (limited entry, exit) with:

a) a minimum of 50 parking spaces;
b) at least half of all total spaces designated for residents' vehicles,
c) 12 spaces designated for first responders' vehicles (e.g., HPD, DOCARE, Fire, EMS, Lifeguard),
d) 6 spaces (4 resident, 2 visitor) designated for ADA users' vehicles,
e) the remainder of spaces for non-residents visitors' vehicles,
f) no tour buses allowed at any time and no tour vans over 8 passengers allowed,
g) signage that allows enforcement of stall designations and a future system for parking fees for visitors, and
g) managed overlook areas with educational signage to minimize visitor impacts on the beach and marine wildlife.

2. Require HDOT and/or its contractors to maintain a minimum of 50 parking spaces in the proximate location of existing parking during construction, either mauka or makai, with the same

proportionate designation and signage for residents, first responders, ADA, and visitors indicated above.

For all the money that will be spent on the highway realignment, we would hope that the traffic problems would be mitigated and not exacerbated. Including a well-thought-out parking plan into this project is vital. Mahalo for your consideration.

Sincerely,

Dawn Bruns

Corresponding Secretary

Cc: Edwin Sniffen, Director, Department of Transportation
Representative Quinlan
Senator Awa
Chair Kathleen Pahinui, North Shore Neighborhood Board

JUNE 6, 2023

TESTIMONY ON AGENDA ITEM CR-155 RESOLUTION 23-90, CD1

SUPPORTING PERMIT AND VARIANCE WITH CONDITIONS
(Please further amend "Condition E")

Thank you for your attention to this important matter regarding Parks land at Laniakea (one of only seven (7) beach parks with a County lifeguard tower on the North Shore) owned and managed by the City and County of Honolulu.

Please amend Condition E of the permit to require that "The Applicant shall plan and design a parking lot, **with a minimum of 50 parking spaces**, that includes managed ingress and egress on the makai side of Kamehameha Highway...."

It is widely agreed that public parking is a prerequisite for adequate public access to Laniakea Beach.

DOT's realignment of the highway will close an existing City and County of Honolulu Parks Department parking lot with space for fifty (50) cars and will also preclude additional parking on the remaining two (2) acres of City Parks property mauka of the new alignment.

The DOT should therefore be required to plan and design appropriate mitigation for these closures and limitations on existing public access to the beach.

The DOT's Final Environmental Assessment for the DOT's permit application states:

"Because the road is shifted, there will be no parking on the mauka side.... However, the makai side of the realigned Highway may accommodate parking with an estimated capacity for 90 cars in the 60-foot-wide by 400-foot-long space if the area were eventually paved and striped with parking stalls. With informal or non-designated parking, the number of cars anticipated to use the area would be similar to the No Build ... condition."

(approximately fifty (50) - see attached photo from May 2023).

Currently the City mauka parking lot has approximately 50 spaces, so this is simply asking for a design by DOT that actually replaces this lost public parking for Laniakea Beach.

DOT Director Ed Sniffen testified in front of the City Council that the makai parking would be "about 50-55" spaces so DOT should not object to this clear confirmation and commitment in Condition E.

Please support a floor amendment that will ensure that DOT designs a safe, adequate, and managed parking lot on the makai side of the highway after realignment, with appropriate ingress/egress to avoid congestion and to maximize public benefit from these important public resources.

Thank you very much.

Take care,

Blake McElheny
Haleiwa, HI
blakemcelheny@yahoo.com

- Re-purposing the highway by converting the mauka lane of the existing Kamehameha Highway to a 16-foot wide shared use path for bicycles and pedestrians. The makai lane will be partially removed and naturalized.

This Alternative is based on the previously developed "Minor" Alternative without a large coastal revetment and the "Quinlan" Alternative without parking and tight curves (Section 2.5.3). Because the road is shifted, there will be no open area for parking on the mauka side and the temptation to park and cross the road to access the beach will be removed. However, the makai side of the realigned Highway may accommodate parking with an estimated capacity of 90 cars in the 60-foot-wide by 400-foot-long space if the area were eventually paved and striped with parking stalls. With informal or non-designated parking, the number of cars anticipated to use the area would be similar to the No Build Settlement condition.

HDOT intends to retain ownership of both the existing Kamehameha Highway right-of-way, as well as the realigned area. A maintenance plan will be developed for the naturalized areas.

Public access to City DPR's parking area will be available during construction as coordinated around the Contractor's work areas. Parking limitations will be temporary during the duration of construction of up to 24 months. Laniakea Beach will remain open and accessible throughout the duration of construction.

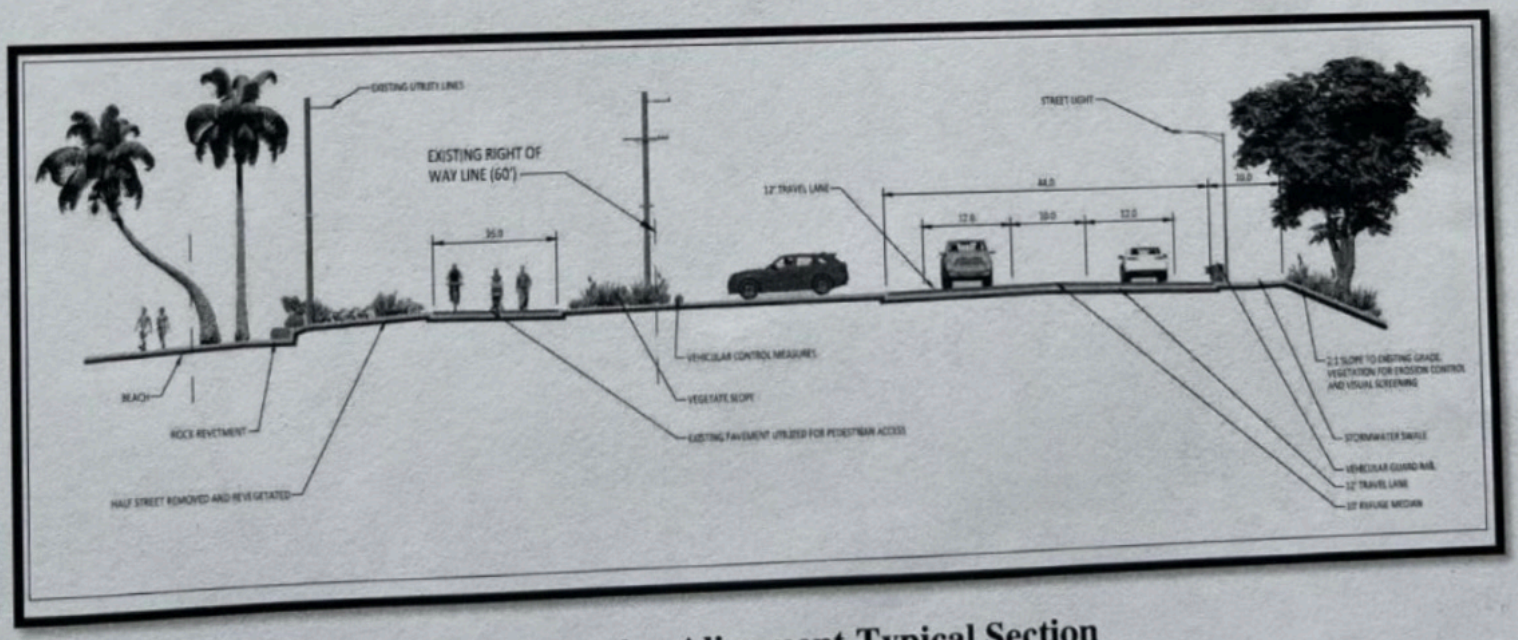


Figure 2-6. Pedestrian Shift Alternative Alignment Typical Section