

BILL053(24)
Testimony

MISC. COMM. 398

COUNCIL

COUNCIL Meeting

Meeting Date: Sep 4, 2024 @ 10:00 AM

Support: 1

Oppose: 2

I wish to comment: 0

Name: Ted Kefalas	Email: tkefalas@grassrootinstitute.org	Zip: 96813
Representing: Grassroot Institute of Hawaii	Position: Support	Submitted: Sep 3, 2024 @ 07:40 AM
Name: Margaret Murchie	Email: Margaret@margaretm.com	Zip: 96816
Representing: Self	Position: Oppose	Submitted: Sep 3, 2024 @ 09:32 AM
Testimony: Should not be exempt from current regulations. re: Calvin Say's proposal for exemptions P. The installation, maintenance, repair, or replacement of public Pedestrian or bicycle facilities, including sidewalks, paths, bikeways, crosswalks, stairs, ramps, traffic control barriers, signs, signals, and associated improvements. In particular, don't agree with "CompleteStreets" latest plans for Ala Wai Blvd, which is an important thoroughfare for communities, who wish to access and/or bypass Waikiki businesses, parks, harbors, Ala Moana and beyond. Complete Streets' intent to eliminate parking and vehicular lanes on the Ala Wai, a very important roadway for many communities. Cars have no Plan B especially when the main road, Kalakaua is closed off for multiple parades and block parties with traffic already congested with 1000's of new builds coming on Kapiolani Blvd. The traffic impact will be serious and was told by John Nouchi that they did the "impact study" during covid. Most neighbors and members of the public, including ride shares have no idea of the impact and there is no public transportation to fulfill the need here. Definitely support a full EIS for the proposed Ala Pono bridge.		
Name: Laura Ruby	Email: lruby@hawaii.edu	Zip: 96826
Representing: Self	Position: Oppose	Submitted: Sep 3, 2024 @ 02:25 PM
Testimony: Bill 53 changes that process so that only the director of DPP makes the decision on a SMA Permit and there is NO opportunity for public input. All transportation lanes will be greatly impacted especially on Ala Wai Blvd. where a lane will be taken further constructing the heavy traffic on event days. We as the community deserve to have conversations and weigh-in on our neighborhood. DPP Director should not be making unilateral decisions. Laura Ruby		

Sept. 4, 2024, 10 a.m.
Honolulu Hale

To: Honolulu City Council

Tommy Waters, Chair

Esther Kia'āina, Vice Chair

From: Grassroot Institute of Hawaii

Ted Kefalas, Director of Strategic Campaigns

RE: Bill 53 (2024) — RELATING TO THE SPECIAL MANAGEMENT AREA

Aloha Chair Waters, Vice-Chair Kia'āina and other members of the Council,

The Grassroot Institute of Hawaii **supports** [Bill 53 \(2024\)](#), which would amend Honolulu ordinances relating to the special management area in order to incorporate changes to the state's Coastal Zone Management Law.

More particularly, the bill looks to reduce permit reviews, Honolulu City Council hearings and the need for Council approval for projects in special management areas that do not warrant a high level of scrutiny.

Permitting delays continue to plague Honolulu, contributing to the high cost of housing and home repairs. By reducing the number of approvals required for development and expanding the list of repairs and changes that fall outside of that definition, this bill would help mitigate some of the delay and expense associated with improvements in special management areas.

Thank you for the opportunity to testify.

Ted Kefalas

Director of Strategic Campaigns

Grassroot Institute of Hawaii