BILL048(25)
Testimony

MISC. COMM. 129

*ZONING & PLANNING (ZON)

***ZONING & PLANNING (ZON) Meeting**

Meeting Date: Apr 2, 2026 @ 09:00 AM

Support: 10

Oppose: 1

I wish to comment: 0

Name:	Email:	Zip:
lynne matusow	lynnehi@aol.com	96817
Representing:	Position:	Submitted:
Self	Oppose	Mar 29, 2026 @ 10:28 AM

Testimony:

As a Downtown/Chinatown resident I object to certain provisions of the Proposed CD1.

Bicyclists are a danger. They are continually riding on the sidewalk in areas where prohibited. Some I scolded told me the streets were not safe. Fort Street Mall has long been considered for pedestrians and needs to be that way, given the reckless behavior of bicyclists in the adjacent area.

I overlook College Walk Mall. “That portion of College Walk extending from the mauka side of Beretania Street to the makai side of Vineyard Boulevard, and [that] the portion of River Street extending from the mauka side of Beretania Street to the makai side of Kukui Street are closed to vehicular traffic and are
established as pedestrian malls.” Good luck with that. Vehicles traverse it daily. Especially State Sheriff cars, which not only traverse it but park there for hours on end. I have no idea what the purpose is for one, two, or three to be there simultaneously but they set a bad example.

lynne matusow

Name:	Email:	Zip:
Dylan P. Armstrong	dylan.p.armstrong@gmail.com	96822
Representing:	Position:	Submitted:
Self	Support	Mar 30, 2026 @ 10:48 AM

Testimony:

Aloha mai kākou:

I write in support of Bill 48, which would repurpose the alley known as Chaplain Lane for pedestrian uses.

The biggest single constraint on Honolulu's economy, public safety, and quality of life, is its allocation and ordering of the spatial environment.

It is almost impossible to overstate how much space is wasted in Honolulu on redundancy, much of it either road paving or parking. Chaplain Lane is used as both.

I've worked as a "spatial planner," which is a skill-set within urban planning, for both the University of Hawai‘i and a Fortune 500 company. Additionally, I've traversed Chaplain Lane many times, and believe that the redevelopment of downtown and Chinatown is one of the greatest and most dynamic opportunities for the improvement of all Honolulu.

This bill is a very small step towards that improvement, with, as of two previous hearings, no written opponents testifying. It presents very little to lose in its changes to the urban grid, being a narrow alleyway.

The council should neither fear small victories, nor rest on laurels with these opportunities. Mahalo nui loa for your consideration.

Best,

Dylan P. Armstrong

Name:	Email:	Zip:
Cheryl burghardt	burgharc@gmail.com	96817
Representing:	**Position:**	**Submitted:**
Self	Support	Mar 30, 2026 @ 11:56 AM

Testimony:

Aloha City Council Members,

With this written testimony, our hale continues our SUPPORT for Bill 45 which includes the proposed CD revisions:

Chaplain Lane expansion: Rather than creating a separate Chaplain Lane Mall, the CD1 expands the existing Fort Street Mall to incorporate segments of both South Pauahi Street and Chaplain Lane directly into its boundaries.

Bicycle rules: The CD1 will allow bicycles on Fort Street Mall, College Walk Mall, and River Street Mall at speeds no greater than 10 mph and prohibits dangerous behavior, a change from the original bill, which required cyclists to be fully dismounted. This language was also supported by DTS.

Effective date: The effective date has been pushed back from December 1, 2025, to July 1, 2026.

This stand alone mall will increase the potential for growth and positive paths for our neighborhood.

Cheryl Burghardt Dee Green. Nuuanu, Oahu

Name:	Email:	Zip:
Eduardo Hernandez	eduardo@hbl.org	96814
Representing:	**Position:**	**Submitted:**
Hawai'i Bicycling League	Support	Mar 31, 2026 @ 11:41 AM

Name:	Email:	Zip:
Ross Isokane	isokane@gmail.com	96813
Representing:	**Position:**	**Submitted:**
Self	Support	Mar 31, 2026 @ 12:06 PM

Testimony:

I support Bill 48, CD1. Expanding Fort Street Mall to include portions of Chaplain Lane, etc. is a smart, incremental step for Downtown-Chinatown's revitalization.

However, I want to reiterate a concern I've raised in prior testimony on this bill to the Zoning & Planning Committee on 10/16/2025: creating pedestrian space only delivers on its promise if the City streamlines the permit approval process for community events to actually activate that space (along with street closures) in Downtown (that are typically empty after business hours and on weekends).

Our neighborhood board has adopted two resolutions (2024-03 and 2025-02) urging the City to support community events in Downtown-Chinatown and calling out the C&C's permitting process as a noted barrier. There continues to be rumors of friction in the process (e.g., permit applicants encountering unwritten requirements that are not in ordinances, administrative rules, or published application forms). When the rules of the game aren't perceived by permit applicants as transparent, predictable, and fair, it discourages the very entrepreneurial activity our neighborhood desperately needs.

The recent St. Patrick's Day event on Fort Street Mall is a case in point. It happened (first holiday block party since 2022!) – which is progress – but was limited to the pedestrian mall (as the C&C declined to approve the event for any street closures, e.g., Hotel Street), confining the event to a much smaller footprint than what has historically made these community events successful. For permit applicants investing significant upfront capital (with no guarantee of return, especially given weather risk), a constrained footprint directly undermines financial viability. That's the difference between a community event that thrives and one that barely survives (the latter which discourages permit applicants from even attempting to make these events happen).

I believe the C&C should treat event permit applicants like customers – working with them to find solutions (so long as C&C departments perform their diligence to ensure tangible risks are mitigated), not looking for arbitrary reasons to limit or deny these events. As the bill's introducer and our neighborhood's representative, I'd encourage Councilmember Dos Santos-Tam to consider reaching out to permit applicants who have navigated (successfully or unsuccessfully) the DTS permitting process in recent years – their firsthand feedback would be valuable context as the Council expands DTS's role over our pedestrian spaces. And more broadly, I'd encourage the Council to explore directing all C&C departments to implement customer satisfaction surveys (with permit applicants being identified as the customer to be served) and to ensure all requirements and timelines are published and transparent.

Name: McKinley Eads	Email: mckinleye@avalonhi.com	Zip: 96813
Representing: Avalon Development Company	Position: Support	Submitted: Mar 31, 2026 @ 02:23 PM
Name: Karolynn Rocha-Cevidanes	Email: kcevi001@gmail.com	Zip: 96822
Representing: Self	Position: Support	Submitted: Mar 31, 2026 @ 04:14 PM

Testimony:

Aloha Chair and Members of the Committee,

My name is Karolynn Rocha-Cevidanes, aka Cevi. I am a Chinatown-based event producer, community organizer, and small business operator. I submit this testimony in strong support of Bill 048 (25), CD1.

I have spent years producing events around Fort Street Mall, working alongside the businesses, artists, and residents who make this corridor one of Honolulu's most active community spaces. I have a direct stake in how this mall functions, who it serves, and how it grows.

Fort Street Mall Expansion

Expanding Fort Street Mall to incorporate South Pauahi Street and Chaplain Lane rather than creating a separate standalone designation is the right call. A unified, contiguous pedestrian boundary makes the space easier to navigate for the public, easier to program for community organizers, and easier to permit for events. In practice, these blocks already function as part of the same corridor. The CD1 simply brings the law in line with how people actually move through and use this space.

I also want to be direct about something: Chaplain Lane has been neglected. For years, the burden of basic upkeep and maintenance has fallen on local businesses and residents rather than the city and county. That is not sustainable, and it is not fair to the people who have quietly held this block together out of their own commitment to the neighborhood. Bringing Chaplain Lane formally under the Fort Street Mall designation carries with it an expectation of city stewardship. I hope this bill is a signal that the city is ready to show up for this corridor the way the community already has.

Bicycle Access

The updated bicycle language is a practical improvement. Allowing cycling at no greater than 10 mph while prohibiting dangerous behavior is enforceable and fair. Many people in this community rely on bicycles as their primary mode of transportation, and a blanket dismount requirement creates unnecessary barriers without meaningfully improving safety. A speed and conduct standard is the smarter approach, and I appreciate that DTS agreed.

Nightlife, Events, and the Business Community

Fort Street Mall is not just a throughway. It is a venue. It hosts farmers markets, cultural festivals, community gatherings, and the kind of spontaneous foot traffic that keeps small businesses alive. As someone who produces events in this corridor and manages a venue steps away from it, I can say directly that a well-defined, well-governed pedestrian mall benefits everyone operating in this district. The CD1 amendments give us a stronger foundation to build on.

The July 1, 2026 effective date is also welcome. It gives businesses and organizers time to plan accordingly, which matters in a neighborhood where event calendars are built months in advance.

I urge the Committee's favorable consideration of Bill 048 (25), CD1. Downtown Chinatown deserves a pedestrian mall system that reflects its full potential as a public space, and this bill moves us in that direction.

Mahalo for your time and your service to this community.

Respectfully submitted,

K. Cevi Rocha-Cevidanes
Honolulu, Hawai'i

Name:	Email:	Zip:
Abbey Seitz	abbey@hiappleseed.org	96816
Representing:	Position:	Submitted:
Hawaii Appleseed Center for Law and Economic Justice	Support	Mar 31, 2026 @ 07:40 PM

Name:	Email:	Zip:
Mark Garrity	oahumpo@oahumpo.org	96813
Representing:	Position:	Submitted:
Oahu Metropolitan Planning Organization	Support	Apr 1, 2026 @ 10:20 AM

Name:	Email:	Zip:
Jesse cameron	Jessecamyou@gmail.com	96825
Representing:	Position:	Submitted:
Self	Support	Apr 1, 2026 @ 01:09 PM

Testimony:
The introduction of this bill provides an opportunity to continue the revitalization of down town. It would be a boost in economic development and community building.
The adoption of this bill would show that Honolulu is attempting to create a city that is dedicated to people and not the car. We should continue giving more space back to pedestrians.

I hope to see a much greater effort from the city in prioritizing pedestrians and this bill can be seen as a step in the right direction.

Name:	Email:	Zip:
William Henry Kekoa McClellan	kekoamcclellan@gmail.com	96782
Representing:	Position:	Submitted:

The Roman Catholic Church In Hawaii	Support	Apr 2, 2026 @ 08:37 AM

HAWAIʻI BICYCLING LEAGUE
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BikeEd Hawaii

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Honolulu City Council
Committee on Zoning & Planning
Thursday, April 2, 2026 – 9:00am

Hawaiʻi Bicycling League <u>Strongly Supports</u> Bill 48(2025)
Relating To Chaplain Lane and Downtown Malls

Aloha Chair Kiaʻaina, Vice Chair Waters and Members of the Council Committee,

My name is Eduardo Hernandez and I am the Advocacy Director for the Hawaiʻi Bicycling League (HBL). We are a non-profit organization founded in 1975 with the mission of enabling more people to ride bicycles for health, recreation, and transportation. We strive to create communities across our islands that have safe, accessible, and inclusive environments for people to bike, walk, roll, and use public transit.

Bill 48 proposes to establish a portion of Chaplain Lane as a pedestrian mall closed to vehicular traffic with certain exceptions. By restricting vehicle traffic along the designated stretch of Chaplain Lane, the bill promotes safer active transportation options—walking, rolling, and bicycling—while reducing vehicle-pedestrian conflicts.

Safer pedestrian environments reduce risk of injury, particularly for children, seniors, and individuals using mobility aids, helping to advance our community's overall safety goals. With fewer vehicles, the street may experience reduced noise, lower air-pollution exposure, and calmer public space. Moreover, pedestrian malls tend to encourage incidental physical activity—making movement through daily errands more accessible and inviting rather than being relegated to separate exercise time. Finally, by providing a more inviting place for people to gather, linger, and engage with the built environment, the transformation of Chaplain Lane can foster stronger social connections.

These are powerful benefits that improve quality of life for individuals, the surrounding community and support sustainability goals established at the state and county levels. Pedestrian malls are also known to create economic stimulus for local businesses and attract new visitors. This is essential for Honolulu's growth and our reputation as a pedestrian and bike-friendly city, as required by our Charter.

Mahalo for the opportunity to testify. I hope you will pass this bill.

Eduardo Hernandez
Advocacy Director
Hawaiʻi Bicycling League

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TESTIMONY IN SUPPORT

Bill 48 (2025), CD1 – Relating to Pedestrian Malls

Committee: Zoning & Planning
Hearing Date: April 2, 2026

Aloha Chair and Members of the Zoning & Planning Committee:

Avalon Group submits this testimony in support of Bill 48 (2025), CD1. As a local real estate development and management group with an active interest in Downtown Honolulu, we support the amendments in Committee Draft 1 as a practical and balanced refinement of the existing pedestrian mall framework.

CD1's approach of expanding the boundaries of the existing Fort Street Mall to incorporate portions of South Pauahi Street and Chaplain Lane is a logical improvement. Integrating these areas into an established pedestrian mall avoids unnecessary fragmentation and provides greater regulatory clarity for property owners, tenants, and service providers.

The inclusion of Chaplain Lane within the pedestrian mall system improves mid-block connectivity between Fort Street Mall and Bethel Street while maintaining appropriate access to serve adjacent properties. This supports walkability and consistency downtown without creating unintended access constraints or operational challenges.

For these reasons, Avalon Group respectfully urges the Committee to advance Bill 48 (2025), CD1.

Mahalo for the opportunity to submit testimony.

Respectfully submitted,
Avalon Group

HAWAIʻI APPLESEED
CENTER FOR LAW & ECONOMIC JUSTICE

Testimony for Hawaiʻi Appleseed Center for Law and Economic Justice
Support for Bill 48
Honolulu City Council, Committee on Zoning & Planning
Wednesday, April 2nd at 9AM

Aloha Chair Kiaʻāina, Vice Chair Waters, and Members of the Committee on Zoning & Planning:
Mahalo for the opportunity to express **SUPPORT for Bill 48**. This testimony is being submitted on behalf of the Hawaiʻi Appleseed Center for Law and Economic Justice. Our organization works to build a Hawaiʻi where everyone has genuine opportunities to achieve economic security and fulfill their potential. Affordable, accessible, and safe transportation is crucial for fostering economic equality as it enables individuals of all backgrounds to access employment opportunities, education, and essential services.

Bill 48 proposes to establish a portion of Chaplain Lane as a pedestrian mall closed to vehicular traffic with certain exceptions. By restricting vehicle traffic along the designated stretch of Chaplain Lane, the bill promotes safer active transportation options—walking, rolling, and bicycling—while reducing vehicle-pedestrian conflicts. Safer pedestrian environments reduce risk of injury, particularly for children, seniors, and individuals using mobility aids, helping to advance our community's overall safety goals.

With fewer vehicles, the street may experience reduced noise, lower air-pollution exposure, and calmer public space. Moreover, pedestrian malls tend to encourage incidental physical activity—making movement through daily errands more accessible and inviting rather than being relegated to separate exercise time.

Finally, by providing a more inviting place for people to gather, linger, and engage with the built environment, the transformation of Chaplain Lane can foster stronger social connections.

Mahalo for the opportunity to testify.

Testimony of the Oʻahu Metropolitan Planning Organization

Honolulu City Council
Committee on Zoning & Planning

April 2, 2026 at 9:00AM
City Council Chamber & Videoconference

Bill 48 (2025)
Relating to Pedestrian Malls

Dear Chair Kiaʻāina, Vice Chair Waters, and Committee Members,

The Oʻahu Metropolitan Planning Organization (OahuMPO) **supports Bill 48 (2025),** which would establish a portion of Chaplain Lane as a pedestrian mall closed to vehicular traffic with certain exceptions. It would also authorize the City and County's Department of Transportation Services to control and coordinate the use of the newly established Chaplain Lane pedestrian mall.

This bill aligns with the vision and goals of the Oʻahu Regional Transportation Plan (ORTP) as the creation of a pedestrian mall supports active transportation. Bill 48 would create safer, more vibrant public spaces by designating Chaplain Lane for pedestrians and community use. Closing a portion of this street to vehicular traffic not only creates safer walking pathways but can also boost local economies due to increased foot traffic, improve public health, and provide residents with car-free spaces for recreation and social gatherings.

The benefits of creating a pedestrian mall can also be seen through the City's investment into Kekaulike Mall, located only a few blocks away from Chaplain Lane. The Kekaulike Mall project proves the benefits of community-oriented design, offering space for small local businesses and providing a space for residents and visitors to traverse and explore while also integrating flood mitigation improvements and art that reflects the history of this area.

Furthermore, Bill 48 aligns with existing plans like the Oʻahu Pedestrian Plan, which promotes the creation of safe and accessible streets for all, and the Honolulu Vision Zero Action Plan, which works to reduce and eliminate traffic deaths and serious injuries on Oʻahu's streets by 2045. This initiative also aligns with Hawaiʻi's climate goals by reducing vehicle emissions and encouraging sustainable transportation options.

Oʻahu Metropolitan Planning Organization
707 Richards Street, Suite 200 Honolulu, Hawaii 96813
Telephone: (808) 587-2015 | Fax: (808) 587-2018
www.oahumpo.org

The OahuMPO is the federally designated Metropolitan Planning Organization (MPO) on the island of Oʻahu responsible for carrying out a multimodal transportation planning process, including the development of a long-range (25-year horizon) metropolitan transportation plan, referred to as the Oʻahu Regional Transportation Plan (ORTP), which encourages and promotes a safe, efficient, and resilient transportation system that serves the mobility needs of all people and freight (including walkways, bicycles, and transit), fosters economic growth and development, while minimizing fuel consumption and air pollution (23 CFR 450.300).

Mahalo for the opportunity to provide testimony on this measure.

Oʻahu Metropolitan Planning Organization
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Telephone: (808) 587-2015 | Fax: (808) 587-2018
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THE McCLELLAN GROUP

April 2, 2026

To: **CITY COUNCIL COMMITTEE ON ZONING & PLANNING**
Councilmember Esther Kiaʻāina, Chair; and,
Councilmember Tommy Waters, Vice Chair

From: Kekoa McClellan on behalf of The Roman Catholic Church in The State of Hawaii

RE: Support and amicable amendments to BILL 48 (2025), PROPOSED CD1 – RELATING TO THE DOWNTOWN AND CHINATOWN PEDESTRIAN MALLS

Aloha Chair Kiaʻāina, Vice Chair Waters, and Members of the Committee:

My name is Kekoa McClellan, and I am testifying today on behalf of the **Roman Catholic Church in the State of Hawaiʻi**. The Church is a long-standing stakeholder in Downtown Honolulu, owning several key parcels along and adjacent to the Fort Street Mall that serve as vital centers for worship, community service, and local commerce.

We appreciate the City's efforts to revitalize the Downtown/Chinatown corridor and clarify the usage of Chaplain Lane and Pauahi Street. We offer the following comments and specific amendments to ensure that these changes do not inadvertently impede the essential operations and legal access requirements of the Church's historic properties.

Suggested Amendments to Proposed CD1

1. Expand Loading/Unloading Rights for Church Functions (Paragraphs B2A & B2C)
The Church requires the ability to load and unload passengers and materials for significant life events—including weddings, funerals, and other special liturgical services—at its various Downtown facilities. We request the addition of the following Tax Map Keys (TMKs) to the list of properties with designated rights under these subsections:

- **2-1-003:001** (Model Progress mauka)
- **2-1-003:002** (Model Progress makai)
- **2-1-010:033** (Kamiano makai)
- **2-1-010:034** (Kamiano mauka)

2. Clarify Traffic Flow and Directional Access (Paragraph B2F)
To provide the necessary flexibility for deliveries and event access for the Model Progress and Kamiano buildings, we suggest the following technical amendments (noted in bold/brackets):

> "Vehicular traffic allowed under this subsection **must** travel only upon the area delineated for travel and **only** in the makai direction, except upon portions between King Street and Merchant Street **and between Fort Street and Chaplain Lane** where traffic **is permitted** in either direction..."

Currently, there is no formal legal vehicular access for the Model Progress building. Formalizing these rights ensures that the Church can continue its stewardship of these historic assets and support the small businesses (such as the local flower fair) that rely on this access for daily operations.

Comments on Operations and Safety

Chaplain Lane Access and Congestion
We have significant concerns regarding the physical capacity of Chaplain Lane. While we support the inclusion of moped and bicycle parking, the lane is extremely narrow. Even a compact pickup truck faces significant difficulty navigating the lane when these racks are occupied.

Furthermore, if businesses at 55 Chaplain Lane utilize the area for outdoor dining, vehicular through-access—including for essential services like FedEx, UPS, and emergency vehicles—becomes physically impossible. The City must clarify how legal access is maintained during allowable hours if the thoroughfare is obstructed by permitted commercial activity.

Pauahi Street Directionality
Current reality dictates that vehicles frequently enter from Beretania or utilize South Pauahi Street for "in" and "out" access, despite the current ordinance designating Pauahi as "out" only. Given that the street is already striped for "in" traffic, we recommend the bill be amended to formally allow "in" access on South Pauahi Street to reflect actual usage and improve traffic safety.

Closing

The Roman Catholic Church remains committed to the success of the Fort Street Mall and the broader Downtown community. We ask that the Committee incorporate these amendments to protect the functional needs of our parishioners and the long-term viability of our properties.

Mahalo for your leadership on this issue and for the opportunity to provide these suggested amendments and comments.

Kekoa McClellan
On behalf of the Roman Catholic Church in the State of Hawai‘i

Me ka ha‘aha‘a,



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