

BILL038(26)
Testimony

MISC. COMM. 412

COUNCIL

COUNCIL Meeting

Meeting Date: Oct 7, 2026 @ 10:00 AM

Support: 2

Oppose: 0

I wish to comment: 2

Name: Jonathan Huynh	Email: jhweather123@yahoo.com	Zip: 96792
Representing: Self	Position: Support	Submitted: Oct 4, 2026 @ 03:29 PM
Testimony: Aloha, I support Bill 38. Its design objectives, including compact street grid, festival street, active ground floors, greenway connections, are sound. This is the right vision for East Kapolei and TOD. But I need to show you what's actually being built right now within this TOD district. On September 19, I sent a letter to the acting TOD administrator of the Honolulu DPP, documenting what I observed at Hoopili: extensive parking podium foundations under construction within a 15-second walk of the Honouliuli rail station. A parking podium next to a rail station is the opposite of TOD. And it's happening under regulations that eliminate parking minimums but set no maximums. Those objectives are undermined when the baseline development pattern is car-first. A parking podium with an active ground floor is still a parking podium. Residents will drive because the building was designed for them to drive. We will have spent billions on rail to serve development that functions exactly like the rest of Kapolei. I'm not asking you to oppose this bill. I'm asking you to complete it. Add parking maximums. Without them, the design objectives in this bill are suggestions. D.R. Horton is already ignoring them. D.R. Horton has submitted comment cards at previous hearings and testified on utility undergrounding. They have not objected to anything in this bill. That should tell you something. They're comfortable because they know the design objectives have no teeth. Right now this bill says TOD but enables sprawl. Parking maximums fix that. The podiums are going up now. Once they're finished, they don't come down. I urge you to support the bill with this one amendment. Mahalo, Jonathan Huynh		
Name:	Email:	Zip:

Jacob Wiencek	jacob.m.wiencek@pm.me	96815
Representing: Self	Position: Support	Submitted: Oct 5, 2026 @ 07:59 PM
Testimony: Aloha Councilmembers, I support Bill 38, which brings the Kualaka'i, Keone'ae, and Honouliuli station areas into the TOD Special District. The East Kapolei Neighborhood TOD Plan's design objectives, including a connected greenway, a compact street grid, and a walkable town center at Ho'opili, will help growth around these stations produce real neighborhoods, not just more units. The bill's permit streamlining will also reduce delay and cost for projects that already meet the district's standards. I strongly urge the Council to pass this bill!		
Name: Roxanne Bolden	Email: systemsadvocacy@alohailhawaii.org	Zip: 96782
Representing: Aloha Independent Living Hawaii	Position: I wish to comment	Submitted: Oct 6, 2026 @ 08:11 AM
Name: Dylan Armstrong	Email: dylan.p.armstrong@gmail.com	Zip: 96822
Representing: Self	Position: I wish to comment	Submitted: Oct 6, 2026 @ 09:18 AM



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Aloha Independent Living Hawaii (AILH) dedicated to providing independent living programs and services for persons with disabilities in Hawaii.

We work together with the community and consumers to improve the quality of life through individual choices and access to services.

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Roxanne U. Bolden

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Testimony of Aloha Independent Living Hawai'i

Bill 38 (2026) – Relating to the Transit-Oriented Development Special District (Third Reading, CR-263(26))

Honolulu City Council – Wednesday, October 7, 2026, 10:00 a.m.

Position: Comments

Thank you for the opportunity to comment on Bill 38 (2026). Aloha Independent Living Hawai'i (AILH) is a consumer-controlled, federally designated statewide Center for Independent Living. We serve people with disabilities statewide, across all disabilities and ages.

Transit-oriented development matters to our community. Many people with disabilities do not drive. Homes, jobs and health care within reach of Skyline give them real choices about where to live and how to get around. Bill 38 brings the Kualaka'i, Keone'ae and Honouliuli station areas into the TOD Special District. These are new neighborhoods. The rules set now will shape them for decades.

Bill 38 does not address access for people with disabilities. We respectfully submit five comments.

Less Review, Stronger Standards

Bill 38 changes permit review across the entire TOD Special District. New construction on sites of one acre or more on key streets would need a minor permit instead of a major permit. Smaller additions on key streets would become exempt. Exempt projects are checked against the district's standards only at the building permit stage. With fewer points of review, access cannot depend on being caught in review. It must be built into the standards every project is required to meet.

Accessible Routes

A transit-oriented neighborhood works only if people can reach the station. At the September 24 committee meeting, the Department of Planning and Permitting said connectivity between adjacent projects could be considered



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as part of a project's community benefits. For people who use wheelchairs, are blind or have low vision, or walk with difficulty, an accessible route is not a benefit to negotiate. It is the way in. We urge that every project in the district provide a continuous accessible route to the station, transit stops and neighboring public spaces, with curb ramps, detectable warnings and accessible pedestrian signals. The district allows sidewalk reconfiguration by minor permit. No such modification should narrow or interrupt an accessible route.

Greenways and Shared Paths

The bill calls for greenway corridors with multi-use paths along the rail guideway and Kalo'i Gulch. Shared paths must be safe for pedestrians who cannot see or hear an approaching bicycle or scooter. We ask that designs separate walking and wheeled travel where space allows, with a detectable edge between them.

Event Closures

The bill promotes a festival street closed to vehicles during events. When streets close, TheHandi-Van and accessible drop-off must still reach the nearest practical point. Event plans should say where.

Future Amendments

The Department told the Committee that the TOD Special District regulations may be amended when the Airport Area plan area is added next year. We urge the Council to ask the Department to address pedestrian accessibility standards in that update, in consultation with the Disability and Communication Access Board and disability organizations.

We support compact, connected neighborhoods around Skyline. We ask that they be built for everyone who will live in them.

Mahalo for your consideration.



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Roxanne U. Bolden

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Roxanne Bolden
Executive Director

*TESTIMONY FOR THE HONOLULU CITY COUNCIL
THE HONORABLE TOMMY WATERS, CHAIR, AND ANDRIA TUPOLA, VICE CHAIR*

7 October 2026

Bill 38 (2026)

Aloha Chair Waters, Vice Chair Tupola, and Council Members,

Thank you for considering my COMMENTS on Bill 38.

- As slide 15 of the Department of Planning and Permitting (DPP) presentation states, the **Transit Oriented Development (TOD) Special District “[r]egulates building placement and site layout/function” with “[b]uildings near sidewalk/street, parking in back” and “[a]ctive ground floor uses.”**

This is proper design theory aligned with the state of the urban planning field. Walkability is not just contingent on infrastructure. It hinges on there being a clear joining between pedestrian infrastructure, destinations, shade, aesthetically pleasing design, and reduced Level of Traffic Stress (LOTS) through moving driveways, parking lots, and conflicting traffic modes away from the main arterial street frontage.

This ‘nexus’ must be maximized to accomplish the TOD Special District’s underlying intent: stimulate economic growth, save residents on cost of living (reduced vehicle miles travelled), and promote public health (the research on walking’s health benefits is long-established) and neighborhood enjoyment, all of which are a bedrock that fosters public safety.

- **Parking podium buildings (candle on a cupcake) are *bad urban design* and have no place in a TOD special district.** *The council should not approve parking podium designs either actively or passively, as Bill 38 implicitly does, and should amend Bill 38..*

Long-term, there are always more cars entering Honolulu than leaving. All those cars have to go somewhere: clogging our streets and highways, and taking up very valuable space that could be used for housing and parks.

Refer also to the criticism provided by Jonathan Huynh. “*A parking podium next to a rail station is the opposite of TOD. And it's happening under regulations that eliminate parking minimums but set no maximums.*” Link: <https://hnlldoc.ehawaii.gov/hnlldoc/document-download?id=29260>

Mahalo nui loa,
DYLAN P. ARMSTRONG, Urban Planner and Advocate
Individual Capacity