

CITY CLERK
HONOLULU, HAWAII

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Honorable Councilmember Ann Kobayashi
Executive Matters Committee Chair
and Members of the Committee

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RE: Bill 10 (08) proposed CD2 version – relating to Transit Oriented Development (TOD) Projects for Oahu with or without a High Capacity Mass Transit System
STRONG OPPOSITION to be built to prosper the Developers only

Good Afternoon Chair Kobayashi and Committee Members:

I'm Daisy Murai, a community member of Kapahulu, daily commuter on the City's Mass Transit System TheBus, and participant of several Transit Oriented Development discussion groups relating to McCully/Moiliili, Ala Moana/Kakaako as well as Kapahulu Neighborhood Master Plan discussion group. Change will occur within the next several years relating to zoning changes, land acquisitions, shift in density, eminent domain, transportation issues as well as social and economic characters of these and other Communities/Neighborhoods on Oahu. The future will be decided not only by future generations, but by people willing to move and live on Oahu and by the types of investors that are attracted to our Island.

The July 26th, Saturday issue of the Honolulu Advertiser had an interesting article by Henry Eng, Director of the City's Department of Planning & Permitting (DPP), relating to the growth of KAPOLEI, the 2nd City and the progress of growth to continue till 2030 and beyond. He mentions that there is and will be tremendous growth to Kapolei, not only by population (DPP has allowed several thousand residential homes to be built in the Ewa and Kapolei Districts) but by many Commercial Business Enterprises which will offer jobs to residents and the expansion of West Oahu Campus of the University of Hawaii.

Transit Oriented Developments to be built along the City's proposed High Capacity Mass "TRANSIT" routes will need to benefit those that will utilize and live in such developments and the surrounding Neighborhoods. Oahu's population by the year 2030 will include many "Baby Boomers" who would have retired by then and a need for a Mass Transit System may not rally be needed. If a TOD is built with or without a Mass Transit System, it should also include services that aids Senior Citizens as well as the younger families with children such as a Day Care facility, the handicapped, Post Office, Police substations, hospital or clinical services, schools besides UH's West Oahu campus and other service oriented businesses and stores.

To build TOD's just for the sake of increasing density by population and Commercial Enterprises by building Upward without careful planning will Create Traffic Congestion Problems worse than currently. That is why I STRONGLY OPPOSE Bill 10 (2008) proposed CD2 version which mentions "RAIL TRANSIT" which should still be referred to as "MASS TRANSIT SYSTEM", as the registered voters/tax payers have not decided if "RAIL" is the ONLY WAY to go and it should be Community based input from each Community which would be approved & recommended by the Neighborhood Board and please add *Community Members* to be reviewed by the City's Dept. of Planning & Permitting.

Thank you for the opportunity to speak,

Daisy Murai
3039 Kaunaoa Street
Honolulu, HI 96815
July 29, 2008

FAX: 768-3827
Date: July 30, 2008 Wednesday
Time: 1:00 pm
Place: Committee Room 205

MISC. COM. 1603

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