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October 21, 2011

Land Use Commission
Department of Business, Economic Development
& Tourism
State of Hawaii
P.O. Box 2359
Honolulu, HI 96804-2359

**RE: D.R. HORTON, SCHULER; MASTER PLAN FOR HOOPILI; RECLASSIFICATION
FROM AG TO URBAN**

Aloha State Land Use Commissioners,

Please accept my testimony to assist you in your deliberations regarding roughly 1,600 acres on the Ewa Plain.

If it were just me as a regular citizen not holding any political office, I would say build it, build it, build it without looking back at all the ants, cockroaches and termites that would get displaced in favor of homes and opportunities for us humans. We have some 30,000 acres of farmland right now sitting fallow on Oahu growing weeds while thousands of people seek shelter. If we have a food shortage, a crisis on our hands to be self sufficient, why aren't these 30,000 acres in production? We are not losing farmland, but rather prioritizing what we have as inventory for future use and productivity of which the 30,000 acres not being used currently will suffice at minimum to meet any future demand for agricultural means. Thus, under these conditions and circumstances, the need for housing trumps the need to house ants and other bugs wallowing in the fields where no plow has been for decades.

This development offered by D.R. Horton is a sound approach to compliment the current county seat and other state offices in the vicinity. Add the new college campus on its way to completion in Kapolei proper and this plan for homes and mixed use development deserves your approval.

However, in the capacity of my role as the City Council person representing the area, I must plead with you to initiate three requisites, or conditions to be obliged by the petitioner upon approving the permit request by D.R. Horton to reclassify its property.

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1. No sale of residential property within Hoopili is to transpire until the East-West Connector Road within the jurisdiction of the petitioner on said property is completed and open to the public as a transportation and pedestrian thoroughfare.
2. No ingress or egress capabilities in the vicinity of Honowai Street and Kunia Road shall be made within the petitioner's property that contributes to the installation of a traffic signal to serve the development.
3. Due to the State Legislature and Governor passing HB1309, ACT 247 (Hawaii Session Laws 2005) that prohibited any General Excise Tax surcharge to be expended for highway technology, which could have provided traffic relief with the construction of a reversible expressway and built within five years, and already in service to alleviate traffic congestion on the H-1 Freeway, it is imperative no residential home sales transpire until the proposed rail transit project is completed as sold to the public. This includes the full 34-mile segment to UH Manoa and Waikiki where the job centers are, as the 20-mile segment from Kapolei to Ala Moana will not suffice in the capacity as a traffic congestion reliever.

Furthermore, it would be reckless, and a sign of government authorities acting in bad faith to permit the addition of thousands of more cars on the already overcapacity H-1 Freeway via the Hoopili development plan without the rail transit system in full operation and offering the alternative to such gridlock conditions as they exist today. By the ill-conceived action of elected officials to prohibit highway technology to serve Hoopili development, the consequences are to be that rail must be built first prior to the sale of any residential property within Hoopili.

Again, if ACT 247 were to have allowed highway technology on the landscape, the additional road capacity to serve Hoopili would have been almost completed by now. A green light to Hoopili would be in favor by most and construction jobs right around the corner without any delays had highway technology been permitted to address traffic on the H-1 Freeway. The facts are, that the voter was told rail will solve traffic. The voter was told Hoopili residents will use the rail. The voter was promised rail would make travel on the H-1 Freeway better. Therefore, rail must be in operation and available to the residents of Hoopili at the time of the first residential unit is to be sold.

In conclusion, so long as I sit on the City Council, I must respect and adopt the sentiments of just about everyone I meet and talk to about traffic on the H-1 Freeway. My constituents' quality of life on our roads is awful and they do not want to compound the problem with

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more cars on the H-1 Freeway without the solutions in place. We are encouraged by the vision of D.R. Horton and welcome the plan to adopt Hoopili into our communities, but only under the requisites as aforementioned above.

Mahalo for this opportunity to submit testimony on this most critical, and serious endeavor.

Aloha,

A handwritten signature in black ink that reads "TOM BERG". The letters are bold and slightly slanted, with a casual, personal feel.

TOM BERG
Councilmember – District 1
Ewa Beach, Kapolei, Waianae Coast

TB:ge