Appendix C: Vision Scorecard

Appendix D: Scenic View Inventory, 2014

Appendix E: October 27, 2007 Orientation Workshop Documentation

Appendix F: Minutes of Discussion Groups on Agriculture, Transportation, and Revitalization of Wahiawā, between July and November of 2008

Appendix G: January 31, 2013 Community Update Documentation


All Central Oahu Development Plan Review products are available on the Department of Planning and Permitting website: http://www.honoluludpp.org/Planning
Appendix C: Vision Scorecard

Contents:

Vision Scorecard - Evaluation of Implementation
Vision Scorecard - Summary of Recommendations
<table>
<thead>
<tr>
<th>Vision Element</th>
<th>Evaluation of Implementation</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Protect Agricultural Land</td>
<td>o Over 10,000 acres of agricultural lands along Kunia Road, above Wahiawa, around Millini and on the Waipio Peninsula are outside the Community Growth Boundary. Since adoption of the CO SCP in 2002, no agricultural or open space lands outside the Urban Community Boundary have been rezoned for urban use.</td>
</tr>
<tr>
<td>and Open Space</td>
<td>o 150 acres for an agricultural park located within the Community Growth Boundary at Royal Kunia was deeded to the State Department of Agriculture. Development is anticipated to start in October 2016, contingent on funding and permit approvals.</td>
</tr>
<tr>
<td></td>
<td>o 1,700 acres of agricultural lands north of Wahiawa formerly held by the Galbraith Trust were conveyed to the State agencies ADC (1200 acres) and OHA (500 acres around the Kukaniloko historic site) in 2012, with the help of the Trust for Public Lands. Most of the land will be reserved for agriculture. Several properties in the Whitmore Village area were also purchased by the State to develop a food processing hub.</td>
</tr>
<tr>
<td></td>
<td>o The U.S. Army acquired a 1,400-acre area south of Schofield Barracks for use as a training area, removing it from agricultural use.</td>
</tr>
<tr>
<td></td>
<td>o Island Palm Communities (formerly Army Hawaii Family Housing), a partnership of Actus Lend Lease with the U.S. Army, acquired a 1,925 acre parcel to the south of Schofield Barracks and west of Kunia Road. It remains in agricultural use, but some of the land may eventually be developed to meet demand for family housing at Schofield Barracks.</td>
</tr>
<tr>
<td></td>
<td>o Patsy T. Mink Central O’ahu Regional Park opened in 2001, and is being developed to provide a diverse range of active and passive recreation facilities.</td>
</tr>
<tr>
<td></td>
<td>o The potential for creating the proposed Open Space Network which would link together open space areas with a network of paths and bikeways running in ravines and greenways still exists, but the proposed linkages have not yet been accomplished.</td>
</tr>
<tr>
<td></td>
<td>o Connections and park developments necessary to create the Waipahu Shoreline Park, which would link Waipahu with the Pearl Harbor Historic Trail, Pouhal Marsh wildlife sanctuary, and the Waipio Peninsula Soccer Park, have not advanced.</td>
</tr>
<tr>
<td></td>
<td>o <strong>The Waipahu Neighborhood TOD Plan</strong> adopted in 2014, proposes the restoration of Kapakahie Stream and an adjacent stream walk for bikes and pedestrians, linking the Old Town area and the Festival Marketplace with the Pouhal Marsh. The Plan also calls for mini-parks between one and two acres in size throughout the Farrington / Mokuola Station area.</td>
</tr>
</tbody>
</table>
## Evaluation of Implementation

<table>
<thead>
<tr>
<th>Vision Element</th>
<th>Description</th>
</tr>
</thead>
</table>
| **2. Revitalize Waipahū and Wahiawā** | - Between 2000 and 2010, non-construction jobs in Central O‘ahu increased by over 14,000 with 25 percent of the new jobs estimated to be in Waipahū and in Wahiawā.  
- Redevelopment of the Waipahū Mill site with the adaptive use of the Mill Building for a full service YMCA (2007), and construction of the Filipino Community Center (2002), helped re-establish the Mill site as a center of Waipahū activity. The nearby Waipahū Festival Marketplace revitalized the old Big Way supermarket building (2007).  
- Other new development in Waipahū has included two mid-rise affordable housing projects near the proposed Mokuola transit station and commercial/industrial development around the former Mill site.  
- **The Waipahū Neighborhood TOD Plan** was approved by the City in 2014. The Plan calls for mixed-use, higher density transit oriented development areas around the proposed Waipahū and West Loch transit stations. Proposed zoning to implement the Plan is under review by the City Council as Bill 76 (2015).  
- Much of Wahiawā town is designated as a Neighborhood Revitalization Strategy Area. A Community Strengthening Program and a Community Based Development Organization were formed to coordinate community-based revitalization projects  
- Far less new development has occurred in Wahiawā than in Waipahū or Mililani.  
- As a result of two Central O‘ahu Enterprise Zones established in 1996 under State and City legislation, 14 businesses received tax rebates, exemptions, and credits in return for creating new jobs in Waipahū or Wahiawā. |
<table>
<thead>
<tr>
<th>Vision Element</th>
<th>Evaluation of Implementation</th>
</tr>
</thead>
</table>
| 3. Protect Natural, Cultural, and Historic Resources | o Since 2002, protection of natural, historical and cultural resources has been included as a standard condition of land use approvals when significant resource impacts have been identified in environmental assessments.  
| | o The importance of protection of the Pearl Harbor aquifer is recognized in policy changes, programs, and projects proposed in the 2007 **Central O'ahu Watershed Study**.  
| | o The Board of Water Supply has begun community outreach to produce a **Central O'ahu Watershed Management Plan** by 2017.  
| | o The City has completed improvements to the Wahiawa Wastewater Treatment Plant which made it capable of producing R-1 quality recycled water. That water could be used to irrigate parks and some agricultural lands. However, State Department of Health certification as R-1 quality is pending.  
| | o Kūkaniloko is being maintained by members of the Wahiawa Hawaiian Civic Club and Friends of Kūkaniloko. The lands surrounding Kūkaniloko are held and managed by the Office of Hawaiian Affairs.  
| | o The landmark Waipahū Mill Stack was retained, and adaptive use made of the mill buildings as part of the Waipahū YMCA complex.  
| | o Historic plantation villages at Poamohō and Kunia continue with new ownership structures evolving to protect resident owners (Poamohō) and farm workers (Kunia). At Kunia, Hawaii Agricultural Research Center is promoting new agricultural uses for existing structures.  
| | o The Plan calls for establishment of bikeways and historic train operations on the OR&L corridor from Aiea to Nanakuli.  
| | • The existing bikeway runs on the OR&L corridor from Aiea to Waipahū Depot Road.  
| | • The State DOT Leeward Bikeway project would extend the bikeway to the ‘Ewa Plantation Villages in Phase 1 and on to Nanakuli in Phase 2.  
| | o Extension of the historic train operation from ‘Ewa Plantation Villages to the Waipahū Cultural Park and to Rainbow Marina is not feasible due to the presence of energy pipelines buried in the rail bed which are permitted under a long term lease. |
### 4. Build Master Planned Communities that Support Walking, Biking, and Transit Use

- More than 5,000 homes were added to Central O'ahu between 2000 and 2010, 24% of O'ahu's growth, most before 2008.
- Since then, housing development has slowed to around 25 units per year due to economic conditions, build-out of Mililani Mauka, and legal challenges to entitlements for new development.
- Affordable housing units have been required in all major Central O'ahu developments, resulting in the construction of over 8,600 affordable units since 1984.
- No new town centers/Main Street areas have been established since 2002. Castle & Cooke, whose Koa Ridge Makai project’s zoning was approved in 2013, proposes to establish a town center as part of that project.
- Development of three master planned communities identified in the 2002 Plan:
  - Koa Ridge Makai
  - Royal Kunia II, and
  - Waiawa Ridge/Waiawa Castle & Cooke. has been delayed.

### 5. Design Communities to Reduce Automobile Usage

- New Express Buses and a hub-and-spoke system of collector buses were established since adoption of the Plan in 2002.
- Since 2004, increased attention has been paid to ensuring that roadway master plans for new subdivisions support walking, biking, utility vehicle circulation, connectivity with adjacent areas, and transit usage.
- The City adopted a Complete Streets ordinance in 2012, and is establishing standards to ensure that streets provide safe access and mobility to all users.
- The Waipahu Neighborhood TOD Plan, adopted in 2014, calls for mixed use residential and commercial development within easy walking distance of two transit stations in Waipahu. Implementing zoning regulations are currently under consideration by the City Council as Bill 76 (2015).
- A flyover lane connecting the H-2 Freeway to the parking structure for the Pearl Highlands rail station is under construction, and when completed, will allow express bus riders from Central Oahu to easily transfer to the rail system for the trip to and from downtown Honolulu.
### Vision Element | Evaluation of Implementation
--- | ---
6. Provide Adequate Infrastructure | - State and County infrastructure development has continued, but providing transportation and schools capacity concurrently with residential development remains a challenge.
  - The City Department of Transportation Services has developed transit centers at Waipahu, Mililani and Wahiawa.
  - Since 2003, improved express bus service and the Zipper Lane have provided alternatives for the commute to Honolulu, but the quality of travel to and from town has not improved for most commuters.
  - The congestion-reducing H-1 Freeway PM Contraflow Project broke ground in 2012 and is still in progress. Pearl City and Waimalu Viaduct deck repairs were completed in 2014.
  - The rail transit system, when construction is completed, will provide substantial capacity as an alternative to commuting by auto.
  - Renewable energy development is being explored at several sites, largely in the form of Photovoltaic (PV) installations. A demonstration plant for biofuel development from algae has been established by Phycal at Poamoho Village.
  - With little new housing construction under way, demand for new schools and other public facilities has slowed for the moment.
  - The City has supported the DOE’s efforts to provide capacity for existing and new developments to provide their fair share toward construction of new or expansion of existing schools, either under the terms of the impact district or the provisions of existing agreements required as a condition of zoning.
  - Royal Kunia Phase I is within the area covered by the ‘Ewa Transportation Impact Fee Ordinance (since the Kunia Interchange project was eligible for funding under the ordinance). The ordinance is being reviewed, and a revision will be proposed to the Council.
  - Community Facility District financing for infrastructure for new development received preliminary Council approval for Gentry Waiawa, but was never used.
<table>
<thead>
<tr>
<th>Issue</th>
<th>Recommended Changes to the Plan</th>
<th>Recommended Improvements to Implementation</th>
</tr>
</thead>
</table>
| Protect Agricultural Land, Open Space and Greenways | o The Public Review Draft integrates the Plan’s support for agriculture and open space into a broader commitment to sustainability and protection of resources.  
  o Retain the Community Growth Boundary.  
  o Recognize that pineapple is no longer cultivated in Central O'ahu. | o Implement regulations limiting development of non-productive estates on agricultural lands and explore ways to help farmers use agricultural land productively.  
  o Assess feasibility of plans for gulch trails with a pilot study in Wahiawā.  
  o Assess the implications of public/private partnerships on U.S. Navy and Army land for implementation of City and County policies for Central O'ahu. Continue dialog with military agencies on appropriate uses of adjoining military and civilian lands. |
| Protect Natural, Cultural, and Historic Resources | o Recognize the importance to all of O'ahu of recharge for aquifers in Central O'ahu  
  o Require developers to conduct surveys for endangered and threatened species before development.  
  o Support reduction of light pollution that can affect wildlife or community quality of life.  
  o Amend the Plan to clarify that developers are required under State law to conduct surveys of historic and cultural resources, and to get approval for historic and cultural mitigation plans from SHPD.  
  o Delete the policy calling for extension of historic train operations in Central O'ahu. | o Assess the impact of watershed planning for land use and land use regulations, especially upon the release of the Central O'ahu Watershed Management Plan (anticipated in 2017).  
  o Require that any development in upland high rainfall areas (>50 inches) does not lessen groundwater recharge.  
  o Continue to participate in advisory committee for a possible statewide light pollution law. Identify best practices for O’ahu communities.  
  o Support low impact development that will reduce the amount of runoff into the ocean. |
### Support Economic Development and the Revitalization of Waipahu and Wahiawa

- Incorporate recommendations from the **Waipahu Neighborhood TOD Plan**.
- Pass ordinance for Waipahu Neighborhood TOD areas.
- Support private/public collaboration in TOD redevelopment.
- Continue to support efforts to revitalize Wahiawa.
- Conduct a circulation study to improve access and parking of Wahiawa business areas while supporting renovations in line with the town’s historic character.

### Create Master Planned Communities that Enhance Multi-modal Travel

- Strengthen support for the City and County’s inclusionary zoning policy.
- Support implementation of Compete Streets.
- Support implementation of Age Friendly Communities guidelines and policies.
- Continue to enforce Unilateral Agreement conditions that require developers to provide or fund infrastructure and public facilities and enforce UA provisions on affordable housing.
- Consider changes in land use law to encourage mixed use development, design of bike and walking routes for people of all ages, location of passive parks close to residential complexes, and other initiatives.
- Amend the LUO to allow mixed-use development including affordable housing on parcels in B-1 and B-2 districts.
- Encourage connectivity wherever feasible throughout the region.
- Encourage provision of space for pedestrian and bicycle travel in new developments.
**CO SCP Vision Scorecard: Summary of Recommendations**

<table>
<thead>
<tr>
<th>Issue</th>
<th>Recommended Changes to the Plan</th>
<th>Recommended Improvements to Implementation</th>
</tr>
</thead>
</table>
| **Provide Adequate Infrastructure**| o The Plan calls for timely development of infrastructure. The challenge of concurrency lies with financing, collaboration of developers and agencies, and development regulations and standards.  
o Treat emergency shelters as public facilities that are in short supply. Incorporate policies supporting meeting the shortfall in public shelters and encouraging private provision of shelters and safe rooms.  
o Call for assessment of sea level rise risks before developing new public projects, and incorporating measures to reduce risk and improve resiliency. | o Complete the fixed guideway rapid transit system as soon as possible.  
o Build the flyover linking the H-2 with the Pearl Highlands transit station and lot.  
o Continue work to relieve congestion on H-1 through Zipper lanes and other means.  
o Support low impact development (LID) that will reduce runoff into the ocean.  
o Encourage DOE and DPR to renew discussions on co-location of schools and parks, coordination of public facilities for recreation and emergency shelters.  
o Study ways to provide incentives for development of both public emergency shelters and private “safe rooms.”  
o Require risk assessment and assess results before granting land use and building permits for new public projects. |
Central Oahu SCP 2017 Review Report Vol. 2
Appendix D: Scenic View Inventory

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Scenic View Inventory (2014) Directory
Overview Index Map
View Maps and View Sets A – P
APPENDIX D: COSCP SCENIC VIEWS INVENTORY 2015

To document the scenic views that are to be protected, a Scenic View Inventory was done in 2014 for the Central Oahu Sustainable Communities Plan Area. As shown in the Directory below, an Overview Index Map for the entire development plan area shows the 16 photo locations used to document the views. It is followed by a map for each individual photo location area and then collages and individual photos showing the views from that location.

Central O’ahu SCP Scenic Views Directory

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  View 14. Koolau Range from Kunia Road at Whitmore Avenue
  View 15. Looking toward Waialua from Kunia Road past Whitmore Avenue

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  View 17. Waianae Range from Mililani High School (A)
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  View 22. Toward Pearl Harbor from Central Oahu Regional Park
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  View 24. Waianae Range Looking NW from Kunia Road
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  View 36. Pearl Harbor from H-1 at Waipahu High School (A)
  View 37. Pearl Harbor from H-1 at Waipahu High School (B)
VIEW SET A - CENTRAL O‘AHU SCP

View 1.  Ko‘olau Range from H-2 (A)

View 2.  Ko‘olau Range from H-2 (B)
View 3. Wai‘anae Range from H-2

View 4. Ko‘olau Range and Pearl Harbor from H-2
VIEW SET C - CENTRAL O'AHU SCP

View 5. Upper Central O‘ahu Plains from H-2

View 6. Wai‘anae Range from H-2
VIEW SET C (cont.) - CENTRAL O‘AHU SCP

View 7. Wai‘anae Range from H-2 at Power Lines

View 8. Ko‘olau Range from H-2 at Power Lines
VIEW SET D - CENTRAL O‘AHU SCP

View 9. Wai‘anae Range from H-2 at Honbushin (A)

View 10. Wai‘anae Range from H-2 at Honbushin (B)
VIEW SET E - CENTRAL O‘AHU SCP

View 11. Wai‘anae Range from Kamehameha Highway at Wheeler Army Airfield

View 12. Ko‘olau Range from Kamehameha Highway at Wheeler Army Airfield
VIEW SET F - CENTRAL O'AHU SCP

View 13. Wai‘anae Range from Kunia Road at Whitmore Ave.

View 14. Ko‘olau Range from Kunia Road at Whitmore Ave.
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View 15. Looking Toward Waialua from Kunia Road past Whitmore Ave.
View 16. Wai‘anae Range from Meheula Parkway & Kuahelani Ave.
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View 17. Wai‘anae Range from Mililani High School (A)

View 18. Wai‘anae Range from Mililani High School (B)
VIEW SET I - CENTRAL O‘AHU SCP

View 19.  Wai‘anae Range from Mililani District Park (A)

View 20.  Wai‘anae Range from Mililani District Park (B)
VIEW SET J - CENTRAL O‘AHU SCP

View 21.  Wai‘anae Range from Central O‘ahu Regional Park

View 22.  Toward Pearl Harbor from Central O‘ahu Regional Park
VIEW SET J (cont.) - CENTRAL O‘AHU SCP

View 23.  Passing Central O‘ahu Regional Park
VIEW SET K - CENTRAL O‘AHU SCP

View 24. Wai‘anae Range Looking NW from Kunia Road

View 25. Ko‘olau Range from Kunia Rd.
VIEW SET L - CENTRAL O‘AHU SCP

View 26.  Wai‘anae Range Looking NW from Kunia Road

View 27.  Wai‘anae Range from Kunia Rd. near Sygenta
VIEW SET M CENTRAL O‘AHU SCP

View 28. Wai‘anae Range along Kunia Road

View 29. Wai‘anae Range along Kunia Road
VIEW SET N - CENTRAL O‘AHU SCP

View 30. Koʻolau Range from Kunia Road

View 31. Waiʻanae Range from Kunia Road
VIEW SET O - CENTRAL O‘AHU SCP

View 32. Waipahū Mill Stack from Waipahū Cultural Garden Park

View 33. Ko‘olau Range from Waipahū Cultural Garden Park
View 34. Waipahu Mill Stack from Waipahu Depot Road

View 35. Waipahu Festival Market at Waipahu Depot Road
VIEW SET P - CENTRAL OʻAHU SCP

View 36. Pearl Harbor from H-1 at Waipahū High School (A)

View 37. Pearl Harbor from H-1 at Waipahū High School (B)
Appendix E: October, 27, 2007
Orientation Workshop Documentation

Contents:

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Complete Workshop Comments
Workshop Slides
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<tr>
<th>COMMENT OR QUERY</th>
<th>RESPONSE TYPE</th>
<th>RESPONSE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Identify the basic vision and values of each community, and then build the plan based on the consensus or convergence of community visions.</td>
<td>Clarification</td>
<td>The Central O‘ahu SCP emerged out of many years of discussions among the communities and planners. It is also derived from local plans such as the Waipahu Livable Communities Plan and Wahiawā Urban Design Plan. So, the current plans, as well as upcoming updates do reflect the basic visions and values of the major communities, as well as the overall region.</td>
</tr>
<tr>
<td>Why is an Economic Development component missing from the plan?</td>
<td>Clarification</td>
<td>The Vision Elements include the development of master planned communities with a mix of homes, jobs, and recreational opportunities. Economic development is part of both of these themes, although not addressed as a separate component.</td>
</tr>
<tr>
<td>How are the activities of the military accounted for in the plan?</td>
<td>Clarification</td>
<td>Federal agencies are not accountable to local land use planning agencies – although in practice, both sides try for good working relations. The planning team has sought to learn from both the Army and the Navy about their current and likely future activities in the area. We hope to recognize the needs and plans of the Armed Forces and minimize any disruption that might arise if Federal and local plans for adjacent lands are in conflict. The current plan provides guidelines for City policy towards military areas in Central Oahu (Schofield Barracks/Wheeler Army Airfield and Pearl Harbor Naval Base), including allowance for expansion of urban areas within Schofield; encouragement of landscaping and buffers around base and training areas; and increased public access to West Loch for recreation.</td>
</tr>
<tr>
<td>Reopen the question of whether Central Oahu is “urban fringe” or part of Oahu’s true urban zone.</td>
<td>Clarification</td>
<td>The General Plan, rather than the Central Oahu SCP determines the role of Central Oahu in the overall island growth pattern. The built areas in all the districts of Oahu are grouped as “urban centers” (the Primary Urban Center (PUC) and *Ewa), “urban fringe” (Central Oahu, Ko‘olaupoko, and East Honolulu), and “rural” (the rest of the island). More importantly, the General Plan calls for new population growth in (a) the PUC, and (b) *Ewa and Central Oahu. Central Oahu is recognized as an area of population growth and is projected to accommodate about 17% of Oahu’s total population by 2025. <em>(Oahu General Plan, Policy 1C and Objective B Policy 4).</em></td>
</tr>
<tr>
<td>COMMENT OR QUERY</td>
<td>RESPONSE TYPE</td>
<td>RESPONSE</td>
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<tr>
<td><strong>THE REVIEW PROCESS</strong></td>
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</table>
| Does the SCP actually deal with sustainability? Should it do so? | Clarification, Revision | Sustainable development was not widely discussed in 2002, when the current version of the SCP was adopted. Now, the City and County Sustainability Plan explicitly addresses the topic, identifying ways that City and County operations can be more sustainable. In discussions with Central Oahu stakeholders, we have heard some interest in expanding the account of sustainable development for Central Oahu (and the island as a whole) with regard to:  
  - Food security (i.e., producing enough food on Oahu to support the population if overseas sources fail);  
  - Maintaining agricultural infrastructure, notably irrigation systems;  
  - Making more effective use of resources such as surface water for irrigation;  
  - Increasing the density of urban areas, so there’s less pressure to develop agricultural areas and open space, thereby improving opportunities to “keep the country, country”;  
  - Planning drainage and roads in subdivisions to minimize the area covered or lined with concrete;  
  - Protecting the island’s water resources; and  
  - Encouraging energy and resource conservation (e.g., solar heating, recycling, and xeriscaping).  
Similar questions were raised in other SCP areas, so DPP is considering ways to respond to them consistently in all the review processes. |
| As a business interested in community involvement, where can we most effectively place our efforts? | Information | You can stay informed (and keep your members and staff informed) by reviewing the project’s web sites and by sharing your ideas and concerns via letter, email, or phone.                                                                                                                                                                               |
**How much land is developable?**

Using Real Property data, we can count the developed and vacant acreage in Central O‘ahu according to current zoning districts.\(^1\)

<table>
<thead>
<tr>
<th>Zoning</th>
<th>Acreage</th>
<th>Vacant</th>
<th>Total</th>
<th>Vacant Share</th>
</tr>
</thead>
<tbody>
<tr>
<td>Agricultural</td>
<td>11,592</td>
<td>21,272</td>
<td>54%</td>
<td></td>
</tr>
<tr>
<td>Business</td>
<td>158</td>
<td>460</td>
<td>34%</td>
<td></td>
</tr>
<tr>
<td>Industrial</td>
<td>67</td>
<td>297</td>
<td>23%</td>
<td></td>
</tr>
<tr>
<td>Residential</td>
<td>822</td>
<td>4,446</td>
<td>18%</td>
<td></td>
</tr>
</tbody>
</table>

Real Property records identify parcels without structures as “vacant”; this land may or may not be in productive use. For example, parking lots may not have structures, yet they cannot be developed if they provide parking for adjoining Commercial parcels.

DPP keeps track of residential construction. Based on calls to developers, DPP estimates that some 24,828 units could still be built under existing development plan designation in Central O‘ahu, as of mid-2007.

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\(^1\) Data downloaded from files maintained by Hawaii Information Service, Inc. for Census Tracts 82 and 87.01 through 95.05. Data are deemed accurate, but not guaranteed, and should be up to date as of mid-2007.
<table>
<thead>
<tr>
<th>COMMENT OR QUERY</th>
<th>RESPONSE TYPE</th>
<th>RESPONSE</th>
</tr>
</thead>
<tbody>
<tr>
<td>With the new urban development in the Central Oahu area, will there be affordable housing?</td>
<td>Clarification and information</td>
<td>Several workshop participants expressed concern that (a) too much housing is being built in agricultural areas, and (b) the housing being built is not affordable for Oahu. (a) The SCP includes mechanisms to limit urban development of agricultural land and open space – above all, the Urban Community Boundary, discussed in the next section. (b) Through the re-zoning process, current city policy is to require new residential development to provide 30% of the total number of units to be affordable. This policy is usually implemented through a Unilateral Agreement by the developer.</td>
</tr>
</tbody>
</table>
We need more updated information on population, current home building, etc., so we can assess the difference over the last five years.

Please see the projections file on our webpage (www.beltcollins.com/centraloahu) for the long-term projections. For recent years, estimated new home construction in Central Oahu using data from the real property tax files is shown below:

**Homes Built, by Year**

<table>
<thead>
<tr>
<th>Year</th>
<th>Homes Built</th>
</tr>
</thead>
<tbody>
<tr>
<td>2000</td>
<td>850</td>
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<tr>
<td>2001</td>
<td>700</td>
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<td>2002</td>
<td>450</td>
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<td>2003</td>
<td>750</td>
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<tr>
<td>2004</td>
<td>800</td>
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<tr>
<td>2005</td>
<td>650</td>
</tr>
<tr>
<td>2006</td>
<td>300</td>
</tr>
</tbody>
</table>

NOTE: See footnote 1 for data source. These totals could be larger than actual additions to the housing stock, since some new units could be remodeled or replacement for earlier structures.

These figures show a strong market for new homes in Central Oahu. At the end of the period, the decline in new homes may be due to a lag in reporting.
<table>
<thead>
<tr>
<th>COMMENT OR QUERY</th>
<th>RESPONSE TYPE</th>
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<tbody>
<tr>
<td>Recognize the value of agriculture in Central Oahu</td>
<td>Clarification, Revision</td>
<td>The SCP explicitly recognizes prime and unique agricultural land along Kunia Road, north of Wahiawa, surrounding Mililani, and on the Waipio Peninsula. Currently, both truck and seed crops are being grown in Central Oahu. The closure of Oahu Sugar Company (OSCo) raised questions about future uses for agricultural land. Much of the OSCo land is now back in productive use. The closure of Del Monte's pineapple operations raises similar questions about future use and the preservation of agricultural infrastructure. A new element in current discussions is the value of agricultural land for a sustainable food supply for the island. Some argue that Oahu needs to keep enough land in food production to be able to support the island population should food imports be disrupted.</td>
</tr>
<tr>
<td>Impact of Del Monte closure on Central Oahu:</td>
<td>Information</td>
<td>With the closure of Del Monte operations in Hawaii, large tracts are now fallow on the Galbraith lands and the Kunia lands. Change was already likely -- the landowners (James Campbell Company and the George Galbraith Trust) were moving towards sale of these lands when the Del Monte lease ended in 2008. The Campbell parcels lie west of Kunia Rod, between H-1 and Schofield Barracks. All but one of the nine parcels are already sold or under contract. The future of the Galbraith lands is unknown as of May 2008. The State Legislature has passed a bill directing the Agricultural Development Corporation to negotiate acquisition of the land (HB 2293); the trustee has been marketing the lands to private parties. Kunia Village is located within Campbell Parcel 9. The community association, other stakeholders and the landowner are working to find ways to preserve the camp as home for farmworkers. The SCP already recognizes the importance of Poamoho and Kunia Villages as homes for their residents, as possible sites for housing for future diversified agricultural farmworkers, and as evidence of Central Oahu's plantation era heritage.</td>
</tr>
</tbody>
</table>
### Role of the Urban Community Boundary (UCB):

Clarification: The UCB’s role is to limit the area devoted to urban uses. It protects agriculture by limiting demand for agricultural lands to be put into urban use. It does not directly protect agricultural activity or provide any incentives for agricultural uses. The boundary could be changed, moving more land inside the boundary, if there is clear need to do so to meet demand for urban uses—above all, homes—within the region. The UCB was set with the aim of identifying space needed for urban growth at least through 2025. In light of the slow development market in Central Oahu in the last decade, there appears to be no need to revise the boundary during the present review process.

The UCB line was drawn to separate current and permitted future urban development from areas in agricultural use and/or identified as agricultural or preservation. Lands outside the UCB include prime agricultural lands, undeveloped lands in gulches, and lands where development might affect the aquifer from which existing wells must draw.

### Threat of urbanization:

- Stakeholders have expressed concern that large lot subdivisions, with lots bought as estates rather than as productive farms, could be developed outside the UCB

Clarification: The UCB is intended to make urbanization of agricultural lands and open space difficult. The Department of Planning and Permitting (DPP) will not accept rezoning applications for urban uses on lands outside the UCB.

In a letter to the Waipahu Business and Community Association, the Mayor has recently emphasized that the administration is opposed to any development of these important agricultural lands in Central Oahu.
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<tbody>
<tr>
<td><strong>AGRICULTURE AND OPEN SPACE</strong></td>
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<tr>
<td>Incentives for Agricultural Uses:</td>
<td>Revision</td>
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<tr>
<td>Some stakeholders are interested in exploring ways in which the City and County can provide incentives, not just protection, for agricultural activity.</td>
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<tr>
<td>• Permanent dedication of agricultural lands, with a corresponding tax rate lower than the existing rate for dedicated land;</td>
<td></td>
<td><strong>Response</strong>: Land can be dedicated to agricultural use for as short as ten years. If so dedicated, the land is assessed at 1% of fair market value. Vacant agricultural land can also be dedicated; it is taxed at 50% of fair market value. Given the low valuation of land dedicated for agricultural use, it is not clear how a longer dedication period would benefit landowners.</td>
</tr>
<tr>
<td>• Help in securing agricultural infrastructure (e.g., wells, water transmission lines, separate farm roads);</td>
<td></td>
<td><strong>Response</strong>: This issue involves specifics of existing, largely private, infrastructure and utilities, and can probably best be addressed on a case-by-case basis. The costs and impacts of a well, for example, are very different from those of an entire irrigation system.</td>
</tr>
<tr>
<td>• Recognition that provision of agricultural infrastructure is, in itself, an agricultural activity, so gentlemen's estates could be allowed if they provide infrastructure to neighboring areas</td>
<td></td>
<td><strong>Response</strong>: Property is commonly assessed on the basis of actual or highest and best use of that property itself. If a parcel is to be considered a public service or utility because it provides infrastructure to other parcels, some assurance would be necessary that it would continue to do so for years. In other words, not only zoning law would need to be changed to allow new types of farm lots, but new agreements would be needed to assure that the promised service is actually provided to productive farm acreage.</td>
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<tr>
<td>in productive agricultural use.</td>
<td></td>
<td>Another incentive mentioned in the past is a relaxation of infrastructure standards for subdivisions in agricultural areas. Ongoing City and County efforts in support of agriculture include regular meetings of the City Council’s Agricultural Task Force and efforts to help market local farm products.</td>
</tr>
<tr>
<td>“Flexibility” of Uses for Agricultural Land and Open Space:</td>
<td>Revision</td>
<td>We need to discuss a specific proposal in order to address this idea. Is it a question of including ancillary uses in agricultural areas? Or of dividing up Agricultural zoned acreage, and using some share of the land for urban purposes? One stakeholder asked about placing market and/or affordable housing on agricultural land. If the land is outside the UCB, the Department will not allow such housing. If the land is zoned Agricultural, but within the UCB, the landowner can apply for a change in zoning.</td>
</tr>
<tr>
<td>Why is there no enforcement of agricultural use?</td>
<td>Clarification</td>
<td>The City does enforce unilateral agreements and dedications of property to agricultural use. The Department of Planning and Permitting opposes urban zoning on Agricultural or Preservation lands outside the Urban Community Boundary. In the case of land dedicated to agricultural use, landowners must file annual reports, and City and County Real Property Tax appraisers follow up. If land is not being used as dedicated, it is subject to rollback taxes for the period from the date of dedication.</td>
</tr>
<tr>
<td>Maps showing Agricultural and Preservation Lands are needed.</td>
<td>Clarification</td>
<td>While the Urban Land Use and Public Facilities Maps in the Central Oahu SCP use the same coloring for Agricultural and Preservation lands, the Open Space Map (Map A1) and the Phasing Map (Map A4) already distinguish the two.</td>
</tr>
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<td>COMMENT OR QUERY</td>
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<tr>
<td><strong>Economics of agriculture and open space</strong></td>
<td>Clarification, Revision</td>
<td>These comments appear based on the idea that vacant or agricultural land benefits its neighbors or those who view it while passing by, but not its owners. This assumes there is absolutely no human use of the land. Research shows that people value open space and say they would pay to maintain it. However, no mechanism exists to compensate owners of open land for providing a public good, beyond low tax valuation for land that can only be used for agriculture or conservation.</td>
</tr>
<tr>
<td>• Agricultural land &amp; open space should be defined separately and not used synonymously. There is a cost to preserve open space. If people want to preserve open space, they must pay for it.</td>
<td>Information</td>
<td>Agricultural activity includes cultivation of seed corn and truck crops. The lower Kunia lands are irrigated from Waiahole Ditch. The lands above the ditch can be watered from a source within the Galbraith Trust lands, if landowners and users work out agreements to do so. The purchasers of the Campbell Kunia lands appear largely to be agricultural businesses.</td>
</tr>
<tr>
<td>• Protect open space, but be realistic about the role of agriculture in central Oahu when looking at Oahu and the state as a whole.</td>
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<tr>
<td><strong>What is the current situation on agriculture in the Kunia area?</strong></td>
<td>Information</td>
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## Agriculture and Open Space

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<tr>
<th>Comment or Query</th>
<th>Response Type</th>
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<tr>
<td>The current lease holder of Navy-owned &quot;Waikele Gulch&quot; property intends to continue use of the property down in the Gulch as storage. Are there other plans for this property?</td>
<td>Information</td>
<td>The Central Oahu SCP identifies the gulch lands as open space to be kept for recreational use and as a flood zone. However, Navy ownership limits the County's ability to enforce land use. City permitting will be guided by the SCP policies and guidelines to the extent allowed by Navy jurisdiction.</td>
</tr>
<tr>
<td>Sandwich Isle Communications is building a 39,000 SF facility on agricultural land between Mililani &amp; Wahiawa. Their claim is that they will never use it for a mini mall etc. However, if they sell, the next owner may not share that position. Can city issue permits with restrictions that follow the land rather than owners to protect agricultural land?</td>
<td>Information</td>
<td>City and County zoning follows the land, not the owner. The land in question is zoned Agricultural. The State of Hawaii classifies it as Agricultural. These designations limit use of the property. The Sandwich Isle facility can be permitted on Agricultural land as a utility installation. As such, it can have accessory uses, such as offices needed to run the installation. Under the current zoning, this could not be a commercial facility or corporate headquarters. If a landowner wants a zoning variance to allow more intensive uses, members of the community would be notified and a public hearing would be held before the application was approved or rejected.</td>
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<tr>
<td><strong>REVITALIZING WAIPAHU AND WAHIWĀ</strong></td>
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<tr>
<td>How does the Central Oahu SCP support revitalization of these towns?</td>
<td>Clarification</td>
<td>Special Area Plans were drawn up by the Waipahu and Wahiwā communities, accepted by the City and County of Honolulu. Additionally, a Waipahu Neighborhood Transit Oriented Development (TOD) Plan is being prepared for two proposed transit stations on Farrington Highway. DPP takes these into consideration in supporting or opposing proposals for development. These plans and the COSCP will direct expansion of commercial and industrial development in Central Oahu to existing areas (e.g., Mililani Technological Park) and allow new commercial centers sized to serve residential neighborhoods, not the region or island market. Both towns have been identified as Enterprise Zones. Both State and County tax incentives are available for businesses that create new jobs in these zones.</td>
</tr>
<tr>
<td>Improvements suggested for Waipahu</td>
<td>Information</td>
<td>DPP has long supported planning for revitalization. DPP is encouraging the effort to define how TOD can work for Waipahu. Most of the past and future success in revitalizing the town is due to the initiative taken by members of the local community to create community and commercial resources such as the FilCom Center, the Leeward YMCA, and the Mill Town industrial park. Community advocacy for a shared vision, and initiatives by individuals and firms to redevelop their own sites, will continue to make a difference.</td>
</tr>
<tr>
<td>Comments included:</td>
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<td>• We need to complete the Waipahu Town Plan.</td>
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<td>• Support Waipahu Culture Garden, e.g., with the idea of a railroad (connection to the Hawaii Railroad Society’s line in ‘Ewa).</td>
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<td>• We’ve seen the city council override our urban design</td>
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<td>REVITALIZING WAIPAHU AND WAHIAWĀ</td>
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<tr>
<td>guidelines in Waipahu. How can we prevent that in the new plan? (e.g. Plantation Town Apts.) will definitely affect the view planes in Waipahu.</td>
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<tr>
<td>• How do we attract business investment to Wahiawa and Waipahu to create jobs and help revitalize the communities?</td>
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<tr>
<td>• Let's support higher densities at TOD sites to encourage redevelopment.</td>
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<tr>
<td>TOD in Waipahu will supersede current zoning. Who makes the final decision?</td>
<td>Information</td>
<td>DPP has submitted a TOD enabling ordinance to the City and County Council (Bill 10, 2008). This bill defines the planning process that will conclude with recommended changes to zoning and other code revisions. If Bill 10 is adopted, neighborhood TOD plans, such as the one being developed for Waipahu, become the basis for land use ordinance (LUO) amendments. Again, LUO changes are by ordinances adopted by the City Council. The Council and Mayor will decide whether to allow TOD special districts to supersede existing zoning.</td>
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</tr>
<tr>
<td>Let's support higher densities at TOD sites to encourage redevelopment.</td>
<td>Revision</td>
<td>The TOD planning process encourages Waipahu residents to plan the density and type of development for the two TOD sites. The consultants have already shown that allowing increased density can help to support redevelopment near mass transit stations. The Central Oahu SCP Review is intended to follow the TOD study and incorporate its results into the revised SCP.</td>
</tr>
</tbody>
</table>
| New ideas for Wahiawā: Stakeholder comments included:                           | Information   | **Response:** DPP welcomes further discussion of this issue with community stakeholders.  
- Redevelopment of Wahiawa has stalled – a new approach may be needed.  
- How do we attract business investment to Wahiawa and Waipahu to create jobs and help revitalize the communities?  
- Lower height limits to preserve views.  
- In Wahiawa there are a lot of elderly people that do not drive, also handicapped and disabled residents.  
Response: Driver’s licenses can be renewed at Satellite City Halls, including the Wahiawā office. The only permanent site on Oahu for State I.D. forms is in Downtown Honolulu. However, persons 65 and over can get renewals by mail. Also, the State agency responsible for this program has been operating in local communities on alternate Saturdays, and could probably come to Wahiawā if urged to do so. |
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<tr>
<td>How about adding a satellite / central dep't to get state I.D.'s or passports?</td>
<td></td>
<td>• A bus terminal similar to Mililani's new transit center.</td>
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<td><strong>Response:</strong> the City is currently planning a new transit center for Wahiawā. Construction should begin in 2009.</td>
</tr>
<tr>
<td>In addition to preserving and revitalizing Waipahu and Wahiawa, we need to work on revitalizing the old part of Mililani Town which is nearing 40 years old. Waipio Acres should be included in the effort - this area is much older.</td>
<td>Revision</td>
<td>Revitalization is a community effort, with or without government support. The first steps are to involve local stakeholders and to share ideas about what can be accomplished. DPP has supported community initiatives of this sort all over Oahu by working with local stakeholders on community plans.</td>
</tr>
<tr>
<td>Has the Council or the Sustainable Communities Plan considered tax relief for property owners who revitalize their properties?</td>
<td>Clarification</td>
<td>There is already a provision for a rebate on property taxes on new construction of commercial or industrial property in the Enterprise Zones. An expansion of this credit can be proposed to the Council. We would appreciate more suggestions on this point. Do stakeholders want any renovated property in Waipahu and Wahiawā to qualify for tax relief? Or only some properties that conform to the Urban Design guidelines for each town?</td>
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<tr>
<td>It's one thing to revitalize an area, but how will you ensure maintenance? - Are you spending money on a project that might not last 5 years?</td>
<td>Information, Implementation</td>
<td>Mayor Hanneman's position is to invest limited municipal funds wisely.</td>
</tr>
<tr>
<td>Have ideas and examples from other municipalities on the Continental US been looked at for revitalization initiatives in Waipahu and Wahiawā?</td>
<td>Information</td>
<td>Yes. For example, the Waipahu TOD planners are presenting examples from Vancouver, Portland, and other cities.</td>
</tr>
<tr>
<td>Revitalizing communities must include commercial &amp; light industrial developments that supply jobs locally. Gentrification is not revitalization.</td>
<td>Information</td>
<td>Waipahu has succeeded in creating both community facilities and commercial and light industrial development near the Waipahu mill site.</td>
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<tr>
<td><strong>MASTER PLANNED COMMUNITIES</strong></td>
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</table>
| Change height limits - allow LDA over 30 feet. Raise height limits to allow density One stakeholder commented that the 30-foot limit effectively limited LDA areas to two stories. If so, then an increase in the height limit to allow three stories would be in line with the current SCP. | Revision | The SCP includes density and height guidelines as follows:  

<table>
<thead>
<tr>
<th>Density Units/acre</th>
<th>Building Height</th>
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<tbody>
<tr>
<td>Residential</td>
<td>5 to 12</td>
</tr>
<tr>
<td>Low Density Apartment</td>
<td>10 to 30</td>
</tr>
<tr>
<td>Medium Density Apartment</td>
<td>25 to 90</td>
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</tbody>
</table>

Are we interested in looking at changes in zoning rules throughout Oahu, or only within specific areas? The 30-foot limit is in the Land Use Ordinance (Revised Ordinances of Honolulu, Table 21-3.3,) for the A-1 Low Density Apartment District. Either it could be changed, or the SCP could include support for allowing LDA housing to reach three stories. The key issue is whether to encourage or require pitched traditional type roofs or allow flat roofs. |
<p>| Encourage mixed use zoning. | Revision | The City and County has several mixed use zoning districts, and supports more mixed use districts. Through the TOD planning process, more mixing of uses is expected. |
| Change from current code to a form-based code that reflects community values. | Revision | Duly noted. |
| Change government review processes to incentivize sustainable development. Incorporate “sustainability” as a concept. | Revision | See comments on sustainability above. On incentives and policy changes – suggestions are very welcome. This issue will probably be addressed in ordinances affecting all of O‘ahu, not just one SCP area, but the SCP review process provides a chance for community input to shape new policies. |</p>
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<tr>
<td>Allow more urban development to support affordable housing. Encourage housing to keep prices down. Make affordable housing an explicit vision element, given islandwide need.</td>
<td>Revision</td>
<td>The General Plan and the SCP allow for more housing in Central Oahu. The City and County affordable housing policy under the rezoning process, calls for 30% of all privately built homes to be affordable to families earning up to 120% of the county median family income. The need for affordable housing of various types is emphasized within the SCP, even though it is not a separate vision element. Of the over 14,000 housing units to be added by 2025, 30% or about 4,200, should qualify as affordable units. The administration and City Council are reviewing affordable housing policies, recognizing the importance of this issue.</td>
</tr>
<tr>
<td>We need facilities for the elderly.</td>
<td>Revision</td>
<td>This is an important issue for our aging population. The Land Use Ordinance allows special needs housing for the elderly in apartment districts and mixed use business districts (BMX-3, BMX-4) with a Conditional Use Permit. Adult residential care homes (ARCH) are also allowed in some residential areas. When the General Plan and Land Use Ordinance are updated, this issue will likely be re-examined since it affects all of Oahu.</td>
</tr>
<tr>
<td>Additional land needed for commercial and industrial use. Need more businesses &amp; shopping alternatives Need job creation. (Live and work in same area.)</td>
<td>Revision</td>
<td>Central Oahu includes vacant land already zoned for business and industrial use, as shown earlier. The major proposed new developments, including parts of the Mililani Tech Park, Waiawa Ridge, and Royal Kunia. Waipio and Waipahu have seen steady growth of commercial and industrial areas.</td>
</tr>
<tr>
<td>Strengthen recycling programs, with investment based on value of sustainability, not just on local market pricing.</td>
<td>Clarification</td>
<td>This is an islandwide issue, not just a Central Oahu one. The City and County has made strong commitments to sustainability in its own operations. The Solid Waste division is piloting collection of recyclables in Mililani as well as in other areas.</td>
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</table>
**MASTER PLANNED COMMUNITIES**

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<tbody>
<tr>
<td>We don't have a quality hospital in central Oahu.</td>
<td>Information</td>
<td>Central Oahu residents (along with many throughout Oahu) seek to have access to high quality health facilities. A new medical complex has long been planned for Koa Ridge, and Kaiser Permanente has acquired space in Mililani Tech Park, but their long range plans for this property are not known.</td>
</tr>
<tr>
<td>Our public schools need improvement.</td>
<td>Information</td>
<td>School facilities have been planned for all major proposed developments in Central Oahu. The Department of Education also makes improvements to existing schools, when its budget permits. School construction decisions depend on statewide demand, the budget, and the condition of existing facilities, so improvements may only occur long after the need has been identified.</td>
</tr>
</tbody>
</table>
| Time spent in traffic reduces our quality of life.             | Clarification, Information | The Central Oahu SCP encourages increased mass transit use and development of transit centers. It encourages pedestrian ways and bicycle usage. It calls for an open space system which has been preserved. (Part of that system has been developed, in the Central Oahu Regional Park). Other initiatives that complement these SCP policies have included:  
  - Plans for bikeways (the Leeward Bikeway and Kipapa Gulch bike lanes along Kamehameha Highway) in the OMPO Transportation Enhancement list;  
  - The City’s Sustainability Plan (2007) includes programs to increase bus use (including reduced rates for University students and a program to encourage employers to buy bus passes for their staff.  
  - Planning for mass transit and TOD along the mass transit route.  
  - Park & Ride planned at Pearl Highlands which will also act as a major bus transfer to rail from Mililani.  |
<p>| I don’t want to see H-2 change into a bumper to bumper H-1.     | Information           |                                                                                                                            |
| The current plan does not reduce reliance on the automobile.   | Information           |                                                                                                                            |</p>
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<tbody>
<tr>
<td>How are the &quot;natural, historic and cultural resources&quot; determined?</td>
<td>Clarification</td>
<td>The list of resources in the SCP has been developed over the years, from many sources. It is meant to reflect, first, community views of what’s important.</td>
</tr>
<tr>
<td>Have you done a study on historic sites in central Oahu?</td>
<td>Information</td>
<td>The City has not done a separate study; this is the responsibility of DLNR. Community plans recognize information from archaeological inventories and local histories (e.g., Lani Nedbalek’s studies of Waipahu and Wahiawā).</td>
</tr>
<tr>
<td>Encourage bike route Pearl City - Waipahu – Ewa.</td>
<td>Revision</td>
<td>The City and County has developed the Pearl Harbor Historic Trail, including the bikeway that is now open between Pearl City and Waipahu Depot road.</td>
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<td>The City and County also supports the Leeward Bikeway. The bikeway runs from Waipio Point Access Road, all the way to Lualualei. This is one of the highest priority project in the list of Transportation Enhancement Projects endorsed by the Oahu Metropolitan Transportation Organization (OMPO) Policy Committee in May 2007.</td>
</tr>
<tr>
<td>Protect &amp; preserve Kūkaniloko.</td>
<td>Revision</td>
<td>Kūkaniloko is under the protection of the State Department of Land and Natural Resources and the stewardship of the Wahiawā Hawaiian Civic Club.</td>
</tr>
<tr>
<td>Include native plants in landscaping of public areas.</td>
<td>Revision</td>
<td>In landscaping public areas, the City and County seeks to use plants that are well adapted to their setting and not invasive. Native plants are preferred, if available, but it is also important to plant diverse species, so that threats to any single species (such as wiliwili trees) have only limited impact.</td>
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<tr>
<td>How are you measuring impacts on this vision element?</td>
<td>Clarification, Implementation</td>
<td>In the course of this five year Review, we will visit the sites and vistas mentioned. Vistas are being photographed, so that views from particular sites now can eventually be compared with future views. There is already evidence of change. Some of the points named as, in effect, scenic lookouts in the plan no longer function as such. For the new version of the plan, we will suggest alternative lookout points. The larger question is “What counts as success in protecting natural, cultural and historic resources?” Inclusion of a site or vista in the SCP should help to protect it from encroachment. DPP can and does follow the SCP when reviewing zoning change applications to determine if development per the zone change will affect resources.</td>
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<tr>
<td>How to control growth via water usage, via car registrations, [or] via building restrictions (population density).</td>
<td>Clarification</td>
<td>The City’s main policies for directing growth (not controlling it) are found in the General Plan. The General Plan incorporates growth projections and directions for new development. Increases in urban densities are encouraged in some areas, but not in others. Water usage is important because new developments are not permitted unless they can draw on enough water to support the proposed development. As part of the entitlement process, developers commonly pay for water transmission lines hook ups, and may also pay to dig wells needed for their projects. Car registrations are not considered a useful tool to track development, much less control it.</td>
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<tr>
<td>How do you preserve natural resources if you continue to build houses? Won’t that deplete resources?</td>
<td>Clarification</td>
<td>The City and County directs development to urban designated areas. It supports land use planning that will limit geographic growth and encourage forms of transportation other than automobiles. The Urban Growth Boundary was established to set limits to urban development; in Central O‘ahu it protects 10,350 acres of agricultural lands. Additionally, the City and County has an active program to plant trees.</td>
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<td>Central Oahu Plan needs more strength to make infrastructure development happen. Make concurrency criteria explicit and a matter of City policy. If our roads, schools, etc are at their max, what else can we do to ensure that they will be adequate if we approve future development &amp; population increases in this plan?</td>
<td>Revision, Implementation</td>
<td>Concurrency is a guideline in the SCP. It is a shared effort of public agencies, elected officials and stakeholders, and it applies to existing projects as well as proposed ones. For new development projects, DPP works to coordinate infrastructure development and urban development schedules. Land use approvals for new projects include conditions (which operate through unilateral agreements required as a condition for zoning approval) for development of key infrastructure in a timely manner. With respect to capital improvements, elected officials play a major role to see that projects are funded in a timely manner. DPP now expects developers to link the timing of transportation improvements to their housing development schedules, and requires detailed traffic management reports to be updated regularly until a project is built out. The State Department of Education now has an impact fee system to make sure it gets land and money to help develop schools, and it is working with developers to finalize school siting agreements before zone changes for new developments are approved. For many Central Oahu stakeholders, the current SCP language still seems too vague. DPP will work with them to identify recommendations for new language.</td>
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<tr>
<td>Traffic congestion - need new road in/out of Wahiawa.</td>
<td>Information</td>
<td>The Oahu Regional Transportation Plan (ORTP) proposes a new Central Oahu Road, from Whitmore to Waiawa, to be built sometime between 2015 and 2030. (The ORTP is developed by the Oahu Metropolitan Planning Organization, which brings together the State, the City and County, and other stakeholders. The plan is both a statement of general policy and the basis for requests for federal road funds.)</td>
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<tr>
<td>Traffic congestion - need new Pearl City connection to Waiawa.</td>
<td>Information</td>
<td>This idea is not included in the ORTP, although plans for eventual widening of Kunia Road are included.</td>
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<td>Traffic congestion — need new route from Mililani to Kunia Road.</td>
<td>Information</td>
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<td><strong>INFRASTRUCTURE</strong></td>
<td>Information, Revision</td>
<td>Planning for the transit park-and-ride will be developed in more detail in the EIS process for the fixed guideway system and in a Pearl City TOD study. For residents of Mililani and other communities using the H-2 freeway, transit stops in Pearl City will be more important than the ones now being planned in Waipahu. The current SCP asserts that high-speed transit will run along the H-2 Freeway, from Waipahu to Wahiawa. That does not seem feasible, in light of technological and financial problems.</td>
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<td>Express bus lane on H-2 and flyover to Pearl City. Traffic congestion — need access from H-2 to Park-and-Ride for transit at Pearl City. Need local parking areas with bus route to local train station.</td>
<td>Information</td>
<td>When a zoning change is proposed, DPP reviews it in relation to the General Plan, the SCP, and any applicable Special Area Plan. The availability of infrastructure is also assessed, as well as input from the community. An environmental assessment or environmental impact statement is required for any zone change application involving more than 25 acres.</td>
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<td>What is the rule of thumb when deciding zoning change request?</td>
<td>Information</td>
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## PLANNING TEAM RESPONSES TO COMMENTS / QUERIES FROM CENTRAL O‘AHU STAKEHOLDERS

**October 27, 2007**

<table>
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<th>COMMENT OR QUERY</th>
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<tr>
<td><strong>THE REVIEW PROCESS</strong></td>
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<td>How will the SCP be reviewed and changed?</td>
<td>Clarification</td>
<td>The first step is to identify whether changes are wanted or needed. The Department of Planning and Permitting (DPP), with support from Belt Collins Hawaii Ltd. (BCH), is collecting the views of stakeholders in the community. We will follow up by talking with City and State agencies, and then drafting a review report. In 2008, a public review draft will be published, and we will ask for community reactions and suggestions. It will be revised based on public input, and then submitted to the Honolulu Planning Commission and the City and County Council. Both of these bodies will solicit public comment on the proposed revisions before they decide on the recommended changes.</td>
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<td>Who are the planners who will take into account changes in the SCP?</td>
<td>Clarification</td>
<td>The staff and director of DPP take the SCPs into account when reviewing zone change applications. Other agencies are expected to take the SCPs into account in their functional planning.</td>
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<td>Follow-through is needed for provisions within the plan. How will this be achieved?</td>
<td>Implementation, Revision</td>
<td>The Central O‘ahu SCP was adopted as an Ordinance by the City and County Council in 2002. All City actions are required by the City Charter to be consistent with the Plan. DPP must review consistency with the Plan when evaluating whether to recommend approval of proposed developments, and City infrastructure agencies must follow the Plan when conducting their own functional planning. The SCP review process offers an opportunity to assess whether current implementation processes are effective and to identify ways to improve them.</td>
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<tr>
<td>Is the plan consistent with current zoning for communities within Central O‘ahu?</td>
<td>Clarification</td>
<td>Actually, it should be the other way around – zoning should be consistent with Sustainable Community Plan designation. Zoning identifies current development rights - how land can be used now - while the SCP provides a long-range view based on community objectives.</td>
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**NOTE:** Comments are from "issue cards" and interviews held before the Workshop.

**Agriculture and Open Space**
- Del Monte closure makes future of Kunia Village uncertain -- saving this is a priority
- Del Monte closure makes future of agricultural infrastructure (wells, etc.) uncertain: protect these
- Save Kunia and Galbraith agricultural lands for agriculture
- Viable agriculture: Central Oahu should be protected as a major source of Hawaii’s foods
- Treat Agricultural and Preservation land differently in maps and plans;
- Make quasi-agricultural uses provide infrastructure for productive agriculture
- Recognize or support perpetual agricultural dedication
- Review UCB -- along Pearl City side of Waiawa
- Review UCB -- Pine Spur
- Review UCB -- Army Hawaii Housing land bank area near Schofield
- Promote agricultural activity on agricultural lands
- Take a more flexible approach to marginal non-urban lands
- Base UCB on a coherent vision, not just negotiations
- Ensuring Preservation Land remains zoned as preservation land. Especially concerned about the 172 acres in the center of Royal Kunia.
- How far are we going to continue to build? Are we going to continue to build all the way out to the North Shore?
- It is critical agricultural lands are protected & preserved.
- Provided / allow density to reduce sprawl.
- To know the plan and bring info back to the PCNB #21 to share.
- Permit process takes too long for unzoned lands. 3 - 5 years to build - EIS, LUC, zoning, subdivision - takes to long.
- Most important item: Keep visions 1-5 in mind! Pattern Residential Development After Waipo Gentry - It Works!!
- Separate road's outside of new development's for agriculture products.
- Do not shrink the urban growth boundaries.
> Need to plan for population. Growth moratoriums proposed will do nothing to help w/affordable housing.

> Protection of AG lands.

> Sandwich Isle Co. wants C.U.P. to allow all admin staff to work out of 39,000 square foot bldg being built on ag land between Mililani & Wahiawa. Their claim is that they will never use it for a mini mall etc. However, if they sell, the next owner may not share that position. Can city issue permits with restrictions that follow the land rather than owners to protect ag land?

> No more agricultural subdivision run by community associations that limit agricultural activity. Two acres of lawn is not agricultural. (POAMOHO)

> Grow Agriculture.

> The Galbraith lands are being marketed for development. Has the current plan addressed this concern? If the goal is to protect AG land? Why are AG lands under threat of development?

> Balance "realistic" agricultural needs (should be diminishing as sugar has diminished) and needs for affordable housing.

> How do we keep diversified agriculture alive to preserve the open space - i.e., Del Monte closing down & the land continuing on as a viable agricultural activity.

> Dept of P & P needs to stand firm when considering permits to change zoning from AG to allow business use.

> Agricultural lands are essential. A land book for the private sector. Need to find a way to preserve "important" AG land in perpetuity.

> Will the plan be unduly influenced by a small vocal minority like with the superferry opponents on the neighbor islands or by other strong lobbyists?

> Central Oahu has great parks and open space.

> Why is there no enforcement of AG use? - Not zoning violations.

> Residents want a "vision" of proposed outcomes. i.e. Koa Ridge - x # of jobs, increase in travel time.

> Will the plan be flexible enough to allow further affordable & market housing on AG lands. -->If not, why not -- Explain -->If the plan will be flexible - what will be the evaluation criteria?

> Who are the planners Bob Stanfield referred to in his introduction that will be incorporating / revising the sustainable plan as it is processed?

> Preserve open space
> Protect agricultural lands! (Virtually impossible to go backward)

> How will the plan protect AG lands and open space?

> How much land is developable.

> What is current situation on agriculture in the Kunia area.

> Stop developing subdivisions in central Oahu and build more employment centers - commercial and light industrial. We are losing AG land to housing, which creates more problems.

> We need to do more to encourage agricultural development.

> Ag land & open space should be defined separately and not used synomously. There is a cost to preserve open space. If people want to preserve open space, they must pay for it.

> What incentives will the county provide to landowners & farmers to encourage keeping land in AG?

> More jobs in the area

> Provide incentives & promote the growth of diversified agriculture.

> Protect open space, but be realistic about the role of agriculture in central Oahu when looking at Oahu and the state as a whole.

> The current lease holder of Navy - owned "Waiekele Gulch" property intends to continue use of the property down in the Gulch as storage, Are there other plans from this property?

> Maintain the Urban Community Boundary.

> Keep the boundary (UCB). It facilitates good planning.
Revitalize Waipahu and Wahiawa

> TOD in Waipahu and Pearl City – making this work for redevelopment of Waipahu and for easy access to transit for the rest of Central Oahu

> Need more attention to redevelopment in Wahiawa

> Need continued attention to redevelopment in Waipahu

> Redevelopment of Wahiawa has stalled – a new approach may be needed

> Lower height limits to preserve views (Wahiawa)

> Complete Waipahu Town Plan

> Support Waiapahu Culture Garden, e.g. Railroad idea

> Follow Wahiawa Town Plan directions for architecture, landscaping

> Let's support higher densities at TOD sites to encourage redevelopment

> Need to do a "revitalization" plan for Mililani Town (not Mililani Mauka)

> If the new homes being currently built in central Oahu, Ewa & Kapolei, are in the $600-800k what will the cost be in the future? So who will be able to afford to live in this area in the future? Income levels will need to be $________. Is that what we're planning for?

> The TOD will supercede current zoning. Who makes the final decision?

> We've seen the city council override our urban design guidelines in Waipahu. How can we prevent that in the new plan? (e.g., Plant.Town Apts) will definitely affect the view planes in Waipahu. (co implementations)

> It's one thing to revitalize an area, but how will you ensure maintenance? - Are you spending money on a project that might not last 5 years?

> In addition to preserving and revitalizing Waipahu and Wahiawa, we need to work on revitalizing the old part of Mililani Town which is nearing 40 years old. Waipio Acres should be included in the effort - this area is much older.

> Have ideas / examples from other municipalities on the continental US been looked at for revitalization initiatives in Waipahu and Wahiawa?

> Good things A) Waipahu - Filcom ctr - YMCA - Waipahu Festival Market - Transit CTR - SERVCO Auto CTR

> Revitalize Waipahu & Wahiawa.

> In Wahiawa there are a lot of elderly people that do not drive, also handicapped, disabled residents. How about adding a satellite / central dep't to get state I.D.'s or passports?
> Has the Council / Plan considered tax relief for property owners to revitalize their properties?
> Keep Central Oahu a sustainable balance of housing, agriculture, and commercial activity
> Preserve & revitalize Waipahu, Wahiawa; especially work on Wahiawa vision plan.
> Preserve and revitalize Waipahu & Wahiawa. (Especially Waipahu)
> How do we attract business investment to Wahiawa and Waipahu to create jobs and help revitalize the communities?
> What type of business will be opening in these communities?
> How do we find out if the state has any funding reserve for the revitalizing of the communities?
> Wahiawa and Waipahu are old towns, need to build or revitalize the towns. Kapolei and Mililani have all newer buildings.
> What are the revitalization plans for Wahiawa? How will it be achieved?
> We need more quality jobs in central Oahu.
> To know what's happening to the area in the near future (Waipahu)
> Waipahu & Wahiawa are becoming slums.
> With the new urban development (in the Central Oahu area) will there be affordable housing?
> To clean pre-existing communities
> Affordable housing.
> Need for job centers closer to home in Central Oahu.
> How do we start beautifying the business area of Wahiawa town?
> Include Mililani in preservation & revitalizing. -Mililani Town is 40 years in the making. -Preserve & revitalize now! Before it is too far gone.
> Revitalizing communities must include commercial & light industrial developments that supply jobs locally. Gentrification is not revitalization. No more Kakaako's please.
> Preservation & revitalization must include housing for all income levels. Don't create another Kakaako.
> Bus terminal built just like the one in Mililani. We need only one story.
Master Planned Communities

> Let's support higher densities at TOD sites to encourage redevelopment
> Offer incentives for sustainable development (e.g., if development succeeds in cutting back runoff, adjust required detention basins and the like accordingly)
> Encourage mixed-use zoning
> Change height limits -- allow LDA over 30 feet
> Raise height limits to allow density
> Allow more urban development to support affordable housing
> Encourage housing to keep prices down
> Change government review processes to incentivize sustainable development
> Are we going to make any of these houses affordable to local, middle class families?

> I'm a new member of the carpenters union and I want to grow in this trade so I can learn and feed my family.
> Need regional shopping center to avoid having to drive to Kapolei or town!
> Multi-generational communities. - Old & young -
> How can we get the state & city to decentralize their work force from urban areas with the vision of developing Central Oahu? Is the state & city willing to move their workforce in to these up and coming developed areas to ease traffic into town and keep those who live in these new developed areas to work in their developed areas?
> Regional commercial areas (Live > work, not just service jobs)
> Transportation alternatives! How do we get out & back effectively?
> First Priority - Within the master planned communities create the opportunity to live, shop, work, play, and go to school to reduce the need to drive outside the community.

> Need a new destination area - New planned urban village.
> That the COSCP include a plan for future connectivity to the rail transit system. (TODs, SPUR, etc.)
> Enable an adequate supply of housing so our children will have market housing at competitive prices.
> What are the specific plans to develop master planned communities & business development?
> Do an analysis of the present Mililani H-2 Interchange in order to effect changes in the 2035 ORTP. Full clover leaf development would facilitate movement to the Pearl City Transit Center and relieve congestion in both Mililani and Mililani Mauka.

> Study how the Central Mauka Road can be developed to facilitate travel to the Pearl City Transit Center and avoid congestion at H-2 merge.

> Provide adequate lands for housing and job growth.

> Support development and growth in Hawaii. All districts, Waipahu, Wahiawa, Ewa, Leeward, Central, etc.

> Develop master-planned communities that allow families to live, work, and play within Central Oahu. (Homes, jobs, schools, shopping, and recreation.)

> Sustainable communities have small commercial areas mixed with housing; not vast tracts of housing and commercial centers we have to drive to.

> Kapolei is a bad example of a planned community - mixed use makes a sustainable community and Kapolei doesn't have it.

> Look at a Transit Center near Koa Ridge - Look at the Park n Ride. Study that Wes Frystaiki completed.

> Certain communities are designed so people walk & bike more, drive less, and develop community (ex.W. Gentry)

> Mass Transit (railway maybe) - make sure there's a station in each community with a stop at UH Manoa. Student traffic accounts for at least 25%.

> Reduction of automobile use - Good idea in theory but how do you advocate alternatives modes of transportation in an automobile generation.

> Will people get a tax break if they DON'T use their automobiles?

> Affordable housing.

> I'm a member of the Carpenters Union and also a resident of Central Oahu. I want to know what lies ahead for Central Oahu and for my trade.

> What type of businesses will be opening up in these new communities? Will there be jobs that people of these areas will actually be working? Jobs that pay enough for someone to afford a house in these new developments?

> Create new and more jobs for locals (TOD's) Keep jobs where they live! Less traffic.

> Multi modal transportation (bike/pedestrian) can work in flat areas. In hilly areas people won't do that.

> Develop master planned communities. Provide adequate land for growth.
> I'm here retraining to the growth and future of construction.
> To make sure development is a livable community. (Open spaces, walkable, green.)
> To make sure there is enough housing for the future.
> Provide housing opportunities for residents of central Oahu.
> Ensure adequate land is available to accommodate population growth.
> Promote development of master planned communities. Change zoning & subdivision codes to encourage compact development and mixed uses.
> The cost must balance all elements of sustainability including environmental protection, economic growth, and social equality.
> I'm here because of job security, building homes for families, and feeding my family.
> To keep construction business going.
> Need more businesses & shopping alternatives
> Need job creation. (Live and work in same area.)
> Rumor - Mililani neighborhood board is anti-development?? What about us that build for living. You have your nice houses. If I don't work I can't buy my home.
> More affordable homes for blue collar workers. We build the houses but cannot afford to buy the homes.
> We have many families moving away to the mainland. Create work for carpenters to keep their families here in Hawaii.
> 1) Create affordable housing for our youth while preserving the prevailing wages.
> 2) Create Jobs for Construction industry
> Housing / Growth - therein housing supply & choices is essential for Hawaii's future.
> Most important & why I'm here - 1) Infrastructure - transportation. 2) Prior to building traffic problems from heavy equipment (TRUCK'S) to build project. 3) Consider to Revise or amend or add on and off ramp's as need of if needed.
> I am a young carpenter with many years to work and I'm for development.
> The carpenters union should not influence development planning b/c they don't care about sustainment & quality of life.
> Increase residential density (We live on an island).
> We don't have a quality hospital in central Oahu.
> Mililani is a great place to raise a family because of activities.
> Our public schools need improvement.
> We still need to travel to Honolulu for fine dining, concerts, and high end entertainment.

> Time spent in traffic reduces our quality of life.
> We need more updated info on population, current Home building, etc, so we can access the difference over last 5 yrs.
> I don't want to see H-2 change into a bumper to bumper H-1.
> Additional land needed for commercial and industrial use.
> How will affordable housing be accommodated?
> The current plan does not reduce reliance on the automobile.
> Offer wide range of housing opportunities. - (entry / moderate / custom homes) for a balanced community demographically.
> Affordable housing.
> City / County needs ways to ensure developers actually build affordable housing.
> I want to understand the concerns regarding development in Waiawa.
> Need for affordable housing in Waiawa area
> Make affordable housing an explicit vision element, given islandwide need
> Incorporate “sustainability” as a concept
> Change from current code to a form-based code that reflects community values
> Strengthen recycling programs, with investment based on value of sustainability, not just on local market pricing
> We need facilities for the elderly
> Mililani is a great place to live
> How is the urban boundary defined? What factors are used to determine the urban boundary?
> Need new affordable housing
> Workforce housing
> Prove to us that Master Planned communities have reduced auto usage
Protect Natural, Historic and Cultural Resources

> Prove to us that Master Planned communities have reduced auto usage
> Encourage bike route Pearl City - Waipahu - Ewa
> How do you preserve natural resources if you continue to build houses? Won't that deplete resources?
> Have you done a study on historic sites in central Oahu?
> As a business interested in community involvement, where can we most effectively place our efforts?
> Include native plants in landscaping of public areas.
> How to control growth via water usage via car registrations via building restrictions (population density).
> How are the "natural, historic, and cultural resources " determined?
> Allow density levels to reduce sprawl.
> Controlled population growth, retain open space!
> Need for employment opportunities in central Oahu - to reduce traffic.
> How do we preserve natural, historic resources.
> How are you measuring impact of protecting # 4 vision element?
> The current lease holder of Navy - owned "Waikele Gulch" property intends to continue use of the property down in the Gulch as storage, Are there other plans from this property?
> Protect & preserve Kukaniloko.
> If our roads, schools, etc are at their max, what else can we do to ensure that they will be adequate if we approve future development & population increases in this plan? (Policies)
Infrastructure

> Need local parking areas with bus route to local train station.
> Traffic congestion -- need new road in/out of Wahiawa
> Traffic congestion -- need new Pearl City connection to Waiawa
> Traffic congestion — need new route from Mililani to Kunia Road
> Traffic congestion — need access from H-2 to Park-and-Ride for transit at Pearl City
> CO Plan needs more strength to make infrastructure development happen
> Make concurrency criteria explicit and a matter of City policy
> Express bus lane on H-2 and flyover to Pearl City
> The Royal Kunia Elementary School is long overdue for construction. This project needs to have priority!
> Try to improve traffic conditions now before we even think about building more homes?
> That we should expand and build.
> Do not stop construction!
> Workers needs works period. Work to live.
> That the COSP include all private and government agencies that must coordinate their efforts to ensure that transportation and school infrastructure is adequate to meet new development needs.
> Include in land set aside for the Pacific Health Center (PHC) commercial mix use land for: Senior Living Center, Alternative care / Despite Care, Nursing Home.
> Support amendments to rules and regulations that promote "green building" techniques such as storm water reuse, tax credits for energy efficiency, water conservation.
> To make sure traffic problems are addressed with the city & state.
> To let the public know what agencies are responsible for the solutions to the problems that come up during workshop.
> To make sure city's facilities are capable or will be capable to handle future developments.
> Ensure that infrastructure (schools, transportation, etc.) is available to support development.
> Need to "complete" city council's multi-model transportation plan for Central Oahu before recommendation or making changes to the COSCP.
> Need to decide "who" is going to pay for the proposed Central Mauka road and when it will be completed.

> Proposed development cannot be accommodated by existing and proposed transportation regional infrastructure.

> Need transit stop to go up Central Oahu corridor. Stop at Koa Ridge on Waiawa near Waipo Interchange.

> How can we sustain more development in central Oahu if we know our Freeway (H-1) is max'd out? Same questions when you add Ewa - Kapolei to central Oahu. This question recognizes that the fixed guideway is not enough. (relates to Vision)

> How will the traffic problem be alleviated with all this growth? H-2, H-1, Kamehameha Highway, Farrington Highway.

> How do we encourage economic growth so varied jobs will be available locally and eliminate the commute and reduce the need for additional transportation infrastructure?

> We need improved local mass transportation with all these communities. More local buses within our towns so older people who can't drive can get around.

> Make sure that there is adequate affordable housing for locals!

> Status of infrastructure in area, sewer system - are we continuing to dump water into Lake Wilson?

> Do we have enough water? For urban and agricultural use?

> What can we do about traffic? (Red Hill to P.C.) It's already Bad!

> Study how the space that is opened in schools with declining enrollment can be used for senior daycare and concierge service for our growing elder population in Central Oahu.

> There has been 10x increase in traffic leaving industrial area on Kam Hwy @ Kipapa Gulch. Large tractor trailers can not safely turn right (or left) & must turn into other lane. Permits should not have been issued for all the add'l bldgs because of the amount of traffic & type of traffic created. It is a serious safety issue when you must come to a screeching stop to avoid a truck turning out into your lane.

> Transit stations, rail is needed, but city also needs to be a leader in other areas which can reduce traffic: flex time, work from home, free bus passes to employees, free car pool parking.

> DPP issues permits (and it is probably required by law) but infrastructure is inadequate. Can the requirements be reviewed to assure City is doing all it can to acquire adequate infrastructure?
> Develop adequate infrastructure - govt funding for regional roadway improvement.

> Need to begin planning "now" for how Central Oahu is going to tie into Pearl Highlands transit stop, be it a spur or dedicated bus lanes from Central Oahu park & rides.

> Need to plan for population. Growth moratoriums proposed will do nothing to help w/affordable housing.

> Stop dumping wastewater into Lake Wilson for use as irrigation water for all crops & recreation area.

> Need better transportation methods. Tunnel from Ewa to Town?

> Fund transportation improvements.

> Schools cannot and should not be developed before the houses. We need to plan and develop them over time.

> No development until adequate infrastructure is in place, especially traffic & schools.

> I am concerned about the lack of transportation infrastructure here in Central Oahu.

> How can we be assured that developers will construct the central Mauka Road at the same time of development in Waiawa? Or how can we get developers to do it at the time of construction and development.

> Traffic improvements must be coordinated, not incremental by development. Suggest phasing & funding plan for traffic.

> What major infrastructure will be necessary to implement the plan, and how will it be funded?

> Adequate education institutions.
  • don't overstuff the schools
  • enough middle and high schools

> Must delay development of any more housing until infrastructure to support is approved / funded / projects well underway (schools, public safety, light rail for central Oahu, etc).

> Infrastructure needs:
  • Traffic
  • Water
  • Schools
  • Green Areas
  • Community areas so people don't have to drive elsewhere!
> There should be a mandatory time frame that schools to be up & running before developers can build additional units.

> Are developers contributing to the financing of infrastructure & new schools that will need to be built?

> My main concern is adequate infrastructure to be built at the same time as homes are being built. Roads! Schools! - smart planning leads to smart growth.

> Make plans for a transit spur to Mililani and Wahiawa (either a train or dedicated bus lanes).

> Infrastructure! Funding! Working with all agencies to ensure adequate funding is requested & released for design & construction as homes are being developed. - Schools, Roads, Highways.

> Look at Central Mauka Road.

> We need jobs where we live, so we commute less. If the jobs cannot be moved, then housing development must be where the jobs are. We get houses mostly and more traffic in town.

> We need more intelligent street design. Four or six lane divided roads with 25 mph speed limits are wastes of pavement that encourage speeding throughout the community.

> How can we assure schools will be timely built and staffed?

> State & County, not just County must participate & plan for regional improvements.

> Concurrency "Buzzword" is something that is very mis-interpreted. Infrastructure can't happen before homes & communities are built.

> Too many cars - what can be done to help alleviate the congestion?

> Second Priority - Identify and implement major State and County transportation projects in Central Oahu to meet expected growth.

> How do we ensure the city is planning adequate infrastructure for all of the development in central Oahu?

> Construction is the one thing I can do and if that is taken away my family will not eat.

> Reopen the question of whether Central Oahu is “urban fringe” or part of Oahu’s true urban zone
Other

> Identify the basic vision and values of each community, and then build the plan based on the consensus or convergence of community visions.

> Is the plan consistent with current zoning for communities within central Oahu?

> DPP & neighborhood should be open minded and create Business Sustainability for work force.

> Anti-growth groups and individuals not concerned about shortage of enough homes/shelter for Hawaii residents - affordable housing. Homeless situation is an outcome of lack supply.

> Live and work in Mililani and Waiawa.

> Why is an Economic development component missing from the plan?

> What percentage of the units being developed will be "affordable" housing units? B/c the housing need in Hawaii is for "affordable" housing.

> [Heard that lower Mililani neighborhood board are anti-growth, anti-construction, not in my neighborhood.]

> Hawaii’s total overall development with construction to see where I stand with job security.

> (Bob Stanfield) - What is the rule of thumb when deciding zoning change request?

> How are the activities of the military accounted for in the plan?

> Follow through is needed for provisions within the plan. How will this be achieved? How will the plan be implemented considering the plan itself has no force of law?
Central Oahu Sustainable Communities Plan

FIVE YEAR REVIEW ORIENTATION WORKSHOP

- THE VISION FOR CENTRAL OAHU’S FUTURE: Is It Still Valid?
- WHAT HAPPENED SINCE 2002?
- THE FIVE YEAR REVIEW: SCOPE AND PROCESS

Department of Planning and Permitting - October 2007
Central Oahu Sustainable Communities Plan Vision

- Protect Diversified Agriculture and Open Space by Setting Limits to Growth
The Vision for Central Oahu to 2025: Long term Protection for Agricultural & Preservation Lands

- Appendix A: Open Space Map
Central Oahu Sustainable Communities Plan Vision

- Protect Diversified Agriculture and Open Space by Setting Limits to Growth
- Revitalize Waipahu and Wahiawa
The Vision for Central Oahu to 2025: Revitalization of Waipahu
Create Two New Centers in Waipahu

Mixed use medium density residential-commercial centers in Waipahu at two transit centers on Farrington Highway
Transit Oriented Development (TOD):
A pattern of different uses - residential and commercial around a transit station that takes advantage of the convenience of transit access.

Waipahu Neighborhood TOD Plan
Community Workshop I was held Tuesday, September 25, 2007

Community Workshop II will be held Wednesday, November 14 from 6:30 pm to 9:00 pm at the Waipahu Elementary School Cafeteria

For more details on the Waipahu Neighborhood TOD Plan see http://honoluludpp.org/planning/WaipahuNeighborhoodPlan/Wkshp1Flyer25Sept07.pdf
For more details on TOD see http://honoluludpp.org/planning/TOD/TOD.pdf
The Vision for Central Oahu to 2025: Revitalization of Wahiawa
Central Oahu Sustainable Communities Plan Vision

• Protect Diversified Agriculture and Open Space by Setting Limits to Growth
• Revitalize Waipahu and Wahiawa
• Develop Master Planned Communities
Planned Suburban Residential Development

- Provide a variety of new housing in master planned suburban residential communities
The Vision for Central Oahu to 2025: Master planned Communities

- **APPENDIX A: PHASING MAP**
  - Existing Areas
  - New Development Areas
  - Areas with Special Area Plans
The Vision for Central Oahu to 2025: Master Planned Suburban Communities

• Mililani Mauka
• Royal Kunia
• Koa Ridge Makai
• Waiawa Gentry and
• Waiawa Castle & Cooke
Planned Communities Support Walking, Biking and Transit Use

- Pedestrian Walkways
- Bike Paths, Lanes and Bikeways
- Transit Access within 5 minutes for 85% of all residents
- Transit Routes and Stops Provided in Layout
- Link to Hub-and-Spoke/Rapid Transit
Planned Communities Have Ample Recreation & Open Space Areas

- Chapter 2: Vision for Protection of Open Space and Provision of Recreation Areas
- Chapter 3: Land Use Policies, Principles, and Guidelines
- Chapter 5: Implementation

Applications for development of identified open space areas not accepted for processing
Job Creation in Waipahu and Wahiawa
Job Creation in Suburban Centers
Proposed Medical Park

- Provides for job creation in a new medical park at Koa Ridge Makai
Central Oahu Sustainable Communities Plan Vision

- Protect Diversified Agriculture and Open Space by Setting Limits to Growth
- Revitalize Waipahu and Wahiawa
- Develop Master Planned Communities
- Protect Natural, Historic and Cultural Resources
The Vision for Central Oahu to 2025: Protect Natural, Historic and Cultural Resources

NATURAL RESOURCES ARE TO BE CONSERVED THROUGH:

• RETENTION OF NATURAL DRAINAGEWAYS
• PROTECTION OF VALUABLE PLANT AND WILDLIFE HABITAT
• CONSERVATION OF WATER AND PROTECTION OF THE PEARL HARBOR AQUIFER, AND
• RETENTION OF STORM WATER ON SITE TO PROTECT PEARL HARBOR WATERS
The Vision for Central Oahu to 2025: Protect Natural, Historic and Cultural Resources

HISTORIC AND CULTURAL RESOURCES ARE TO BE PRESERVED AND ENHANCED BY

- PROTECTING PANORAMIC VIEWS
- RETAINING VISUAL LANDMARKS AND SIGNIFICANT VISTAS
- PRESERVING SIGNIFICANT HISTORIC, CULTURAL, AND ARCHAEOLOGICAL RESOURCES FROM CENTRAL OAHU’S PAST
Central Oahu Sustainable Communities Plan Vision

• Protect Diversified Agriculture and Open Space by Setting Limits to Growth
• Revitalize Waipahu and Wahiawa
• Develop Master Planned Communities
• Protect Natural, Historic and Cultural Resources
• Provide Adequate Infrastructure
Adequate Infrastructure Policies

- Chapter 2: Infrastructure Adequacy Vision
- Chapter 4: Public Facilities and Infrastructure Policies & Principles
- Chapter 5: Unilateral Agreement Conditions on Approvals for New Projects Rules & Regs Revision for Permits for Approved Projects
What Does the Plan Do?

• It provides a vision for the future and implementing policies to realize that vision
• It sets limits to growth. The Department does not process applications for urban uses outside the UCB
• It provides a robust set of guidelines to use in evaluating projects, establishing conditions of zoning, and revising regulations
WHAT HAPPENED SINCE 2002

SEE HANDBOUTS PROVIDING INFORMATION ON

- Historic and Projected Growth for Oahu by Development Plan and Sustainable Communities Plan Areas
- The Vision Elements Scorecard
- Completed, Planned and Proposed Developments
- Issues: Some Old, Some New, Some Borrowed, Some Blue
THE FIVE YEAR REVIEW: SCOPE AND PROCESS

- Background
- Scope
- Goals
- Work Program & Schedule
• The Plan was adopted in December 2002 and took effect in February 2003

• Sec. 5.5 calls for DPP to
  – conduct a comprehensive review of the Plan every five years, and
  – report recommendations and recommended revisions to the Planning Commission and City Council
Scope of the Review

- Specific questions that the review must address
  - Are the Plan Vision, Policies, Principles, Guidelines, and Implementing Actions still appropriate?
  - Is the purpose of the Development Phasing Guidelines being achieved?
  - Should the Phasing Priorities should be revised?
Project Goals

• Review the Central Oahu SCP and Recommend Appropriate Revisions
• Involve the Community in the Review
• Submit a Five Year Review Report and Proposed Revised Plan to Council by the Fall of 2008
Plan Review Work Program

- Briefing Package and Presentation
- Community Interviews
- Workshop I: Orientation and Evaluations
- Draft Report/Plan Revision Preparation
- Workshop II: Draft Report/Plan Review
- Final Report and Plan Preparation
- Formal Review by Planning Commission and City Council

FOR MORE INFO...
Contact John Kirkpatrick at Belt Collins (808 521-5361) or Bob Stanfield at the Department of Planning and Permitting (808 768-8051)
Central Oahu SCP 2017 Review Report Vol. 2
Appendix F: Minutes from Discussion Groups on Agriculture, Transportation and Revitalization of Wahiawā, July and November 2008

Contents:
Agricultural Discussion Group, July 25, 2008
Agricultural Discussion Group, August 7, 2008
Transportation Discussion Group, September 3, 2008
Transportation Discussion Group, November 5, 2008
Wahiawā Discussion Group, September 16, 2008
Main theme for this afternoon’s discussion is the vision for agriculture in the Central O'ahu Sustainable Communities Plan (CO SCP).

Is The CO SCP Vision For Agriculture Still Valid Today?

- Vision policy is being implemented, but there can be more changes to further promote Ag. Examples:
  - Kunia road currently has police jurisdiction issues. When something happens on Kunia road, the police respond slower than necessary because the road is policed by multiple jurisdictions.
  - The road is also overused. Big traffic problems during rush hour, and many Ag workers use that road to move produce and commute to work.
  - Access to the road, which is controlled by the State, is an issue for farmers.
Review of Protected Lands and Urban Community Boundary

- The sale of the Campbell lands to buyers committed to agriculture is good, and means the vision is being realized.

- Military land is not under local government land use laws. City and County policy is to work collaboratively with federal agencies in support of the military in Hawaii.

- Near Schofield:
  - The Army acquired an expansion of the South Range training area in 2004
  - Actus is in the process of acquiring, for the Army, lands for expansion. Announced plans are for this to stay largely in agricultural use for the foreseeable future. Some of this land may be turned to residential use to accommodate need for housing at Schofield.

- The shading on the CO SCP maps for the lands being acquired by the military for military training use will need to change to reflect the change from agricultural use, but the areas would still be outside the Urban Community Boundary (UCB) since they would remain in open space use. However, lands acquired for expansion of residential or military industrial or commercial uses should be included inside of the UCB.

- How does the Plan deal with the problem of agricultural areas next to residential areas? The Plan is adopted by the City Council and states that it is City policy that agriculture be supported and protected in the areas outside the Urban Community Boundary. There is some language in the Plan which talks about buffering between ag areas and residential areas. There also is the Right To Farm legislation which is supposed to put new residents on notice that previously existing farms have the right to continue operating. Agree that there is need to build relationships between farmers and the adjacent residential areas.

Mililani South: Do You Feel Ag Has Been Protected There?

- It has. Adequate water has been supplied there. There have been complaints by residential neighbors from time to time. There are buffer zones, and access to the farm area is through a single gated and guarded entry, limiting theft and vandalism problems.

Royal Kunia

- Will there be a new school in Royal Kunia as the second phase of Royal Kunia goes forward? If so, will it be located near the ag land? No, the new school site is already designated. It is located near the center of the Royal Kunia project and not next to Ag land. The agricultural areas above Royal Kunia are buffered from the Royal Kunia residential areas by the State Ag Park area and an Industrial/Retail area.
The Royal Kunia State Ag Park is currently located inside the UCB. Council made the change to put the State Ag Park area inside the UCB at 3rd Reading of the Bill adopting the CO SCP but since then, the Ag Park has been conveyed to the State, and the Royal Kunia Project has come out of bankruptcy. We will be proposing to move the UCB to show the State Ag Park outside.

**Galbraith Lands**
- Schofield Barracks training needs support keeping the Galbraith lands in agricultural use.
- Prices per acre paid by seed corn research farms being used to justify high prices asked for Galbraith lands.
- Monsanto and others in the seed business are not comparable to most diversified agricultural operations because they are research operations which can spend much more per acre to produce their crop than could be afforded to produce a standard crop for consumption.

**Plantation Villages: Do The Central Oahu Policies Work Well For Kunia And Poamoho Villages?**
- Kunia village: HARC does not want to preserve all houses, only some. May have some problem with historical preservation language. Wants to keep housing for Ag workers and affordable on an Ag worker’s income. Campbell has asked Council to approve allowing credit for affordable housing preserved in Kunia Village to be used to meet some of the required affordable housing for the Makaiwa Hills project in Ewa. The Bill authorizing this is still under review at Council.

Poamoho Village: Owned by Hawaiian Island properties, but is transferring ownership to residents with common areas in community ownership.

**Reactions To Ag Vision:**
- The types of crops are changing. From sugar and pine to smaller crops specializing in high demand and low maintenance products. Farmers need incentives to diversify crops. Crops need to be diversified to survive in the long run. Case study: sugar and pine. If well diversified, Central Oahu’s Ag becomes less affected by economic swings.
- Need to also help farmers sell produce, and create more farmers markets which support small business farmers.

**What If We Protect Ag Lands, But They Are Not Used And Turn Into Scrub Land?**
- The CO Ag lands can be used if done correctly and innovatively. Examples:
- Use water reclaimed from wastewater for orchid farms.
- Specialize in high value crops
- Even if the economics don’t work out today, they may work in the near future, with changes in biotechnology. So it’s important to save land for future agriculture

- Incentive programs are a MUST if Central Oahu wants to maintain and expand its Ag. County incentive programs such as grant programs, tax breaks, land trusts, water subsidies, gas credits, potable water for farmer residences, etc….must be given in order to aid farmers. Otherwise Ag will not expand and many current Ag operations will eventually shut down like sugar and pine.

- We are successfully running cattle on those “scrub” lands. If we had the needed lands and a slaughter plant, we could raise, fatten, and provide locally grown beef for the Honolulu market.

**Fake Farms or Gentleman’s Estates:**

- Statewide there is significant demand by developers wanting to subdivide large lot agricultural parcels which are not actually for agricultural use, but are for buyers who want a large residence in an isolated area, often with a view. This affects the price of agricultural land.

- Central Oahu has not seen this kind of development yet, but there are a number of agricultural subdivision projects in the adjacent North Shore SCP area, and the Galbraith Lands are attracting interest of developers who would like to subdivide it and develop it as such a project.

- Existing subdivision rules and zoning requirements on Oahu are not protecting ag lands from this kind of development. Minimum lot size for Ag-1 zoning is 5 acres, and for Ag-2 zoning is 2 acres. Requirements for agricultural planning, restrictions on home size, and requirements that residents of homes in these subdivisions earn income from ag activities are not sufficient to keep the lands in significant ag use.

- Maui has regulations requiring farm plans and prohibiting cooperative farming where workers farm a portion of the subdivision and pay lease rents to the residents living in the subdivision.

- Failure to control agricultural subdivisions which are used to create residential projects is making acquisition of the Galbraith Lands more difficult. Land developer speculators are driving up prices for the Galbraith lands. The State Department of Agriculture and the Trust for Public Lands are trying to assemble sufficient funds to acquire the lands but have to compete with developers who want to turn the land into 5-acre Gentleman’s Estates.
To discourage the construction of Gentleman’s Estates, limit the value of the house (Currently the City and County restricts the area that can be covered by the farm house and accessory structures like a garage to 5,000 sq. ft. which is somewhat the same idea).

Questions and Answers:

What Is The Definition Of A Viable Hawaiian Farm?
• Aloun Farms is currently farming 2,700 acres. Even at that size, the loss of 100 acres means that they would be unable to supply one crop to the local market because they need that many acres to provide supply of one crop throughout the year. They are concerned about the future urbanization of ag lands they are farming which are inside the UCB and are scheduled for development in the next ten to thirty years.

• No such thing. There are too many different goals and situations each farm owner has and faces. There are farmers who are making a living off of one-acre farms.

Will The Urban Community Boundary (UCB) Expand To Include More Agricultural Land In The Future?
• The Department is not recommending expansion. The UCB was drawn to protect the most important agricultural lands in the State for the foreseeable future. There is more than enough land within the UCB on Oahu to provide for the expected population expansion on Oahu through the foreseeable future (40 to 50 years). City and County policy is to direct urban development to the Primary Urban Center, ‘Ewa, and areas of Central Oahu inside the UCB, and to provide capacity for development around the transit stations on the new rapid transit system.

Do Boundaries Between Urban Development And AG Co-Exist Together? Are There Bills Introduced For 5-Mile Buffer Zones?
• There is some language in the Plan calling for buffering between adjacent residential and agricultural use. There is no requirement for a 5-mile buffer. Urban residents have to deal with Ag land uses under the Right to Farm law. They should be notified of the presence of adjacent agricultural uses as part of the full disclosure when they purchase their unit and should know what they are getting into. There is need for outreach to residents to build understanding of farmers needs and operations and support and markets for their products. Some mainland farmers are selling shares in their crops to local residents who either go to the farm to pick up the crop or have the crops delivered to their houses. Some residents even hire the farmers to come and plant a vegetable garden on their property!!

• Waipahu Festival Marketplace is starting to be successful in providing local farmers market where residents can easily buy local produce. Fresh produce stalls are becoming more prevalent than craft and other types of products. It has great potential to expand.
[Note: not reported at the July 25, 2008 meeting: Bill 64(07) was introduced and received a public hearing at the City Council in 2007. The Bill calls for fire buffers to be established on ag lands where ag lands are adjacent to residential areas, but leaves it to the fire chief to determine how big the buffers must be. The Bill was sent back to committee in October 2007 without passing second reading, and has not been taken up again. The CO SCP does have fire buffer guidelines of 20 feet which are to be established on the residential side of the property line to protect against fires from wildland areas.]

What Is Planned for Navy Land On Waipi‘o Peninsula?
• This land is identified in the Plan as Ag. It can be leased for Ag uses, but the Navy is currently not leasing the land.

Why Do Seed Companies Farm In Hawaii?
• Seed corn is a research crop. While the firms are aware of higher costs in Hawaii, they don’t need to meet competitive market prices for this crop. Instead, they need a reliable supply, harvest after harvest. Hawaii offers:
  o A year-round growing season in contrast to the US Midwest or Chile
  o Available labor force
  o Better infrastructure than other countries such as Brazil.
  o Less pest control problems
  o Less hazardous climate.
  o Reliable, responsive, science-based US laws and regulations and
  o Location within the US economy

However, Hawaii also has high labor costs and more extended permitting requirements.

• Research cropping involves only about a third of the acreage in corn at a time – rotation is done to assure continuing production.

Next meeting tentatively scheduled for August 7, 2008. Topics to include:
• Agricultural tourism
• Important Ag Lands bill
Central Oahu Sustainable Communities Plan Review
Agricultural Discussion Group
Notes from August 7, 2008 meeting

Present:

Alfredo Lee  Agribusiness Development Corporation
Daniel S. Nakasone  Wahiawa Community and Business Association
Earl Yamamoto  Hawaii Department of Agriculture
Keanu Young  Councilmember Dela Cruz office
Mark Takemoto  Dole/Castle & Cooke
Mike Austin  Syngenta
Stevie Whalen  HARC
Wayne K. Ogasawara  Mililani Ag Park, LLC
Kathy Sokugawa  DPP
Bob Stanfield  DPP
Hal Senter  DPP
John Kirkpatrick  Belt Collins
Noa Ching  Belt Collins

Summary of first meeting:
General Consensus is that the vision and policies of the Central Oahu SCP are still valid, and the urban growth boundaries outlined in the plan still work. Concerns noted were how to actually implement policies and vision, how to sustain Ag with rising fuel prices and slumping economy, how to deal with Gentleman’s estates, and how to help Kunia Village and other similar communities’ transition from plantation villages, to a more modern community while retaining their history and culture.

Reviewing notes from first meeting:
On Galbraith Lands. Statement that seed companies set prices is misleading; landlords do. If a seed company purchases land for a certain price, other landowners take note of the price and try to sell their land at a similar price, which is too expensive for traditional Ag farmers.

Developers and speculators aren’t buying land. Speculators wouldn’t sit on land and wouldn’t buy it unless it was cheap. At the prices seed companies are willing to purchase land, the numbers don’t add up for others.

However, speculators make inquiries and ultimately drive prices up. Most speculators want to purchase land because of the possibility of subdividing land into gentleman’s estates.

Ultimately, land prices are set by the owner.
Agricultural Tourism Concepts

Central Oahu SCP says nothing about agricultural tourism.

The idea of Ag tourism has been looked at by many Ag companies. Ag in Hawaii is hard to compete with other producers in the mainland and abroad on pure commodity. Ag tourism could put additional value towards local products, and give local farmers an opportunity to sell their products without competing against outside companies. Ag tourism has the potential to promote exportation of Hawaii’s farm products one person at a time.

Example: Along Kamehameha Highway from Dole Plantation to Haleiwa Town. Dole was thinking to populate that stretch of land with small plots of different types of farms geared for tourists. Thinks that since the location is close to Dole Plantations, it will receive a steady amount of visitors based on Dole Plantation name. Thinks that Ag tourism has potential, but isn’t sure about CO. Maybe Kunia area could be a good place for Ag tourism.

Before making any changes to the CO GP, we need to have a clear definition of what would be considered “Ag Tourism.” There are several different types of Ag tourism models.

- Dole plantation – Individual tourists drive out in their own cars and do their own thing.
- People take shuttle tours through hotels or travel agencies and are bused around to different farms/attractions.
- “Localvore” practice of eating only locally grown food means that some urban dwellers visit or have ties to farms. Simplest and most traditional version of this: pick-your-own fields.

Another idea for Kunia uses education as the initial focus. A guided tour of the farm area would start with the plant laboratories where they research and grow seeds. The tour would then move onto the actual farm sites and through part of the plantation village, ending up with the final product.

Not sure people would go to see non-exotic Ag. Who would go out to see a tomato farmer on his tractor? An example an “exotic” type of farm is the lavender farm in Maui. This small farm grows lavender and makes products such as soaps, perfume, and incense. The farm generates a significant amount of its total revenue from individuals who visit the farm and end up buying one of their products made from lavender. To sell lavender alone is almost impossible since places in Europe subsidize lavender farms. But this farm is able to remain in business because of individual sales from visitors.

If you could link top hotels or restaurants to small farms, or be able for tourists to have meals onsite prepared with fresh ingredients from the farm by chefs perhaps similar to the North Shore Cattle Company.
The responsibility to set up the infrastructure for Ag tourism should be on the tourism side. The actual farmers should not have to spend much money or time on the details.

**Issues with Ag Tourism:**

Implementing Ag tourism can become expensive since often roads, infrastructure and storefronts must be built. Besides costs, no small farmer would have the time to plan this out and get permits.

A possible “Ag tourist trap” would need multiple farms to keep people interested, which means collaboration with different types of farmers and companies, which would require a great deal of planning. Again, who has the time to do this?

Another issue with farmers is the City and County restriction on Ag lands. What type of permits or requirements would farmers need to get to open up storefronts or restaurants on their property? Not many farmers have money floating around to hire consultants to obtain these permits or the time to try and apply for them themselves.

If storefronts and restaurants are allowed on Ag lands, how much of the tourism side is acceptable before the land is not considered Ag? Example: Kualoa Ranch is considered Ag land, but they actually do very little with Ag. Tourism should not be the main goal/focus of any Ag designated land. It is a concern that Ag lands might eventually cater to mass tourism. An extreme example would be Knotts Berry Farms. We would need to have a “bright line” between what is considered Ag and what would be considered commercial.

After thinking about the challenges of Ag tourism, participants suggest that the Kunia Agricultural Park would be a great place for Ag tourism – small holdings, where tenants could work together to display crops. However, Ag Parks are governed by detailed rules that focus on agricultural production, and do not address Ag tourism.

There is a limitation of what the CO SCP review can do on the issue of Ag Tourism. This issue should definitely be noted in the review for further discussion, but some things discussed are out of the scope of the review.

**Important Agricultural Lands (IAL)**

Introduction: State of Hawaii has long discussed (a) identifying Important Agricultural Lands; (b) protecting them from other uses; and (c) offering incentives for agricultural use. Act 215 of 2005 enjoined the Counties to create maps of IALs, using a series of criteria. The Counties have three years to produce maps, once the state funds the process and has an incentive plan. Recent bill (SB2646) provided the incentives, but no money for the mapping. Once the mapping is done, and landowners have a chance to submit their own proposals for designation of their land, the result goes to the Land Use Commission for review and acceptance.
Implications: Can’t rezone IAL from Ag without 2/3 majority of City Council 
Incentives include tax credits and low-interest loans.

Definition of “Map” could be tricky – if it’s a metes and bounds description, the job is 
very onerous.

Questions DPP wants help/input on:
1. The SCP Map as a policy, identifies all the Ag and Preservation land in Central 
Oahu. It was used as the starting point for the designation of Ag protected areas that was 
proposed under Mayor Harris. Is that area what we’re talking about?
2. If land is not zoned as Ag, should it be in IAL?
3. Once land is identified as IAL, it will probably be a new overlay zoning district. Should it be subject to further zoning constraints, above and beyond that for Ag-2 land – 
e.g., minimum lot size of 25 acres or more?
4. State law indicates that County expectations for infrastructure on IAL should be 
“reduced.” If this is “reduced from Urban,” then existing county standards for Ag-zoned 
areas should suffice. OK?
5. What do landowners see as government role with regard to IAL – what further 
steps should be taken by City or State?

Discussion:

One messy point: since landowners have right to opt out if over 50% of their land is 
identified as IAL, what should be done about records that identify some parcels as “Dole” 
and others as “Castle & Cooke,” or the like – what’s “a landowner” for this purpose!

Will IAL affect Ag tourism?
   o Possible, since IAL lands have added regulations.

The point to keep in mind with new regulations and incentives: Will they actually help 
the farmer run his business?

Is cheap water crucial for IAL?
   o It is for agriculture, other than pasturage!
   o Not a problem for land served by Waiahole Ditch – big problem for any land 
depending on pumped water.
   o There is a need for renewable energy source to drive water pumps. One possibility 
might be to set up hydroelectric dams at Wilson Lake. However, the water quality 
of the lake is not good enough. The water quality is currently at R2 and it needs to 
be R1 for irrigation and if it is to be used for hydro (since it would go out to sea).

Richard Ha’s farm on Big Island has managed to use renewable energy sources to “go off 
the grid.” As gas prices rise, so will electricity.

John handed out cards to ask people for comments on two points. Responses:
Question: Should the city use the SCP map shown as a basis for identifying IAL in Central Oahu?
Responses:
- Looks ok with me as City's first IAL designations.
- Yes
- Good starting point. Boundaries should be further defined.
- Some of the land is not farmable
- These boundaries meet my approval

Question: What should be City's takeaway from this discussion -- comments, questions?
Responses:
- Alternative energy sources to support ag.
- Find ways to address ag tourism and find flexibility to address case by case ways to allow more.
- Gentlemen's farm on real ag land.
- Hire an agricultural expert for DPP.
- How and when will the City move the State to appropriate the $ and get the process completed?
- Planning is a multi-faceted process. IAL lands should be discussed in the full process of community planning. Weigh all needs before designation.
- Set standards for "gentlemen ag lots" in terms of keeping speculators out.
- Speculators/property flipping driving up perceived value of real ag land
- Support "fake farms" legislation in 2009 session.
- Utilize renewable energy to provide water to farms from Wahiawa down to the North Shore.
Present:

Pam Young                 Neighborhood Board (NB) 35
Terry Kelley              Community
Dana Agader               NB 35
Dean Hazama               NB 35
Dick Poirier              NB 25
Lance Yoshimura           NB. 35
Melissa Vomvoris          CART
Alan Arakawa              Waiawa Ridge Development
Rodney Funakoshi          Castle & Cooke
Laura Kodama              Castle & Cooke
Dean Minakami             Castle & Cooke
Garret Matsunami          Castle & Cooke
Stephanie Whalen          Hawaii Agricultural Research Center
Mike Kido                 Pacific Resource Partnership
Corlyn Orr                Helber Hastert and Fee
Gordon Lum                Oahu Metropolitan Planning Organization (OMPO)
Marion Yasuda             OMPO
Lori Kunioka              Councilmember Garcia’s office
Keanu Young               Councilmember Dela Cruz office
Brennnon Morioka          Hawaii Department of Transportation (HDOT)
Jiro Sumada               HDOT
Ken Tatsuguchi            HDOT
Glenn Yasui               HDOT
Richard Torres            Honolulu Department of Transportation Services (DTS)
Brian Suzuki              DTS
James Burke               DTS
Craig Chung               DTS
David Tanoue              Honolulu Department of Planning and Permitting (DPP)
Kathy Sokugawa            DPP
Mel Hirayama              DPP
Hal Senter                DPP
Shem Lawlor               University of Hawaii, intern with DPP
John Kirkpatrick          Belt Collins
Noa Ching                 Belt Collins
DOT Current Activities and Long Range Planning

Short term projects that affect Central Oahu are:

- PM Zipper on H-1
- PM Contraflow design-build project, to begin in 2009
- Contracting for EA, then design and construction: Widening Kipapa Bridge (Kamehameha Highway between Waipio and Mililani)

DOT views H-1 merge points as the sites of major slowdowns affecting Central Oahu. Have been working on improvements at Waiawa; work to improve traffic flow in the Middle Street area will follow.

Long range highway plans are developed in collaboration with community and agency stakeholders through the Oahu Metropolitan Planning Organization (OMPO). The current long-range plan, Oahu Regional Transportation Plan (ORTP) 2030 can be viewed online (at http://oahumpo.org/). In order for a project to be eligible for federal funds, it must be consistent with this plan. OMPO will soon be updating the Plan. They hope to have a consultant on board by 2009. This effort is a 2 year effort to be completed by early 2011. The horizon for the plan will be updated from 2030 to 2035. There are several reasons to revise this plan. One is the cost estimates in the 2030 plan are out of date, given the steep rise in the cost of oil and materials. Additionally, state, city, and federal budget plans have changed. Since the ORTP has to forecast what can be built given available resources, these changes mean that all involved will need to review closely the listed projects and any additional projects that may be proposed for the list.

Pearl City flyover:

A flyover from the H-2 to the Pearl City complex near Sam’s club is being planned by DTS. There will be a multistory parking facility for the rapid transit system. It will take off from the carpool lane on H-2.

Ewa Highway Impact Fee System.

The impact fees for highway improvements in ‘Ewa were set in 2002. DTS is currently in the consultant selection phase for an update of the ‘Ewa fee structure.

How does the city deal with traffic city impacts with new housing developments?

DPP reviews traffic associated with new projects, based on traffic consultants’ reports. Works with developers to come up with traffic congestion solutions specific to project. These vary. Some projects are large-scale, such as Mililani Mauka, where the focus was on sizing the roadways to accommodate increased traffic load. Smaller projects such as a major shopping center demand more localized solutions (restriping, signals, etc.) For the
larger projects, DPP has the developer do updated traffic studies, to see if the traffic projections were correct, and if the mitigations are having the expected impact. DPP can push to make mitigations happen sooner if need arises.

General Discussion

In reviewing the Central Oahu (CO) Sustainable Communities Plan (SCP), we need to know whether the community still supports the vision for transportation:

- Central O‘ahu will be developed with a transportation system which provides easy access to transit, uses traffic calming design, and encourages people to walk and bike, reducing the need for use of the automobile.
- Public agencies will work with the community (residents, businesses, developers, and landowners) to address current deficiencies in roads, schools, and parks and to create adequate infrastructure to meet the needs of the residential and working population of the area.

*Is this the vision? Is this the vision of the people who care about central Oahu with regards to transportation?*

- The problem is that there is no planning for this region by either the county or the State. In addition, there is no money for planning, although there was $1 million appropriated in 2005 for Central Oahu Transportation Planning which the Governor refused to release. We know that there will be disastrous consequences in putting another Mililani-sized town (up to 25,000 housing units) into Central Oahu without any transportation projects that add either lane capacity or regional connectivity. Isolated ad hoc projects address some traffic issues, but none of them covers it adequately. Need state, county, and developers to get together and plan things out under the leadership of State and county decision-makers.

- Is the answer to this problem to widen/increase roads? Alternative methods might be better. Example: offer free transportation to students and children. Many cities provide free transportation. Results: Keeps more cars off the road.

- Most of the plans we have in the state are based on 20th century plans which are based on cheap oil. Places like Suburban Central Oahu will be the hardest hit. Adding capacity on freeways might not be the best long term solution.

(What does the increase of gas do to future traffic planning?) Two things that affect people’s travel decision: Cost and travel time.

- There are plans to put 24,800 Units in CO, but traffic has not been adequately considered by DOT. What are they doing to address future traffic problems?

- We do not need to undertake a CO transportation study that’s going to tell us that we have traffic congestion along the H-1 primary corridor. We all know this, and a study would just be a waste of tax dollars that we don’t have. What are the HDOT projects to mitigate congestion along the H-1 primary corridor?
- H-2 capacity is not the bottleneck. Other areas will be the most affected.

- Will rail solve transportation issues?
  
  No. Rail will not solve transportation issues, but it will decrease growth in congestion. There is no way to eliminate congestion. You can only manage congestion. The flyover is being planned as a way to limit congestion and encourage use of rapid transit.

- CO stakeholders have asked in the past for a transit connection, a spur in the H-2 corridor

- Plans are under way to build a 4th lane through Waiawa going west on H-1. This will hopefully eliminate much of the weaving of cars between lanes, reducing traffic. Will add capacity to westbound. Long range plan is to widen both sides. However cost is expensive. Waimalu stretch cost nearly $70 million.

- Any improvement along the corridor will help. What about the Waipahu offramp? Both sides are now being widened.

- Central Oahu is ignored when it comes to transportation. A lot of the current projects benefit Kapolei. Central Oahu is going to have more homes and people than Kapolei in 30 years. But there are no transportation plans directly for Central Oahu. Even the Central Mauka Road project in the 2030 OMPO Transportation Plan is not a real project, and as such will never get built, since Federal highway funds cannot be used to construct it. Need big projects like Central Mauka Road and rail to address Central Oahu regional transportation problems. Also wants to see the construction of interchanges by developers done in one phase, (not 7 as proposed for the Waiawa interchange) so that costs are reduced and benefits are achieved when the houses are built and sold, not after. Otherwise, you won’t be able to get out of your driveway.

Representatives from major developers were asked to contribute:

- Waiawa Ph. 1 – 5000 homes. Goes to H-2 freeway. Throughout their zoning process there have been quite a few studies and there are several improvements that are planned for Waipio interchange and H-2. Use outside traffic consultants to plan transportation improvements, however ultimately there is still going to be 5000 more homes.

- Castle & Cooke – strongly supports city and county transportation efforts. Strongly supports mass transit system. Long term it would be good to have a spur. Their Koa Ridge project they are trying to sustain a “Live/work/play” environment, where people living at Koa Ridge will not have to commute. Includes jobs, schools, hospitals, rec areas. Bike lanes and good bus routes to keep people close to home and off the roads.
General discussion continues:

- Not enough money to fund transportation projects. Even if the project is in the ORTP, it doesn’t mean it will be funded. Only projects that are in ORTP can be federally funded. Interchanges can be expensive.

- Other problems. Because of lack of planning no one is accountable. Developers can’t be blamed. Environmental Assessment can’t help if they can’t control other variables. Schools, increased capacity roads, and any other additional infrastructure should already be in place before people move into new communities. Because of lack of planning, the traffic will be bad. Need to come up with a plan that makes sense with the community, developers, and state.

- Limiting factor for transportation is political, not cost. Example Salt Lake City. Fought rail for ten years. When the city got the Olympic bid they ended up building the rail. Rail became a big success. Now planning many different routes. If you increase the number of spurs and routes, this makes the rail project look more expensive and jeopardizes the whole project. Need contingency plans for expansion so it doesn’t look expensive on paper.

- Kunia Road is a State road. It has become a thoroughfare between ‘Ewa and Schofield. Bus service should be increased in that area. Widening the road will not help. The problem is that farmers can’t get onto that road. Farmers need to drive onto that road to sell their produce at markets. Need to make transportation feasible for farming in that area. Agricultural lands need to be preserved. Bus service is needed on Kunia Road for the agricultural workers.

- A solution: traffic circles or “jughandles” (right side off-ramps to intersections, allowing those who want to make a left turn to wait for a light at the side). They decrease accidents and are relatively cheap. Example: Kamehameha Highway going down to Pearl City: if eliminate left turns can get rid of a lot of traffic. Less accidents. Should think about traffic circles in Mililani.

- Bus service in Central Oahu. Does not think bus is a total solution. Current CO residents are middle class. Still, there are lots of empty busses on other routes, but full busses in CO. We need a major overhaul for CO bus service.

- Part of the problem with Oahu’s bus system tries to be point to point. Lots of routes crisscross. Rail will eliminate many of the routes in town and will pull busses out of town to service rail. This will make a difference and make busses more efficient.

- City of Pittsburg has a marriage between buses and rail system. People can get on and off rails and buses at the same station. Just a short walk between the two. A rail system can share facilities with a bus system if you make it easy for people to
transfer between the two. It would help people from CO to have such a bus/rail system.

- Question about the Central Oahu SCP. Is it “just a plan”?

The CO SCP is a city ordinance. Parts of it direct city agencies and how they should act. It is not “just a plan”, it’s both a planning document and a policy document. DPP looks at the SCP to determine if proposed new developments conform to the document. The plan is based around the ultimate goals or direction for CO. However, this doesn’t mean all things in the plan will be implemented soon. The plan describes what the community and City government want to happen. Example: Kapolei rail plan has been in the GP during the 70’s and it might only be passed now.

- So we can put in the CO SCP things that the community wants to see, recognizing that this doesn’t commit the City to make them all happen. So we can push for improved connections to transit, e.g., for a spur line, but it’s not meant to be just a “wish list”.

- Don’t need a rail spur. With 12 percent grade, rapid transit will not be able to climb from Waipahu to Mililani. And we shouldn’t push too hard for a spur when the City is instead willing to invest in the flyover. We need a flyover with dedicated bus lanes, and we need it sooner rather than later.

- Question: Money seems to be limiting factor for transportation projects. Are communities willing to explore finances other than state/government? There are many communities that have their own transportation fund/tax that it uses for small projects to improve transportation in their community. The government does not need to fund everything. (e.g., Community Facilities Districts).

- Lot of small projects communities can do with their money cannot actually change infrastructure so the changes are ultimately superficial.

- Do we have a timetable of all these projects that are coming in? Need a timetable of developers’ projects with all phases, and traffic improvement plans being streamlined and timed so traffic impacts are a lot less.

- DOT’s schedule is set. Short term is 6 year outlook. OMPO does long term planning.

- The ORTP 2030 estimated that Oahu could only afford to increase roadway supply by 7 percent between 2000 and 2030. However, demand for roadways will increase by 32 percent. Rather than spreading projects uniformly throughout the island, the ORTP 2030 focused its attention along the H-1 travel corridor between Ewa/Central Oahu and downtown.
During the update of the ORTP to the year 2035, public input will have an important impact on the plan.

Transit Centers in CO: Part of the transportation services is to develop a Wahiawa transit center. Planning and design is being done right now. Intent was to have bid documents awarded by 2009.

There is a transit center in Mililani…How is it working for the community?

- It would help if the buses have a time schedule. No one knows when the buses will arrive.
- Needs more information at transit center.
- Parking is not allowed.

Bikes: Lots of potential for biking in Mililani. Two things needed for cyclists. Sense of safety. Nice smooth path. Wider roads. Shortest path – this is bike commuting, not just recreational cycling. Don’t care about views. Wide clean shoulders that have the same standards to roads.

A participant adds: There is not lots of potential for biking in Mililani. The roads in Mililani were not constructed with bike lanes in mind. Upper Meheula Parkway in Mililani Mauka is not able to handle bike lanes because all road lanes will be needed to accommodate traffic upon buildout. Likewise for Mililani town, a bike lane that would circulated the entire town was proposed. It wasn't workable as street parking next to parks would need to be removed. With Mililani being a strong community for organized sports, it just couldn't be done without an outcry from many parents.

The Oahu bike master plan is being updated now. An initial round of public meetings was held earlier this year; additional ones will be held soon. To learn more and to sign up, see www.oahubikeplan.org

Bus planning. Short range transit operations plan to accommodate the changes to Mass transit system. It’s a 6 year plan. Have to plan bus system to meet bus demand that we currently have and to plan future impacts by mass transit system.

“Back to School Jam” issues. If the university changes their time from 9 to 6 with that help eliminate traffic?

- This solution will not work. DOT has talked with UH on many occasions about similar proposals. The two main issues are: Students will still arrive to school early to get parking spaces. And students work during the evenings and this schedule would hurt their ability to work. Being unable to work would prevent some students from enrolling at the UH.

- Computer classes. Can’t students take computer classes instead of going to class?
o The UH already has an extensive online program. Classes that can be taught online are already offered online.

o Converting traditional classes to online classes for the sake of reducing traffic congestion isn’t practical. The quality of instruction suffers when classes are taught online. Class participation and student attentiveness drops in a virtual classroom. Ultimately, people attend the University of Hawaii for an education, and the quality of education should always be the top priority for the school and its students.

o Can cut down college students’ auto usage by having all students get a bus pass paid out of their student fees

In sum -- Does the vision still reflect community and city views? We need a transportation system that works. Expanding capacity isn’t the answer; it is only part of the answer. Do people still agree with the basic vision?

Generally, yes, the vision is still valid

Is the Vision being implemented successfully, fully? Well, that’s not so clear.

Addendum One participant adds to notes: The vision is not adequate from the community viewpoint, in that it fails to relate what is planned for transportation to what is proposed to be developed and when. The revised Plan must reflect and include an operational version of “concurrency.” In other words, the development to be allowed must be related to the planned availability or non-availability of adequate Central Oahu regional transportation infrastructure. Finally, from the community’s perspective, concurrency is measured in terms of “travel time” to and from downtown Honolulu.

Another participant: I believe the COSCP transportation vision as stated and agreed by the group is valid and applicable. There are adequate plans and studies required by the land use process to address transportation issues within CO communities and I concur with HDOT’s assessment that at current and planned levels of development, H-2 capacity is sufficient. The problem is insufficient capacity along the H-1 primary corridor.

(One agency participant asks:) Can we use your email to contact participants in this discussion for input on other projects?

o When we hold a discussion group we take notes, circulate notes, after revision will post notes on website and removes names. During circulation will ask if you have any objection to having email address shared for future projects.

We need another meeting to accommodate people from Waipahu, others who could not come to an afternoon meeting.

o At the next meeting, provide more proposals for the group to work on.
What’s the current status of Central Oahu SCP? What opportunities will there be for public input?

- In the process of writing the draft. A public review draft will be out sometime in December or January. There will be public workshops and a review period, after which the draft will be revised. Then it will go to Planning Commission and to City Council, where there will be further opportunity for public input.

For updates on the CO SCP: go to www.beltcollins.com/centraloahu
Central Oahu Sustainable Communities Plan Review  
Agricultural Discussion Group  
Notes from November 5, 2008 meeting

Present:

Alan Arakawa  A & B Properties, Waiawa Ridge Development  
Tom Fee  Helber Hastert & Fee  
Nestor Garcia  City Council  
Dean Hazama  NB # 35  
Tony Herrmann  Monsanto  
Ray Kunishige  Castle & Cooke  
Dean Minakami  Castle & Cooke  
Sean Newcamp  Carpenters’ Union  
Richard Oshiro  Waipahu NB  
Kiyomi Oyama  City and County, Public Transit  
Alan Suwa  Mililani resident  
Glenn Yasui  State Department of Transportation  
Lance Yoshimura  Carpenters’ Union  
Pam Young  NB # 35  
Kathy Sokugawa  City and County Department of Planning and Permitting  
John Kirkpatrick  Belt Collins Hawaii  
Noa Ching  Belt Collins Hawaii  
Mike Lim  Belt Collins Hawaii

SUMMARY:

This was a broad discussion of transportation policy. All present were interested in improving mobility both within Central Oahu and between Central Oahu and the Primary Urban Center. Several speakers recognized that funds are limited, so the City and State will need to find new ways to improve transportation. Participants expressed support for rapid transit and interest in finding ways to make rapid transit accessible and attractive to residents of communities throughout Central Oahu.

Participants were interested in finding additional ways to improve traffic flow or make sure that new development does not lead to increased congestion. These could include:

- Cooperation between City and State and among government, developers, and community groups in planning;
- Projects to link mauka communities to rail transit. The City’s plan for a flyover from H2 to the Pearl Highlands transit stop was welcome. Some want to see continuing plans for a rail spur going up the hill.
- Encouragement for job-creation in Central Oahu (including mixed-use zoning or relaxation of rules that limit the range of occupants at Mililani Tech Park);
Planning based on the trips people actually take, not just single-destination commuting;

Tom Fee introduced the Oahu Bike Plan now under way.

The discussion turned to the issue of sustainability. The starting point for the Sustainable Communities plan is the General Plan, which calls for continuing wellbeing and prosperity for residents, and for maintaining environmental quality. Sustainability involves respect for land uses. Transportation solutions have to respect adjoining land uses.

At the end, the sustainability issue was very much unresolved. Your help in moving us forward will be very much welcome. Please send your thoughts to centraloahu@beltcollins.com on:

1. The SCP currently says little about sustainability but focuses on community wellbeing and transportation. We have already heard very clearly that Central Oahu includes key agricultural lands, and this land use needs to be protected for future generations. Equally, we heard that Central Oahu communities should be more than bedroom suburbs. Do we need to say more about sustainability, or should we focus on identifying ways to support community life and agriculture?

2. Given limited resources for new infrastructure, what’s most important? (We presume that rapid transit is going to happen – what’s next?)

Please send any corrections to these notes to centraloahu@beltcollins.com within a week after you get this, so we can post the corrected notes (without speaker names) on the website (www.beltcollins.com/centraloahu).

GROUP MEMORY:

The main question tonight is: does the vision of Central Oahu (CO) still work? Want to focus on transportation for this meeting. How can we plan now to move ahead?

What specific projects can we look at to address transportation issues, i.e. how will congestion in CO will be taken care of?

Rail opponents say that the rail won’t work; traffic congestion would not improve. These opponents were mainly located on the windward side. If rail will not relieve congestion, what will? Development should move to the windward side in Kailua and Kaneohe, where traffic infrastructure is better. Commuting times in Kailua and Kaneohe to town during rush hour are only 20 minutes.

Not sure that there is much to say on that in this meeting.
This issue is a long term issue. The possibility of moving development to the windward side has been discussed by members of the council, especially if the rail vote failed. However, mobility also goes with land use. We need to consider mobility, access and circulation. But tonight we are talking about sustainability of Central Oahu.

If last night’s vote actually went against rail, would the project actually die?

No. It would only mean we would have to look at another technology. It would not quickly die out.

The Mayor’s office did a press release on the draft EIS. In the DEIS, it is estimated that without rail, traffic congestion will be 43% greater than today. So rail does affect congestion.

Also want to point out that the rail project is not the only transportation solution, as envisioned by the development plans. Rapid transit (not limited to steel on steel) is part of the Ewa Development Plan, as well as the Central Oahu Sustainable Communities Plan. However, these plans do not dictate the date when a rapid transit system should be in place.

There will be a healthy ridership at least during rush hour.

Rail will not solve all our problems but need integration of all modes.

Really want the spur in Central Oahu. Need to keep on pushing for development of the spur now. Maybe not for us, but for the next generation.

Rail will not solve all the problems. Rail is about choice, not anti-car. Part of the rail plan includes improvements (Waiawa interchange) of all other roads, especially ones that will connect to the rail. The rail is the “spine” of CO, and DOT is planning on improving all types of transportation to connect to the rail system.

We need to look at new ideas. SLUG is a project in Washington DC that organizes hitchhiking as part of the transportation system.

We also need to realize what local residents need. “Trip chaining,” when people make multiple trips during the work day (drop kids off to school, go to work, after school pick up kids and drop them off at soccer practice). Many people are dependent on cars and will never use rail during the weekdays. That’s why they voted against it. But people want to have a choice. Whether by bus, rail, car, or bike; all modes of transportation should be available and relatively efficient.

Need to have spurs from Mililani, to UH. We need the whole rail system/alignment. We can’t stop development, so we need to keep up and proceed with traffic improvements. The rail opponents won’t stop. Look at how long H-3 took to build.
DOT is committed to make H-1 work w/ various improvements. DTS is planning a flyover from H-2 to connect to Pearl Highlands transit center.

Let’s get back on track. At the last meeting held in Mililani, members from various agencies gave status reports on what they were doing. DPP staff talked about how over recent years DPP has addressed “concurrency”, the issue that infrastructure is there to support development on a timely basis. Example: having traffic studies updated at each increment of development.

As big projects come in for zoning, DPP is getting more involved in the timing of land use developments and infrastructure. Recent rezonings in Ewa require updated traffic impact analyses every 2 years to determine if and when planned traffic improvements are necessary, and whether new ones are needed.

Connectivity is increasingly seen as an important part of land use planning.

Question to Kathy: Are cul-du-sacs still feasible?

Yes. We recognize that they may be more marketable. Under the subdivision process, we accept cul-du-sac streets but not dead end streets, there’s a difference.

Idea of transportation has been at the heart of the plan for many years. There are vision elements of the plan: Central O‘ahu will be developed with a transportation system: How does the vision for Central O‘ahu need to be changed?

Please change all references in the SCP from “Traffic Calming” to “Traffic Engineering” instead. DTS now uses the latter term.

How do you improve traffic? Are there any assurances or definite plans that the state will meet transportation issues?

The vision statements may be okay, but how do they get implemented? What is the status on HOT lanes? What is DOT’s position on it? Can it be done or not? If it can be done, why isn’t it?
What are the other projects that are going to supplement rail to address congestion? More zipper lanes?

Is there a standard of an acceptable level of traffic improvement for people in Central O‘ahu? What is a good standard to try and achieve?

Clearly, we need coordination of state and county efforts, and coordination between rail and other modes of travel. People do get together and cooperate between city and state. City, state, and developers need to cooperate, especially now.

What would make you happy in terms of transportation in CO?
We worked hard to develop the Kunia interchange, which cost $30 million. It’s beautiful, but it leads to a standstill on the freeway.

Transportation coordination occurs at OMPO and with the ORTP 2035 underway. He is OMPO’s Policy Committee Chair.

The state will do whatever it has to do. We are looking at the system as a whole, at developing traffic management strategies to move people more effectively. The next Zip land may be a dedicated lane that is bidirectional, used as zip in one direction in the morning, then in the other for the evening rush hour. Only in the discussion stages are new ideas such as express service lanes, fewer off/on ramps. There are other ideas out there, such as congestion pricing, but that comes close to punishing people for driving, and in Hawaii, we aren’t going in that direction.

For Mililani Mauka there is a project called Central Mauka Road. It is on the ORTP list, but it is in the long term category. We can’t assume it will be built any time soon.

We don’t want to solve traffic problems by paving their way out. There are other traffic solutions that do not require new major structures, but make adjustments to existing resources and technologies, or dampening demand. There are very limited traffic funds to go around, especially for new construction. We cannot depend on federal funds for future traffic improvements.

Everyone is analyzing “traffic congestion.” What does “traffic congestion” mean? Depending on where you live, “traffic congestion” has a different meaning. The term “congestion” is loosely used. Maybe some attitudes will have to shift, as congestion is a relative term; e.g. West Coast commute times versus Hilo peak hour characteristics.

People complain about the price of gas…but inevitably end up buying it anyways. This might be what will happen to the traffic situation in CO. The reality is that traffic in CO will always be there, and people need to get used to at least a moderate level of traffic. The price of homes out in CO is a lot cheaper than prices in Manoa or downtown, and you have to take the good with the bad.

A hopeful possibility in 20 to 30 years is that a large portion of drivers from the baby boomer era will be too old to drive. The increase in traffic from now to 2035 may be lower than projected.

Not many schools are projected to be built in CO right now. It is hard to time the building of schools to meet new developments.

The city or developers need to disclose these transportation issues to prospective buyers on development projects. Buyers should be told how long it takes to get to town during rush hour.
There needs to be a middle range between shutting down projected projects for the sake of reducing traffic and simply allowing them without adequate infrastructure. Need to allow home growth to meet demand.

Projected increase of population 11-13 percent. Note that City is increasingly pushing developers to create communities that meet residents’ needs on-site. We’re asking for day care, church sites within the community.

We are not meeting the demand for housing. Because demand is greater than supply, the prices are high. All this is market driven.

The market can work both ways – right now, people aren’t flocking to affordable for sale condos at Plantation Town Apts.; they can’t get mortgages.

Councilmember Garcia has a proposal to look at housing options to the east side of the island. But prefer not to have region vs. region. East vs West. Should we share the development between other areas beside CO?

Community vs. community happens sometimes and you can’t do anything about it.

There are no major roadway projects planned for the Windward side. After H-3, that’s it.

No projects in Kapolei either. If you are inclined to keep expanding Kapolei, there is nothing in the books to increase traffic improvements.

If you move some development to the windward side, you will also be stuck with moving the limited traffic funds to the windward side.

Current traffic solutions like the zipper lane might not be around for long.

To respond to John’s question about what would make people happy with respect to transportation, would the availability of more jobs in Central Oahu be an acceptable approach to help address commuter traffic? How successful is the Mililani High Tech Park?

I’m told the Park isn’t attracting businesses because there are no supporting infrastructure/services. There are no restaurants, attorneys’ offices, or other businesses that professional companies need to operate. Need to build up infrastructure/services first before professional businesses will be attracted to the park.

Someone brought up the need of mix use zoning to get jobs in the communities. Also, the jobs just can’t be minimum wage (retail, service) – needs to include professional (higher wages).
Kapolei doesn’t have enough jobs in the region as is.

CO will eventually have just as much people as Kapolei. We can’t just build there and not take care of the infrastructure.

CO shouldn’t just be a “bedroom community”; should be encouraging private schools, and universities.

Do people want a full range of available jobs in CO? Zoning and developers can provide the flexibility to provide a wide variety of jobs to meet community needs. However, it is also up to the private sector to buy or lease constructed space.

Zoning restrictions in High Tech Park are pretty high. Ex. You can’t build a restaurant.

DPP is now looking at “complete communities” when reviewing development proposals – not just housing and commercial areas, but day-care and meeting (church) facilities.

Tom Fee of Helber, Hastert & Fee, consultant to DTS, was asked to introduce Oahu Bike Plan (www.OahuBikePlan.org):

We are about halfway through updating the plan. Still in talks with communities to get an idea of their biking needs. A draft should be out next spring.

There are pockets of people who do bike, then there are “latent” pockets of people who would like to bike but are afraid or don’t want to deal with unsafe paths/roads.

Policies and Programs:
- Clean roads are important for bike safety.
- Access to downtown and other high priority destinations should be easy and safe.
- Commuters need to be convinced to bike instead of drive.
- Buses and future rail need to be bike-friendly.
- Bikes must be integrated with public transportation (become part of the multi-modal transportation); make sure the network and facilities are there.

Bike planning is in the 3rd or 4th generation already. A lot of planning has been done already. Want to start actually doing things, and will be coming up with big ideas for the next 5 years.

As is done in Vancouver’s Skytrain, there should be a dedicated bike lane directly under the rail. The bikes would not have to deal with cars. This should at least be developed for Waipahu since it has a long biking history.

In Mililani Tech Park, is there bike access?
There are segments, but not a continuous path from the Tech Park to Kamehameha Highway.

Some companies also strongly encourage their employees to ride bikes or take the bus. Example: Microsoft. Do we want the bike to become a part of the community? Do we need bike stands for every shopping center? People in downtown use bikes more than people in the rural areas.

A circle bike path in Oahu would be good for sport tourism.

What does “sustainable” mean? CO is not just Mililani and Waipahu; there are other communities like farmers on Kunia Road that “sustainable” has a different meaning. When they first coined the term “sustainable,” what did it mean back then, and how has it changed now?

Would prefer communities define sustainable, not DPP.

The General Plan defines “sustainability” in terms of population guidelines that keep outlying areas “country,” preserving the landscape for future generations.

There is a tension on the use of Kunia Road, where the agricultural community wants the road to be a local, farm vehicle road and not high speed access to Schofield.

Kunia road: want to develop west side of road as agriculture. Have 3 seed companies, HARC, and other various companies. Short term improvements: wants Ananui street opened up so we can access our property; another access point -- stoplight -- where there’s access to Syngenta and Jefts properties on either side of Kunia road. Local farm traffic is an issue because cane haul roads no longer serve as local streets; they no longer belong to a single entity.

Seed Companies: $140 million industry in Hawaii with 6 companies on 4 islands. There are high paying jobs available in the seed industry. Wants access for agricultural vehicles, workers to Kunia Road.

Seed companies purchased 5,000 acres for seed development. In the future, how can we coexist? Seed companies are becoming the next sugar and pine.

It may be more important to define livable communities, rather than sustainable communities.

CO is split up into various communities with their own needs and agenda, but the CO plan is only 1 plan. How can we speak for the entire region?

What is “sustainable” for agriculture – having fields in use, supplying food for local market? That’s very different from “sustainable” for planned communities.
To encourage businesses to move out to CO, reducing costs are key.

Are people willing to pay more for their house if a part of the money will be used for infrastructure to their own neighborhood? This would ensure some level of infrastructure will be in place for new communities. An example is the Ewa Highway Impact Fee program - idea of concurrency that as houses are built, infrastructure will be there at the same time (or close enough). This “surcharge” is added to the cost of housing that will be used to pay for specific infrastructure improvements needed by that community.

That just adds up more costs to the project. If a project becomes too expensive on paper, it doesn’t get built at all. Prices go up and nothing good happens.

The private sector wants incentives, but above all, certainty.

Transportation and land use go hand in hand.

Instead of looking at communities, maybe should look at functions; creating incentives and price-sensitive controls.

We at BCH will write up these notes for review by participants, and will add some questions that come out of the discussion, for you all to react to. [see beginning] Thanks!
Wahiawā Discussion Group
September 16, 2008
Wahiawā District Park

Attending:

Bob Lormand
Dan Nakasone   WCBA
David Hanson
E. S. Whang
L. Oyasato
Leslie Brinkley
Libby Smithe   WCBA
Nancy Miura
Phillip Flip Kuchler
Senator Robert Bunda
Susie Peterson   WCBA
Yuki Kitagawa
Kathy Sokugawa   DPP
Hal Senter   DPP
John Kirkpatrick   BCH
Michael Lim   BCH

Notes are intended to capture the sense of the meeting and the range of points discussed.

Meeting sponsored by WBCA, opened by Dan Nakasone.

(John Kirkpatrick):  The Central O‘ahu Sustainable Communities Plan (SCP) was passed by ordinance in 2002. It was based on work done in the late 1990s. The plan and the ordinance call for regular review of the plan. That review is what the Department of Planning and Permitting (DPP) and Belt Collins Hawaii (BCH) are now working on. We hope to learn about:

  o  Changes to the community since the plan was developed and published;

  o  How the people of Wahiawā feel about the Vision in the plan: Does it still make sense? If so, are the steps mentioned in the plan the ones needed to help bring that Vision to reality?

We are seeking community input to help develop a new draft plan. A draft of the SCP is expected by end of this year. It will be for public review, and there will be several opportunities for public input.
Key questions: Is this plan the right plan? Is the plan heading in the right direction?

The plan includes a Vision, Policies, and Guidelines. Important elements include:

- **Revitalization of Wahiwā.** This is a vision element. Tools mentioned in the plan to help realize it include the Urban Design Plan and the Enterprise Zone (passed in 2000).

- **Urban Community Boundary (UCB).** The boundary identifies areas in which agriculture and conservation, but no new Urban use, is allowed. DPP will not process requests for non-agricultural uses on agricultural lands. The applicant would have to propose, and the City Council accept, a change in the UCB (i.e., a change in the SCP) before DPP would even look at such a request.

Question from audience: What is definition of URBAN and FARM: Discussion: residential, commercial and industrial activities are urban unless closely linked to and directly supportive of agriculture (use of land to grow commercial crops). Farm dwellings can be an accessory to agricultural activity.

What is the expected use of the Galbraith Estate? Can it just be cut up into five-acre lots with luxurious “farm dwellings”?

- City and County (C&C) regulates how land is used for farm dwelling for a building permit. In the Ag-1 district there can be one farm dwelling per 5 acres; in Ag-2 district one farm dwelling for each 2 acres is allowed. Each farm dwelling and any accessory uses is limited to an area not to exceed 5,000 sq ft of the lot.

- The Agricultural Task Force convened by the City and County is reviewing the issue. It will make recommendations soon. One idea it’s considering is simply not to allow agricultural subdivisions. That would rule out the five-acre lots. With no subdivision, only two dwellings can be placed on a large agricultural parcel.

- Another idea is to require that a house follows farming: i.e. no “farm dwelling” is allowed until farm activity is well established. However, this may be a hardship for farmers. They are concerned about theft from fields when these are not supervised.

Farm subdivision applications go to State Dept of Agriculture (DOA). There is no minimum land size for a farm and little or no guidance in law on how to define what is a credible agricultural activity. Subdivision permit review does not require any public review or discussion.

Dillingham Ranch has subdivision approval. There was no public hearing input. The farm plan is based on a history of raising horses and riding on the ranch.

General discussion – It’s hard to define a “farm dwelling,” so as to avoid permitting gentlemen’s rural mansions. One approach taken by the City is to limit size. Other approaches would be to insist on a farm worker living in the dwelling, or defining agricultural use of a parcel in terms of
the financial return from that parcel (e.g., to insist that a parcel with a farm dwelling produce an agricultural cash flow sufficient to support a farm family at the median income)

Equally, it’s difficult to define “gentlemen’s estate” or “mansion” in this context – and DPP isn’t equipped to make frequent decisions about agriculture. (The Land Use Commission is tasked to make some of these decisions, especially as it deals with the recent Important Agricultural Lands act.)

It’s also difficult for policy makers to find ways to keep agricultural lands in agricultural use. One approach is in terms of viable agricultural production. Yet, there are farming families that want to put their children on the land, even when the children do not want to farm – so a small farm becomes a family subdivision with little or no farming. And if it doesn’t become a family subdivision, the kids may just want to sell.

Comment: City gets blindsided. The process takes over, and public input is lost.

Comment: Regarding Poamoho View Estates, there have been conflicts with people who farm wanting the access gate to stay open, and people with homes and no active farming want the gate closed.

Community wants agriculture near Wahiawā. There is not much land left. Do we develop every square foot? If the process is open-ended, down the line will we develop all the land. There will be no sustainability.

How do we encourage agriculture for Wahiawa revitalization?

The State Legislature is seeking to strengthen Ag laws for the good lands (Important Ag Lands Act). The new law adds incentives for agricultural use.

That law is watered down. Landowners can classify their own land. Should we take classification out of landowners’ hands?

Department of Agricultural and Land Use Commission will have a lot to say about definition of agricultural use and accessory uses on Important Agricultural Lands.

How do we add or strengthen language in SCP in support of agriculture? Should the SCP advocate Ag lands for Ag, rather than just oppose development on those lands?

We can suggest changes to SCP. The community can make stronger communication to City Council, Mayor.

Referring to section 2.2.4 of handout (excerpts from the SCP), does this mean mid rise development is allowed to occur on the Galbraith Lands?
No, that area is outside the Urban Community Boundary, and such development would not be possible without a change in the SCP approved by Council.

Question: If Galbraith were bought by, say, Dean Okimoto to do diversified Ag, with lease out of 5 acres each to many farmers; would that be supported?

No. That would be industrial, and encroach on agricultural lands.

The Ag Task Force is considering the clustering of housing (to leave open as much land as possible for agricultural use, while still allowing farmers to live on the land).

Question: There is a problem with 5 acre lots. What is to happen to the land over time: should owners be allowed to subdivide the lots for their kids? What are we leaving the next generation, property or commercial enterprise?

One participant advocates growing crops on the land with no houses, no agricultural land used for housing.

People who want to buy Galbraith land visited him (personally). Gave song and dance about Ag. However, buyer noted that in order to grow, will need residential.

One industry to blame are the land appraisers. Appraisers take no account of zoning. Lots of speculation.

Another way to support agriculture: make the water that can potentially be used for irrigation clean. Preserve lands below Lake Wilson for future agricultural use when water quality gets better in future.

Reply: BWS has looked at water reuse for Ag from Lake Wilson. (However, their major proposed use is irrigation of park lands, not agricultural land.)

What about renewable energy? Would wind farms count as an agricultural use? (At least two participants shake their heads, “No.”)

A study has been done in San Francisco: Can San Francisco support itself by lands within 100 miles? Turns out it can. Local produce can be grown in and near the city could support the population.

Land behind National Guard (Pine Spur) What’s happening there?

Land is Agricultural and identified as such in SCP. Purchaser is a telecom utility, and utilities can have fixtures in agricultural areas (e.g., transformers and the like to support power lines). So it is within the rules to have a utility station there. But that’s not the same as the utility’s headquarters.
We suffer from incremental decision making.

Once permit issued, what’s the enforcement? Does the City actually enforce rules on agricultural use of agricultural lands?

DPP doesn’t go out and inspect. Real Property Branch assessors do look over a lot of properties. Their task is to identify actual and potential uses that could raise the value of the land, not to enforce land use law.

No gentleman farms should be approved – there is no recourse once land has permits, no way the City insures that agriculture actually occurs.

**Wahiawa Economics and Revitalization**

Off-street parking for employees is needed. There is parking at the Civic Center but it is not for employees.

Kane‘ohe good example. Employees parked close. Widen Kamehameha Hwy.

Suggestion from a local business owner: There are open parking spaces, but hard to see them from Kamehameha Hwy. Suggest that parking be allowed on Olive Ave. The street is effectively three lanes wide, though striped for only 2 lanes. Parking on one side would eliminate cars using the right side, protect the sidewalk, and prevent parking on grass/sidewalk. There are other streets also like this.

The Central Oahu SCP is more about policy than fixes to particular roadways and can respond in two ways: (a) include the restriping in Capital Improvement Projects list, (something the councilmember can support and push for) and (b) see this as part of a larger condition, and see if City can have a parking/circulation study done to meet community needs.

Building a parking lot/structure in Wahiawa Town is not feasible – economics don’t justify it.

Area is supported by military and local markets. No visitors come to Wahiawa – they by-pass the town, going along Wilikina Road. Any attempt to bring tourists into town may then conflict with aim of supporting local business on Wilikina Road.

Question: Are there any grants to redevelop town from Federal government?

Discussion: major source is Main Street program. WCBA has looked at this, but Wahiawa has little “historical fabric” for this sort of renewal. Urban Renewal – major government intervention to clear and rebuild an area – is no longer a City and County mandate.

Participant comment: his kids want the whole town redeveloped, with a new, brighter look.
Reply: One success story is South Beach, in Miami. The area was run down and had a poor reputation. A few buildings were repainted, and that sparked interest – others followed suit, and soon after the area became fashionable.

Participant comment: – he arrived in Wahiawā in the 1970s. It looks today just the same as it did then.

Facilitator Question: How to revitalize? What language in the plan can help revitalization?

Participant comment: A major problem is the loss of community activity centers: bowling, YMCA, theater. These have all moved to Mililani.

Question: What about tax incentives for new commercial development.

Reply – the enterprise zone law already creates those incentives.

Participant comment: One farmer grows food for Whole Foods. We need an infusion of something new so we can become a destination. Imagine a Whole Foods store in Wahiawa.

Comments: It’s a few bars and unsightly or adult oriented businesses that create the problem.

There are also bars and churches close to each other.

We need to change the face of the town, and we need grant money to do so. There’s no incentive for owners to improve buildings.

Question: Can eminent domain be used as a “hammer” to encourage owners to improve their property?

(John Kirkpatrick notes) eminent domain = City ownership. Ownership without vision isn’t revitalization. I once lived near parts of Chicago where owners simply abandoned buildings to the City, which did nothing to improve them… and certainly did not solve the problem.

**Next Steps:**

These notes have been circulated by e-mail to participants

The entire SCP, including the maps, is on the DPP website:

[www.honoluludpp.org/Planning/DevSust_CentralOahu.asp](http://www.honoluludpp.org/Planning/DevSust_CentralOahu.asp)

The planning team will take information and inputs received and draft a proposed revised plan, for review by the community and community meetings around the end of 2008.

Thanks to WCBA for organizing this event.
Appendix G: January 31, 2013
Community Update Documentation

Contents:
Workshop Agenda
Workshop Participant Comments
Workshop Handouts:
  COSCP Vision Scorecard Draft
  Preliminary Findings Draft
  COSCP Digest
PUBLIC WORKSHOP

Central O‘ahu Sustainable Communities Plan Review: A Community Discussion on the Plan, its Implementation, and Issues

Thursday, January 31, 2013
6:30 pm
Mililani Mauka Elementary School Cafeteria
95-1111 Makaikai Street
Mililani, HI 96789

AGENDA

- Sign in/Open House to Review the Maps and Handouts
- Welcome and Introductions
- Workshop Agenda and Ground Rules
- Overview: Review Process and Scope
- Community Discussion of Plan Implementation and Vital Central O‘ahu Issues
- Summary of Small Group Discussions
- What's Next?
Handouts:

- Vision Implementation Summary Scorecard (Draft)
- Central O'ahu Issues and Opportunities (Draft)
- Oct. 2007 Orientation Workshop Presentation
- Overview of Historic Trends and Islandwide Projections to 2035 by DP Area (Sep. 2009)
- Central Oahu Sustainable Communities Plan: Vision and Policies Digest (2002)

All handouts are available on the DPP Website. See below for details.

Resources: For further information on the Central O'ahu Sustainable Communities Plan (CO SCP) and the Review, see the Department of Planning and Permitting website at 
http://www.honoluludpp.org/Planning/DevelopmentSustainableCommunitiesPlans/CentralOahuPlan.aspx

For access to a copy of the existing CO SCP adopted in 2002, see
http://www.honoluludpp.org/Portals/0/pdfs/planning/CentralOahu/CentralOahuSCP.pdf

For reports on workshops and focus groups, and for supplementary references and copies of all handouts, see
http://www.beltcollins.com/centraloahu/

For more information or to discuss the Review and make suggestions for how the Plan or its implementation could be improved, contact Bob Stanfield by phone at 768-8051, by e-mail at bstanfield@honolulu.gov, or by mail at
Department of Planning and Permitting
650 S. King Street, 7th Floor
Honolulu, HI 96813

Please feel free to forward this to anybody else who you think might be interested.
At the community workshop held on January 31, 2013 at Mililani Mauka Middle School, participants were asked to provide their questions, comments, and suggestions regarding the preliminary results from the Department of Planning and Permitting’s review of the 2002 Central O’ahu Sustainable Communities Plan.

Preliminary results were provided in the form of two handouts:


2. **Central O’ahu Issues and Opportunities: Preliminary Review Findings** which provides preliminary findings from research and analysis of eight categories of issues and opportunities facing Central O’ahu. (See [http://www.beltcollins.com/centraloahu/Preliminary_Findings-Draft.pdf](http://www.beltcollins.com/centraloahu/Preliminary_Findings-Draft.pdf).)

Workshop participants were randomly divided into three groups coded by color as red, blue, and green. Participants in each group were then asked to discuss the two handouts while a facilitating recorder listed their questions, comments, and suggestions on large notepads. At the end of the workshop, each group provided a summary of the results of their discussion to the rest of the participants.

The summaries of the discussions for each group are provided below.

### BLUE GROUP

#### Vision Implementation Summary Scorecard

**A. Protect Agricultural Lands and Open Space**
- 1,750 acres for Wahiawā will stay agricultural.
- Encourage Whitmore to be hub for ag processing.
- Koa Ridge should remain important ag land.
- Water comes from Waiahole Ridge.
- Need to identify important ag land.
- Since 2002 urban boundary has changed, need to have urban growth returned to ag.
- Use of ag land for solar farms is not ag, but keeps land from urban development.

**B. Revitalize Waipahū and Wahiawā**
- Already have NRSA (Wahiawā Neighborhood Revitalization Strategy Area plan).
- No longer have community strengthening program.
- Urban design has not been implemented, but in process.
What is vision for interaction and integration between community and military?

C. Protect Natural, Cultural, and Historical Resources
- Bikeway is not from Rainbow Marina because gate is locked.
- Is plan saying there is no aquifer for Pearl Harbor, or is it being developed?
- What impact will (Board of Water Supply) watershed plan have on sustainable plan?
- Is R1 water going to be used for ag and is it suitable based on latest Dep’t of Ag rules?
- Where does the water go?

D. Build Master Planned Communities that Support Walking, Biking, and Transit Use and Provide Affordable Housing
- Recreational use of land not suitable for ag has not been implemented.
- What is affordable housing? $180,000? Other level?
- Impact of added housing units on local traffic and commute.
- What is reasonable density? Vision statement seems to envision unlimited development.

E. Provide Adequate Infrastructure
- Present rail plan doesn’t seem to qualify as the high-speed transit mentioned in plan.
- Confusing as to what development has occurred.
- State and City plans concerning roads, schools, etc., aren’t coordinated.
- There is no road infrastructure for Central O’ahu.
- How can we move forward if we can’t maintain what is already in place, i.e., roads?
- Who pays for all this?
- Even if we mitigate traffic in Central O’ahu, we still have traffic problems getting to Honolulu.

Central O’ahu -- Issues and Opportunities

1. Protection of Agricultural Lands and Open Space
- Any decision on how much land to be used for seed farms vs. growing food?
- Water availability for ag?

2. Transportation Capacity
- Developers need to contribute to transportation infrastructure.
- Any Plan B if rail is not built?
- Commute time to both Honolulu and Kapolei increasing. Never know how long will take.
- Where is reference to rail spur to Central O’ahu?
3. Revitalization of Waipahu and Wahiawa / Job Creation/Economic Development
   - How is the land going to be obtained to undertake development?

4. Schools Capacity
   - There has been [no?] school construction since 2004.
   - Even if no schools, are there funds for maintenance and improvement?
   - Development impact not just on Koa Ridge mauka, but on all of Koa Ridge.
   - Should build schools at the same time as housing is built.
   - What is the leaseback plan?

5. Capacity of Other Public Facilities and Infrastructure
   - No money is available, i.e., Blaisdell Park.
   - Paths, etc., in bad shape; don’t just develop, have to also maintain.

6. Management and Mitigation of Development
   - Neighborhood Board 25 has stated there should be no development without infrastructure.
   - Revisit the Urban Growth Boundary to allow for more ag.
   - Light pollution discussion should be made relevant to Central O‘ahu.

7. Protection of Historic, Cultural, and Natural Resources
   - Kipapa Ditch should be designated historic.
   - Wahiawa registered as historic.

8. Hazards Planning
   - How many millions of gallons are in watershed protection?

RED GROUP

Vision Implementation Summary Scorecard

A. Protect Agricultural Lands and Open Space
   - Senator Dela Cruz mentioned the reduction in military in Schofield. How will this affect the area and the CO SCP?
   - What is the decision-making process regarding land in Kunia? Role of federal government and Campbell re: purchase and approval.
   - Unclear on what is the request to the community. It seems as though they want us to identify criteria for the area 5 years from now. Has the work done in 2002 been accomplished? It would be helpful to learn what criteria was set, learned, and the benchmarks set from back in 2002.
   - In 2002, was the important vision elements we set accomplished? How have things gone since then?
   - How will you accomplish these things in the vision scorecard?
   - Things have evolved since the last plan was set. There are seed farms and gentleman farms now.
April 17, 2013

- How does competition in market dynamics factor into this plan? For example, the water distribution and the difficulties that smaller farms face. These issues set a different dynamic into the vision.
- Are there incentives for people to farm the land (i.e., subsidies to meet farmers)?
- Technology is changing the agriculture sector. Algae farms fall within the statutory definition of "ag farm". There are all types of creative ideas for using lands (i.e., composting, waste water sewage to Wahiawā, food waste).
- The vision and plan must be extremely fluid and take into account lots of changes that may occur in the future.
- Lots of different ideas in zoning and planning, but the marketplace and industry will drive the use of the area. Do we want planning to drive industry? Or, will the industry drive planning?
- Farming could be plants or pigs. We need to be clear of what is farming.
- Balance in ag uses. Must be both profitable and impact/benefit to the community as a whole.
- Plan that will come out of Central O’ahu will be similar in spirit to Windward, East, and West O’ahu. This would pit communities against each other and not everyone will be happy. For example, issues such as where to put the landfill and sewage plant often pits communities against one another.
- Don't see any other open space (park) in area except the Patsy Mink Park.

B. Revitalize Waipahū and Wahiawā
- Need to be more specific in this area. Need a timeline.
- Nothing on Wahiawā? Just Waipahū.
- What's been going on that should be mentioned here? Should identify more.
- It would be helpful to learn what benchmarks are set to see what was said/set 10 years ago (like the statistical data chart given to us). Need to use statistical criteria (example, in 2003, ____ acres have been zoned to ag land).
- Need to show economic factors for the area.
- Prevent developers from building affordable development when it is NOT affordable. Not the final result we want.
- In town, "affordable housing" is really expensive. Need to see cost, measures, affordability, subsidized housing costs. Also, average salary for area.
- Two towers in Waipahū are not affordable.

C. Protect Natural, Cultural, and Historical Resources
- I am happy that Kūkaniloko is being improved and cared for.
- I feel everything will be subject to change in this area.
- Regarding Galbraith Trust and OHA - OHA wants flexibility to do mixed-use housing, not only ag. Once it’s a political question, it is harder to protect community priorities.
D. Build Master Planned Communities that Support Walking, Biking, and Transit Use and Provide Affordable Housing

- Is it true that we need more water for housing than ag land?
- How about using potable water for ag?
- Nice to have a transit center in Wahiawā for the island tour buses. The island tour buses need a restroom stop. There's only one bathroom for the bus driver. Even though there are costs associated with a bathroom, it is needed.
- Need to recognize and be aware of the master planned communities because they could significantly change the whole nature of the town. If there is a new suburb with rules, this will change the dynamic of the community. Is this what we want?
- Keep Wahiawā a historic community.
- Koa Ridge - We question the traffic and the roadway to Kam Highway and for the transit center. H2 is already really congested. If there is one accident, it backs up traffic for hours.
- Tried to create 2nd city. Tried to put businesses in area and create jobs. But main employment center is still downtown Honolulu. This does not mean jobs will be created here.
- Differences between Mililani town and Mililani Mauka.
- As design area, need to keep in mind the ingress and egress of emergency responders. There is only one way in and out. Need to keep in mind emergency response time.

E. Provide Adequate Infrastructure

- State/County transportation infrastructure must be kept current. Lots of needs in this area. Must be reflective of the needs of the increase in vehicles to West and Central O'ahu.
- Bridges -- need to improve infrastructure of bridges with increase in population and traffic in area.
- The planning process is a good time to re-evaluate initiatives that were created and used in the past. When was it decided to build 2nd city? Has enough been done?
- What's the limitation on the government budget? What options are there? Government must do what it can to maximize what's out there. Planning process is good starting place.
- Growth in urban development should positively impact this plan. Urban development vs. suburban development -- need to fit this into the plan.

Issues and Opportunities for Central O‘ahu

1. Protection of Ag Lands and Open Space

- The ag sector is changing and the uses of ag are changing. Plan must be flexible and diversified.
2. **Transportation Capacity**
   - Bridges should be considered as a critical component. Need bridges and overpasses to be repaired.
   - Looking at transportation from west to east. How else can we do it? Not use cars? Taxi to work?
   - Look at why people get stuck in traffic.
   - Rail -- how will we get on? Rail will be used by the aging population (baby boomers) and it will be our only alternative.
   - Culture must change. Prohibitive of going on train right now. Need incentives.
   - Need to have zoning as mixed-use (like Europe).
   - Buses are already full. When we get rail transit, will people take it?
   - Need to plan for complete streets. Will help but should not be car-centric.

3. **Revitalization of Waipahu/Wahiawa / Job Creation / Economic Development**
   - Future bright for Waipahu TOD. But, makes more glaring the differences with Wahiawa. If Wahiawa and Waipahu are put in the same plan, must rank and recognize the differences between the two. They are distinct geographic areas.
   - Wahiawa has a major homeless problem. This affects revitalization of the area.
   - Homeless issue in Wahiawa has pit communities against one another.

4. **Schools Capacity**
   - School capacity is a big issue for area. Why was there no mention of this? Are there stats available? How many schools have been built in the area? The area schools are bursting already.
   - Koa Ridge proposes to build an elementary school, but what about middle and high schools? They need to be absorbed by other communities.
   - Plans for Koa Ridge and schools have not gone the way we want it to go.
   - Need to update table that exists in 2002 plan. DOE would need to be part of the discussion. Why is DOE info missing here?
   - If we compare schools in Mililani to Kalahi, we would say Mililani has better schools. Lots of schools got money and improvements with former representative Marilyn Lee. If use criteria, need to look at area schools, including class size and affect of No Child Left Behind.
   - Very good schools in area - very active and parents are hands-on.
   - Our schools may be a lower priority than other areas.

5. **Capacity of Other Public Facilities and Infrastructure**
   - The swimming pool was vandalized recently. Need to put security cameras in area with infrastructure.

6. **Management and Mitigation of Development**
April 17, 2013

- Fire stations and other public safety must be a priority in planning. Placement of the fire department needs to be part of the master plan and development of the community. Fire stations are often left to less desirable lands and this does not mesh with the needs for public safety. Planning for fire department should be included in the master plan development.

7. **Protection of Historic, Cultural, and Natural Resources**
   *(No comments recorded)*

8. **Hazards Planning**
   *(No comments recorded)*

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**GREEN GROUP**

**Vision Implementation Summary Scorecard**

A. **Protect Agricultural Lands and Open Space**
   - Goes hand-in-hand with Koa Ridge, which is agricultural land that is NOT being protected (community member is opposed to these development projects). Another member stated that Koa Ridge, however, is within the urban community boundary.
   - Add as indicator -- the development of the New Hope Church proposed project on ag land off Kunia Road.

B. **Revitalize Waipahū and Wahiawā**
   - Important to protect the Pearl Harbor aquifer during revitalization efforts.
   - Recognize climate change impacts on revitalization efforts due to drought and violent weather.

C. **Protect Natural, Cultural, and Historical Resources**
   - Add as an indicator -- Hawaii Plantation Village (Waipahū)

D. **Build Master Planned Communities that Support Walking, Biking, and Transit Use, and that Provide Affordable Housing**
   - Edit last bullet – “Castle and Cooke’s Koa Ridge Makai and their Waiawa Ridge…” Delete the word “Ridge.” Waiawa Ridge belongs to Kamehameha Schools.
   - What is the process to stop development of Koa Ridge and Waiawa Ridge projects? The development of these projects does not protect ag lands nor mitigate traffic. Remove these projects as indicators for this vision element.
   - Add indicator -- Do master planning to accommodate expected population growth.

E. **Provide Adequate Infrastructure**
   - Why develop new projects knowing the challenges associated with transportation, schools, etc.?
April 17, 2013

- Add indicator -- Development of secondary access in and out of Mililani Mauka. Right now there is only one way in and out of community.
- Add indicator -- Development of Paiwa Road Extension -- connect Paiwa Rd. to Kamehameha Hwy.

Central O'ahu -- Issues and Opportunities

1. Protection of Agricultural Lands and Open Space
   - Add to list -- Flooding in the Waikakalaua Gulch impacts Waipio Acres.

2. Transportation Capacity
   - Add rail transit spur to Mililani.
   - Community wants increased opportunity to brainstorm ideas to address traffic issues from Mililani Mauka to Honolulu.

3. Revitalization of Waipahū & Wahiawā/Job Creation/Economic Development
   - Identify the economic opportunities resulting from the sale of the Galbraith property.
   - Identify the tourism opportunities related to Lake Wilson, e.g., fresh water fishing.

4. Schools Capacity
   - In light of challenges related to infrastructure and schools, why is Koa Ridge being built? (Community member opposed to Koa Ridge project.)

5. Capacity of Other Public Facilities and Infrastructure
   - Use photovoltaic cells on park facilities to mitigate electricity costs.
   - What is the island water capacity and what is being done to find a balance between usage and preservation of water resources?
   - What is the WWTP capacity? Will it meet the needs of proposed development?
   - There are problems with water pressure in Mililani Mauka. There was an incident when fire fighters did not have adequate water pressure while putting out a fire.

6. Management and Mitigation of Development
   (No comments recorded)

7. Protection of Historic, Cultural, and Natural Resources
   (No comments recorded)

8. Hazards Planning
   - What is the emergency shelter capacity for Central O'ahu?

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TABLE ES-1: VISION IMPLEMENTATION SUMMARY SCORECARD  
DRAFT 1/30/2013

<table>
<thead>
<tr>
<th>Vision Element</th>
<th>Indicators of Implementation</th>
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</table>
| A. Protect Agricultural Lands and Open Space | - Since adoption of the CO SCP in 2002, no agricultural or open space lands outside the Urban Community Boundary have been rezoned for urban uses. (Over 10,000 acres of agricultural lands along Kunia Road, above Wahiawā, around Mililani and on the Waipi'o Peninsula are outside the Boundary.)  
- The potential for creating the proposed Open Space Network which would link together open space areas with a network of paths and bikeways running in ravines and greenways still exists but many of the proposed linkages have not yet been completed.  
- 150 acres for an agricultural park located within the Urban Community Boundary at Royal Kunia was deeded to the State Department of Agriculture.  
- The U.S. Army acquired a 1,400-acre area south of Schofield Barracks for use as a training area, removing it from agricultural use.  
- Army Hawai’i Family Housing, a partnership of Actus Lend Lease with the U.S. Army, acquired a 1,925 acre parcel to the south of Schofield Barracks and west of Kunia Road. It remains in agricultural use, but some of the land may eventually be needed to meet demand for family housing at Schofield Barracks.  
- 1,750 acres of agricultural lands north of Wahiawā held by the Galbraith Trust have been conveyed, with the help of the Trust for Public Lands, to the State. Most of the land will be reserved for agriculture.  
- Patsy T. Mink Central O'ahu Regional Park opened in 2001, and is being developed to provide a diverse range of active and passive recreation facilities.  
- Linkages and park developments necessary to create the Waipahū Shoreline Park which would link Waipahū with the Pearl Harbor Historic Trail, Pouhala Marsh wildlife sanctuary, and the Waipio Peninsula Soccer Park have not advanced.  
- The proposed Waipahū Neighborhood TOD Plan calls for establishing links between transit stations in Waipahū and the Shoreline Park. |
### Vision Element Indicators of Implementation

<table>
<thead>
<tr>
<th>Vision Element</th>
<th>Indicators of Implementation</th>
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</table>
| **B. Revitalize Waipahu and Wahiawa** | o Between 2000 and 2010, non-construction jobs in Central O’ahu are estimated to have increased by over 14,000, with 25 percent of the new jobs estimated to be in Waipahu and in Wahiawa.  
  o Redevelopment of the Waipahu Mill site with the adaptive use of the Mill Building and construction of the Filipino Community Center helped re-establish the Mill site as a center of Waipahu activity.  
  o New development in Waipahu has included two mid-rise affordable housing projects near the proposed Mokuola transit station and commercial/industrial development around the former Mill site.  
  o The public review draft of the Waipahu Neighborhood TOD Plan was circulated in 2009, and the final recommended plan submitted to the City Council for approval in 2012. The Plan calls for transit oriented development for areas around the proposed Waipahu and West Loch transit stations.  
  o In Wahiawa, community leaders have identified much of the town as a Neighborhood Revitalization Strategy Area and are planning for renovation and improvements. A Community Strengthening Program has been formulated and a Community Based Development Organization has been formed.  
  o As a result of two Central O’ahu Enterprise Zones established by the City Council and approved by the State in 1996, 14 businesses received tax rebates, exemptions and credits from the City and State in return for expanding employment opportunities in Waipahu or Wahiawa. |
<table>
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<tr>
<th>Vision Element</th>
<th>Indicators of Implementation</th>
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<tbody>
<tr>
<td><strong>C. Protect Natural, Cultural, and Historical Resources</strong></td>
<td>o Protection of natural, historical and cultural resources has been included as a standard condition of land use approvals when significant resource impacts have been identified in environmental assessments.</td>
</tr>
<tr>
<td></td>
<td>o The importance of the Pearl Harbor aquifer is recognized in the Watershed Study developed by the Board of Water Supply with the U.S. Army Corps of Engineers and Honolulu Department of Environmental Services. BWS expects to produce a Watershed Management Plan by 2017.</td>
</tr>
<tr>
<td></td>
<td>o The City has completed improvements to the Wahiawā Wastewater Treatment Plant which made it capable of producing R-1 quality recycled water which can be used to irrigate parks and some agricultural lands. However, State Department of Health certification as R-1 quality is pending.</td>
</tr>
<tr>
<td></td>
<td>o Kūkaniloko is being maintained by members of the Wahiawā Hawaiian Civic Club. The lands surrounding Kūkaniloko were purchased from the Galbraith Trust and will be held by the Office of Hawaiian Affairs.</td>
</tr>
<tr>
<td></td>
<td>o The landmark Waipahū Mill Stack was retained and adaptive use made of mill buildings as part of the Waipahū YMCA complex.</td>
</tr>
<tr>
<td></td>
<td>o Historic plantation villages at Poamoho and Kunia continue with new ownership structures evolving to protect resident owners (Poamoho) and farm workers (Kunia). At Kunia, Hawaii Agricultural Research Center is promoting new agricultural uses for existing structures.</td>
</tr>
<tr>
<td></td>
<td>o The Plan calls for establishment of bikeways and historic train operations on the OR&amp;L corridor from Rainbow Marina in Aiea to Nānākuli.</td>
</tr>
<tr>
<td></td>
<td>• The existing bikeway runs on the OR&amp;L corridor from Rainbow Marina to Waipahū Depot Road. The State DOT is completing plans to extend the existing bikeway from Waipahū on to ‘Ewa Plantation Villages.</td>
</tr>
<tr>
<td></td>
<td>• Extension of the historic train operation from ‘Ewa Plantation Villages to the Waipahū Cultural Park and to Rainbow Marina is not feasible due to the presence of energy pipelines buried in the railbed.</td>
</tr>
</tbody>
</table>
## TABLE ES-1: VISION IMPLEMENTATION SUMMARY SCORECARD

### D. Build Master Planned Communities that Support Walking, Biking and Transit Use and Provide Affordable Housing

<table>
<thead>
<tr>
<th>Vision Element</th>
<th>Indicators of Implementation</th>
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<tbody>
<tr>
<td></td>
<td>o More than 5,000 homes were added to Central Oʻahu between 2000 and 2010, 24% of Oʻahu's growth, most before 2008. Since then, housing development has continued, but has slowed to around 50 units per year due to economic conditions, build-out of Mililani Mauka, and legal challenges to entitlements for new development.</td>
</tr>
<tr>
<td></td>
<td>o Affordable housing units have been required in all major Central Oʻahu developments, resulting in construction of almost 8,600 units since 1984.</td>
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<td>o New Express Buses and a hub-and-spoke system of collector buses were established.</td>
</tr>
<tr>
<td></td>
<td>o Since 2004, increased attention has been paid to ensuring subdivision layouts support walking, biking, utility vehicle circulation, connectivity with adjacent areas, and transit usage. Policy support for these concerns was provided with the City Council adoption of a Complete Streets ordinance in 2012.</td>
</tr>
<tr>
<td></td>
<td>o No new town centers and Main Street areas have been established since 2002. The Koa Ridge project proposes to establish such a center.</td>
</tr>
<tr>
<td></td>
<td>o The proposed <a href="#">Waipahu Neighborhood TOD Plan</a> calls for mixed use residential and commercial development within easy walking distance of two transit stations in Waipahu. Following adoption, implementing zoning regulations are to be prepared and submitted for approval by the Council.</td>
</tr>
<tr>
<td></td>
<td>o Three master planned communities have not begun construction:</td>
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<tr>
<td></td>
<td>• Waiawa Ridge</td>
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<td></td>
<td>• Royal Kunia II, and</td>
</tr>
<tr>
<td></td>
<td>• Koa Ridge Makai.</td>
</tr>
<tr>
<td></td>
<td>(Castle &amp; Cooke's Koa Ridge Makai and their Waiawa Ridge parcels still need City Council approval of urban zoning before they can proceed with development.)</td>
</tr>
</tbody>
</table>

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*Department of Planning and Permitting  CO SCP Review Prelim. Findings*
TABLE ES-1: VISION IMPLEMENTATION SUMMARY SCORECARD
DRAFT (continued) 1/18/2013

<table>
<thead>
<tr>
<th>Vision Element</th>
<th>Indicators of Implementation</th>
</tr>
</thead>
</table>
| E. Provide Adequate Infrastructure | o State and County infrastructure development has continued, but providing transportation and schools capacity concurrently with residential development remains a challenge.  
o The City Department of Transportation Services has developed transit centers at Waipahū, Mililani and Wahiawā.  
o Since 2003, improved express bus service and the Zipper Lane has provided alternatives for the commute to Honolulu, but the quality of travel to and from town has not improved for most commuters. The H-1 Contra-Flow project, scheduled to begin in 2010, has been delayed by a law suit.  
o The high-speed rapid transit system is expected to provide initial hourly capacity by 2020 sufficient to carry the equivalent of a six-lane freeway.  
o A flyover to link H-2 and the Pearl Highlands rapid transit parking lot is planned to be built by 2020, allowing easy bus access to the Pearl Highlands bus-transit center and auto access to the transit station park-and-ride.  
o Renewable energy development is being explored at Mililani South and Kunia Village; it is also being considered for Navy lands on the Waipi'o Peninsula.  
o With little new housing construction under way, demand for new schools and other public facilities has been reduced for the moment.  
o The City has supported the DOE’s efforts to provide capacity for existing and new developments through requirements on developers to provide their fair share of land and construction costs. The DOE in 2012 established the Leeward O‘ahu Impact District covering the Koa Ridge, Waiawa Ridge, and Royal Kunia areas. All developers within the areas covered must contribute their fair share toward construction of new or expansion of existing schools, either under the terms of the impact district or the provisions of existing agreements required as a condition of zoning.  
o Community Facility District financing for infrastructure for new development is allowed under Hawai‘i law, but has not been used on O‘ahu. |
Central O'ahu Issues and Opportunities: Preliminary Review Findings

Draft 1/30/2013

Issues and opportunities for Central O‘ahu include:

1. Protection of Agricultural Lands and Open Space
2. Transportation Capacity
3. Revitalization of Waipahu & Wahiawa/Job Creation/Economic Development
4. Schools Capacity
5. Capacity of Other Public Facilities and Infrastructure
6. Management and Mitigation of Development
   - Master Planned Communities
   - Place Making
   - Complete Streets
   - Affordable Housing
   - Concurrent Development of Infrastructure with Housing
   - Sustainability
7. Protection of Historic, Cultural, and Natural Resources
   - OR&L Historic Train Operations
   - Historic Plantation Villages
   - Watershed Protection
   - Reduction of Light Pollution
8. Hazards Planning
   - Hurricane Shelter Shortfall
   - Risk of Sea Level Rise

We would appreciate your comments, corrections, and suggestions regarding these issues, and will seriously consider them in the preparation of our Review Report and our recommendations on how either the Plan or the Plan's implementation could be improved.
## ISSUE 1. Protection of Agricultural Lands and Open Space

<table>
<thead>
<tr>
<th>PRELIMINARY FINDINGS</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>1.1 Gulches as flood water drainage and retention and as recreation areas</strong></td>
</tr>
<tr>
<td>• The CO SCP calls for the gulches to be retained as natural flood water drainage and retention resources and as potential areas for recreation (mountain biking, hiking).</td>
</tr>
<tr>
<td>• A candidate for recreational use is the stream right of way between Wahiawā Botanical Garden and the Wahiawā State Freshwater Park,</td>
</tr>
<tr>
<td>• Upper Kaukonahua Stream has flooded repeatedly in Wahiawā, destroying part of the Botanical Garden.</td>
</tr>
<tr>
<td>• Flooding in Waikele has blocked access to parts of the gulch used for storage.</td>
</tr>
<tr>
<td><strong>1.2 Protection of Agricultural lands</strong></td>
</tr>
<tr>
<td>• Acquisition of land (South Range) by US Army</td>
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<tr>
<td>• Acquisition of land by Army Hawaii Family Housing (joint venture, Actus Lend Lease and US Army): land still available for agriculture, but could be converted in future to other uses</td>
</tr>
<tr>
<td>• Hawai‘i Agricultural Foundation, with cooperation of Monsanto and Island Palm Communities, established a Kunia Agricultural Park on 182 acres of the Army Hawaii Family Housing Land</td>
</tr>
<tr>
<td>• 150 acres of land for Royal Kunia Agricultural Park has been transferred to the State Department of Agriculture</td>
</tr>
<tr>
<td>• Navy’s Waikele Gulch area is being used for storage operations under lease (One tunnel was the site of explosion in 2011). US Navy holds that federal immunity continues despite civilian use</td>
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</table>
| 1.3 Agricultural use of Agricultural lands | • Del Monte withdrew and Dole has cut back operations, so pineapple is no longer grown in CO  
• Seed farms: Monsanto, Syngenta are well established  
• Campbell Estate has sold its Kunia lands  
• Relocation of Hawaii Agricultural Research Center to Kunia (new facility at Kunia Road and H-1; management of Kunia Village residential and agricultural industrial areas)  
• New uses for Kunia lands: Phycal pilot facility to produce biofuel from algae.  
• Pa’ina Hawaii has gained federal approval to locate an irradiator for fruit for export at Kunia; construction began in 2012  
• Proposed 4 solar farms, Mililani South (total of 120 acres for 20 MW output)  
• Waipi‘o Peninsula lands not farmed, partly used for dredge materials by the Navy  
• Sale of Galbraith Trust lands north of Wahiawā; conservation and agricultural dedication; appointment of Agribusiness Development Corporation as state agency overseeing farm development; State and City seek to increase island food security  
• Potential DHHL use of lands near Whitmore for housing for beneficiaries has been rumored  
• With sale of Galbraith lands, less opportunity exists for “gentlemen’s estates” |
<p>| 1.4 Military use of agricultural lands and open space areas | • Schofield Barracks land area has expanded to provide for new training and housing areas. For the moment, the potential housing area remains in agricultural use. |</p>
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<tr>
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<tbody>
<tr>
<td><strong>2. Transportation Capacity</strong></td>
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</table>
| 2.1 Transportation Systems Capacity | • Commuting between Central O'ahu and Downtown Honolulu is characterized by a lack of choice of alternative modes or routes, high levels of congestion, and uncertainty.  
• Congested conditions for single occupant autos traveling between Central O'ahu and Downtown Honolulu are not likely to significantly improve, even with major roadway improvements.  
• Zipper lane on H-1 and widening between CO and Honolulu have helped move more vehicles but congestion remains a serious problem  
• Completion of the first increment of the elevated fixed guideway rapid transit system from East Kapolei to Ala Moana Shopping Center will provide an effective alternative to commuting by auto for a significant number of commuters by 2020  
• A “Flyover” from H-2 to the Pearl Highlands transit station will provide easy access for HOV buses and autos to and from Central O'ahu.  
• Bike Plan O'ahu has been updated  
• Complete Streets ordinance passed, calling for new streets to be designed and existing streets retrofitted for pedestrian and bicycle use, and for transit access, as well as for automobiles |
| **3. Revitalization of Waipahu & Wahiawa/Job Creation/Economic Development** | |
| 3.1 Revitalization of Waipahū | • Redevelopment around the mill has integrated the mill smoke stack and offices with new YMCA  
• Business/industrial parks near the mill site provide new jobs  
• Festival Marketplace provides space for farmers, food vendors  
• Waipahū Neighborhood TOD Plan finalized; Planning Commission and Council approval being sought  
• Waipahū Transit Center was completed and serves the town and region |
## Central O'ahu Issues and Opportunities: Preliminary Review Findings

**Draft 1/30/2013**

### ISSUE PRELIMINARY FINDINGS

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</table>
| 3.2 Revitalization of Wahiawā | • Wahiawā community has applied for status as Neighborhood Revitalization Strategy Area and has established a Community Based Development Organization  
• Wahiawā Transit Center opened; art work to be added |
| 3.3 Mililani Tech Park | • No significant new development has occurred since 2002 |

### 4. Schools Capacity

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<th>ISSUE</th>
<th>PRELIMINARY FINDINGS</th>
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</thead>
</table>
| 4.1 Schools | • No new school construction has occurred in CO since 2004 (Mililani Ike);  
• No funds to build a new CO school budgeted in next few years by DOE  
• Planned high school at Waiawa Ridge delayed by lack of progress on the project, affecting students from Koa Ridge Mauka project who will need to go elsewhere until Waiawa Ridge developed.  
• Royal Kunia Elementary planned, to be built by developer and leased back to DOE |

### 5. Capacity of Other Public Facilities and Infrastructure

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<th>PRELIMINARY FINDINGS</th>
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</table>
| 5.1 Park development | • At Patsy T. Mink Central Oahu Regional Park, baseball, softball, tennis and aquatic complexes have been built; fields for sports and passive recreation areas are developed. Archery area has been cleared and can be used.  
• Wahiawā Botanical Garden has renovated much of the facility. New buildings, entry and parking are in place.  
• The CO SCP calls for creating the Waipahū Shoreline Park linking together the Pearl Harbor Historic Trail, Pouhala Marsh and the Waipio Peninsula Soccer Park. A 19 acre parcel between Waipahū High School and Leeward Community College has been proposed for a passive recreation park as part of this complex.  
• While access to Pearl Harbor is possible along Waipi’o Point Access Road and from parts of the Pearl Harbor Historic Trail, no permission has been requested from US Navy. |
| 5.2 Electrical Infrastructure Capacity | • Renewable energy solutions, including extensive use of rooftop solar panels, are being advanced.  
• Solar farms are being proposed for CO sites. |
### ISSUE PRELIMINARY FINDINGS

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</table>
| 5.3 Wastewater Capacity and Water Recycling | - With renovations, Wahiawā WWTP now produces water of R-1 quality, suitable for landscape and some agricultural irrigation. However, Dept. of Health clearance has not been obtained. The WWTP processes approximately 1.46 million gallons per day (mgd) and is designed to handle an average daily load of 2.49 mgd. Solids are trucked to Honouliuli WWTP for further processing. Final effluent disposal is through a 24-inch outfall with diffusers at a depth of 44 feet at the bottom of the reservoir.  
- The Honouliuli WWTP, which was strictly a primary treatment at first, has a design capacity of 51 million gallons per day (mgd), provides both primary and secondary treatment. In January 1996, the completion of a secondary treatment facility allows treatment of up to 13 mgd of wastewater. Secondary treated wastewater receives tertiary treatment via the Board of Water Supply's Ewa Reclamation Facility, for beneficial reuse in the Kapolei and Ewa areas. The plant currently processes approximately 26 mgd daily. |
| 5.4 Solid Waste Capacity | - Proposals to establish solid waste disposal sites in Central O‘ahu have been successfully opposed due to the hazard they pose to the Pearl Harbor Aquifer. |
| 5.5 Drainage Capacity | - The City adopted new Storm Water Quality Rules.  
- City is requiring storm water retention on all new development and on renovations and expansion projects at many existing facilities.  
- New flood maps and inundation/evacuation maps have been issued. Sea level rise may require revision of flood maps in coastal areas to reflect water table rise, and elevated tsunami and storm surge risks.  
- Drainage problems in Waipahū remain, and must be addressed if TOD plans for the Waipahū station area are to be realized. |
6. Management and Mitigation of Development

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<tbody>
<tr>
<td><strong>6.1 Master-Planned Communities</strong></td>
</tr>
<tr>
<td>Mililani Mauka residential areas have built out</td>
</tr>
<tr>
<td>Koa Ridge has State Land Use Urban District approval; a zone change application is being processed by DPP.</td>
</tr>
<tr>
<td>Royal Kunia II has submitted requests for subdivision permits</td>
</tr>
<tr>
<td>Waiawa Ridge partnerships have lapsed; landowner Kamehameha Schools is reviewing plans for the site.</td>
</tr>
<tr>
<td>Few new housing units built since the 2008 recession (215 in CO from 2008 through 2011)</td>
</tr>
<tr>
<td>Wahiawā community had emphasized that no further urban development is appropriate north of Wahiawā/Whitmore which is consistent with CO SCP vision. Transfer of Galbraith Trust lands, state plans for farming, and support by US Army and Navy should assure this.</td>
</tr>
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7. Protection of Historic, Cultural, and Natural Resources

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<tbody>
<tr>
<td><strong>7.1 Historic and cultural resources</strong></td>
</tr>
<tr>
<td>Kūkaniloko is recognized as a State Historic Site, and maintained by volunteers from Friends organization and Wahiawā Hawaiian Civic Club; surrounding land is being transferred to Office of Hawaiian Affairs</td>
</tr>
<tr>
<td>OR&amp; L Historic Train operations between 'Ewa Villages and Waipahu Cultural Gardens are not feasible because energy companies have pipes buried in the railbed under long term leases and are not willing to allow train operations to run on rails over those pipelines.</td>
</tr>
</tbody>
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</tr>
</thead>
<tbody>
<tr>
<td><strong>7.2 Scenic Views and Vistas</strong></td>
</tr>
<tr>
<td>Urban development and trees have obscured some views identified as important in the CO SCP, but most of the significant views and vistas, particularly those of the mountains and ocean from the major roadways and towns, remain unobstructed.</td>
</tr>
<tr>
<td>Photo records documenting the condition of the scenic views and vistas identified in CO SCP are being maintained by DPP</td>
</tr>
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<tbody>
<tr>
<td><strong>7.3 Historic Plantation Villages</strong></td>
</tr>
<tr>
<td>Plantation villages at Poamoho and Kunia continue with new ownership structures evolving to protect resident owners (Poamoho) and farm workers (Kunia).</td>
</tr>
<tr>
<td>At Kunia, Hawaii Agricultural Research Center is promoting new agricultural uses for existing structures.</td>
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</tbody>
</table>
| 7.4 Watershed protection | - BWS testified at the Land Use Commission that Koa Ridge Mauka is important for recharge of the Pearl Harbor Aquifer.  
- DPP also testified that Koa Ridge Mauka is outside the Urban Community Boundary. The Commission decided that Koa Ridge Mauka should remain in the Agricultural District.  
- The *Central O'ahu Watershed Study* was published by the BWS in 2007. It assesses water resources, demand, and issues. Adoption of a Watershed Management Plan for the region is scheduled for 2013 to 2017. |
| 7.5 Light Pollution | - Light pollution harms endangered wildlife and wastes energy.  
- 300 to 500 birds downed due to light interference are brought to Sea Life Park for rehabilitation every year.  
- Federal fines for taking of protected birds can be substantial. Kauai County has entered into a plea agreement with the U.S. Department of Justice to minimize harm to seabirds from lighting.  
- The State passed Act 161 (2009) which calls for a statewide intelligent lighting and light pollution law. |
### 8. Hazards Planning

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</table>
| 8.1 Hurricane Shelter Capacity | • Islandwide, most public emergency shelters could not withstand a Category 3 Hurricane  
• The standard used by the State and County emergency shelter planners is that they must provide a minimum of 10 sq. ft. per person, and that only about 30% of the population will seek public shelter.  
• New State building codes require all new homes to either have hurricane resistant glass or a "safe room" and for new State and County buildings which could serve as a public shelter to be built to withstand a Category 3 Hurricane. |
| 8.2 Sea level rise | • The US Corps of Engineers is now requiring that all new COE projects be designed, built, and operated in ways that take into account a possible future rise in sea levels between 1.6 feet and 4.9 feet by 2100.  
• The UH Sea Grant Program has received funding from NOAA to prepare sea level rise risk mappings for all islands of the State of Hawaii. |
1. CENTRAL OAHU'S ROLE IN OAHU'S DEVELOPMENT PATTERN

Central Oahu plays a key role in implementing the directed growth policies of the General Plan of the City and County of Honolulu.

The towns of Waipahu and Wahiawa serve as gateways to Ewa and the North Shore. Historically, they have been headquarters for the sugar and pineapple plantations and support centers for the military. Beginning in 1968, Central Oahu also began to play a role as a major area for housing development. At that time, Castle & Cooke began development of Mililani Town, a 3,500 acre planned low-density suburban community which offered affordable single family housing to first time buyers. Subsequently, additional housing has been developed above Waipahu and the H-1 Freeway in Village Park, Gentry Waipio, Waiekele, Royal Kunia, and other development projects.

In 1989, the Honolulu City Council approved changes to the General Plan which designated the urban fringe areas in Central Oahu as one of Oahu's principal residential development areas. Since then, Central Oahu, along with the Primary Urban Center (PUC) and the Secondary Urban Center and urban fringe areas in Ewa, has provided the bulk of the new housing developed on the island.

In support of the General Plan policies, the Central Oahu Sustainable Community Plan:

- Maintains and promotes diversified agriculture and pineapple on 10,350 acres of prime and unique agricultural lands along Kunia Road, north of Wahiawa, surrounding Mililani, and on the Waipio Peninsula;
- Provides for eventual development of up to 25,000 new homes in master planned communities;
- Provides for a variety of housing types from affordable units and starter homes to mid-size multi-family and single family units;
- Provides for new employment in existing commercial and industrial areas, in new commercial areas designed to serve their surrounding areas, and in a high technology park and a medical park;
- Identifies infrastructure needs through 2025;
- Helps preserve the “country” lifestyle of Oahu’s rural areas and sustains the low-density residential character of urban fringe areas in East Honolulu, and Windward Oahu.
2. THE VISION FOR CENTRAL OAHU’S FUTURE

2.1 VISION STATEMENT and PLANNING HORIZON

The vision for Central Oahu has two horizons:

- **The Vision to 2025** - Moderate growth is expected as residential zoned areas are built out. Population will grow from 149,000 in 2000 to over 173,000 by 2025 with over 11,000 new housing units added from 2000 to 2025 in master-planned communities. Job growth will rise from 39,000 jobs in 2000 to over 65,000 by 2025.
- **Beyond 2025** – This “build-out” horizon helps identify where open space should be preserved, where the rapid transit corridor should be located, and where to set development limits in Central Oahu. The build-out horizon is probably 30 to 40 years in the future.

The vision for Central Oahu involves:

- **Creating an Open Space Network** by protecting open space and prime and unique agricultural lands, creating a regional system of open space and greenways, developing a regional park at Waiola, and creating a Shoreline Park and Preservation Area along the Pearl Harbor West Loch and Middle Loch shoreline.
- **Revitalizing Waipahu and Wahiawa** by implementing Special Area Plans and providing incentives through Enterprise Zones
- **Building master-planned communities** that promote walking, bicycling and transit as an alternative to auto use; provide housing to meet the needs of a wide range of families and age groups; and incorporate distinctive design and landscaping.
- **Preserving Natural, Historic and Cultural Resources**
  - Natural resources are to be conserved through:
    - Retention of natural drainageways,
    - Protection of valuable plant and wildlife habitat,
    - Conservation of water and protection of the Pearl Harbor Aquifer, and
    - Retention of storm water on-site to protect Pearl Harbor waters.
  - Historic and cultural resources are to be preserved and enhanced by:
    - Protecting panoramic views,
    - Retaining visual landmarks and significant vistas,
    - Preserving significant historic, cultural, and archaeological resources from Central Oahu’s past.

- **Developing adequate infrastructure** to meet existing needs and needs due to new development.

2.2 KEY ELEMENTS OF THE VISION

The vision for Central Oahu’s future will be implemented through the following key vision elements:

- Establish the Urban Community Boundary (UCB),
- Retain Prime and Unique Agricultural Lands,
- Establish a Network of Open Space and Greenways,
- Develop a major Regional Park at Waiola,
- Revitalize the Waipahu and Wahiawa Town Centers,
- Pursue Economic Development which strengthens Waipahu and Wahiawa and meets the needs of master-planned residential communities,
- Establish Enterprise Zones which provide incentives for businesses to create jobs in Central Oahu,
- Develop a Network of Master-Planned Residential Communities,
- Design Communities to support non-automotive travel,
- Establish a Rapid Transit Corridor through Waipahu,
- Conserve Natural Resources,
- Preserve and Enhance Cultural Resources, and
- Provide Adequate Infrastructure.
3. LAND USE POLICIES, PRINCIPLES AND GUIDELINES

The vision for development of Central Oahu will be implemented through application of land use general policies, principles, and guidelines. The following general land use policy areas are addressed:

- Open Space Preservation and Development
- Regional Parks and Recreation Complexes
- Community Based Parks
- Historic and Cultural Resources
- Waipahu Town
- Wahiawa Town
- Central Oahu Plantation Villages
- Existing and Planned Residential Communities
- Planned Commercial Retail Centers
- Industrial Centers
- Mililani Technology Park
- Military Areas

3.1 OPEN SPACE PRESERVATION AND DEVELOPMENT

3.1.1 General Policies

Use open space to:

- Provide long-range protection for diversified agriculture and pineapple outside the UCB and for Pine Spur and Honbushin,
- Protect scenic views and provide recreation,
- Define the boundaries of communities,
- Provide a fire safety buffer where developed areas border “wildlands”;
- Preserve natural gulches and ravines as drainageways and storm water retention areas, and
- Create linkages between communities through a network of Greenways along transportation and utility corridors.

3.1.2 Planning Principles

Principles which are core to implementation of the Open Space Preservation and Development general policies are the following:

- Areas outside the urban community boundary should be used to define the regional land use pattern; the open space network within the urban community boundary should be used to define neighborhoods, communities and land uses.
- The open space network can include areas in active use as well as passive areas.
- Major open space areas should be linked together by creating open space corridors along transportation routes, utility corridors, and drainageways;
- Drainageways and utility corridors should viewed as opportunities for development of pedestrian and bike paths linking major open space areas;
- The open space network should be used to promote access to the shoreline and mountain areas.
3.1.3 Relation To Open Space Map
Components of the regional open space network are shown on the Open Space Map in Appendix A of the Plan, including Mountain and Agricultural Areas, Natural Gulches and Drainage ways, Shoreline Areas, Parks, Golf Courses, and Greenways or Open Space Corridors. Table 2.1 also provides a list of significant elements of the network.

3.1.4 Guidelines –
The following guidelines suggest how the general policies for regional open space elements should be implemented.

3.1.4.1 Mountain Areas
- Acquire public campgrounds and hiking trails on the slopes of the Waianae Range and Koolau Range;
- Require public access to mountain areas when new mauka developments are approved;
- Maintain forest at higher elevations in the State Conservation District;
- Avoid disturbance to areas with high concentrations of native species;
- Identify and protect important ecological zones;
- Prevent urban development of areas identified in 1992 as important for water recharge.

3.1.4.2 Natural Gulches and Drainageways
- Preserve major natural gulches within the Urban Community Boundary as part of the open space system;
- Integrate improvements to Central Oahu drainage systems into the regional open space network through use of retention basins and provision of recreational access.

3.1.4.3 Shoreline Areas
- Provide public access to the Pearl Harbor shoreline at 1 mile intervals except where restricted by military security concerns;
- Maintain and enhance near shore wetlands and mangroves for wildlife habitat;
- Provide a minimum 60-foot shoreline setback, and 150 feet where possible.

3.1.4.4 Agricultural Areas
- Permit facilities necessary to support intensive cultivation of arable land;
- Permit facilities supporting limited outdoor recreation use where farm use is not feasible;
- Permit residential use only as an accessory to the agricultural use;
- Cluster dwellings supporting agricultural use to conserve agricultural land and minimize infrastructure costs;
- Design and locate accessory buildings and facilities to minimize impacts on nearby urban areas and roadways.

3.1.4.5 Parks
- Develop the 270 acre Central Oahu Regional Park;
- Link the Central Oahu Regional Park by trail to Waikele Gulch, and develop a trail system throughout Central Oahu’s gulches;
- Establish a major new shoreline park at Waipio Peninsula;
- Provide areas for picnicking and large, outdoor community gatherings in district parks;
- Retain Wahiawa Botanical Garden as a gulch in its natural state;
<table>
<thead>
<tr>
<th>TABLE 2.1: CENTRAL OAHU OPEN SPACE NETWORK</th>
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<tr>
<td><strong>Mountain and Agricultural Areas</strong></td>
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<tr>
<td>- Waianae Range Conservation District Lands</td>
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<td>- Agricultural Lands along Kunia Road</td>
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<tr>
<td>- Agricultural Lands North of Wahiawa in Poamoho</td>
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<td>- Agricultural Lands Surrounding Mililani</td>
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<td>- Agricultural Lands in the Waipio Peninsula Blast Zone</td>
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<td>- Military Training Areas (west of Schofield Barracks and East Range)</td>
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<tr>
<td>- Ko‘olau Range Conservation District Lands</td>
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<tr>
<td><strong>Natural Gulches and Drainageways</strong></td>
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<tr>
<td>- Waiawa Stream</td>
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<td>- Waikele Stream/Gulch</td>
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<td>- Kipapa Stream/Gulch</td>
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<td>- Panakauahi Gulch</td>
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<td>- Kaukonahua Stream (North and South Forks)</td>
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<td><strong>Shoreline Areas</strong></td>
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<td>- Pearl Harbor access points</td>
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<td>- Pouhala Marsh</td>
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<td>- Pearl Harbor Ponds</td>
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<td><strong>Parks</strong></td>
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<tr>
<td>- Waipahu Cultural Garden Park</td>
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<td>- Waipahu District Park</td>
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<tr>
<td>- Waipahu Shoreline Park (planned)</td>
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<tr>
<td>including the Waipio Peninsula Soccer Park</td>
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<tr>
<td>- Central Oahu Regional Park (Waiola)</td>
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<td>- Mililani District Park</td>
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<td>- Mililani Mauka District Park</td>
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<td>- Wahiawa State Freshwater Park</td>
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<td>- Wahiawa Botanical Garden</td>
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<td>- Wahiawa District Park</td>
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<tr>
<td><strong>Golf Courses</strong></td>
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<tr>
<td>- Ted Makalena</td>
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<tr>
<td>- Royal Kunia (built but not opened)</td>
</tr>
<tr>
<td>- Waikele</td>
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<tr>
<td>- Waiawa (2 courses planned)</td>
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<tr>
<td>- Hawaii Country Club</td>
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<tr>
<td>- Mililani</td>
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<tr>
<td>- Leileihua (military)</td>
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<tr>
<td>- Kalakaua (military)</td>
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<tr>
<td><strong>Green Way Corridors</strong></td>
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<tr>
<td>- Historic OR&amp;L Railway/Pearl Harbor Historic Trail</td>
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<td>- H-2 Freeway</td>
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<tr>
<td>- Kamehameha Highway (from Waipahu Street to Wahiawa)</td>
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<tr>
<td>- Meheula Parkway</td>
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<tr>
<td>- Wilikina Drive (from Kunia Road to Kaukonahua Stream)</td>
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- Expand Wahiawa Freshwater Park to include most of the area adjacent to Wahiawa Reservoir.

3.1.4.6 Golf Courses
- Locate and design golf courses to optimize their drainage, retention and buffer functions;
- Design new golf courses to retain existing trails, paths and bike routes;
- Design golf courses to provide view amenities for adjacent urban areas and public rights-of-way;
- Use landscaping, setbacks and course modifications instead of fencing or solid barriers if needed for safety reasons.

3.1.4.7 Wildlands – Urban Fire Hazard Setbacks
- Provide, where appropriate, Honolulu Fire Department approved landscaped setback areas (typically 20' wide with low growth, low-burn plantings) to reduce the risk of fire spreading from “wildlands” to adjacent developed areas.

3.1.4.8 Greenways and Open Space Corridors
- Provide sufficient easement width to allow growth of landscaping along the alignment for major utility trunk lines and transmission lines
- Provide sufficient width to permit landscaping to obscure views of overhead transmission lines which are located within or adjacent to a road right-of-way.
- Place new transmission lines underground where possible under criteria specified by State law;
- Permit the use of utility easements for pedestrian and bicycle routes.
- Design right-of-ways for arterials (120’) and collector streets (100’) as landscaped parkways or greenways with a landscaped medina strip, landscaped sidewalk, and bikeways.
- Provide an open space/landscaped buffer where urban development abuts H-2 Freeway;
- Link Wahiawa Botanic Garden to Wahiawa Freshwater Park on Lake Wilson by a trail through the gulch connecting the two areas.

3.2 REGIONAL PARKS AND RECREATION COMPLEXES

3.2.1 General Policies –
- Consider using public-private partnerships to build and maintain new park and recreation complexes and sustain economic development.
- Complete development of the Central Oahu Regional Park.
- Improve the Wahiawa Botanical Garden.
- Expand and improve the 66 acre Wahiawa Freshwater Park.
- Improve the 49 acre Waipahu Cultural Garden Park in ways that are consistent with the historical and cultural themes of the park and that enhance its open space and passive recreational values.
- Develop a Waipahu Shoreline Park and Preservation Area including the Pearl Harbor Historic Trail, the Pouhala Marsh wildlife sanctuary, and the Waipio Peninsula Soccer Park.
- Limit municipal golf course improvements in Central Oahu to enhancements to Ted Makalena Golf Course.
• New municipal golf courses should be planned for Ewa where non-potable water for irrigation is available from the Honouliuli Wastewater Treatment Plant and there is no threat of contaminating the Pearl Harbor Aquifer.
• Use golf courses where appropriate to provide protection for open space, and to reduce flooding and non-point pollution by helping retain storm waters.
• Approve golf courses only if they meet social, growth, economic, and environmental guidelines, and provide community benefits.
• Design recreation complexes to be compatible with surrounding land uses and environmental features.

3.2.2 Planning Principles
Principles which are core to implementation of the regional parks and recreation general policies include:

• **Appropriate Scale and Siting.** Use architectural elements and siting to heighten visibility of a major recreation events area from principal travel corridors.
• **Environmental Compatibility.**
  - Locate and operate uses that generate high noise levels in a way to keep noise to an acceptable level in existing and planned residential areas;
  - Avoid adverse impacts on natural resources or processes; and
  - Incorporate natural features of the site and use landscape materials that are indigenous to the area where feasible.
• **Community Integration.** Link the recreational attraction to surrounding areas through connecting roadways, bikeways, walkways, landscape features, or architectural design.

3.2.3 Guidelines
The following guidelines suggest how the general policies for regional parks and recreation complexes should be implemented:

3.2.3.1 Island Wide and Regional Parks
• Construct facilities at the Central Oahu Regional Park incrementally, as funding allows.
• Use private funds to construct some of the athletic facilities in the sports complex at the Central Oahu Regional Park.
• Maintain distant views of the Waianae Range from Kamehameha Highway in the development and siting of Central Oahu Regional Park landscaping and facilities.
• Focus on promotion of eco-tourism, environmental education, and conservation of tropical plants at the Wahiawa Botanical Garden.
• Develop a visitor center and an activity center at the garden center, improve a second parking area, and create a new system of walking paths at the Wahiawa Botanical Garden.
• Connect the Wahiawa Botanical Garden to the Wahiawa Freshwater Park at Lake Wilson by a trail through the gulch which connects the two facilities.
• Limit public access to Wahiawa Reservoir only if necessary to protect water quality and public safety.

3.2.3.2 Sports and Recreation Complexes
• Separate uses that attract a high number of people from residential areas and wildlife habitat as much as possible.
• Provide amenities, service facilities, nearby picnic tables, and outdoor grills to accommodate tailgate picnics in parking areas for sporting events.
- Locate bus loading areas, shelters, and bicycle parking facilities as close as possible to entry gates for special events areas.
- Locate bus stops at all principal activity areas.
- Establish the visual identity of the complex through distinctive architecture, landscaping, or natural setting.
- Minimize the visibility of perimeter fencing, parking lots and garages, and other utilitarian elements through plantings or other appropriate visual screens along roadway frontages.
- Use canopy trees in large parking lots to provide shade.
- Use special paving or pavement markings to indicate pedestrian routes to destinations and to differentiate sections of the parking area.
- Retain, protect, and incorporate wetland and other wildlife habitat areas as passive recreational resources.

3.2.3.3 Siting
- Require a City review and approval process which provides adequate public notice and input to change the location of an island-wide park or a golf course.
- Commit funding for new park facilities according to the priority for development of the area surrounding the park location.
- Locate regional sports and recreation complexes on the Waipio Peninsula, at the Central Oahu Regional Park, and in areas designated for commercial, industrial, or park use, subject to a City review and approval process which provides public review and complete analysis.

3.3 COMMUNITY-BASED PARKS

3.3.1 General Policies
- Develop enough park space to meet the island-wide standard of 2 acres of park per 1,000 residents.
- Protect and expand access to recreational resources in the mountains, at the shoreline, and in the ocean.
- Expand access to mountain and gulch trails.

3.3.2 Guidelines
The following guidelines suggest how the general policies for community-based parks should be implemented:
- Co-locate Neighborhood or Community Parks with elementary or intermediate schools and coordinate design of facilities where efficiencies in development and use can be achieved.
- Coordinate the development and use of athletic facilities swimming pools and gymnasiums with the State when use can be maximized and duplication of function reduced.
- Locate Community and Neighborhood Parks at the center of neighborhoods.
- Provide accessible pathways from surrounding streets to facilitate pedestrian and bicycle access to parks.
- Provide parking areas for hikers and public access easement from the mauka boundary of new developments to public mountain trail easements, where appropriate.
- Provide the means for a safe trail to major Central Oahu gulches from new developments which include or are adjacent to the gulches, where appropriate.
- Conceptual sites for district parks are shown on the Open Space Map, but specific locations can be chosen without need for amendment to the CO SCP.
- Determine sites for community and neighborhood parks in new developments during the approval of zoning.

### 3.4 HISTORIC AND CULTURAL RESOURCES

#### 3.4.1 General Policies
- Protect key landmarks as identified in Table 3.1.
- Preserve significant historic features from the plantation era and earlier periods, as identified in Table 3.1.
- Ensure protection of Kukaniloko.
- Protect significant vistas, as identified in Table 3.1.
- Prior approved mitigations should be assumed to implement the CO SCP vision and policies.

#### 3.4.2 Planning Principles
Principles which are core to implementation of the historic and cultural resource general policies include:

- Historic, cultural or archaeological sites in good condition or with unique features should be preserved in-situ and protected.
- Where feasible, adaptive reuse of historic sites should be undertaken to preserve or even enhance interpretative value.
- Uses adjacent to historic sites should be planned and designed to minimize negative impacts on historic sites.
- Public access to historic sites should be determined by what would best preserve the historic, cultural, and educational value of the site.
- The design and siting of all new structures should maintain and enhance public views of significant landmarks and vistas, natural features, and heritage resources.
- Utilities that obstruct public views should be relocated or buried, whenever possible under criteria specified in State law.

#### 3.4.3 Guidelines
The following guidelines suggest how the general policies for historic and cultural resources should be implemented:

##### 3.4.3.1 OR&L Historic Railway
- Repair or reconstruct the existing railway and associate structures to the extent feasible to allow use for historic and educational rides.
- Restore the railway route from Aiea to Nanakuli.
- Use the railroad to promote the history and culture of the area.
- Provide a paved shared-use path for bicycles and pedestrians along the rail route.
- Design structures and elements of the Pearl Harbor Historic Trail to reflect the historic nature of the railway and its surrounding.
- Set back new development a minimum of 50 feet on either side of the OR&L right of way, with exceptions allowed for railroad operations, reconstruction of a historic use, use for open space or bikeway, or pre-existing land use approval.
### TABLE 3.1: SIGNIFICANT CENTRAL OAHU HISTORIC, CULTURAL, AND SCENIC RESOURCES

#### HISTORIC AND CULTURAL FEATURES
- OR&L Historic Railway Right-of-way
- Waipahu Sugar Mill and surrounding related features
- Kunia Village
- Poamoho Village
- Pearl Harbor National Historic Landmark

#### NATIVE HAWAIIAN CULTURAL AND ARCHAEOLOGICAL SITES
- Kukaniloko
- Kipapa Gulch Archaeological Sites
- Waikakalaula Gulch Archaeological Sites

#### SIGNIFICANT VIEWS AND VISTAS
- Distant vistas of the shoreline and Pearl Harbor from the H-2 Freeway and Kunia Road above the Ewa Plain
- Views of the Waianae and Koolau Mountains from Kunia Road, Kamehameha Highway, and H-2 Freeway
- Views of Pearl Harbor from Farrington Highway in the vicinity of Waipahu High School
- The view of the Waipahu Sugar Mill from Waipahu Depot Road
- The view of the Waianae Mountains from the Waipahu Cultural Garden
- The view of the Waianae Mountains from Millani High School, from Meheula Parkway near Keaolani Street, and from Millani District Park
- The view of Diamond Head and Pearl Harbor from Millani Recreation Center No. 2
- The view of the upper Central Oahu plains toward Waialua from the end of Koa Street in Wahiawa
- The view of West Loch and of the Waianae Range from Kamehameha Highway while passing the Central Oahu Regional Park

### 3.4.3.2 Waipahu Sugar Mill Environs
- Retain the sugar mill stack and boiler room as visual symbols of Waipahu's plantation town history.
- Maintain the historic theme of Waipahu Cultural Garden Park and establish a more direct physical and economic connection between the park and the mill.
- Revitalize and redevelop the old commercial core along Waipahu Street and Waipahu Depot Road to maintain the historic character of the area.
- Extend the OR&L historic theme train operations to allow rides between Ko Olina Resort and Waipahu Cultural Garden and attract visitors to the mill area.
- Establish a transit link between Waiekele and Waipahu.
- Allow reuse options at the Waipahu Sugar Mill site which help retain the historic plantation theme for the old town core.
- Encourage adaptive reuse of older commercial buildings in the town core to retain the historic building forms.
- Limit buildings in the old commercial core to two or three floors in height.
- Minimize exterior renovations for adaptive reuse of the sugar mill to retain the building profile and accessory structures that define the mill's original purpose.
• Promote a strong pedestrian shopping orientation in the old town core by:
  o expanding "storefront" businesses,
  o enhancing the sidewalk areas with street trees and period fixtures
  o consolidating off-street parking behind buildings, and
  o retaining on-street parking where possible.
• Modify development standards to facilitate retention and rehabilitation of historic structures and appropriate in-fill development.
• Keep the Waipahu Cultural Garden Park as a public facility.
• Encourage public access to the Waipahu Sugar Mill and other historic buildings in the Old Waipahu Town Anchor area.

3.4.3.3 Native Hawaiian Cultural and Archaeological Sites
• Require preservation in situ only for those features recommended by State Historic Preservation Officer.
• Determine preservation methods on a site-by-site basis.
• Determine appropriate delineation of site boundaries and setbacks and restrictions for adjacent uses on a site-by-site basis in consultation with the State Historic Preservation Officer.

3.5 WAIPAHU TOWN
Waipahu's future is addressed in the Waipahu Town Plan, the Special Area Plan for Waipahu that was completed in December 1995 and in the Waipahu Livable Communities Initiative (May 1998). Those community-based plans form the basis for the following policies, planning principles, and guidelines.

3.5.1 General Policies -
• Create a harmonious blend of the old and the new.
• Retain and embrace Waipahu’s cultural and plantation heritage,
• Integrate Waipahu economic development with social, cultural, and recreational enhancements.
• Preserve and enhance greenery and open spaces for residents to use and enjoy.
• Create a vibrant community where the country atmosphere is preserved, business prospers, and diverse people live, work, shop, and play.

3.5.1.1 Anchor Areas
The Waipahu Special Area Plan identifies four land use anchor areas:
• Old Waipahu Town Anchor – includes the Manager’s Drive site, the Sugar Mill site, Hans L’Orange Park, Waipahu Street and Waipahu Depot Road, and the Waipahu Cultural Garden Park. Light industrial uses should be permitted mauka of the mill site. Commercial and community-oriented uses should be permitted for the rest of the area. An Old-Town Commercial area should be created along Waipahu Street and Waipahu Depot Road.
• Community Facilities Anchor – includes the Civic Center site and the Mini Park & Ride Facility. Government services should be consolidated in this area, and a park-and-ride facility should be developed.
• Recreation Anchor – includes the Shoreline Park/Preservation Area Shoreline Pedestrian and Bike Path, the OR&L Right-of-way, and the Waipio Peninsula. A shoreline park should be developed as part of the Pearl Harbor Historic Trail, and the Waipio Peninsula Soccer Park should be fully developed.
• Commercial Anchor – includes a commercial and light industrial areas centered on the intersection of Leoku and Farrington Highway. Transit ready development
should be encouraged around the transit station at Leoku and Farrington, and view planes should be opened to allow views of Pearl Harbor from key points.

3.5.2 Planning Principles
Principles which are core to implementing the Waipahu Town policies include:

- Opportunities for economic revitalization should be provided which generate jobs and attract people to Waipahu while minimizing adverse impacts to existing businesses.
- New land uses should be compatible with existing uses and provide for community needs.
- Waipahu's plantation and cultural heritage should be promoted and preserved.
- The overall visual appearance and character of Waipahu Town should be improved.
- Increased recreation options on land and in near shore waters should be provided.
- Vehicular access into and within Waipahu should be improved, and integrated with pedestrian, bicycle, and transit facilities.

3.5.3 Guidelines
The following guidelines suggest how the general policies for Waipahu Town should be implemented:

3.5.3.1 Urban Design

- Preserve and maintain the small town scale of Waipahu.
- Maintain the visual dominance of the sugar mill and smokestack.
- Retain and renovate structures of historic, cultural, and/or visual significance.
- Establish detailed design guidelines for the Old Town Commercial Area to recognize its historic role as the cultural and business center for Waipahu.
- Upgrade the visual appearance of Farrington Highway and linkages within and between the Old Town Commercial area and surrounding areas.
- Develop open space, the shoreline and other natural areas for increased public use, and link these areas together with landscaped roads and pedestrian/bike pathways.

3.5.3.2 Old Waipahu Town and Sugar Mill Site

- Retain the visual qualities and building character that defined the mill's original purpose.
- Maintain compactness of town's historic shopping area by encouraging new uses to in-fill between existing buildings.
- Maintain the character of Waipahu Street and Waipahu Depot Road by safeguarding the historically and visually significant buildings and maintaining the area’s pedestrian scale and orientation.
- Identify, maintain and restore significant historic structures.
- Incorporate the character of Waipahu's plantation era architecture in the architecture of new buildings.
- Create a pedestrian-friendly environment by expanding “storefront” businesses, enhancing the walking environment, and consolidating off-street parking behind buildings.
- Locate new buildings close to the street, with a “street line” of facades;
- Orient storefronts to the street and enhance the street level environment.
- Limit buildings to two or three floors in height in keeping with area's historic scale.
- Avoid long, awkward or overscaled building forms.
3.5.3.3 Community Facilities Anchor Area
- Encourage public service uses on large vacant areas within this district.
- Create a people oriented civic park with landscaping.

3.5.3.4 Commercial Anchor Area
- Create attractive entry features at each end of the Commercial Anchor Area.
- Enhance landscaping along Farrington Hwy and adjoining roadways.
- Encourage mid-rise apartments with retail on the ground level within ¼ mile of the Leoku-Farrington transit station.
- Upgrade the appearance of commercial building facades and add shade trees within parking areas and landscaping buffers between parking areas and streets.

3.5.3.5 Residential Areas
- Establish small community gardens where appropriate.
- Provide street trees in all neighborhoods.
- Encourage development of mid-rise, medium-density apartment uses with ground floor commercial within one-quarter mile of the transit stations proposed for Leoku-Farrington and Waipahu Depot Road-Farrington.

3.5.3.6 Circulation Design Guidelines
- Improve existing pedestrian connections and develop new ones where appropriate.
- Include pedestrian/bike paths in landscaped improvements to streets and front yards of business areas along Farrington Highway.
- Facilitate pedestrian circulation between the mauka and makai areas of Waipahu.
- Reserve space for a possible future transit corridor along Farrington Highway and encourage transit-ready development around the future transit station sites.

3.5.3.7 Open Space and Views
- Connect existing and planned parks and open space areas with tree-lined pedestrian/bike paths.
- Strengthen visual and physical connections between Waipahu Cultural Garden Park and the old commercial core.
- Preserve views of mountain ranges, Pearl Harbor, and the Sugar Mill.
- Preserve mature trees.

3.6 WAHIAWA TOWN
Wahiawa's future is addressed in a series of planning efforts, including the Central O‘ahu/North Shore Regional Plan (1993), the Wahiawa Town Master Plan (1994) and the Wahiawa Urban Design Plan (August1998). Those community-based plans form the basis for the following policies, planning principles, and guidelines.

3.6.1 General Policies
- Maintain and enhance Wahiawa's plantation heritage and rural, small-town atmosphere.
- Enhance Wahiawa's Role as a "Gateway" Between Town and Country.
- Enhance the town core as a social, civic, and commercial center.
- Protect and enhance forest and lake features.
3.6.2 Guidelines

The following guidelines suggest how the general policies for Wahiawa Town should be implemented:

3.6.2.1 Business District

- Re-establish Wahiawa's historic "identity" within a Town Center along Kamehameha Highway in the vicinity of California and Kalani Avenue.
- Maintain and restore structures that reflect the historic character of Wahiawa.
- Redevelopment architecture should be consistent with Wahiawa's plantation heritage and compatible with historic buildings in the area.
- Provide open space and landscaping to reinforce Wahiawa's historic character.
- Establish distinctive, landscaped gateways at the Kamehameha Highway entries to Wahiawa.
- Encourage new commercial in-fill uses on vacant and underutilized parcels.
- Confine repair shops, storage and similar uses to the existing industrial area between Palm and North Cane Street and provide buffer landscaping around the area.
- Keep heights at small town scale, except where appropriate for public/semipublic buildings.
- Locate parking areas behind commercial establishments to create a pedestrian friendly streetscape.
- Upgrade business appearance through facade improvements, planting shade trees in parking areas, and creation of landscape buffers.

3.6.2.2 Civic Center

- Expand government facilities and services and cluster them near a Civic Center bounded by California Avenue, North Cane Street, Kilani Avenue and Lehua Street.
- Expand and consolidate parking for the Civic Center and Wahiawa General Hospital in a multi-level parking garage on Center Street.
- Relocate Wahiawa Satellite City Hall to a site beside the police station.
- Landscape available setbacks and open spaces to provide a "village green".

3.6.2.3 Residential Areas

- Prevent intrusion of apartment buildings and other incompatible uses into existing single-family residential areas.
- Maintain and extend use of street trees into all residential areas to enhance Wahiawa's rural character and image as a "town within a forest".

3.6.2.4 Circulation

- Make minor adjustments to street right-of-ways, alignments, and on-street parking to improve traffic flow and safety.
- Avoid building new streets or widening major streets.
- Provide on-street parking in non-peak hours to "slow-down" traffic along Kamehameha Highway. Expand off-street parking where inadequate.
- Establish a bike path and bike routes network along major traffic corridors.
- Connect Wahiawa Botanic Garden to Wahiawa Freshwater Park by a trail through the connecting gulch. Develop jogging paths and bike trails along the Lake Wilson shoreline.
- Improve landscaping in areas lacking in greenery, and improve sidewalks and the streetscape where needed to create a pedestrian friendly environment.
3.6.2.5 Open Space and Views
- Preserve and protect the natural, scenic character of Lake Wilson and adjoining forested areas.
- Expand and improve Wahiawa Freshwater Park with facilities for expanded public use.
- Upgrade recreational facilities in existing community parks, and, where possible, add new sports facilities.
- Maximize view opportunities of Lake Wilson, Waianae and Koolau Mountains in site layouts and orientation of buildings in new developments.
- Preserve vistas of the upper Central Oahu plains from the end of Koa Street.

3.7 CENTRAL OAHU PLANTATION VILLAGES

3.7.1 General Policies
- Preserve Kunia Village and Poamoho Village as physical reminders of Central Oahu’s plantation heritage and the character and ambiance of a traditional agricultural camp.
- Rehabilitate or adapt the existing village structures for reuse.
- Consider using the villages to provide affordable housing for workers from new diversified agricultural activities on lands along Kunia Road and north of Wahiawa.

3.7.2 Planning Principles
Principles which are core to implementation of the Central Oahu Plantation Villages general policies are the following.
- The existing rural forms and historic character of the villages should be preserved and enhanced, including the village land uses and the rural agricultural activities on lands around the villages.
- Existing buildings of historical, cultural and/or architectural significance should be preserved.
- Where feasible, existing housing units should be retained, rehabilitated, and kept affordable to the existing residents.
- Any new structures within or adjoining the existing villages should be designed and placed to reflect and complement the original historic character and forms of the villages.

Guidelines
The following guidelines suggest how the general policies for Central Oahu Plantation Villages should be implemented.

3.7.2.1 Method of Preservation
- Rehabilitate existing historic plantation houses as part of an assisted housing program.
- Rehabilitate and convert rental dwellings for sale, with preference to existing residents.
- Preserve the historic development pattern, architectural character, and street appearance by permitting variance from subdivision and other development codes.
- Replace structures that must be razed and develop vacant areas with new in-fill development that respects the historic character of the original village.
3.7.2.2 Adaptive Reuse
- Rehabilitate residential areas with an emphasis on affordable home ownership for existing residents.
- Preserve the exterior appearance of historic structures if they are adapted for uses other than their original purposes.

3.7.2.3 Urban Form
- Maintain the current grid street pattern.
- Maintain the narrow streets without sidewalks in village areas to retain a rural village character.
- Locate any new collector streets outside the existing villages.
- Line the entry roads with trees, and landscape the entries to the villages.
- Provide canopy trees along all street frontages.
- Keep lot and house size for new in-fill homes similar to those of existing homes.
- Insure that new structures on vacant village lots complement the exterior design of adjacent homes.
- Preserve and enhance the open space appearance of the villages.

3.7.2.4 Open Space/Views
- Preserve and maintain existing village greens and play fields.
- Preserve existing village landscaping and bordering stands of trees.

3.7.2.5 Adjacent Land Uses
- Maintain agricultural use on adjacent lands.
- Minimize visibility of new structures near the villages by appropriate landscaping and siting.
- Design visible new structures near the village to respect the scale and character of the village.

3.7.2.6 Public Access
- Allow public access similar to other communities so that the villages continue as living communities.

3.8 EXISTING & PLANNED RESIDENTIAL COMMUNITIES

3.8.1 General Policies
- Zone the residential areas in planned residential communities to support gross housing density of 10 to 15 units per acre (including streets).
- Develop higher-density housing (25 units per acre) along a major rapid transit corridor through Waipahu.
- Develop medium-density apartment (25 to 90 units per acre) and commercial-residential mixed use with a ¼ mile of two rapid transit stops in Waipahu.
- Physically define neighborhoods by using street patterns, natural features, landscaping, building form and siting.
- Create pedestrian friendly streets and walkways.
- Provide open space, landscaped buffers to separate urban development from the H-2 freeway.
- Provide a variety of housing types and densities but without a sharp contrast between exterior appearances.
- Design streets and rights-of-way to accommodate bus service and to maximize accessibility to all households.
- Encourage pedestrian and bicycle travel to neighborhood commercial, educational, and recreation centers.
- Promote neighborhood connectivity by creative design of transportation corridors, utility corridors, and drainage systems.
- Provide land for community facilities, including churches, community centers, and elderly and child care centers.

### 3.8.2 Guidelines

The following guidelines suggest how the general policies for existing and planned residential development should be implemented.

- **Residential Areas** should have one and two-story single-family attached and/or detached dwellings at 5 to 12 units per acre with varied building setbacks and shared driveways, varied roof forms, exterior colors and finishes, building orientation, floor plans, and architectural details.

- **Low Density Apartment Areas** should have two and three-story townhouse or low-rise apartment buildings at 10 to 30 units per acre with building scale, roof form, and material quality compatible with adjacent low-density residential areas.

- **Medium Density Apartment Areas** should have multi-story buildings, not over 60 feet, at 25 to 90 units per acre located in mixed-use zones around two transit stops in Waipahu, in the Wahiawa Regional Town Center, and adjacent to the Waiawa Ridge Major Community Commercial Center.
  - Buildings in mixed-use zones may have ground/lower floors occupied by retail and service commercial uses.
  - Buildings in Waipahu should not exceed the lower of either 60 feet in height or the roof ridge line of the Waipahu Sugar Mill.
  - Setbacks and landscaping should be used to reduce the direct visibility of the taller buildings from lower density residential areas and the street front.

- Require a circulation plan for all master-planned projects which:
  - Defines the hierarchy of streets within the project and its relationship to the surrounding transportation network,
  - Indicates existing and proposed bus routes and specific measures to accommodate efficient transit service for as many households as possible;
  - Indicates any principal pedestrian and bicycle paths that are physically separated from roadways; and
  - Provides conceptual street tree plans.

- Identify potential transit routes such that
  - There are two different access points aligned for optimal route operational efficiency;
  - At least 85% of all proposed residential units are within ¼ mile of a proposed transit stop (except where topography does not allow);
  - All commercial development larger than 1,000 sq. ft., and all employment sites with more than 10 employees are within 1/8 mile of a transit stop; and
  - All development is within ½ mile of a transit stop.

- Require submittal to DTS of street plans showing proposed transit routes at the first stage of site development planning.

- Require developers to construct all needed transit stops and to follow DTS design standards.

- Require provision of room in rights-of-ways along transit routes for bus shelters, bus pull-outs, and if applicable, park-and-ride facilities and/or future transit stations.
• Require street intersections along separated pedestrian and bicycle paths to have a narrow curb radius
• Require special signage and paving to encourage safe and convenient pedestrian and bicycle crossings.
• Allow interior pedestrian/bicycle routes as an alternative to paved sidewalks along local streets.
• Identify entries to the community with special landscape treatment.
• Design the rights-of-way for major arterials and major collector streets as landscaped parkways, complete with a landscaped median strip, landscaped sidewalk, and bikeways.
  o Major arterials should have separate bike paths and should be 120 feet wide, including right-of-way and planting strips.
  o Major collectors should have bike lanes and should be 100 feet wide, including right-of-way and planting strips.
• Require, where urban development abuts the H-2 Freeway, an open space/landscaped buffer of sufficient size to preserve a view of green, minimize the visual intrusiveness of the development, and reduce the noise and air quality impact of the freeway traffic on the abutting development.
• Plant canopy trees to shade the sidewalk/bikepath areas.
• Design landscape treatment along the edges of the project to be appropriate for the natural setting and to provide continuity and transition from adjacent developed areas.

3.8.3 Relation to Urban Land Use Map - Residential areas are shown on the Central Oahu Urban Land Use Map in Appendix A as follows:
• Residential and Low Density Apartment areas;
• Medium Density Residential/Commercial Mixed Use areas; and
• Regional Town Centers

  Uses Allowed in All Residential Areas – Non-residential uses which are allowed in residential areas include neighborhood commercial centers, elementary schools, parks, churches, community centers, child/elderly care centers, fire stations, and other public facilities/utilities serving the area.

3.9 PLANNED COMMERCIAL RETAIL CENTERS

3.9.1 General Policies –
• Provide basic retail shopping and services for the surrounding community, and limit uses that need to draw shoppers from other areas of Oahu.
• Concentrate uses in central locations rather than in strips along arterial roads
• Emphasize pedestrian and transit access to and within commercial centers.
• Withhold approval for development that would compete with the objectives of redeveloping the commercial areas of Waipahu and Wahiawa and developing regional shopping attractions in the City of Kapolei.
• Limit office uses in community commercial centers outside Waipahu and Wahiawa to those providing services to the local community.
• Focus office development on Waipahu, Wahiawa, the Mililani Technology Park, and the Koa Ridge Medical Park.

Four types of retail centers are defined:
• **Neighborhood Commercial Center** - up to 100,000 sq. ft. of floor area on 5-10 acres typically within or adjacent to residential areas. These centers can be located within any residential community.

• **Community Commercial Center** - up to 250,000 sq. ft. on 10-30 acres typically located on an arterial highway or at the intersection of two major collector streets. Existing and planned community commercial centers in Central Oahu include Mililani, Millani Mauka, Waipio, and Royal Kunia.

• **Major Community Commercial Center** - up to 500,000 sq. ft. on up to 50 acres which are not near an urban area. Existing and planned centers include Mililani and Waiawa Ridge.

• **Regional Commercial Center** - over 500,000 sq. ft. on more than 50 acres located with frontage on a major arterial highway and access from a freeway interchange. Waikele is the only regional center planned for Central Oahu.

### 3.9.2 Planning Principles
Principles which are core to implementation of the commercial retail centers general policies are the following:

• Residential uses and other uses which meet the social, cultural, recreational, and civic needs of the surrounding community may be incorporated in commercial centers.

• The building mass of the commercial center should be in keeping with the surrounding community and the natural setting.

• Site planning, elevations, and landscaping should be used to minimize the visibility of large buildings and parking areas for major commercial centers.

• The architectural style of the commercial centers should be compatible with the surrounding community and any significant adjacent natural or historic features.

• Site design and facilities should promote pedestrian, bicycle and transit access.

• Community Commercial Centers should be the town square or Main Street of their communities, providing meeting places and acting as a recreational, social, cultural and civic center.

### 3.9.3 GUIDELINES –
The following guidelines suggest how the general policies for commercial retail centers should be implemented.

#### 3.9.3.1 Neighborhood Commercial Centers

• Use breaks in the roof line to reduce the apparent scale of large roof plates. Gable and hip-form roofs are encouraged.

• Use exterior materials and colors that are typically found in residential construction to express residential character.

• Orient buildings to the pedestrian.

• Site storefronts to face the street and, to the extent possible, to be close to the sidewalk.

• Place parking and service areas behind the buildings or otherwise visually screened from streets and residential areas.

• Restrict buildings to residential scale.

• Set building height limits to allow for gable and hip-form roof elements.

• Restrict total floor area for a lot or contiguous lots with common parking to 100,000 square feet.

• Provide access to parking and loading areas from a collector street.
- Permit access to local residential streets only for emergency or secondary access and only when through traffic along the local street would not be encouraged.
- Provide at least one pedestrian access from the public sidewalk or other off-site pedestrian pathway to the entrances of establishments in the commercial center that does not require crossing a traffic lane or parking lot aisle or driveway.
- Design bicycle racks to provide security and to be visible from the street entry.
- Plant a landscape screen of trees and hedges along street frontages and property lines and plant shade trees throughout the parking lot to screen parking and service areas from the street and adjacent residential lots.
- Use low-level lighting or indirect lighting, if any, in parking lots.
- All signage should be un-illuminated or indirectly illuminated.

3.9.3.2 Community Commercial Centers
- Design commercial center buildings that are visible from adjacent residential areas to reflect a residential character.
- Avoid disruptive contrasts between facades that are visible simultaneously from public areas.
- Design commercial center buildings to create a transition in scale from larger building elements of the commercial center to finer elements near any adjacent residential areas or buildings of historic value.
- Use texture, articulation, color and fenestration to create visual interest and avoid blank facades on portions of buildings visible from the streets.
- Place display windows and pedestrian entrances on facades that are close to the public right-of-way.
- Restrict building heights generally to no more than 45 feet.
- Restrict total floor area for a standard Community Commercial Center to no more than 250,000 sq. ft. and to no more than 500,000 sq.ft. for a Major Community Commercial Center.
- Provide street frontage improvements for bus stops, including a bus shelter and a pull-out off a traffic lane, along all abutting streets which have bus routes.
- Provide a pedestrian pathway from the bus stop to the nearest entrance of the nearest building of the commercial center. The pathway should be clearly indicated with special paving or markings and covered to provide weather protection, if the commercial center building is not directly connected to the bus shelter.
- Design bicycle racks to provide security and to be visible from the street entry.
- Screen parking and service areas from the street and adjacent residential lots.
- Plant a landscape screen of trees and hedges along the street fronting the parking lot or garage.
- Plant shade trees throughout any parking lot areas.
- Provide landscape planters along the facade of each parking level fronting the street for any parking garage close to and readily visible from the street.
- Signage visible from residential areas should be indirectly illuminated.

3.9.3.3 Transit Access
- All commercial development with more than 1,000 square feet and all employment sites with more than ten employees should be within 1/8th mile of a transit stop.
3.10 INDUSTRIAL CENTERS

3.10.1 General Policies
- Allow limited industrial development in Central Oahu to accommodate services and storage for surrounding residential communities.
- Expand Mililani Technology Park to attract mostly high-tech office uses seeking a campus-style location.
- Make small lots available in Waipahu and Wahiawa off the main commercial streets for small industrial businesses, e.g. auto shops, contractors' yards, "incubator" businesses, and those serving residential and commercial areas.

3.10.2 Planning Principles
Principles which are core to implementation of the Industrial Centers general policies are the following:
- Appropriate Scale - Minimize the visual impact of large building volumes and tall buildings or machinery elements through site planning and landscaping.
- Environmental Compatibility – Locate operations that discharge air or water pollutants where they will impose the least harm to the natural environment if the treatment process fails. Locate and operate uses generating high noise levels to keep noise levels in existing and planned residential areas to acceptable levels.
- Siting - Buffer industrial areas from residential uses to avoid negative visual impacts.

3.10.3 Guidelines
The following guidelines suggest how the general policies for Industrial Centers should be implemented.
- Allow industrial uses which provide direct services within adjacent residential communities, including automobile service and repair.
- Do not permit petroleum processing, resource extraction, and the manufacture of chemicals and explosives.
- Allow retail establishments as accessory uses only.
- Prohibit buildings primarily used for offices or business services.
- Prohibit buildings primarily used for offices or business services.
- Allow offices and business services uses only in buildings or building complexes which primarily house industrial uses.
- Allow industrial areas to be located within the master-planned communities of Waipio-Gentry, Royal Kunia and Waiau.
- Maintain industrial areas oriented to small businesses providing consumer services within Waiauwa (north of Cane Street) and Waipahu, but require that they not front on commercial streets or major collector streets.
- Design new industrial developments to not front on streets with residences on the opposite side, and, to the extent possible, direct industrial traffic away from residential neighborhoods.
- Restrict building heights to generally not exceed 60 feet, except where taller vertical structures are required as part of an industrial operation.
- Require landscaped setbacks and street trees along the edges of industrial areas abutting arterial or major collector streets.
- Visually screen outdoor work and storage areas for vehicles, equipment and supplies in small-lot industrial areas from the street and adjacent lots with privacy walls and buildings, with minimal reliance on landscaping.
• Visually screen large-lot industrial subdivisions primarily with landscaped setbacks and street trees.

3.10.4 Relation to Urban Land Use Map
Limit industrial zoning generally to the areas shown as Industrial on the Urban Land Use Map in Appendix A. Industrial zoning may be granted for public transportation, public utility, or other unique uses which can’t be located in a planned industrial area.

3.11 MILILANI TECHNOLOGY PARK (MTP)

3.11.1 General Policies
Mililani Technology Park should
• Be a place where high technology industries such as electronics firms, computer software developers, and biotechnology firms and their support services may locate in a campus-like business park setting.
• Provide a location for appropriate and compatible commercial and industrial uses which desire fee simple lots and can conform to the low density campus design of MTP.

3.11.2 Planning Principles
Principles which are core to implementation of the Mililani Technology Park general policies are the following:
• Uses – MTP is primarily intended for emerging technology-intensive industries, with a mix of light industrial, office, and limited retail/service uses (10%). Noisy or noxious uses, agricultural production related uses, big-box retail, dwelling units, and overnight accommodations are not allowed.
• Building Height and Density - Building heights should generally not exceed 40 feet, except for necessary communications equipment. Floor area ratio/building coverage should be appropriate to an open, landscaped, campus environment.

3.12 MILITARY AREAS

3.12.1 General Policies –
• Request that lands in the Explosive Safety Zone (ESZ) of the West Loch Naval Magazine be used for agriculture uses.
• Request that a portion of the ESZ on the Waipio Peninsula be used for active recreation fields.

3.12.2 Planning Principles –
• Request that Residential Communities general policies and circulation and landscaping guidelines be applied to military residential areas.
• Request that Industrial Areas planning principles be applied to the quasi-industrial uses on military lands.
3.12.3 Guidelines

Schofield Barracks/Wheeler Army Airfield
- Support expansion to accommodate additional residents on base and/or augmented activities which do not conflict with surrounding residential communities.
- Request planting of a landscape screen, consisting of trees and hedges, along highway frontages to minimize the visibility of security fencing and utilitarian military facilities from off-base.
- Provide adequate buffers for residential developments immediately adjacent to the Central Oahu training areas to ensure that residents will not be adversely impacted by noise or other environmental impacts of the training activities.

Pearl Harbor Naval Base
- Request that limited public access to the shoreline waters of West Loch be expanded beyond the West Loch Shoreline Park.
- Support protection and enhancement of wetlands along the West Loch and Middle Loch shorelines.
- Request continuation of agricultural uses on portions of the Waipio Peninsula which are located in the West Loch Naval Magazine Explosive Safety Zone.
4. PUBLIC FACILITIES AND INFRASTRUCTURE
POLICIES AND PRINCIPLES

This chapter sets out policies and principles to guide the proposed facility projects and infrastructure to support the Central Oahu vision described in Chapter 2.

4.1 TRANSPORTATION SYSTEMS
Specific implementing actions for transportation systems include:

4.1.1 Existing Roadway Network
4.1.2 Planned Extensions of the Roadway Network
  - Increase the capacity of north-south and east-west corridors and related interchanges to accommodate existing and planned growth.

4.1.3 Transit
  - Increase transit service in Central Oahu to
    - Enhance circulation among Central Oahu communities
    - Enhance circulation between Central Oahu and adjacent Ewa and North Shore areas; and
    - Provide convenient service for peak-hour commuting.

4.1.3.1 Bus Service
  - Convert the bus system into a Hub-and-Spoke System which bring passengers to and from transit centers in Waipahu, Mililani, and Wahiawa.

4.1.3.2 Planned Transit Corridor
  - Create a transit corridor to connect Waipahu to the City of Kapolei to the west and to the Primary Urban Center to the east.
  - Develop two transit nodes in Waipahu within a quarter-mile radius of the transit station sites as centers of medium density residential and commercial development.
  - Create a land use pattern along the transit corridor and around the two transit nodes to allow Waipahu residents to
    - Minimize the use of the private automobile;
    - Encourage use of transit for longer trips; and
    - Encourage walking or biking for short trips.
  - Reserve sufficient right-of-way for the establishment on Farrington Highway in Waipahu, when needed in the future, of either an elevated or a separated at-grade transit system.

4.1.4 Bikeways
  - Create major bike paths on:
    - the Pearl Harbor Historic Trail running east-west along the OR&L right-of-way (with branch routes to the Waipahu Cultural Garden and Leeward Community College)
    - Kunia Road between Farrington and H-1 Freeway,
    - Managers Drive/Mokuola Street,
    - Waipio Uka Street, and
    - Lanikuhana Avenue between Kamehameha Highway and Meheula Parkway.
- Provide bike lanes on:
  - Waipahu Street,
  - the Village Park connector between Village Park and Waipahu,
  - Hikimoe Street,
  - Waipahu Depot Road,
  - Meheula Parkway,
  - Kilani Avenue, and
  - California Avenue.

4.1.5 General Policies
The following general transportation system policies implement the vision for Central Oahu.

- **Adequate Access and Services** – Determine, as part of the zone change approval process, if the City’s Department of Transportation Services (DTS) and the State’s Department of Transportation (DOT) feel that existing facilities and systems can provide adequate transportation access and services, and if not, require the mitigations and improvements that DTS and/or DOT want provided to insure that adequate capacity is provided.

- **Transportation System Functions** – Central Oahu’s transportation system should:
  - Provide adequate access between jobs, shopping, and recreation centers in Central Oahu;
  - Provide improved access to and from adjacent areas, with special emphasis on access to the employment centers in Ewa; and
  - Provide adequate capacity for peak-hour commuting to work in the PUC.

- **Reduction in Automobile Use** – To reduce reliance on private autos:
  - Provide separated pedestrian and bike paths
  - Provide convenient routes for transit service.
  - Design streets in new developments to provide for bus pullouts and to encourage walking.
  - Provide supporting facilities and amenities for pedestrian, bicycle, and public transit use.
  - Preserve the land necessary to develop a dedicated transit right-of-way on Farrington Highway.
  - Support medium-density/high-traffic land uses along Farrington Highway, especially within a 1/4-mile of transit nodes.

- **Transportation Development Priorities** – Meet projected demand for peak-hour traffic in CO by:
  - Increased use of transit; and
  - Transportation demand management, including use of:
    - HOV facilities
    - park-and-ride sites
    - other programs which reduce auto use.

4.1.6 Planning Principles
Principles which are core to implementation of the Transportation Systems policies are the following:

- **Increased Arterial Capacity For HOV And Transit** – Any increases in roadway capacity should be oriented to improving the speed and convenience of High Occupancy Vehicle (HOV) use and mass transit.
• **Transit Ready Conditions For Waipahu** – Land use planning for Waipahu should prepare Waipahu for the future establishment of a rapid transit system by reserving adequate land for the transit system and by encouraging intensive residential and commercial development around the future transit stations and along the transit corridor.

• **Transit-Oriented Community Street Systems** - Residential communities and commercial centers should be designed to maximize connectivity between residences, commercial centers, bus routes, parks, and schools so as to facilitate biking, walking, and transit use and reduce dependence on auto travel.

• **Traffic-Calming Street Standards** – Public street standards for residential communities and commercial centers should be revised to reduce automobile speeds and support and improve pedestrian and bicycle travel and on-street parking.

### 4.2 WATER ALLOCATION AND SYSTEM DEVELOPMENT

#### 4.2.1 General Policies

- Determine, as part of the zone change approval process, if the Board of Water Supply (BWS) feels adequate potable and non-potable water is available, and if not, identify and require the mitigations and/or improvements that the BWS wants provided to insure adequate capacity is available.
- Protect watersheds areas needed to recharge the Pearl Harbor Aquifer by maintaining an adequate supply of good quality water and retaining sufficient acreage to ensure infiltration.
- Request that the State Commission of Water Resources allow the BWS to coordinate development of potable water sources and allocation of all potable water intended for urban use on Oahu.
- Develop an adequate supply of non-potable water for irrigation and other suitable uses to conserve potable water supplies.
- Use only non-potable water that is low in total dissolved solids above Pearl Harbor aquifer to protect the quality of drinking water withdrawn from wells.
- Request that the State Commission on Water Resource Management consider all sources of water in making allocations.
- Reclaim non-potable water from wastewater effluent and distribute it, if customers can be found and no threat is posed to the potable water aquifer.
- Integrate the management of all potable and non-potable water sources through amendments to the Oahu Water Management Plan and future Integrated Resource Management Plans.

### 4.3 WASTEWATER TREATMENT

#### 4.3.1 General Policies

- Connect all new developments in Central Oahu to a regional or municipal sewer service system.
- By 2001, reclaim and use up to 10 mgd of water recovered from wastewater effluent island-wide.
- Use treated water recovered from wastewater effluent as a source of non-potable water for irrigation and other uses below the State Department of Health (DOH) Underground Injection Control line and the BWS “No-Pass” line. Permit use
above these lines only if the water is of tertiary treated (R-1) quality and use has
been approved by both the DOH and the BWS.
- Locate wastewater treatment plants in areas shown as planned for industrial use
and away from residential areas.
- Use a City review and approval process that provides adequate public notice and
input for any new private wastewater treatment plant.

4.4 ELECTRICAL POWER DEVELOPMENT

4.4.1 General Policies
- Analyze and approve major system improvements like power plants or major
transmission lines based on island wide studies and siting evaluations.
- Consider placing new transmission lines underground where possible under
criteria specified in State law.
- Locate electrical power plants in areas shown as planned for Industrial use and
away from residential areas.
- Use a City review and approval process that provides adequate public notice and
input for any proposed major new electrical power plant.

4.5 SOLID WASTE HANDLING AND DISPOSAL

4.5.1 General Policies
- Analyze and approve siting and/or expansion of sanitary landfills based on island
wide studies and siting evaluations.
- Approve siting of landfills above the UIC line and the "No Pass" line only if
recommended for approval by the Department of Health and the Board of Water
Supply.
- Use a City review and approval process that provides public notice and input,
technical analysis, and City Council approval for any new or major modification of
private landfills, incinerators, garbage-to-energy plants, refuse convenience
centers, or other solid waste handling/disposal facility.

4.6 DRAINAGE SYSTEMS

4.6.1 General Policies
- Design drainage systems to emphasize control and minimization of non-point
source pollution and retention and/or detention of storm water on-site, and in
appropriate open space and wetlands.
- Retain storm water for absorption and recharge of the aquifer instead of quickly
moving it into coastal waters.
- Use natural and man-made vegetated drainage ways and retention basins to
solve drainage problems wherever they could promote water recharge, help
control non-point source pollutants, and provide passive recreation.

4.6.2 Planning Principles - Principles which are core to implementation of the
Drainage Systems policies are the following:
- Retention and detention of storm water in open areas is the preferred method to
minimize non-point source pollution.
- Where feasible, open space, including parking lots, landscaped areas, mini and
community parks, and public and private golf courses should be used to detain or
infiltrate storm water flows to reduce their volume and runoff rates, and the amounts of sediments and pollutants transported.

- Drainage system improvements should be integrated into the regional open space network by using retention basins to provide passive recreation areas and drainage ways to provide hiking and biking paths.

- The major natural Central Oahu gulches should be retained as flood plains and open space resources. Further development of residential, commercial, or industrial uses within the gulches should be avoided. Grading or other disturbance of gulch walls, other than what is necessary to clear the gulch of debris or other floodway obstructions or to construct and maintain drainage, access, and utility facilities, should not be allowed.

- Urban development should be restricted in the lowlands around Pearl Harbor if it reduces flood plain capacity or allows increased siltation and pollution of Pearl Harbor.

- Streams should not be channelized, and existing flood plains should be left intact except where absolutely necessary to protect existing urban development from flooding.

4.7 SCHOOL FACILITIES

4.7.1 General Policies

- Determine, as part of the zone change approval process, if the State Department of Education (DOE) will be able to provide adequate school facilities, either at existing schools or at new school sites to meet needs of the proposed development.

- Require developers to pay their fair share (as determined by DOE) of all costs needed to provide adequate school facilities for the children living in their developments.

4.7.2 Planning Principles - Principles which are core to implementation of the School Facilities policies are the following:

- **Schools as Community Centers** - The DOE should design school facilities to facilitate community use during non-school hours and weekends.

- **Co-location with Parks** – Elementary and intermediate schools should be co-located with neighborhood or community parks when needless duplication of facilities can be avoided.

- **Shared Facilities** – The development of City athletic facilities should be coordinated with the DOE where such facilities would maximize use and reduce facility duplication.

- **Fair Share Contribution** - The City will use its zoning powers to support the DOE’s requests for fair share contributions from developers.

4.8 PUBLIC SAFETY FACILITIES

4.8.1 General Policies

- Approve new development only if staffing and facilities will be adequate to provide fire and police protection and emergency medical services.

4.9 OTHER COMMUNITY FACILITIES

Location of new community facilities should comply with the following principles:
- **Colleges and Hospitals** - Colleges and hospitals should be located in urban areas near transit nodes, commercial centers, or high-density residential areas.

- **Medical Park** - A medical park can be located near the Central Oahu Regional Park on Koa Ridge Makai. Building heights and densities allowed at the park should be comparable to those allowed at Mililani Technology Park.

- **Correctional Facilities** - Correctional facilities should be located on lands planned for industrial and agricultural use. If such a facility is proposed for lands not planned for industrial or agricultural use, a City review and approval process which provides public review, complete project analysis, and City Council approval should be used.

- **Approval of Major Facilities** - Major facilities or utilities which provide essential community services, but which could have adverse impacts on surrounding lands should be considered through a City review and approval process which provides public notification, review by appropriate agencies, opportunities for public comment, and approval by the City Council.

### 4.10 ADDED OR CHANGED PUBLIC FACILITIES

Public facilities other than those listed in this plan shall be identified on the Public Infrastructure Map.
5. IMPLEMENTATION

Implementation of Central Oahu Sustainable Communities Plan (SCP) will be accomplished by:

- Keeping urban development within the Urban Community Boundary;
- Guiding development in Waipahu and Wahiawa through Special Area Plans;
- Guiding investment in infrastructure through Functional Plans which support the vision of the SCP;
- Basing approval or denial and required conditions of approval for zone changes and other development approvals on the vision and policies of the Central Oahu SCP;
- Incorporating Central Oahu SCP priorities through the Public Infrastructure Map and the City’s annual budget process;
- Evaluating plan progress every two years and presenting results in the Biennial Report; and
- Reviewing the Plan’s vision, policies, principles, and guidelines every five years.

5.1 DEVELOPMENT PRIORITIES

5.1.1 Public Facility Investment Priorities –

The City should take an active role in:

- Planning infrastructure and coordinating the expansion of Honouliuli Wastewater Treatment Plant and recovery of water from its effluent,
- Improving the Wahiawa Treatment Plant,
- Providing recreational open spaces, and
- Developing the regional transportation system, parks, and police and fire facilities.

5.1.2 Private Development Priorities –

The Central Oahu SCP provides clarity to private landowners and developers as to where development will be supported. The Urban Expansion Area on the Phasing Map shows where new urban development is occurring and where applications for new urban development will be accepted.

Projects in the Urban Expansion area needing zoning changes and other approvals are eligible for processing starting with adoption of the Plan and will be supported if:

- the project implements the CO vision, policies, principles, and guidelines, and
- Adequate infrastructure will be available to meet the resulting demand.

No additional areas should be approved for residential development beyond the Urban Expansion area.

5.2 SPECIAL AREA PLANS

Special Area Plans are used to provide more detailed land use development and infrastructure investment policies for areas requiring particular attention.

Two Special Area Plans have been completed for Central Oahu. The Waipahu Town Plan was completed in 1995. The Wahiawa Urban Design Plan was completed in 1998 and builds on the Wahiawa Town Master Plan prepared in 1994.
5.3 FUNCTIONAL PLANS

City agencies responsible for developing infrastructure and public facilities prepare Functional Plans to determine needs, assign priorities, phase development, and secure financing.

The Functional Plans should provide:
- A Resource-constrained Long-Range, Capital Improvement Program with priorities,
- A Long-Range Financing Plan, with needed new revenue measures,
- A Development Schedule with first priority to areas designated for earliest development, and
- Service and Facility Design Standards, including Level of Service Guidelines used for determining adequacy.

The responsible City agencies should establish Level of Service Guidelines as part of the review and update of their Functional Plans.

Level of Service Guidelines for State infrastructure shall be developed by the Department of Planning and Permitting in consultation with the respective City agencies.

Agencies preparing Functional Plans should use a proactive public participation process that includes continuing participation, timely public notice, public access to information and the opportunity to suggest alternatives and preferences.

5.4 REVIEW OF ZONING AND OTHER APPLICATIONS

- Approval for all development projects should be based on the extent to which the project supports the policies, principles, and guidelines of the Sustainable Communities Plan.

- Zone change applications to permit urban uses on parcels outside the Urban Community Boundary or on parcels identified as part of the Open Space Network will not be accepted for processing.

5.4.1 Adequate Facilities Requirement

- All projects requesting zone changes shall be reviewed to determine if adequate public facilities and infrastructure will be available to meet the needs created as a result of the development.

- Level of Service Guidelines to define adequate public facilities and infrastructure requirements will be established during the Capital Improvement Program.

- Zoning and other development approvals for new developments should be approved only if
  - The responsible City and State agencies indicate that adequate public facilities and utilities will be available at the time of occupancy; or
  - Conditions the functional agency indicates are necessary to assure adequacy are otherwise sufficiently addressed.

5.5 FIVE YEAR SUSTAINABLE COMMUNITIES PLAN REVIEW

The DPP shall conduct a review of the CO SCP and report its findings and recommendations to the City Council five years after adoption and every five years thereafter.
In the Five Year Review,

- All the elements of the Plan (regional vision, policies, principles and guidelines, and implementing actions) will be evaluated to see if they are still appropriate;
- The development phasing guidelines will be reviewed to see if its purpose is being achieved and if phasing priorities should be revised; and
- Although the Urban Community Boundary will be reviewed, it is the intent that it will remain fixed through the 2025 planning horizon.

5.6 TRANSITION FROM THE CURRENT SYSTEM

5.6.1 Development Plan Common Provisions and Existing Land Use Approvals

The Central Oahu SCP was adopted in 2002 by ordinance as a self-contained document, not reliant or directed by the Development Plan Common Provisions which formerly applied to the Development Plans for all areas.

Development already approved before adoption of the Central Oahu SCP in 2002 could proceed in accordance with existing zoning, Unilateral Agreements, and approved Urban Design Plans.

Unless there are significant changes in project scope, land uses or other conditions, Environmental Assessments/Environmental Impact Statements (EA/EIS) that were accepted as part of a Development Plan land use approval prior to adoption of the Central Oahu SCP in 2002 can be accepted as meeting the Central Oahu SCP requirement for a EA/EIS prior to accepting zone change applications for processing.

5.6.2 Relation to General Plan Population Guidelines

The CO SCP implements the General Plan population policies (Population Objective C) as follows:

- Central Oahu's likely share of Oahu population in 2025 (16.8%) is in line with the General Plan 2025 guideline of 17%.
- Planned developments will implement Population Objective C, Policy 2 to "relieve developmental pressures in the remaining urban-fringe and rural areas and to meet housing needs not readily provided in the primary urban center."

5.6.3 Review and Revision of Development Codes

The following codes/standards need to be reviewed and revised, as necessary, to insure the implementation of the vision, policies, principles, and guidelines of the Central Oahu Sustainable Communities Plan:

- Land Use Ordinance
- Subdivision Rules and Regulations
- State Highways Division Procedures Manual
- Standard Details for Public Works Construction
- Storm Drainage Standards
- Park Dedication Rules and Regulations
- Wastewater Management Design Standards
Central Oahu SCP 2017 Review Report Vol. 2
Appendix H: February 14, 2015
Public Review Draft Update Documentation

Contents:
PRD Transmittal
PRD Workshop Agenda
Review Purpose, Process and Findings
Proposed Significant Changes

*The current COSCP Scorecard, Stakeholder Comments and Agency Responses can be found in Vol. 1 of the Review Report*
Public Review Draft Central O‘ahu Sustainable Communities Plan

Enclosed is a copy of the Public Review Draft Central O‘ahu Sustainable Communities Plan for your review and comment. The Public Review Draft is the result of many years of collecting community comments and suggestions regarding the Plan and its implementation, conducting research, updating information and projections, and drafting revisions to the Plan. It is one product of a required review of the Central O‘ahu Sustainable Communities Plan vision, policies, and implementation.

This draft provides proposed revisions to the 2002 Central O‘ahu Sustainable Communities Plan (SCP). The **deadline** to insure that comments get considered in preparing the final recommended revisions which are scheduled to be sent to the Planning Commission in late June is **Friday, March 13, 2015**.

A **pdf version** of the Public Review Draft Central O‘ahu SCP has been posted on the Web at http://www.honoluludpp.org/Planning/DevelopmentSustainableCommunitiesPlans/CentralOahuPlan.aspx. We also will provide copies of the Plan to the public at the five Central O‘ahu Neighborhood Board Meetings in January:
- Mililani Mauka/Launani Valley Neighborhood Board, Tuesday, Jan. 20 @ 7:00 PM,
- Waipahu Neighborhood Board, Thursday, Jan. 22 @ 7:00 PM,
- Wahiawa-Whitmore Village Neighborhood Board, Monday, Jan. 26 @ 7:00 PM,
- Pearl City Neighborhood Board, Tuesday, Jan. 27 @ 7:00 PM,
- Mililani-Waipio Neighborhood Board, Wednesday, Jan 28 @ 7:30 PM,
and at the Saturday, Feb. 14 Public Review Draft Workshop (8:00 am to 12:30 pm).

The **existing Central O‘ahu Sustainable Communities Plan**, which was adopted in 2002, is also available at http://www.honoluludpp.org/Planning/DevelopmentSustainableCommunitiesPlans/CentralOahuPlan.aspx.

We will gladly accept comments submitted after the March 13 deadline, but cannot insure that we will be able to inventory them and use them in preparing the Plan and Review Report that goes to the Planning Commission. Any comments received after the deadline, if they are not considered in our Plan revisions and in our Review Report, will be forwarded to the Planning Commission.
Feel free to send questions, comments, and suggestions to the Department of Planning and Permitting by mail, phone, fax, or e-mail. You can contact us by:

- **Mail:**  
  Department of Planning and Permitting,  
  650 South King Street, 7th Floor,  
  Honolulu, Hawaii 96813 (attn: Bob Stanfield);

- **E-mail:** bstanfield@honolulu.gov;

- **Fax:** (808) 768-6743; or

- **Voice mail:** (808) 768-8051.

In addition to the Public Review Draft Plan, we have included three handouts:

- **Feb. 14 Workshop.** The agenda for the Public Review Draft Workshop to be held on Saturday, Feb. 14, 2015 at the Mililani Mauka Elementary Cafeteria is attached. The purpose of the workshop is to present the Public Review Draft Central O’ahu SCP and collect comments on the proposed changes to the Plan and on the implementation of the current Plan.

- **Plan Review Purpose, Process, and Preliminary Findings.**

- **Proposed Significant Changes to the Central O’ahu SCP**

**What Happens After The Public Comments Are Received?**

- Preparation of the proposed revised Plan and Review Report
- Transmittal of the final proposed revision of the Plan and the final Review Report to the Planning Commission (scheduled for late June).
- Neighborhood Board Presentations and a Public Information Meeting. After the Plan has been transmitted, we will make presentations to the five Neighborhood Boards and hold a Public Information Meeting to distribute the final proposed Plan and the Review Report, and answer questions about the Plan and Report. After the presentations and the Public Information Meeting, all of the Boards will have an opportunity to meet to approve testimony before the Planning Commission public hearing on the Plan will be scheduled.

**At the Planning Commission and City Council.** Even after the Plan has gone to the Planning Commission, there will be several more opportunities to suggest changes to the Plan.

We invite members of the community to submit testimony to the Planning Commission and to the City Council regarding the Plan and its implementation. The City Council will make the decision on what changes will be approved in revising the Central O’ahu Sustainable Communities Plan.
PUBLIC REVIEW DRAFT
WORKSHOP
Central O'ahu Sustainable Communities Plan Review

Saturday, February 14, 2015
8:00 AM – 12:30 PM
Mililani Mauka Elementary School
Cafeteria
95-1111 Makaikai Street,
Mililani, HI 96789

AGENDA

8:00 AM Registration/Review Handouts and Exhibits/Talk Story
8:30 AM Introductions
8:45 AM Orientation to the Public Review Draft, Handouts, Exhibits and Review Process
9:00 AM Review Handouts and Exhibits/Talk Story
9:15 AM Collection & Sharing of Comments on the Proposed Changes
10:15 AM Post Comments/Review Posted Comments
10:30 AM Collection & Sharing of Comments on Improvements to the Plan and/or Implementation
11:30 AM Post Comments/Review Posted Comments
11:45 AM Preliminary Response to Comments/Discussion
12:00 Noon Closing Remarks/Q & A
12:15 PM Informal Talk Story & Wrap up

NOTE: If you require special assistance, auxiliary aid and/or service to participate in this event (i.e. sign language interpreter, interpreter for language other than English, or wheelchair accessibility), please call 768-8000, or email your request to info@honoluludpp.org at least three business days prior to the event.

Central O'ahu Sustainable Communities Plan Review Process

o Review is required by the Ordinance that adopted the Plan in 2002
o Review Milestones
  • Community interviews began in 2007
  • Orientation Workshop held October 27, 2007
  • Discussion Groups (Agriculture, Transportation, Wahiawā) Jul – Sep 2008
  • Community Outreach Restart – January 31, 2013
  • Public Review Draft circulated for review and comments in January 2015
  • Deadline for public comments March 13, 2015
  • Final Plan scheduled to be sent to Planning Commission in June 2015
  • Opportunity to provide testimony at Planning Commission Hearing in September
  • Planning Commission recommendation will be sent to City Council
  • Opportunities to provide testimony at City Council meetings and Public Hearing
You are invited to participate in the public review of proposed revisions to the Central O‘ahu Sustainable Communities Plan. The revisions to the Plan have been prepared based on interviews, workshops, and research conducted since 2007.

Copies of the proposed revised Plan will be available shortly from the Department of Planning and Permitting in pdf format on the Department's Web page http://www.honoluluudpp.org/Planning/ and in hard copy and CD format from the Department offices (Fasi Municipal Building 7th Floor, 650 S. King Street). Please check the website for an announcement when the Plan is available.

A Public Review Draft Workshop will be held on February 14, 2015 at the Mililani Mauka Elementary Cafeteria from 8:00 am to 12:30 pm to collect comments on both the proposed changes and the implementation of the Plan since adoption in 2002. See the other side for more information.

The deadline to insure that comments on the Public Review Draft Plan get considered in preparing the final recommended revisions to the Plan is Mar. 13, 2015. We will gladly accept comments submitted after that deadline, but cannot insure that we will be able to inventory them and use them in preparing the revised Plan that will be sent to the Planning Commission. Any comments received after the deadline that are not included in our Review Report will be forwarded to the Planning Commission.

To provide comments and suggestions either before or after the Workshop, please contact Bob Stanfield at the Department of Planning and Permitting by

- Mail: 650 South King Street, 7th Floor, Honolulu, Hawaii 96813;
- E-mail: bstanfield@honolulu.gov;
- Fax: (808) 768-6743; or Voice mail: (808) 768-8051.

We also invite members of the community to submit testimony to the Planning Commission and the City Council after the Plan goes to the Planning Commission.
THE PURPOSE, PROCESS, AND FINDINGS OF THE REVIEW OF THE CENTRAL O‘AHU SUSTAINABLE COMMUNITIES PLAN

Background - In 1992, the City Charter was amended to change the definition of Development Plans from “relatively detailed” plans to “conceptual schemes” for implementing General Plan development objectives and policies.

As amended, the Charter says that the purpose of the Development Plans is to provide:

“priorities . . . [for the] coordination of major development activities”, and sufficient description of the “desired urban character and the significant natural, scenic and cultural resources” to guide zoning and “public and private sector investment decisions.”

Revision Program - In response to the City Charter amendments, the City began comprehensive revisions of the eight Development Plans. The revised Central O‘ahu Sustainable Communities Plan (Plan) was adopted as Ordinance 02-62 in 2002.

The adopted Plan vision for Central O‘ahu’s future is to:

- Protect agricultural lands and open space;
- Revitalize Waipahū and Wahiawā;
- Build master planned residential communities that support walking, biking, and transit use;
- Design communities to reduce automobile usage;
- Protect natural, cultural, and historic resources; and
- Provide adequate infrastructure to meet existing and new development.

Review Requirement – Ordinance 02-62 calls for a comprehensive review of all the elements of the Plan to begin five years after the adoption of the plan. The review is to

- Evaluate whether the vision, policies, guidelines, and implementing actions are still appropriate;
- Evaluate whether the purpose of the Plan’s development priorities is being achieved and if the priorities should be revised; and
- Evaluate the Community Growth Boundary to see if it is achieving its purpose.

The results of the Review and any recommended revisions to the Plan are to be sent to the Planning Commission for review and recommendation, and to the City Council for review and appropriate action.

Findings - As specified in the adopting ordinance and in the Plan, we addressed three basic questions in the review.

1. Are the Plan vision, implementing land use and infrastructure policies, and implementation methods still appropriate?

   Our finding is that overall, there is community support for the vision in the 2002 Plan. Community assessment of implementation is mixed. Both agencies and the private sector
have taken important steps: e.g., development of Central O‘ahu Regional Park, redevelopment at the Waipahū mill site and new development in Waipahū and Mililani Mauka. DPP has instituted procedures to align the development of transportation infrastructure and of new subdivisions, addressing the issue of concurrency. The decisions to build an elevated rail rapid transit system and do transit oriented development (TOD) planning for Waipahū have been well received. Still, stakeholders have serious concerns with regard to infrastructure concurrency and the protection of agricultural lands. These have been addressed in discussions and in changes proposed in the Plan.

2. Is the purpose of the Plan’s development priorities being achieved and should the priorities be revised?

The adopted Plan provides guidance for both public and private agencies in planning, financing, and constructing public facility investments and private developments. The Plan has provided the framework for implementing land use and infrastructure decisions. The priorities in the Plan do need to be revised to reflect actions taken since 2002 and emerging needs.

3. Is the Community Growth Boundary achieving the purpose envisioned in the 2002 Plan?

The Boundary has served to protect high quality agricultural lands and open space while including, island wide, sufficient land to meet urban development needs for the forseeable future. As a result, the Boundary should remain fixed through the 2035 planning horizon.

Revisions and Updates. The Public Review Draft Central O‘ahu Sustainable Communities Plan (PRD) includes proposed changes to update basic information and background materials and to improve Plan vision elements, policies, guidelines and implementing actions.

Members of the public and representatives of Federal, State, and City agencies are asked to review the proposed changes included in the PRD and provide comments and suggestions to the Department of Planning and Permitting by March 13, 2015.

Comments can be submitted at a February 14, 2015 Public Review Draft Workshop scheduled to be held at the Mililani Mauka Elementary School Cafeteria from 8:00 am to 12:30 pm.

Comments can also be submitted:

In writing to the
Department of Planning and Permitting
Attention Bob Stanfield
650 S. King Street, 7th Floor
Honolulu, Hawaii 96813

By phone to Bob Stanfield (808)768-8051; or

By email to Bob Stanfield (bstanfield@honolulu.gov)
How Well Has The Sustainable Community Plan Been Implemented?

The Central O’ahu Sustainable Communities Plan has six major elements. Our review resulted in the following preliminary findings.

<table>
<thead>
<tr>
<th>Vision Element</th>
<th>Preliminary Findings</th>
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<tbody>
<tr>
<td>1. Protect Agricultural Lands and Open Space</td>
<td>o Since adoption of the CO SCP in 2002, no agricultural or open space lands outside the Urban Community Boundary have been rezoned for urban use. (Over 10,000 acres of agricultural lands along Kunia Road, above Wahiawā, around Mililani and on the Waipi’o Peninsula are outside the Boundary.)&lt;br&gt; o 150 acres for an agricultural park located within the Urban Community Boundary at Royal Kunia was deeded to the State Department of Agriculture.&lt;br&gt; o The U.S. Army acquired a 1,400-acre area south of Schofield Barracks that had been zoned for agriculture, for use as a training area.&lt;br&gt; o Army Hawai’i Family Housing (now Island Palm Communities), a partnership of Actus Lend Lease with the U.S. Army, acquired a 1,925 acre parcel to the south of Schofield Barracks and west of Kunia Road. It is still zoned for agriculture, and part of the area is being used now by small farmers. However, some or all of the land may eventually be needed to meet demand for family housing at Schofield Barracks.&lt;br&gt; o 1,750 acres of agricultural lands north of Wahiawā held by the Galbraith Trust have been conveyed, with the help of the Trust for Public Lands, to the State. Most of the land will be reserved for agriculture.&lt;br&gt; o Patsy T. Mink Central O’ahu Regional Park opened in 2001, and is being developed to provide a diverse range of active and passive recreation facilities.&lt;br&gt; o The potential for creating the proposed Open Space Network which would link together open space areas with a network of paths and bikeways running in ravines and greenways still exists but the proposed linkages have not yet been accomplished.&lt;br&gt; o Linkages and park developments necessary to create the Waipahū Shoreline Park, which would link Waipahū with the Pearl Harbor Historic Trail, Pouhala Marsh wildlife sanctuary, and the Waipio Peninsula Soccer Park, have not advanced.&lt;br&gt; o The Waipahū Neighborhood TOD Plan calls for establishing links between transit stations in Waipahū and the Shoreline Park.</td>
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<tr>
<td>Vision Element</td>
<td>Preliminary Findings</td>
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<tr>
<td><strong>2. Revitalize</strong></td>
<td><strong>Waipahū and Wahiawā</strong></td>
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<tr>
<td>o</td>
<td>Between 2000 and 2010, non-construction jobs in Central O‘ahu increased by over 14,000, with 25 percent of the new jobs estimated to be in Waipahū and in Wahiawā.</td>
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<tr>
<td>o</td>
<td>Redevelopment of the Waipahū Mill site with the adaptive use of the Mill Building and construction of the Filipino Community Center helped re-establish the Mill site as a center of Waipahū activity.</td>
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<tr>
<td>o</td>
<td>New development in Waipahū has included two mid-rise affordable housing projects near the proposed Mokuola transit station and commercial/industrial development around the former Mill site.</td>
</tr>
<tr>
<td>o</td>
<td>The Waipahū Neighborhood TOD Plan was approved by the City in 2014. The Plan calls for transit oriented development for areas around the proposed Waipahū and West Loch transit stations. Proposed zoning to implement the Plan is being prepared by the Department for submittal to the Planning Commission and City Council in 2015.</td>
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<tr>
<td>o</td>
<td>In Wahiawā, community leaders have identified much of the town as a Neighborhood Revitalization Strategy Area and are planning for renovation and improvements. A Community Strengthening Program has been formulated and a Community Based Development Organization has been formed.</td>
</tr>
<tr>
<td>o</td>
<td>Far less new development has occurred in Wahiawā than in Waipahū or Mililani.</td>
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<tr>
<td>o</td>
<td>As a result of two Central O‘ahu Enterprise Zones established by the City Council and approved by the State in 1996, 14 businesses received tax rebates, exemptions and credits from the City and State in return for expanding employment opportunities in Waipahū or Wahiawā.</td>
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### Vision Element

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<thead>
<tr>
<th>3. Protect Natural, Cultural, and Historical Resources</th>
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<tr>
<td>o Protection of natural, historical and cultural resources has been included as a standard condition of land use approvals when significant resource impacts have been identified in environmental assessments.</td>
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<tr>
<td>o The importance of protection of and recharge of the Pearl Harbor aquifer is recognized in policy changes, programs, and projects proposed in the 2007 Central O’ahu Watershed Study.</td>
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<tr>
<td>o The Board of Water Supply has begun community outreach to produce a Central O’ahu Watershed Management Plan by 2017.</td>
</tr>
<tr>
<td>o The City has completed improvements to the Wahiawā Wastewater Treatment Plant which made it capable of producing R-1 quality recycled water. That water could be used to irrigate parks and some agricultural lands. However, State Department of Health certification as R-1 quality is pending.</td>
</tr>
<tr>
<td>o Kūkaniloko is being maintained by members of the Wahiawā Hawaiian Civic Club and Friends of Kūkaniloko. The lands surrounding Kūkaniloko will be held and managed by the Office of Hawaiian Affairs.</td>
</tr>
<tr>
<td>o The landmark Waipahū Mill Stack was retained and adaptive use made of mill buildings as part of the Waipahū YMCA complex.</td>
</tr>
<tr>
<td>o Historic plantation villages at Poamoho and Kunia continue with new ownership structures evolving to protect resident owners (Poamoho) and farm workers (Kunia). At Kunia, Hawaii Agricultural Research Center is promoting new agricultural uses for existing structures.</td>
</tr>
<tr>
<td>o The Plan calls for establishment of bikeways and historic train operations on the OR&amp;L corridor from Rainbow Marina in Aiea to Nānākuli. The existing bikeway runs on the OR&amp;L corridor from Rainbow Marina to Waipahū Depot Road. The State DOT plans to extend the existing bikeway from Waipahū on to ‘Ewa Plantation Villages.</td>
</tr>
<tr>
<td>o Extension of the historic train operation from ‘Ewa Plantation Villages to the Waipahū Cultural Park and to Rainbow Marina is not feasible due to the presence of energy pipelines buried in the rail bed.</td>
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</tbody>
</table>
### 4. Build Master Planned Communities that Support Walking, Biking and Transit Use

- More than 5,000 homes were added to Central O‘ahu between 2000 and 2010, 24% of O‘ahu's growth, most before 2008.
- Since then, housing development has continued, but has slowed to around 50 units per year due to economic conditions, build-out of Mililani Mauka, and legal challenges to entitlements for new development.
- Affordable housing units have been required in all major Central O‘ahu developments, resulting in construction of almost 8,600 units since 1984.
- No new town centers/Main Street areas have been established since 2002. The Koa Ridge project proposes to establish such a town center.
- Castle & Cooke's Koa Ridge Makai project has gained City approval of urban zoning.
- Three master planned communities have not begun construction:
  - Waiawa Ridge
  - Royal Kunia II, and
  - Koa Ridge Makai.

### 5. Design Communities to Reduce Automobile Usage

- New Express Buses and a hub-and-spoke system of collector buses were established.
- Since 2004, increased attention has been paid to ensuring that roadway master plans for new subdivisions support walking, biking, utility vehicle circulation, connectivity with adjacent areas, and transit usage.
- The City adopted a Complete Streets ordinance in 2012, and is establishing standards to ensure that streets provide safe access and mobility to all users.
- The Waipahū Neighborhood TOD Plan, adopted in 2014, calls for mixed use residential and commercial development within easy walking distance of two transit stations in Waipahū. Implementing zoning regulations are being prepared for submittal to the Council for approval.
<table>
<thead>
<tr>
<th>Vision Element</th>
<th>Preliminary Findings</th>
</tr>
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</table>
| 6. Provide Adequate Infrastructure | - State and County infrastructure development has continued, but providing transportation and schools capacity concurrently with residential development remains a challenge.  
- The City Department of Transportation Services has developed transit centers at Waipahu, Mililani and Wahiawa.  
- Since 2003, improved express bus service and the Zipper Lane have provided alternatives for the commute to Honolulu, but the quality of travel to and from town has not improved for most commuters.  
- The H-1 Contra-Flow project, scheduled to begin in 2010, was delayed by a lawsuit, but is now under construction.  
- The rail transit system is scheduled to begin running between East Kapolei and Ala Moana in 2019, and will provide substantial capacity as an alternative to commuting by auto.  
- A flyover to link H-2 and the Pearl Highlands rapid transit parking lot is planned to be built by 2020, allowing easy bus and auto access to the Pearl Highlands train station.  
- Renewable energy development is being explored at several sites, largely in the form of Photovoltaic (PV) installations. A demonstration plant for biofuel development from algae has been established by Phycal at Poamoho.  
- With little new housing construction under way, demand for new schools and other public facilities has slowed for the moment.  
- The DOE in 2012 established the Leeward O’ahu Impact District which includes the Koa Ridge, Waiawa, and Royal Kunia areas. All residential developers within the areas covered must contribute their fair share toward construction of new or expansion of existing schools, either under the terms of the impact district or the provisions of existing agreements required as a condition of zoning and enforced by the City.  
- Royal Kunia is within the area covered by the ‘Ewa Transportation Impact Fee Ordinance (since the Kunia Interchange project was eligible for funding under the ordinance). The ordinance is being reviewed, and a revision will be proposed to the Council.  
- Community Facility District financing for infrastructure for new development received preliminary Council approval for Gentry Waiawa, but was never used. |
Proposed Significant Changes to the
Central O‘ahu Sustainable Communities Plan

Chapter 2: The Vision for Central O‘ahu's Future

1. **Prime Ag Land Loss** is a necessary part of the General Plan growth management strategy that directs growth to Ewa and Central Oahu and away from rural O‘ahu 2-3

2. City policy is to save substantial amounts of agricultural land from urban development islandwide, and also **to nurture and strengthen the community of farmers** conducting agricultural and related activities on that land 2-3

3. Require Master Planned Communities to have **gathering places or "Main Street" areas** supported by existing or planned commercial or job centers 2-4, 2-19 also 3-55, 3-64 to 66

4. Use **Accessory Dwelling Units** to help provide affordable housing 2-4

5. Reduce automobile use by providing **Connectivity** 2-5, 2-19 also 3-55, 3-59, 3-61, 4-14 to 15

6. Reduce automobile use by seamlessly integrating bus service with rail service using local shuttles and Bus Rapid Transit to **connect Central O‘ahu communities to rail stations** 2-5

7. **Protect and Conserve Water Resources** 2-6, 2-21

8. Conduct **surveys to identify Historic and Cultural Resources** 2-6

9. **Completion of the Rail Transit System is critical** to providing adequate transportation infrastructure for Leeward O‘ahu 2-6 to 7, 2-19, 2-21

10. **Develop infrastructure needed to support diversified agricultural activities** in Central O‘ahu, including water system improvements, and creation of economic infrastructure like grower cooperatives, storage and distribution systems, and an expanded network of farmers’ markets 2-13

11. **Support military job centers in Central O‘ahu** as appropriate, consistent with the vision for Central O‘ahu 2-17

12. Develop master-planned communities that protect and expand green infrastructure, and conserve water and reduce water pollution through **use of low-impact development best practices**. 2-19
13. Develop master-planned communities that are complete communities providing jobs and amenities so that more residents can live, work, and play without needing to leave their community.  

14. **Hawaii’s Plantation Village** is a significant cultural resource to be preserved and enhanced.  

15. **Development Priorities** include:  
   a. **Revitalization of Waipahu through TOD**  
      also 3-32 to 33; 3-36 to 43  
   b. **Revitalization of Wahiawā through job centers supporting diversified agriculture, and** conducting research, developing technology, and providing services and products in support of age friendly communities  
      also 3-44 and 3-71  
   c. **Provision of adequate funding for infrastructure** through methods such as TIF and CFD  

**Chapter 3: Land Use Policies and Guidelines**  

1. **Retain drainageways as natural or man-made vegetated channels** that provide pedestrian and bike access where practical  

2. **Shoreline Setbacks** may be expanded to as much as 150 feet where justified by historic or adopted projections of coastal erosion rates  

3. Developers of new public and private projects in shoreline areas should **analyze possible impacts of sea level rise** on their project and incorporate appropriate measures  

4. Updated language re Patsy Mink Regional Park, Wahiawā Botanical Garden, and the Waipahū Shoreline Park Complex. 3-12 to13,  

5. **Delete language about golf course development requiring a "Community Integration Program"**  

6. **Clarify Park Land Standards per 1,000 residents**  

7. Clarify need for **Community-Based Parks** can be met either through public or private facilities  

8. Use **community-based parks as sites for farmer’s markets and community gardens**  

9. Use Xeriscaping to conserve water resources, favoring Hawaiian plants 3-21, 3-61, 3-68 to 69, 3-72

10. **Delete all references to Railway Operations on the OR&L Historic Railway Right-of-Way in Central O’ahu** 3-26 thru 3-28

11. Add a **new Section 3.5: Natural Resources** with policies for
   a. water conservation,
   b. wildlife habitat protection,
   c. ravine preservation for flood water storage role and potential as open space recreation resource,
   d. Pearl Harbor aquifer protection,
   e. identification of endangered species habitat,
   f. reduction of light pollution 3-30

12. **Update the Waipahū Town section to incorporate TOD planning** 3-31 thru 3-43

13. **Updates to the Wahiawā Town section** to add
   a. protection for the historic architectural character of the town,
   b. prohibition of urban development north of Wahiawā, and
   c. creation of job centers supporting Central O’ahu and North Shore diversified agricultural and age-friendly communities 3-44 to 45

14. Clarify **Off-Street Parking Guideline** for Wahiawā 3-48

15. Clarify **Protected Vistas for Wahiawā** 3-49

16. Delete **redundant Public Access Policy for Plantation Villages** 3-53

17. Add **City Affordable Housing policy** to Residential Communities section 3-54

18. Allow **Accessory Dwelling Units** to provide affordable housing and provide housing alternatives for seniors, young individuals, and young families 3-57

19. Modify **Medium Density Apartment guidelines** to reflect Waipahū TOD 3-58

20. Add **Complete Streets policy** to
   a. Residential Communities guidelines section 3-59
   b. Commercial Centers policy section 3-66
   c. Transportation Systems policy section 4-12

21. Provide **pedestrian pass-throughs or mid-block cross walks** if possible where blocks exceed 350 feet on a side 3-59

22. **Adopted Waipahū Neighborhood TOD Plan policies have precedence** over SCP policies, no need to amend SCP to resolve discrepancies 3-62

23. Permit **multi-family residential above the first floor in commercial retail centers** 3-64
24. Allow **heights up to 60 feet in Major Community Commercial Centers** where justified by community benefits

25. Require **master roadway plan design to provide transit access** for commercial developments with more than 1,000 sq ft or more than 10 workers

26. Require **view plane studies for industrial structures over 100 feet**

27. Expansion of **policy guidance for City-military relationships**

28. Clarify **applicability of City land use plans and regulations for private leases for private uses on Federal owned lands**

**Chapter 4: Public Facilities and Infrastructure Policies and Guidelines**

1. Provide **sites for bus transit centers and park-and-ride facilities** in new developments

2. Expand **Community-Level Street Standards** in Transportation System guidelines

3. Add **Water Resource Policies**
   a. Ensuring adequate supply
   b. Protecting lands above the 50 inch-isohyet which are critical to Pearl Harbor aquifer recharge
   c. Protecting against water contamination
   d. Supporting infiltration enhancement
   e. Promoting efficiency and conservation
   f. Requiring dual water lines
   g. Promoting use of recycling water recovered from wastewater
   h. Promoting capture and reclamation of stormwater

4. Revise policy on **use of recycled water recovered from treated effluent**

5. Add **clean energy policy** to Electrical Power Development policies

6. Add **solid waste planning consultation requirement** to Solid Waste Handling and Disposal policies

7. Amend Drainage Systems existing policy re natural and vegetated drainageways to **allow concrete-lined channels where no reasonable alternative exists**

8. Add **Drainage Systems policies** to
   Reduce sedimentation
   **and guidelines** to
   a. Address stream erosion problems
   b. Encourage and require best management practices for erosion reduction and storm water handling
c. Establish vegetated stream buffer zones 4-30
d. Control flooding in Waipahu 4-31

9. Update School Facilities policies and guidelines to include impact fee requirements 4-34 to 35

10. Add emergency shelter policies to Public Safety Facilities policy section 4-40
11. Delete reference to Koa Ridge Medical Park in Other Community Facilities Section 4-41
12. Add Antennas policies to Other Community Facilities Section 4-42

Chapter 5: Implementation

1. Update of Public Facility Investment Priorities 5-2
2. Replace existing language about Applications for Urban Uses
   Outside the Growth Boundary with statement that the Director should use power to deny zone change applications without submittal to the Planning Commission [per LUO Sec. 21-2-2.40-2(c)] to deny applications for urban uses for parcels outside the Community Growth Boundary. 5-6
3. Add procedures and requirements for Zone Change Environmental Assessment and Project Master Plans found in the Adopting Ordinance in the 2002 Plan so that the Plan is a more comprehensive reference. 5-6 to 5-10
4. Add statement recognizing precedents from recent Supreme Court cases concerning when EA may be required. 5-7
5. Delete outdated Sec. 5.6 Transition from the Current System 5-11
6. Update Sec. 5.8 Review and Revision of Development Codes 5-13
7. Add an Implementation Matrix 5-15 through 5-33

Appendix A: Conceptual Maps

1. Revise the Community Growth Boundary description A-3 to 4
2. Correct the description of the Historic Bikeway Corridor to remove references to historic rail operations on the Central O‘ahu segments of the OR&L Right-of-Way A- 5 to 6, A-13
3. Revise map details on all four of the conceptual maps
   Map A-1: Open Space Map A-17
   Map A-2: Urban Land Use Map A-19
   Map A-3: Public Facilities Map A-21
   Map A-4: Development Capacity Map A-23