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| A. Protect Agricultural Lands and Open Space | 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 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.)  
  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 many of the proposed linkages have not yet been completed.  
  o 150 acres for an agricultural park located within the Urban Community Boundary at Royal Kunia was deeded to the State Department of Agriculture.  
  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.  
  o 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.  
  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.  
  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.  
  o Linkages and park developments necessary to create the Waipahū Shoreline Park which would link Waipahū with the Pearl Harbor Historic Trail, Pōuhala Marsh wildlife sanctuary, and the Waipio Peninsula Soccer Park have not advanced.  
  o The proposed Waipahū Neighborhood TOD Plan calls for establishing links between transit stations in Waipahū and the Shoreline Park. |
### Vision Element Indicators of Implementation

**B.  Revitalize Waipahū and Wahiawā**

- 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 Waipahū and in Wahiawā.
- 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.
- 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 public review draft of the **Waipahū 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 Waipahū and West Loch transit stations.
- 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.
- 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.
### TABLE ES-1: VISION IMPLEMENTATION SUMMARY SCORECARD

**Vision Element:** Protect Natural, Cultural, and Historical Resources

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<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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<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>
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<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>
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<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>
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<td>o The landmark Waipahu Mill Stack was retained and adaptive use made of mill buildings as part of the Waipahu YMCA complex.</td>
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<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>
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<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>
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<td>• The existing bikeway runs on the OR&amp;L corridor from Rainbow Marina to Waipahu Depot Road. The State DOT is completing plans to extend the existing bikeway from Waipahu on to ‘Ewa Plantation Villages.</td>
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<td>• Extension of the historic train operation from ‘Ewa Plantation Villages to the Waipahu Cultural Park and to Rainbow Marina is not feasible due to the presence of energy pipelines buried in the railbed.</td>
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TABLE ES-1: VISION IMPLEMENTATION SUMMARY SCORECARD
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| D. Build Master Planned Communities that Support Walking, Biking and Transit Use and Provide Affordable Housing | - 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.  
- New Express Buses and a hub-and-spoke system of collector buses were established.  
- 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.  
- No new town centers and Main Street areas have been established since 2002. The Koa Ridge project proposes to establish such a center.  
- The proposed [Waipahū Neighborhood TOD Plan](#) calls for mixed use residential and commercial development within easy walking distance of two transit stations in Waipahū. Following adoption, implementing zoning regulations are to be prepared and submitted for approval by the Council.  
- Three master planned communities have not begun construction:  
  - Waiaawa Ridge  
  - Royal Kunia II, and  
  - Koa Ridge Makai.  
(Castle & Cooke's Koa Ridge Makai and their Waiaawa Ridge parcels still need City Council approval of urban zoning before they can proceed with development.) |
**TABLE ES-1: VISION IMPLEMENTATION SUMMARY SCORECARD**
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(continued) 1/18/2013

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| **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 Waipahu, Mililani and Wahiawa.  
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 Waipio 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. |