CENTRAL OAHU
SUSTAINABLE COMMUNITIES PLAN
VISION AND POLICIES DIGEST
(Plan Adopted December 20, 2002)

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, Waikele, 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
- Millilani 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 2.1: CENTRAL OAHU OPEN SPACE NETWORK

**Mountain and Agricultural Areas**
- Waianae Range Conservation District Lands
- Agricultural Lands along Kunia Road
- Agricultural Lands North of Wahiawa in Poamoho
- Agricultural Lands Surrounding Mililani
- Agricultural Lands in the Waipio Peninsula Blast Zone
- Military Training Areas (west of Schofield Barracks and East Range)
- Ko'olau Range Conservation District Lands

**Natural Gulches and Drainageways**
- Waiawa Stream
- Waikele Stream/Gulch
- Kipapa Stream/Gulch
- Panakauahi Gulch
- Waikakalaua Stream
- Kaukonahua Stream (North and South Forks)

**Shoreline Areas**
- Pearl Harbor access points
- Wetlands and Wildlife Habitats
  - Pouhala Marsh
  - Pearl Harbor Ponds

**Parks**
- Waipahu Cultural Garden Park
- Waipahu District Park
- Waipahu Shoreline Park (planned)
  including the Waipio Peninsula Soccer Park
- Central Oahu Regional Park (Waiola)
- Mililani District Park
- Mililani Mauka District Park
- Wahiawa State Freshwater Park
- Wahiawa Botanical Garden
- Wahiawa District Park

**Golf Courses**
- Ted Makalena
- Royal Kunia (built but not opened)
- Waikele
- Waiawa (2 courses planned)
- Hawaii Country Club
- Mililani
- Leileihua (military)
- Kalakaua (military)

**Green Way Corridors**
- Historic OR&L Railway/Pearl Harbor Historic Trail
- H-2 Freeway
- Kamehameha Highway (from Waipahu Street to Wahiawa)
- Meheula Parkway
- Wilikina Drive (from Kunia Road to Kaukonahua Stream)
• 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.
  o 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;
  o Avoid adverse impacts on natural resources or processes; and
  o 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 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
- Waikele Gulch Archaeological Sites
- Waikakalaua 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 Millilani High School, from Meheula Parkway near Keaolani Street, and from Millilani District Park
- The view of Diamond Head and Pearl Harbor from Millilani 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 Waikiki 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* (August 1998). 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.
  o Buildings in mixed-use zones may have ground/lower floors occupied by retail and service commercial uses.
  o Buildings in Waipahu should not exceed the lower of either 60 feet in height or the roof ridge line of the Waipahu Sugar Mill.
  o 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:
  o Defines the hierarchy of streets within the project and its relationship to the surrounding transportation network,
  o Indicates existing and proposed bus routes and specific measures to accommodate efficient transit service for as many households as possible;
  o Indicates any principal pedestrian and bicycle paths that are physically separated from roadways; and
  o Provides conceptual street tree plans.

• Identify potential transit routes such that
  o There are two different access points aligned for optimal route operational efficiency;
  o At least 85% of all proposed residential units are within ¼ mile of a proposed transit stop (except where topography does not allow);
  o All commercial development larger than 1,000 sq. ft., and all employment sites with more than 10 employees are within ¼ mile of a transit stop; and
  o 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, Mililani 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 Waialua 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.
- 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 Waiawa.
- Maintain industrial areas oriented to small businesses providing consumer services within Wahiawa (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:
  o Waipahu Street,
  o the Village Park connector between Village Park and Waipahu,
  o Hikimoe Street,
  o Waipahu Depot Road,
  o Meheula Parkway,
  o Kilani Avenue, and
  o 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:
  o Provide adequate access between jobs, shopping, and recreation centers in Central Oahu;
  o Provide improved access to and from adjacent areas, with special emphasis on access to the employment centers in Ewa; and
  o Provide adequate capacity for peak-hour commuting to work in the PUC.

- **Reduction in Automobile Use** – To reduce reliance on private autos:
  o Provide separated pedestrian and bike paths
  o Provide convenient routes for transit service.
  o Design streets in new developments to provide for bus pullouts and to encourage walking.
  o Provide supporting facilities and amenities for pedestrian, bicycle, and public transit use.
  o Preserve the land necessary to develop a dedicated transit right-of-way on Farrington Highway.
  o 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:
  o Increased use of transit; and
  o 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 Hono'uliuli 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 SUSTAINABLE COMMUNITIES PLAN

Map A2: Urban Land Use

Department of Planning and Permitting

CO SCP Digest: Appendix A

Page 35 of 37