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 Wahiwā;
- 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 foreseeable 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.

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| 1. 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 use. (Over 10,000 acres of agricultural lands along Kunia Road, above Wahiawā, around Miliiani and on the Waipi‘o Peninsula are outside the Boundary.)  
- 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 that had been zoned for agriculture, for use as a training area.  
- 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.  
- 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.  
- 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.  
- 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 Waipahū Neighborhood TOD Plan calls for establishing links between transit stations in Waipahū and the Shoreline Park. |
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| 2. Revitalize Waipahū and Wahiawā | o 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.  
o 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.  
o 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.  
o 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.  
o 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.  
o Far less new development has occurred in Wahiawā than in Waipahū or Mililani.  
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 Waipahū or Wahiawā. |
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| 3. Protect Natural, Cultural, and Historical Resources | 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.  
  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*.  
  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 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.  
  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.  
  o The landmark Waipahū Mill Stack was retained and adaptive use made of mill buildings as part of the Waipahū YMCA complex.  
  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.  
  o The Plan calls for establishment of bikeways and historic train operations on the OR&L corridor from Rainbow Marina in Aiea to Nānākuli. The existing bikeway runs on the OR&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.  
  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. |
### Vision Element

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| 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. |
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| 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 Waipahū, Mililani and Wahiawā.  
- 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 law suit, 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. |