MEMORANDUM

TO: Arthur D. Challacombe, Chair
    and Members of the Planning Commission

FROM: Kathy K. Sokugawa, Acting Director
       Department of Planning and Permitting

SUBJECT: Amendment to the ‘Ewa Development Plan (2013)

The Department of Planning and Permitting (DPP) is pleased to submit for your review a report and recommendation for an amendment to the ‘Ewa Development Plan (2013) (‘Ewa DP).

After a thorough assessment of the East Kapolei Neighborhood Transit-Oriented Development Plan (EKNTOD), it was determined that an amendment to the ‘Ewa DP would be necessary in order to address a small number of inconsistencies between the two plans.

We believe the proposed amendment will not only address the inconsistencies and create greater alignment between the ‘Ewa DP and EKNTOD, but the proposed amendment also works to further support the goals and objectives of the O‘ahu General Plan.

Should you have any questions, please contact Katherine B. Hernandez, of our staff, at 768-8861 or k.hernandez@honolulu.gov.

Enclosure
A. Proposal. The Department of Planning and Permitting (OPP) has initiated an amendment to the 'Ewa Development Plan ('Ewa DP) in order to create consistency with the development guidelines prescribed in the East Kapolei Neighborhood Transit-Oriented Development Plan (EKNTOD Plan). The proposed amendment (see Attachment 1) also gives further support to the City and County of Honolulu's (City) goals related to Transit-Oriented Development (TOD), Affordable Housing, and rapid transit.

The proposed amendment is targeted in scope and focuses on the potential for increased development opportunities in the areas surrounding the 'Ewa region's three existing rail transit stations. As a community-based planning effort, the EKNTOD Plan identifies areas where an increase from the existing height limit of 90 feet to a bonus height of 120 feet with the provision of community benefits is supported (see Table 1).

Table 1. Existing and Proposed Building Height Limits in the 'Ewa DP

<table>
<thead>
<tr>
<th>Residential Category</th>
<th>Density (Housing Units)</th>
<th>Building Height</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential</td>
<td>5-12/acre</td>
<td>Not over two stories</td>
</tr>
<tr>
<td>Low Density Apartment</td>
<td>10-30/acre</td>
<td>Not over three stories</td>
</tr>
<tr>
<td>Medium Density Apartment</td>
<td>25-90/acre</td>
<td>Not over 90 ft¹</td>
</tr>
</tbody>
</table>

¹Building Heights up to 150 feet allowed in City of Kapolei and Ko Olina

<table>
<thead>
<tr>
<th>Residential Category</th>
<th>Density (Housing Units)</th>
<th>Building Height</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential</td>
<td>5-12/acre</td>
<td>Not over two stories</td>
</tr>
<tr>
<td>Low Density Apartment</td>
<td>10-30/acre</td>
<td>Not over three stories</td>
</tr>
<tr>
<td>Medium Density Apartment</td>
<td>25-90/acre</td>
<td>Not over 90 ft¹,²</td>
</tr>
</tbody>
</table>

¹Building Heights up to 150 feet allowed in City of Kapolei and Ko Olina
²Building heights up to 120 feet may be allowed in the TOD Special District with the provision of community benefits
For clarity, as well as to further support the Honolulu Rapid Transportation Project's (HRTP) construction of Oahu's rail transit system, the proposed amendment also amends and incorporates language that directly references the rail transit stations and the elevated rail transit line.

Similarly, these references are also amended in the 'Ewa DP's Conceptual Maps to reflect the increase in development potential in transit nodes with existing rail transit stations along the elevated rail transit line. Elements of the Conceptual Maps have also been amended to distinguish between elements of the rail transit system that are existing or future.

B. **Background.** Pursuant to Section 6 of the Revised Charter of the City and County of Honolulu (Revised Charter), the OPP is the responsible agency for the preparation of the City's development plans. Development plans set forth a future vision and desired pattern of future growth and development for the City and serve as high-level policy documents intended to guide the City's zoning, regulations, and investment decisions. Section 6-1509 of the Revised Charter determines that these development plans shall promote the formation of smart and sustainable communities and consist of conceptual schemes through which this is accomplished.

The current 'Ewa DP sets forth the vision for the 'Ewa region, extending out to the year 2035 and beyond. It is the result of a community-based effort to determine how growth and development should occur within the 'Ewa region and in the context of the island. As the responsible agency for the 'Ewa DP, the OPP must, pursuant to Section 24-3.5 of the Revised Ordinances of Honolulu (ROH), consider the extent to which proposed development is consistent with its vision, policies, and guidelines. This includes reviewing of Special Area Plans, such as the EKNTOD Plan, which are intended to support the long-term vision of the 'Ewa region through defining and implementing more specifically the growth and development of a prescribed area.

The OPP assessed the EKNTOD Plan for consistency with the 'Ewa DP and finds that the EKNTOD Plan is generally in alignment with the vision for the 'Ewa region; specifically in the key elements of the development of residential communities that are supportive of non-automotive travel and by furthering the development of the Secondary Urban Center. The proposed amendment revisions will bring the EKNTOD Plan and the 'Ewa DP closer together in terms of areas for proposed increase in height and density.

The assessment also determined that the 'Ewa DP text and conceptual maps should reflect clearer and more consistent development guidelines. Language that aligns with adopted City Ordinances that support the implementation of mass transit (Ordinance No. 07-001), TOD (Ordinance No. 09-04), and Affordable Housing (Ordinance No. 18-10) are also included in the proposed amendments.

C. **Public Agency Notification/Comments.** On February 6, 2020, a Request for Comments (RFC) was mailed to the listed City, State, and Federal agencies. The RFC also
For clarity, as well as to further support the Honolulu Rapid Transportation Project’s (HRTP) construction of Oahu’s rail transit system, the proposed amendment also amends and incorporates language that directly references the rail transit stations and the elevated rail transit line.

Similarly, these references are also amended in the ‘Ewa DP’s Conceptual Maps to reflect the increase in development potential in transit nodes with existing rail transit stations along the elevated rail transit line. Elements of the Conceptual Maps have also been amended to distinguish between elements of the rail transit system that are existing or future.

B. **Background.** Pursuant to Section 6 of the Revised Charter of the City and County of Honolulu (Revised Charter), the OPP is the responsible agency for the preparation of the City's development plans. Development plans set forth a future vision and desired pattern of future growth and development for the City and serve as high-level policy documents intended to guide the City's zoning, regulations, and investment decisions. Section 6-1509 of the Revised Charter determines that these development plans shall promote the formation of smart and sustainable communities and consist of conceptual schemes through which this is accomplished.

The current ‘Ewa DP sets forth the vision for the ‘Ewa region, extending out to the year 2035 and beyond. It is the result of a community-based effort to determine how growth and development should occur within the ‘Ewa region and in the context of the island. As the responsible agency for the ‘Ewa DP, the OPP must, pursuant to Section 24-3.5 of the Revised Ordinances of Honolulu (ROH), consider the extent to which proposed development is consistent with its vision, policies, and guidelines. This includes reviewing of Special Area Plans, such as the EKNTOD Plan, which are intended to support the long-term vision of the ‘Ewa region through defining and implementing more specifically the growth and development of a prescribed area.

The OPP assessed the EKNTOD Plan for consistency with the ‘Ewa DP and finds that the EKNTOD Plan is generally in alignment with the vision for the ‘Ewa region; specifically in the key elements of the development of residential communities that are supportive of non-automotive travel and by furthering the development of the Secondary Urban Center. The proposed amendment revisions will bring the EKNTOD Plan and the ‘Ewa DP closer together in terms of areas for proposed increase in height and density.

The assessment also determined that the ‘Ewa DP text and conceptual maps should reflect clearer and more consistent development guidelines. Language that aligns with adopted City Ordinances that support the implementation of mass transit (Ordinance No. 07-001), TOD (Ordinance No. 09-04), and Affordable Housing (Ordinance No. 18-10) are also included in the proposed amendments.

C. **Public Agency Notification/Comments.** On February 6, 2020, a Request for Comments (RFC) was mailed to the listed City, State, and Federal agencies. The RFC also
included a notice of a public meeting to be held on February 20, 2020 at the DLNR Hale Pono'i.

Agencies that submitted written comments are identified with a plus sign (+). Agencies that have submitted no comments or no objections are identified with an asterisk (*).

1. City Agencies:
   Board of Water Supply (BWS)+
   Department of Budget and Fiscal Services (BFS)*
   Department of Community Services (DCS)*
   Department of Emergency Management (DEM)*
   Department of Design and Construction (DOC)*
   Department of Environmental Services (DES)*
   Department of Facility Maintenance (DFM)+
   Department of Parks and Recreation (DPR)*
   Department of Transportation Services (DTS)+
   Department of Land Management (OLM)*
   Honolulu Authority for Rapid Transportation (HART)*
   Honolulu Emergency Services Department (HESD)*
   Honolulu Fire Department (HFD)+
   Honolulu Police Department (HPD)+
   Neighborhood Commission Office (NCO)*

2. State Agencies:
   Department of Education (DOE)+
   Department of Hawaiian Home Lands (DHHL)*
   Department of Land and Natural Resources (DLNR)*
      State Historic Preservation Division (SHPD)*
   Department of Transportation (DOT)+
   Hawaii Community Development Authority (HCDA)*
   Hawaiian Housing Finance and Development Corporation (HHFDC)*
   Oahu Metropolitan Planning Organization (OMPO)*
   Office of Hawaiian Affairs (OHA)*
   Office of Planning (OP)+
   University of Hawaii (UH)*
      University of Hawaii at West Oahu (UHWO)+

3. Federal Agencies:
   14th Coast Guard District*
   Federal Aviation Administration (FAA)*
   U.S. Fish and Wildlife Service+

All written responses received prior to the signing of this report are included in their entirety in Attachment 2. Comments received after the signing of this report will be transmitted separately to the Planning Commission or the City Council for their consideration. A summation of the comments received and the DPP's response can be found in Attachment 3. A summation of the significant comments and the DPP's responses are below.
• The DP is too specific. -

The OPP appreciates that there are policies identified in the 'Ewa DP that are more specific than required. Development Plans do not typically include reference to specifically passed ordinances, functional and special area plans, as they are intended to be the vision and guide for future growth and development and therefore guiding any subsequent legislation. References to ordinances and plans will be reviewed and considered when the 'Ewa DP undergoes a full revision.

• Requests for clarity in use of language related to the rail transit system and requests for the use of terms such as TOD District and TOD area to be included. -

  o The proposed amendment replaces all uses of the term "rapid", particularly in reference to the transit corridor, with "rail." This is intended to be clear that the mass transit supported by the 'Ewa DP is the rail transit system.

  o For greater clarity and understanding of the terminology used in the text, definitions have been included in the Glossary:

    Rail Transit Station: A dedicated rail transit facility providing passengers access to high speed rail service on the elevated rail transit line.

    Elevated Rail Transit Line: A rail line raised above ground for high speed rail service in urban areas.

Changes to the Public Facilities Map and the Phasing Map have also been made to identify these rail transit system elements.

  o The term transit node is used as a unifying concept to describe mixed-use development surrounding rail transit stations. Rail transit station areas, while intended to be developed as mixed-use developments, are to signify areas in the 'Ewa DP that have existing rail transit stations and therefore distinguishing the limited area where the proposed building height increase is targeted.

• Suggestions to insert TOD areas, the TOD District, and the EKNTOD Plan into the proposed amendment's text and conceptual maps. -

  o Development Plans do not typically include reference to special area plans. The 'Ewa DP utilizes the organizing concept of a transit node to indicate where greater density and mixed-use development is supported; this is intended to identify where TOD-style developments are encouraged. The OPP appreciates the desire to include more specific nomenclature to the targeted areas, however it is the role of the EKNTOD Plan to further implement the 'Ewa DP through its specific guidelines. A review of terminology used to distinguish areas with development potential due to rail will occur when the 'Ewa DP
undergoes a full revision. Associated changes to the conceptual maps will also occur at that time.

- Suggestions to amend the conceptual maps to better identify the location of roads, parks, and DOE schools.
  - Changes to the conceptual maps have been made to not only identify the proposed greenway in the Ho'opili area, but to also identify the proposed parks of district and regional park size in Ho'opili.
  - Changes to the Conceptual Maps have been made to better identify the locations of future DOE Schools.

D. Community and Property Owner Notifications/Comments. The OPP announced the proposed amendment to the 'Ewa DP at the Makakilo/Kapolei/Honokai Hale Neighborhood Board No. 34 on January 22, 2020, and the Ewa Neighborhood Board No. 23 on February 13, 2020.

Community organizations and landowners were notified via mail on February 6, 2020 with an RFC that included a notice of a public meeting to be held on February 20, 2020 at the DLNR Hale Pono'i. Landowners in the proposed EKNTOD Plan area, which is the area the proposed amendment, seeks to create consistency; impacted are primarily State agencies and D.R. Horton.

Landowners and community organizations that submitted comments are identified with a plus sign (+). Landowners and community organizations that submitted no comments or objections are identified with an asterisk (*).

1. Landowners and Stakeholders
   - DOE+
   - DHHL*
   - DLNR*
   - D.R. Horton*
   - HART*
   - UHWO+

2. Community Organizations
   - Ewa Neighborhood Board No. 23*
   - Makakilo/Kapolei/Honokai Hale Neighborhood Board No. 34*
   - Aha Moku Advisory Committee*
   - Association of Hawaiian Civic Clubs*
   - Ewa By Gentry Community Association*
   - Friends of Makakilo*
   - Hawaii Wildlife Center*
   - Hawaiian Railway Society*
   - Honokai Hale - Nanakai Gardens Community Association*
   - Makakilo Community Association*
   - Malama Kai Foundation*
   - Palehua Community Association*
   - Surfrider Foundation Oahu Chapter*
   - West Loch Estate Community Association*
West Loch Fairway Homeowners Association

Five of the six landowners in the area are State agencies. As the submitted comments by landowners are State agencies, the summation of the comments received and the DPP's response are also included in Attachment 3.

E  State Land Use Legislation Considerations.

1. Chapter 226 HRS; Hawaii State Planning Act. The proposed amendment is consistent with the State of Hawaii (State) long-term goals, objectives, policies, and priority guidelines outlined in Section 226, HRS.

Pursuant to Section 226-5(b)(1), the proposed amendment supports the management of population growth statewide in a manner that provides increased opportunities for Hawaii's people by directing growth and development in areas of priority determined by the City. In the 'Ewa region, this area is identified as the Secondary Urban Center and its surrounding area.

Pursuant to Section 226-13(a)(7), the proposed amendment encourages urban developments in close proximity to existing services and facilities and therefore supports density around the existing rail transit stations and elevated rail transit line in the EKNTOD Plan area.

2. Chapter 205 HRS; Land Use Commission. The proposed amendment only affects areas that are within the State Land Use Urban District. Lands within the Urban District in the 'Ewa region are determined to be "lands that are now in urban use and a sufficient reserve area for foreseeable urban growth". The impacted area is consistent with Section 205-2(b), HRS, making the proposed amendment consistent with the purpose of the Urban District.

F. City Land Use Legislation Considerations.

1. Oahu General Plan (amended October 3, 2002); Resolution 02-205, CD1. The proposed amendment adheres to the General Plan objectives and policies, including the following:

   Population, Objective C:

   "To establish a pattern of population distribution that will allow the people of Oahu to live and work in harmony."

   Policy 2: "Encourage development within the Secondary Urban Center at Kapolei and the Ewa and Central Oahu urban-fringe area to relieve developemental pressure in the remaining urban-fringe and rural areas and to meet housing needs not readily available in the primary urban center".

   The proposed amendment to the 'Ewa DP is consistent by the continued support of the development of a variety of housing within the vicinity of the Secondary Urban Center at Kapolei and maintaining the desired population distribution of Oahu.
Transportation & Utilities, Objective D:

"To maintain transportation and utility systems which will help Oahu continue to be a desirable place to live and visit."

Policy 2: "Use the transportation and utility systems as a means of guiding growth and the pattern of land use on Oahu."

The proposed amendment supports this policy by creating the potential for greater housing and commercial development within rail transit station areas and along the rail transit corridor.

2 Proposed Revised Oahu General Plan; Resolution No. 20-044. A proposed Revised Oahu General Plan is currently before the Honolulu City Council (City Council). The proposed amendment also adheres to these objectives and policies, including the following:

Housing & Communities, Objective A:

"To ensure a balanced mix of housing opportunities and choices for all residents at prices they can afford."

Policy 12: "Promote higher density, mixed-use development where appropriate, including rail transit-oriented development, to increase the supply of affordable and market homes convenient to jobs, shops and public transit."

The proposed amendment supports this policy by directing mixed-use development in rail transit station areas and along the elevated rail transit line.

Transportation and Utilities, Objective A:

"To create a multi-modal transportation system which moves people and goods safely, efficiently, and at a reasonable cost and minimizes fossil fuel consumption and greenhouse gas emissions; serves all users, including limited income, elderly and disabled populations; and is integrated with existing and planned developments."

Policy 2: "Provides multi-modal services to people living within the 'Ewa, Central O'ahu, and Pearl City-Hawai'i Kai corridors primarily through a mass transit system including exclusive right-of-way rail transit and feeder-bus components as well as through the existing highway system."

The proposed amendment includes language and terminology that show support of mass transit in the form of the "exclusive right-of-way rail transit" by directly identifying elements of the rail transit system: the rail transit stations and the elevated rail transit line. The current 'Ewa DP does not include explicit rail transit terminology.
G. **Recommendations.** The proposed amendment to the 'Ewa DP was found to be consistent with State and City land use plans and policies. The Director of the OPP, therefore, recommends that the proposed amendment be **APPROVED** as shown in Exhibit A of the Bill for an Ordinance (Attachment 4).

Dated at Honolulu, Hawaii this 10\textsuperscript{th} day of July, 2020.

DEPARTMENT OF PLANNING AND PERMITTING  
CITY AND COUNTY OF HONOLULU  
STATE OF HAWAII

By ________________________________  
Kathy K. Sokugawa  
Acting Director

Attachments
Attachment 1
Proposed Amendment to the ‘Ewa Development Plan
<table>
<thead>
<tr>
<th>No.</th>
<th>Page</th>
<th>Section</th>
<th>Proposed Text and/or Map Changes</th>
</tr>
</thead>
</table>
| 1.  | 2-5  | 2. The Vision for ‘Ewa’s Future  
2.1 Vision Statement | **Build Master Planned Residential Communities That Support Walking, Biking, and Transit Use**  
Communities Designed to Reduce Automobile Use |
|     |      |         | An elevated rapid rail transit system line will be developed on the rapid transit corridor. The first segment of the rapid elevated rail transit system line will start near the proposed Salvation Army Kroc Center on Kualaka‘i Parkway and continue on to Waipahu along Kualaka‘i Parkway and Farrington Highway. Sufficient land will be reserved to allow extension of the elevated rail transit line system through Kālearedo to the City of Kapolei, ending near the intersection of Kapolei Parkway and the planned extension of Hānu‘a Street. See Appendix A: Public Facility Map, and Phasing Map. |
| 2.  | 2-6  | 2. The Vision for ‘Ewa’s Future  
2.1 Vision Statement | **Provide Adequate Infrastructure to Meet the Needs of New and Existing Development** |
|     |      |         | Completion of the first increment of the elevated rail fixed guideway transit system line (from East Kapolei to Ala Moana Shopping Center) is critical to the O‘ahu General Plan policy of relieving development pressure elsewhere on O‘ahu by developing the Second City and the Urban Fringe in ‘Ewa. It is needed to provide an effective and reliable alternative to commuting by auto for a significant numbers of commuters by 2020. Without the project, traffic delays for ‘Ewa commuters would increase by 46% compared to today according to the Honolulu High-Capacity Transit Corridor Project Environmental Impact Statement (p. 3-28). |
| 3.  | 2-18 | 2. The Vision for ‘Ewa’s Future  
2.2.7 Communities Designed to Support Non-Automotive Travel | The master planned residential communities will be designed or redeveloped to support pedestrian and bike use within the community and transit use for trips both within and outside of the community. These communities will be further supported by the establishment of the Transit-Oriented Development (TOD) Special District in rail transit station areas, which requires the land use and design of these areas to encourage transit ridership and the use of multimodal transportation.  
Connectivity will be established within subdivisions by use of block and street standards and between subdivisions by establishing and implementing a 1/4 mile collector/connector master road plan, where permitted by terrain.  
As the elevated rail transit line built on the east-west Rapid Transit Corridor will link Kapolei West, the City of Kapolei, the University of Hawai‘i-West O‘ahu UHWO campus, Waipahu, Leeward Community College, and the Primary Urban Center PUC. Medium density residential development will be built along the corridor within walking distance of the rail transit stations. |
<table>
<thead>
<tr>
<th>No.</th>
<th>Page</th>
<th>Section</th>
<th>Proposed Text and/or Map Changes</th>
</tr>
</thead>
</table>
| 4.  | 2-19 | 2. The Vision for 'Ewa’s Future - Exhibit 2.3, Existing and New Master Planned Communities | *Edited Legend of exhibit (map image):*  
*P East Kapolei (Ho’opili)*  
*T UHWO UH WOC*  
*Refer to Attachment 1.* |
| 5.  | 2-20 | 2. The Vision for 'Ewa’s Future 2.2.7 Communities Designed to Support Non-Automotive Travel | Medium density residential and commercial mixed-use development will be developed at eight *transit nodes* whose general locations are indicated on the *Public Facilities Map Urban Land Use Map* in Appendix A. |
| 5.  | 2-20 | 2. The Vision for 'Ewa’s Future 2.2.7 Communities Designed to Support Non-Automotive Travel | The first segment of the *rapid elevated rail transit system line* will start near the *proposed* Salvation Army Kroc Center on Kualaka‘i Parkway and continue on to Waipahu along Kualaka‘i Parkway and Farrington Highway. Sufficient *right-of-way* will be reserved for the extension of the establishment when needed in the future of an elevated rail *rapid transit line system along a route* which would extend *system through Kalaeloa to the City of Kapolei in the west, ending near the intersection of Kapolei Parkway and the planned extension of Hanu‘a Street continuing on to the PUC in the east*. Such a system will require a 28- to 32-foot right of way along the route and a 75-foot right-of-way at the *rail transit station sites* (at the transit nodes). |
| 6.  | 3-44 | 3 Land Use Policies 3.9 Existing and Planned Residential Communities 3.9.1 General Policies | • *Higher Density Housing Along the Rapid Transit Corridor* - To promote use of the elevated rail *mass transit line*, develop higher-density residential use along the *a major rapid transit corridor* linking Kapolei with Waipahu and *Primary Urban Center PUC communities* to the east. *Medium Density Apartment and Commercial uses* should be developed at greater densities at the eight transit nodes. Each transit node *would generally cover areas influenced by a rail transit station, 1/4 mile radius (about a five minute walking distance) around a rail major transit stop station*. Develop areas along the rapid transit corridor at housing densities of 25 units per acre, with greater densities encouraged within the eight transit nodes. See the *Urban Land Use Map* and the *Public Facilities Map* in Appendix A for the location of the eight *transit nodes*. |
| 7.  | 3-44 | 3 Land Use Policies 3.9 Existing and Planned Residential Communities 3.9.1 General Policies | • *Affordable Housing – Addressing affordable housing needs continues to be a high priority given the persistent shortage*. Require that *thirty 30 percent* of housing units in new residential developments on lands with existing *Unilateral Agreements (UAs)* be affordable to low and low-moderate income households. *Residential development that occurs on lands without existing UAs may be subject to the Affordable Housing Requirement (AHR).* |
8. 3-45 3 Land Use Policies 3.9 Existing and Planned Residential Communities 3.9.1. General Policies

Community Benefits Bonus (CBB) – To further achieve the desired urban form and character of development in the Secondary Urban Center, developments proposed in the TOD Special District may exceed the baseline level of floor area ratio (FAR) and/or building height in exchange for providing commensurate community benefits. CBBs for developments proposed in the TOD Special District must be in alignment with the vision and general policies and guidelines contained in this Plan.

9. 3-46 3 Land Use Policies 3.9 Existing and Planned Residential Communities 3.9.1 General Policies

Table 3.4 Density and Height Guidelines by Residential Category

<table>
<thead>
<tr>
<th>Residential Category</th>
<th>Density (Housing Units)</th>
<th>Building Height</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential</td>
<td>5-12/acre</td>
<td>Not over two stories</td>
</tr>
<tr>
<td>Low Density</td>
<td>10-30/acre</td>
<td>Not over three stories</td>
</tr>
<tr>
<td>Apartment</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Medium Density</td>
<td>25-90/acre</td>
<td>Not over 90 ft¹,²</td>
</tr>
<tr>
<td>Apartment</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

¹ Building heights up to 150 feet allowed in City of Kapolei and Ko Olina
² Building heights up to 120 feet may be allowed in the TOD Special District with the provision of community benefits.

10. 3-48 3 Land Use Policies 3.9 Existing and Planned Residential Communities 3.9.2. Guidelines

Medium Density Apartment

Height

- Limit building heights to not exceed 150 feet in the City of Kapolei and the Ko Olina Resort, up to 120 feet in the TOD Special District with the provision of community benefits, and 90 feet elsewhere. Taller building heights are intended to allow higher densities, create variation in the cityscape, give a visual sign of transit nodes, and identify the City of Kapolei's importance as a regional center.
### TABLE 3.5  GUIDELINES FOR APPROPRIATE ZONING

<table>
<thead>
<tr>
<th>Land Use Designation</th>
<th>Appropriate Zoning Districts</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Park, Golf Course, Preservation/ Conservation Military Training Area</strong></td>
<td></td>
</tr>
<tr>
<td>P-2 if in State Urban or Agriculture District</td>
<td></td>
</tr>
<tr>
<td>P-1 if in State Conservation District; otherwise P-2</td>
<td></td>
</tr>
<tr>
<td>F-1</td>
<td></td>
</tr>
<tr>
<td><strong>Agriculture</strong></td>
<td></td>
</tr>
<tr>
<td>AG-1 for all areas except where there is a predominant pattern of lots under 5 acres in size</td>
<td></td>
</tr>
<tr>
<td>AG-2 for areas where lots are under 5 acres in size</td>
<td></td>
</tr>
<tr>
<td><strong>Residential and Low Density Apartment</strong></td>
<td></td>
</tr>
<tr>
<td>R-5, R-7.5, R-10 for conventional single-family subdivisions</td>
<td></td>
</tr>
<tr>
<td>R-3.5 if identified by Project Master Plan for innovative small lot site design</td>
<td></td>
</tr>
<tr>
<td>A-1 for low-rise flats, apartments, and townhouses</td>
<td></td>
</tr>
<tr>
<td>A-2 if identified by Project Master Plan for medium density apartment development</td>
<td></td>
</tr>
<tr>
<td>AMX-1, AMX-2 if within 1/4 mile of a rail transit station area node</td>
<td></td>
</tr>
<tr>
<td><strong>Medium Density Apartment</strong></td>
<td></td>
</tr>
<tr>
<td>A-2, A-3</td>
<td></td>
</tr>
<tr>
<td>AMX-2, AMX-3 if within 1/4 mile of a rail transit station area node</td>
<td></td>
</tr>
<tr>
<td>BMX-3 within a rail transit station area</td>
<td></td>
</tr>
<tr>
<td><strong>Commercial Centers</strong></td>
<td></td>
</tr>
<tr>
<td>B-2 with limits on floor area for office use for all types of centers except Neighborhood Commercial Centers</td>
<td></td>
</tr>
<tr>
<td>B-1 for Neighborhood Commercial Centers (not shown on Urban Land Use Map)</td>
<td></td>
</tr>
<tr>
<td>B-2, BMX-3, Resort for the Ko Olina Marina Mixed Use area</td>
<td></td>
</tr>
<tr>
<td><strong>Town Center</strong></td>
<td></td>
</tr>
<tr>
<td>B-2, BMX-3</td>
<td></td>
</tr>
<tr>
<td>A-1, A-2</td>
<td></td>
</tr>
<tr>
<td>I-1, IMX-1 in fringe areas where present use is predominantly service industrial</td>
<td></td>
</tr>
<tr>
<td><strong>Resort</strong></td>
<td></td>
</tr>
<tr>
<td>Resort</td>
<td></td>
</tr>
<tr>
<td><strong>Technology Park</strong></td>
<td></td>
</tr>
<tr>
<td>New zoning category designed specifically for this use; for interim, retain the existing IMX-1 and B-2 zoning with use limitations as specified in the UA.</td>
<td></td>
</tr>
<tr>
<td><strong>Industrial</strong></td>
<td></td>
</tr>
<tr>
<td>I-2 for heavy industrial areas in Barbers Point Industrial Area I-1, IMX-1 for service industrial areas near City of Kapolei and master-planned communities I-3 in vicinity of Barbers Point Deep Draft Harbor and of Hoakalei Marina</td>
<td></td>
</tr>
<tr>
<td>No.</td>
<td>Page</td>
</tr>
<tr>
<td>-----</td>
<td>------</td>
</tr>
<tr>
<td>12.</td>
<td>3-68</td>
</tr>
<tr>
<td>13.</td>
<td>3-72</td>
</tr>
<tr>
<td>14.</td>
<td>4-8</td>
</tr>
<tr>
<td>15.</td>
<td>4-8</td>
</tr>
<tr>
<td>No.</td>
<td>Page</td>
</tr>
<tr>
<td>-----</td>
<td>------</td>
</tr>
<tr>
<td>16.</td>
<td>4-8, 9, 10</td>
</tr>
<tr>
<td>17.</td>
<td>4-35</td>
</tr>
<tr>
<td>No.</td>
<td>Page</td>
</tr>
<tr>
<td>-----</td>
<td>------</td>
</tr>
<tr>
<td>18.</td>
<td>4.37</td>
</tr>
</tbody>
</table>

| TABLE 4.4 EXISTING AND PLANNED PUBLIC SAFETY FACILITIES IN THE ‘EWA DEVELOPMENT PLAN AREA |
|-------------------------------------------|---------------------------------------------|
| **Facilities** | **Site** | **Service Area** | **Service Date** |
| Fire Stations | | | |
| ‘Ewa Beach | 'Ewa Beach | 'Ewa by Gentry, Ocean Pointe, ‘Ewa Beach, Iroquois Point | Existing |
| Makakilo | Makakilo | Makakilo, Ko Oina, Villages of Kapolei | Existing |
| Kapolei | Kapolei | Campbell Industrial Park, City of Kapolei, Kapolei Business Park | Existing |
| ‘Ewa Beach L | Ocean Pointe | ‘Ewa by Gentry, Ocean Pointe, ‘Ewa Beach, Iroquois Point | 2011-2012 |
| East Kapolei | DHHL East Kapolei | East Kapolei, Villages of Kapolei, UH West O‘ahu, Tenney Village, Kalaeleo | 2011 |
| Kalaeleo | Old Federal Fire Station Site | Kalaeleo, ‘Ewa, and Kapolei | N.D. |
| ‘Ewa Villages | Tenney Village | West Loch, ‘Ewa Villages, East Kapolei | N.D. |
| Ko ‘Oina | Ko Oina | Ko Oina Resort | N.D. |
| Maka‘iwa Hills | Maka‘iwa Hills | Maka‘iwa Hills | N.D. |
| Kalaeleo Tactical Training Facility | Kalaeleo (Former BPNAS site) | Island-wide | N.D. |
| Ho‘opili | Ho‘opili | Ho‘opili, Ewa by Gentry, Kapolei, Tenney Village, Waipahu, Royal Kunta | N.D. |

**Police Stations** |

| ‘Ewa Plains Regional Station | City of Kapolei | ‘Ewa Region | Existing |
| Ho‘opili Substation | Ho‘opili | East Kapolei, ‘Ewa Beach | N.D. |

**Emergency Medical Services Facilities** |

| DOH has not identified needed sites | |

**NOTES:**

1. To be replaced with new station on Fort Weaver Road at Ocean Pointe.
2. Opened in 2012.
N.D. Not Determined.
### Table 5.1: Implementation Matrix

**Policies and Guidelines Statements**

**PLANNED COMMERCIAL RETAIL CENTERS**

Develop planned commercial centers, outside of the City of Kapolei, to provide retail shopping and offices delivering services for the 'Ewa residential communities in which they are located. Concentrate commercial uses in central locations instead of in continuous commercial strips along arterial roads, and design the centers to support pedestrian-friendly centers or “Main Streets” for their communities. Allow medium density mixed use commercial development within a quarter-mile radius of proposed rail transit station areas on the rapid rail transit corridor.

**TRANSPORTATION SYSTEMS**

Reserve land for the right-of-way for the Council-identified rapid rail transit corridor in ‘Ewa and plan to develop medium density high-traffic land uses in rail transit station areas and transit-oriented development nodes along the route.

<table>
<thead>
<tr>
<th>Programs</th>
<th>Agencies</th>
<th>Roles</th>
</tr>
</thead>
<tbody>
<tr>
<td>ZC/UA</td>
<td>DPP</td>
<td>Regulator</td>
</tr>
<tr>
<td>AHR</td>
<td>DTS</td>
<td>Advocate</td>
</tr>
<tr>
<td>UDP</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TOD</td>
<td></td>
<td></td>
</tr>
<tr>
<td>City CIP</td>
<td>HART</td>
<td>Implementer</td>
</tr>
</tbody>
</table>

**Added to list of Agencies:**

- HART: Honolulu Authority for Rapid Transportation
<table>
<thead>
<tr>
<th>No.</th>
<th>Page</th>
<th>Section</th>
<th>Proposed Text and/or Map Changes</th>
</tr>
</thead>
<tbody>
<tr>
<td>22.</td>
<td>A-8</td>
<td>Appendix A: Conceptual Maps</td>
<td><strong>Transit Node (Medium Density Apartment and Commercial)</strong>&lt;br&gt;Centers of medium density apartment and commercial development located around rail transit stations areas on a planned rapid transit corridor which extends from the City of Kapolei through Waipahu to downtown Honolulu. (See Sections 3.9, 3.10, and 4.1.4.2.)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Glossary: Urban Land Use Map</td>
<td></td>
</tr>
<tr>
<td>23.</td>
<td>A-8</td>
<td>Appendix A: Conceptual Maps</td>
<td><strong>University of Hawai‘i West O‘ahu (UHWO)</strong>&lt;br&gt;Proposed e Campus location located on 136 acres near the intersection of Kualakai Parkway and Farrington Highway</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Glossary: Urban Land Use Map</td>
<td></td>
</tr>
<tr>
<td>24.</td>
<td>A-10</td>
<td>Appendix A: Conceptual Maps</td>
<td><strong>Transit Corridor</strong>&lt;br&gt;An area designated for establishment of communities that encourage use of transit, walking, and biking to go to work, to school, to shop, or to have fun by providing easy access to high speed mass transit; designing streets, public places, and pathways to be friendly to pedestrians and bikers; and locating medium density housing and commercial development within easy walking distance of the nearest rail transit station. Sufficient land will be reserved in the corridor so that rapid transit system can be developed in the future. (See Sections 2.2.7, 3.9.1, 3.10.1, and 4.1.4.2.).&lt;br&gt;<strong>Elevated Rail Transit Line</strong>&lt;br&gt;A rail line raised above ground for high speed rail service in urban areas.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Glossary: Public Facilities Map</td>
<td></td>
</tr>
<tr>
<td>25.</td>
<td>A-10</td>
<td>Appendix A: Conceptual Maps</td>
<td><strong>Transit Node</strong>&lt;br&gt;Centers of medium density apartment and commercial development located around transit stations on planned rapid transit corridor which extends from City of Kapolei through Waipahu to downtown Honolulu. (See Sections 3.9, 3.10, and 4.1.4.2.).&lt;br&gt;<strong>Rail Transit Station</strong>&lt;br&gt;A dedicated rail transit facility providing passengers access to high speed rail service on the elevated rail transit line.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Glossary: Public Facilities Map</td>
<td></td>
</tr>
<tr>
<td>No.</td>
<td>Page</td>
<td>Section</td>
<td>Proposed Text and/or Map Changes</td>
</tr>
<tr>
<td>-----</td>
<td>------</td>
<td>---------</td>
<td>---------------------------------</td>
</tr>
<tr>
<td>26.</td>
<td>A-12</td>
<td>Appendix A: Conceptual Maps</td>
<td><strong>University of Hawai'i West O'ahu (UHWO)</strong>&lt;br&gt;Proposed Campus location located on 136 acres near the intersection of Kualapa'i Parkway and Farrington Highway</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Glossary: Phasing Map</td>
<td></td>
</tr>
<tr>
<td>27.</td>
<td>A-13</td>
<td>Appendix A: Conceptual Maps</td>
<td><strong>Rail Transit Corridor</strong>&lt;br&gt;An area designated for establishment of communities that encourage use of transit, walking, and biking to go to work, to school, to shop, or to have fun by providing easy access to high speed mass transit; designing streets, public places, and pathways to be friendly to pedestrians and bikers; and locating medium density housing and commercial development within easy walking distance of the nearest rail transit station. Sufficient land will be reserved in the corridor so that rapid transit system can be developed in the future. (See Sections 2.2.7, 3.9.1, 3.10.1, and 4.1.4.2.).</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Glossary: Phasing Map</td>
<td></td>
</tr>
<tr>
<td>28.</td>
<td>A-14</td>
<td>Appendix A: Conceptual Maps</td>
<td><strong>Transit Node</strong>&lt;br&gt;Centers of medium density apartment and commercial development located around transit stations on planned rapid transit corridor which extends from City of Kapolei through Waipahu to downtown Honolulu. (See Sections 3.9, 3.10, and 4.1.4.2.)&lt;br&gt;<strong>Rail Transit Station</strong>&lt;br&gt;A dedicated rail transit facility providing passengers access to high speed rail service on the elevated rail transit line.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Glossary: Phasing Map</td>
<td></td>
</tr>
<tr>
<td>29.</td>
<td>A-15</td>
<td>Appendix A: Conceptual Maps</td>
<td>Map revisions include the following:&lt;br&gt;- Addition of a Landscaped Boulevard/Greenway in the Ho'opili master planned community, makai of Farrington Highway&lt;br&gt;- Addition of a Park symbol in the Ho'opili master planned community&lt;br&gt;- The street network on the University of West O'ahu campus and non-campus lands has been updated to show extensions of Keahumoap Parkway and Kinoiki Street only. All other streets have been removed as they are neither Highways, Arterial, nor Major Collector Streets.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Open Space Map</td>
<td>Refer to Attachment 2.</td>
</tr>
<tr>
<td>No.</td>
<td>Page</td>
<td>Section</td>
<td>Proposed Text</td>
</tr>
<tr>
<td>-----</td>
<td>------</td>
<td>---------</td>
<td>---------------</td>
</tr>
</tbody>
</table>
| 30. | A-17 | Appendix A: Conceptual Maps Urban Land Use Map | **Map revisions include the following:**  
- Addition of Industrial use areas mauka of Farrington Highway and UHWO  
- Addition of Medium Density Apartment/Commercial Mixed use ‘ewa of Kualaka‘i Parkway and mauka of Farrington Highway.  
- Addition of Medium Density Apartment/Commercial Mixed use along the transit corridor between the two most eastern transit nodes  
- Addition of Medium Density Apartment/Commercial Mixed use along the ‘ewa side of Kualaka‘i Parkway on the on the UHWO campus to below Keahumoa Parkway  
- The Public Institution use representing the UHWO campus has been adjusted slightly to better represent its footprint, however it should be noted it is still conceptual and does not intend to define the campus’ exact parcels  
- Relocation of existing Community Commercial Center symbol from Diamond Head of Kualaka‘i Parkway to ‘ewa of Kualaka‘i Parkway  
- Relocation of existing Future High School symbol from ‘ewa of Kualaka‘i Parkway to Diamond Head of Kualaka‘i Parkway and mauka of Farrington Highway and the Ho‘opili master planned community  
- Removal of the existing Future High School symbol adjacent to Kunia Road and the H-1 Freeway  
- Relocation of Future Intermediate/Middle School symbol adjacent to Fort Weaver Road to the middle of the Ho‘opili master planned community  
- Addition of a Park symbol in the Ho‘opili master planned community  
- The street network on the University of West O‘ahu campus and non-campus lands has been updated to show extensions of Keahumoa Parkway and Kinoiki Street only. All other streets have been removed as they are neither Highways, Arterial, nor Major Collector Streets  
- Legend: Slightly adjusted symbol for Transit Node to show a greater amount of orange around the blue square to emphasize that Transit Node is intended to signify the land uses around a future or existing rail station  
- Legend: U.H. West O‘ahu; University of Hawai‘i West O‘ahu; symbol has been changed from Future to Existing and has been updated on the map  
- Legend: Transit Node (Medium Density Residential and Commercial)  
Refer to Attachment 3. |
| 31. | A-19 | Appendix A: Conceptual Maps Public Facilities Map | **Map revisions include the following:**  
- Relocation of existing Future High School symbol from ‘ewa of Kualaka‘i Parkway to Diamond Head of Kualaka‘i Parkway and mauka of Farrington Highway and the Ho‘opili master planned community  
- Removal of the existing Future High School symbol adjacent to Kunia Road and the H-1 Freeway  
- Relocation of Future Intermediate/Middle School symbol adjacent to Fort Weaver Road to the middle of the Ho‘opili master planned community  
- Addition of a Future Park symbol in the Ho‘opili master planned community  
- The street network on the University of West O‘ahu campus and non-campus lands has been updated to show extensions of Keahumoa Parkway and Kinoiki Street only. All other streets have been removed as they are neither Highways, Arterial, nor Major Collector Streets  
- North-South Rd; Kualaka‘i Parkway  
- Legend: Transit Corridor; Elevated Rail Transit Line; added a symbol for Existing and updated this on the map  
- Legend: Transit Node; Rail Transit Station; added a symbol for Existing and updated this on the map  
- Legend: U.H. West O‘ahu; University of Hawai‘i West O‘ahu; symbol has been changed from Future to Existing and has been updated on the map  
Refer to Attachment 4. |
### Proposed Text and/or Map Changes

#### 32. Appendix A: Conceptual Maps

**Phasing Map**

*Map revisions include the following:*
- Addition of a Future Park symbol in the Ho'opili master planned community
- Addition of Future Landscaped Boulevard/Greenway along existing Elevated Rail Transit Line in the Ho'opili master planned community
- The street network on the University of West O'ahu campus and non-campus lands has been updated to show extensions of Keahumoa Parkway and Kinoiki Street only. All other streets have been removed as they are neither Highways, Arterial, nor Major Collector Streets
- **Legend:** Rapid Rail Transit Corridor
- **Legend:** Rail Transit Station

Refer to Attachment 5

#### 33. Administrative changes made to the following agencies and place names throughout the document.

Administrative changes were made to the following departments, place names, and terminology throughout the document:
- City and County of Honolulu (City)
- City of Kapolei
- Department of Hawaiian Home Lands (DHHL)
- Department of Planning and Permitting (DPP)
- Department of Transportation Services (DTS)
- Elevated Rail Transit Line
- Hawai'i Community Development Authority (HCDA)
- Honolulu Fire Department (HFD)
- Kualaka'i Parkway (the former North-South Road)
- Primary Urban Center (PUC)
- Rail Transit Station
- Rail Transit Corridor
- Salvation Army Kroc Center
- State Department of Agriculture (HDOA)
- State Department of Education (DOE)
- State Department of Transportation (DOT)
- State Land Use Commission (LUC)
- Sustainable Communities Plan (SCP)
- University of Hawai'i West O'ahu (UHWO)
Attachment 2
Received Comments
February 27, 2020

MEMORANDUM

TO: Kathy K. Sokugawa, Acting Director
   Department of Planning and Permitting

ATTENTION: Katherine Hernandez, Planner IV, Policy Planning Branch, Planning Division

FROM: Allan T. Nagata, Assistant Chief, Support Services Bureau

SUBJECT: Ewa Development Plan for the East Kapolei Neighborhood Transit-Oriented Development Plan

This is in response to your agency's memorandum of February 6, 2020, requesting comments on the proposed plan.

There is no information presented in this plan for the Honolulu Police Department (HPD) to comment regarding the impact it would have on police operations or services. However, the HPD would like to address public safety as it relates to emergency and law enforcement response for the proposed rail system. This includes potential security issues due to the increase in pedestrian and vehicular traffic at and around the transit stations. In the future, the HPD would like to be included when specific projects or sections of the rail project are planned or discussed with the stakeholders in the area.

If there are any questions, please call Major Joseph Trinidad of District 8 (Kapolei) at 723-8400.

Thank you for the opportunity to review this plan.

Allan T. Nagata
Assistant Chief
Support Services Bureau
Ms. Kathy Sokugawa, Acting Director  
City and County of Honolulu  
Department of Planning and Permitting  
Attention: Katherine Hernandez  
650 South King Street, 7th Floor  
Honolulu, Hawaii 96813

Re: Ewa Development Plan Amendment

Dear Ms. Sokugawa:

The Hawaii State Department of Education (HIDOE) has the following comments on the amendment to the Ewa Development Plan (DP).

Appendix A: Conceptual Maps: Urban Land Use Map  
The matrix identifies two revisions related to future HIDOE schools on the Urban Land Use Map (Map): the relocation of the existing Future High School symbol and the addition of Future Intermediate/Middle School symbol.

The relocation of the Future High School symbol, mauka of Farrington Highway/Hoopili, is in the correct location. The proposed Map identifies two Future High School symbols. The symbol located adjacent to Kunia Road and the H-1 Freeway should be removed as a high school is not planned for this location.

The Future Intermediate/Middle School symbol adjacent to Fort Weaver Road should be relocated to the middle of the Hoopili Development. A comparison of the proposed Map with the current Map does not show an increase in the number of Future Intermediate/Middle School symbols.

Thank you for the opportunity to comment. Should you have questions, please contact Robyn Loudermilk, Acting Land Use Planner, Facilities Development Branch, Planning Section, at 784-5093 or via email at robyn.loudermilk@k12.hi.us.

Respectfully,

Kenneth G. Masden II  
Public Works Manager  
Planning Section

KGM:rll
Ms. Kathy K. Sokugawa  
Acting Director  
Department of Planning and Permitting  
City and County of Honolulu  
650 South King Street, 7th Floor  
Honolulu, Hawaii 96813  

Attention: Katherine Hernandez  

Dear Ms. Sokugawa:

Subject: Proposed Amendments to Ewa Development Plan  
City and County of Honolulu  
Department of Planning and Permitting  
Ewa, Hawaii

Thank you for your letter dated February 6, 2020 requesting for comments on the above subject. The City and County of Honolulu, Department of Planning and Permitting (DPP) is proposing amendments to the 2013 Ewa Development Plan to be consistent with the East Kapolei Neighborhood Transit-Oriented Development (TOD) Plan (Public Review Draft #2, January 2020).

The Hawaii Department of Transportation (HDOT) reviewed the Draft TOD Plan (2020) and provided comments to DPP in January 2020. We anticipate these comments will be addressed in the final TOD. With respect to the specific Ewa Development Plan amendments proposed, the HDOT has the following comments:

1. Edit text and relevant figures to identify and distinguish rail stations and TOD areas from other transit nodes. The Urban Land Use Map shows circles around specific nodes that may be TOD areas but is it not clear from the legend. Include the Public Facilities Map and these edits in the amendment.

2. Expand the scope of the amendments to incorporate the Kalaeloa Community Development District Master Plan and Infrastructure Updates (2010), and Hawaii Administrative Rules Chapter 215 (2012) (including the View Corridors and Thoroughfare Plan). It is important to show the overall vision for connectivity of multimodal pathways, transit, and roadways for the Ewa region.
3. Delete reference to Barbers Point Naval Air Station, unless qualified as “former” and include the Kalaeloa Community Development District boundary on all figures of the Ewa Development Plan, not just to those included in amendments.

If you have any questions, please contact Jeyan Thirugnanam, Systems Planning Engineer, Highways Division, Planning Branch at (808) 587-6336 or by email at jeyan.thirugnanam@hawaii.gov. Please reference file review number PS 2020-030.

Sincerely,

JADE T. BUTAY
Director of Transportation
March 3, 2020

TO: KATHY SOKUGAWA, ACTING DIRECTOR
DEPARTMENT OF PLANNING AND PERMITTING

ATTN: KATHERINE HERNANDEZ
POLICY PLANNING BRANCH

FROM: MANUEL P. NEVES, FIRE CHIEF

SUBJECT: PROPOSED AMENDMENTS TO THE EWA DEVELOPMENT PLAN (EDP)

In response to your memorandum dated February 6, 2020, regarding the abovementioned subject, the Honolulu Fire Department (HFD) offers the following comments for consideration:

1. EDP Amendment, Page 3-44 (attached), Section 3.9 Existing and Planned Residential Communities. The HFD recommends that the travel time for emergency responses be less that five minutes to higher density apartment and commercial developments around the eight transit nodes. Increased density may eventually lead to longer response times to emergency incidents.

2. EDP, Public Facilities and Infrastructure Policies (FIP), Page 4-35 Public Safety Facilities (attached). The HFD estimates the Ewa area will require four new fire stations to meet projected population and economic growth by 2035.

3. EDP, FIP, Page 4-37. TABLE 4.4 Existing and Planned Public Safety Facilities in the EDP Area (attached) must be updated. Please note the revisions on the attached table.

Should you have questions, please contact Assistant Chief Socrates Bratakos of our Planning and Development division at 723-7106 or sbbratakos@honolulu.gov.

for MANUEL P. NEVES
Fire Chief

MPN/MI:ms

Attachments
<table>
<thead>
<tr>
<th>Facilities</th>
<th>Site</th>
<th>Service Area</th>
<th>Service Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fire Stations</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>'Ewa Beach 1</td>
<td></td>
<td>DELETE</td>
<td></td>
</tr>
<tr>
<td>Makakilo</td>
<td>Makakilo</td>
<td>Makakilo, Ko Olina, Villages of Kapolei</td>
<td>Existing</td>
</tr>
<tr>
<td>Kapolei</td>
<td>Kapolei</td>
<td>Campbell Industrial Park, City of Kapolei, Kapolei Business Park</td>
<td>Existing</td>
</tr>
<tr>
<td>'Ewa Beach 2</td>
<td>Ocean Pointe</td>
<td>'Ewa by Gentry, Ocean Pointe, 'Ewa Beach, Iróquois Point</td>
<td>2011</td>
</tr>
<tr>
<td>East Kapolei</td>
<td>DHHL East Kapolei</td>
<td>East Kapolei, Villages of Kapolei, UH West O'ahu, Tenney Village, Kalaeloa</td>
<td>2012</td>
</tr>
<tr>
<td>Kalaeloa</td>
<td>Kalaeloa</td>
<td>Kalaeloa, 'Ewa, and Kapolei</td>
<td>N.D.</td>
</tr>
<tr>
<td>'Ewa Villages</td>
<td></td>
<td>DELETE</td>
<td></td>
</tr>
<tr>
<td>Ko 'Olina</td>
<td>Ko Olina</td>
<td>Ko Olina Resort</td>
<td>N.D.</td>
</tr>
<tr>
<td>Maka'iwa Hills</td>
<td>Maka'iwa Hills</td>
<td>Maka'iwa Hills</td>
<td>N.D.</td>
</tr>
<tr>
<td>Kalaeloa Tactical Training Facility</td>
<td>Kalaeloa (Former BPNAS site)</td>
<td>Island-wide</td>
<td>N.D.</td>
</tr>
<tr>
<td>Police Stations</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>'Ewa Plains Regional Station</td>
<td>City of Kapolei</td>
<td>'Ewa Region</td>
<td>Existing</td>
</tr>
<tr>
<td>Ho'opili Substation</td>
<td>Ho'opili</td>
<td>East Kapolei, 'Ewa Beach</td>
<td>N.D.</td>
</tr>
<tr>
<td>Emergency Medical Facilities</td>
<td>DOH has not identified needed sites</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

NOTES:
1. To be replaced with new station at Ocean Pointe.
2. Opened in 2012.
N.D. Not Determined.

New Fire Station

| Ho'opili | Ho'opili | Ho'opili, Ewa by Gentry, East Kapolei, Tenney Village, Waipahu, Royal Kunia | N.D. |

'Ewa Development Plan Public Facilities and Infrastructure Policies 4-37
March 4, 2020

Ms. Katherine Hernandez
City and County of Honolulu
Department of Planning and Permitting
650 South King Street, 7th Floor
Honolulu, Hawaii 96813

Subject: Request for Comments to the Proposed Amendment to the Ewa Development Plan

Dear Ms. Hernandez:

The U.S. Fish and Wildlife Service (Service) received your letter on February 10, 2020 requesting comments on the City and County of Honolulu Department of Planning and Permitting’s proposed amendment to the Ewa Development Plan (DP). The amendment to the proposed DP involves the transit oriented development of the East Kapolei neighborhood, due to recent zoning changes in the area. The plan has also been modified to accommodate the Honolulu Complete Streets ordinance, the Affordable Housing Incentives ordinance, Zoning and Special Use ordinance, as well as other rail access projects that are in the pre-construction phase. The recommendations are for modifications to areas near the Honouliuli Rail Transit Station, the Keoneae Rail Transit Station, and the Kualakai Rail Transit Station.

This letter has been prepared under the authority of and in accordance with provisions of the Endangered Species Act of 1973 (16 U.S.C. 1531 et seq.), as amended (ESA). Based on this authority, we offer the following comments for your consideration. We have reviewed the information you provided and pertinent information in our files, as it pertains to listed species and designated critical habitat in accordance with section 7 of the ESA. There is no federally designated critical habitat within the immediate vicinity of the proposed project. Our data indicate the following federally listed species may occur or transit through the vicinity of the proposed project area: endangered Hawaiian hoary bat (Lasiurus cinereus semotus); endangered Hawaiian petrel (Pterodroma sandwichensis), threatened Newell’s shearwater (Puffinus auricularis newelli), endangered Hawaii Distinct Population Segment (DPS) band-rumped storm-petrel (Oceanodroma castro) (hereafter collectively referred to as Hawaiian seabirds); endangered plant Kooloaula (Abutilon menziesii), and endangered plant Akoko (Euphorbia skottsbergii var. skottsbergii).
Hawaiian hoary bat
The Hawaiian hoary bat roosts in both exotic and native woody vegetation across all islands and will leave young unattended in trees and shrubs when they forage. If trees or shrubs 15 feet or taller are cleared during the pupping season, there is a risk that young bats could inadvertently be harmed or killed since they are too young to fly or may not move away.

To avoid and minimize impacts to the endangered Hawaiian hoary bat we recommend you consider incorporating the following applicable measures into your project description:

- Do not disturb, remove, or trim woody plants greater than 15 feet tall during the bat birthing and pup rearing season (June 1 through September 15).
- Do not use barbed wire for fencing.

Hawaiian seabirds
Hawaiian seabirds may traverse the project area at night during the breeding, nesting and fledging seasons (March 1 to December 15). Outdoor lighting could result in seabird disorientation, fallout, and injury or mortality. Seabirds are attracted to lights and after circling the lights they may become exhausted and collide with nearby wires, buildings, or other structures or they may land on the ground. Downed seabirds are subject to increased mortality due to collision with automobiles, starvation, and predation by dogs, cats, and other predators. Young birds (fledglings) traversing the project area between September 15 and December 15, in their first flights from their mountain nests to the sea, are particularly vulnerable.

To avoid and minimize potential project impacts to seabirds we recommend you incorporate the following applicable measures into your project description:

- Fully shield all outdoor lights so the bulb can only be seen from below bulb height and only use when necessary.
- Install automatic motion sensor switches and controls on all outdoor lights or turn off lights when human activity is not occurring in the lighted area.
- Avoid nighttime construction during the seabird fledging period, September 15 through December 15.

Endangered plants
Project activities may affect listed plant species by causing physical damage to plant parts (roots, stems, flowers, fruits, seeds, etc.) as well as impacts to other life requisite features of their habitat which may result in reduction of germination, growth and/or reproduction. Cutting and removal of vegetation surrounding listed plants has the potential to alter microsite conditions (e.g., light, moisture, temperature), damaging or destroying the listed plants and also increasing the risk of invasion by nonnative plants which can result in higher incidence or intensity of fire. Activities such as grazing, use of construction equipment and vehicles, and increased human traffic (i.e. trails, visitation, monitoring), can cause ground disturbance, erosion, and/or soil compaction which decrease absorption of water and nutrients and damage plant root systems and may result in reduced growth and/or mortality of listed plants. Soil disturbance or removal has the potential to negatively impact the soil seed bank of listed plant species if such species are present or historically occurred in the project area.
To avoid impacts to listed plant species:

Minimize potential adverse effects to listed plants that may occur on the proposed project site by minimizing disturbance outside of existing developed or otherwise modified areas. When disturbance outside existing developed or modified sites is proposed, conduct a botanical survey for listed plant species within the project action area, defined as the area where direct and indirect effects are likely to occur. Surveys should be conducted by a knowledgeable botanist with documented experience in identifying native Hawaiian and Pacific Islands plants, including listed plant species. Botanical surveys should optimally be conducted during the wettest part of the year (typically October to April) when plants and identifying features are more likely to be visible, especially in drier areas. If surveys are conducted outside of the wet season, the Service may assume plant presence.

The boundary of the area occupied by listed plants should be marked with flagging by the surveyor. To avoid or minimize potential adverse effects to listed plants, we recommend adherence to buffer distances for the activities in the Table below. Where disturbed areas do not need to be maintained as an open area, restore disturbed areas using native plants as appropriate for the location. Whenever possible we recommend using native plants for landscaping purposes. The following websites are good resources to use when choosing landscaping plants: Landscape Industry Council of Hawai‘i Native Plant Poster (http://hawaiiscapewpengine.com/publications/), Native Hawaiian Plants for Landscaping, Conservation, and Reforestation (https://www.ctahr.hawaii.edu/oc/freepubs/pdf/of-30.pdf), and Best Native Plants for Landscapes (https://www.ctahr.hawaii.edu/oc/freepubs/pdf/OF-40.pdf).

If listed plants occur in a project area, the avoidance buffers are recommended to reduce direct and indirect impacts to listed plants from project activities. However, where project activities will occur within the recommended buffer distances, additional consultation is required. The impacts to the plants of concern within the buffer area may be reduced by placing temporary fencing or other barriers at the boundary of the disturbance, as far from the affected plants as practicable.

All activities, including site surveys, risk introducing nonnative species into project areas. Specific attention needs to be made to ensure that all equipment, personnel and supplies are properly checked and are free of contamination (weed seeds, organic matter, or other contaminants) before entering project areas. Quarantines and or management activities occurring on specific priority invasive species proximal to project areas need to be considered or adequately addressed. This information can be acquired by contacting local experts such as those on local invasive species committees (Kauai: https://www.kauaiisc.org/; Oahu: https://www.oahuisisc.org/; Maui Nui: https://mauiinvasive.org/; and Hawaii: https://www.biisc.org/).
Table 1. Recommended buffer distances to minimize and avoid potential adverse impacts to listed plants from activities listed below.

<table>
<thead>
<tr>
<th>Action</th>
<th>Buffer Distance (feet (meters)) - Keep Project Activity This Far Away from Listed Plant</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Grasses/Herbs/Shrubs and Terrestrial Orchids</td>
</tr>
<tr>
<td>Walking, hiking, surveys</td>
<td>3 ft (1 m)</td>
</tr>
<tr>
<td>Cutting and Removing Vegetation By Hand or Hand Tools (e.g., weeding)</td>
<td>3 ft (1 m)</td>
</tr>
<tr>
<td>Mechanical Removal of Individual Plants or Woody Vegetation (e.g., chainsaw, weeder)</td>
<td>3 ft up to height of removed vegetation (whichever greater)</td>
</tr>
<tr>
<td>Removal of Vegetation with Heavy Equipment (e.g., bulldozer, tractor, &quot;bush hog&quot;)</td>
<td>2x width equipment + height of vegetation</td>
</tr>
<tr>
<td><strong>Use of Approved Herbicides (following label)</strong></td>
<td></td>
</tr>
<tr>
<td>Ground-based Spray Application; hand application (no wand applicator; spot treatment)</td>
<td>10 ft (3 m)</td>
</tr>
<tr>
<td>Ground-based Spray Application; manual pump with wand, backpack</td>
<td>50 ft (15 m)</td>
</tr>
<tr>
<td>Ground-based Spray Application; vehicle-mounted tank sprayer</td>
<td>50 ft (15 m)</td>
</tr>
<tr>
<td>Aerial Spray (ball applicator)</td>
<td>250 ft (76 m)</td>
</tr>
<tr>
<td>Aerial Application – herbicide ballistic technology (individual plant treatment)</td>
<td>100 ft (30 m)</td>
</tr>
<tr>
<td>Aerial Spray (boom)</td>
<td>Further consultation required</td>
</tr>
<tr>
<td>Use of Insecticides (pollinators, seed dispersers)</td>
<td></td>
</tr>
<tr>
<td>Ground/Soil Disturbance/Outplanting/Fencing (Hand tools, e.g. shovel, ‘ō ‘ō; Small mechanized tools, e.g., auger)</td>
<td>20 ft (6 m)</td>
</tr>
<tr>
<td>Ground/Soil Disturbance (Heavy Equipment)</td>
<td>328 ft (100 m)</td>
</tr>
<tr>
<td>Surface Hardening/Soil compaction</td>
<td>Trails (e.g., human, ungulates)</td>
</tr>
<tr>
<td></td>
<td>Roads/Utility Corridors, Buildings/Structures</td>
</tr>
</tbody>
</table>

In 2004 the State of Hawaii Department of Transportation prepared a Habitat Conservation Plan (HCP) after *Abutilon menziesii* was found on lands owned by the City and County of Honolulu near the project area. The HCP describes the mitigation measures for the population of *A. menziesii* discovered in the area, which included the establishment of an 18-acre contingency
reserve area located nearby Kualakai Parkway. The 20 year HCP requires that the populations of A. menziesii be maintained and managed through July 31, 2021, or until success criteria of the HCP have been accomplished. Since the contingency reserve area is located in the proposed project area, special attention should be given to avoid impacts to vulnerable populations of A. menziesii.

We appreciate your efforts to conserve endangered species. If you have questions regarding this response, please contact Narrissa Spies, Fish and Wildlife Biologist (phone: 808-792-9400, email: narrissa_spies@fws.gov). When referring to this project, please include this reference number: 01EPIF00-2020-TA-0175.

Sincerely,

LEILA NAGATANI
Acting Island Team Manager
Oahu, Kauai, Northwestern Hawaiian Islands and American Samoa
Ms. Kathy Sokugawa, Interim Director  
Department of Planning and Permitting  
City and County of Honolulu  
650 South King Street, 7th Floor  
Honolulu, Hawaii 96813

March 4, 2020

Dear Ms. Sokugawa:

RE: ‘Ewa Development Plan – Draft Amendment (February 6, 2020)

Thank you for the opportunity to comment on the Draft Amendment to the ‘Ewa Development Plan (‘Ewa DP). We understand that the purpose of the amendment is to provide consistency with the East Kapolei Neighborhood Transit-Oriented Development (EKNTOD) Plan - Public Review Draft #2. The University of Hawaii-West Oahu (UHWO) is excited about the transit-oriented development (TOD) potential surrounding the two rail stations along Kuala’ai Parkway, and how it will support the development of the University of Hawaii (UH) land (approximately 500 acres) and the success of our university.

As you may be aware, subsequent to the adoption of the current ‘Ewa DP in July 2013, the UH/UHWO (in 2014) reconfigured their Conceptual Land Plan for the 500-acre property. In general, the size of the lands identified for long-term campus growth increased from roughly 200 acres to 300 acres and the size of lands allocated for private development were reduced from about 300 acres to about 200 acres. This change was to accommodate a long-term vision for a 20,000-student campus. As part of this new direction, we are currently updating our Long Range Development Plan for the 500 acres, which sets forth in more detail, the vision, programming, and design character for the campus. As such, portions of the current ‘Ewa DP text are becoming outdated and will, in future ‘Ewa DP updates, need to be revised to better reflect these changes.

Through recent discussions with your department, we understand that the ‘Ewa DP will likely undergo a more comprehensive revision within the next 10 years. Aside from some minor adjustments to the boundary of the campus area, UHWO believes there is adequate capacity within the 136-acre campus plan review use (PRU) area to accommodate a 10-year, 8,000-student campus target, therefore, the UHWO is not requesting ‘Ewa DP changes related to the long-term vision for the campus at this time.
We do propose the following mapping revisions to align the following maps with our proposed changes to the EKNTOD Plan - Public Review Draft #2:

1. Page A-15, Appendix A: Conceptual Maps-Open Space Map

We suggest updating the ‘Ewa DP Open Space Map to reflect the changes on UH lands as shown in Attachment A (UHWO Proposed Revisions to the ‘Ewa Development Plan Open Space Map). These revisions are summarized below:
   • Show the proposed extensions of Keahumoa Parkway and Kinoiki Street (from DHHL lands) as dashed lines as these are the proposed major streets. While there will be other roadways within the UH property, they are not intended to be “Highway, Arterial and Major Collector Streets” per the Map legend.

2. Page A-17, Appendix A: Conceptual Maps-Urban Land Use Map

We suggest updating the Land Use Plan for UH property to reflect the changes shown in Attachment B (UHWO Proposed Revisions to the ‘Ewa Development Plan Urban Land Use Map). These revisions are provided to:
   • Define the location of the 136-acre campus (PRU area) within the property;
   • Reflect the UH lands as depicted in the EKNTOD Plan. We request changing land uses from “Residential and Low Density Apartment” to “Medium Density Apartment/Commercial Mixed Use” for the entire UH property not depicted as the campus area; and
   • Show the proposed extensions of Keahumoa Parkway and Kinoiki Street (from DHHL lands) as dashed lines as these are the proposed major streets. As noted above, while there will be other roadways within the UH property, they are not intended to be “Highway, Arterial and Major Collector Streets”.

Should you have any questions, please feel free to contact Bonnie Arakawa, Director of Planning and Facilities, at 689-2539.

Sincerely,

Maenette Benham
Chancellor

Cc: PBR HAWAII and Associates, Inc.
    UH Office of Strategic Development and Partnerships

Attachments
Attachment B: Proposed Revisions for UHWO
March 11, 2020

Ms. Kathy Sokugawa, Acting Director
Department of Planning and Permitting
City and County of Honolulu
650 South King Street, 7th Floor
Honolulu, Hawaii 96813

Dear Ms. Sokugawa:

Subject: Proposed Amendment to the Ewa Development Plan

This is in response to the Department of Planning and Permitting’s (DPP) request for comments on the subject plan, which would amend the Ewa Development Plan (Ewa DP) to guide the overall development of the transit-oriented development (TOD) plan area and support the proposed density and land use policies in the East Kapolei Neighborhood Transit-Oriented Development Plan (EK TOD Plan), Public Review Draft #2.

OP has reviewed the amendments proposed in the Ewa DP Amendment matrix posted at the DPP website and offers the following comments for your consideration.

1. **Support for the East Kapolei TOD Plan and TOD Special District.** OP strongly supports amendments to the Ewa DP to incorporate reference to the EK TOD Plan, since it aligns City land use policy with State TOD project plans for State lands in the region. This facilitates the realization of TOD on these State parcels for the State and its development partners.

2. **Increased Density.** OP supports increasing density in East Kapolei, especially in proximity to TOD station areas. This is critical to achievement of a central land use objective of a secondary urban center in Ewa. Much higher densities, particularly around the rail stations, is essential to increasing rail ridership, providing the residential and user base necessary for a vibrant, pedestrian-oriented urban community, and ensuring the most efficient use of Oahu’s limited urban lands.

3. **Reference to the EK TOD Plan in the Ewa DP and Executive Summary.** Although the EK TOD Plan has yet to be adopted, OP recommends the Ewa DP include a brief description of the role of the EK TOD Plan, designation of the TOD Special District, and the TOD Design Guidelines as components of the policy.
framework that will guide development and implementation of the Ewa DP in specific areas.

4. **Transit-Oriented Communities or Neighborhoods, page 2-5.** OP recommends insertion of "Transit-Oriented Communities" or Neighborhoods, as a subheading (a new 2.2.8) or bolded text at the beginning of the fourth complete paragraph on page 2-5. This would affirm TOD as a key land use and organizing element in the Ewa DP, separate from other initiatives to divert residents from automobile use within the region. Use of the term could then be used to introduce those plan subsections that discuss medium density residential and commercial mixed-use development around transit nodes/rail station areas.

5. **Transit Nodes and Rail Station Areas.** The text and accompanying graphics refer to one or the other term in a way that implies they are to be used interchangeably. It would help for the text to clarify what each term means with an explanation of how the terms are used in the Ewa DP.

6. **Community Benefits Bonus, page 3-45, 3-46, 3-48, and 3-72.** OP strongly supports the proposed building height allowance within the TOD Special District. However, OP is very concerned that maximum heights for State parcels—above the base or as-of-right height—would only be granted as bonus height in exchange for community benefits such as affordable housing. **OP strongly believes that State lands should be allowed the maximum height limit as-of-right or be exempt from City imposition of required community benefits for the additional bonus height. The planned use of State lands already serves a public purpose, either through the public facilities and services provided, affordable housing being provided, or the use of lease revenues to fund agency missions to serve Native Hawaiian beneficiaries or protect and manage natural resource lands and systems.**

7. **Table 3.4, Density and Height Guidelines by Residential Category and page 3-48, Height.** OP recommends that consideration be given to allowing building heights up to 150 feet on lands immediately surrounding transit stations in the TOD Special District, with the provision of community benefits. This would promote the viability of structured parking and support transit ridership and more intensive use of urban lands.

8. **Table 3.5, Guidelines for Appropriate Zoning.** OP strongly supports the inclusion of BMX-3 zoning for plan areas designated as medium density apartment. This will be critical for enabling mixed-use development at transit nodes and
contribute to the creation of a more active, pedestrian urban environment. The table should be further amended to insert “Transit Node” as discussed below.

9. **Industrial Centers, page 3-68.** The proposed amendment would allow consideration of housing units in industrial areas. OP recommends that this provision be further amended to limit this to mixed-use live-work or similar conditions where industrial users could inhabit residential space at the facility or structure. We are concerned that unaffiliated housing could displace industrial space/land area and decrease the availability of affordable industrial space for cost-sensitive industrial uses.

10. **A-15. Open Space Map.** OP recommends that the Open Space Map be amended to show a multi-use path and greenway along the Kaloi Gulch and Kualakai Parkway, as this is being contemplated as part of the EK TOD Plan.

11. **A-17, Urban Land Use Map.** OP supports the proposed amendment of the Urban Land Use Map legend to use the label, “Transit Node”, for rail station areas designated for medium or higher density residential and commercial uses. Transit Nodes are illustrated on the Urban Land Use Map, but Transit Node is not included in Table 3.5. OP strongly recommends amending Table 3.5 to set out “Transit Node” and the appropriate zoning districts that promote higher-density mixed-use development. This would clarify the intended land use character where these nodes are designated on the map.

Thank you for the opportunity to convey our support of the Ewa DP amendments and provide comments on the proposed amendments. Please contact Ruby Edwards of our Land Use Division at 587-2817 if you have any questions or comments.

Mahalo,

Mary Alice Evans
Director
MEMORANDUM

TO: Kathy K. Sokugawa, Acting Director
Department of Planning and Permitting

ATTENTION: Katherine Hernandez

FROM: Ross S. Sasamura, P.E.
Director and Chief Engineer
Department of Facility Maintenance

SUBJECT: Request for Review and Comment on the Proposed Amendment to the Ewa Development Plan

Thank you for the opportunity to review and comment on the subject project.

We have no comments at this time. However, please see the attachments for our Department's earlier responses (dated September 13, 2006 and December 19, 2006) for the Ewa Development Plan.

If you have any questions, please call Mr. Kyle Oyasato of the Division of Road Maintenance, at 768-3697.

Attachment
MEMORANDUM

TO: HENRY ENG, FAICP, DIRECTOR
DEPARTMENT OF PLANNING AND PERMITTING

FROM: LAVERNE HIGA, P.E., DIRECTOR AND CHIEF ENGINEER
DEPARTMENT OF FACILITY MAINTENANCE

SUBJECT: REQUEST FOR REVIEW AND COMMENTS ON THE CITY AGENCY
REVIEW DRAFT EWA DEVELOPMENT PLAN

Thank you for the opportunity to review and comment on the August 2006 City Agency Review Draft Ewa Development Plan document.

Any addition of infrastructure for public dedication will require additional Department of Facility Maintenance (DFM) resources to insure a continued level of facility maintenance.

Therefore, DFM requests that the planning and design phases for infrastructure improvement include a detailed maintenance analysis which anticipates the labor, equipment and materials needed to maintain any proposed public infrastructure to recognized acceptable standards.

Returned for your use is the development plan document.

Should you have any questions, please call Charles Pignataro of the Division of Road Maintenance, at 484-7697.

Attachment

NOTE: NO signed copy received.

C: Charles
December 19, 2006

MEMORANDUM

TO: HENRY ENG, FAICP, DIRECTOR
DEPARTMENT OF PLANNING AND PERMITTING

FROM: LAVERNE HIGA, P.E.
DIRECTOR AND CHIEF ENGINEER

SUBJECT: REQUEST FOR REVIEW AND COMMENTS ON THE CITY AGENCY REVIEW DRAFT EWA DEVELOPMENT PLAN

We apologize for our delay in responding to your request for comments regarding the Draft Ewa Development Plan.

The Department of Facility Maintenance (DFM) differs from the Plan on its statements regarding drainageways being natural or grass-lined. Your Plan doesn’t take into account any maintenance aspects of the drainageways and should stay neutral on the type of drainageways that would be acceptable to DFM. As such, we request that you amend the Plan to delete any references to the drainageways being natural or grass-lined.

We are returning the Plan with our comments.

Thank you for the opportunity to review and comment on the Ewa Development Plan. If you have any questions, please call me 692-5054.

Attachment
MEMORANDUM

TO: Kathy K. Sokugawa, Acting Director
Department of Planning and Permitting

ATTN: Katherine Hernandez
Department of Planning and Permitting

FROM: Wes Frysztacki, Director
Department of Transportation Services

SUBJECT: Request for Comments
Proposed Amendment to the Ewa Development Plan

This responds to your correspondence dated February 6, 2020, requesting our review and comment on the proposed amendment to the Ewa Development Plan (DP). We offer the following comments on the proposed amendment:

- Pg. 4-3, Section 4.1: consider updating Table 4.1 to reflect projects that have been completed.
- Pg. 4-8, Section 4.1.4.1: As of March 2020, there are no plans for the development of the park-and-ride facilities at the civic center area of the City of Kapolei and near Kualakai Parkway/Kapolei Parkway. However, an alternatives analysis will be conducted for the City lot (TMK: 9-1-148-009) near the civic center area of the City of Kapolei, whose surrounding streets are Kapolei Parkway, Kamaaha Avenue, and Alohaiea Street.
- Pg. 4-10 Section 4.1.5 and Exhibit 4.1: considering updating this section based on the latest Oahu Bike Plan.
We also request that the following modifications be included in the proposed amendment:

<table>
<thead>
<tr>
<th>Page</th>
<th>Section</th>
<th>Original Ewa DP Text</th>
<th>Proposed Text</th>
</tr>
</thead>
<tbody>
<tr>
<td>3-49</td>
<td>3.9.2 Guidelines</td>
<td>• Transit Routes and Facilities - Design the rights-of-way along existing or potential bus transit routes to make provisions for bus shelters, bus pull-outs, and, if applicable, park-and-ride facilities and/or future rapid transit stations in accordance with Department of Transportation Systems design standards.</td>
<td>• Transit Routes and Facilities - Design the rights-of-way along existing or potential bus transit routes to make provisions for bus shelters, bus pull-outs, and, if applicable, park-and-ride facilities and/or future rapid transit stations in accordance with Department of Transportation Services design standards.</td>
</tr>
<tr>
<td>3-66</td>
<td>3.11.3 Guidelines</td>
<td></td>
<td>• Circulation System and Transportation Facilities – Allow public transit to access and establish service to the Ko Olina Resort area.</td>
</tr>
<tr>
<td></td>
<td>Table 4.1 Planned and Proposed Ewa Roadway Network Improvements</td>
<td></td>
<td>•</td>
</tr>
<tr>
<td>4-8</td>
<td>4.1.4.1 Bus Service</td>
<td>Bus Service is provided through the Department of Transportation Services, which currently contracts with Oahu Transit Services (OTS) for operation of TheBus. A second vendor operates the Handi-Van system.</td>
<td>Bus Service is provided through the Department of Transportation Services operator Oahu Transit Services (OTS) for TheBus and Handi-Van system.</td>
</tr>
<tr>
<td>Page</td>
<td>Section</td>
<td>Original Ewa DP Text</td>
<td>Proposed Text</td>
</tr>
<tr>
<td>------</td>
<td>--------------------</td>
<td>-------------------------------------------------------------------------------------</td>
<td>----------------------------------------</td>
</tr>
<tr>
<td>4-8</td>
<td>4.1.4.1 Bus Service</td>
<td>About 62 buses are currently assigned to TheBus Ewa Service Area, which is identical to the Ewa Development Plan area.</td>
<td></td>
</tr>
<tr>
<td>4-8</td>
<td>4.1.4.1 Bus Service</td>
<td>Currently, there are no plans to expand the bus fleet beyond the current 531 buses.</td>
<td>As of March 2020, there are 543 buses in operation.</td>
</tr>
</tbody>
</table>

Thank you for the opportunity to review this matter. Should you have any questions, please contact Michael Motoki, of my staff, at 768-6684.
TO: KATHY K. SOKUGAWA, ACTING DIRECTOR
DEPARTMENT OF PLANNING AND PERMITTING

FROM: ERNEST Y. W. LAU, P.E., MANAGER AND CHIEF ENGINEER

SUBJECT: AMENDMENTS TO THE EWA DEVELOPMENT PLAN

May 18, 2020

Regarding the proposed amendments to the Ewa Development Plan, the Board of Water Supply has the following comments.

The proposed amendment language aims to provide consistency with the East Kapolei Neighborhood Transit-Oriented Development (TOD) Plan, and thus allows for increased development density in the Ewa area. As such, the Department of Planning and Permitting (DPP) should be mindful of the policies and guidelines adopted into the Ewa Development Plan, and contained in the Ewa Watershed Management Plan, related to the allocation and development of water systems. As mentioned in those documents, water use efficiency, conservation, and the use of R-1 recycled and brackish nonpotable water where available and applicable shall be major guiding principles in water system development planning.

As stated in our responses to DPP’s April 22, 2015 memo on TOD Special District Regulations, and the October 27, 2017 memo on The State of Hawaii Strategic Plan for TOD, we reiterate the following comments:

1. If new roadway connectors are proposed around rail stations that are not in previously approved water master plans (WMP), the developer will be required to consult with BWS on water pipeline sizing and interconnections. The WMP determines the adequacy of the water system to provide domestic water and fire protection in accordance with our Water System Standards. Approval of construction plans are contingent upon consistency with approved WMPs.

2. The proposed water demands within TOD Districts should be provided based on the application of efficient water fixtures and high efficiency water saving measures. On-site water retention and reuse, green infrastructure and low impact development guidelines should be implemented. R-1 recycled or brackish nonpotable water must be used for irrigation of large landscaped areas.
3. The availability of water will be determined when the Building Permit Applications are submitted for our review and approval. When water is made available, the applicant will be required to pay the applicable, prevailing Water System Facility Charges for resource development, transmission and daily storage.

4. High-rise buildings with booster pumps will be required to install water hammer arresters or expansion tanks to reduce pressure spikes and potential main breaks in our system.

5. The developers will be required to meet the BWS cross-connection control and backflow prevention requirements. The requirements will be determined when the Building Permit Applications are submitted for our review and approval.

If you have any questions, please feel free to contact Dominic Dias of our Long-Range Planning Branch, at 748-5928.
Attachment 3
Responses to the Received Comments
<table>
<thead>
<tr>
<th>No.</th>
<th>Commenter</th>
<th>Department/ Agency</th>
<th>Date Received</th>
<th>Category</th>
<th>Comment</th>
<th>Response</th>
<th>Requires changes to ‘Ewa DP Amendment?</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Mel Takakura, Chief Drainage Engineer</td>
<td>Civil Engineering Branch, Department of Planning and Permitting, City and County of Honolulu</td>
<td>Feb. 11, 2020</td>
<td>No Comments</td>
<td>Thank you for reviewing the proposed amendment to the ‘Ewa Development Plan.</td>
<td>No.</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>Tim Streitz, Planner</td>
<td>Transit-oriented Development Division, Department of Planning and Permitting, City and County of Honolulu</td>
<td>Feb. 18, 2020, via internal memo</td>
<td>Formatting</td>
<td>Remove existing text column from matrix and general suggestions and corrections related to grammar and spelling.</td>
<td>Thank you for reviewing the proposed amendment to the ‘Ewa Development Plan and for sharing these comments. These comments have been taken into consideration.</td>
<td>Yes. The “Ewa DP Text” column has been removed from the proposed ‘Ewa DP Amendment matrix. Corrections to grammar and spelling have been made.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Clarification</td>
<td>What is PUC?</td>
<td>PUC is the Primary Urban Center; the development plan area that stretches from Pearl City to Wai‘alae-Kahala. The acronym PUC is first used on p.1-1 of Section 1. Ewa’s Role in O’ahu’s Development Pattern.</td>
<td>No.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Policy</td>
<td>Recommended insertion of Ordinance 18-10 to the Affordable Housing portion within 3.9.1 General Policies.</td>
<td>Development Plans do not typically include references to ordinances, functional plans, and special area plans as they are intended to be the vision and guide for future growth and development, and therefore the guide for subsequent legislation and plans aimed at meeting the vision of the development plan. The proposed amendment instead discusses the potential for development to be subject to an Affordable Housing Requirement. References to legislation and plans are best reviewed and considered when the ‘Ewa DP undergoes a full revision.</td>
<td>No.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Policy</td>
<td>Suggest the prioritization of industrial uses on the ground floor of Industrial Mixed Use buildings/districts before residential uses are allowed.</td>
<td>The comment has been taken into consideration.</td>
<td>Yes. Section 3 Land Use Policies 3.12 Industrial Centers 3.12.1 General policies • Industrial uses will be prioritized in industrial areas within rail transit station areas before consideration will be given to residential and commercial uses.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Clarification</td>
<td>Should rapid transit corridor be rail transit corridor in the Implementation Matrix under Planned Commercial Retail Centers?</td>
<td>The comment has been taken into consideration.</td>
<td>Yes. In addition to the below revision, all instances of the term “rapid” throughout the ‘Ewa DP have been changed to the term “rail.”</td>
</tr>
</tbody>
</table>

Table 5.1: Implementation Matrix

Policies and Guidelines Statements

<table>
<thead>
<tr>
<th>PLANNED COMMERCIAL RETAIL CENTERS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Develop planned commercial centers, outside of the City of Kapolei, to provide retail shopping and offices delivering services for the ‘Ewa residential communities in which they are located. Concentrate commercial uses in central locations instead of in continuous commercial strips along arterial roads, and design the centers to support pedestrian-friendly centers or &quot;Main Streets&quot; for their communities. Allow medium density mixed use commercial development within a quarter-mile radius of proposed rail transit stations, areas on the rapid rail transit corridor.</td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td>---</td>
</tr>
<tr>
<td><strong>Policy</strong></td>
</tr>
<tr>
<td><strong>Clarity</strong></td>
</tr>
<tr>
<td><strong>Formatting</strong></td>
</tr>
<tr>
<td><strong>Clarification</strong></td>
</tr>
<tr>
<td><strong>Clarification</strong></td>
</tr>
</tbody>
</table>

---

In the Glossary:

**Public Facilities Map**

- **Transit Corridor:** An area designated for establishment of communities that encourage use of transit, walking, and biking to go to work, to school, to shop, or to have fun by providing easy access to high-speed mass transit, designing streets, public places, and pathways to be friendly to pedestrians and bikers, and locating medium density housing and commercial development within walking distance of the nearest transit station. Sufficient land will be reserved in the corridor so that a rapid transit system can be developed in the future. (See Sections 2.2.7, 3.9.1, 3.10.1, and 4.1.4.2.)

**Elevated Rail Transit Line**

- A rail line raised above ground for high speed rail service in urban areas.

**Phasing Map**

- **Rapid Rail Transit Corridor**
  - An area designated for establishment of communities that encourage use of transit, walking and biking to go to work, to school, to shop, or to have fun by providing easy access to high speed mass transit; designing streets, public places, and pathways to be friendly to pedestrians and bikers, and locating medium density housing and commercial development within easy walking distance of the nearest rail transit station. Sufficient land will be reserved in the rail transit corridor so that an elevated rail transit line can be developed. (See Sections 2.2.7, 3.9.1, 3.10.1, and 4.1.4.2.)

**Public Facilities Map and Phasing Map**

- **Transit Node**
  - Centers of medium density apartment and commercial development located around transit stations on a planned...
| Clarification | Is the shuttle connecting to the transit corridor or running along it? | The Ewa DP discusses the potential for the shuttle to provide service between significant locations on the rapid transit corridor (which will now be referred to as the rail transit corridor in the proposed amendment): Kapolei West, The City of Kapolei, Kalaeloa, DHHL East Kapolei, UHWO, Ho‘opili, Waipahu, including express commuter service to and from the PUC (Section 4.1.4.2). However, this does not preclude the potential for any shuttle services to connect to the rail transit corridor. The DTS is able to determine whether or not such services will align with the Ewa DP’s Vision for Ewa for Communities Designed to Support Non-Automotive Travel (Section 2.2.7). | No. |

4 | Lance Watanabe, P.E. | Traffic Review Branch, Site Development Division, Department of Planning and Permitting, City and County of Honolulu | Feb. 27, 2020, via email | TRB has no objections or comments to offer on the proposed amendment to the Ewa DP. Thank you for reviewing the proposed amendment to the Ewa Development Plan. | No. |

5 | Alan T. Nagata, Assistant Chief; Major Joseph Trinidad, District 8 Kapolei | Support Services Bureau, Honolulu Police Department, City and County of Honolulu | Feb. 27, 2020 | There is no information presented in this plan for the Honolulu Police Department (HPD) to comment regarding the impact it would have on police operations or services. However, the HPD would like to address public safety as it relates to emergency and law enforcement response for the proposed rail system. This includes potential security issues due to the increase in pedestrian and vehicular traffic at and around the transit stations. In the future, the HPD would like to be included when specific projects or sections of the rail project are planned or discussed with stakeholders in the area. | Thank you for reviewing the proposed amendment to the Ewa Development Plan and for sharing these comments. HPD’s involvement with projects in the Ewa region is vital to the safety and security of residents, workers, and visitors. The HPD will be notified and included in any discussions for residential and commercial development and continuing rail transit construction during the planning and permitting phase. | No. |

6 | Scott Gushi, Civil Engineer | Wastewater Branch, Department of Planning and Permitting, City and County of Honolulu | Feb. 28, 2020 | No Comments | Thank you for reviewing the proposed amendment to the Ewa Development Plan. | No. |
Director of Planning, Jade T. Butay, Planner
Acting Land Use Works Manager; Loudermilk, Robyn
Engineer Planning Systems Jeyan
Planning Branch, Division, Highways of Education State Department Planning Section, Mar. 2, 2020

2020 Ewa Development Plan and for sharing these comments.
The comments have been taken into consideration.

The DPP appreciates that with a greater understanding of TOD corridor which extends from the City of Kapolei through
transit service on the elevated rail transit line.

The Urban Land Use Map does not intend to distinguish Transit Node from TOD areas. The 'Ewa DP defines the Transit Node to mean “Centers of medium density apartment and commercial development located around transit stations on a planned rapid transit corridor which extends from the City of Kapolei through Waipahu to downtown Honolulu.” Ultimately, Transit Nodes are supportive of the development of TOD Plans in these areas. The DPP appreciates that with a greater understanding of TOD among the general public and the adoption of City TOD plans, there is a desire to utilize terminology. A complete review and update of terminology will occur when the 'Ewa DP undergoes a full revision.

A-16 Urban Land Use Map
- Relocation of existing Future High School symbol from 'Ewa of Kualaki'i Parkway to Diamond Head of Kualaki'i Parkway and mauka of Farrington Highway and the Ho'opili master planned community
- Removal of the existing Future High School symbol adjacent to Kualia Road and the H-1 Freeway
- Relocation of Future Intermediate/Middle School symbol adjacent to Fort Weaver Road to the middle of the Ho'opili master planned community

A-17 Public Facilities Map
- Relocation of existing Future High School symbol from 'Ewa of Kualaki'i Parkway to Diamond Head of Kualaki'i Parkway and mauka of Farrington Highway and the Ho'opili master planned community
- Removal of the existing Future High School symbol adjacent to Kualia Road and the H-1 Freeway
- Relocation of Future Intermediate/Middle School symbol adjacent to Fort Weaver Road to the middle of the Ho'opili master planned community

Yes. The revision has been made to the Urban Land Use Map. The proposed amendment has also been expanded so that the revision has also been made to the Public Facilities Map.

Yes. For greater clarity and understanding of the Conceptual Maps, a definition for Transit Node has also been removed in the Public Facilities Map and Phasing Map sections of the Glossary. A definition for Rail Transit Station in the Public Facilities Map and Phasing Map sections of the Glossary has been added.

Rail Transit Station
A dedicated rail transit facility providing passengers access to high speed rail service on the elevated rail transit line.

Changes to the Legend on the following Conceptual Maps have also been made to better distinguish the difference between the land use concept of the Transit Node and locations where there are current Rail Transit Stations.

Public Facilities Map – The symbol for Transit Node is now the symbol for Rail Transit Station
Phasing Map: The symbol for Transit Node is now Rail Transit Station

This is outside the scope of the proposed amendment.
The DPP agrees that the overall vision for connectivity as it pertains to all forms of transit is important in the 'Ewa DP. This will be reviewed and updated in its entirety when the 'Ewa DP undergoes a full revision.

No.

No.
<table>
<thead>
<tr>
<th>No.</th>
<th>Author/Team</th>
<th>Department or Division</th>
<th>Date</th>
<th>Comment Area</th>
<th>Comment Description</th>
</tr>
</thead>
</table>
| 9   | Leila Nagatani | Fish and Wildlife Services, United States | Mar. 4, 2020 | Native Plants and Animals | Hawaiian hoary bat. The Hawaiian hoary bat roosts in both the exotic and native woody vegetation across all islands and will leave young unattended in trees and shrubs when they forage. If trees or shrubs 15 feet or taller are cleared during the pupping season, there is a risk that young bats could inadvertently be harmed or killed since they are too young to fly or may not move away. To avoid and minimize impacts to the endangered Hawaiian hoary bat we recommend you consider incorporating the following applicable measures into your project description:  
- Do not disturb, remove, or trim woody plants greater than 15 feet tall during the bat birthing and pup rearing season (June 1 through September 15)  
- Do not use barbed wire for fencing. |
| 10  | Leila Nagatani | Fish and Wildlife Services, United States | Mar. 4, 2020 | Native Plants and Animals | Hawaiian seabirds. Hawaiian seabirds may traverse the project area at night during the breeding, nesting and fledging seasons (March 1 to December 15). Outdoor lighting could result in seabird disorientation, fallout, and injury or mortality. Seabirds are attracted to lights and after circling the lights they may become exhausted and collide with nearby wires, buildings, or structures that may land on the ground. Downed seabirds are subject to increased mortality due to collision with automobiles, starvation, and predation by dogs, cats, and other predators. Young birds (fledglings) traversing the project area between September 15 and December 15, in their first flights from their mountain next to the sea, are particularly vulnerable. To avoid and minimize potential project impacts to seabirds we recommend you incorporate the following applicable measures into your project description:  
- This is outside the scope of the proposed amendment and is best considered at the functional plan level and at the planning and permitting stage of developments.  
- The revision has made to Table 4.4 Existing and Planned Public Safety Facilities in the EWA DP Area (attached) must be updated. Please note the revisions on the attached table. (See Attachment 2 of the Director's Report)  
- The revisions in the provided table have been incorporated into the proposed amendment.  
- The Hawaiian hoary bat roosts in both the exotic and native woody vegetation across all islands and will leave young unattended in trees and shrubs when they forage. If trees or shrubs 15 feet or taller are cleared during the pupping season, there is a risk that young bats could inadvertently be harmed or killed since they are too young to fly or may not move away. To avoid and minimize impacts to the endangered Hawaiian hoary bat we recommend you consider incorporating the following applicable measures into your project description:  
- Do not disturb, remove, or trim woody plants greater than 15 feet tall during the bat birthing and pup rearing season (June 1 through September 15)  
- Do not use barbed wire for fencing. |

Table 4.4 Existing and Planned Public Safety Facilities in the EWA DP Area (attached) must be updated. Please note the revisions on the attached table. (See Attachment 2 of the Director’s Report)

Thank you for reviewing the proposed amendment to the ‘Ewa Development Plan and for sharing these comments.

The revisions in the provided table have been incorporated into the proposed amendment.

This is outside the scope of the proposed amendment and is best considered at the functional plan level and at the planning and permitting stage of developments.

The revision has made to Section 4 Public Facilities and Infrastructure Policies, 4.8 Public Safety Facilities:

To meet projected population and economic growth by 2035, the Fire Department estimates ‘Ewa will need four new fire stations. They also plan to establish an island-wide training facility at Kalaeloa.

The revisions have been made to Table 4.4 Existing and Planned Public Safety Facilities in the ‘Ewa Development Plan Area.

The major revision is the inclusion of a new facility called Ho’opili in the Ho’opili site which will service Ho’opili, Ewa by Gentry, Kapolei, Tenney Village, Waipahu, and Royal Kunia.

Thank you for reviewing the proposed amendment to the ‘Ewa Development Plan and for sharing these comments.

This is outside the scope of the proposed amendment and is best considered at the functional plan level and at the planning and permitting stage of developments.

The ‘Ewa DP discusses the Vision for ‘Ewa’s future which includes the conservation of natural resources (2.2.8 Conservation of Natural Resources, p.2-20). The vision provides guidance in using surveys to identify endangered species habitats and determining appropriate mitigations in new development areas.

The DPP continues to coordinate with appropriate agencies and developers to protect the Hawaiian hoary bat.  

This will be reviewed when the ‘Ewa DP undergoes a full revision.

The revision has made to Section 4 Public Facilities and Infrastructure Policies, 4.8 Public Safety Facilities:

To meet projected population and economic growth by 2035, the Fire Department estimates ‘Ewa will need four new fire stations. They also plan to establish an island-wide training facility at Kalaeloa.

The revisions have been made to Table 4.4 Existing and Planned Public Safety Facilities in the ‘Ewa Development Plan Area.

The major revision is the inclusion of a new facility called Ho’opili in the Ho’opili site which will service Ho’opili, Ewa by Gentry, Kapolei, Tenney Village, Waipahu, and Royal Kunia.
- Fully shield all outdoor lights so the bulb can only be seen from below bulb height and only use when necessary.
- Install automatic motion sensor switches and controls on all outdoor lights or turn off lights when human activity is not occurring in the lighted area.
- Avoid nighttime construction during the seabird fledging period, September 15 through December 15.

Native Plants and Animals

Endangered plants
Project activities may affect listed plant species by causing physical damage to plant parts (roots, stems, flowers, fruits, seeds, etc.) as well as impacts to other life requisite features of their habitat which may result in reduction of germination, growth and/or reproduction. Cutting and removal of vegetation surrounding listed plants has the potential to alter microsite conditions (e.g., light, moisture, temperature), damaging or destroying the listed plants and also increasing the risk of invasion by nonnative plants which can result in higher incidence or intensity of fire. Activities such as grazing, use of construction equipment and vehicles, and increased human traffic (i.e., trails, visitation, monitoring), can cause ground disturbance, erosion, and/or soil compaction which decrease absorption of water and nutrients and damage plant root systems and may result in reduced growth and/or mortality of listed plant species if such species are present or historically occurred in the project area.

To avoid impacts to plant species:

Minimize potential adverse effects to listed plants that may occur on the proposed project site by minimizing disturbance outside of existing developed or otherwise modified areas. When disturbance outside existing developed or modified sites is proposed, conduct a botanical survey for listed plant species within the project action area, defined as the area where direct and indirect effects are likely to occur. Surveys should be conducted by a knowledgeable botanist with documented experience in identifying native Hawaiian and Pacific Island plants, including listed plant species. Botanical surveys should optimally be conducted during the wettest part of the year (typically October to April) when plants and identifying features are more likely to be visible, especially in drier areas. If surveys are conducted outside of the wet season, the Service may assume plant presence.

The boundary of the area occupied by listed plants should be marked with flagging by the surveyor. To avoid or minimize potential adverse effects to the listed plants, we recommend adherence to buffer distances for the activities in the Table below. (See Exhibit 7 of Director’s Report) Where disturbed areas do not need to be maintained as an open area, restore disturbed areas using native plants as appropriate for the location. Whenever possible we recommend using native plants for landscaping purposes. The following websites are good resources to use when choosing landscaping plants: Landscape Industry Council of Hawai‘i Native Plant Poster (http://hawaiiscape.wpengine.com/publications/), Native Hawaiian Plants for Landscaping, Conservation, and Reforestation (http://www.ctahr.hawaii.edu/oc/freepubs/pdf/OF-30.pdf), and Best Native Plants for Landscapes (https://www.ctahr.hawaii.edu/oc/freepubs/pdf/OF-40.pdf).

If listed plants occur in a project area, the avoidance buffers are recommended to reduce direct and indirect impacts to listed plants from project activities. However, where project activities will occur within the recommended buffer distances, additional consultation is required. The impacts to the plants of concern within the buffer area may be reduced by placing temporary fencing or other barriers at the boundary of the disturbance, as far from the affected plants as practicable.

All activities, including site surveys, risk introducing nonnative species into project areas. Specific attention needs to be made to ensure that all

This is outside the scope of the proposed amendment and is best considered at the functional plan level and at the planning and permitting stages of developments.

The ‘Ewa DP discusses the Vision for ‘Ewa’s future which includes the conservation of natural resources (2.2.8 Conservation of Natural Resources, p2-20). The vision provides guidance in using surveys to identify the endangered species habitats and determining appropriate mitigations in new development areas.

The DPP continues to coordinate with appropriate agencies and developers to protect Hawaii’s endangered plants.
### Native Plants and Animals

In 2004 the State of Hawaii Department of Transportation prepared a Habitat Conservation Plan (HCP) after *Abutilon menziesii* was found on lands owned by the City and County of Honolulu near the project area. The HCP describes the mitigation measures for the population of *A. menziesii* discovered in the area, which included the establishment of an 18-acre contingency reserve area located nearby Kualakai Parkway. The 20 year HCP requires that the populations of *A. menziesii* be maintained and managed through July 31, 2021, or until success criteria of the HCP have been accomplished. Since the contingency reserve area is located in the proposed project area, special attention should be given to avoid impacts to vulnerable populations of *A. menziesii*.

This is outside the scope of the proposed amendment and is best considered at the functional plan level and at the planning and permitting stage of developments.

The *Abutilon menziesii* is given consideration in the East Kapolei Neighborhood Transit-Oriented Development Plan through the identification of the Abutilon Contingency Reserve Area located near the Kualakai rail transit station.

The DPP continues to coordinate with appropriate agencies and developers to protect Hawaii’s endangered plants.

---

**Maenette Benham, Chancellor; Bonnie Arakawa, Director of Planning and Facilities**

University of West O’ahu  
Mar. 9, 2020

1. Page A-15, Appendix A: Conceptual Maps-Open Space Map  

We suggest updating the ‘Ewa DP Open Space Map to reflect the changes on UH lands as shown in Attachment A (UHWO Proposed Revisions to the ‘Ewa Development Plan Open Space Map). These revisions are summarized below:

- Show the proposed extensions of Keahumoa Parkway and Kinoiki Street (from DHHL lands) as dashed lines as these are the proposed major streets. While there will be other roadways within the UH property, they are not intended to be “Highway, Arterial and Major collector Streets” per the Map legend.

Thank you for reviewing the proposed amendment to the ‘Ewa Development Plan and for sharing your comments. The comment has been taken into consideration.

---

Yes. The revision has been incorporated to both the Open Space Map and the Urban Land Use Map. The proposed amendment has also been expanded so that the revision has also been made to the Public Facilities Map and the Phasing Map.

Appendix A: Conceptual Maps  

A-16 Open Space Map
- The street network on the University of West O’ahu campus and non-campus lands has been updated to show extensions of Keahumoa Parkway and Kinoiki Street only. All other streets have been removed as they are neither Highways, Arterial, nor Major Collector Streets.

Appendix A: Conceptual Maps  

A-17 Urban Land Use Map
- The street network on the University of West O’ahu campus and non-campus lands has been updated to show extensions of Keahumoa Parkway and Kinoiki Street only. All other streets have been removed as they are neither Highways, Arterial, nor Major Collector Streets.

Appendix A: Conceptual Maps  

A-18 Phasing Map
- The street network on the University of West O’ahu campus and non-campus lands has been updated to show extensions of Keahumoa Parkway and Kinoiki Street only. All other streets have been removed as they are neither Highways, Arterial, nor Major Collector Streets.
| 12. Mary Alice Evans, Director; Ruby Edwards | Land Use Division, State Department of Planning | Mar. 13, 2020, via email | Support | **1. Support for the East Kapolei TOD Plan and TOD Special District.** OP strongly supports amendments to the Ewa DP to incorporate reference to the EKNTOD Plan, since it aligns City land use policy with State TOD project plans for State lands in the region. This facilitates the realization of TOD on these State parcels for the State and its development partners. | Thank you for reviewing the proposed amendment to the ‘Ewa Development Plan and for sharing these comments. The DPP is appreciative of the support shown by OP. | No. |
| | | | Support | **2. Increased Density.** OP supports increasing density in East Kapolei, especially in proximity to TOD station areas. This is critical to achievement of a central land use objective of a secondary urban center in Ewa. Much higher densities, particularly around the rail stations, is essential to increasing rail ridership, providing the residential and user base necessary for a vibrant, pedestrian-oriented urban community, and ensuring the most efficient use of Oahu’s limited urban lands. | The DPP is appreciative of the support shown by OP. | No. |
| | | | Policy | **3. Reference to the EKNTOD Plan in the Ewa DP and Executive Summary.** Although the EKNTOD Plan has yet to be adopted, OP recommends the Ewa DP include a brief description of the role of the EKNTOD Plan, designation of the TOD Special District, and the TOD Design Guidelines as components of the policy framework that will guide development and implementation of the Ewa DP in specific areas. | Development Plans do not typically include reference to special area plans and ordinances as they are intended to be the vision and guide for future growth and development, and therefore the guide for subsequent legislation aimed at meeting the vision of the development plan. By being in conformance with the ‘Ewa DP, the implementation of the EKNTOD Plan is intended to guide the development of the | No. |
Policy

4. Transit-Oriented Communities or Neighborhoods, page 2-5. OP recommends insertion of Transit-Oriented Communities or Neighborhoods, as a subheading (a new 2.2.8) or bolded text at the beginning of the fourth complete paragraph on page 2-5. This would affirm TOD as a key land use and organizing element in the Ewa DP, separate from other initiatives to divert residents from automobile use within the region. Use of the term could then be used to introduce those plan subsections that discuss medium density residential and commercial mixed-use development around transit nodes/rail station areas.

Clarification

5. Transit Nodes and Rail Station Areas. The text and accompanying graphics refer to one or the other term in a way that implies they are to be used interchangeably. It would help for the text to clarify what each term means with an explanation of how the terms are used in the Ewa DP.

Height and Density / Community Benefits

6. Community Benefits Bonus, page 3-45, 3-46, 3-48, and 3-72. OP strongly supports the proposed building height allowance within the TOD Special District. However, OP is very concerned that maximum heights for State parcels above the base or as-of-right height would only be granted as bonus height in exchange for community benefits such as affordable housing. OP strongly believes that State lands should be allowed the maximum height limit as-of-right or be exempt from City imposition of required community benefits for the additional bonus height. The planned use of State lands already serves a public purpose, either through the public facilities and services provided, affordable housing being provided, or the use of lease revenues to fund agency missions to serve Native Hawaiian beneficiaries or protect and manage natural resource lands and systems.

Height

7. Table 3.4, Density and Height Guidelines by Residential Category and page 3-48. Height. OP recommends that consideration be given to allowing building heights up to 150 feet on lands immediately surrounding transit stations in the TOD Special District, with the provision of community benefits. This would promote area while being fully in support of the policies and guidelines discussed in the ‘Ewa DP.

The EKNTOD Play supports Section 3.9.1 of the ‘Ewa DP which discusses General Policies for Existing and Planned Residential Communities in the ‘Ewa region. These general policies are intended to be the land use and organizing elements for residential communities in ‘Ewa and are supportive of TOD concepts such as Higher Density Housing Along the Transit Corridor, Transit-Oriented Streets, and Pedestrian and Bicycle Travel.

It is the role of functional plans such as EKNTOD to give further development guidelines while remaining in conformance with the aforementioned policies in the ‘Ewa DP.

A complete review of the policies and guidelines will occur when the ‘Ewa DP undergoes a full revision. At such time, a full evaluation of existing TOD Plans will also be reviewed and thoughts to how the DPs/SCPs will integrate this as an organizing concept for land use will be considered.

Yes. The definition for Transit Node has also been removed in the Public Facilities Map and Phasing Map sections of the Glossary. A definition for Rail Transit Station in the Public Facilities Map and Phasing Map sections of the Glossary has been added.

Rail Transit Station

A dedicated rail transit facility providing passengers access to high speed rail service on the elevated rail transit line.

Changes to the Legend on the following Conceptual Maps have also been made to better distinguish the difference between the land use concept of the Transit Node and locations where there are current Rail Transit Stations.

Public Facilities Map – The symbol for Transit Node is now the symbol for Rail Transit Station

Phasing Map: The symbol for Transit Node is now Rail Transit Station

This is outside of the scope of the proposed amendment, however the comment is noted.

The DPP appreciates that State lands serve a public purpose. The ‘Ewa DP contains language acknowledging that lands administered by the Department of Hawaiian Home Lands and the Hawai‘i Community Development Authority are not subject to the approval of the City Council.

Further discussion with other land-owning State departments is necessary.

Building heights of 150 on lands immediately surrounding transit stations conflicts directly with the ‘Ewa DP’s intention of allowing the highest height only in the City of Kapolei and Ko Olina.

No.
the viability of structured parking and support transit ridership and more intensive use of urban lands.

Land Use 8. Table 3.5, Guidelines for Appropriate Zoning. OP strongly supports the inclusion of BMX-3 zoning for plan areas designated as medium density apartment. This will be critical for enabling mixed-use development at transit nodes and contribute to the creation of a more active, pedestrian urban environment. The table should be further amended to insert Transit Node as discussed below.

This is outside the scope of the proposed amendment.

No.

Housing 9. Industrial Centers, page 3-68. The proposed amendment would allow consideration of housing units in industrial areas. OP recommends that this provision be further amended to limit this to mixed-use live-work or similar conditions where industrial users could inhabit residential space at the facility or structure. We are concerned that unaffiliated housing could displace industrial space/land area and decrease the availability of affordable industrial space for cost-sensitive industrial uses.

This is outside the scope of the proposed amendment.

No.

Greenway 10. A-15. Open Space Map. OP recommends that the Open Space Map be amended to show a multi-use path and greenway along the Kaloi Gulch and Kualakai Parkway, as this is being contemplated as part of the EKNTOD Plan.

The comment has been taken into consideration.

No.

Land Use 11. A-17, Urban Land Use Map. OP supports the proposed amendment of the Urban Land Use Map legend to use the label, Transit Node, for rail station areas designated for medium or higher density residential and commercial uses. Transit Nodes are illustrated on the Urban Land Use Map, but Transit Node is not included in Table 3.5. OP strongly recommends amending Table 3.5 to set out “Transit Node” and the appropriate zoning districts that promote higher-density mixed-use development. This would clarify the intended land use character where these nodes are designated on the map.

The DPP is appreciative of OP’s understanding that Transit Node intends to facilitate development of greater densities and uses around rail transit stations. However, the proposed amendment is targeted in scope and intends to make clear that the density and height discussed in the proposed amendment is only for existing areas with existing rail transit stations.

Increased density along with neighborhood character around the other Transit Nodes will be reviewed when the ‘Ewa DP undergoes a full revision.

No.

13 Ross S. Sasamura, P.E., Director and Chief Engineer; Kyle Oyasato Department of Facility Maintenance, City and County of Honolulu

Mar. 18, 2020 Drainage-ways

We have no comments at this time, however please see the attachments for our Department’s earlier responses (dated September 13, 2006 and December 19, 2006) for the Ewa Development Plan.

September 13, 2006 Any addition of the infrastructure for the public dedication will require additional Department of Facility Maintenance (DFM) resources to insure a continued level of facility maintenance.

Therefore, DFM requests that the planning and design phases for infrastructure improvement include a detailed maintenance analysis which anticipates the labor, equipment and materials needed to maintain any proposed public infrastructure to recognized acceptable standards.

December 19, 2006

Thank you for reviewing the proposed amendment to the ‘Ewa Development Plan and for sharing these comments.

This is outside the scope of the proposed amendment. Evaluation of the guidance on drainageways as well as the level of infrastructure analysis will be reviewed when the ‘Ewa DP undergoes a full revision.

No.
<table>
<thead>
<tr>
<th>Name</th>
<th>Department</th>
<th>Mar. 19, 2020 via email</th>
<th>Completed Projects</th>
<th>Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wes Frysztacki</td>
<td>Department of Transportation Services, City and County of Honolulu</td>
<td>Pg. 4-3, Section 4.1: considering updating Table 4.1 to reflect projects that have been completed.</td>
<td>Thank you for reviewing the proposed amendment to the Ewa Development Plan and for sharing these comments. This is outside the scope of the proposed amendment. A full update of completed projects will be reviewed when the Ewa DP undergoes a full revision.</td>
<td>No.</td>
</tr>
</tbody>
</table>

Park-and-ride facilities

Pg. 4-8, Section 4.1.4.1.1: As of March 2020, there are no plans for the development of the park-and-ride facilities at the civic center area of the City of Kapolei and near Kualakai Parkway/Kapolei Parkway. However, an alternatives analysis will be conducted for the Civic Lot (TMK: 0-1-148-009) near the civic center area of the City of Kapolei, whose surrounding streets are Kapolei Parkway, Kamaaha Avenue, and Aliihi Street.

This comment has been taken into consideration. Yes. Section 4 Public Facilities and Infrastructure Policies

4.1 Transportation Systems

4.1.4 Transit

4.1.4.1 Bus Service

The Department of Transportation Services (DTS) has currently identified and proposed for development three park-and-ride facilities in Ewa, one in the future civic center area of the City of Kapolei, one further east, near the Kualakai Parkway/Kapolei Parkway intersection, and another near the corner of Kualakai Parkway. An alternatives analysis will be conducted for a third facility near the civic center area of the City of Kapolei.

Policy

Pg. 4-10 Section 4.1.5 and Exhibit 4.1: considering updating this section based on the latest Oahu Bike Plan.

This is outside the scope of the proposed amendment. Assessment and inclusion of current plans, such as the latest Oahu Bike Plan, will be reviewed when the Ewa DP undergoes a full revision. No.  

Clarification Proposed Text:

Page 3-49, 3.9.2. Guidelines

- Transit Routes and Facilities – Design the rights-of-way along existing or potential bus transit routes to make provisions for bus shelters, bus pull-outs, and, if applicable park-and-ride facilities and/or future rapid transit stations in accordance with Department of Transportation Services design standards.

This revision is included as part of the administrative changes to reflect consistency in the use of departments and place names. No.  

Policy Proposed Text:

Page 3-66, 3.11.3 Guidelines

- Circulation System and Transportation Facilities – Allow public transit to access and establish service to the Ko Olina Resort area.

This is outside the scope of the proposed amendment. Public transit policies will be reviewed when the Ewa DP undergoes a full revision. No.  

Public Transit Proposed Text:

Page 4-8, 4.1.4.1. Bus Service

Bus service is provided through the Department of Transportation Services operator Oahu Transit Services (OTS) for the Bus and Handi-Van system.

This revision has been made. Yes.  

Section 4 Public Facilities and Infrastructure Policies

4.1 Transportation Systems

4.1.4 Transit

4.1.4.1 Bus Service

Bus service is provided through the Department of Transportation Services (DTS) which currently contracts with Oahu Transit Services (OTS) for the operation of the Bus and Handi-Van system. A second vendor operates the Handi-Van system. As of 2009, OTS operates a fleet of 551 buses.
1. If new roadway connectors are proposed around rail stations that are not in previously approved water master plans (WMP), the developer will be required to consult with BWS on water pipeline sizing and interconnections. The WMP determines the adequacy of the water system to provide domestic and fire protection in accordance with our Water System Standards. Approval of construction plans are contingent upon consistency with approved WMPs.

2. The proposed water demands within TOD Districts should be provided based on efficient water fixtures and high efficiency water saving measures. On-site water retention and reuse, green infrastructure and low impact development guidelines should be implemented. R-1 recycled or brackish nonpotable water must be used for irrigation of large landscaped areas.

3. The availability of water will be determined when the Building Permit Applications are submitted for our review and approval. When water is made available, the applicant will be required to pay the applicable, prevailing Water System Facility Charges for resource development, transmission and daily storage.

4. High-rise buildings with booster pumps will be required to install water hammer arresters or expansion tanks to reduce pressure spikes and potential main breaks in our system.

5. The developers will be required to meet the BWS cross-connection control and backflow prevention requirements will be determined when the Building Permit Applications are submitted for our review and approval.

---

**Water Use Efficiency**

The Ewa DP currently contains policies in Section 4.2.1 relating to Water Use Efficiency and Conservation. The policy requires developments to conserve water by implementing water conservation measures. The specific requirements are outside the scope of the proposed amendment and is best considered at the functional plan level and at the planning and permitting stage of development.

**Water Allocation**

The Ewa DP contains policies in Section 4.2.1 which indicate that it is the BWS will confirm the adequacy of existing capacity at the time of land subdivision or building permit application. This is outside the scope of the proposed amendment and is best considered at the functional plan level and at the planning and permitting stage of development.

---

Thank you for reviewing the proposed amendment to the ‘Ewa DP’ and for sharing these comments.
Attachment 4
Bill for an Ordinance
TO ADOPT AN AMENDMENT TO THE ‘EWA DEVELOPMENT PLAN (2013) FOR THE CITY AND COUNTY OF HONOLULU.

BE IT ORDAINED by the People of the City and County of Honolulu:

SECTION 1. Purpose. The purpose of this ordinance is to amend portions of the existing Development Plan (DP) for ‘Ewa, Article 3, Chapter 24, Appendix 24-3, Revised Ordinances of Honolulu 1990, as described in Exhibit A.

This development plan ordinance adopts an amendment to portions of the development plan for ‘Ewa that creates consistency with the development guidelines for the East Kapolei Neighborhood Transit-Oriented Development Plan. The amendment is consistent with the objectives and policies of the General Plan (1992, amended in 2002).

This ordinance is enacted pursuant to the powers vested in the City and County of Honolulu by Chapter 46, and Section 226-58 Hawai‘i Revised Statutes.

SECTION 2. Insertion of Effective Date. The City Clerk is hereby directed to date the ‘Ewa Development Plan with the effective date of this ordinance.
SECTION 3. This ordinance shall take effect upon its approval.

INTRODUCED BY:

__________________________________________

__________________________________________

__________________________________________

__________________________________________

__________________________________________

DATE OF INTRODUCTION: ______________________

__________________________________________

Honolulu, Hawaii __________________________ Councilmembers

APPROVED AS TO FORM AND LEGALITY:

__________________________________________

Deputy Corporation Counsel

APPROVED this _____ day of ________________, 20 ____.

__________________________________________

KIRK CALDWELL, Mayor
City and County of Honolulu
EXHIBIT A
<table>
<thead>
<tr>
<th>No.</th>
<th>Page</th>
<th>Section</th>
<th>Proposed Text and/or Map Changes</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>2-5</td>
<td>2. The Vision for ‘Ewa’s Future 2.1 Vision Statement</td>
<td>An elevated rapid rail transit system line will be developed on the rapid transit corridor. The first segment of the rapid elevated rail transit system line will start near the proposed Salvation Army Kroc Center on Kualakai Parkway and continue on to Waipahu along Kualakai Parkway and Farrington Highway. Sufficient land will be reserved to allow extension of the elevated rail transit line system through Kala'eo to the City of Kapolei, ending near the intersection of Kapolei Parkway and the planned extension of Hānu‘a Street. See Appendix A: Public Facility Map, and Phasing Map.</td>
</tr>
<tr>
<td>2.</td>
<td>2-6</td>
<td>2. The Vision for ‘Ewa’s Future 2.1 Vision Statement</td>
<td>Completion of the first increment of the elevated rail fixed guideway transit system line (from East Kapolei to Ala Moana Shopping Center) is critical to the O‘ahu General Plan policy of relieving development pressure elsewhere on O‘ahu by developing the Second City and the Urban Fringe in ‘Ewa. It is needed to provide an effective and reliable alternative to commuting by auto for a significant numbers of commuters by 2020. Without the project, traffic delays for ‘Ewa commuters would increase by 46% compared to today according to the Honolulu High-Capacity Transit Corridor Project Environmental Impact Statement (p. 3-28).</td>
</tr>
<tr>
<td>3.</td>
<td>2-18</td>
<td>2. The Vision for ‘Ewa’s Future 2.2.7 Communities Designed to Support Non-Automotive Travel</td>
<td>The master planned residential communities will be designed or redeveloped to support pedestrian and bike use within the community and transit use for trips both within and outside of the community. These communities will be further supported by the establishment of the Transit-Oriented Development (TOD) Special District in rail transit station areas, which requires the land use and design of these areas to encourage transit ridership and the use of multimodal transportation. Connectivity will be established within subdivisions by use of block and street standards and between subdivisions by establishing and implementing a 1/4 mile collector/connector master road plan, where permitted by terrain. As The elevated rail transit line built on the east-west Rapid Transit Corridor will link Kapolei West, the City of Kapolei, the University of Hawaii West O‘ahu-UHWO campus, Waipahu, Leeward Community College, and the Primary Urban Center PUC. Medium density residential development will be built along the corridor within walking distance of the rail transit stops/stations.</td>
</tr>
</tbody>
</table>
### No. 2-19

#### 2. The Vision for ‘Ewa’s Future

- Exhibit 2.3, Existing and New Master Planned Communities

**Edited Legend of exhibit (map image):**

- **P** East Kapolei (Ho‘opili)
- **T** UHWO UH WOC

Refer to Attachment 1.

#### 2.2.7 Communities Designed to Support Non-Automotive Travel

Medium density residential and commercial mixed-use development will be developed at eight **transit nodes** whose general locations are indicated on the Public Facilities Map Urban Land Use Map in Appendix A.

### No. 2-20

#### 2. The Vision for ‘Ewa’s Future

#### 2.2.7 Communities Designed to Support Non-Automotive Travel

The first segment of the **rapid elevated rail transit system line** will start near the proposed Salvation Army Kroc Center on Kualakai Parkway and continue on to Waipahu along Kualakai Parkway and Farrington Highway. Sufficient **right-of-way** will be reserved for the extension of the establishment when needed in the future of an elevated rail rapid transit line, system along a route which would extend through Kalaeloa to the City of Kapolei in the west, ending near the intersection of Kapolei Parkway and the planned extension of Hānū‘a Street continuing on to the PUC in the east. Such a system will require a 28- to 32-foot right of way along the route and a 75-foot right-of-way at the rail transit station sites (at the transit nodes).

### No. 3-44

#### 3 Land Use Policies

**3.9 Existing and Planned Residential Communities**

- **3.9.1 General Policies**

- **Higher Density Housing Along the Rapid Transit Corridor** - To promote use of the elevated rail mass transit line, develop higher-density residential use along the major rapid transit corridor linking Kapolei with Waipahu and Primary Urban Center PUC communities to the east. **Medium Density Apartment and Commercial uses should be developed at greater densities at the eight transit nodes. Each transit node would generally cover areas influenced by a rail transit station, 1/4 mile radius (about a five minute walking distance) around a rail major transit stop station. Develop areas along the rapid transit corridor at housing densities of 25 units per acre, with greater densities encouraged within the eight transit nodes. See the Urban Land Use Map and the Public Facilities Map in Appendix A for the location of the eight transit nodes.**

- **Affordable Housing** – **Addressing affordable housing needs continues to be a high priority given the persistent shortage.** Require that **30** percent of housing units in new residential developments on lands with existing Unilateral Agreements (UAs) be affordable to low and low-moderate income households. Residential development that occurs on lands without existing UAs may be subject to the **Affordable Housing Requirement (AHR).**
8. 3-45 3 Land Use Policies
3.9 Existing and Planned Residential Communities
3.9.1. General Policies

**Community Benefits Bonus (CBB)** – To further achieve the desired urban form and character of development in the Secondary Urban Center, developments proposed in the TOD Special District may exceed the baseline level of floor area ratio (FAR) and/or building height in exchange for providing commensurate community benefits. CBBs for developments proposed in the TOD Special District must be in alignment with the vision and general policies and guidelines contained in this Plan.

9. 3-46 3 Land Use Policies
3.9 Existing and Planned Residential Communities
3.9.1 General Policies

**Table 3.4 Density and Height Guidelines by Residential Category**

<table>
<thead>
<tr>
<th>Residential Category</th>
<th>Density (Housing Units)</th>
<th>Building Height</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential</td>
<td>5-12/acre</td>
<td>Not over two stories</td>
</tr>
<tr>
<td>Low Density Apartment</td>
<td>10-30/acre</td>
<td>Not over three stories</td>
</tr>
<tr>
<td>Medium Density Apartment</td>
<td>25-90/acre</td>
<td>Not over 90ft ¹,²</td>
</tr>
</tbody>
</table>

¹ Building heights up to 150 feet allowed in City of Kapolei and Ko Olina
² Building heights up to 120 feet may be allowed in the TOD Special District with the provision of community benefits.

10. 3-48 3 Land Use Policies
3.9 Existing and Planned Residential Communities
3.9.2. Guidelines

**Height**

- Limit building heights to not exceed 150 feet in the City of Kapolei and the Ko Olina Resort, up to 120 feet in the TOD Special District with the provision of community benefits, and 90 feet elsewhere. Taller building heights are intended to allow higher densities, create variation in the cityscape, give a visual sign of transit nodes, and identify the City of Kapolei's importance as a regional center.
<table>
<thead>
<tr>
<th>No.</th>
<th>Page</th>
<th>Section</th>
<th>Proposed Text and/or Map Changes</th>
</tr>
</thead>
</table>
| 11. | 3-52 | 3 Land Use Policies 3.9.4 Relation to Zoning Table 3.5 Guidelines for Appropriate Zoning | **TABLE 3.5 GUIDELINES FOR APPROPRIATE ZONING**<br><br>**Land Use Designation**<br>**Park, Golf Course, Preservation/ Conservation Military Training Area**<br>P-2 if in State Urban or Agriculture District P-1 if in State Conservation District; otherwise P-2 F-1<br><br>**Agriculture**<br>AG-1 for all areas except where there is a predominant pattern of lots under 5 acres in size AG-2 for areas where lots are under 5 acres in size<br><br>**Residential and Low Density Apartment**<br>R-5, R-7.5, R-10 for conventional single-family subdivisions R-3.5 if identified by Project Master Plan for innovative small lot site design A-1 for low-rise flats, apartments, and townhouses A-2 if identified by Project Master Plan for medium density apartment development AMX-1, AMX-2 if within 1/4 mile of a rail transit station area node<br><br>**Medium Density Apartment**<br>A-2, A-3 AMX-2, AMX-3 if within 1/4 mile of a rail transit station area node<br>BMX-3 if within a rail transit station area<br><br>**Commercial Centers**<br>B-2 with limits on floor area for office use for all types of centers except Neighborhood Commercial Centers B-1 for Neighborhood Commercial Centers (not shown on Urban Land Use Map) B-2, BMX-3, Resort for the Ko Olina Marina Mixed Use area<br><br>**Town Center**<br>B-2, BMX-3 A-1, A-2 I-1, IMX-1 in fringe areas where present use is predominantly service industrial<br><br>**Resort**<br>Resort<br><br>**Technology Park**<br>New zoning category designed specifically for this use; for interim, retain the existing IMX-1 and B-2 zoning with use limitations as specified in the UA.<br><br>**Industrial**<br>I-2 for heavy industrial areas in Barbers Point Industrial Area I-1, IMX-1 for service industrial areas near City of Kapolei and master-planned communities I-3 in vicinity of Barbers Point Deep Draft Harbor and of Hoakalei Marina
<table>
<thead>
<tr>
<th>No.</th>
<th>Page</th>
<th>Section</th>
<th>Proposed Text and/or Map Changes</th>
</tr>
</thead>
<tbody>
<tr>
<td>12.</td>
<td>3-68</td>
<td>3 Land Use Policies</td>
<td><strong>• Industrial uses will be prioritized in industrial areas within rail transit station areas before consideration will be given to residential and commercial uses.</strong></td>
</tr>
<tr>
<td></td>
<td></td>
<td>3.12 Industrial Centers</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>3.12.1 General Policies</td>
<td></td>
</tr>
</tbody>
</table>
| 13. | 3-72 | 3 Land Use Policies | **Building Height and Mass**  
|     |      | 3.12 Industrial Centers | **• Limit building heights to generally not exceed 60 feet, especially for buildings of large mass. Developments within rail transit station areas may exceed the baseline FAR and/or building height up to the maximum bonus height with the provision of commensurate community benefits through CBBs.**  
|     |      | 3.12.2 Guidelines | **• Allow taller, vertical structures when required as part of an industrial operation when commensurate community benefits are provided, but require a view plane study to be conducted for structures over 100 feet in height to determine if they can be sited or designed to minimize visibility from residential, resort and commercial areas, major public thoroughfares, and the shoreline.** |
|     |      | Other Industrial Areas | |
| 14. | 4-8  | 4. Public Facilities and Infrastructure Policies and Guidelines | Bus service is provided through the Department of Transportation Services DTS, which currently contracts with O‘ahu Transit Services (OTS) for operation of TheBus and Handi-Van system. A second vendor operates the Handi-Van system. As of 2009, OTS operated a fleet of 531 buses. About 62 buses are currently assigned to TheBus’ ‘Ewa Service Area, which is identical to the ‘Ewa Development Plan area. |
|     |      | 4.1 Transportation Systems | |
|     |      | 4.1.4.1 Bus Services | |
| 15. | 4-8  | 4. Public Facilities and Infrastructure Policies and Guidelines | The Department of Transportation Services DTS has currently identified and proposed for development three two park-and-ride facilities in ‘Ewa, one in the future civic center area of the City of Kapolei, one further east, near the Kualaka‘i Parkway/Kapolei Parkway intersection, and another near the corner of Kualaka‘i Parkway and Farrington Highway. An alternatives analysis will be conducted for a third facility near the civic center area of the City of Kapolei. |
|     |      | 4.1 Transportation Systems | |
|     |      | 4.1.4.1 Bus Services | |
### Proposed Text and/or Map Changes

<table>
<thead>
<tr>
<th>No.</th>
<th>Page</th>
<th>Section</th>
<th>Proposed Text and/or Map Changes</th>
</tr>
</thead>
<tbody>
<tr>
<td>16.</td>
<td>4-8, 9, 10</td>
<td>4 Public Facilities and Infrastructure Policies and Guidelines</td>
<td>In 2006, the DTS City Department of Transportation Services completed a planning Alternatives Analysis to evaluate alternatives that would provide high-capacity transit for the rapid transit corridor between the University of Hawai‘i at Mānoa, downtown Honolulu, and the fast growing ‘Ewa region, areas in Leeward Oahu and Kapolei. On December 22, 2006, the City Council selected, as the Locally Preferred Alternative, a fixed-guideway transit system, now known as the elevated rail transit line, extending from the City of Kapolei to the University of Hawai‘i Mānoa with a connection to Waikīkī. This initial phase of the transit line system will begin in East Kapolei near the Salvation Army Kroc Center and the Department of Hawaiian Home Lands DHHL headquarters and will end at the Ala Moana Shopping Center.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>4.1 Transportation Systems</td>
<td>As shown on the Public Facilities Map in Appendix A, a rapid transit corridor is planned to connect the City of Kapolei with Waipahū and onward to the Primary Urban Center PUC. Service on the transit corridor could provide a shuttle service between Kapolei West, the City of Kapolei, Kalaeloa, East Kapolei (DHHL East Kapolei, the UHWO campus, Ho'opili), and Waipahū, and an express commuter service to and from the PUC Primary Urban Center. In peak-hour commuting, the corridor will provide high-speed dedicated transit service.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>4.1.4 Transit</td>
<td>By connecting the PUC Primary Urban Center to Kapolei via Waipahū, the rail transit corridor will provide for a future high-speed connection between the UHWO campus, Kapolei campus of the University of Hawai‘i at West O‘ahu, and Leeward Community College, Honolulu Community College, and the University of Hawai‘i at Mānoa.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>4.1.4.2 Planned Rapid Transit Corridor</td>
<td>The ‘Ewa portion of the elevated rail transit line is being constructed planned to run from Waipahū through the proposed Ho`opili project, turning south to run along Kualakai Parkway to extend into Kalaeloa where it turns west and runs along Saratoga Road until it turns north and enters the City of Kapolei on Wākea Street, turning west on Kapolei Parkway until reaching its terminus near the Kapolei Commons shopping center.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Developments along the proposed rail transit corridor should set aside appropriate sized right-of-way and space for pedestrian-station interface areas for the establishment, when needed in the future, of an elevated rapid rail transit system line. Such a system will require a 28 to 32 foot right-of-way along the route and a 75 foot right-of-way for rail transit stations sites (at the transit nodes).</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Land has been set aside in the City of Kapolei for a transit station/bus terminal/park- and-ride facility, and provisions should be made for transit stations/park-and-ride facilities at each of the transit nodes along the rapid rail transit corridor.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Medium density apartment and commercial development should be permitted and encouraged developed at greater densities within a 1/4 mile radius (5 minutes walking distance) around the transit station park-and-ride facility site at the center of the transit nodes. These transit nodes should be designed to give priority to pedestrians and areas intended for pedestrian access and circulation. The objective is to create a land use pattern that would allow residents to minimize use of the private automobile and encourage use of transit for longer trips and walking or biking for short trips.</td>
</tr>
<tr>
<td>17.</td>
<td>4-35</td>
<td>4. Public Facilities and Infrastructure Policies and Guidelines</td>
<td>To meet projected population and economic growth by 2035, the Fire Department estimates ‘Ewa will need four five new fire stations. They also plan to establish an island- wide training facility at Kalaeloa.</td>
</tr>
</tbody>
</table>
### TABLE 4.4 EXISTING AND PLANNED PUBLIC SAFETY FACILITIES IN THE ‘EWA DEVELOPMENT PLAN AREA

<table>
<thead>
<tr>
<th>Facilities</th>
<th>Site</th>
<th>Service Area</th>
<th>Service Date</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Fire Stations</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>‘Ewa Beach 1</td>
<td>‘Ewa Beach</td>
<td>‘Ewa by Gentry, Ocean Pointe, ‘Ewa Beach, Iroquois Point</td>
<td>Existing</td>
</tr>
<tr>
<td>Makakilo</td>
<td>Makakilo</td>
<td>Makakilo, Ko Olina, Villages of Kapolei</td>
<td>Existing</td>
</tr>
<tr>
<td>Kapolei</td>
<td>Kapolei</td>
<td>Campbell Industrial Park, City of Kapolei, Kapolei Business Park</td>
<td>Existing</td>
</tr>
<tr>
<td>‘Ewa Beach 2</td>
<td>Ocean Pointe</td>
<td>‘Ewa by Gentry, Ocean Pointe, ‘Ewa Beach, Iroquois Point</td>
<td>2011-2012</td>
</tr>
<tr>
<td>East Kapolei</td>
<td>DHHL East Kapolei</td>
<td>East Kapolei, Villages of Kapolei, UH West O‘ahu, Tenney Village, Kala‘eaea</td>
<td>2011</td>
</tr>
<tr>
<td>Kala‘eaea</td>
<td>Old Federal Fire Station Site</td>
<td>Kala‘eaea, ‘Ewa, and Kapolei</td>
<td>N.D.</td>
</tr>
<tr>
<td>‘Ewa Villages</td>
<td>Tenney Village</td>
<td>West Loch, ‘Ewa Villages, East Kapolei</td>
<td>N.D.</td>
</tr>
<tr>
<td>Ko ‘Olina</td>
<td>Ko Olina</td>
<td>Ko Olina Resort</td>
<td>N.D.</td>
</tr>
<tr>
<td>Maka‘iwa Hills</td>
<td>Maka‘iwa Hills</td>
<td>Maka‘iwa Hills</td>
<td>N.D.</td>
</tr>
<tr>
<td>Kala‘eaea Tactical Training Facility</td>
<td>Kala‘eaea (Former BPNAS site)</td>
<td>Island-wide</td>
<td>N.D.</td>
</tr>
<tr>
<td>Ho‘opili</td>
<td>Ho‘opili</td>
<td>Ho‘opili, Ewa by Gentry, Kapolei, Tenney Village, Waipahu, Royal Kunia</td>
<td>N.D.</td>
</tr>
<tr>
<td><strong>Police Stations</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>‘Ewa Plains Regional Station</td>
<td>City of Kapolei</td>
<td>‘Ewa Region</td>
<td>Existing</td>
</tr>
<tr>
<td>Ho‘opili Substation</td>
<td>Ho‘opili</td>
<td>East Kapolei, ‘Ewa Beach</td>
<td>N.D.</td>
</tr>
<tr>
<td><strong>Emergency Medical Services Facilities</strong></td>
<td></td>
<td>DOH has not identified needed sites</td>
<td></td>
</tr>
</tbody>
</table>

**NOTES:**

1. To be replaced with new station on Fort Weaver Road at Ocean Pointe.
2. Opened in 2012.
   N.D. Not Determined.
### Table 5.1: Implementation Matrix

**Policies and Guidelines Statements**

#### PLANNED COMMERCIAL RETAIL CENTERS

- Develop planned commercial centers, outside of the City of Kapolei, to provide retail shopping and offices delivering services for the ‘Ewa residential communities in which they are located.
- Concentrate commercial uses in central locations instead of in continuous commercial strips along arterial roads, and design the centers to support pedestrian-friendly centers or “Main Streets” for their communities.
- Allow medium density mixed use commercial development within a quarter mile radius of proposed rail transit stations areas on the rapid rail transit corridor.

#### TRANSPORTATION SYSTEMS

- Reserve land for the right-of-way for the Council-identified rapid rail transit corridor in ‘Ewa and plan to develop medium density high traffic land uses in rail transit station areas, and transit-oriented development nodes along the route.

Add to Programs/Agencies/Roles:

<table>
<thead>
<tr>
<th>Programs</th>
<th>Agencies</th>
<th>Roles</th>
</tr>
</thead>
<tbody>
<tr>
<td>ZC/UA</td>
<td>DPP</td>
<td>Regulator</td>
</tr>
<tr>
<td>AHR</td>
<td>DTS</td>
<td>Advocate</td>
</tr>
<tr>
<td>UDP</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TOD</td>
<td></td>
<td></td>
</tr>
<tr>
<td>City CIP</td>
<td>HART</td>
<td>Implementer</td>
</tr>
</tbody>
</table>

### Table 5.1 Implementation Matrix

**Key to Abbreviations**

**Agencies**
- **HART**: Honolulu Authority for Rapid Transportation
<table>
<thead>
<tr>
<th>No.</th>
<th>Page</th>
<th>Section</th>
<th>Proposed Text and/or Map Changes</th>
</tr>
</thead>
</table>
| 22. | A-8  | Appendix A: Conceptual Maps  
Glossary: Urban Land Use Map | **Transit Node (Medium Density Apartment and Commercial)**  
Centers of medium density apartment and commercial development located around rail transit stations on a planned rapid transit corridor which extends from the City of Kapolei through Waipahu to downtown Honolulu. (See Sections 3.9, 3.10, and 4.1.4.2.) |
| 23. | A-8  | Appendix A: Conceptual Maps  
Glossary: Urban Land Use Map | **University of Hawaii West O'ahu (UHWO)**  
Proposed campus location located on 136 acres near the intersection of Kualakai Parkway and Farrington Highway |
Glossary: Public Facilities Map | **Transit Corridor**  
An area designated for establishment of communities that encourage use of transit, walking, and biking to go to work, to school, to shop, or to have fun by providing easy access to high speed mass transit; designing streets, public places, and pathways to be friendly to pedestrians and bikers; and locating medium density housing and commercial development within easy walking distance of the nearest rail transit station. Sufficient land will be reserved in the corridor so that rapid transit system can be developed in the future. (See Sections 2.2.7, 3.9.1, 3.10.1, and 4.1.4.2.).  
**Elevated Rail Transit Line**  
A rail line raised above ground for high speed rail service in urban areas. |
| 25. | A-10 | Appendix A: Conceptual Maps  
Glossary: Public Facilities Map | **Transit Node**  
Centers of medium density apartment and commercial development located around rail transit stations on planned rapid transit corridor which extends from City of Kapolei through Waipahu to downtown Honolulu. (See Sections 3.9, 3.10, and 4.1.4.2.).  
**Rail Transit Station**  
A dedicated rail transit facility providing passengers access to high speed rail service on the elevated rail transit line. |
<table>
<thead>
<tr>
<th>No.</th>
<th>Page</th>
<th>Section</th>
<th>Proposed Text and/or Map Changes</th>
</tr>
</thead>
</table>
| 26. | A-12  | Appendix A: Conceptual Maps | **University of Hawai’i West O'ahu (UHWO)**  
*Proposed Campus Location* located on 136 acres near the intersection of Kualaka’i Parkway and Farrington Highway  
Glossary: Phasing Map |
| 27. | A-13  | Appendix A: Conceptual Maps | **Rail Transit Corridor**  
An area designated for establishment of communities that encourage use of transit, walking, and biking to go to work, to school, to shop, or to have fun by providing easy access to high speed mass transit; designing streets, public places, and pathways to be friendly to pedestrians and bikers; and locating medium density housing and commercial development within easy walking distance of the nearest rail transit station. Sufficient land will be reserved in the corridor so that rapid transit system can be developed in the future. (See Sections 2.2.7, 3.9.1, 3.10.1, and 4.1.4.2.).  
Glossary: Phasing Map |
| 28. | A-14  | Appendix A: Conceptual Maps | **Transit Node**  
Centers of medium density apartment and commercial development located around transit stations on planned rapid transit corridor which extends from City of Kapolei through Waipahū to downtown Honolulu. (See Sections 3.9, 3.10, and 4.1.4.2.)  
**Rail Transit Station**  
A dedicated rail transit facility providing passengers access to high speed rail service on the elevated rail transit line.  
Glossary: Phasing Map |
| 29. | A-15  | Appendix A: Conceptual Maps | **Map revisions include the following:**  
- Addition of a Landscaped Boulevard/Greenway in the Ho'opili master planned community, makai of Farrington Highway  
- Addition of a Park symbol in the Ho'opili master planned community  
- The street network on the University of West O'ahu campus and non-campus lands has been updated to show extensions of Keahumoa Parkway and Kinoiki Street only. All other streets have been removed as they are neither Highways, Arterial, nor Major Collector Streets.  
Open Space Map  
Refer to Attachment 2. |
<table>
<thead>
<tr>
<th>No.</th>
<th>Page</th>
<th>Section</th>
<th>Proposed Text</th>
</tr>
</thead>
</table>
| 30. | A-17 | Appendix A: Conceptual Maps | Map revisions include the following:  
- Addition of Industrial use areas mauka of Farrington Highway and UHWO  
- Addition of Medium Density Apartment/Commercial Mixed use ‘ewa of Kualaka’i Parkway and mauka of Farrington Highway  
- Addition of Medium Density Apartment/Commercial Mixed use along the transit corridor between the two most eastern transit nodes  
- Addition of Medium Density Apartment/Commercial Mixed use along the ‘ewa side of Kualaka’i Parkway on the on the UHWO campus to below Keahumoa Parkway  
- The Public Institution use representing the UHWO campus has been adjusted slightly to better represent its footprint, however it should be noted it is still conceptual and does not intend to define the campus’ exact parcels  
- Relocation of existing Community Commercial Center symbol from Diamond Head of Kualaka’i Parkway to ‘ewa of Kualaka’i Parkway  
- Relocation of existing Future High School symbol from ‘ewa of Kualaka’i Parkway to Diamond Head of Kualaka’i Parkway and mauka of Farrington Highway and the Ho’opili master planned community  
- Removal of the existing Future High School symbol adjacent to Kunia Road and the H-1 Freeway  
- Relocation of Future Intermediate/Middle School symbol adjacent to Fort Weaver Road to the middle of the Ho’opili master planned community  
- Addition of a Park symbol in the Ho’opili master planned community  
- The street network on the University of West O’ahu campus and non-campus lands has been updated to show extensions of Keahumoa Parkway and Kinoiki Street only. All other streets have been removed as they are neither Highways, Arterial, nor Major Collector Streets  
- Legend: Slightly adjusted symbol for Transit Node to show a greater amount of orange around the blue square to emphasize that Transit Node is intended to signify the land uses around a future or existing rail station  
- Legend: University of Hawai’i West O’ahu; symbol has been changed from Future to Existing and has been updated on the map  
- Legend: Transit Node (Medium Density Residential and Commercial)  
Refer to Attachment 3. |
| 31. | A-19 | Appendix A: Conceptual Maps | Map revisions include the following:  
- Relocation of existing Future High School symbol from ‘ewa of Kualaka’i Parkway to Diamond Head of Kualaka’i Parkway and mauka of Farrington Highway and the Ho’opili master planned community  
- Removal of the existing Future High School symbol adjacent to Kunia Road and the H-1 Freeway  
- Relocation of Future Intermediate/Middle School symbol adjacent to Fort Weaver Road to the middle of the Ho’opili master planned community  
- Addition of a Future Park symbol in the Ho’opili master planned community  
- The street network on the University of West O’ahu campus and non-campus lands has been updated to show extensions of Keahumoa Parkway and Kinoiki Street only. All other streets have been removed as they are neither Highways, Arterial, nor Major Collector Streets  
- North-South Rd. Kualaka’i Parkway  
- Legend: Elevated Rail Transit Line; added a symbol for Existing and updated this on the map  
- Legend: Transit Node (Medium Density Residential and Commercial)  
Refer to Attachment 4. |
<table>
<thead>
<tr>
<th>No.</th>
<th>Page</th>
<th>Section</th>
<th>Proposed Text and/or Map Changes</th>
</tr>
</thead>
</table>
| 32. | A-21 | Appendix A: Conceptual Maps Phasing Map | Map revisions include the following:  
- Addition of a Future Park symbol in the Ho'opili master planned community  
- Addition of Future Landscaped Boulevard/Greenway along existing Elevated Rail Transit Line in the Ho'opili master planned community  
- The street network on the University of West O'ahu campus and non-campus lands has been updated to show extensions of Keahumoa Parkway and Kinoiki Street only. All other streets have been removed as they are neither Highways, Arterial, nor Major Collector Streets  
- Legend: Rapid Rail Transit Corridor  
- Legend: Rail Transit Station
Refer to Attachment 5 |
| 33. | | Administrative changes made to the following agencies and place names throughout the document. | Administrative changes were made to the following departments, place names, and terminology throughout the document:  
City and County of Honolulu (City)  
City of Kapolei  
Department of Hawaiian Home Lands (DHHL)  
Department of Planning and Permitting (DPP)  
Department of Transportation Services (DTS)  
Elevated Rail Transit Line  
Hawai'i Community Development Authority (HCDA)  
Honolulu Fire Department (HFD)  
Kualaka'i Parkway (the former North-South Road)  
Primary Urban Center (PUC)  
Rail Transit Station  
Rail Transit Corridor  
Salvation Army Kroc Center  
State Department of Agriculture (HDOA)  
State Department of Education (DOE)  
State Department of Transportation (DOT)  
State Land Use Commission (LUC)  
Sustainable Communities Plan (SCP)  
University of Hawai'i West O'ahu (UHWO)  |
LEGEND

A Kalaeloa Barbers Point Harbor
B City of Kapolei
C 'Ewa by Gentry
D Ocean Pointe/Hoakalei
E 'Ewa Villages
F Kapolei Business Park
G Kapolei Knolls
H Pālalai Residential
I Kapolei Shopping Center
J Ko Olina
K Makaliwa Hills
L Makakilo (C + D1)
M Villages of Kapolei
N Kapolei West
O 'Ewa by Gentry (Makai East)
P Ho'opili
Q Lauanli Commercial
R 'Ewa by Gentry (Makai West)
S Makakilo D2
T UHWO
U Makaliwa Hills
V DHHL East Kapolei
W Kapolei North

Non-Urban Areas
Existing Urban Areas
Urban Expansion 1995-2005
Community Growth Boundary