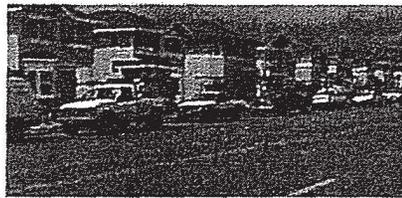
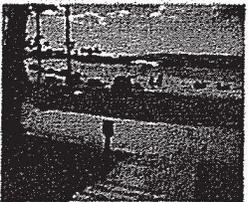
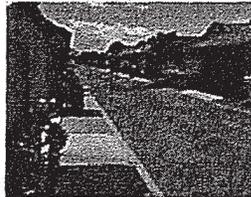
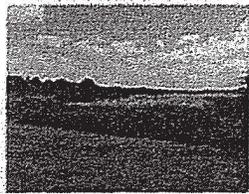
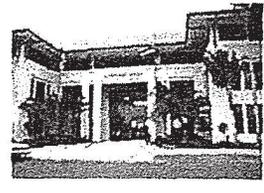
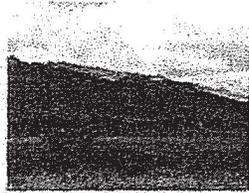


'Ewa Development Plan



Department of Planning and Permitting
City And County Of Honolulu

EXHIBIT A



TABLE OF CONTENTS

	PAGE
PREFACE AND EXECUTIVE SUMMARY	ES-1
Preface	ES-1
The Development Plan Five Year Review Process	ES-1
A Sustainable Future for O‘ahu	ES-3
Integrating Principles of Sustainability into Decision-Making Processes	ES-5
The Honolulu Land Use Planning and Management System Authority of the Development and Sustainable Communities Plans	ES-5
Executive Summary	ES-7
‘Ewa’s Role in O‘ahu’s Development Pattern	ES-8
The Vision to 2035	ES-8
Elements of the Vision	ES-9
Implementing Policies and Guidelines	ES-9
1. ‘EWA’S ROLE IN O‘AHU’S DEVELOPMENT PATTERN	1-1
2. THE VISION FOR ‘EWA’S FUTURE	2-1
2.1 VISION STATEMENT	2-1
Protect Agricultural Lands and Open Space	2-2
Develop the Secondary Urban Center	2-3
Build Master Planned Residential Communities That Support Walking, Biking, and Transit Use	2-4
Protect Natural, Historic, and Cultural Resources	2-5
Provide Adequate Infrastructure to Meet the Needs of New and Existing Development	2-6
2.2 KEY ELEMENTS OF THE VISION	2-7
2.2.1 Community Growth Boundary	2-7
2.2.2 Retention of Agricultural Lands	2-11

2.2.3	Open Space and Greenways	2-13
2.2.4	Kalaeloa Regional Park	2-16
2.2.5	Secondary Urban Center	2-16
2.2.6	Master Planned Residential Communities	2-18
2.2.7	Communities Designed to Support Non-Automotive Travel	2-18
2.2.8	Conservation of Natural Resources	2-20
2.2.9	Preservation and Enhancement of Historic and Cultural Resources	2-21
2.2.10	Planned Regional Development	2-22
3.	LAND USE POLICIES AND GUIDELINES	3-1
3.1	OPEN SPACE PRESERVATION AND DEVELOPMENT	3-1
3.1.1	General Policies	3-2
3.1.2	Relation to Open Space Map	3-2
3.1.3	Guidelines	3-3
3.1.3.1	Mountain Areas	3-3
3.1.3.2	Natural Gulches and Drainageways	3-4
3.1.3.3	Shoreline Areas	3-4
3.1.3.4	Agricultural Areas	3-5
3.1.3.5	Parks	3-5
3.1.3.6	Golf Courses	3-7
3.1.3.7	Wildlands-Urban Fire Hazard Setbacks	3-7
3.1.3.8	Greenways and Open Space Corridors	3-7
3.2	REGIONAL PARKS AND RECREATION COMPLEXES	3-8
3.2.1	General Policies	3-9
3.2.2	Guidelines	3-11
3.2.2.1	Appropriate Scale and Siting	3-11
3.2.2.2	Environmental Compatibility	3-11
3.2.2.3	Community Integration	3-11
3.2.2.4	Islandwide and Regional Parks	3-12
3.2.2.5	Sports and Recreation Complexes	3-12
3.2.2.6	Siting	3-13
3.3	COMMUNITY-BASED PARKS	3-13
3.3.1	General Policies	3-14
3.3.2	Guidelines	3-17

3.3.2.1	Development of Community-Based Parks	3-17
3.3.2.2	Access to Mountain Trails	3-17
3.3.2.3	Siting	3-17
3.4	HISTORIC AND CULTURAL RESOURCES	3-18
3.4.1	General Policies	3-18
3.4.2	Guidelines	3-19
3.4.2.1	Sites Under Review	3-19
3.4.2.2	Impacts of Development on Historic and Cultural Resources	3-22
3.4.2.3	OR&L Historic Railway	3-22
3.4.2.4	Lanikūhonua	3-23
3.4.2.5	Native Hawaiian Cultural and Archaeological Sites	3-24
3.5	NATURAL RESOURCES	3-25
3.5.1	General Policies	3-25
3.6	CITY OF KAPOLEI	3-26
3.6.1	General Policies	3-26
3.6.1.1	Districts	3-27
3.6.1.2	Key Open Space Elements	3-29
3.6.2	Major Themes	3-31
3.6.3	Guidelines	3-32
3.6.3.1	Urban Form	3-32
3.6.3.2	Natural Environment and Landscaping	3-33
3.6.3.3	Public Access and Circulation	3-33
3.7	‘EWA PLANTATION VILLAGES	3-34
3.7.1	General Policies	3-35
3.7.2	Guidelines	3-35
3.8	OCEAN POINTE/HOAKALEI	3-37
3.8.1	General Policies	3-38
3.8.2	Ocean Pointe/Hoakalei Land Use Map	3-39
3.8.3	Guidelines	3-39
3.9	EXISTING AND PLANNED RESIDENTIAL COMMUNITIES	3-44
3.9.1	General Policies	3-44
3.9.2	Guidelines	3-46
Residential		3-46
Low Density Apartment		3-47

	Medium Density Apartment	3-48
	Circulation System	3-48
3.9.3	Relation to Urban Land Use Map	3-50
3.9.4	Relation to Zoning	3-51
3.10	PLANNED COMMERCIAL RETAIL CENTERS	3-53
3.10.1	General Policies	3-54
3.10.2	Guidelines	3-55
	All Commercial Centers	3-55
	Neighborhood Commercial Centers	3-57
	Community Commercial Centers	3-58
	Regional Commercial Centers	3-60
3.11	KO OLINA RESORT	3-61
3.11.1	General Policies	3-62
3.11.2	Ko Olina Land Use Map	3-62
3.11.3	Guidelines	3-64
3.12	INDUSTRIAL CENTERS	3-67
3.12.1	General Policies	3-68
3.12.2	Guidelines	3-69
3.12.3	Relation to Urban Land Use Map	3-72
3.13	KALAELOA	3-73
3.13.1	General Policies	3-73
3.13.2	Guidelines	3-75
3.14	PEARL HARBOR NAVAL BASE (WEST LOCH)	3-76
3.15	UNIVERSITY OF HAWAI'I WEST O'AHU	3-77
3.15.1	General Policies	3-77
3.15.2	Guidelines	3-78
4.	PUBLIC FACILITIES AND INFRASTRUCTURE POLICIES AND GUIDELINES	4-1
4.1	TRANSPORTATION SYSTEMS	4-2
4.1.1	Existing Roadway Network	4-4
4.1.2	Planned Extensions of the Roadway Network	4-5
4.1.3	Additional Elements of the Roadway Network	4-7
4.1.4	Transit	4-7
4.1.4.1	Bus Service	4-8

4.1.4.2	Planned Rapid Transit Corridor	4-8
4.1.4.3	Commuter Ferry System	4-10
4.1.5	Bikeway System	4-10
4.1.6	General Policies	4-11
4.1.7	Guidelines	4-16
4.2	WATER ALLOCATION AND SYSTEM DEVELOPMENT	4-17
4.2.1	General Policies	4-20
4.3	WASTEWATER TREATMENT	4-24
4.3.1	General Policies	4-24
4.4	ELECTRICAL POWER DEVELOPMENT	4-25
4.4.1	General Policies	4-25
4.5	SOLID WASTE HANDLING AND DISPOSAL	4-26
4.5.1	General Policies	4-27
4.6	DRAINAGE SYSTEMS	4-28
4.6.1	General Policies	4-30
4.6.2	Guidelines	4-32
4.7	SCHOOL FACILITIES	4-33
4.7.1	General Policies	4-35
4.7.2	Guidelines	4-35
4.8	PUBLIC SAFETY FACILITIES	4-36
4.8.1	General Policies	4-39
4.9	OTHER COMMUNITY FACILITIES	4-39
5.	IMPLEMENTATION	5-1
5.1	PHASING OF DEVELOPMENT	5-1
5.1.1	Private Development Phasing	5-3
5.1.2	Public Facility Investment Priorities	5-3
5.2	SPECIAL AREA PLANS	5-4
5.3	FUNCTIONAL PLANS	5-5
5.4	REVIEW OF ZONING AND OTHER DEVELOPMENT APPLICATIONS	5-7
5.4.1	Environmental Assessment	5-7
5.4.2	Project Master Plans	5-9
5.4.2.1	Coverage and Scope	5-9
5.4.2.2	Key Elements	5-10

5.4.2.3	Review Procedures	5-11
5.4.2.4	Modification of Master Plans for Future Phases	5-11
5.4.3	Adequate Facilities Requirement	5-12
5.4.4	Zoning Application Review	5-12
5.4.5	Unilateral Agreements	5-13
5.4.6	Development Agreements	5-13
5.5	ANNUAL CIP REVIEW	5-14
5.6	BIENNIAL REPORT	5-14
5.7	FIVE YEAR DEVELOPMENT PLAN REVIEW	5-15
5.8	DEVELOPMENT PLAN COMMON PROVISIONS AND EXISTING LAND USE APPROVALS	5-15
5.9	RELATION TO GENERAL PLAN POPULATION GUIDELINES	5-16
5.10	REVIEW AND REVISION OF DEVELOPMENT CODES	5-16
5.11	IMPLEMENTATION MATRIX	5-18

LIST OF TABLES

	<u>PAGE</u>
Table 2.1: 'Ewa Development Capacity and Entitlement Status	2-10
Table 2.2: 'Ewa Open Space and Greenways Network	2-14
Table 3.1: 'Ewa Public and Private Parks and Golf Courses	3-15
Table 3.2: Significant 'Ewa Historic and Cultural Resources	3-21
Table 3.3: Height Guidelines for the City of Kapolei	3-33
Table 3.4: Density and Height Guidelines by Residential Density Category	3-46
Table 3.5: Guidelines for Appropriate Zoning	3-52
Table 3.6: Kalaeloa Land Conveyance Status	3-74
Table 4.1: Planned and Proposed 'Ewa Roadway Network Improvements	4-3
Table 4.2: Potential Sources of Potable and Nonpotable Water for 'Ewa	4-21
Table 4.3: Existing and Planned Schools in the 'Ewa Development Plan Area	4-34
Table 4.4: Existing and Planned Public Safety Facilities in the 'Ewa Development Plan Area	4-37
Table 4.5: Existing Public Emergency Shelters in 'Ewa, 2009	4-38
Table 5.1: Implementation Matrix	5-19

LIST OF EXHIBITS

	<u>PAGE</u>
Exhibit ES-1: Development Plan and Sustainable Communities Plan Areas for O‘ahu	ES-2
Exhibit 1.1: Development Plan and Sustainable Communities Plan Areas for O‘ahu	1-3
Exhibit 2.1: Community Growth Boundary for ‘Ewa and Central O‘ahu	2-8
Exhibit 2.2: ‘Ewa Enterprise Zone	2-17
Exhibit 2.3: Existing and New Master Planned Communities	2-19
Exhibit 3.1: Parks in the ‘Ewa Development Plan Area	3-6
Exhibit 3.2: Natural, Historic and Scenic Resources in the ‘Ewa Development Plan Area	3-20
Exhibit 3.3: City of Kapolei Land Use Map	3-28
Exhibit 3.4: ‘Ewa Plantation Villages Location	3-36
Exhibit 3.5: Ocean Pointe/Hoakalei Land Use Map	3-40
Exhibit 3.6: Ko Olina Land Use Map	3-63
Exhibit 4.1: ‘Ewa Bikeway System	4-12
Exhibit 4.2: Street Network	4-17
Exhibit 4.3: ‘Ewa Drainage Basins Map	4-31

APPENDIX A: CONCEPTUAL MAPS

Glossary of Terms	A-2
Common Elements	A-2
Open Space Map	A-5
Urban Land Use Map	A-6
Public Facilities Map	A-9
Phasing Map	A-12
‘Ewa Open Space Map	A-15
‘Ewa Urban Land Use Map	A-17
‘Ewa Public Facilities Map	A-19
‘Ewa Phasing Map	A-21

APPENDIX B: ADOPTED ORDINANCE

(to be added after Council adopts the revised ‘Ewa Development Plan)

PREFACE AND EXECUTIVE SUMMARY

PREFACE

The **'Ewa Development Plan** has been prepared in accordance with the Charter-prescribed requirements for development plans and is to be accorded force and effect as such for all Charter- and ordinance-prescribed purposes.

It is one of a set of eight community-based plans intended to guide public policy, infrastructure investment, and land use decision-making over the next 25 years. Each plan addresses one of eight planning areas of O'ahu, responding to specific conditions and community values of each region. The map on the following page illustrates these planning regions.

The plans for 'Ewa and the Primary Urban Center, as the areas where the **General Plan** says population growth and development activity is to be directed over the next 25 years, are designated as "Development Plans."

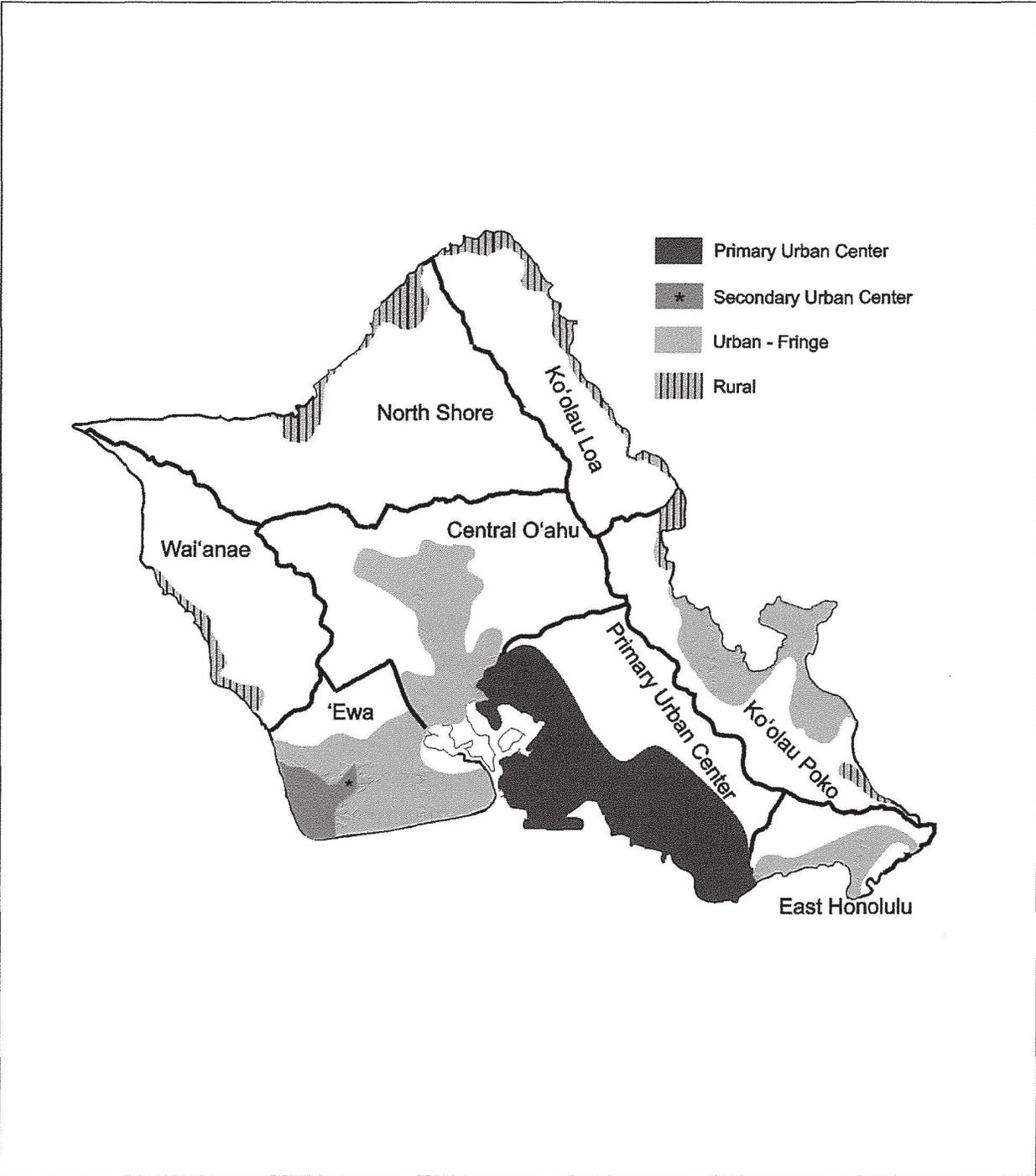
Plans for the remaining six areas, which are envisioned as relatively stable regions for which public actions will focus on supporting existing populations, have been entitled "Sustainable Communities Plans" to indicate the intent to focus on retaining and sustaining the unique qualities and characteristics of each of these areas.

THE DEVELOPMENT PLAN FIVE YEAR REVIEW PROCESS

This Plan is a revision of the **Ewa Development Plan** which was adopted by the City Council in 1997. The 1997 **Ewa Development Plan** was the first of the eight plans to be revised in response to a 1992 City Charter amendment which changed the nature of

Exhibit ES-1

Development Plan and Sustainable Communities Plan Areas for O'ahu



the Development Plans from relatively detailed, parcel-specific plans to conceptual, visionary plans.

As amended in 2000, the Plan is to be reviewed every five years to determine if:

- The Plan vision, implementing land use and infrastructure policies, and implementation methods are still appropriate;
- The purpose of the Plan's phasing guidelines is being achieved; and
- The phasing priorities in the Plan should be revised.

This document is the culmination of a community-based planning effort led by the Department of Planning and Permitting which involved public meetings and workshops, interviews, focus groups, and numerous meetings over the past six years.

In its final form, the Plan incorporates and responds to comments received from public outreach to community leaders, business and labor representatives, landowners, developers, and public and private agency staff through a variety of formats since 2002.

The **'Ewa Development Plan Review Report** provides documentation of the comments and suggestions received, and details the Department's assessments of what revisions or implementation recommendations should be made as a result.

A SUSTAINABLE FUTURE FOR O'AHU

There has been a recent surge in widespread community discussions, actions and laws adopted to address sustainability. In 2005, the State Legislature convened a statewide group to draft a **Hawai'i 2050 Plan**, whose primary purpose is to provide policy recommendations for creating a sustainable Hawai'i. In 2007, greenhouse gas emissions goals for 2020 were enacted. Public service announcements dealing with conserving water and electricity abound. The concept of buildings that are designed, built and occupied with environmental considerations at the forefront largely did not exist when the current Development Plans and Sustainable Communities Plans were adopted. This setting raises the question of the role of the Development Plans and Sustainable Communities Plans. Are they the City's version of a sustainability plan?

The answer is that they are the land development portion of a larger blueprint for sustainability. As discussed below, the **General Plan** sets long term goals for the City and County of Honolulu, across 11 major elements. Perhaps its most substantive chapter deals with population, and hence land development distribution. It sets the growth management strategy for O‘ahu. The Development Plans and Sustainable Communities provide more detail on this land management strategy, assuring that how we use the land now, and in the future, responds to the three major elements of a Sustainable Place: economic health, social equity, and environmental protection.

Since 1977, the City’s policy, as adopted by the City Council in the O‘ahu **General Plan**, has been to "keep the Country country" by fully developing downtown Honolulu from Pearl City to Kahala, by building O‘ahu’s Second City in ‘Ewa, and by developing surrounding suburban “urban fringe” areas in ‘Ewa and Central O‘ahu. Millions of dollars of taxpayers’ monies have been paid for roadways, schools, sewers, water systems, and other infrastructure to support this pattern of development.

Our most recent projections show that O‘ahu will need over 88,000 new homes to meet expected population growth between 2005 and 2035. The **General Plan**, and the Development Plans and Sustainable Communities Plans adopted by the City Council to implement the **General Plan** provide capacity for most new homes to be built either in downtown Honolulu, ‘Ewa, or Central O‘ahu.

Inevitably, this requires that some prime agricultural land in ‘Ewa inside the Community Growth Boundary be used to provide the required single and multi-family housing (even though the ‘Ewa Development Plan does protect some 3,000 acres of prime agricultural land outside the Community Growth Boundary). The loss of prime agricultural land in ‘Ewa is the cost of insuring that the rural areas in Wai‘anae, North Shore, and the Windward side and along Kunia Road in Central O‘ahu are protected against development.

The issues addressed either directly or indirectly by these regional plans certainly overlap with other planning responsibilities of other departments, such as water delivery and consumption, crime reduction, increasing public health, and developing responsive transportation systems. Collectively, these efforts comprise the strategy of developing a Sustainable Future for O‘ahu.

INTEGRATING PRINCIPLES OF SUSTAINABILITY INTO DECISION-MAKING PROCESSES

A community that can successfully manage change will flourish and prosper in the future. For this plan, this means ensuring that planned growth and development respects and adheres to the principles of sustainability.

These principles of sustainability are intended to promote the long-term health of O‘ahu, its people, and its community resources for current and future generations:

- Protect lands designated for agriculture, physical and biological resources, and where appropriate, open spaces and view planes.
- Use resources so they are not depleted, permanently damaged or destroyed.
- Encourage planning, development, and construction technologies that minimize negative environmental impacts.
- Respect the cultural, social and physical resources that shape and reinforce residents’ sense of community and quality of life.
- Guide the process of change. Strive to make decisions based on an understanding of the effects such decision will have on the land and community resources.
- Strive for balance between economic prosperity, social and community well-being, and environmental stewardship.
- As an integral part of the planning process, consider the long-term impact of proposed actions and prepare plans that can accommodate the needs of future generations accordingly.

THE HONOLULU LAND USE PLANNING AND MANAGEMENT SYSTEM

The City and County of Honolulu guides and directs O‘ahu land use and development through a three-tier system:

- The **General Plan** forms the first tier of this system. First adopted by resolution in 1977, the **General Plan** is a relatively brief document, consisting primarily of one-sentence statements of objectives and policies.

It has been amended several times, but the basic objectives and policies set forth in the 1977 plan remain intact.

- The second tier of the system is formed by the **Development Plans and Sustainable Communities Plans**, which are adopted and revised by ordinance. These plans address eight geographic regions of the island, including the Primary Urban Center, 'Ewa, Central O'ahu, Wai'anae, North Shore, Ko'olau Loa, Ko'olau Poko, and East Honolulu.
- The third tier of the system is composed of implementing ordinances and regulations, including the **Land Use Ordinance** (Honolulu's zoning code), the **Subdivision Rules and Regulations**, and the City's **Capital Improvement Program**. Mandated by the City Charter, these ordinances and regulations constitute the principal means for implementing the City's plans. These ordinances and regulations are required to be consistent with the General Plan, the Development Plans, and each other.

In addition, the Development Plans and Sustainable Communities Plans are supplemented by two planning mechanisms that are not mentioned in the Charter:

- **Functional plans** (such as the **O'ahu Regional Transportation Plan** or the **O'ahu Water Management Plan**), some of which are mandated by state or federal regulations, provide long-range guidance for the development of public facilities and infrastructure; and
- **Special Area Plans** (such as the **Waipahu Town Plan** or the **Wahiawa Urban Design Plan**) give specific guidance for neighborhoods, communities or specialized resource areas.

AUTHORITY OF THE DEVELOPMENT AND SUSTAINABLE COMMUNITIES PLANS

The authority of the Development Plans and Sustainable Communities Plans (hereinafter referred to as "Development Plans" for simplicity) is derived from the City Charter, which mandates preparation of a General Plan and Development Plans to guide "the development and improvement of the city."

Together with the **General Plan**, the Development Plans provide policies to guide land use and budgetary actions of the City and to evaluate progress toward the General Plan objectives.

The Charter provides that "public improvement projects and subdivision and zoning ordinances shall be consistent with the development plan for that area." Although the Development Plans are not themselves regulatory and require implementing ordinances (the "third tier" discussed in the previous section), they provide guidance that decision makers and administrators should follow, to the extent it is sensible, in approving project development and in revising rules and regulations and standard policies. They are policy tools that are to be used, in conjunction with the programs and budgets of the City, to accomplish the objectives of the City and as guides for decisions made by the private sector. Consistent with the Charter's description of the Development Plans as "conceptual schemes" and "a policy guide," the language, maps, and illustrations of the Development Plans should not be deemed to be regulatory.

The plans are also intended to aid decisions made in the private sector by clearly indicating what the City's development priorities are, where development is appropriate, and what kinds of development are appropriate in each location. The 1992 Charter amendments established that the purpose of the Development Plans is to provide:

- "priorities . . . (for the) coordination of major development activities;" and
- sufficient description of the "desired urban character and the significant natural, scenic and cultural resources . . . to serve as a policy guide for more detailed zoning maps and regulations and public and private sector investment decisions."

The revised plan presented in this document conforms to that mandate.

EXECUTIVE SUMMARY

This plan is organized in five chapters and an appendix, as follows:

- Chapter 1: 'Ewa's Role in O'ahu's Development Pattern defines the 'Ewa's role and identity within the overall framework of island wide planning and development;
- Chapter 2: The Vision for 'Ewa's Future summarizes the community-based vision for 'Ewa's future, discusses key elements of that vision, and presents illustrative maps and tables;

- Chapter 3: Land Use Policies, and Guidelines provides the land use policies needed to implement the vision for ‘Ewa described in Chapter 2;
- Chapter 4: Public Facilities and Infrastructure Policies and Guidelines provides the infrastructure policies needed to implement the vision for ‘Ewa described in Chapter 2;
- Chapter 5: Implementation identifies the means through which the policies will be applied, including zone changes, and infrastructure budgeting and development; and
- Appendix A includes:
 - Four conceptual maps (Open Space, Urban Land Use, Public Facilities, and Phasing) which illustrate the vision and policies of the Plan; and
 - A glossary of terms used on those maps.

The following summarizes the vision, and lists the land use and infrastructure policies of the Plan and the means of implementation.

‘EWA'S ROLE IN O‘AHU'S DEVELOPMENT PATTERN

- Provides a second urban center for O‘ahu with its nucleus in the City of Kapolei and job centers in resort areas, industrial areas, and the University of Hawai‘i West O‘ahu;
- Provides a wide range of master planned residential areas to relieve developmental pressures on O‘ahu's rural areas and to provide housing types not readily provided in the Primary Urban Center (Kahala to Pearl City);
- Protects and promotes diversified agriculture on prime agricultural lands along Kunia Road and in the Explosive Safety Quantity Distance arc around the Pearl Harbor West Loch Naval Munitions Command; and
- Provides resort areas at Ko ‘Olina and at Ocean Pointe.

THE VISION TO 2035

- Population growth from 68,700 in 2000 to over 164,000;
- Addition of over 35,000 new homes to the 20,800 homes in ‘Ewa in 2000;
- Job growth from 16,400 non-construction jobs in 2000 to over 87,000;

- Growth of the City of Kapolei to include over 8,000 residents and provide almost 20,000 private and public non-construction jobs;
- Development of the University of Hawai'i West O'ahu campus to serve 7,600 students and employ 1,040 staff and faculty by 2025; and
- Resort development at Ko 'Olina and at Ocean Pointe to include over 7,200 visitor units.

ELEMENTS OF THE VISION

- *Protect Agricultural Land and Open Space* by containing all urban growth within the existing Community Growth Boundary, and creating an open space network within the Community Growth Boundary by linking together open space areas with greenways;
- *Develop the Secondary Urban Center* to provide jobs at the City of Kapolei, Ko 'Olina Resort, the University of Hawai'i West O'ahu campus, and industrial and commercial areas throughout 'Ewa so an increasing share of Leeward O'ahu residents will not have to commute to downtown Honolulu;
- *Build Master Planned Residential Communities* that Support Walking, Biking and Transit Use;
- *Protect Natural, Historic, and Cultural Resources*; and
- *Provide Adequate Infrastructure* to meet the needs of new and existing development.

IMPLEMENTING POLICIES AND GUIDELINES

Chapter Three provides **land use development policies and implementing guidelines** for:

- Open Space Preservation and Development;
- Regional Parks and Recreation Complexes;
- Community-Based Parks;
- Historic and Cultural Resources;
- City of Kapolei;
- 'Ewa Villages;
- Ocean Pointe/Hoakalei;

- Existing and Planned Residential Communities;
- Planned Commercial Retail Centers;
- Ko ‘Olina Resort;
- Industrial Centers;
- Kalaeloa;
- Pearl Harbor Naval Station (West Loch); and
- University of Hawai‘i West O‘ahu.

Chapter Four contains **infrastructure policies and implementing guidelines**, including policies on:

- Transportation Systems;
- Water Allocation and System Development;
- Wastewater Treatment;
- Electrical Power Development;
- Solid Waste Handling and Disposal;
- Drainage Systems;
- School Facilities;
- Public Safety Facilities; and
- Other Community Facilities.

Chapter Five describes **the means for implementing the ‘Ewa Development Plan** through:

- Focusing residential and non-residential development to areas within the Community Growth Boundary;
- Guiding development within areas of critical concern with Special Area Plans;
- Incorporating the Plan vision and policies in the review of zone changes and other land use approvals and in establishing conditions for these land use approvals which will help ensure the vision and policies are implemented;
- Incorporating the Plan vision and policies in the review of projects to be added to the Public Infrastructure Map and funded through the Capital Improvement Program budget;

- Evaluating progress made in fulfilling the Plan vision every two years as part of the mandated Biennial Report; and
- Conducting an evaluative review of the Plan vision, policies and implementation five years after the adoption of the revised Plan.

1. 'EWA'S ROLE IN O'AHU'S DEVELOPMENT PATTERN

'Ewa plays a key role in implementing the directed growth policies of the **General Plan of the City and County of Honolulu**. Campbell Industrial Park opened in the early 1960's, bringing industry and jobs to the Leeward Coast, which previously had been predominantly a sugar economy and plantation lifestyle. In the 1970's, residential growth began in 'Ewa with the development of Makakilo and 'Ewa Beach.

In 1977, the Honolulu City Council approved a new **General Plan**, which designated 'Ewa as the location for a Secondary Urban Center for O'ahu to be centered in the Kapolei area. The Secondary Urban Center was to be the focus of major economic activity and housing development, and a center for government services. While the **General Plan** promotes full development of the Primary Urban Center, it also encourages development of the Secondary Urban Center at Kapolei, and residential development of the urban fringe areas in 'Ewa and Central O'ahu.

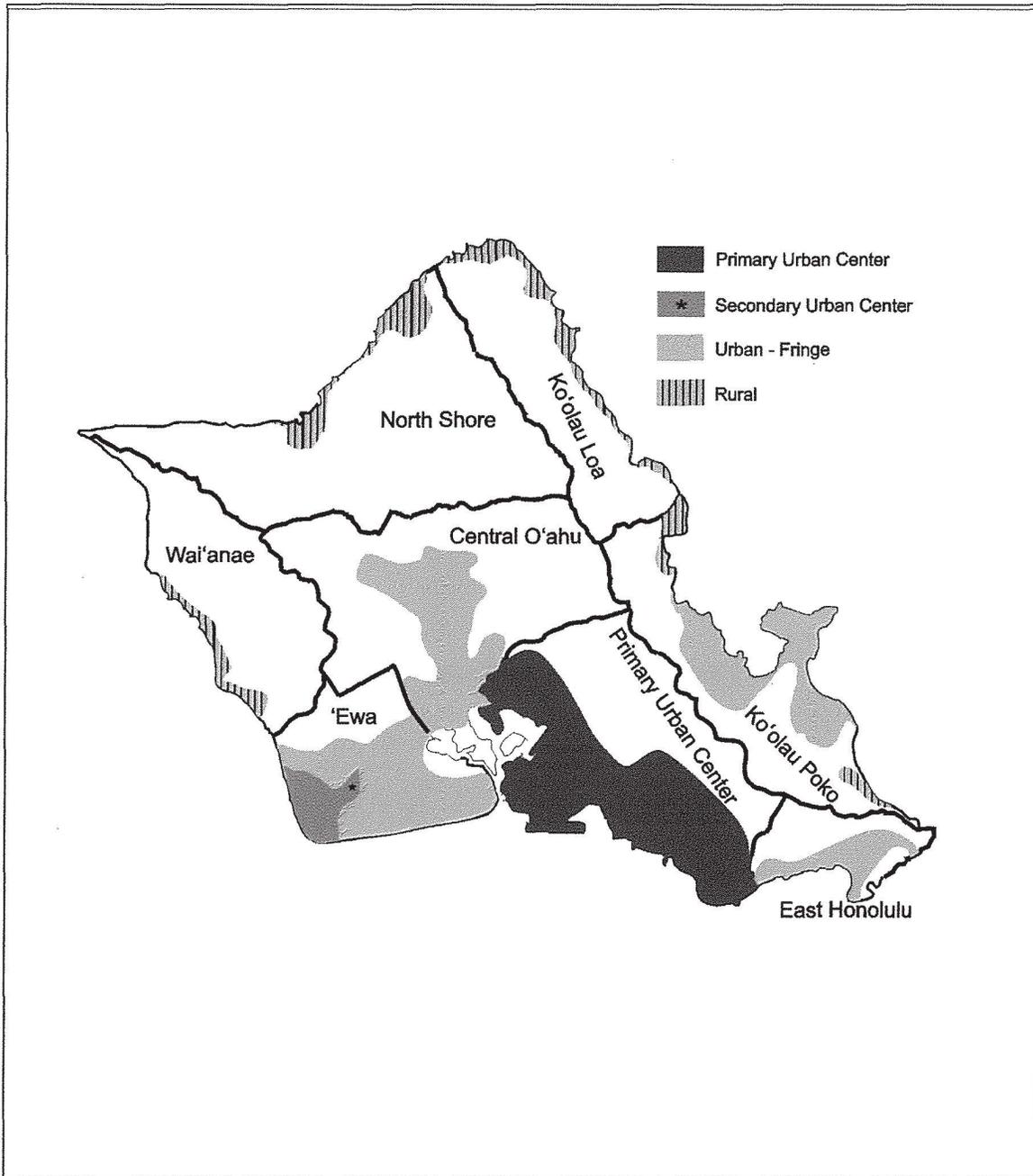
This revision of the **'Ewa Development Plan** reaffirms that role and amplifies how the role can be accomplished. In support of the **General Plan** policies, the **'Ewa Development Plan**:

- Provides a secondary employment center with its nucleus in the City of Kapolei to supplement the Primary Urban Center (PUC) and to divert commuter traffic from the PUC;
- Concentrates primary employment activities at industrial and resort areas and at government service and higher education centers around the City of Kapolei so that regional office and retail activities are attracted to the City of Kapolei;
- Provides for significant residential development throughout 'Ewa, consistent with the **General Plan**, to meet the needs of O'ahu's citizens;
- Provides for a variety of housing types from affordable units and starter homes to mid-size and larger multi-family and single-family units;

- Promotes diversified agriculture on prime agricultural lands along Kunia Road and surrounding the West Loch Naval Magazine in accordance with the **General Plan** policy to support agricultural diversification in all designated agricultural areas on O‘ahu;
- Provides a secondary resort area at Ko Olina;
- Helps relieve urban development pressures on rural and urban fringe Sustainable Communities Plan Areas (Wai‘anae, North Shore, Ko‘olau Loa, Ko‘olau Poko, and East Honolulu) so as to preserve the "country" lifestyle of the rural areas and sustain the stable, low density residential character of the urban fringe areas; and
- Provides, along with the PUC, a focus for directed and concentrated public and private infrastructure investment to support growth.

Exhibit 1.1

Development Plan and Sustainable Communities Plan Areas for O'ahu



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2. THE VISION FOR 'EWA'S FUTURE

This chapter presents a statement of the vision for 'Ewa's future, discusses the key elements of the vision, and presents illustrative maps and tables.

2.1 VISION STATEMENT

This vision for 'Ewa has two horizons. The first horizon extends from the present to the year 2035. This horizon was used to project likely socio-economic change in 'Ewa and to assess the infrastructure and public facility needs that will have to be met over that period.

The Vision to 2035 - By 2035, the 'Ewa Development Plan area shown in Exhibit 1.1 will have experienced tremendous growth, and will have made significant progress toward providing a Secondary Urban Center for O'ahu. Population will have grown from 68,700 people in 2000 to over 164,000. Between 2000 and 2035, over 35,000 new housing units will have been built in a series of master planned communities.

Job growth will be equally impressive, rising from 16,400 non-construction jobs in 2000 to over 87,000 in 2035. O'ahu residents and visitors will be attracted to 'Ewa by a new university campus, the Ko Olina Resort, the Hoakalei Resort, a major super regional park, and a thriving City of Kapolei which has retail and commercial establishments and private and government offices.

Beyond 2035 - In the course of the Development Plan revision in 1995, it became clear that there was value in looking beyond the planning horizon to identify what 'Ewa should look like when "fully" developed.

Such a perspective helped identify where open space should be preserved within the urbanized area, and where to set the limits to development in 'Ewa for the foreseeable

future. As such, this second horizon might be called the "built-out" horizon and is probably 40 to 50 years in the future.

Protect Agricultural Lands and Open Space

Urban growth will be contained within a boundary that will **protect prime agricultural lands** along Kunia Road and within the Pearl Harbor Naval Munitions Command Explosive Safety Quantity Distance (ESQD) arc for diversified agriculture. Preservation of prime agricultural lands *mauka* of H-1 and on the Wai‘anae side of Kunia road for use in diversified agriculture will help retain open space and views, in addition to supporting economic diversification.

Within the Community Growth Boundary, ‘Ewa will be built around a regional system of **open space and greenways** so that ‘Ewa has the feel of a network of communities "within a garden", as opposed to an unbroken suburban sprawl from Ko Olina to ‘Ewa Beach.

Residents of these communities will enjoy **easy access to the ocean** through two major marinas, numerous beaches and a shoreline walkway from Ko Olina to ‘Ewa Beach. Those interested in boating and ocean fishing will be able to use marina facilities and boat ramps at Ko Olina, Kalaeloa, and Hoakalei.

Residents will be able to easily access beaches, swimming and surfing spots all along the entire ‘Ewa coastline by road or a network of pedestrian paths and bikeways. Linear shoreline access will be provided along the coast from Ko Olina to ‘Ewa Beach. At its center will be a major new regional park and recreation complex at Kalaeloa (on the former Barbers Point Naval Air Station), which will provide access to the ocean and beaches as well as offering significant active and passive recreation facilities.

A network of **greenways** will link the communities together, with landscaping along major roads such as Kapolei Parkway, Kualaka‘i Parkway (formerly North-South Road), and Fort Weaver Road, and pedestrian and bike paths along grassed drainageways and utility corridors. A major pedestrian and bike path will be provided by the Pearl Harbor Historic Trail, which extends about 18.5 miles from the U.S.S. Arizona Visitor Center through the **‘Ewa Development Plan** area and on to Nānākuli along the OR&L Railroad right-of-way.

Open space will be preserved in parks, golf courses, and agricultural areas that will help to protect significant public views. Wildlife habitats will be located at Kalaeloa, Hoakalei, and West Loch.

Prime agricultural land loss. Development of jobs in the City of Kapolei and the areas around it and creation of master planned residential communities in the ‘Ewa Urban Fringe Areas has been a key element in the City's growth management strategy adopted as part of the 1977 **General Plan** and reinforced by subsequent City actions approving land use plans and infrastructure investments since 1977. It is true that the development of ‘Ewa lands within the Community Growth Boundary has resulted in the conversion of thousands of acres of highly productive agricultural land as the sugar plantations closed, and new homes and job centers were developed.

However, this is the cost of protecting agricultural lands and open space in the rural areas of O‘ahu. By focusing new job growth and residential development in ‘Ewa, Central O‘ahu, and Honolulu's core urban area from Pearl City to Kahala, the vision of keeping the Country country can be achieved. Thousands of acres of agricultural lands in the Sustainable Communities Plans (SCP) areas are protected by the Community Growth Boundaries in those plans, including 50,000 acres in the Central O‘ahu and North Shore Sustainable Communities Plan areas and hundreds of acres in other SCP areas including Wai‘anae, near Kahuku, in Waiāhole/Waikāne, and in Waimānalo.

Develop the Secondary Urban Center

A key component of the vision is the **Secondary Urban Center**, which will provide a wide range of jobs located at visitor units and activity centers in Ko Olina and Hoakalei, in heavy and light industrial areas near the Kalaeloa Barbers Point Deep Draft Harbor, in offices and retail centers located at the City of Kapolei and community and neighborhood centers in residential communities, at the University of Hawai‘i West O‘ahu campus, and in diversified agriculture activities located along Kunia Road and around the Pearl Harbor Naval Munitions Command.

At the heart of the Secondary Urban Center will be the **City of Kapolei** with an urban mix of retail, office and residential uses. By 2035, it is projected that the City of Kapolei will house over 8,000 residents and provide work sites for over 17,000 private jobs and 2,400 City and State jobs (located primarily at the City's Civic Center and Judicial

Center). The City Center will become a regional commercial center, attracting customers from all parts of Oahu.

Many of the jobs in the City of Kapolei will be supported by development of the **University of Hawai'i West O'ahu campus**, which is expected to have 7,600 students and 1,040 staff and faculty by 2025. Continued expansion of **industrial uses** at Campbell Industrial Park, Kalaeloa Barbers Point Deep Draft Harbor, and Kapolei Business Park; and growth of the **Ko Olina Resort** and the **Hoakalei Resort** to include over 7,200 visitor units by 2035 will also provide basic jobs which will support office and retail jobs in the City of Kapolei.

Build Master Planned Residential Communities That Support Walking, Biking, and Transit Use

Growth in 'Ewa will mean **community building**, not just project development. Substantial residential growth (over 35,500 new units between 2000 and 2035) will occur primarily in master planned communities including the City of Kapolei, East Kapolei (DHHL East Kapolei, UH West O'ahu, and Ho'opili), 'Ewa by Gentry, 'Ewa Villages, Kapolei West, Ko Olina, Maka'iwa Hills, Makakilo, Ocean Pointe/Hoakalei, and the Villages of Kapolei. (See Exhibit 2.3.)

The master plans and design of new developments must demonstrate how they would **create communities that interact with neighboring communities and support the vision** for development of the entire 'Ewa region. Such communities should be designed with identifiable and easily accessible town and village centers or "main street areas" and incorporate a mixture of residential and commercial development. While not every community will have a "main street", all should have a community center.

These communities must be designed to meet the needs of a wide range of families and age groups. **Ample housing** should be provided for families needing affordable units and starter homes as well as for those seeking large multi-family and single-family units. **Housing for persons of all ages** will be needed, including students going to school at the UH - West O'ahu campus, young families seeking their first home, and senior citizens wanting a retirement home close to their grandchildren. Such a desirable variety in housing types could be partially achieved through the inclusion of

“granny flats” (small, accessory apartments) and/or “Ohana” units where infrastructure will support these additions.

Separate identities should be created for existing and planned communities by using open space, architectural design, streetscape treatments and landscaping which links to the regional open space and greenway network.

Communities Designed to Reduce Automobile Use - ‘Ewa will be developed with a transportation system which reduces congestion by providing connectivity, both within and between subdivisions, provides easy access to transit, uses traffic calming design, and encourages people to walk and bike, reducing the need for use of the automobile.

Where allowed by terrain, communities will be designed with multiple street/walkway connections to adjacent communities and collector roads at approximate 1/4 mile intervals, thereby facilitating and encouraging convenient auto, pedestrian and bikeway access to parks, schools, neighborhood shopping and transit corridors. These connections will also reduce congestion on major regional roads by offering multiple alternative routes and facilitate improved neighborhood access for emergency and utility vehicles.

Medium density housing and commercial development will be built along a **rapid transit corridor** extending from the City of Kapolei to Waipahū and will support efficient use of buses and other forms of mass transit along the corridor, allowing some residents to minimize automobile use.

An elevated rapid transit system will be developed on the corridor. The first segment of the rapid transit system will start near the proposed Kroc Center on Kualaka‘i Parkway and continue on to Waipahū along Kualaka‘i Parkway and Farrington Highway. Sufficient land will be reserved to allow extension of the system through Kalaeloa to the City of Kapolei, ending near the intersection of Kapolei Parkway and the planned extension of Hānu‘a Street. See Appendix A: Pubic Facility Map, and Phasing Map.

Protect Natural, Historic, and Cultural Resources

The **‘Ewa Development Plan** provides a vision for preservation, conservation, and enhancement of community resources.

Natural resources will be conserved through retaining natural drainageways, protecting valuable plant and wildlife habitats, by cleaning up contaminated areas and by efficiently using all water supplies through conservation measures and distribution system leak repair, by developing a dual water distribution system with potable water for drinking and other clean water uses and non-potable water for irrigation and industrial uses, and reclamation of non-potable water from waste-water effluent where feasible.

Cultural and historical resources will be preserved by retaining visual landmarks and significant views, and by preserving significant historic, cultural, and archaeological features from 'Ewa's past, and by conducting surveys to thoroughly assess the historical significance of sites and structures affected by development projects and to identify the appropriate measures to preserve the historic and cultural values of the resources.

Provide Adequate Infrastructure to Meet the Needs of New and Existing Development

Public agencies will work with the community (residents, businesses, developers, and landowners) to address current deficiencies in roads, schools, and parks and to create adequate infrastructure to meet the needs of the residential and working population of the area.

Completion of the first increment of the elevated fixed guide way transit system (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).

Where possible and practical, construction of new development that generates increased service demands for public schools, emergency medical services, and roadway capacity, will be coordinated with the provision of needed infrastructure capacity.

Public-private mechanisms for financing infrastructure such as Tax Increment Financing (TIF) and Community Facilities Districts (CFD) should be considered to support timely infrastructure provision.

Public agencies' planning for infrastructure needs will be guided by the Development Plan priorities for residential and commercial development. See the discussion of Planned Regional Development in Section 2.2.10.

2.2 KEY ELEMENTS OF THE VISION

The vision for 'Ewa's future will be implemented through the following key plan elements:

- 2.2.1 Community Growth Boundary
- 2.2.2 Retention of Agricultural Lands
- 2.2.3 Open Space and Greenways
- 2.2.4 Kalaeloa Regional Park
- 2.2.5 Secondary Urban Center
- 2.2.6 Master Planned Residential Communities
- 2.2.7 Communities Designed To Support Non-Automotive Travel
- 2.2.8 Conservation of Natural Resources
- 2.2.9 Preservation and Enhancement of Historic and Cultural Resources
- 2.2.10 Phased Development

Each of these elements is discussed in the following sections.

2.2.1 COMMUNITY GROWTH BOUNDARY

The Community Growth Boundary for 'Ewa gives long-range protection from urbanization for over 3,000 acres of prime agricultural land and for preservation of open space while providing adequate land for urban development in 'Ewa for the foreseeable future. The Community Growth Boundary for 'Ewa is illustrated in Exhibit 2.1 and shown in greater detail on the four conceptual maps in Appendix A as described below.