

DEPARTMENT OF PLANNING AND PERMITTING
CITY AND COUNTY OF HONOLULU

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KIRK CALDWELL
MAYOR



KATHY K. SOKUGAWA
ACTING DIRECTOR

TIMOTHY F. T. HIU
DEPUTY DIRECTOR

2020/GEN-1

July 10, 2020

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

DEPARTMENT OF PLANNING AND PERMITTING
CITY AND COUNTY OF HONOLULU

FILE NO. 2020/GEN-1

Director's Report
Amendment to the 'Ewa Development Plan (2013)

- 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

EXISTING		
Table 3.4 Density and Height Guidelines by Residential Category		
Residential Category	Density (Housing Units)	Building Height
Residential	5-12/acre	Not over two stories
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PROPOSED		
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² Building 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 (HRTTP) 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

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- 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.
 - o 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.
 - o 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 developmental 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 10th 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

No.	Page	Section	Proposed Text and/or Map Changes
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 Waipahū along Kualaka'i Parkway and Farrington Highway. Sufficient land will be reserved to allow extension of the elevated rail transit line 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.
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-guide-way 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	<p>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. <u>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.</u></p> <p>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.</p> <p>AnThe 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, Waipahū, 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 <u>stations</u>.</p>

No.	Page	Section	Proposed Text and/or Map Changes
4.	2-19	2. The Vision for ‘Ewa’s Future - Exhibit 2.3, Existing and New Master Planned Communities	<p><i>Edited Legend of exhibit (map image):</i></p> <p>P East Kapolei (Ho‘opili)</p> <p>T UHWO UH WOG</p> <p><i>Refer to Attachment 1.</i></p>
5.	2-20	2. The Vision for ‘Ewa’s Future 2.2.7 Communities Designed to Support Non-Automotive Travel	<p>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 <u>Urban Land Use Map</u> in Appendix A.</p>
5.	2-20	2. The Vision for ‘Ewa’s Future 2.2.7 Communities Designed to Support Non-Automotive Travel	<p>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 Waipahū 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 Hānu‘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 <u>right-of-way</u> at <u>the rail</u> transit station sites (at the transit nodes).</p>
6.	3-44	3 Land Use Policies 3.9 Existing and Planned Residential Communities 3.9.1 General Policies	<ul style="list-style-type: none"> • Higher Density Housing Along the <u>Rapid Transit Corridor</u> - 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 Waipahū and Primary Urban Center PUC communities to the east. Medium-Density Apartment and Commercial uses should be developed at <u>greater densities at the eight transit nodes</u>. Each <u>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</u>. 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 <u>transit nodes</u>.
7.	3-44	3 Land Use Policies 3.9 Existing and Planned Residential Communities 3.9.1 General Policies	<ul style="list-style-type: none"> • Affordable Housing – <u>Addressing affordable housing needs continues to be a high priority given the persistent shortage</u>. Require that thirty <u>30</u> percent of housing units in new residential developments <u>on lands with existing Unilateral Agreements (UAs)</u> be affordable to low and low-moderate income households. Residential development that occurs on lands without existing UAs may be subject to the <u>Affordable Housing Requirement (AHR)</u>.

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8.	3-45	3 Land Use Policies 3.9 Existing and Planned Residential Communities 3.9.1. General Policies	<p>Community Benefits Bonus (CBB) – <u>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.</u></p>																					
9.	3-46	3 Land Use Policies 3.9 Existing and Planned Residential Communities 3.9.1 General Policies	<table border="1" data-bbox="747 521 1516 987"> <thead> <tr> <th colspan="3" data-bbox="747 521 1516 613">Table 3.4 Density and Height Guidelines by Residential Category</th> </tr> <tr> <th data-bbox="747 613 1002 678">Residential Category</th> <th data-bbox="1002 613 1257 678">Density (Housing Units)</th> <th data-bbox="1257 613 1516 678">Building Height</th> </tr> </thead> <tbody> <tr> <td data-bbox="747 678 1002 743">Residential</td> <td data-bbox="1002 678 1257 743">5-12/acre</td> <td data-bbox="1257 678 1516 743">Not over two stories</td> </tr> <tr> <td data-bbox="747 743 1002 808">Low Density Apartment</td> <td data-bbox="1002 743 1257 808">10-30/acre</td> <td data-bbox="1257 743 1516 808">Not over three stories</td> </tr> <tr> <td data-bbox="747 808 1002 873">Medium Density Apartment</td> <td data-bbox="1002 808 1257 873">25-90/acre</td> <td data-bbox="1257 808 1516 873">Not over 90ft ^{1,2}</td> </tr> <tr> <td colspan="3" data-bbox="747 873 1516 922">¹ Building heights up to 150 feet allowed in City of Kapolei and Ko Olina</td> </tr> <tr> <td colspan="3" data-bbox="747 922 1516 987">² Building heights up to 120 feet may be allowed in the TOD Special District with the provision of community benefits.</td> </tr> </tbody> </table>	Table 3.4 Density and Height Guidelines by Residential Category			Residential Category	Density (Housing Units)	Building Height	Residential	5-12/acre	Not over two stories	Low Density Apartment	10-30/acre	Not over three stories	Medium Density Apartment	25-90/acre	Not over 90ft ^{1,2}	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.		
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10.	3-48	3 Land Use Policies 3.9 Existing and Planned Residential Communities 3.9.2. Guidelines Medium Density Apartment	<p>Height</p> <ul style="list-style-type: none"> Limit building heights to not exceed 150 feet in the City of Kapolei and the Ko Olina Resort, <u>up to 120 feet in the TOD Special District with the provision of community benefits</u>, 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. 																					

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11.	3-52	3 Land Use Policies 3.9.4 Relation to Zoning Table 3.5 Guidelines for Appropriate Zoning	<p>TABLE 3.5 GUIDELINES FOR APPROPRIATE ZONING</p> <table border="1"> <thead> <tr> <th data-bbox="747 217 1150 305">Land Use Designation</th> <th data-bbox="1158 217 2080 305">Appropriate Zoning Districts</th> </tr> </thead> <tbody> <tr> <td data-bbox="747 310 1150 423">Park, Golf Course, Preservation/ Conservation Military Training Area</td> <td data-bbox="1158 310 2080 423">P-2 if in State Urban or Agriculture District P-1 if in State Conservation District; otherwise P-2 F-1</td> </tr> <tr> <td data-bbox="747 428 1150 526">Agriculture</td> <td data-bbox="1158 428 2080 526">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</td> </tr> <tr> <td data-bbox="747 531 1150 742">Residential and Low Density Apartment</td> <td data-bbox="1158 531 2080 742">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</td> </tr> <tr> <td data-bbox="747 747 1150 844">Medium Density Apartment</td> <td data-bbox="1158 747 2080 844">A-2, A-3 AMX-2, AMX-3 if within 1/4 mile of a rail transit station area node BMX-3 within a rail transit station area</td> </tr> <tr> <td data-bbox="747 849 1150 1011">Commercial Centers</td> <td data-bbox="1158 849 2080 1011">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</td> </tr> <tr> <td data-bbox="747 1016 1150 1146">Town Center</td> <td data-bbox="1158 1016 2080 1146">B-2, BMX-3 A-1, A-2 I-1, IMX-1 in fringe areas where present use is predominantly service industrial</td> </tr> <tr> <td data-bbox="747 1151 1150 1183">Resort</td> <td data-bbox="1158 1151 2080 1183">Resort</td> </tr> <tr> <td data-bbox="747 1188 1150 1253">Technology Park</td> <td data-bbox="1158 1188 2080 1253">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> </tr> <tr> <td data-bbox="747 1258 1150 1370">Industrial</td> <td data-bbox="1158 1258 2080 1370">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 ¹ I-3 in vicinity of Barbers Point Deep Draft Harbor and of Hoakalei Marina</td> </tr> </tbody> </table>	Land Use Designation	Appropriate Zoning Districts	Park, Golf Course, Preservation/ Conservation Military Training Area	P-2 if in State Urban or Agriculture District P-1 if in State Conservation District; otherwise P-2 F-1	Agriculture	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	Residential and Low Density Apartment	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	Medium Density Apartment	A-2, A-3 AMX-2, AMX-3 if within 1/4 mile of a rail transit station area node BMX-3 within a rail transit station area	Commercial Centers	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	Town Center	B-2, BMX-3 A-1, A-2 I-1, IMX-1 in fringe areas where present use is predominantly service industrial	Resort	Resort	Technology Park	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.	Industrial	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 ¹ I-3 in vicinity of Barbers Point Deep Draft Harbor and of Hoakalei Marina
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12.	3-68	3 Land Use Policies 3.12 Industrial Centers 3.12.1 General Policies	<ul style="list-style-type: none"> Industrial uses will be prioritized in industrial areas within rail transit station areas before consideration will be given to residential and commercial uses.
13.	3-72	3 Land Use Policies 3.12 Industrial Centers 3.12.2 Guidelines Other Industrial Areas	<p><u>Building Height and Mass</u></p> <ul style="list-style-type: none"> 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. 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.
14.	4-8	4. Public Facilities and Infrastructure Policies and Guidelines 4.1 Transportation Systems 4.1.4.1 Bus Services	<p>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.</p>
15.	4-8	4. Public Facilities and Infrastructure Policies and Guidelines 4.1 Transportation Systems 4.1.4.1 Bus Services	<p>The Department of Transportation Services DTS has currently identified and proposed for development three <u>two</u> 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. <u>An alternatives analysis will be conducted for a third facility near the civic center area of the City of Kapolei.</u></p>

No.	Page	Section	Proposed Text and/or Map Changes
16.	4-8, 9, 10	<p>4 Public Facilities and Infrastructure Policies and Guidelines</p> <p>4.1 Transportation Systems</p> <p>4.1.4 Transit</p> <p>4.1.4.2 Planned Rapid Transit Corridor</p>	<p>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 <u>rapid transit</u> corridor between the University of Hawai‘i at Mānoa, downtown Honolulu, and the fast growing <u>‘Ewa region</u>. areas in Leeward O‘ahu and Kapolei. On December 22, 2006, the City Council selected, as the Locally Preferred Alternative, a fixed-guideway transit system, <u>now known as the elevated rail transit line</u>, 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 planned <u>Salvation Army</u> Kroc Center and the Department of Hawaiian Home Lands-DHHL headquarters and will end at the Ala Moana Shopping Center.</p> <p>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 <u>transit</u> corridor could provide a shuttle service between Kapolei West, the City of Kapolei, Kalaeloa, <u>East Kapolei</u> (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.</p> <p>By connecting the PUC Primary Urban Center <u>to Kapolei</u> via Waipahū, the <u>rail transit</u> 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.</p> <p>The <u>‘Ewa portion of the elevated rail transit line is being constructed</u> planned to run from Waipahū through the proposed Ho‘opili project, turning south to run along Kualaka‘i 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.</p> <p>Developments along the proposed <u>rail</u> 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 <u>rail</u> transit stations sites (at the transit nodes).</p> <p>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 <u>rail</u> transit corridor.</p> <p>Medium density apartment and commercial development should be permitted and encouraged <u>developed at greater densities</u> 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.</p>
17.	4-35	<p>4. Public Facilities and Infrastructure Policies and Guidelines</p> <p>4.8 Public Safety Facilities</p>	<p>To meet projected population and economic growth by 2035, the Fire Department estimates ‘Ewa will need <u>four</u> five new fire stations. They also plan to establish an island- wide training facility at Kalaeloa.</p>

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Kalaeloa Tactical Training Facility	Kalaeloa (Former BPNAS site)	Island-wide	N.D.	<u>Ho‘opili</u>	<u>Ho‘opili</u>	<u>Ho‘opili, Ewa by Gentry, Kapolei, Tenney Village, Waipahu, Royal Kunia</u>	<u>N.D.</u>	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.			
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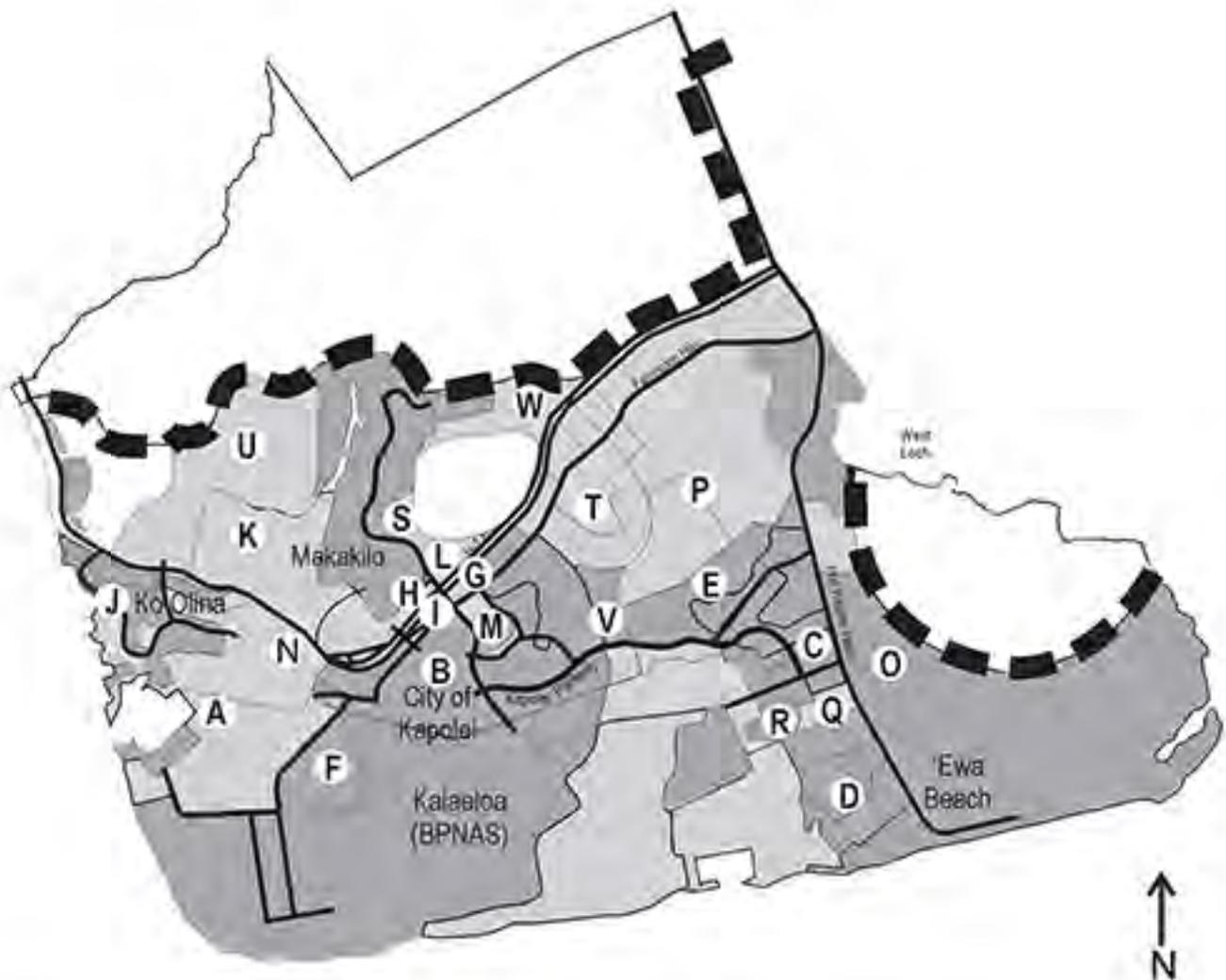
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Policies Guidelines and Statements																								
TRANSPORTATION SYSTEMS																								
Reserve land for the right-of-way for the Council-identified rapid rail <u>rapid rail transit corridor</u> in ‘Ewa and plan to develop medium density high-traffic <u>land uses in rail transit station areas, and transit-oriented development nodes along the route.</u>																								
Programs	Agencies	Roles																						
ZC/UA	DPP	Regulator																						
<u>AHR</u>	DTS	Advocate																						
UDP																								
TOD																								
<u>City CIP</u>	<u>HART</u>	<u>Implementer</u>																						
21.	5-36	5. Implementation Table 5.1 Implementation Matrix	<p data-bbox="747 1159 1051 1188"><i>Added to list of Agencies:</i></p> <p data-bbox="747 1221 1150 1250">Table 5.1 Implementation Matrix</p> <p data-bbox="747 1282 989 1312">Key to Abbreviations</p> <table border="1" data-bbox="747 1312 1376 1430"> <thead> <tr> <th data-bbox="747 1312 1376 1341">Agencies</th> </tr> </thead> <tbody> <tr> <td data-bbox="747 1341 1376 1430"> <ul style="list-style-type: none"> <li data-bbox="755 1351 1225 1406">• <u>HART: Honolulu Authority for Rapid Transportation</u> </td> </tr> </tbody> </table>	Agencies	<ul style="list-style-type: none"> <li data-bbox="755 1351 1225 1406">• <u>HART: Honolulu Authority for Rapid Transportation</u> 																			
Agencies																								
<ul style="list-style-type: none"> <li data-bbox="755 1351 1225 1406">• <u>HART: Honolulu Authority for Rapid Transportation</u> 																								

No.	Page	Section	Proposed Text and/or Map Changes
22.	A-8	Appendix A: Conceptual Maps Glossary: Urban Land Use Map	<p>Transit Node (Medium Density Apartment and Commercial) Centers Areas of medium density apartment and commercial development located around rail transit stations areas on a planned rapid the rail transit corridor which extends from the City of Kapolei through Waipahū to downtown Honolulu. (See Sections 3.9, 3.10, and 4.1.4.2.)</p>
23.	A-8	Appendix A: Conceptual Maps Glossary: Urban Land Use Map	<p>University of Hawai‘i West O‘ahu (UHWO) Proposed e Campus location located on 136 acres near the intersection of Kualaka‘i Parkway and Farrington Highway</p>
24.	A-10	Appendix A: Conceptual Maps Glossary: Public Facilities Map	<p>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.)</p> <p>Elevated Rail Transit Line A rail line raised above ground for high speed rail service in urban areas.</p>
25.	A-10	Appendix A: Conceptual Maps Glossary: Public Facilities Map	<p>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.)</p> <p>Rail Transit Station A dedicated rail transit facility providing passengers access to high speed rail service on the elevated rail transit line.</p>

No.	Page	Section	Proposed Text and/or Map Changes
26.	A-12	Appendix A: Conceptual Maps Glossary: Phasing Map	University of Hawai‘i West O‘ahu (UHWO) Proposed e Campus location located on 136 acres near the intersection of Kualaka‘i Parkway and Farrington Highway
27.	A-13	Appendix A: Conceptual Maps Glossary: Phasing Map	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.).
28.	A-14	Appendix A: Conceptual Maps Glossary: Phasing Map	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.) Transit Node Rail Transit Station <u>A dedicated rail transit facility providing passengers access to high speed rail service on the elevated rail transit line.</u>
29.	A-15	Appendix A: Conceptual Maps Open Space Map	<i>Map revisions include the following:</i> <ul style="list-style-type: none"> • 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. <p>Refer to Attachment 2.</p>

No.	Page	Section	Proposed Text
30.	A-17	Appendix A: Conceptual Maps Urban Land Use Map	<p><i>Map revisions include the following:</i></p> <ul style="list-style-type: none"> • 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 <u>University of Hawai’i West O’ahu</u>; symbol has been changed from Future to Existing and has been updated on the map • Legend: Transit Node (Medium Density Residential and Commercial) <p>Refer to Attachment 3.</p>
31.	A-19	Appendix A: Conceptual Maps Public Facilities Map	<p><i>Map revisions include the following:</i></p> <ul style="list-style-type: none"> • 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. <u>Kualaka’i Parkway</u> • Legend: Transit Corridor <u>Elevated Rail Transit Line</u>; added a symbol for Existing and updated this on the map • Legend: Transit Node <u>Rail Transit Station</u>; added a symbol for Existing and updated this on the map • Legend: U.H. West O’ahu <u>University of Hawai’i West O’ahu</u>; symbol has been changed from Future to Existing and has been updated on the map <p>Refer to Attachment 4.</p>

No.	Page	Section	Proposed Text and/or Map Changes
32.	A-21	Appendix A: Conceptual Maps Phasing Map	<p><i>Map revisions include the following:</i></p> <ul style="list-style-type: none"> • 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: <u>Rail</u> Transit Station <p>Refer to Attachment 5</p>
33.		Administrative changes made to the following agencies and place names throughout the document.	<p>Administrative changes were made to the following departments, place names, and terminology throughout the document:</p> <p>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)</p>

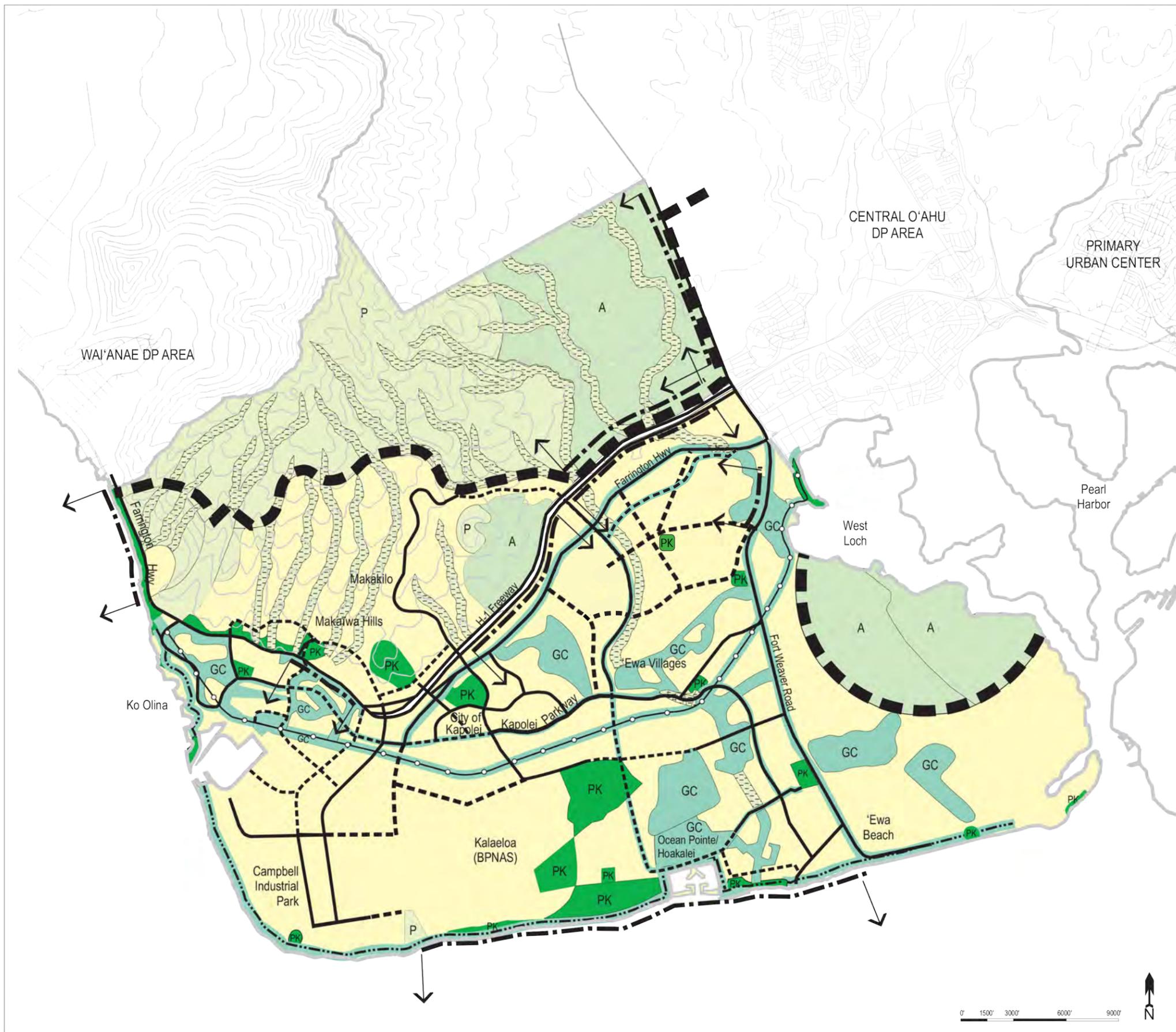


LEGEND

- | | | |
|---------------------------------|-------------------------------|---|
| A Kalaeloa Barbers Point Harbor | O 'Ewa by Gentry (Makai East) |  Non-Urban Areas |
| B City of Kapolei | P Ho'opili |  Existing Urban Areas |
| C 'Ewa by Gentry | Q Laulani Commercial |  Urban Expansion 1995-2005 |
| D Ocean Pointe/Hoakalei | R 'Ewa by Gentry (Makai West) |  Community Growth Boundary |
| E 'Ewa Villages | S Makakilo D2 | |
| F Kapolei Business Park | T UHWO | |
| G Kapolei Knolls | U Makaiwa Hills | |
| H Pālaiwai Residential | V DHHL East Kapolei | |
| I Kapolei Shopping Center | W Kapolei North | |
| J Ko Olina | | |
| K Makaiwa Hills | | |
| L Makakilo (C + D1) | | |
| M Villages of Kapolei | | |
| N Kapolei West | | |

'EWA DEVELOPMENT PLAN

Open Space Map



- | | |
|-----------------|--|
| | Preservation Areas |
| | Agricultural Areas |
| | Regional, District, Shoreline and Nature Parks |
| | Golf Courses |
| | Natural Drainageways/Gulches |
| | Panoramic Views |
| | Historic Railway/Bikeway Corridor |
| | Shoreline Access |
| | Urban Areas |
| | Community Growth Boundary |
| EXISTING | |
| | Highways, Arterial and Major Collector Streets |
| | Landscaped Boulevard/Greenway |
| FUTURE | |
| | Highways, Arterial and Major Collector Streets |
| | Landscaped Boulevard/Greenway |



Department of Planning and Permitting
City & County of Honolulu



'EWA DEVELOPMENT PLAN

Urban Land Use Map

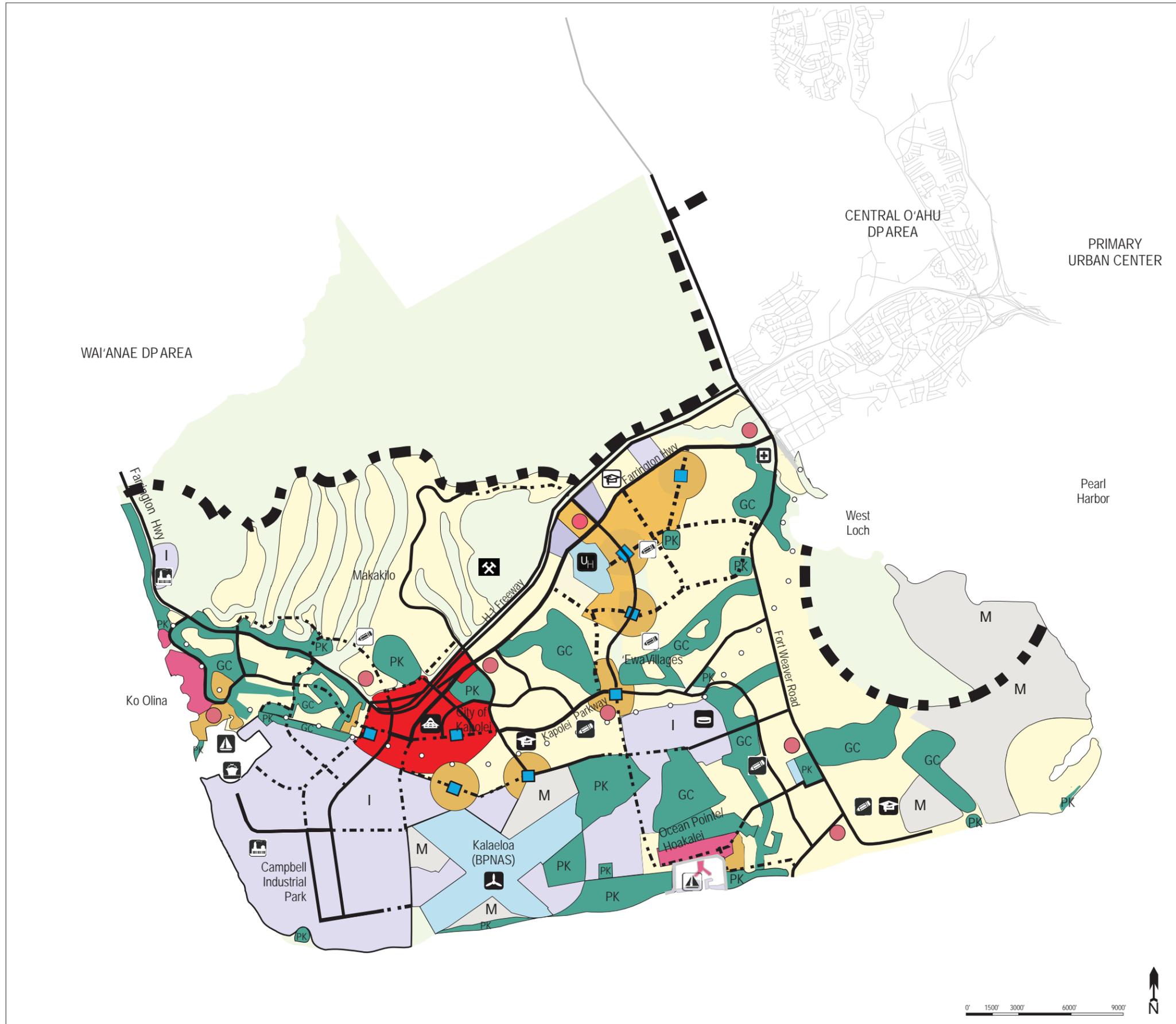
- Residential and Low Density Apartment
- Medium Density Apartment/Commercial Mixed Use
- Community Commercial Center
- City of Kapolei (Medium and High Density Residential and Commercial)
- Resort/Recreation Area
- Industrial
- Military
- Public Institution
- Agricultural and Preservation Area
- Parks and Golf Courses
- Transit Node
- Community Growth Boundary

EXISTING FUTURE

- Civic Center
- Electric Power Plant
- Wastewater Treatment Plant
- Intermediate/Middle School
- High School
- University of Hawai'i West O'ahu
- Hospital
- Small Boat Marina
- Commercial Harbor
- Airfield
- Quarry
- Highways, Arterial & Major Streets
- Historic Railway



Department of Planning and Permitting
City & County of Honolulu



'EWA DEVELOPMENT PLAN

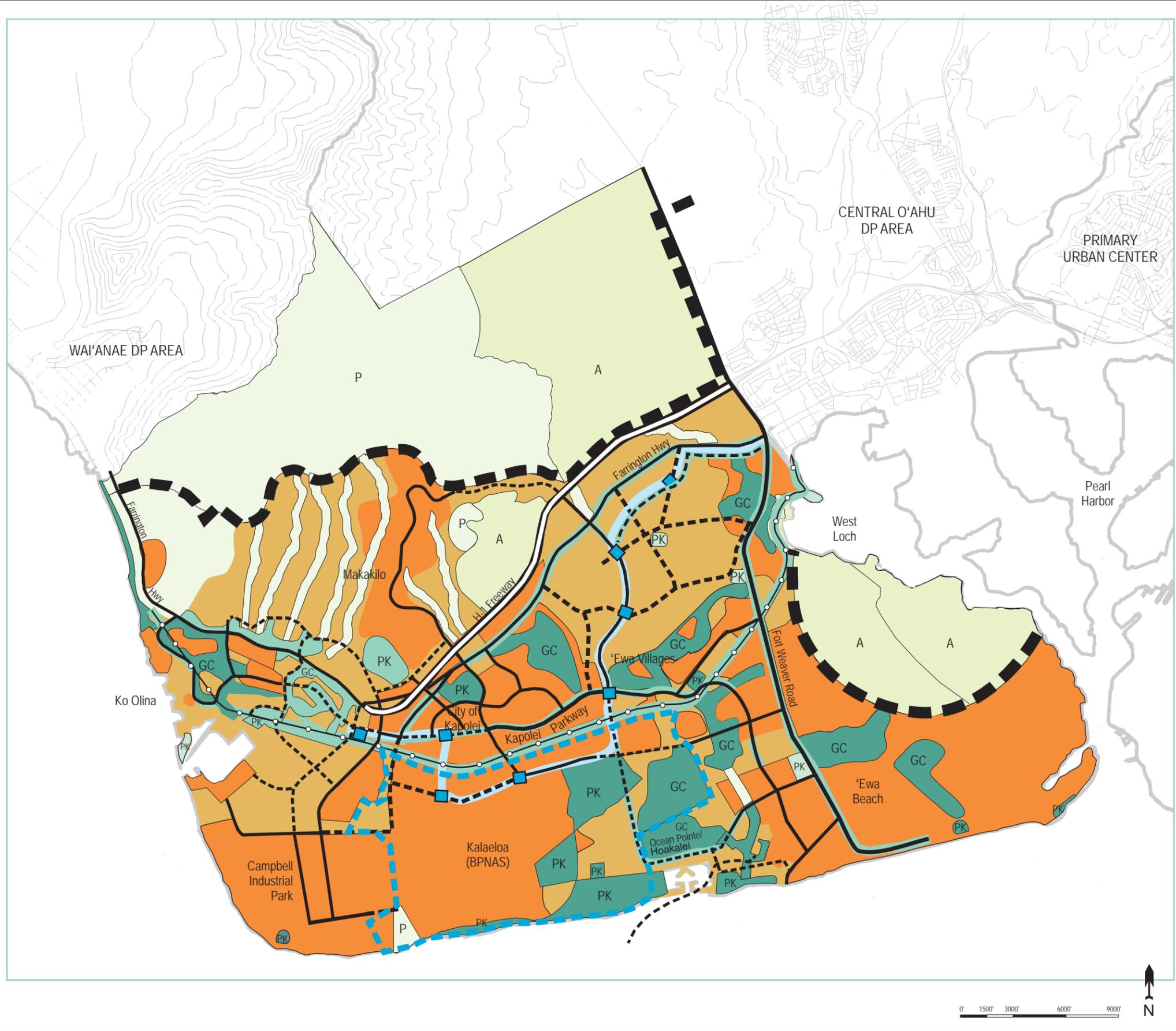
Public Facilities Map

- Urban Areas
 - Agricultural and Preservation Areas
 - Community Growth Boundary
- | EXISTING | FUTURE |
|--|--|
| | Highways, Arterial & Major Collector Streets |
| | Grade Separated Interchange |
| | Elevated Rail Transit Line |
| | Rail Transit Station |
| | Historic Railway/Bikeway Corridor |
| | PR Park and Ride Site |
| | HOV (High Occupancy Vehicle) Lane |
| | Bike Lane |
| | Bike Path |
| PK/GC | Parks and Golf Courses |
- ⚓ Civic Center
 - ⚡ Electric Power Plant
 - ♻️ Wastewater Treatment Plant
 - 🎒 Intermediate/Middle School
 - 🎓 High School
 - 🎓 University of Hawai'i West O'ahu
 - 🏥 Hospital
 - ⚓ Small Boat Marina
 - 🚢 Commercial Harbor
 - ✈️ Airfield
 - 🏭 Corporation Yard
 - 🗑️ Landfill
 - 🏠 Desalination Plant



'EWA DEVELOPMENT PLAN

Phasing Map



- P Preservation Areas
- A Agricultural Areas
- Existing Urban Areas
- Urban Expansion Areas
- Kalaeloa Special Area
- Community Growth Boundary
- Rail Transit Corridor
- Rail Transit Station
- Historic Railway

- | EXISTING | FUTURE |
|---|--|
| PK | PK Parks |
| GC | GC Golf Courses |
| | Highways, Arterial and Major Collector Streets |
| | Landscaped Boulevard/ Greenway |



Department of Planning and Permitting
City & County of Honolulu

Attachment 2

Received Comments

2020/ELUW - To
182234.

POLICE DEPARTMENT
CITY AND COUNTY OF HONOLULU

801 SOUTH BERETANIA STREET · HONOLULU, HAWAII 96813
TELEPHONE: (808) 529-3111 · INTERNET: www.honoluluupd.org

2020 FEB 27 PM 2:15

DEPT OF PLANNING
AND PERMITTING
CITY & COUNTY OF HONOLULU
KIRK CALDWELL
MAYOR



SUSAN BALLARD
CHIEF

JOHN D. MCCARTHY
CLYDE K. HO
DEPUTY CHIEFS

OUR REFERENCE EO-TS

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

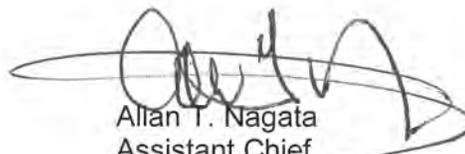
SUBJECT: Ewa Development Plan for the East Kapolei Neighborhood Transit-Oriented Development Plan

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



STATE OF HAWAII
DEPARTMENT OF EDUCATION
P.O. BOX 2360
HONOLULU, HAWAII 96804

2020/12/09-747
1822732

DR. CHRISTINA M. KISHIMOTO
SUPERINTENDENT

2020 FEB 28 PM 12:05
DEPT OF PLANNING
AND PERMITTING
CITY & COUNTY OF HONOLULU

OFFICE OF FACILITIES AND OPERATIONS

February 25, 2020

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

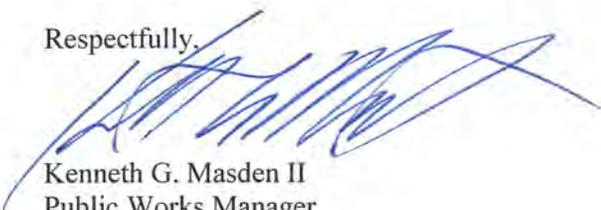
The matrix identifies two revisions related to future HIDOE schools on the Urban Land Use Map (Map): the relocation of the existing Future High School symbol and the addition of Future Intermediate/Middle School symbol.

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:rl

DAVID Y. IGE
GOVERNOR



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
869 PUNCHBOWL STREET
HONOLULU, HAWAII 96813-5097

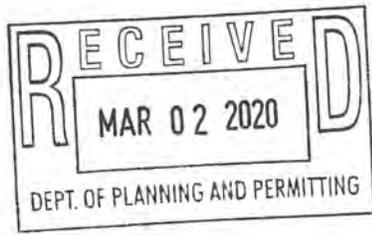
February 27, 2020

2020/EL06 440
1023440

JADE T. BUTAY
DIRECTOR

Deputy Director
LYNN A.S. ARAKI-REGAN
DEREK J. CHOW
ROSS M. HIGASHI
EDWIN H. SNIFFEN

IN REPLY REFER TO:
DIR 0145
HWY-PS 2.2325



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.

DEPT OF PLANNING AND PERMITTING CITY & COUNTY OF HONOLULU
2020 FEB 27 PM 2:25

Ms. Kathy K. Sokugawa
February 27, 2020
Page 2

HWY-PS 2.2325

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,

A handwritten signature in black ink, appearing to read "Jade T. Butay". The signature is stylized and cursive.

JADE T. BUTAY
Director of Transportation

HONOLULU FIRE DEPARTMENT
CITY AND COUNTY OF HONOLULU

636 South Street
Honolulu, Hawaii 96813-5007
Phone: 808-723-7139 Fax: 808-723-7111 Internet: www.honolulu.gov/hfd

KIRK CALDWELL
MAYOR

2020 MAR -5 PM 6:21
DEPT OF PLANNING
AND PERMITTING
CITY & COUNTY OF HONOLULU



MANUEL P. NEVES
FIRE CHIEF

LIONEL CAMARA JR.
DEPUTY FIRE CHIEF

March 3, 2020

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

ATTN: KATHERINE HERNANDEZ
POLICY PLANNING BRANCH

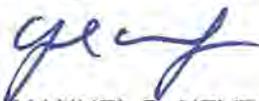
FROM: MANUEL P. NEVES, FIRE CHIEF

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 than 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 sbratakos@honolulu.gov.


for MANUEL P. NEVES
Fire Chief

MPN/MI:ms

Attachments

**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 ¹		DELETE	
Makakilo	Makakilo	Makakilo, Ko Olina, Villages of Kapolei	Existing
Kapolei	Kapolei	Campbell Industrial Park, City of Kapolei, Kapolei Business Park	Existing
'Ewa Beach ²	Ocean Pointe	'Ewa by Gentry, Ocean Pointe, 'Ewa Beach, Iroquois Point	2011
East Kapolei	DHHL East Kapolei	East Kapolei, Villages of Kapolei, UH West O'ahu, Tenney Village, Kalaeloa	2012
Kalaeloa	Kalaeloa	Kalaeloa, 'Ewa, and Kapolei	N.D.
'Ewa Villages			
DELETE			
Ko 'Olina	Ko Olina	Ko Olina Resort	N.D.
Maka'iwa Hills	Maka'iwa Hills	Maka'iwa Hills	N.D.
Kalaeloa Tactical Training Facility	Kalaeloa (Former BPNAS site)	Island-wide	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 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.
-----------------	-----------------	--	-------------



United States Department of the Interior



FISH AND WILDLIFE SERVICE
Pacific Islands Fish and Wildlife Office
300 Ala Moana Boulevard, Room 3-122
Honolulu, Hawaii 96850

In Reply Refer To:
01EPIF00-2020-TA-0175

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

By Email
2020 MAR -4 AM 9:01
DEPT OF PLANNING
AND PERMITTING
CITY & COUNTY OF HONOLULU

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*).

INTERIOR REGION 9
COLUMBIA-PACIFIC NORTHWEST

IDAHO, MONTANA*, OREGON*, WASHINGTON
*PARTIAL

INTERIOR REGION 12
PACIFIC ISLANDS

AMERICAN SAMOA, GUAM, HAWAII, NORTHERN
MARIANA ISLANDS

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://hawaiiscape.wpengine.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.oahuisc.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

Action		Buffer Distance (feet (meters)) - Keep Project Activity This Far Away from Listed Plant	
		Grasses/Herbs/Shrubs and Terrestrial Orchids	Trees and Arboreal Orchids
Walking, hiking, surveys		3 ft (1 m)	3 ft (1 m)
Cutting and Removing Vegetation By Hand or Hand Tools (e.g., weeding)		3 ft (1 m)	3 ft (1 m)
Mechanical Removal of Individual Plants or Woody Vegetation (e.g., chainsaw, weed eater)		3 ft up to height of removed vegetation (whichever greater)	3 ft up to height of removed vegetation (whichever greater)
Removal of Vegetation with Heavy Equipment (e.g., bulldozer, tractor, "bush hog")		2x width equipment + height of vegetation	820 ft (250 m)
Use of Approved Herbicides (following label)	Ground-based Spray Application; hand application (no wand applicator; spot treatment)	10 ft (3 m)	Crown diameter
	Ground-based Spray Application; manual pump with wand, backpack	50 ft (15 m)	Crown diameter
	Ground-based Spray Application; vehicle-mounted tank sprayer	50 ft (15 m)	Crown diameter
	Aerial Spray (ball applicator)	250 ft (76 m)	250 ft (76 m)
	Aerial Application – herbicide ballistic technology (individual plant treatment)	100 ft (30 m)	Crown diameter
	Aerial Spray (boom)	Further consultation required	Further consultation required
Use of Insecticides (pollinators, seed dispersers)			
Ground/Soil Disturbance/Outplanting/Fencing (Hand tools, e.g. shovel, `ō`ō; Small mechanized tools, e.g., auger)		20 ft (6 m)	2x crown diameter
Ground/Soil Disturbance (Heavy Equipment)		328 ft (100 m)	820 ft (250 m)
Surface Hardening/Soil compaction	Trails (e.g., human, ungulates)	20 ft (6 m)	2x crown diameter
	Roads/Utility Corridors, Buildings/Structures	328 ft (100 m)	820 ft (250 m)

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

Digitally signed by
LEILA NAGATANI
Date: 2020.03.04
07:13:01 -10'00'

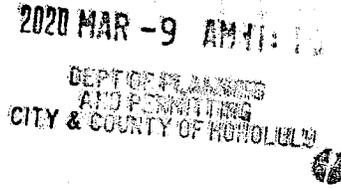
Acting Island Team Manager
Oahu, Kauai, Northwestern Hawaiian
Islands and American Samoa



UNIVERSITY
of HAWAII®
WEST O'AHU

Office of the Chancellor

2020/ELO69-503



March 4, 2020

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

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 Kualaka'i 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.

91-1001 Farrington Highway
Kapolei, Hawai'i 96707
Telephone: (808) 689-2770
Fax: (808) 689-2771

An Equal Opportunity/Affirmative Action Institution

Ms. Kathy Sokugawa, Interim Director
Department of Planning and Permitting
March 4, 2020
Page 2

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 .

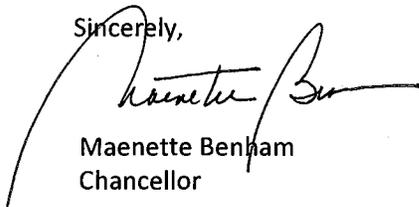
2. Page A-17, Appendix A: Conceptual Maps-Urban Land Use Map

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,



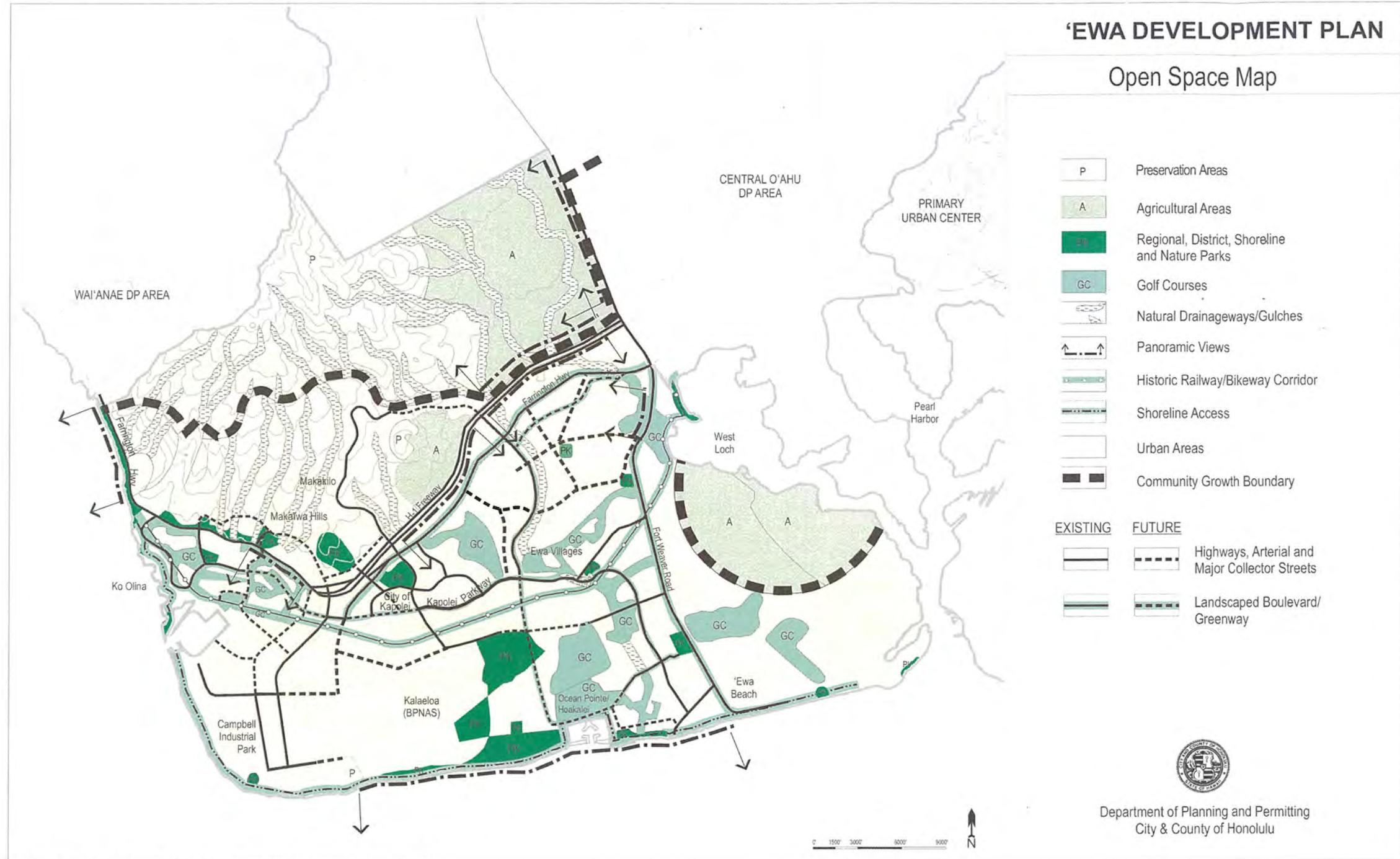
Maenette Benham
Chancellor

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

Attachments

'EWA DEVELOPMENT PLAN

Open Space Map



- P Preservation Areas
- A Agricultural Areas
- Regional, District, Shoreline and Nature Parks
- GC Golf Courses
- Natural Drainageways/Gulches
- Panoramic Views
- Historic Railway/Bikeway Corridor
- Shoreline Access
- Urban Areas
- Community Growth Boundary

- | EXISTING | FUTURE |
|--|---|
| | Highways, Arterial and Major Collector Streets |
| | Landscaped Boulevard/Greenway |



Department of Planning and Permitting
City & County of Honolulu



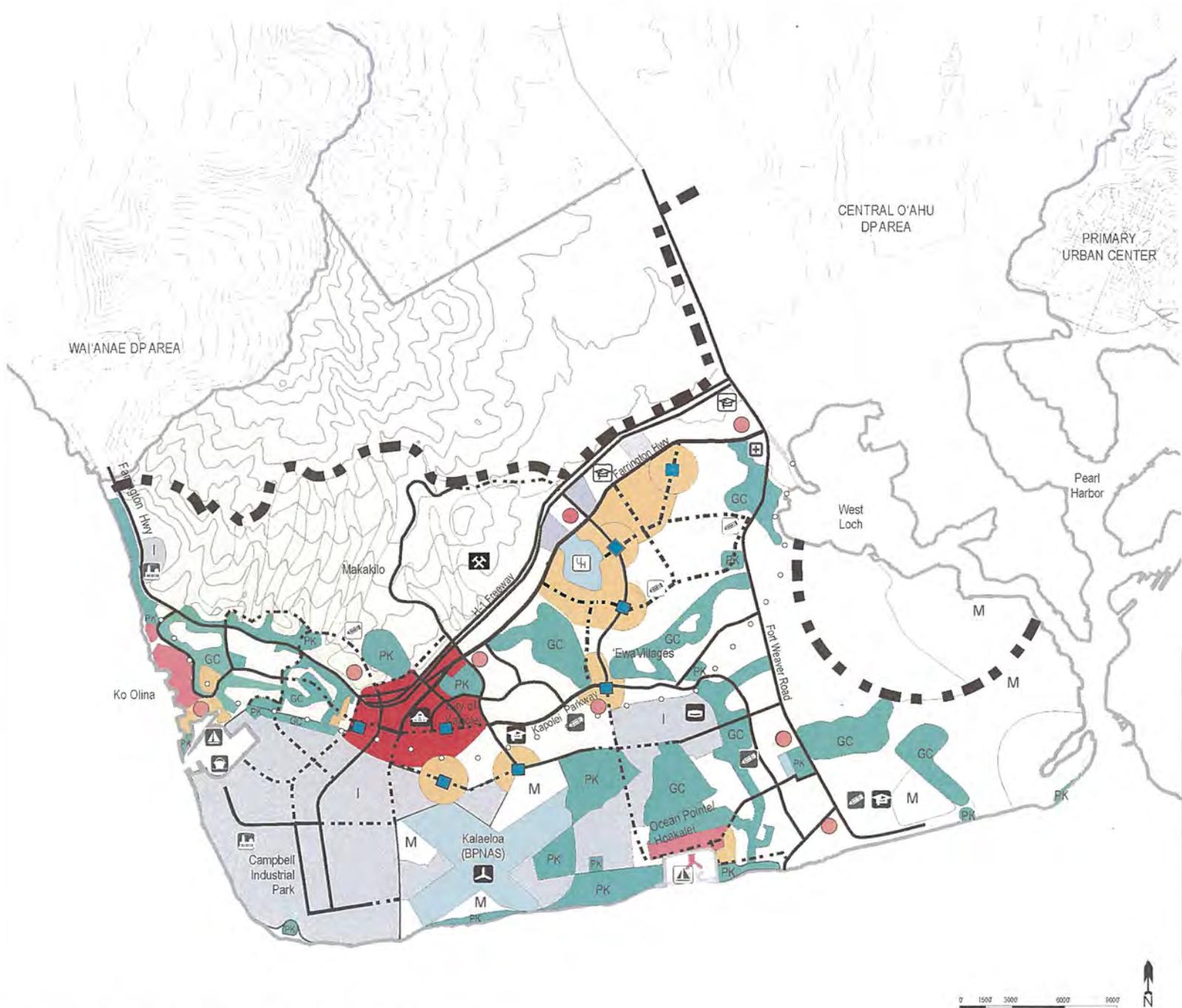
Attachment A: Proposed Revisions for UHWO

'EWA DEVELOPMENT PLAN

Urban Land Use Map

- Residential and Low Density Apartment
- Medium Density Apartment/Commercial Mixed Use
- Community Commercial Center
- City of Kapolei (Medium and High Density Residential and Commercial)
- Resort/Recreation Area
- Industrial
- Military
- Public Institution
- Agricultural and Preservation Area
- Parks and Golf Courses
- Transit Node
- Community Growth Boundary

- | EXISTING | FUTURE | |
|----------|--------|------------------------------------|
| | | Civic Center |
| | | Electric Power Plant |
| | | Wastewater Treatment Plant |
| | | Intermediate/Middle School |
| | | High School |
| | | U.H. West O'ahu |
| | | Hospital |
| | | Small Boat Marina |
| | | Commercial Harbor |
| | | Airfield |
| | | Quarry |
| | | Highways, Arterial & Major Streets |
| | | Historic Railway |



Department of Planning and Permitting
City & County of Honolulu

Attachment B: Proposed Revisions for UHWO



OFFICE OF PLANNING STATE OF HAWAII

DAVID Y. IGE
GOVERNOR

MARY ALICE EVANS
DIRECTOR
OFFICE OF PLANNING

235 South Beretania Street, 6th Floor, Honolulu, Hawaii 96813
Mailing Address: P.O. Box 2359, Honolulu, Hawaii 96804

Telephone: (808) 587-2846
Fax: (808) 587-2824
Web: <http://planning.hawaii.gov/>

DTS202003061723ED

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

2020 MAR 16 PM 2:03
CITY & COUNTY OF HONOLULU

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,

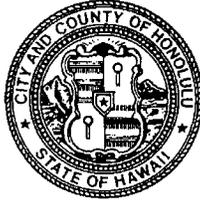


Mary Alice Evans
Director

DEPARTMENT OF FACILITY MAINTENANCE
CITY AND COUNTY OF HONOLULU

1000 Ulu'ohia Street, Suite 215, Kapolei, Hawaii 96707
Phone: (808) 768-3343 • Fax: (808) 768-3381
Website: www.honolulu.gov

KIRK CALDWELL
MAYOR



ROSS S. SASAMURA, P.E.
DIRECTOR AND CHIEF ENGINEER

EDUARDO P. MANGLALLAN
DEPUTY DIRECTOR

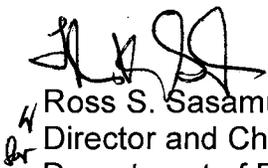
IN REPLY REFER TO:
DRM 20-156

March 17, 2020

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

2020 MAR 18 PM 2:00
CITY & COUNTY OF HONOLULU
DEPARTMENT OF FACILITY MAINTENANCE

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.

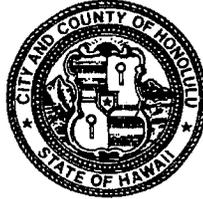
If you have any questions, please call Mr. Kyle Oyasato of the Division of Road Maintenance, at 768-3697.

Attachment

DEPARTMENT OF FACILITY MAINTENANCE
CITY AND COUNTY OF HONOLULU

1000 Uluohia Street, Suite 215, Kapolei, Hawaii 96707
Phone: (808) 692-5054 • Fax: (808) 692-5857
Website: www.honolulu.gov

MUFI HANNEMANN
MAYOR



LAVERNE HIGA, P.E.
DIRECTOR AND CHIEF ENGINEER

GEORGE "KEOKI" MIYAMOTO
DEPUTY DIRECTOR

IN REPLY REFER TO:
DRM 06-931

September 13, 2006

MEMORANDUM

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

FROM: *L* 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*

Ewa Dist -

DEPARTMENT OF FACILITY MAINTENANCE
CITY AND COUNTY OF HONOLULU

1000 Uluohia Street, Suite 215, Kapolei, Hawaii 96707
Phone: (808) 692-5054 • Fax: (808) 692-5857
Website: www.honolulu.gov

MUFI HANNEMANN
MAYOR



LAVERNE HIGA, P.E.
DIRECTOR AND CHIEF ENGINEER

GEORGE "KEOKI" MIYAMOTO
DEPUTY DIRECTOR

IN REPLY REFER TO:
DRM 06-931

December 19, 2006

MEMORANDUM

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

Handwritten signature of Laverne Higa in cursive script.

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

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 768-8305 • Fax: (808) 768-4730 • web: www.honolulu.gov

KIRK CALDWELL
MAYOR



WES FRYSZTACKI
DIRECTOR

JON Y. NOUCHI
DEPUTY DIRECTOR

TP3/20-804172

March 16, 2020

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

2020 MAR 19 PM 5:07
CITY & COUNTY OF HONOLULU

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 Alohikea 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:

Page	Section	Original Ewa DP Text	Proposed Text
3-49	3.9.2 Guidelines	<ul style="list-style-type: none"> • 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. 	<ul style="list-style-type: none"> • 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 <u>Services</u> design standards.
3-66	3.11.3 Guidelines		<ul style="list-style-type: none"> • Circulation System and Transportation Facilities – Allow public transit to access and establish service to the Ko Olina Resort area.
	Table 4.1 Planned and Proposed Ewa Roadway Network Improvements		<ul style="list-style-type: none"> •
4-8	4.1.4.1 Bus Service	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.	Bus Service is provided through the Department of Transportation Services operator Oahu Transit Services (OTS) for <u>TheBus and Handi-Van system.</u>

Kathy K. Sokugawa, Acting Director
March 16, 2020
Page 3

Page	Section	Original Ewa DP Text	Proposed Text
4-8	4.1.4.1 Bus Service	About 62 buses are currently assigned to TheBus Ewa Service Area, which is identical to the Ewa Development Plan area.	
4-8	4.1.4.1 Bus Service	Currently, there are no plans to expand the bus fleet beyond the current 531 buses.	As of March 2020, there are 543 buses in operation.

Thank you for the opportunity to review this matter. Should you have any questions, please contact Michael Motoki, of my staff, at 768-6684.

BOARD OF WATER SUPPLY

CITY AND COUNTY OF HONOLULU
630 SOUTH BERETANIA STREET
HONOLULU, HI 96813
www.boardofwatersupply.com

MAY 18 PM 4:28
DEPT OF PLANNING
AND PERMITTING
CITY & COUNTY OF HONOLULU



May 18, 2020

KIRK CALDWELL, MAYOR

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

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

SUBJECT: AMENDMENTS TO THE EWA DEVELOPMENT PLAN

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

‘Ewa Development Plan Amendment – Comment Matrix							
No.	Commenter	Department/ Agency	Date Received	Category	Comment	Response	Requires changes to ‘Ewa DP Amendment?
1	Mel Takakura, Chief Drainage Engineer	Civil Engineering Branch, Department of Planning and Permitting, City and County of Honolulu	Feb. 11, 2020		No Comments	Thank you for reviewing the proposed amendment to the ‘Ewa Development Plan.	No.
2	Tim Streitz, Planner	Transit-oriented Development Division, Department of Planning and Permitting, City and County of Honolulu	Feb. 18, 2020, via internal memo	Formatting	Remove existing text column from matrix and general suggestions and corrections related to grammar and spelling.	Thank you for reviewing the proposed amendment to the ‘Ewa Development Plan and for sharing these comments. These comments have been taken into consideration.	Yes. The “‘Ewa DP Text” column has been removed from the proposed ‘Ewa DP Amendment matrix. Corrections to grammar and spelling have been made.
				Clarification	What is PUC?	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.	No.
				Policy	Recommended insertion of Ordinance 18-10 to the Affordable Housing portion within 3.9.1 General Polices.	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.	No.
				Policy	Suggest the prioritization of industrial uses on the ground floor of Industrial Mixed Use buildings/districts before residential uses are allowed.	The comment has been taken into consideration.	Yes. Section 3 Land Use Policies 3.12 Industrial Centers 3.12.1 General policies <ul style="list-style-type: none"> Industrial uses will be prioritized in industrial areas within rail transit station areas before consideration will be given to residential and commercial uses.
Clarification	Should rapid transit corridor be rail transit corridor in the Implementation Matrix under Planned Commercial Retail Centers?	The comment has been taken into consideration.	Yes. In addition to the below revision, all instances of the term “rapid” throughout the ‘Ewa DP have been changed to the term “rail.” Table 5.1: Implementation Matrix <table border="1"> <thead> <tr> <th>Policies and Guidelines Statements</th> </tr> </thead> <tbody> <tr> <td>PLANNED COMMERCIAL RETAIL CENTERS</td> </tr> <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 “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.</td> </tr> </tbody> </table>	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.	
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				Policy	Pointing out language regarding when a Zone Change is considered significant in Ordinance 13-26 and when the DPP is considered an applicant.	This is outside the scope of the proposed amendment.	No.
3	Lisa Imata, Planner	Development Plans & Zone Change Branch, Department of Planning and Permitting, City and County of Honolulu	Feb. 24, 2020, via internal memo	Policy	Overall, I think the policies are too specific. The DP revision is a good time to change that.	Thank you for reviewing the proposed amendment to the 'Ewa Development Plan and for sharing these comments. The comment is appreciated and a full review of the 'Ewa DP's polices will undergo a full review during the next revision.	No.
				Formatting	General suggestions and corrections related to grammar and spelling.	The comments have been taken into consideration.	Yes. Corrections to grammar and spelling have been made.
				Clarification	Still 2020? (p. 2-6)	The DPP has consciously decided to refrain from updating figures in the proposed amendment. Changing these figures does not alter the intended impact of the proposed amendment. A complete review and update of figures will occur when the 'Ewa DP undergoes a full revision.	No.
				Clarification	Suggested edits and requests for clarification of the use of the terms rail transit, rail station, rail station area, rapid transit, transit corridor, and transit node.	The comments have been taken into consideration. The DPP appreciates that the terminology used in the 'Ewa DP as wlt is intended to create certainty around where the increased height and density is allowed, which is only around existing rail transit stations and elevated rail transit line. A complete review and update of terminology will occur when the 'Ewa DP undergoes a full revision.	Yes. All instances of the term "rapid" throughout the 'Ewa DP have been changed to the term "rail." For greater clarity and understanding of the terminology used to connect the text to the Conceptual Maps, definitions have been deleted, added, and edited. The Legend of some of the Conceptual Maps have also been edited to reflect the added definition. 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 easy walking distance of the nearest rapid 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

							<p>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)</p> <p>Rail Transit Station <u>A dedicated rail transit facility providing passengers access to high speed rail service on the elevated rail transit line.</u></p> <p>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.</p> <p>Public Facilities Map – The symbol for Transit Corridor is now Elevated Rail Transit Line</p> <p>The symbol for Transit Node is now the symbol for Rail Transit Station</p> <p>Phasing Map: The symbol for Transit Corridor is now Rail Transit Corridor The symbol for Transit Node is now Rail Transit Station</p>
				Clarification	Is the shuttle connecting to the transit corridor or running along it?	<p>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</p> <p>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)</p>	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.	<p>Thank you for reviewing the proposed amendment to the 'Ewa Development Plan and for sharing these comments.</p> <p>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.</p>	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.

7	Kenneth G. Masden II, Public Works Manager; Robyn Loudermilk, Acting Land Use Planner	Planning Section, State Department of Education	Feb. 28, 2020	Public Facilities – DOE Schools	<p><u>Appendix A: Conceptual Maps: Urban Land use Map</u> The matrix identifies two revisions related to future HIDEOE 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.</p> <p>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.</p> <p>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.</p>	<p>Thank you for reviewing the proposed amendment to the 'Ewa Development Plan and for sharing these comments.</p> <p>The comments have been taken into consideration.</p>	<p>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.</p> <p>A-16 Urban Land Use Map</p> <ul style="list-style-type: none"> 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 <p>A-17 Public Facilities Map</p> <ul style="list-style-type: none"> 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
8	Jade T. Butay, Director of Transportation; Jeyan Thirugnanam, Systems Planning Engineer	Highways Division, Planning Branch, State Department of Transportation	Mar. 2, 2020	Urban Land Use Map, Public Facilities Map	<p>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.</p> <p>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.</p> <p>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.</p>	<p>Thank you for reviewing the proposed amendment to the 'Ewa Development Plan and for sharing these comments.</p> <p>The comment has been taken into consideration.</p> <p>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 to the development of TOD Plans in these areas.</p> <p>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.</p> <p>A complete review and update of terminology will occur when the 'Ewa DP undergoes a full revision.</p> <p>This is outside the scope of the proposed amendment.</p> <p>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.</p> <p>The 'Ewa DP currently qualifies Barbers Point Naval Air Station with either former or formerly. Exceptions to this is when the Barbers Point Naval Air Station The exceptions being when discussing the closing of the Barbers Point Naval Air Station or when referring to the Point Naval Air Station Redevelopment Commission. Complete removal of references to the former Barbers Point Naval Air Station will be</p>	<p>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.</p> <p>Rail Transit Station <u>A dedicated rail transit facility providing passengers access to high speed rail service on the elevated rail transit line.</u></p> <p>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.</p> <p>Public Facilities Map – The symbol for Transit Node is now the symbol for Rail Transit Station</p> <p>Phasing Map: The symbol for Transit Node is now Rail Transit Station</p> <p>No.</p> <p>No.</p>

						Inclusion of the Kalaeloa Community Development District Boundary is outside of the scope of the proposed amendment. This will be reviewed when the 'Ewa DP undergoes a full revision.	
9	Manuel P. Nieves, Fire Chief; Assistant Chief Socrates Bratakos	Planning and Development Division, Honolulu Fire Department	Mar. 3, 2020	Public Safety Services	1. Ewa DP 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 than 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.	Thank you for reviewing the proposed amendment to the 'Ewa Development Plan and for sharing these comments. The comment is noted and will be taken into consideration when the 'Ewa DP undergoes a full revision.	No.
				Revision/ Public Safety Facilities	2. Ewa DP, 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.	The comment has been taken into consideration.	Yes. 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 five <u>four</u> new stations. They also plan to establish an island-wide training facility at Kalaeloa.
				Revision/ Public Safety Facilities	3. Ewa DP, FIP, Page 4-37. 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.	Yes. 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.
10	Leila Nagatani, Acting Island Team Manager	Fish and Wildlife Services, United States Department of the Interior	Mar. 4, 2020, via email	Native Plants and Animals	<u>Hawaiian hoary bat</u> 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.	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.	No.
				Native Plants and Animals	<u>Hawaiian seabirds</u> 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 '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, as well as protecting valuable habitats for endangered water birds. The DPP continues to coordinate with appropriate agencies and developers to protect Hawaiian seabirds.	No.

				<ul style="list-style-type: none"> 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. 		
				<p>Native Plants and Animals</p> <p><u>Endangered plants</u> 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.</p> <p>To avoid impacts to plant species:</p> <p>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.</p> <p>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 <i>Exhibit ? of Director's Report</i>) 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 (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).</p> <p>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.</p> <p>All activities, including site surveys, risk introducing nonnative species into project areas. Specific attention needs to be made to ensure that all</p>	<p>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.</p> <p>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 endangered species habitats and determining appropriate mitigations in new development areas.</p> <p>The DPP continues to coordinate with appropriate agencies and developers to protect Hawaii's endangered plants.</p>	No.

					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.oahuisc.org/ ; Maui Nui: https://mauiinvasive.org/ ; and Hawaii: https://www.biisc.org/		
				Native Plants and Animals	In 2004 the State of Hawaii Department of Transportation prepared a Habitat Conservation Plan (HCP) after <i>Abutilon menziesii</i> 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 <i>A. menziesii</i> 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 <i>A. menziesii</i> 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 <i>A. menziesii</i> .	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 <i>Abutilon menziesii</i> is given consideration in the East Kapolei Neighborhood Transit-Oriented Development Plan through the identification of the Abutilon Contingency Reserve Area located near the Kualaka'i rail transit station. The DPP continues to coordinate with appropriate agencies and developers to protect Hawaii's endangered plants.	No.
11	Maenette Benham, Chancellor; Bonnie Arakawa, Director of Planning and Facilities	University of West O'ahu	Mar. 9, 2020	Major Streets	<p>1. Page A-15, Appendix A: Conceptual Maps-Open Space Map</p> <p>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:</p> <ul style="list-style-type: none"> 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. 	<p>Thank you for reviewing the proposed amendment to the 'Ewa Development Plan and for sharing your comments.</p> <p>The comment has been taken into consideration.</p>	<p>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.</p> <p>Appendix A: Conceptual Maps A-15 Open Space Map</p> <ul style="list-style-type: none"> 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. <p>Appendix A: Conceptual Maps A-16 Urban Land Use Map</p> <ul style="list-style-type: none"> 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. <p>Appendix A: Conceptual Maps A-17 Public Facilities Map</p> <ul style="list-style-type: none"> 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. <p>Appendix A: Conceptual Maps A-18 Phasing Map</p> <ul style="list-style-type: none"> 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.
				Urban Land Use Map	<p>2. Page A-17, Appendix A: Conceptual Maps-Urban Land Use Map</p> <p>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:</p> <ul style="list-style-type: none"> 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". 	<p>The comments have been taken into consideration.</p> <p>The Urban Land Use Map is conceptual. It is not the practice to define properties on this map, nor is it necessary, particularly in the case of UHWO as the development conditions are outlined the UHWO PRU.</p> <p>The proposed amendment intends to only support height and density to the extent supported by the community in the EKNTOD Plan which do not reflect Medium Density Apartment/Commercial Mixed use for the entire UH non-campus lands.</p>	<p>Yes. Revisions have been made to the Urban Land Use Map to reflect the suggestions regarding the location of the UHWO campus, the proposed "Medium Density Apartment/Commercial Mixed Use" in the EKNTOD Plan on the UHWO campus, and the Major streets on the UHWO campus as indicated in the previous comment. Additional changes to better reflect the UHWO campus have also been made on the Urban Land Use Map.</p> <p>Appendix A: Conceptual Maps A-16 Urban Land Use Map</p> <ul style="list-style-type: none"> Medium Density Apartment/Commercial Mixed use along the 'ewa side of Kualaka'i Parkway 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. 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: U.H. West O'ahu University of Hawai'i West O'ahu Legend: The UHWO Symbol has been changed from a Future symbol to an Existing symbol and has also been updated on the map
12.	Mary Alice Evans, Director; Ruby Edwards	Land Use Division, State Office of Planning	Mar. 13, 2020; via email	Support	<p>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.</p>	<p>Thank you for reviewing the proposed amendment to the 'Ewa Development Plan and for sharing these comments.</p> <p>The DPP is appreciative of the support shown by OP.</p>	No.
				Support	<p>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.</p>	<p>The DPP is appreciative of the support shown by OP.</p>	No.
				Policy	<p>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.</p>	<p>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.</p> <p>By being in conformance with the 'Ewa DP, the implementation of the EKNTOD Plan is intended to guide the development of the</p>	No.

					area while being fully in support of the policies and guidelines discussed in the 'Ewa DP.	
			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.	<p>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.</p> <p>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.</p> <p>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.</p>	No.
			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.	<p>The comment has been taken into consideration.</p> <p>Transit Nodes and Rail Station Areas are ultimately interchangeable as they promote higher density around future and planned rail transit stations. Transit Nodes serve as the organizing land use concept, while the inclusion of the term rail station areas is done to make clear that increasing the density and height past the original base height is only proposed around the existing rail station for which a Transit-oriented Development Plan has been created.</p> <p>The 'Ewa DP Glossary is intended to give clarity to the Conceptual Maps and to 'Ewa DP text by defining key terminology.</p>	<p>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.</p> <p><u>Rail Transit Station</u> <u>A dedicated rail transit facility providing passengers access to high speed rail service on the elevated rail transit line.</u></p> <p>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.</p> <p>Public Facilities Map – The symbol for Transit Node is now the symbol for Rail Transit Station</p> <p>Phasing Map: The symbol for Transit Node is now Rail Transit Station</p>
			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.	<p>This is outside of the scope of the proposed amendment, however the comment is noted.</p> <p>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.</p> <p>Further discussion with other land-owning State departments is necessary.</p>	No.
			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	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.	Consideration of taller building heights in the TOD Special District will be most appropriate when the 'Ewa DP goes under a full revision and community engagement can occur.	
				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. The scope of the proposed amendment area those only within the area determined within the EKNTOD Plan.	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 of the scope of the proposed amendment. This level of policy detail is more appropriate for a functional plan and regulation. The proposed amendment prioritizes industrial uses before consideration of residential and commercial uses.	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 Kalo'i Gulch and Kualakai Parkway, as this is being contemplated as part of the EKNTOD Plan.	The comment has been taken into consideration. The definition for Landscaped Boulevard/Greenway in the 'Ewa DP Glossary is major arterials and major collector streets which should be developed as landscaped parkways, complete with a landscaped median strip, landscaped sidewalk, and bikeways. Therefore, by definition, the Kalo'i Gulch is not included in the Open Space Map. The DPP appreciates the desire for the open space feature to align with the Open Space Map and believes it is more appropriate to evaluate and update greenways along natural features in the entire 'Ewa region when the 'Ewa DP undergoes a full revision.	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.

					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.		
14	Wes Frysztacki, Director; Michael Motoki	Department of Transportation Services, City and County of Honolulu	Mar. 19, 2020 via email	Completed Projects	Pg. 4-3, Section 4.1: considering updating Table 4.1 to reflect projects that have been completed.	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.	No.
				Park-and-ride facilities	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: 0-1-148-009) near the civic center area of the City of Kapolei, whose surrounding streets are Kapolei Parkway, Kamaaha Avenue, and Alohikea 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 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. 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 <ul style="list-style-type: none"> • 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 <u>Services</u> 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 <ul style="list-style-type: none"> • 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 <u>and Handi-Van system</u> .	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 O 'ahu Transit Services (OTS) for the 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.
15	Ernest Y. W. Lau, P.E., Manager and Chief Engineer; Dominic Dias	Long-Range Planning Branch, Board of Water Supply	May 18, 2020	Water Utility System	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.	Thank you for reviewing the proposed amendment to the 'Ewa DP 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 development.	No.
				Water Use Efficiency	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.	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.	No.
				Water Allocation	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.	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.	No.
				Water Utility System	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.	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.	No.
				Water Allocation	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.	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.	No.

Attachment 4

Bill for an Ordinance



A BILL FOR AN ORDINANCE

TO ADOPT AN AMENDMENT TO THE 'EWA DEVELOPMENT PLAN (2013) FOR THE CITY AND COUNTY OF HONOLULU.

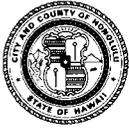
BE IT ORDAINED by the People of the City and County of Honolulu:

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.



A BILL FOR AN 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

No.	Page	Section	Proposed Text and/or Map Changes
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 Waipahū along Kualaka'i Parkway and Farrington Highway. Sufficient land will be reserved to allow extension of the elevated rail transit line 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.
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-guide-way 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	<p>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. <u>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.</u></p> <p>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.</p> <p>AnThe 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, Waipahū, 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 stopsstations.</p>

No.	Page	Section	Proposed Text and/or Map Changes
4.	2-19	2. The Vision for ‘Ewa’s Future - Exhibit 2.3, Existing and New Master Planned Communities	<p><i>Edited Legend of exhibit (map image):</i></p> <p>P East Kapolei (Ho‘opili)</p> <p>T UHWO UH WOG</p> <p><i>Refer to Attachment 1.</i></p>
5.	2-20	2. The Vision for ‘Ewa’s Future 2.2.7 Communities Designed to Support Non-Automotive Travel	<p>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 <u>Urban Land Use Map</u> in Appendix A.</p>
5.	2-20	2. The Vision for ‘Ewa’s Future 2.2.7 Communities Designed to Support Non-Automotive Travel	<p>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 Waipahū 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 Hānu‘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 <u>right-of-way</u> at <u>the rail</u> transit station sites (at the transit nodes).</p>
6.	3-44	3 Land Use Policies 3.9 Existing and Planned Residential Communities 3.9.1 General Policies	<ul style="list-style-type: none"> • Higher Density Housing Along the <u>Rapid Transit Corridor</u> - 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 Waipahū and Primary Urban Center PUC communities to the east. Medium-Density Apartment and Commercial uses should be developed at <u>greater densities at the eight transit nodes</u>. Each <u>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</u>. 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 <u>transit nodes</u>.
7.	3-44	3 Land Use Policies 3.9 Existing and Planned Residential Communities 3.9.1 General Policies	<ul style="list-style-type: none"> • Affordable Housing – <u>Addressing affordable housing needs continues to be a high priority given the persistent shortage</u>. Require that thirty <u>30</u> percent of housing units in new residential developments <u>on lands with existing Unilateral Agreements (UAs)</u> be affordable to low and low-moderate income households. Residential development that occurs on lands without existing UAs may be subject to the <u>Affordable Housing Requirement (AHR)</u>.

No.	Page	Section	Proposed Text and/or Map Changes																					
8.	3-45	3 Land Use Policies 3.9 Existing and Planned Residential Communities 3.9.1. General Policies	<p>Community Benefits Bonus (CBB) – <u>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.</u></p>																					
9.	3-46	3 Land Use Policies 3.9 Existing and Planned Residential Communities 3.9.1 General Policies	<table border="1" data-bbox="747 521 1516 987"> <thead> <tr> <th colspan="3" data-bbox="747 521 1516 613">Table 3.4 Density and Height Guidelines by Residential Category</th> </tr> <tr> <th data-bbox="747 613 1002 678">Residential Category</th> <th data-bbox="1002 613 1257 678">Density (Housing Units)</th> <th data-bbox="1257 613 1516 678">Building Height</th> </tr> </thead> <tbody> <tr> <td data-bbox="747 678 1002 743">Residential</td> <td data-bbox="1002 678 1257 743">5-12/acre</td> <td data-bbox="1257 678 1516 743">Not over two stories</td> </tr> <tr> <td data-bbox="747 743 1002 808">Low Density Apartment</td> <td data-bbox="1002 743 1257 808">10-30/acre</td> <td data-bbox="1257 743 1516 808">Not over three stories</td> </tr> <tr> <td data-bbox="747 808 1002 873">Medium Density Apartment</td> <td data-bbox="1002 808 1257 873">25-90/acre</td> <td data-bbox="1257 808 1516 873">Not over 90ft ^{1,2}</td> </tr> <tr> <td colspan="3" data-bbox="747 873 1516 922">¹ Building heights up to 150 feet allowed in City of Kapolei and Ko Olina</td> </tr> <tr> <td colspan="3" data-bbox="747 922 1516 987">² <u>Building heights up to 120 feet may be allowed in the TOD Special District with the provision of community benefits.</u></td> </tr> </tbody> </table>	Table 3.4 Density and Height Guidelines by Residential Category			Residential Category	Density (Housing Units)	Building Height	Residential	5-12/acre	Not over two stories	Low Density Apartment	10-30/acre	Not over three stories	Medium Density Apartment	25-90/acre	Not over 90ft ^{1,2}	¹ Building heights up to 150 feet allowed in City of Kapolei and Ko Olina			² <u>Building heights up to 120 feet may be allowed in the TOD Special District with the provision of community benefits.</u>		
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10.	3-48	3 Land Use Policies 3.9 Existing and Planned Residential Communities 3.9.2. Guidelines Medium Density Apartment	<p>Height</p> <ul style="list-style-type: none"> Limit building heights to not exceed 150 feet in the City of Kapolei and the Ko Olina Resort, <u>up to 120 feet in the TOD Special District with the provision of community benefits</u>, 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. 																					

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11.	3-52	3 Land Use Policies 3.9.4 Relation to Zoning Table 3.5 Guidelines for Appropriate Zoning	<p>TABLE 3.5 GUIDELINES FOR APPROPRIATE ZONING</p> <table border="1"> <thead> <tr> <th data-bbox="747 217 1150 305">Land Use Designation</th> <th data-bbox="1158 217 2080 305">Appropriate Zoning Districts</th> </tr> </thead> <tbody> <tr> <td data-bbox="747 310 1150 423">Park, Golf Course, Preservation/ Conservation Military Training Area</td> <td data-bbox="1158 310 2080 423">P-2 if in State Urban or Agriculture District P-1 if in State Conservation District; otherwise P-2 F-1</td> </tr> <tr> <td data-bbox="747 428 1150 526">Agriculture</td> <td data-bbox="1158 428 2080 526">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</td> </tr> <tr> <td data-bbox="747 531 1150 742">Residential and Low Density Apartment</td> <td data-bbox="1158 531 2080 742">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</td> </tr> <tr> <td data-bbox="747 747 1150 844">Medium Density Apartment</td> <td data-bbox="1158 747 2080 844">A-2, A-3 AMX-2, AMX-3 if within 1/4 mile of a rail transit station area node BMX-3 within a rail transit station area</td> </tr> <tr> <td data-bbox="747 849 1150 1011">Commercial Centers</td> <td data-bbox="1158 849 2080 1011">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</td> </tr> <tr> <td data-bbox="747 1016 1150 1146">Town Center</td> <td data-bbox="1158 1016 2080 1146">B-2, BMX-3 A-1, A-2 I-1, IMX-1 in fringe areas where present use is predominantly service industrial</td> </tr> <tr> <td data-bbox="747 1151 1150 1183">Resort</td> <td data-bbox="1158 1151 2080 1183">Resort</td> </tr> <tr> <td data-bbox="747 1188 1150 1253">Technology Park</td> <td data-bbox="1158 1188 2080 1253">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> </tr> <tr> <td data-bbox="747 1258 1150 1370">Industrial</td> <td data-bbox="1158 1258 2080 1370">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 ¹ I-3 in vicinity of Barbers Point Deep Draft Harbor and of Hoakalei Marina</td> </tr> </tbody> </table>	Land Use Designation	Appropriate Zoning Districts	Park, Golf Course, Preservation/ Conservation Military Training Area	P-2 if in State Urban or Agriculture District P-1 if in State Conservation District; otherwise P-2 F-1	Agriculture	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	Residential and Low Density Apartment	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	Medium Density Apartment	A-2, A-3 AMX-2, AMX-3 if within 1/4 mile of a rail transit station area node BMX-3 within a rail transit station area	Commercial Centers	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	Town Center	B-2, BMX-3 A-1, A-2 I-1, IMX-1 in fringe areas where present use is predominantly service industrial	Resort	Resort	Technology Park	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.	Industrial	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 ¹ I-3 in vicinity of Barbers Point Deep Draft Harbor and of Hoakalei Marina
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12.	3-68	3 Land Use Policies 3.12 Industrial Centers 3.12.1 General Policies	<ul style="list-style-type: none"> Industrial uses will be prioritized in industrial areas within rail transit station areas before consideration will be given to residential and commercial uses.
13.	3-72	3 Land Use Policies 3.12 Industrial Centers 3.12.2 Guidelines Other Industrial Areas	<p><u>Building Height and Mass</u></p> <ul style="list-style-type: none"> 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. 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.
14.	4-8	4. Public Facilities and Infrastructure Policies and Guidelines 4.1 Transportation Systems 4.1.4.1 Bus Services	<p>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.</p>
15.	4-8	4. Public Facilities and Infrastructure Policies and Guidelines 4.1 Transportation Systems 4.1.4.1 Bus Services	<p>The Department of Transportation Services DTS has currently identified and proposed for development three <u>two</u> 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. <u>An alternatives analysis will be conducted for a third facility near the civic center area of the City of Kapolei.</u></p>

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16.	4-8, 9, 10	<p>4 Public Facilities and Infrastructure Policies and Guidelines</p> <p>4.1 Transportation Systems</p> <p>4.1.4 Transit</p> <p>4.1.4.2 Planned Rapid Transit Corridor</p>	<p>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 <u>rapid transit</u> corridor between the University of Hawai‘i at Mānoa, downtown Honolulu, and the fast growing <u>‘Ewa region</u>. areas in Leeward O‘ahu and Kapolei. On December 22, 2006, the City Council selected, as the Locally Preferred Alternative, a fixed-guideway transit system, <u>now known as the elevated rail transit line</u>, 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 planned <u>Salvation Army</u> Kroc Center and the Department of Hawaiian Home Lands-DHHL headquarters and will end at the Ala Moana Shopping Center.</p> <p>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 <u>transit</u> corridor could provide a shuttle service between Kapolei West, the City of Kapolei, Kalaeloa, <u>East Kapolei</u> (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.</p> <p>By connecting the PUC Primary Urban Center <u>to Kapolei</u> via Waipahū, the <u>rail transit</u> 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.</p> <p>The <u>‘Ewa portion of the elevated rail transit line is being constructed</u> planned to run from Waipahū through the proposed Ho‘opili project, turning south to run along Kualaka‘i 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.</p> <p>Developments along the proposed <u>rail</u> 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 <u>rail</u> transit stations sites (at the transit nodes).</p> <p>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 <u>rail</u> transit corridor.</p> <p>Medium density apartment and commercial development should be permitted and encouraged <u>developed at greater densities</u> 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.</p>
17.	4-35	<p>4. Public Facilities and Infrastructure Policies and Guidelines</p> <p>4.8 Public Safety Facilities</p>	<p>To meet projected population and economic growth by 2035, the Fire Department estimates ‘Ewa will need <u>four</u> five new fire stations. They also plan to establish an island- wide training facility at Kalaeloa.</p>

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Public Facilities and Infrastructure Policies and Guidelines 4.8 Public Safety Facilities Table 4.4 Existing and Planned Public Safety Facilities in the ‘Ewa Development Plan Area	<table border="1"> <thead> <tr> <th colspan="4" data-bbox="782 250 2499 282">TABLE 4.4 EXISTING AND PLANNED PUBLIC SAFETY FACILITIES IN THE ‘EWA DEVELOPMENT PLAN AREA</th> </tr> <tr> <th data-bbox="782 290 1102 355">Facilities</th> <th data-bbox="1115 290 1389 355">Site</th> <th data-bbox="1403 290 2314 355">Service Area</th> <th data-bbox="2327 290 2486 355">Service Date</th> </tr> </thead> <tbody> <tr> <td colspan="4" data-bbox="782 363 2499 412">Fire Stations</td> </tr> <tr> <td data-bbox="782 420 1102 453">‘Ewa Beach¹</td> <td data-bbox="1115 420 1389 453">‘Ewa Beach</td> <td data-bbox="1403 420 2314 453">‘Ewa by Gentry, Ocean Pointe, ‘Ewa Beach, Iroquois Point</td> <td data-bbox="2327 420 2486 453">Existing</td> </tr> <tr> <td data-bbox="782 461 1102 493">Makakilo</td> <td data-bbox="1115 461 1389 493">Makakilo</td> <td data-bbox="1403 461 2314 493">Makakilo, Ko Olina, Villages of Kapolei</td> <td data-bbox="2327 461 2486 493">Existing</td> </tr> <tr> <td data-bbox="782 501 1102 534">Kapolei</td> <td data-bbox="1115 501 1389 534">Kapolei</td> <td data-bbox="1403 501 2314 534">Campbell Industrial Park, City of Kapolei, Kapolei Business Park</td> <td data-bbox="2327 501 2486 534">Existing</td> </tr> <tr> <td data-bbox="782 542 1102 574">‘Ewa Beach ^{1,2}</td> <td data-bbox="1115 542 1389 574">Ocean Pointe</td> <td data-bbox="1403 542 2314 574">‘Ewa by Gentry, Ocean Pointe, ‘Ewa Beach, Iroquois Point</td> <td data-bbox="2327 542 2486 574">2011 <u>2012</u></td> </tr> <tr> <td data-bbox="782 583 1102 615">East Kapolei</td> <td data-bbox="1115 583 1389 615">DHHL East Kapolei</td> <td data-bbox="1403 583 2314 615">East Kapolei, Villages of Kapolei, UH West O‘ahu, Tenney Village, Kalaeloa</td> <td data-bbox="2327 583 2486 615">2011</td> </tr> <tr> <td data-bbox="782 623 1102 656">Kalaeloa</td> <td data-bbox="1115 623 1389 656">Old Federal Fire Station Site</td> <td data-bbox="1403 623 2314 656">Kalaeloa, ‘Ewa, and Kapolei</td> <td data-bbox="2327 623 2486 656">N.D.</td> </tr> <tr> <td data-bbox="782 664 1102 696">‘Ewa Villages</td> <td data-bbox="1115 664 1389 696">Tenney Village</td> <td data-bbox="1403 664 2314 696">West Loch, ‘Ewa Villages, East Kapolei</td> <td data-bbox="2327 664 2486 696">N.D.</td> </tr> <tr> <td data-bbox="782 704 1102 737">Ko ‘Olina</td> <td data-bbox="1115 704 1389 737">Ko Olina</td> <td data-bbox="1403 704 2314 737">Ko Olina Resort</td> <td data-bbox="2327 704 2486 737">N.D.</td> </tr> <tr> <td data-bbox="782 745 1102 777">Makaīwa Hills</td> <td data-bbox="1115 745 1389 777">Makaīwa Hills</td> <td data-bbox="1403 745 2314 777">Makaīwa Hills</td> <td data-bbox="2327 745 2486 777">N.D.</td> </tr> <tr> <td data-bbox="782 786 1102 818">Kalaeloa Tactical Training Facility</td> <td data-bbox="1115 786 1389 818">Kalaeloa (Former BPNAS site)</td> <td data-bbox="1403 786 2314 818">Island-wide</td> <td data-bbox="2327 786 2486 818">N.D.</td> </tr> <tr> <td data-bbox="782 826 1102 859"><u>Ho‘opili</u></td> <td data-bbox="1115 826 1389 859"><u>Ho‘opili</u></td> <td data-bbox="1403 826 2314 859"><u>Ho‘opili, Ewa by Gentry, Kapolei, Tenney Village, Waipahu, Royal Kunia</u></td> <td data-bbox="2327 826 2486 859"><u>N.D.</u></td> </tr> <tr> <td colspan="4" data-bbox="782 867 2499 915">Police Stations</td> </tr> <tr> <td data-bbox="782 924 1102 956">‘Ewa Plains Regional Station</td> <td data-bbox="1115 924 1389 956">City of Kapolei</td> <td data-bbox="1403 924 2314 956">‘Ewa Region</td> <td data-bbox="2327 924 2486 956">Existing</td> </tr> <tr> <td data-bbox="782 964 1102 997">Ho‘opili Substation</td> <td data-bbox="1115 964 1389 997">Ho‘opili</td> <td data-bbox="1403 964 2314 997">East Kapolei, ‘Ewa Beach</td> <td data-bbox="2327 964 2486 997">N.D.</td> </tr> <tr> <td data-bbox="782 1005 1102 1037">Emergency Medical Services Facilities</td> <td data-bbox="1115 1005 1389 1037">DOH has not identified needed sites</td> <td data-bbox="1403 1005 2314 1037"></td> <td data-bbox="2327 1005 2486 1037"></td> </tr> <tr> <td colspan="4" data-bbox="782 1045 2499 1421"> NOTES: 1 To be replaced with new station on Fort Weaver Road at Ocean Pointe. 2 Opened in 2012. 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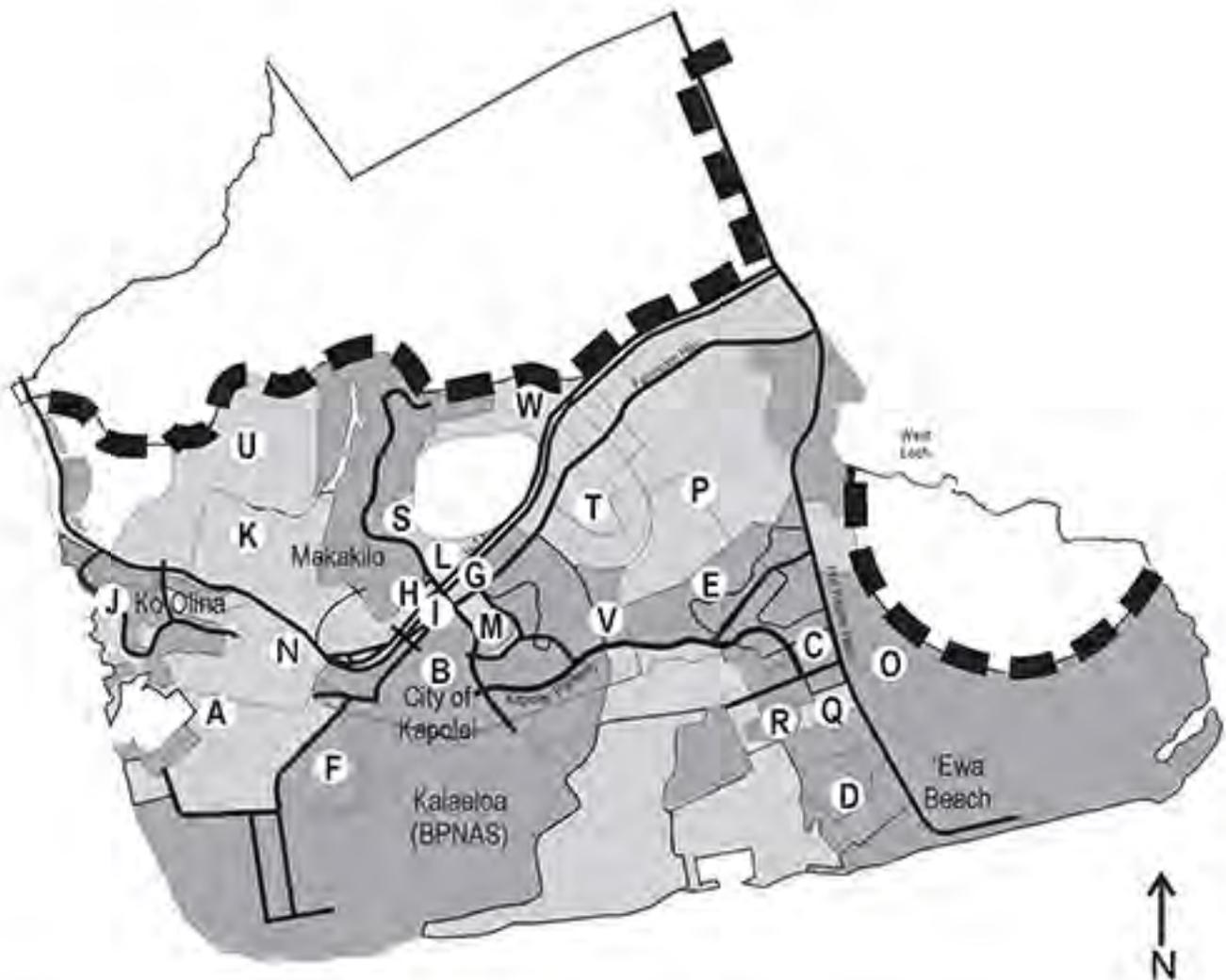
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Develop planned commercial centers, outside of the City of Kapolei, to provide retail shopping and offices delivering services for the ‘Ewa residential communities in which they are located. Concentrate commercial uses in central locations instead 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 <u>radius of proposed rail transit stations areas on the rapid rail transit corridor.</u>																								
20.	5-31	5. Implementation Table 5.1 Implementation Matrix Policies and Guidelines Statements	Table 5.1 : Implementation Matrix <table border="1" data-bbox="747 639 1978 795"> <thead> <tr> <th data-bbox="747 639 1978 669">Policies Guidelines and Statements</th> </tr> </thead> <tbody> <tr> <td data-bbox="747 669 1978 698">TRANSPORTATION SYSTEMS</td> </tr> <tr> <td data-bbox="747 698 1978 795"> Reserve land for the right-of-way for the Council-identified rapid rail <u>rapid rail transit corridor</u> in ‘Ewa and plan to develop medium density high-traffic <u>land uses in rail transit station areas, and transit-oriented development nodes along the route.</u> </td> </tr> </tbody> </table> <p data-bbox="747 808 1150 837"><i>Add to Programs/Agencies/Roles:</i></p> <table border="1" data-bbox="747 837 1725 1094"> <thead> <tr> <th data-bbox="747 837 1069 880">Programs</th> <th data-bbox="1069 837 1397 880">Agencies</th> <th data-bbox="1397 837 1725 880">Roles</th> </tr> </thead> <tbody> <tr> <td data-bbox="747 880 1069 925">ZC/UA</td> <td data-bbox="1069 880 1397 925">DPP</td> <td data-bbox="1397 880 1725 925">Regulator</td> </tr> <tr> <td data-bbox="747 925 1069 971"><u>AHR</u></td> <td data-bbox="1069 925 1397 971">DTS</td> <td data-bbox="1397 925 1725 971">Advocate</td> </tr> <tr> <td data-bbox="747 971 1069 1016">UDP</td> <td data-bbox="1069 971 1397 1016"></td> <td data-bbox="1397 971 1725 1016"></td> </tr> <tr> <td data-bbox="747 1016 1069 1062">TOD</td> <td data-bbox="1069 1016 1397 1062"></td> <td data-bbox="1397 1016 1725 1062"></td> </tr> <tr> <td data-bbox="747 1062 1069 1094"><u>City CIP</u></td> <td data-bbox="1069 1062 1397 1094"><u>HART</u></td> <td data-bbox="1397 1062 1725 1094"><u>Implementer</u></td> </tr> </tbody> </table>	Policies Guidelines and Statements	TRANSPORTATION SYSTEMS	Reserve land for the right-of-way for the Council-identified rapid rail <u>rapid rail transit corridor</u> in ‘Ewa and plan to develop medium density high-traffic <u>land uses in rail transit station areas, and transit-oriented development nodes along the route.</u>	Programs	Agencies	Roles	ZC/UA	DPP	Regulator	<u>AHR</u>	DTS	Advocate	UDP			TOD			<u>City CIP</u>	<u>HART</u>	<u>Implementer</u>
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21.	5-36	5. Implementation Table 5.1 Implementation Matrix	<p data-bbox="747 1159 1051 1188"><i>Added to list of Agencies:</i></p> <p data-bbox="747 1221 1150 1250">Table 5.1 Implementation Matrix</p> <p data-bbox="747 1282 989 1312">Key to Abbreviations</p> <table border="1" data-bbox="747 1312 1376 1430"> <thead> <tr> <th data-bbox="747 1312 1376 1341">Agencies</th> </tr> </thead> <tbody> <tr> <td data-bbox="747 1341 1376 1430"> <ul style="list-style-type: none"> <li data-bbox="755 1351 1225 1406">• <u>HART: Honolulu Authority for Rapid Transportation</u> </td> </tr> </tbody> </table>	Agencies	<ul style="list-style-type: none"> <li data-bbox="755 1351 1225 1406">• <u>HART: Honolulu Authority for Rapid Transportation</u> 																			
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22.	A-8	Appendix A: Conceptual Maps Glossary: Urban Land Use Map	<p>Transit Node (Medium Density Apartment and Commercial) Centers Areas of medium density apartment and commercial development located around rail transit stations areas on a planned rapid the rail transit corridor which extends from the City of Kapolei through Waipahū to downtown Honolulu. (See Sections 3.9, 3.10, and 4.1.4.2.)</p>
23.	A-8	Appendix A: Conceptual Maps Glossary: Urban Land Use Map	<p>University of Hawai‘i West O‘ahu (UHWO) Proposed e Campus location located on 136 acres near the intersection of Kualaka‘i Parkway and Farrington Highway</p>
24.	A-10	Appendix A: Conceptual Maps Glossary: Public Facilities Map	<p>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.)</p> <p>Elevated Rail Transit Line A rail line raised above ground for high speed rail service in urban areas.</p>
25.	A-10	Appendix A: Conceptual Maps Glossary: Public Facilities Map	<p>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.)</p> <p>Rail Transit Station A dedicated rail transit facility providing passengers access to high speed rail service on the elevated rail transit line.</p>

No.	Page	Section	Proposed Text and/or Map Changes
26.	A-12	Appendix A: Conceptual Maps Glossary: Phasing Map	University of Hawai‘i West O‘ahu (UHWO) Proposed e Campus location located on 136 acres near the intersection of Kualaka‘i Parkway and Farrington Highway
27.	A-13	Appendix A: Conceptual Maps Glossary: Phasing Map	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.).
28.	A-14	Appendix A: Conceptual Maps Glossary: Phasing Map	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.) Transit Node Rail Transit Station <u>A dedicated rail transit facility providing passengers access to high speed rail service on the elevated rail transit line.</u>
29.	A-15	Appendix A: Conceptual Maps Open Space Map	<i>Map revisions include the following:</i> <ul style="list-style-type: none"> • 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. <p>Refer to Attachment 2.</p>

No.	Page	Section	Proposed Text
30.	A-17	Appendix A: Conceptual Maps Urban Land Use Map	<p><i>Map revisions include the following:</i></p> <ul style="list-style-type: none"> • 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 <u>University of Hawai’i West O’ahu</u>; symbol has been changed from Future to Existing and has been updated on the map • Legend: Transit Node (Medium Density Residential and Commercial) <p>Refer to Attachment 3.</p>
31.	A-19	Appendix A: Conceptual Maps Public Facilities Map	<p><i>Map revisions include the following:</i></p> <ul style="list-style-type: none"> • 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. <u>Kualaka’i Parkway</u> • Legend: Transit Corridor <u>Elevated Rail Transit Line</u>; added a symbol for Existing and updated this on the map • Legend: Transit Node <u>Rail Transit Station</u>; added a symbol for Existing and updated this on the map • Legend: U.H. West O’ahu <u>University of Hawai’i West O’ahu</u>; symbol has been changed from Future to Existing and has been updated on the map <p>Refer to Attachment 4.</p>

No.	Page	Section	Proposed Text and/or Map Changes
32.	A-21	Appendix A: Conceptual Maps Phasing Map	<p><i>Map revisions include the following:</i></p> <ul style="list-style-type: none"> • 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: <u>Rail</u> Transit Station <p>Refer to Attachment 5</p>
33.		Administrative changes made to the following agencies and place names throughout the document.	<p>Administrative changes were made to the following departments, place names, and terminology throughout the document:</p> <ul style="list-style-type: none"> 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)

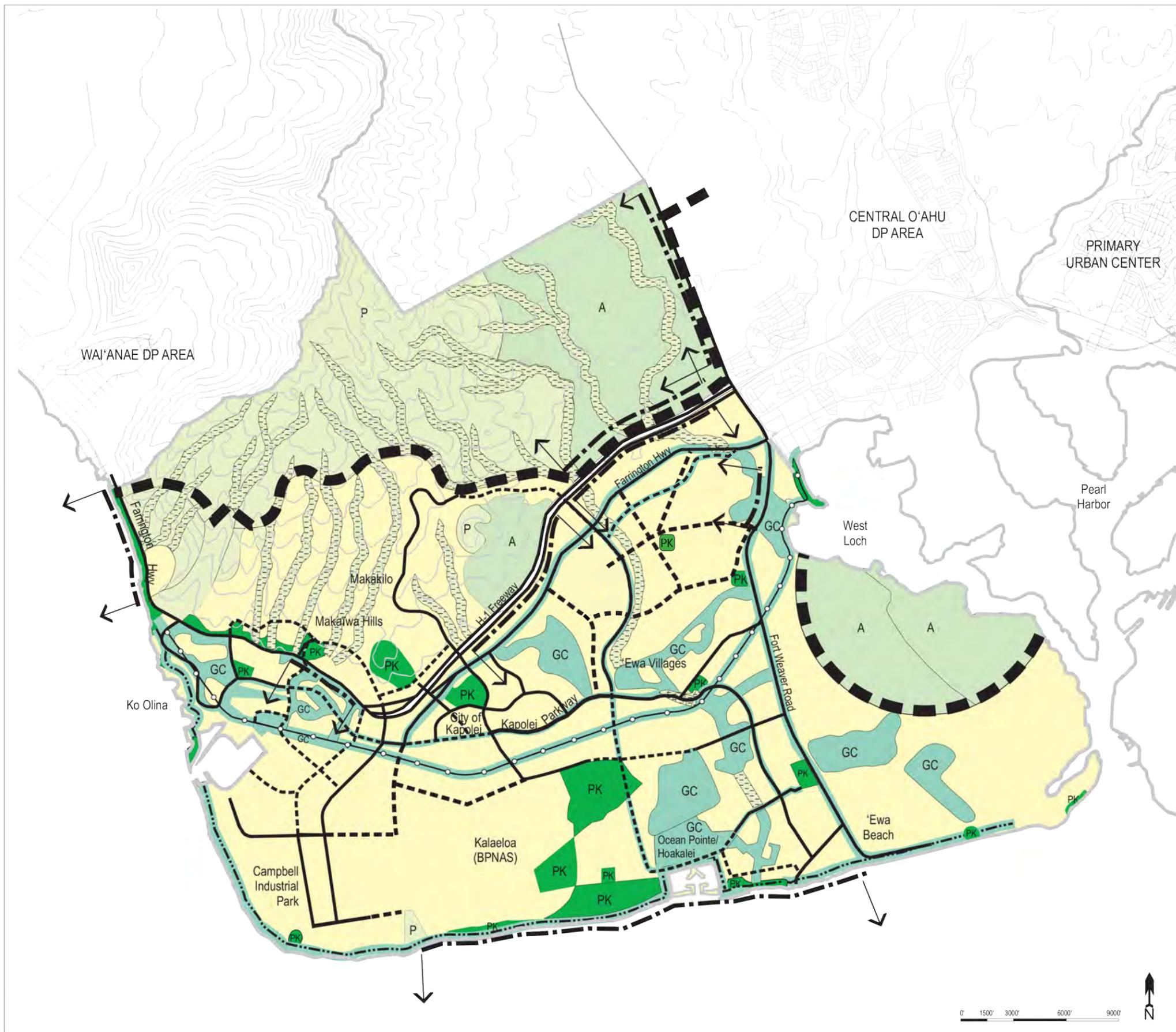


LEGEND

- | | | |
|---------------------------------|-------------------------------|---|
| A Kalaeloa Barbers Point Harbor | O 'Ewa by Gentry (Makai East) |  Non-Urban Areas |
| B City of Kapolei | P Ho'opili |  Existing Urban Areas |
| C 'Ewa by Gentry | Q Laulani Commercial |  Urban Expansion 1995-2005 |
| D Ocean Pointe/Hoakalei | R 'Ewa by Gentry (Makai West) |  Community Growth Boundary |
| E 'Ewa Villages | S Makakilo D2 | |
| F Kapolei Business Park | T UHWO | |
| G Kapolei Knolls | U Makaiwa Hills | |
| H Pālaiwai Residential | V DHHL East Kapolei | |
| I Kapolei Shopping Center | W Kapolei North | |
| J Ko Olina | | |
| K Makaiwa Hills | | |
| L Makakilo (C + D1) | | |
| M Villages of Kapolei | | |
| N Kapolei West | | |

'EWA DEVELOPMENT PLAN

Open Space Map



- | | |
|-----------------|--|
| | Preservation Areas |
| | Agricultural Areas |
| | Regional, District, Shoreline and Nature Parks |
| | Golf Courses |
| | Natural Drainageways/Gulches |
| | Panoramic Views |
| | Historic Railway/Bikeway Corridor |
| | Shoreline Access |
| | Urban Areas |
| | Community Growth Boundary |
| EXISTING | |
| | Highways, Arterial and Major Collector Streets |
| | Landscaped Boulevard/Greenway |
| FUTURE | |
| | Highways, Arterial and Major Collector Streets |
| | Landscaped Boulevard/Greenway |



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City & County of Honolulu



'EWA DEVELOPMENT PLAN

Public Facilities Map

- Urban Areas
 - Agricultural and Preservation Areas
 - Community Growth Boundary
- | EXISTING | FUTURE |
|---|--|
| | Highways, Arterial & Major Collector Streets |
| | Grade Separated Interchange |
| | Elevated Rail Transit Line |
| | Rail Transit Station |
| | Historic Railway/Bikeway Corridor |
| PR | PR Park and Ride Site |
| | HOV (High Occupancy Vehicle) Lane |
| | Bike Lane |
| | Bike Path |
| PK/GC | PK/GC Parks and Golf Courses |
- 🏛️ Civic Center
 - 🏭 Electric Power Plant
 - 🗑️ Wastewater Treatment Plant
 - 🎒 Intermediate/Middle School
 - 🎓 High School
 - 🎓 University of Hawai'i West O'ahu
 - 🏥 Hospital
 - ⚓ Small Boat Marina
 - 🚢 Commercial Harbor
 - ✈️ Airfield
 - 🏢 Corporation Yard
 - 🗑️ Landfill
 - 🏠 Desalination Plant



'EWA DEVELOPMENT PLAN

Urban Land Use Map

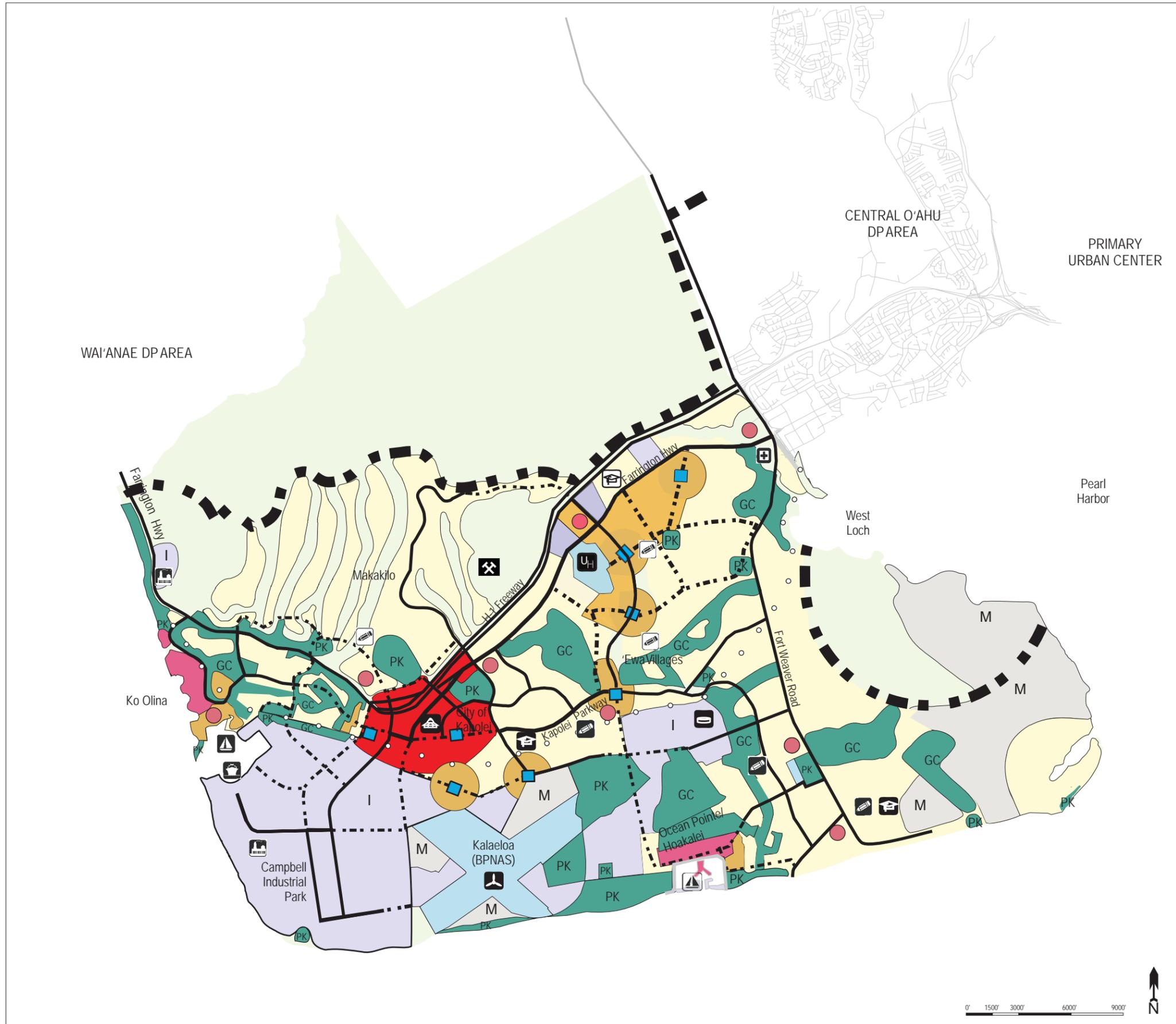
- Residential and Low Density Apartment
- Medium Density Apartment/Commercial Mixed Use
- Community Commercial Center
- City of Kapolei (Medium and High Density Residential and Commercial)
- Resort/Recreation Area
- Industrial
- Military
- Public Institution
- Agricultural and Preservation Area
- Parks and Golf Courses
- Transit Node
- Community Growth Boundary

EXISTING **FUTURE**

- Civic Center
- Electric Power Plant
- Wastewater Treatment Plant
- Intermediate/Middle School
- High School
- University of Hawai'i West O'ahu
- Hospital
- Small Boat Marina
- Commercial Harbor
- Airfield
- Quarry
- Highways, Arterial & Major Streets
- Historic Railway

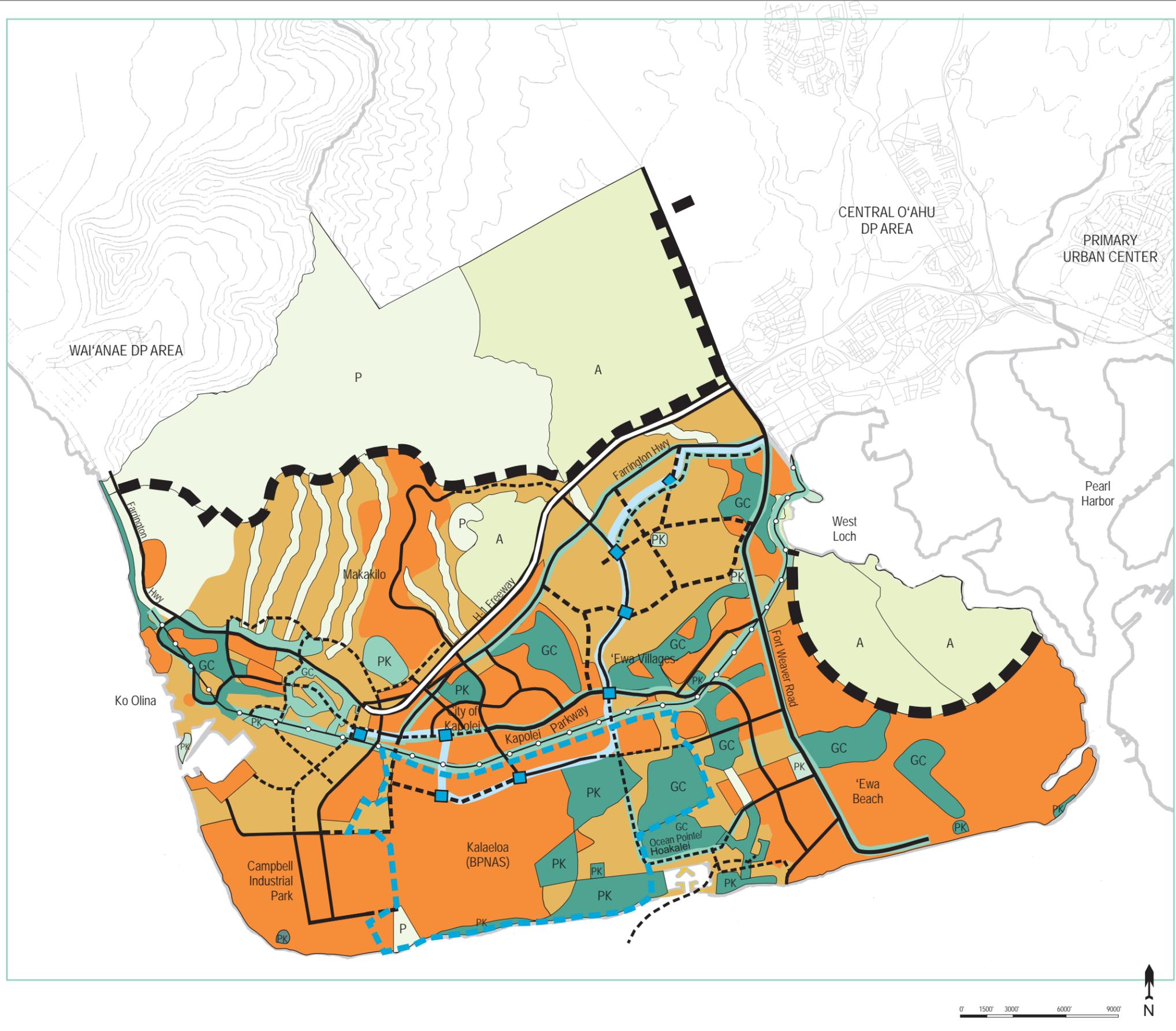


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City & County of Honolulu



'EWA DEVELOPMENT PLAN

Phasing Map



- P Preservation Areas
- A Agricultural Areas
- Existing Urban Areas
- Urban Expansion Areas
- Kalaeloa Special Area
- Community Growth Boundary
- Rail Transit Corridor
- Rail Transit Station
- Historic Railway

- | EXISTING | FUTURE |
|--|--|
| PK Parks | PK Parks |
| GC Golf Courses | GC Golf Courses |
| Highways, Arterial and Major Collector Streets | Highways, Arterial and Major Collector Streets |
| Landscaped Boulevard/ Greenway | Landscaped Boulevard/ Greenway |



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