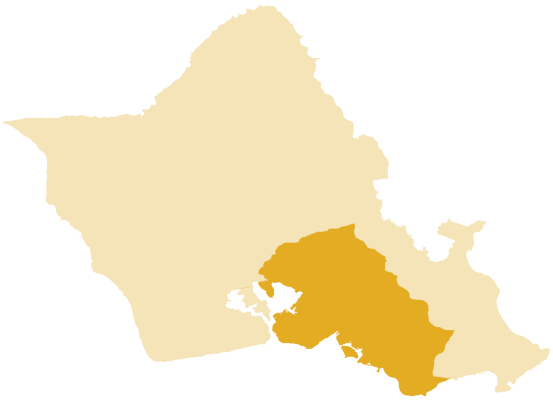


PRIMARY URBAN CENTER DEVELOPMENT PLAN

REVIEW REPORT for PLAN UPDATE 2017-2023

Department of
Planning and Permitting
October 2023

Primary Urban Center Development Plan Review Report for Plan Update 2017-2023

October 2023

TABLE OF CONTENTS

Summary of Report 1

1. Project Overview

1.1 The Role of the PUC DP in the City's Planning Framework..... 3

1.2 The PUC DP Plan Area.....5

1.3 PUC DP Plan Update Project Scope and Timeline…..... 6

2. Outreach and Plan Development Process..... 7

2.1 Project Kick-Off..... 9

2.2 Plan Development & Public Outreach Program…..... 10

2.3 Topic Papers…..... 11

2.4 Summary of Key Issues…..... 13

3. Conformance with the Oʻahu General Plan…….....14

Appendix A:
- Draft Bill for an Ordinance

Appendix B:
- Summary of Public Review Draft Comments and Agency Responses (table)

LIST OF FIGURES

1. Diagram of the Planning Process for City and County of Honolulu.....4

2. The Primary Urban Center Development Plan Area.....5

3. Outreach Graphic with Major Themes in the PUC DP.....12

LIST OF TABLES

1. Distribution of Residential Population per the General Plan (2021).....3

2. Key Changes to the PUC DP format……. 7

3. PUC DP Final Project Schedule…….. 11

APPENDIX C. (Zip drive only)

Appendix C contains additional project documents and process documentation. Appendix C is transmitted for Planning Commission and Council review via zip drive. All content will be posted to the DPP's Primary Urban Center Development Plan website page:

A. Public Health Trends Report | June 2019
B. Sea Level Rise & Climate Change Report | December 2018
C. Natural Resources & Public Open Space Report | July 2018
D. Infrastructure Trends Report | May 2018
E. Housing Trends Report | May 2018
F. Economic Development Report │May 2018
G. Summary of National Research Center Statistical Survey │Summer 2018
H. Engagement Summary Package│ various 2017 – 2022
I. Neighborhood Fact Sheets | Spring/Summer 2018
J. Full text of public comments

Summary of Report

This report documents the update program and activities for the Primary Urban Center Development Plan (PUC DP) that was conducted by the City and County of Honolulu Department of Planning and Permitting (DPP) and its consultant team led by Raimi + Associates. This report accompanies the transmittal of the *Proposed Revised Primary Urban Center Development Plan* for the review of the City Planning Commission, and the review and adoption by ordinance by the City Council.

The following provides context for the changes and new topics presented in the revised Plan and a summary of the plan update process as it unfolded.

The report is organized into three sections and two appendices:

- **Section 1** briefly describes the purpose and role of the PUC DP, the Plan Area, and the project scope.

- **Section 2** documents community outreach efforts and includes summaries for each major outreach activity, and the key policy issues identified for this update.

- **Section 3** consists of a table that summarizes conformance of the proposed PUC DP with the General Plan.

- **Appendix 1** consists of a summary and table of comments and edits received during the Public Review Draft period with DPP responses, followed by the full text of comments received.

- **Appendix 2 (zip drive only)** consists of supporting materials produced during the plan development, including topical research papers, meeting records and notes, and presentations. Project Fact Sheets, research papers and the PUC DP statistical survey are also available on the DPP website at: https://www.honolulu.gov/dpp/planning/planning-documents/primary-urban-center.html.

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1. Project Overview

1.1 The Role of the PUC DP in the City's Planning Framework

The City and County of Honolulu has a tiered system of comprehensive planning documents, beginning with the O'ahu General Plan (GP). The GP is a collection of objectives and policy statements that serves as the guiding document to accommodate growth and organize development efforts across the island in a harmonious fashion. Importantly, the GP also includes broad guidance statements on topics such as housing; caring for and managing environmental resources; providing and delivering public services; and maintaining a balanced economy for the general welfare and prosperity of the people of O'ahu. The GP, last adopted in 2021 as Resolution 21-23, has the following sections:

1. Population
2. Balanced economy
3. The natural environment and resource stewardship
4. Housing and communities
5. Transportation and utilities
6. Energy systems
7. Physical development and urban design
8. Public safety and community resilience
9. Health and education
10. Culture and recreation
11. Government operations and fiscal management

The GP puts forward the eight planning areas of O'ahu and the population distribution for each respective area:

Table 1: Distribution of Residential Population per the O'ahu General Plan (2021)

Location	***% Distribution of 2040 O'ahu Population****
Primary Urban Center	43%
'Ewa	16%
Central O'ahu	18%
East Honolulu	5%
Ko'olau Poko	10%
Ko'olau Loa	1%
North Shore	2%
Wai'anae	5%

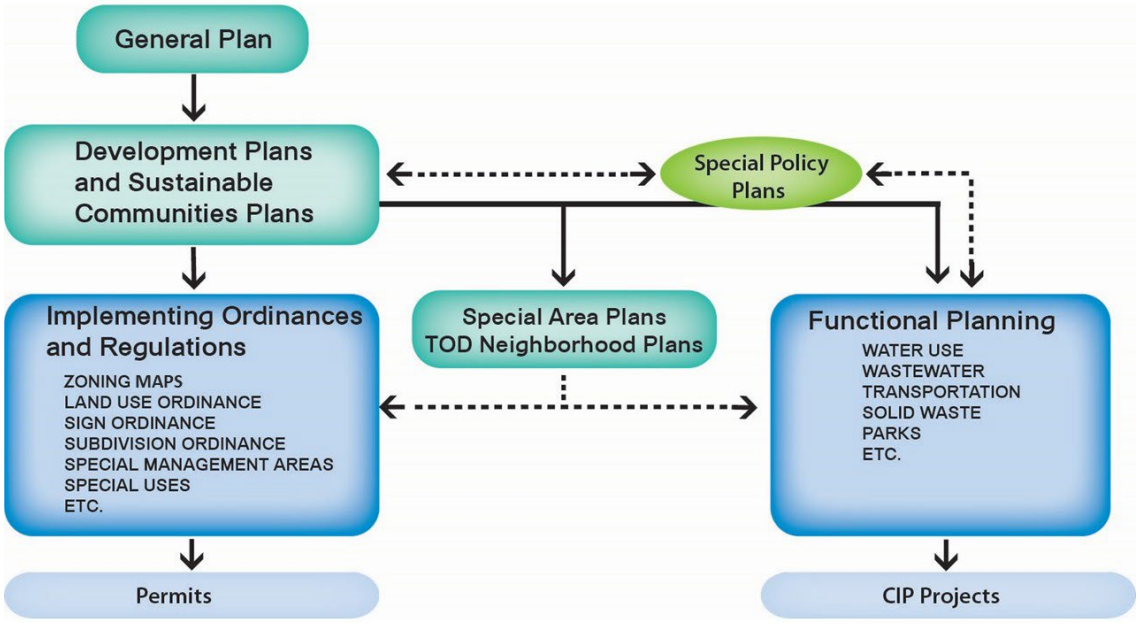
*O'ahu's population is based on Department of Business, Economic Development & Tourism's latest population projections. The percent share for each DP area is an approximation derived through rounding.

Each of the eight planning areas has its own regional plan (Development Plan (DP) or Sustainable Communities Plan (SCP), adopted by ordinance) that provides further detail and specificity, in keeping and in furtherance of the GP objectives and policies. Each Planning Area may have further Special Area Plans (such as the Transit-Oriented Development Neighborhood Plans) that provide guidance on a neighborhood or sub-regional level. The DPs and SCPs also incorporate considerations from citywide policy guidance documents such as the O‘ahu Resilience Strategy, or similar special-focus guidance.

Implementing the DPs and SCPs are the implementing ordinances such as the Land Use Ordinance, City zoning and permit functions, and functional plans to address specific resources and public services (e.g., water, wastewater, solid waste, etc.).

The diagram below illustrates the City’s tiered system of plans:

Fig. 1: Diagram of the Planning Process for the City and County of Honolulu



Source: O‘ahu General Plan, November 2021

1.2 The PUC DP Plan Area

The PUC DP Plan Area spans the region from Waiʻalae-Kāhala to Pearl City, mauka to makai, across Oʻahu's southern shoreline. The PUC is by far the most populous Plan Area, accounting for over forty percent of the island's residential population. Per the GP, the PUC, along with ʻEwa/Kapolei, and to a lesser extent, Central Oʻahu, is expected to absorb the majority of Oʻahu's growth to 2040. The PUC also contains the island's largest business hub (Downtown), the largest resort area (the Waikīkī Resort Precinct), is the seat of state and local government, and includes numerous cultural, educational, institutional and recreational resources. The PUC includes steeply mountainous undeveloped upper watersheds; about forty-seven percent of the land in the PUC is designated as conservation.

Fig. 2: The Primary Urban Center Plan Area



1.3 PUC DP Plan Update Project Scope

1.3.1 Scope

In conformance with the GP and prepared in keeping with 6-1510 of the Revised Charter of the City and County of Honolulu, the PUC DP addresses land use policy, transportation patterns, key employment sectors, major infrastructure, public parks, natural resources and conservation areas. The Plan is updated through incorporating updated demographics, trends analysis, and new emergent planning and policy topics such as an aging island-wide population, integrated planning for water resources, and planning for climate and sea level rise. Throughout the process, the community stakeholders were invited to share their ideas to help shape the PUC's future through a series of outreach events, interviews, surveys, and workshops.

Due to the age of the current PUC DP (last adopted in 2004), the scope of work for the PUC DP update was a true comprehensive update rather than a revision. Key goals for the project included:

- **Generate a new, more useful Plan document**
    - Deliver a new product that is meaningful and relevant for decision-makers, Department of Planning and Permitting (DPP) staff, and the public
    - Provide policy guidance that is *visionary, actionable, and measurable*
    - Include strong emphasis on implementation and infrastructure
    - Reduce redundancy and consolidate related policies/recommendations

- **Driving towards the right outcomes**
    - Set a framework that can be adapted to the future updates of the other Development Plans and Sustainable Communities Plans (DPs and SCPs)
    - Make meaningful recommendations/suggestions for updates to the Land Use Ordinance (LUO) – DPs should drive zoning, not the other way around
    - The PUC DP should provide a big picture "snapshot" of the information that is contained in the related functional plans and provide high-level direction that flows from the General Plan (GP)

- **Integration of other planning efforts**
    - Provide a comprehensive overview of City & County (and State) planning efforts; pull concurrent plans / projects together in one document
    - Integrate previous and ongoing planning efforts for all relevant topics
    - Ensure as much consistency as possible among Transit Oriented Development (TOD) Plans, Special Area Plans, Capital Improvement Projects (CIPs), Functional Plans, regional plans, State plans, etc.

- **More effective community engagement**
    - Create branding and identity that can be applied across all DPs and SCPs
    - Develop a robust engagement program that reaches a diversity of constituents and not the same individuals who are involved in the planning process.
    - Include open houses and pop-ups in addition to traditional evening workshops
    - Reach out to engage sister agencies in long-term planning, especially Department of Transportation Services (DTS), Department of Environmental Services (ENV), Board of Water Supply (BWS), Office of Climate Change,

Sustainability, and Resiliency (OCCSR), and Department of Parks and Recreation (DPR)

While many aspects of the vision from the existing (2004) PUC DP were carried forward, the proposed PUC DP represents a full revision of the document, including a new format. The new format is meant to be easier to use by making the policies easier to pull out of the text narrative, and providing stronger implementation guidance on how objectives can be achieved. The table below highlights the most significant changes from the previous PUC DP format:

Table 2: Key Changes to the PUC DP format (2004 version to 2023 Proposed Plan)

2004 PUC DP (Ordinance 04-14)	2023 Proposed Plan
Chapter Structure: • 1. The Role of the Primary Urban Center in Oahu's Development Pattern • 2. The Vision for the PUC's Future 2.1 Honolulu's Natural, Cultural and Scenic Resources are Protected and Enhanced 2.2 Livable Neighborhoods Have Business Districts, Parks and Plazas, and Walkable Streets 2.3 The PUC Offers In-Town Housing Choices for People of All Ages and Incomes 2.4 Honolulu is the Pacific's Leading City and Travel Destination 2.5 A Balanced Transportation System Provides Mobility • 3. Land Use and Transportation 3.1 Protecting and Enhancing Natural, Cultural, and Scenic Resources 3.2 Neighborhood Planning and Improvement 3.3 In-Town Housing Choices 3.4 The Pacific's Leading City 3.5 Develop A Balanced Transportation System • 4. Infrastructure and Public Facilities (not broken out here) • 5. Implementation (See more later in this table)	**Chapter Structure:** • 1. Growth + Development • 2. Placemaking + Character • 3. Focus Areas • 4. Housing • 5. Parks + Public Open Space • 6. Mobility + Connectivity • 7. Healthy Communities • 8. Sea Level Rise + Coastal Hazards • 9. Water Resources • 10. Economic Development • 11. Public Services **Recurring Chapter Sections:** • Goals and Policies summary page • Key Outcomes (future vision) • Setting the Stage (background, issues) • How Does the Development Plan Get Us There? (Key principles and implementation steps) • Related Policies • Goal/Policy/Actions pages

Comments: While the Proposed PUC DP is no shorter than the adopted 2004 version, the format of the Plan has been simplified for ease of use. The Proposed PUC DP employs a clear "Goals, Policies, Actions" structure (from the broadest vision to the most implementable steps) within its set of 11 topics. Each chapter shares a similar structure with recurring headers as described above. Select topic-specific sections appear in the chapters as needed.

The 2004 PUC DP employs a narrative approach with more subject overlap between chapter categories. While this approach has some advantages for describing future visions, in practice, the policies are sometimes hard to distinguish and search for within the text.

2004 Plan Maps & Diagrams:	**2023 Proposed Plan Maps & Diagrams:**
• Significant Panoramic Views • Open Space • Land Use • Pedestrian Network Concept • Rapid Transit Corridor • Town Centers in Aiea-Pearl City	• Significant Public Views • Parks + Open Space Network • Land Use/Place Types • Mobility Framework • Vision Map: Growth + Development • Housing Framework • Composite Social Determinants of Health • Sea Level Rise Adaptation Areas • Water Resources Diagram • Economic Development Locations Diagram

Comments: Because a "picture is worth a thousand words" (a fast way to communicate complicated concepts), the Proposed PUC DP includes additional maps as noted above that are supportive of the Plan text. The additional maps for each chapter provide visualization of the narrative content.

The most frequently used map in any DP or SCP is the Land Use Map. The Proposed PUC DP's land use map uses a system of "Place Types" in lieu of the existing land use colors map. The decision to move to a Place Types Map for the PUC DP is two-fold. One, to create a map that could distinguish between, and was inclusive of, increased allowable mixed-uses (most significantly in the Transit-Oriented Development areas), and two, to make sure the map remained visually distinct from a zoning map.

While Place Types are more associated with form-based codes, Honolulu's hybrid approach of TOD zoning (Special District) within "regular zoning" makes the approach a useful tool for conceptualizing and visualizing future growth on a experiential level, as well as describing various current conditions.

The Place Types are divided between low, moderate, and high intensity/density and include a range of uses within each type (residential, commercial, and mixed). Additional Place Types describe other uses such as outdoor space, conservation areas, and institutional uses.

2004 Plan Implementation:	**Proposed Plan Implementation:**
The 2004 PUC DP concludes with Chapter 5. Implementation, which describes the various means by which the goals and objectives of the Plan may be achieved. These include: • Public Facility Investment Priorities • Development Priorities • Special Area Plans • Functional Planning • Review of Zoning and Other Development Applications • Five-Year Development Plan Review	The Proposed Plan implementation actions embedded throughout the body of the Plan through the following structure. Each Plan Policy has its own page that includes: • The Goal that the Policy fulfills • The Policy language and description • Priority Actions • Anticipated Timeline • Implementation Partners

Comments: Implementation is often the most challenging phase of any planning process and it is sometimes unclear how to adapt the optimistic visions that are generated within the planning process to day-to-day operations.

While the existing PUC DP correctly identifies the methods for policy implementation, there is little in the way of a roadmap to enact the Plan's policies and objectives. To remedy this, the Proposed Plan includes suggested first implementation steps for each policy as well as identifying the agency stakeholders that are positioned to take the lead.

No plan can be implemented completely all at once, and most plans are regularly updated as priorities may gain or lessen in relevance over time. It is hoped that the implementation structure of the updated Plan will mean that it can be turned to again and again to move various priorities forward at the time they are called for, in addition to putting the most pressing needs identified through the Plan development process, front and center.

Ord. 04-14 interval between updates:	**Proposed interval between updates:**
5 years	10 years

Comments: In the draft Ordinance for this update, the DPP is recommending a more realistic 10-year timeframe for initiating revisions. Due to the substantial work and multi-year effort required for plan updates, this change would help the Department to meet its obligations in a timelier manner.

2. Public Outreach and Plan Development Process

2.1 Project Kick-off

The PUC DP project kicked off in late 2017 with team meetings and an extensive round of interviews and recommendations from project stakeholders including:

- All City Councilmembers
- City Agencies:
    - DPP Transit Oriented Development Division
    - DPP Land Use Permits Division
    - DPP Site Development Division
    - Department of Transportation Services
    - Office of Economic Development
    - Board of Water Supply
    - Department of Facilities Maintenance
    - Department of Environmental Services
    - Department of Land Management
    - Office of Climate Change, Sustainability and Resilience

- State Agencies:
    - Department of Health
    - Department of Transportation
    - Hawai'i Community Development Authority
    - Hawai'i Housing Finance and Development Corporation
    - Department of Land and Natural Resources
    - Department of Education
    - Hawai'i Public Housing Authority
    - Office of Hawaiian Affairs
    - State Office of Planning and Sustainable Development
    - Hawai'I Tourism Authority

- Other Community:
    - Age Friendly Coalition
    - John Whalen, Consultant, former DPP Director
    - Kamehameha Schools
    - Queen Emma Land Company
    - Waikīkī Improvement Association
    - EAH Housing
    - Green Building Hawai'i
    - Mutual Housing

The kick-off interviews provided a foundation for the team to begin working but did not represent the full scope of outreach (see 2.2 Public Outreach Program). The project work proceeded in phases. The COVID-19 pandemic, most acute during the years of 2020 through 2022 when in-person meetings were suspended or severely limited, occurred after the most intensive outreach phase and during the project drafting phase.

2.2 Plan Development and Public Outreach Program

Table 3: PUC DP Final Project Schedule

Phase 1: Kick-Off (late 2017- early 2018) • Project Formation • Preliminary Stakeholder Interviews • PUC DP Statistical Survey
Phase 2: Research & Outreach (2017 – 2019) • 6 Topical White Papers (Subject research 2017 – 2018) • Major Public Outreach Components: Pop-up Workshops Round 1 (Identifying Priority Issues), Vision Forum (Multi-Agency Presentations, in-person voting), Pop-up Workshops Round 2 (Refining Guiding Principles) Neighborhood Growth and Change Open Houses, Pop-ups Round 3 (Sea-Level Rise Focus)
Phase 3: Plan Drafting & Outreach (2019 – 2022) • Plan Drafting 2019 -2022 • COVID 19 Recovery Online Survey (Summer 2020) • Plan Direction Preview Workshops (Winter 2020) • "Policy Preview" Draft Released (Winter 2020) • Plan Policies Online Survey (Winter 2020)
Phase 4: Public Review Draft & Revisions • Public Review Draft Released (May 2022) • On-line and in-person presentations (Summer/Fall 2022) • Neighborhood Board Workshops (Summer/Fall 2022) • Public Comments Close (January 2023)
Phase 5: Proposed Plan & Adoption • Proposed Plan transmitted to Planning Commission (November 2023) • Proposed Plan at Honolulu City Council (TBD 2024) • Plan Adoption (TBD

The participation of the PUC community has proven crucial to the Plan's development. The primary objectives of the engagement process as outline above were to:

- Make a plan based on community priorities and input.
- Encourage broad demographic and geographic representation.
- Invite a diversity of community voices to be heard.
- Provide a range of opportunities for input.

2.3 Topic Papers

In preparation for updating the PUC DP, the consultant project team that representing a wide variety of professional expertise produced topical white papers on themes that either maintained great relevance since the last update and needed a statistical refresh (such as housing or economic trends), or that represented new subject matter areas of critical importance to the PUC or the City at large (such as sea level rise and coastal hazards, or public health topics).

Figure 3: Outreach graphic communicating major issues in the development of the PUC DP



The resulting white papers are available on the DPP website and can also be found in Appendix II of this report (zip drive only).

Public Health Trends
Prepared by Raimi + Associates., June 2019.
Microsoft Word - Health and Equity White Paper_FinalDraft_Clean 6.18.19 (honolulu.gov)

Climate Change and Sea Level Rise
Prepared by UH Sea Grant, December 2018.
PUC_DP_White_Paper-_Climate_Change_and_SLR.pdf (honolulu.gov)

Natural Resources and Open Space
Prepared by Townscape Inc., July 2018.
Microsoft Word - 4_Parks-Natural Resources_Final (honolulu.gov)

Economic Development
Prepared by Strategic Economics, May 2018.
PUC_DP_White_Paper-_Economic_Development.pdf (honolulu.gov)

Housing Trends
Prepared by Strategic Economics, May 2018.
PUC_DP_White_Paper-_Housing_Trends.pdf (honolulu.gov)

Infrastructure Trends
Prepared by Wilson Okamoto, May 2018.
Microsoft Word - 1_Infrastructure_Final (honolulu.gov)

2.4 Summary of Key Issues

As a result of the background conditions analysis, evaluation of the current DP and process improvements, stakeholder input and community engagement, the key issues to address in the revision emerged. These included:

Addressing Cross-Cutting Themes:

- Planning for 3.2' sea level rise (SLR) as recommended in the State Sea Level Rise Vulnerability and Adaptation Report (December 2017) and by the Honolulu Climate Change Commission; Include adaptation strategies
- Inclusion of ongoing TOD planning and the Skyline
- Addressing aging population / "Age-friendly City" policies
- Escalating housing costs, needed increases in the affordable housing supply; Encouraging Missing Middle housing types
- Homelessness and the "Housing First" approach
- Active transportation, improvements to the public/pedestrian realm
- Include guidance on green infrastructure and building
- Changing face of retail and office space trends
- Provide a high-level overview of place type designations to clearly communicate planning themes and ideas in the Plan
- Identify performance indicators that are meaningful and directly tied to land use.

3. Conformance with the O‘ahu General Plan

The following demonstrates the policy conformance of the October 2023 Proposed PUC DP to GP. Proposed PUC DP Goals and Policies are listed out followed by a non-exhaustive list of the GP policies to which they are most aligned.

GROWTH + DEVELOPMENT

GOAL GD-1: Direct Higher Density Growth to Mixed-Use Transit Oriented Development (TOD) Areas.

Policy GD-1.1: Focus higher intensity mixed-use development and supporting public infrastructure around rail stations.
Policy GD-1.2: Create mixed-use TOD neighborhoods with meaningful character and a sense of place.
Policy GD-1.3: Facilitate the evolution of shopping malls and big box retail near rail stations from isolated single-use centers into true gathering places.
Policy GD-1.4: Refine the discretionary TOD permitting process to balance higher-density entitlements with commensurate community benefits.

Aligns with GP:

- ***Population, Obj. B, Policy 1:*** *Facilitate the full development of the primary urban center through higher-density redevelopment and the provision of adequate infrastructure. (All)*
- ***Housing and Communities, Obj. A, Policy 12:*** *Promote higher-density, mixed-use development where appropriate, including rail transit-oriented development, to increase the supply of affordable and market housing in convenient proximity to jobs, schools, shops, and public transit. (GD-1.3)*
- ***Housing and Communities, Obj. C, Policy 5:*** *Support mixed-use development and higher-density redevelopment in areas surrounding rail transit stations. (All)*
- ***Transportation and Utilities, Obj. A, Policy 5:*** *Support the rail transit system as the transportation spine for the urban core, with links to the airport and maritime terminals, which will work together with other alternative modes of transit and transit-oriented development to reduce automobile dependency and increase multi-modal travel. (GD-1.1)*
- ***Physical Development and Urban Design, Obj. A, Policy 5:*** *Encourage the establishment of mixed-use town centers that are compatible with the physical and social character of their community. (GD-1.2)*
- ***Physical Development and Urban Design, Obj. F, Policy 4:*** *Provide design guidelines and controls that will allow more compact development and intensive use of lands in the primary urban center and along the rail transit corridor. (GD-1.2, GD-1.4)*

GOAL GD-2: Invest in Bus Transit-Supportive Corridors and Adjacent Mixed-Density Neighborhoods.

Policy GD-2.1: Support mixed-use infill redevelopment and increased bus service along key underutilized commercial corridors.
Policy GD-2.2: Promote moderate scaled residential infill while preserving affordability in mixed density neighborhoods.
Policy GD-2.3: Invest in long-term growth in commercial corridors and mixed-density neighborhoods outside of the Sea Level Rise Exposure Area (SLR-XA).

Policy GD-2.4: Provide green space and landscaping improvements in mixed-density in-town neighborhoods, especially those lacking parks.

Aligns with GP:

- ***Population, Obj. B, Policy 1:*** *Facilitate the full development of the primary urban center through higher-density redevelopment and the provision of adequate infrastructure. (All)*
- ***Housing and Communities, Obj. A, Policy 12:*** *Promote higher-density, mixed-use development where appropriate, including rail transit-oriented development, to increase the supply of affordable and market housing in convenient proximity to jobs, schools, shops, and public transit. (GD-2.1)*
- ***Housing and Communities, Obj. C, Policy 6:*** *Discourage residential development in areas where the topography makes construction difficult or hazardous, where sea level rise and flooding are a hazard, and where providing and maintaining roads, utilities, and other facilities would be extremely costly or environmentally damaging.*
- ***Physical Development and Urban Design, Obj. B, Policy 1:*** *Integrate climate change adaptation into the planning, design, and construction of all significant improvements to and development of the built environment. (GD-2.3)*
- ***Physical Development and Urban Design, Obj. F, Policy 4:*** *Provide design guidelines and controls that will allow more compact development and intensive use of lands in the primary urban center and along the rail transit corridor. (All)*

GOAL GD-3: Plan for Context-Appropriate Infill and Redevelopment in Lower-Density Places.

Policy GD-3.1: Allow gradual addition of house-form multi-unit dwellings and small apartment buildings near lower-intensity commercial corridors.
Policy GD-3.2: Continue to improve multimodal access and connectivity in lower-density neighborhoods.
Policy GD-3.3: Maintain the lower-intensity character of valley/ridge and near-town neighborhoods.
Policy GD-3.4: Improve infrastructure capacity planning for areas of low to moderate growth to meet demand for ADUs and modest infill development.

Aligns with GP:

- ***Population, Obj. A, Policy 3:*** *Seek a balanced pace of physical development in harmony with the City's environmental, social, cultural, and economic goals by effecting and enforcing City regulations. (All)*
- ***Housing and Communities, Obj. A, Policy 11:*** *Encourage the construction of affordable homes within established low-density and rural communities by such means as 'ohana units, duplex dwellings, and cluster development that embraces the 'ohana concept by maintaining multi-generational proximity for local families. (All)*
- ***Housing and Communities, Obj. C, Policy 7:*** *Encourage public and private investments in older communities as needed to keep the communities vibrant and livable. (GD-3.4)*
- ***Physical Development and Urban Design, Obj. F, Policy 3:*** *Require developments in stable, established communities and rural areas to be compatible with the existing communities and areas. (GD-3.1, GD3.3)*

- ***Transportation and Utilities, Obj. A, Policy 7:*** *Design street networks to incorporate greater roadway and pathway connectivity. (GD-3.2)*

GOAL GD-4: Avoid Development in Sensitive or Protected Areas and on Steep Slopes.

Policy GD-4.1: Continue to discourage new development beyond the Urban Growth Boundary and on very steep slopes.
Policy GD-4.2: Decrease building and structure encroachments on streams and wetlands (except for those essential to flooding control).

Aligns with GP:

- ***Population, Obj. A, Policy 4:*** *Establish geographic growth boundaries to accommodate future population growth while at the same time protecting valuable agricultural lands, environmental resources, and open space. (GD-4.1)*
- ***Natural Environment and Resource Stewardship, Obj. A, Policy 1:*** *Protect O'ahu's natural environment, especially the shoreline, valleys, ridges, watershed areas, and wetlands from incompatible development. (GD-4.2)*

GOAL GD-5: Manage Growth and Public Investment for the Benefit of all PUC Residents.

Policy GD-5.1: Make equitable public investment a priority in all functional planning through ongoing evaluation of corridors and neighborhoods with deficiencies in basic services and amenities.
Policy GD-5.2: Manage the broader, indirect impacts of high-density development and growth on adjacent communities through focused effort and sustained attention.
Policy GD-5.3: Support and maximize high-quality affordable housing on public lands.
Policy GD-5.4: Align infrastructure expansions with growth areas.

Aligns with GP:

- ***Balanced Economy, Obj. G, Policy 2:*** *Advance the equitable distribution of City capital spending, employment opportunities, infrastructure investments, and other benefits throughout communities based on need and regardless of income level. Allow infrastructure and business activity in urban fringe areas appropriate to population needs. (GD-5.1)*
- ***Housing and Communities, Obj. A, Policy 6:*** *Maximize local funding programs available for affordable housing (GD-5.3)*
- ***Physical Development and Urban Design, Obj. A, Policy 2:*** *Coordinate the location and timing of new development with the availability of adequate water supply, sewage treatment, drainage, transportation, and other public facilities and services. (GD-5.4)*
- ***Physical Development and Urban Design, Obj. A, Policy 4:*** *Facilitate and encourage compact, higher-density development in urban areas designated for such uses. (GD-5.2)*

PLACEMAKING + CHARACTER

GOAL PL-1: Enhance the PUC's Unique Places.

Policy PL-1.1: Encourage development projects and a public realm that reflects Hawai'i's culture and arts.

Policy PL-1.2: Improve the sense of entry at key gateways in the PUC by aligning public improvements and private development.
Policy PL-1.3: Protect and care for historical structures in the PUC.
Policy PL-1.4: Preserve cultural and archaeologically significant resources in the PUC.
Policy PL-1.5: Continue to preserve significant panoramic public views of natural landmarks through Special District provisions.
Policy PL-1.6: Enhance key mauka-makai view corridors

Aligns with GP:

- ***Balanced Economy, Obj. B, Policy 9:*** *Preserve scenic qualities of O'ahu for residents and visitors alike. (PL-1.5, PL-1.6)*
- ***Natural Environment and Resource Stewardship, Obj. B, Policy 2:*** *Protect O'ahu's scenic views, especially those seen from highly developed and heavily traveled areas. (PL-1.5, PL-1.6)*
- ***Natural Environment and Resource Stewardship, Obj. B, Policy 4:*** *Protect and expand public access to the natural and coastal environment for recreational, educational, and cultural purposes, and maintain access in a way that does not damage natural, historic, or cultural resources. (PL-1.4)*
- ***Physical Development and Urban Design, Obj. F, Policy 1:*** *Encourage distinctive community identities for both new and existing communities and neighborhoods. (All)*
- ***Culture and Recreation, Obj. A, Policy 2:*** *Recognize the Native Hawaiian host culture, including its customs, language, history, and close connection to the natural environment, as a dynamic, living culture and as an integral part of O'ahu's way of life. (PL-1.1, PL-1.3, PL-1.4)*
- ***Culture and Recreation, Obj. A, Policy 3:*** *Encourage greater public awareness, understanding, and appreciation of the cultural heritage and contributions to Hawai'i made by O'ahu's various ethnic groups. (PL-1.1, PL-1.3, PL-1.4)*
- ***Culture and Recreation, Obj. B, Policy 1:*** *Promote the restoration and preservation of early Hawaiian structures, artifacts, and landmarks. (PL-1.4)*
- ***Culture and Recreation, Obj. B, Policy 2:*** *Identify and, to the extent possible, preserve and restore buildings, sites, and areas of social, cultural, historic, architectural, and archaeological significance (PL-1.3, PL-1.4)*
- ***Culture and Recreation, Obj. C, Policy 3:*** *Provide permanent art in appropriate City public buildings and places. (PL-1.2)*

GOAL PL-2: Promote Excellent Building and Site Design that Responds to Honolulu's Climate and Environment.

Policy PL-2.1: Encourage sustainable building and site design practices that respond to the tropical climate.
Policy PL-2.2: Integrate greenery and green infrastructure into new developments, especially large sites.
Policy PL-2.3: Actively pursue Honolulu's tree canopy goals, especially in interior neighborhoods lacking trees.

Aligns with GP:

- ***Natural Environment and Resource Stewardship, Obj. A, Policy 9:*** *Increase tree canopy and ensure its integration into new developments, and protect significant trees on public and private lands. (PL-2.3)*

- ***Housing and Communities, Obj. A, Policy 10:*** *Promote the design and construction of dwellings which take advantage of O'ahu's year-round moderate climate and use other sustainable design techniques. (PL-2.1)*
- ***Culture and Recreation, Obj. D, Policy 9:*** *Require all new developments to provide their residents with adequate recreation space.(PL-2.2)*

GOAL PL-3: Support Vibrant Commercial/Mixed Use Corridors and Neighborhood Centers in the PUC.

Policy PL-3.1: Activate "main street" corridors with pedestrian amenities, frequent gathering places, and expressions of community identity.
Policy PL-3.2: Support an attractive and pedestrian-friendly public realm along well-used PUC corridors.
Policy PL-3.3: Ensure pedestrian-oriented design in all corridors and centers, especially in Town Corridor, Urban Corridor, Downtown, and Resort areas.
Policy PL-3.4: Improve multimodal connections and pedestrian pathways within and between the PUC's mixed-use corridors, town neighborhoods, parks, and public institutions.
Policy PL-3.5: Conduct focused corridor and area planning to guide improvements.

Aligns with GP:

- ***Housing and Communities, Obj. C, Policy 3:*** *Encourage the co-location of residential development and employment centers with commercial, educational, social, and recreational amenities in the development of desirable communities. (All)*
- ***Transportation and Utilities, Obj. A, Policy 11:*** *Enhance pedestrian-friendly and bicycle-friendly travel via public and private programs and improvements. (PL-3.1, PL-3.2, PL-3.3)*
- ***Physical Development and Urban Design, Obj. A, Policy 6:*** *Facilitate transit-oriented development in rail transit station areas to create live/work/play multi-modal communities that reduce travel and traffic congestion. (All)*
- ***Physical Development and Urban Design, Obj. F, Policy 4:*** *Provide design guidelines and controls that will allow more compact development and intensive use of lands in the primary urban center and along the rail transit corridor (PL-3.5)*
- ***Health and Education, Obj. A, Policy 6:*** *Encourage healthy lifestyles through walkable and livable communities, safe street crossings, safe routes to schools, and parks and pathways for pedestrians and bicyclists. (PL-3.4)*

HOUSING

GOAL H-1: Encourage Development of a Wide Range of Housing Types in Proximity to Transit.

Policy H-1.1: Enable or incentivize residential infill development in transit-accessible planned growth areas.
Policy H-1.2: Refine the desired residential land use mix in TOD and key focus areas.
Policy H-1.3: Encourage a greater variety of housing types, including low or middle-density multi-family housing, ADUs and 'ohana units, mid-rise apartment buildings, and shared housing models.

Aligns with GP:

- ***Housing and Communities, Obj. A, Policy 3:*** *Encourage innovative residential developments that result*

in lower costs, sustainable use of resources, more efficient use of land and infrastructure, greater convenience and privacy, and a distinct community identity. (H-1.3)

- ***Housing and Communities, Obj. A, Policy 12:*** *Promote higher-density, mixed-use development where appropriate, including rail transit-oriented development, to increase the supply of affordable and market housing in convenient proximity to jobs, schools, shops, and public transit. (H-1.1, H-1.2)*

GOAL H-2: Expand the Availability of Quality Affordable Housing for PUC Residents.

Policy H-2.1: Expand the supply of income-restricted affordable housing through requirements, incentives, and public-private partnerships.
Policy H-2.2: Produce new income-restricted units through public sector development and non-profit partnerships.
Policy H-2.3: Preserve affordable housing options and improve conditions by encouraging reinvestment and redevelopment of aging multi-family housing and investing in public infrastructure.
Policy H-2.4: Expand homeless services and supportive housing in the PUC.

Aligns with GP:

- ***Housing and Communities, Obj. A, Policy 1:*** *Support programs, policies, and strategies that will provide decent and affordable homes for local residents, especially those in the lowest income brackets. (All)*
- ***Housing and Communities, Obj. A, Policy 4:*** *Support and encourage programs to maintain and improve the condition of existing housing. (H-2.3)*
- ***Housing and Communities, Obj. A, Policy 6:*** *Maximize local funding programs available for affordable housing. (H-2.2)*
- ***Housing and Communities, Obj. A, Policy 8:*** *Encourage and participate in joint public-private development of low- and moderate-income housing. (H-2.1)*
- ***Housing and Communities, Obj. A, Policy 17:*** *Support programs to address all facets of homelessness, so that every homeless person has a place to stay, along with the infrastructure and support services that are needed. (H-2.4)*
- ***Physical Development and Urban Design, Obj. G, Policy 2:*** *Encourage, wherever desirable, the rehabilitation of existing substandard structures. (H-2.3)*

PARKS + PUBLIC OPEN SPACE

GOAL PPOS-1: Provide Adequate Parks Coverage to meet Resident Needs.

Policy PPOS-1.1: Pursue a long-term vision and strategy for the PUC parks and open space network.
Policy PPPOS-1.2: Implement a “10-minute walk” standard for park accessibility in the PUC.
Policy PPOS-1.3: Seek opportunities to create new parks in high-density and growing areas of the PUC.
Policy PPOS-1.4: Find creative opportunities in the urban context for a greater variety of park and open space types.
Policy PPOS-1.5: Improve the ecological function of parks.

Aligns with GP:

- ***Natural Environment and Resource Stewardship, Obj. A, Policy 8:*** *Protect plants, birds, and other animals that are unique to the State of Hawai'i and O'ahu, and protect their habitats. (PPOS-1.5)*
- ***Physical Development and Urban Design, Obj. F, Policy 9:*** *Recognize the importance of using Native Hawaiian plants in landscaping to further the traditional Hawaiian concept of mālama 'āina and to create a more Hawaiian sense of place. (PPOS-1.5)*
- ***Culture and Recreation, Obj. D, Policy 1:*** *Develop, maintain, and expand a community-based park system to meet the needs of the diverse communities on O'ahu. (PPOS-1.1, PPOS-1.2, PPOS-1.3, PPOS-1.4)*
- ***Culture and Recreation, Obj. D, Policy 3:*** *Develop, maintain, and improve urban parks, squares, and beautification areas in high-density urban places. (PPOS-1.3, PPOS-1.4)*

GOAL PPOS-2: Increase Connectivity and Access to and between Parks, Beaches, and Trails.

Policy PPOS-2.1: Create safe park-to-park connections through continuous and dedicated pedestrian/bicycle ways.
Policy PPOS-2.2: Use Green Streets to connect major recreation and public areas, provide missing green space, and beautify viewshed corridors.
Policy PPOS-2.3: Better connect residents to the beaches and trails in the PUC, such as through an enhanced beach access program.

Aligns with GP:

- ***Natural Environment and Resource Stewardship, Obj. A, Policy 9:*** *Increase tree canopy and ensure its integration into new developments, and protect significant trees on public and private lands. (PPOS-2.2)*
- ***Transportation and Utilities, Obj. A, Policy 11:*** *Enhance pedestrian-friendly and bicycle-friendly travel via public and private programs and improvements. (PPOS-2.1)*
- ***Physical Development and Urban Design, Obj. F, Policy 8:*** *Design public street networks to be safe and accessible for users of all ages and abilities, to accommodate multiple modes of travel to be visually attractive and to support sustainable ecological processes, such as stormwater infiltration. (PPOS-2.2)*
- ***Health and Education, Obj. A, Policy 6:*** *Encourage healthy lifestyles through walkable and livable communities, safe street crossings, safe routes to schools, and parks and pathways for pedestrians and bicyclists. (PPOS-2.1)*
- ***Culture and Recreation, Obj. D, Policy 5:*** *Encourage the State to develop, improve, and maintain a system of natural resource-based parks, such as beach, shoreline, and mountain parks. (PPOS-2.3)*
- ***Culture and Recreation, Obj. D, Policy 7:*** *Ensure and maintain convenient and safe access to beaches, ocean environments and mauka recreation areas in a manner that protects natural and cultural resources. (PPOS-2.3)*

GOAL PPOS-3: Provide High-Quality Parks for all PUC Residents.

Policy PPOS-3.1: Invest in park facilities, equipment, and programs that serve all ages.
Policy PPOS-3.2: Support park revitalization with additional funding for maintenance, partnerships, and staff.

Policy PPOS-3.3: Promote parks that are safe for the community through environmental design strategies and after-hours activity.
Policy PPOS-3.4: Expand existing programs that advance shared use and park stewardship efforts.
Policy PPOS-3.5: Ensure long-term maintenance/preservation of open spaces in subdivisions, cluster housing, and master-planned developments.

Aligns with GP:

- ***Public Safety and Community Resilience, Obj. A, Policy 1:*** *Provide a safe environment for residents and visitors on O'ahu. (PP0S-3.3, PPOS-3.5)*
- ***Health and Education, Obj. A, Policy 9:*** *Support becoming an age-friendly city that provides people of all ages with user-friendly parks and other public gathering places, that offers safe streets and multi-modal transportation options, that provides an adequate supply of affordable housing, that encourages growth in needed and desirable jobs, that provides quality health-care and support services, and that encourages civic participation, social inclusion, and respect between interest groups. (PPOS-3.1)*
- ***Health and Education, Obj. B, Policy 3:*** *Encourage the after-hours use of school buildings, grounds, and facilities. (PPOS-3.2, PPOS-3.3)*

MOBILITY

GOAL MC-1: Provide Safe, Accessible, & Affordable Multimodal Transportation Options.

Policy MC-1.1: Implement Complete Streets and Vision Zero strategies to enhance the safety and utility of the transportation system for all users.
Policy MC-1.2: Continually improve the efficiency and connectivity of public transit in PUC neighborhoods through improved travel times and frequency.
Policy MC-1.3: Continue to expand safe facilities and increase comfort in the bicycle network.
Policy MC-1.4: Improve pedestrian connectivity and safety throughout the PUC.

Aligns with GP:

- ***Transportation and Utilities, Obj. A, Policy 1:*** *Develop a comprehensive, well-connected and integrated ground transportation system that reduces carbon emissions and enables safe, comfortable and convenient travel for all users, including motorists, pedestrians, bicyclists, and public transportation users of all ages and abilities. (All)*
- ***Transportation and Utilities, Obj. A, Policy 5:*** *Support the rail system as the transportation spine for the urban core, with links to the airport and maritime terminals, which will work together with other alternative modes of transit and transit-oriented development to reduce automobile dependency and increase multi-modal travel. (MC-1.2)*
- ***Transportation and Utilities, Obj. A, Policy 6:*** *Support the development of transportation plans, programs, and facilities that are based on Complete Streets features. Maintain and improve road, bicycle, pedestrian, and micro-mobility facilities in existing communities to eliminate unsafe conditions. (MC-1.1, MC-1.3, MC-1.4)*
- ***Public Safety and Community Resilience, Obj. B, Policy 6:*** *Reduce hazardous traffic conditions. (MC-1.1)*

- ***Health and Education, Obj. A, Policy 6:*** *Encourage healthy lifestyles through walkable and livable communities, safe street crossings, safe routes to schools, and parks and pathways for pedestrians and bicyclists. (MC-1.4)*

GOAL MC-2: Create an Adaptable and Flexible Transportation System.

Policy MC-2.1: Reduce dependency on single-occupancy vehicles and reduce vehicle miles traveled (VMT).
Policy MC-2.2: Safely integrate emerging technologies into the transportation system.
Policy MC-2.3: Improve the efficiency and operations of existing transportation facilities.
Policy MC-2.4: Adapt the roadway network to address challenges from chronic flooding and sea level rise.
Policy MC-2.5: Maximize inter-agency and regional transportation coordination.

Aligns with GP:

- ***Transportation and Utilities, Obj. A, Policy 1:*** *Develop a comprehensive, well-connected and integrated ground transportation system that reduces carbon emissions and enables safe, comfortable and convenient travel for all users, including motorists, pedestrians, bicyclists, and public transportation users of all ages and abilities. (MC-2.3, MC-2.5)*
- ***Transportation and Utilities, Obj. A, Policy 4:*** *Work with the State to ensure adequate and safe access for communities served by O'ahu's coastal highway system, and to plan for the relocation of highways and roads subject to sea level rise away from coastlines. (MC-2.4)*
- ***Transportation and Utilities, Obj. A, Policy 5:*** *Support the rail transit system as the transportation spine for the urban core, with links to the airport and maritime terminals, which will work together with other alternative modes of transit and transit-oriented development to reduce automobile dependency and increase multi-modal travel. (MC-2.1)*
- ***Transportation and Utilities, Obj. A, Policy 7:*** *Design street networks to incorporate greater roadway and pathway connectivity. (MC-2.3)*

HEALTHY COMMUNITIES

GOAL HC-1: Foster a healthy built environment in the PUC.

Policy HC-1.1: Encourage exemplary healthy ("green") building standards.
Policy HC-1.2: Promote strategies to increase energy efficiency and clean energy in buildings.
Policy HC-1.3: Avoid/mitigate the Urban Heat Island Effect and reduce heat stress.
Policy HC-1.4: Expand access to healthy foods from local growers and expand the community gardens program.

Aligns with GP:

- ***Balanced Economy, Obj. C, Policy 5:*** *Identify the economic benefits of local food production for local markets. Provide economic incentives to encourage local food production and sustainability, and encourage agricultural and aquaculture occupations. (HC-1.4)*
- ***Balanced Economy, Obj. C, Policy 6:*** *Promote small-scale farming activities and other operations, such as truck farming, flower growing, aquaculture, livestock production, taro growing, subsistence farms,*

and community gardens. (HC-1.4)

- ***Housing and Communities, Obj. A, Policy 10:*** *Promote the design and construction of dwellings which take advantage of O'ahu's year-round moderate climate and use other sustainable design techniques. (HC-1.1)*
- ***Physical Development and Urban Design, Obj. A, Policy 11:*** *Implement siting and design solutions that seek to reduce exposure to natural hazards, including those related to climate change, flooding and sea level rise. (HC-1.1, HC-1.3)*
- ***Transportation and Utilities, Obj. A, Policy 15:*** *Advance the transition to electric and alternative fuel infrastructure to provide adequate and accessible charging spaces and renewal fueling stations for ground transportation on O'ahu. (HC-1.2)*
- ***Energy Systems, Obj. A, Policy 3:*** *Provide incentives and, where appropriate, mandatory controls to reduce energy consumption in existing buildings and outdoor facilities, and in design and construction practices.*
- ***Health and Education, Obj. A, Policy 4:*** *Integrate public health concerns such as air and water pollution as a consideration in land use planning decisions. (HC-1.1)*
- ***Health and Education, Obj. A, Policy 5:*** *Encourage healthy lifestyles by supporting opportunities that increase access to and promote consumption of fresh, locally grown foods. (HC-1.4)*

GOAL HC-2: Shape an Age-Friendly community that responds to the needs of all PUC residents.

Policy HC-2.1: Encourage housing designed with kūpuna in mind, and in a variety of household sizes.
Policy HC-2.2: Design parks and open space to provide increased physical activity for all ages.
Policy HC-2.3: Enhance safety, accessibility, and navigability in public gathering places and transportation networks.

Aligns with GP:

- ***Housing and Communities, Obj. A, Policy 14:*** *Encourage the provision of affordable housing designed for the elderly and people with disabilities in locations convenient to critical services and to public transit. (H-2.1)*
- ***Housing and Communities, Obj. C, Policy 1:*** *Ensure that residential developments offer affordable housing to people of different income levels and to families of various sizes to alleviate the existing condition of overcrowding. (H-2.1)*
- ***Transportation and Utilities, Obj. A, Policy 8:*** *Make transportation services safe and accessible to people with limited mobility: the young, elderly, disabled, and those with limited incomes. (HC-2.3)*
- ***Transportation and Utilities, Obj. A, Policy 11:*** *Enhance pedestrian-friendly and bicycle-friendly travel via public and private programs and improvements. (HC-2.3)*
- ***Health and Education, Obj. A, Policy 9:*** *Support becoming an age-friendly city that provides people of all ages with user-friendly parks and other public gathering places, that offers safe streets and multi-modal transportation options, that provides an adequate supply of affordable housing, that encourages growth in needed and desirable jobs, that provides quality health-care and support services, and that encourages civic participation, social inclusion, and respect between interest groups. (All)*

GOAL HC-3: Support initiatives that improve community engagement, health, and equity.

Policy HC-3.1: Improve civic engagement in the planning process through increased community-focused initiatives.
Policy HC-3.2: Collaborate across City and State agencies, and partner organizations, to center equity in public infrastructure, programs, and services.
Policy HC-3.3: Increase community resilience and disaster preparedness.

Aligns with GP:

- ***Balanced Economy, Obj. G, Policy 2:*** *Advance the equitable distribution of City capital spending, employment opportunities, infrastructure investments, and other benefits throughout communities based on need and regardless of income level. Allow infrastructure and business activity in urban fringe areas appropriate to population needs. (HC-3.2)*
- ***Physical Development and Urban Design, Obj. G, Policy 6:*** *Support and encourage cohesive neighborhoods which foster interactions among neighbors, promote vibrant community life, and enhance livability. (HC-3.1, HC-3.2)*
- ***Health and Education, Obj. A, Policy 10:*** *Plan for our aging population's growing health-care, personal service, and diverse daily activity needs, and encourage these services to be provided in a timely manner, including age-specific social activities. (HC-3.2)*
- ***Culture and Recreation, Obj. A, Policy 4:*** *Foster equity and increased opportunities for positive interaction among people with different ethnic, social, and cultural backgrounds. (HC-3.1, HC-3.2)*
- ***Public Safety and Community Resilience, Obj. B, Policy 8:*** *Foster disaster-ready communities and households through implementation of resilience hubs and other resiliency strategies. (HC-3.3)*

SEA LEVEL RISE + COASTAL HAZARDS

GOAL SLR-1: Adapt Regulatory Standards to Improve Resilience to Climate Change and Coastal Hazards.

Policy SLR-1.1: Utilize the SLR-XA as a tool for current zoning and permitting decisions and for siting critical infrastructure.
Policy SLR-1.2: Advance evidence-based sea level rise and resilience requirements and time-based monitoring.
Policy SLR-1.3: Encourage voluntary adaptation measures in the SLR-XA that exceed statutory requirements.
Policy SLR-1.4: Consider the SLR-XA compound hazards individually and together to determine appropriate adaptation measures.
Policy SLR-1.5: Update shoreline regulations and development policies to reflect coastal hazard impacts and best available guidance on an ongoing basis.

Aligns with GP:

- ***Natural Environment and Resource Stewardship, Obj. A, Policy 5:*** *Require sufficient setbacks from*

O'ahu's shorelines to protect life and property, preserve natural shoreline areas and sandy beaches, and minimize the future need for protective structures or relocation of structures. (SLR-1.5)

- ***Physical Development and Urban Design, Obj. A, Policy 11:*** *Implement siting and design solutions that seek to reduce exposure to natural hazards, including those related to climate change, flooding, and sea level rise. (All)*
- ***Physical Development and Urban Design, Obj. B, Policy 3:*** *Prepare for the anticipated impacts of climate change and sea level rise on existing communities and facilities through mitigation, adaptation, managed retreat, or other measures in exposed areas. (All)*

GOAL SLR-2: Conduct Long-Range Planning to Increase Area-Wide Adaptation and Resilience.

Policy SLR-2.1: Plan for priority growth outside of higher impact areas, and vet proposed solutions for higher impact areas with the community.
Policy SLR-2.2: Address potential impacts to surrounding sites for project-level adaptation measures.
Policy SLR-2.3: Prioritize and fund community-level Area Adaptation Plans.
Policy SLR-2.4: Incorporate sea level rise / coastal hazard considerations in the planning, design, and maintenance of facilities and infrastructure.

Aligns with GP:

- ***Natural Environment and Resource Stewardship, Obj. A, Policy 4:*** *Require development projects to give due consideration to natural features and hazards such as slope, inland and coastal erosion, flood hazards, water-recharge areas, and existing vegetation, as well as to plan for coastal hazards that threaten life and property. (All)*
- ***Transportation and Utilities, Obj. A, Policy 4:*** *Work with the State to ensure adequate and safe access for communities served by O'ahu's coastal highway system, and to plan for the relocation of highways and roads subject to sea level rise away from coastlines. (SLR-2.4)*
- ***Transportation and Utilities, Obj. A, Policy 9:*** *Consider environmental, social, cultural, and climate change and natural hazard impacts, as well as construction and operating costs, as important factors in planning transportation system improvements. (SLR-2.4)*
- ***Physical Development and Urban Design, Obj. A, Policy 11:*** *Implement siting and design solutions that seek to reduce exposure to natural hazards, including those related to climate change, flooding, and sea level rise. (All)*
- ***Physical Development and Urban Design, Obj. B, Policy 3:*** *Prepare for the anticipated impacts of climate change and sea level rise on existing communities and facilities through mitigation, adaptation, managed retreat, or other measures in exposed areas. (All)*

GOAL SLR-3: Coordinate Infrastructure Planning for Sea Level Rise Across Agencies.

Policy SLR-3.1: Support collaborative resilience planning for new and existing infrastructure.
Policy SLR-3.2: Pursue a district-scale fee structure or other dedicated funding mechanisms for adaptation projects.
Policy SLR-3.3: Monitor ongoing impacts within the SLR-XA across infrastructure agencies to update development regulations that implement adaptation.

Policy SLR-3.4: Support State agencies in applying appropriate interventions and environmental measures for adapting/ preserving beaches and shoreline impacted by sea level rise and erosion.

Aligns with GP:

- ***Natural Environment and Resource Stewardship, Obj. A, Policy 5:*** *Require sufficient setbacks from O'ahu's shorelines to protect life and property, preserve natural shoreline areas and sandy beaches, and minimize the future need for protective structures or relocation of structures. (SLR-3.4)*
- ***Transportation and Utilities, Obj. A, Policy 4:*** *Work with the State to ensure adequate and safe access for communities served by O'ahu's coastal highway system, and to plan for the relocation of highways and roads subject to sea level rise away from coastlines. (SLR-3.1)*
- ***Transportation and Utilities, Obj. D, Policy 5:*** *Evaluate impacts of sea level rise on existing public infrastructure, especially sewage treatment plants, roads, and other public and private utilities located along or near O'ahu's coastal areas, and avoid the placement of future public infrastructure in threatened areas. (SLR-3.3)*
- ***Physical Development and Urban Design, Obj. A, Policy 11:*** *Implement siting and design solutions that seek to reduce exposure to natural hazards, including those related to climate change, flooding, and sea level rise. (All)*
- ***Physical Development and Urban Design, Obj. B, Policy 3:*** *Prepare for the anticipated impacts of climate change and sea level rise on existing communities and facilities through mitigation, adaptation, managed retreat, or other measures in exposed areas. (All)*
- ***Public Safety and Community Resilience, Obj. B Policy 7:*** *Provide adequate resources to effectively prepare for and respond to natural and manmade threats to public safety, property, and the environment. (SLR-3.2)*

WATER RESOURCES

GOAL WR-1: Take a Comprehensive and Collaborative Approach to Water Management in the PUC.

Policy WR-1.1: Collaborate across water quality and water infrastructure management departments and agencies.
Policy WR-1.2: Work with State water and environmental agencies to protect and manage upper watersheds.
Policy WR-1.3: Address chronic storm flooding and ongoing drought issues through multiple solutions.

Aligns with GP:

- ***Transportation and Utilities, Obj. B, Policy 1:*** *Develop and maintain an adequate, safe, and reliable supply of fresh water in a cost-effective way that supports the long-term sustainability of the resource and considers the impacts of climate change. (All)*
- ***Physical Development and Urban Design, Obj. F, Policy 8:*** *Design public street networks to be safe and accessible for users of all ages and abilities, to accommodate multiple modes of travel to be visually attractive and to support sustainable ecological processes, such as stormwater infiltration. (WR-1.3)*
- ***Public Safety and Community Resilience, Obj. B, Policy 3:*** *Participate with State and federal agencies in the funding and construction of flood-control projects, and prioritize the use of ecologically sensitive flood-control strategies whenever feasible. (WR-1.2, WR-1.3)*

- ***Government Operations and Fiscal Management, Obj. A, Policy 2:*** *Promote alignment and consolidation of State and City functions whenever more efficient and effective delivery of government programs and services may be achieved. (WR-1.2)*

GOAL WR-2: Protect Ground and Surface Water Quality from Polluting Land Uses.

Policy WR-2.1: Protect drinking water aquifers, and surface and nearshore waters from contamination by developed land uses, urban runoff, underground fuel storage, and illegal dumping.
Policy WR-2.2: Enhance the ecological function of streams.
Policy WR-.2.3: Effectively manage stormwater flows with appropriate on-site and area-wide system best practices.

Aligns with GP:

- ***Natural Environment and Resource Stewardship, Obj. A, Policy 3:*** *Preserve, protect, and restore stream flows and stream habitats to support aquatic and environmental processes and riparian, scenic, recreational, and Native Hawaiian cultural resources. (WR-2.2)*
- ***Natural Environment and Resource Stewardship, Obj. A, Policy 6:*** *Design and maintain surface drainage and flood-control systems in a manner which will help preserve natural and cultural resources. (WR-2.3)*
- ***Health and Education, Obj. A, Policy 4:*** *Integrate public health concerns such as air and water pollution as a consideration in land use planning decisions. (WR-2.1)*

GOAL WR-3: Maintain Resilient Water Infrastructure Systems.

Policy WR-3.1: Reduce vulnerability of the water infrastructure system to the effects of climate change.
Policy WR-3.2: Help mitigate drought and support water conservation projects and programs to manage demand.
Policy WR-3.3: Improve coordination of wastewater infrastructure and land use planning.

Aligns with GP:

- ***Transportation and Utilities, Obj. B, Policy 1:*** *Develop and maintain an adequate, safe, and reliable supply of fresh water in a cost-effective way that supports the long-term sustainability of the resource and considers the impacts of climate change. (All)*
- ***Transportation and Utilities, Obj. B, Policy 5:*** *Pursue strategies and programs to reduce the per capita consumption of water and the per capita production of waste. (WR-3.1, WR-3.2)*
- ***Balanced Economy, Obj. C, Policy 11:*** *Support and encourage the availability and use of non-potable water for irrigation, where feasible. (WR-3.2)*
- ***Transportation and Utilities, Obj. D, Policy 5:*** *Evaluate impacts of sea level rise on existing public infrastructure, especially sewage treatment plants, roads, and other public and private utilities located along or near O'ahu's coastal areas, and avoid the placement of future public infrastructure in threatened areas. (WR-3.1)*

ECONOMIC DEVELOPMENT

GOAL ED-1: Support Employment and Business Growth in the PUC's Transit-Rich, Mixed-Use, and Industrial Areas.

Policy ED-1.1: Accommodate and encourage commercial job growth in dense, transit-rich locations.
Policy ED-1.2: Enhance the ability of new and small businesses to thrive and grow in the PUC.
Policy ED-1.3: Maintain industrial use as the primary land use in key PUC locations with easy access to the port and airport.
Policy ED-1.4: Support varied business uses in light industrial and mixed-use areas.

Aligns with GP:

- ***Balanced Economy, Obj. A, Policy 2:*** *Encourage the viability of businesses and industries, including support for small businesses, which contribute to the economic and social well-being of O'ahu residents. (ED-1.2)*
- ***Balanced Economy, Obj. G, Policy 1:*** *Concentrate economic activity and government services in the primary urban center and in the secondary urban center at Kapolei. (ED-1.1)*
- ***Balanced Economy, Obj. G, Policy 3:*** *Maintain sufficient land in appropriately located commercial and industrial areas to support a favorable business climate on O'ahu. (ED-1.3, ED-1.4)*
- ***Housing and Communities, Obj. C, Policy 3:*** *Encourage the co-location of residential development and employment centers with commercial, educational, social, and recreational amenities in the development of desirable communities. (ED-1.1)*
- ***Transportation and Utilities, Obj. A, Policy 14:*** *Support the operation, maintenance and improvement of Honolulu Harbor as O'ahu's primary cargo and ocean transportation hub. (ED-1.3)*

GOAL ED -2: Create a Balanced and Diversified PUC Economy.

Policy ED-2.1: *Support growth in key industries such as information and technology, green industries, education and training, creative media, made in Hawai'i products, and other sectors identified by City or State Economic Development initiatives.*
Policy ED-2.2: *Grow resident workforce skills by supporting State investments in K-12 and higher education facilities and jobs training.*
Policy ED-2.3: *Continue to invest in the success of Waikīkī as the State's primary visitor destination/resort area and a livable urban neighborhood.*
Policy ED-2.4: *Maintain a productive relationship with the military to broaden its contributions to the PUC.*

Aligns with GP:

- ***Balanced Economy, Obj. A, Policy 1:*** *Support a strong, diverse, and dynamic economic base that protects the natural environment and is resilient to changes in global conditions. (All)*
- ***Balanced Economy, Obj. A, Policy 3:*** *Pursue opportunities to grow and strategically develop non-polluting industries such as healthcare, agriculture, renewable energy, and technology in appropriate locations that contribute to O'ahu's long-term environmental, economic, and social sustainability. (ED-2.1)*
- ***Balanced Economy, Obj. A, Policy 6:*** *Encourage the development of local, national, and world markets for the products of O'ahu-based industries. (ED-2.1)*

- ***Balanced Economy, Obj. B, Policy 4:*** *Partner with the private sector to support the long-term viability of Waikīkī as a world-class visitor destination and as Oʻahu's primary resort area, and to support adequate adaptation strategies against climate change impacts. (ED-2.3)*
- ***Balanced Economy, Obj. E, Policy 2:*** *Make full use of State and federal employment and training programs. (ED-2.2)*
- ***Balanced Economy, Obj. F, Policy 5:*** *Encourage the continuation of a high level of military related employment both on and off base in the Hickam-Pearl Harbor, Wahiawa, Kailua-Kaneohe, and Ewa areas. (ED-2.4)*
- ***Health and Education, Obj. B, Policy 1:*** *Support education programs that encourage the development of employable skills. (ED-2.2)*

GOAL ED-3: Ensure City Services & Infrastructure Support Broad Economic Prosperity.

Policy ED-3.1: Support small property owners and their redevelopment, infrastructure, and funding needs through process streamlining and enhancements.
Policy ED-3.2: Ensure major public infrastructure needs are funded equitably, including with contributions from new developments.

Aligns with GP:

- ***Physical Development and Urban Design, Obj. A, Policy 1:*** *Provide infrastructure improvements to serve new growth areas, redevelopment areas, and areas with badly deteriorating infrastructure. (All)*
- ***Transportation and Utilities, Obj. D, Policy 4:*** *Seek improved taxing powers for the City in order to provide a more equitable means of financing transportation and facilities services. (ED-3.2)*
- ***Government Operations and Fiscal Management, Obj. C, Policy 2:*** *Seek equitable distribution of City investments towards promoting employment opportunities, infrastructure, and other community benefits appropriate to the community needs and proportionate to the population size. (ED-3.2)*

PUBLIC SERVICES

GOAL PS-1: Support Civic and Public Institutions in the PUC.

Policy PS-1.1: Provide for adequate civic and public safety facilities and essential services in the PUC.
Policy PS-1.2: Assist the State in providing a high-quality environment for public schools and educational institutions in the PUC.

Aligns with GP:

- ***Transportation and Utilities, Obj. D, Policy 1:*** *Provide adequate resources to ensure the maintenance and improvement of transportation systems and utilities. (PS-1.1)*
- ***Population, Obj. A, Policy 1:*** *Allocate efficiently the money and resources of the City in order to meet the needs of Oʻahu's current and future population. (PS-1.1)*
- ***Physical Development and Urban Design, Obj. A, Policy 3:*** *Require new developments to provide or pay the cost of all essential community services, including roads, utilities, schools, parks, and emergency facilities that are intended to directly serve the development. (PS-1.2)*
- ***Government Operations and Fiscal Management, Obj. A, Policy 1:*** *Maintain and adequately fund*

City government services at the level necessary to be effective. (PS-1.1)

GOAL PS-2: Plan for Emergency Management and Hazard Mitigation in the PUC.

Policy PS-2.1: Increase resilience to disruptive hazard events through coordinated effort.
Policy PS-2.2: Strengthen community disaster preparedness.

Aligns with GP:

- ***Public Safety and Community Resilience, Obj. B Policy 4:*** *Collaborate with State and federal agencies to provide emergency warnings, protection, mitigation, response, and recovery, during and after major emergencies such as tsunamis, hurricanes, and other high-hazard events. (PS-2.1, PS-2.2)*
- ***Public Safety and Community Resilience, Obj. B Policy 8:*** *Foster disaster-ready communities and households through implementation of resilience hubs and other resiliency strategies. (PS-2.2)*

GOAL PS-3: Maintain Efficient Energy and Telecommunications Systems in the PUC.

Policy PS-3.1: Site energy and telecommunications systems appropriately to avoid hazards and adverse visual impacts.
Policy PS-3.2: Increase production of renewable energy at the building and community scale.

Aligns with GP:

- ***Natural Environment and Resource Stewardship, Obj. B, Policy 3:*** *Locate and design public facilities, infrastructure and utilities to minimize the obstruction of scenic views. (PS-3.1)*
- ***Energy Systems, Obj. A, Policy 7:*** *Manage resources and development of communities in line with long-term efficiency and sustainability goals and targets in the areas of energy, carbon emissions, waste streams, all utilities, and food security. (All)*
- ***Transportation and Utilities, Obj. C, Policy 1:*** *Maintain and upgrade utility systems in order to avoid major breakdowns and service interruptions. (PS-3.1)*

GOAL PS-4: Provide Efficient Solid Waste Services for PUC Residents.

Policy PS-4.1: Efficiently and sustainably manage the region's solid waste system.

Aligns with GP:

- ***Transportation and Utilities, Obj. B, Policy 3:*** *Use technologies that provide water, waste disposal, and recycling services at a reasonable cost and in a manner that addresses environmental and community impacts. (PS-4.1)*

APPENDIX A.

DRAFT BILL FOR AN ORDINANCE

HONOLULU CITY COUNCIL

KE KANIHELA O KE KALANA O HONOLULU

CITY AND COUNTY OF HONOLULU

ORDINANCE _____

BILL _____

A BILL FOR AN ORDINANCE

TO ADOPT THE REVISED PRIMARY URBAN CENTER DEVELOPMENT PLAN FOR THE CITY AND COUNTY OF HONOLULU.

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

SECTION 1. The purpose of this ordinance is to repeal the existing Development Plan for the Primary Urban Center, Chapter 24, Article 2, Revised Ordinances of Honolulu 2021, and to adopt a new Article 2 incorporating the revised Primary Urban Center Development Plan.

This development plan ordinance adopts a revised development plan for the Primary Urban Center that presents a vision for the Primary Urban Center's future development consisting of policies, guidelines, and conceptual schemes that will serve as a policy guide for more detailed zoning maps and regulations, and for public and private sector investment decisions.

This ordinance is enacted pursuant to the powers vested in the City and County of Honolulu by Chapter 46 and § 226-58, Hawai'i Revised Statutes (HRS).

SECTION 2. Article 2, Chapter 24, Revised Ordinances of Honolulu 2021, ("Primary Urban Center"), is repealed.

SECTION 3. Chapter 24, Revised Ordinances of Honolulu 2021, is amended by adding a new Article 2 to read as follows:

"Article 2. Primary Urban Center

§ 24-2.1 Definitions.

Unless the context otherwise requires, the following definitions govern the construction of this article.

Department or Department of Planning and Permitting. The department of planning and permitting of the city.

Development. Any public improvement project, or any public or private project requiring a zoning map amendment.

Development Plan or Sustainable Communities Plan. A plan document for a given geographic area that consists of conceptual schemes for implementing and accomplishing the development objectives and policies of the general plan for the several parts of the city.

Director. The director of planning and permitting.

PUC DP. The Primary Urban Center Development Plan attached hereto as Exhibit A and made a part hereof.

Environmental Assessment or EA. A written evaluation prepared in compliance with the environmental council's procedural rules and regulations implementing HRS Chapter 343 to determine whether an action may have a significant environmental effect.

Environmental Impact Statement or EIS. An informational document prepared in compliance with the environmental council's procedural rules and regulations implementing HRS Chapter 343, which discloses the environmental effects of a proposed action, effects of a proposed action on the economic and social welfare of the community and State, effects of the economic activities arising out of the proposed action, measures proposed to minimize adverse effects, and alternatives to the action and their environmental effects.

Finding of No Significant Impact or FONSI. A determination based on an environmental assessment that the subject actions will not have a significant effect, and therefore will not require the preparation of an environmental impact statement.

Functional Plan. The public facility and infrastructure plans prepared by public agencies to further implement the vision, policies, and guidelines set forth in the Primary Urban Center Development Plan.

General Plan. The general plan of the city as defined by Charter Section 6-1508.

Planning Commission. The planning commission of the city.

Project Master Plan. A conceptual plan that covers all phases of a development project. The project master plan consists of that portion of an environmental assessment or environmental impact statement that illustrates and describes how the

project conforms to the vision for Primary Urban Center, and the relevant policies and guidelines for the site, the surrounding lands, and the region.

Significant Zone Change. A zone change that involves at least one of the following:

(1) Any change in zoning of 10 or more acres of land to a low-density apartment zoning district from a less intensive zoning district;

(2) Any change in zoning of two or more acres of land to a medium-density or high-density apartment zoning district from a less intensive zoning district;

(3) Any change in zoning of five or more acres of land to the resort, business, industrial, apartment mixed use, business mixed use, or industrial mixed use zoning district from a less intensive zoning district; or

(4) Any development that would have a major social, environmental, or policy impact, or major cumulative impacts due to a series of applications in the same area.

Special Area or Adaptation Area. A designated area within the Primary Urban Center Development Plan area that requires detailed planning efforts beyond what is contained in the Primary Urban Center Development Plan.

Special Area Plan. A plan for a special area or adaptation area.

Unilateral Agreement. A conditional zoning agreement made pursuant to Revised Ordinances of Honolulu § 21-2.80 or any predecessor or successor provision that imposes conditions on a landowner or developer's use of the property at the time of the enactment of an ordinance for a zoning change.

Vision. The future outlook for the Primary Urban Center region extending out to the year 2040 and beyond that entails the creation of a community growth boundary; an open space network to protect and enhance the region's environmental, cultural and scenic resources; smart, livable, neighborhoods with a range of housing choices; an efficient and balanced transportation network; and provision of adequate infrastructure and community facilities to address the anticipated impacts of climate change and to meet the Primary Urban Center's future needs.

§ 24-2.2 Applicability and intent.

(a) The Primary Urban Center Development Plan includes the coastal plain that extends along O‘ahu’s southern shore from Wai‘alae-Kāhala in the east to Pearl City in the west, and from the shoreline to the westerly slopes of the Ko‘olau mountain range.

(b) It is the intent of the Primary Urban Center Development Plan to provide a guide for orderly and coordinated public and private sector development in a manner that is consistent with applicable general plan provisions, including the full development of the Primary Urban Center through higher-density redevelopment in urban areas designated for such uses, and the concentration of economic activity and government services.

(c) The provisions of this article and the Primary Urban Center Development Plan are not regulatory. Rather, they are established with the explicit intent of providing a coherent vision to guide all new public and private sector development within Primary Urban Center. This article shall guide any development for Primary Urban Center, public investment in infrastructure, zoning and other regulatory procedures, and the preparation of the city’s annual capital improvement program budget.

§ 24-2.3 Adoption of the Primary Urban Center Development Plan.

(a) This article is adopted pursuant to Charter Section 6-1509 and provides a self-contained development plan document for the Primary Urban Center. Upon enactment of this article, all proposed developments will be evaluated against how well they fulfill the vision for the Primary Urban Center enunciated in the Primary Urban Center Development Plan and how closely they satisfy the policies and guidelines selected to implement that vision.

(b) The plan entitled, “Primary Urban Center Development Plan,” attached to this ordinance as Exhibit A, is hereby adopted by reference and made a part of this article.

(c) Chapter 24, Article 1, entitled “Development Plan Common Provisions, “in its entirety, is no longer applicable to the Primary Urban Center Development Plan area. This article and the Primary Urban Center Development Plan, as adopted by reference in this article, supersedes any and all common provisions previously applicable to the Primary Urban Center area.

§ 24-2.4 Existing zoning and subdivision ordinances, approvals, and applications.

(a) All existing subdivisions and zoning approved prior to the effective date of this ordinance for projects, including but not limited to those subject to unilateral agreements, continue to remain in effect following the enactment of this ordinance.

(b) Subdivision and zoning ordinances applicable to the Primary Urban Center Development Plan area enacted prior to the effective date of this ordinance continue to regulate the use of land within demarcated zones of the Primary Urban Center Development Plan area until such time as the subdivision and zoning ordinances may be amended to be consistent with the revised Primary Urban Center Development Plan.

(c) Notwithstanding adoption of the Primary Urban Center Development Plan, applications for subdivision actions and land use permits accepted by the department for processing prior to the effective date of this ordinance continue to be subject only to applicable ordinances and rules and regulations in effect at the time the application is accepted as complete for processing.

§ 24-2.5 Consistency.

(a) In the performance of their prescribed powers, duties, and functions, all city agencies shall conform to and implement the policies and provisions of this article and the Primary Urban Center Development Plan. Pursuant to Charter Section 6-1511.3, public improvement projects, subdivision, and zoning ordinances must be consistent with the Primary Urban Center Development Plan.

(b) Any questions of interpretation regarding the consistency of a proposed development with the provisions of the Primary Urban Center Development Plan and the objectives and policies of the general plan will ultimately be resolved by the council.

(c) In determining whether a proposed development is consistent with the Primary Urban Center Development Plan, the responsible agency shall primarily take into consideration the extent to which the development is consistent with the vision, goals, policies, and guidelines set forth in the Primary Urban Center Development Plan.

(d) Whenever there is a question regarding consistency between existing subdivision or zoning ordinances, including any unilateral agreement, and the Primary Urban Center Development Plan, the existing subdivision or zoning ordinances shall prevail until such time as they may be amended to be consistent with the Primary Urban Center Development Plan.

§ 24-2.6 Implementation.

The Implementation of this article relating to the Primary Urban Center Development Plan will be accomplished by:

(1) Initiating amendments to zoning maps and the Revised Ordinances of Honolulu to achieve consistency with the vision, goals, policies, and guidelines of the Primary Urban Center Development Plan;

(2) Guiding public investment in infrastructure through functional plans that support the vision of the Primary Urban Center Development Plan;

(3) Guiding development in special areas of critical concern through the formation of special area plans; and

(4) Incorporating the Primary Urban Center Development Plan priorities through the public infrastructure map, and the city's annual budget process.

§ 24-2.7 Zone change applications.

(a) All zone change applications relating to land in the Primary Urban Center Development Plan area will be reviewed by the department for consistency with the general plan, the Primary Urban Center Development Plan, and any applicable special area plan.

(1) The director shall recommend either approval, approval with changes, or denial. The director's written review of the application will become part of the zone change report, which will be sent to the planning commission and the city council.

(2) A project master plan shall be part of an EA or EIS for any project involving a significant zone change. The director shall review the project

master plan for its consistency with the Primary Urban Center Development Plan.

(3) Any development or phase of development already covered by a project master plan that has been fully reviewed under the provisions of this article does not require a new project master plan; provided that the director determines the proposed zone change is generally consistent with the existing project master plan for the affected area.

(4) If a final EIS has already been accepted for a development, including one accepted prior to the effective date of this ordinance, then a subsequent project master plan is not required for the development.

(b) Projects that involve a significant zone change will be required to submit an EA to the department prior to an application for a zone change being accepted. Any development or phase of a development that has already been assessed under the National Environmental Policy Act (NEPA), HRS Chapter 343 (Hawai‘i Environmental Policy Act or HEPA), Chapter 25, or the provisions of this article, and for which a FONSI has been filed or a required EIS has been accepted, is not subject to further EA or EIS requirements under the article, unless otherwise required by NEPA or HEPA.

(c) The department shall review the EA, and based on review of the EA, the director shall determine whether an EIS will be required or whether a FONSI will be issued.

(d) If an EIS is required, the EIS must be accepted by the director prior to the acceptance of a zone change application.

(e) Zone changes must be processed in accordance with this section and all applicable requirements under Chapter 21.

§ 24-2.8 Annual capital improvement program review.

Annually, the director shall work jointly with the director of budget and fiscal services and applicable city agencies to review all projects in the city’s capital improvement program, and budget for compliance and consistency with the general plan, the Primary Urban Center Development Plan and other development plans, any applicable special area plan provisions, and the appropriate functional plans. The

director shall prepare a written report of findings to be submitted to the council in accordance with Charter Section 6-1503.

§ 24-2.9 Ten year review.

(a) The department shall conduct a comprehensive review of the Primary Urban Center Development Plan, adopted by reference in Section 24-2.3(b), every ten years subsequent to the effective date of this ordinance, and shall report its findings and recommended revisions, if any, to the council.

(b) The Primary Urban Center Development Plan will be evaluated to assess the appropriateness of the plan's regional vision, goals, policies, guidelines, and implementing actions, as well as its consistency with the general plan.

(c) Nothing in this section should be construed as prohibiting the processing of a revision to the Primary Urban Center Development Plan at any time in the event either the director or council recommends consideration of such a revision, pursuant to the Charter.

§ 24-2.10 Authority.

Nothing in this article shall be construed as an abridgment or delegation of the responsibility of the director, or of the inherent legislative power of the council, to review or revise the Primary Urban Center Development Plan pursuant to the Charter and the above procedures.

§ 24-2.11 Severability.

If any provision of this article or the application thereof to any person or property or circumstances is held invalid, such invalidity does not affect the validity of the other provisions or applications of this article that may be given effect without the invalid provision or application, and to this end the provisions of this article are declared to be severable.

§ 24-2.12 Conflicting provisions.

Any provision contained in this article as it pertains to land within the Primary Urban Center Plan area, prevails should there be any conflict with the common provisions or any other provisions under Chapter 24."

A BILL FOR AN ORDINANCE

SECTION 4. Effective date of the Primary Urban Center Development Plan. The City Clerk is hereby directed to date the Primary Urban Center Development Plan attached as Exhibit A to this ordinance with the effective date of this ordinance.

SECTION 5. In SECTION 3 of this ordinance, the Revisor of Ordinances shall, pursuant to the Revisor of Ordinances' authority under § 1-16.3(b)(1), Revised Ordinances of Honolulu 2021, replace the phrase "effective date of this ordinance" with the actual effective date.

A BILL FOR AN ORDINANCE

SECTION 6. This ordinance takes effect upon its approval.

INTRODUCED BY:

_____

_____

_____

_____

_____

_____

DATE OF INTRODUCTION: _____

_____

_____ _____

Honolulu, Hawai'i Councilmembers

APPROVED AS TO FORM AND LEGALITY:

_____

Deputy Corporation Counsel

APPROVED this _____day of _____, 20 ___ .

_____

RICK BLANGIARDI, Mayor
City and County of Honolulu

APPENDIX B.

PUC DP PUBLIC REVIEW DRAFT COMMENTS

AND AGENCY RESPONSES

The Public Review Draft was posted online, and notifications were distributed to project lists in May 2022; The Public Comment period was extended through the end of January 2023.

- Summary Table

Commenter	General Topic	PRD Ref. Page(s)	Comment Summary	DPP Response/text edit	Was a change made?		
			Introduction				
State of Hawai'i Office of Planning and Sustainable Development (OPSD)	Correction		Acronym Key. Organization names for CWRM and HART are incorrect.	Correction made. CWRM- ~~State~~ Commission on Water Resource Management; HART-Honolulu ~~Department~~ Authority for Rapid Transportation	yes		
OPSD	Intro/Land Use Planning and Management	2	Although the draft incorporates much of the content from the City's TOD plans, there is no reference to the TOD plans and their role in this section and this should be incorporated here.	~~Other~~ Additional supporting plans include the Transit-Oriented Development Plans that provide specialized guidance for rail station areas and neighborhoods, adopted policy guidance documents like Honolulu's Age-Friendly City Action Plan, and the City's O'ahu Resilience Strategy and Climate Action Plan, and other functional and facilities plans ~~planning not required by Charter~~.	yes		
OPSD	Intro/Land Use Planning and Management	2	The sentence discussing the Board of Water Supply watershed management plans states these collectively comprise the Hawai'i Water Plan. This is a mischaracterization of the Hawai'i Water Plan and should probably be corrected.	The City also partners with the semi-autonomous Board of Water Supply (BWS) to align policies with the BWS Watershed Management Plans (WMPs) that correspond to the island's eight planning regions and collectively comprise the ~~Hawai'i Water Plan~~ O'ahu Water Management Plan.	yes		
Honolulu Office of Climate Change, Sustainability and Resiliency (CCSR)	Intro/Land Use Planning and Management	2	Add reference to Climate Action Plan: Other supporting plans include adopted policy guidance documents like Honolulu's Age-Friendly City Action Plan ~~and~~ , and the City's O'ahu Resilience Strategy and Climate Action Plan, and other functional and facilities planning not required by Charter.	~~Other~~ Additional supporting plans include the Transit-Oriented Development Plans that provide specialized guidance for rail station area neighborhoods; adopted policy guidance documents like Honolulu's Age-Friendly City Action Plan, and the City's O'ahu Resilience Strategy, and Climate Action Plan; and other functional and facilities plans ~~planning not required by Charter~~.	yes		
CCSR	Intro/Why Update this Plan?	3	Climate change hazards and their impacts are increasing in frequency and intensity, including ~~Potential~~ anticipated sea level rise impacts in the PUC ~~are~~ projected to be disproportionately higher than elsewhere in the State due to the high density and high value of development on the region's low-lying coastal lands.	Climate change hazards and their impacts are increasing in frequency and intensity, including ~~Potential~~ sea level rise impacts in the PUC, ~~are~~ projected to be disproportionately higher than elsewhere in the State due to the high density and high value of development on the region's low-lying coastal lands.	yes, partial		
CCSR	Intro/Why Update this Plan?	3	Page 3 A notable exception is the policy discussion on planning for climate change and sea level rise, which necessitates ~~a further~~ both a near- and long-term look ahead.	A notable exception is the policy discussion on planning for climate change and SLR impacts, which necessitates ~~a further~~ both a near and longer-term look ahead.	yes		
DPP edit	Guiding Principles	5	Changed "Key Principles" headers to "Guiding Principles" to match terminology used at public meetings and throughout plan development.	~~Key~~ Guiding Principles ~~PUC DP Guiding Principles:~~ The Vision ~~for the PUC~~ to 2040 and beyond	yes		
CCSR	Principles/Increase Agency Coordination	6	Bolster inter-governmental collaboration and partnerships between City agencies and State agencies to solve cross-cutting challenges such as housing affordability, transportation safety and accessibility, sea level rise and climate change adaptation and action (i.e., mitigation), and economic development.	Bolster inter-governmental collaboration and partnerships between City agencies and State agencies to solve cross-cutting challenges such as housing affordability, transportation safety and accessibility, sea level rise and climate change actions, ~~adaptation,~~ and economic development.	yes, partial		
CCSR	Principles/Create Housing Solutions	6	Champion policies that result in safe, healthy, resilient, and affordable housing	Champion policies that result in safe, healthy, resilient, and affordable housing options.	yes		
CCSR	Principles/Prepare for Sea Level Rise + Climate Change	7	~~Plan~~ Mitigate the root causes of climate change and plan for and adapt to sea level rise and other climate change hazards ~~and the root causes of climate change~~ in accordance with guidance from the City's Climate Change Commission and the best available science, and work cooperatively to consider all available options.	Mitigate the root causes of climate change and ~~P~~plan for and adapt to sea level rise and other climate change hazards in accordance with guidance from the City's Climate Change Commission, and best available science, ~~and w~~. Work cooperatively to evaluate ~~all available~~ options and implement best practices. Put in place a Climate Adaptation Strategy ~~that~~ and outline capital improvements, infrastructure assessments, ~~development regulations,~~ and other measures needed to address the long term effects of climate change ~~and sea level rise~~.	yes, partial		
Honolulu Authority for Rapid	Principles/Enhance Multi-modal Transportation	7	p. 7, third sentence Continue to provide world class transit service through TheBus, TheHandi-Van, and ~~planned~~ rail service.	Continue to provide world class transit service through TheBus, TheHandi-Van, and ~~planned~~ rail service.	yes		

Waikiki Neighborhood Board (NB) 9	Guiding (Key) Principles, transportation concerns	5, 7	The Board supports the 12 Key Principles. However, while the Board supports Key Principle 2 and 9 related to access and transportation, we do have the following concerns: [*Regarding Principle 9 Enhance Multi-Modal Transportation*] 1. When implementing Complete Street features in and around Waikiki, ensure these improvements do not compromise the ability of emergency vehicles to respond in a timely manner or in anyway hinder emergency response operations. Ideally, any improvements associated with multi-modal improvements to our streets would enhance the ability of emergency vehicles and personnel to respond to events in our neighborhood. 2. Additionally, ensure that transportation improvements do not reduce the number of street parking spaces available currently in our neighborhood.	Partial change to emphasize all multi-modal users in Principle 9: Improve the quality and safety of the pedestrian environment and continue to expand safe facilities for ~~bicyclists~~ all users. Acknowledge and plan for evolving mobility choices, including bicyclists, shared mobility, electric vehicles, and autonomous vehicles. Continue to provide world class transit service through TheBus, TheHandi-Van, and rail service. Maintain a balanced freight network.	yes, partial		
			Chapter One: Growth + Development				
Waikiki NB 9	Growth + Development Goals, support	12	We support proactively planning for context appropriate infill and redevelopment and the pursuit of various administrative, legal and financial incentives to bring about these developments.	Comment noted.	N/A		
Waikiki NB 9	*Goal GD-1: Direct Higher Density Growth to Mixed-use Transit Oriented Development (TOD) Areas,* support	12	While no official TOD neighborhood provisions are planned for Waikiki, we support mixed use development focused in these areas so that our rail system is more accessible and useful for all users, including residents of Waikiki.	Comment noted.	N/A		
Honolulu Department of Transportation Services (DTS)	Development policies, Growth Forecasts	15	Include the PUCDP growth scenarios, as there is only one reference to the Transit Oriented Development (TOD) Demand Forecast on page 155. The PUCDP growth scenarios, including TOD plans, must be supported by island wide constrained land use forecasts (such as those prepared for the annual report). This effort is mandatory to model the impacts of the PUCDP's transportation goals.	The narrative in the draft PUC DP acknowledges that there is potential for variability in the 20 year outlook as it relates to development in the TOD areas, primarily based on the how quickly known projects are realized. The PUC DP forecasts are derived from both the current Annual Report projections and the 2019 TOD Demand Forecast. However, DPP's islandwide constrained land use forecast (including TOD projects) is updated with frequency through the DPP's Annual Report. For clarity, the following text was added to the section under the heading, 'Urban Pattern Shifts Over Time in the PUC ': New development in the PUC will overwhelmingly be in the form of infill or redevelopment. While the DPP expects development in O'ahu's "second city" region to the west (Ewa-Kapolei) to continue at a faster pace for the Plan's twenty year time horizon, the new development oppportunities in the PUC's rail corridor are nonetheless subject to substantial growth over time. This potential is reflected in the PUC DP's land use policies and supported by the Honolulu TOD Demand Analysis and Market Projections prepared for the City by Strategic Economics (2019). It is important that the new growth occuring in the PUC position residents in areas that are supported by transit, jobs, and services, and reduce the need for further sprawl. Such a growth pattern will position the PUC to continue to densify in the longer term in a livable and sustainable fashion.	yes		
DPP edit	Section Header: Relationship between the City's Devevolpment Plans and Future Growth	16	Text stricken is redundant to other text on same page.	Relationship between the PUC DP ~~City's Devevolpment Plans~~ and ~~Future~~ Growth The City's Development Plans play a critical role with regards to the location and nature of growth on O'ahu~~. Specifically, the PUC DP presents "place types" (land uses and intensities), neighborhood character vision, and growth policies that together sketch a framework for the continued maturation and growth of the PUC~~:	yes		
OPSD	Vision Map/Associated Metrics	18	It would help to add the percentage of island households and population in the PUC DP areas. This provides a clearer picture of how the City is doing in directing growth to the PUC.	Chapter 1. Growth + Development Indicator: PUC Actual Population Share and General Plan (GP) Allocation GP PUC Share to 2040 (43%), Actual 2020 share (45%) Why This Indicator? The General Plan sets the respective population shares for each development area based on the City's directed growth policies. These include to fully develop the PUC, to establish a "second city" in Ewa-Kapolei, and to keep the more rural areas stable. It may seem counter-intuitive that the PUC's population share would remain roughly stable for the PUC DP's 20 year horizon. However, due to new development projected in the PUC, it is not expected to lose population share to the faster-growing Ewa area. Rather, both DP areas will absorb the bulk of O'ahu's population growth during the Plan horizon.	yes		
HART	Vision Map	18	p. 18, legend (at left) ~~Phase 2 HART~~ Future Rail Extension	HART changed to Skyline	yes		

HART	Vision Map	18	p. 18, Legend ~~Proposed long-term connection of~~ Adopted locally preferred alternative for rail transit to Waikiki/UH-Manoa"	Phase 2 is shown to Ala Moana Center in keeping with current statements from the City administration. Potential extension to UH Manoa is referenced but not shown.	yes		
HART	Vision Map	18	p. 18 - 19, Map [Rail line extension needs to follow Kapiolani and University Avenue.]	See above comment.	yes		
HART	Vision Map	19	p. 19, Call out describing Ala Moana Area A high-intensity urban mixed-use district arises around the Kālia rail station and mobility hub~~end of the HART rail~~, Ala Moana Mall, and Kapiolani/Ke'eaumoku	A high-intensity urban mixed-use district arises around the end of the ~~HART~~ Skyline rail line, Ala Moana Shopping Center ~~Mall~~, and Kapi'olani/Ke'eaumoku	partial		
DPP edit	*GD-1.1: Focus higher intensity mixed-use development and supporting public infrastructure around rail stations.*	20	Although the GD-1 Goal is all about TOD implementation, a Priority Action was added to directly support the adopted TOD Neighborhood Plans.	**Implement TOD Neighborhood Plans.** Support the vision and implementation of the TOD Neighborhood Plans. Plans within the PUC include: 'Aiea-Pearl City,Halawa, Airport, Kalihi, Downtown, Civic Center Kaka'ako (HCDA), and Ala Moana.	yes		
DPP edit	*GD1.1 Other Actions.*	20	Revised to highlight this action as promoting a design consideration for station adjacent projects.	~~Develop guidance in partnership with HART for integrating~~ Thoughtfully integrate transit stations into planned adjacent developments.			
OPSD	*GD-1.2: Create mixe-use TOD neighborhoods with meaningful character and a sense od place./ Priority Actions*	21	It would help readers to introduce in the introductory text that "Key Streets" are an element in the TOD plans.	Context was added to the Priority Action text: "Key Streets" Policy Implementation. Key Streets are streets in the direct vicinity of a rail station and identified in the TOD Neighborhood Plans as vital areas to support active mobility and economic activity. Continue implementing the Key Streets requirements for active ground floor uses on key transit-adjacent streets. Extend Key Streets requirements to require active uses at additional intersections over time.	yes		
State of Hawai'i Department of Transportation Airports Division (HDOT-A)	*GD-1.4: Refine the discretionary TOD permitting process to balance higher-density entitlements with commensurate community benefits.*	23	The HDOT-A objects to the proposal to increase building height restrictions through "height/density bonuses for community benefits" (Page 23, PDF Page 29); the proposed height increase violates HDOT-A zoning rules that protect the airspace for aircraft safety.	Changes to the PUC DP Land Use Map were made to address the concerns of HDOT-A and may be found in the appendix to this comment table. The map changes specify that the hatched areas are subject to further FAA review.	yes		
OPSD	*GD-2.2: Promote moderate-scale residential infill while preserving affordability in mixed-density neighborhoods./ Other Actions*	25	Mitigation of gentrification is an issue for this policy as well as another "Other Action" that targets what the City might do to avoid or mitigate gentrification and displacement might be warranted here.	On Gentrification: The PUC DP includes an expansive list of actions to support desirable changes for more equitable communities. These include (but are not limited to) inclusionary housing policies and other strategies to invest in a greater supply and diversity of affordable housing; encouraging and enabling community engagement with both the public planning process and with the planning processes of developers; placing attention on equity in all public expenditures, including infrastructure; programs aimed at the rehabilitation of existing housing stock and improved resource efficiency; improving transportation access and mode choice for all residents; and importantly, centering health and wellness in the discussion of the built environment.	no		
OPSD	*GD-2.2: Promote moderate-scale residential infill while preserving affordability in mixed-density neighborhoods./ Other Actions*	25	Mitigation of gentrification is an issue for this policy as well as another "Other Action" that targets what the City might do to avoid or mitigate gentrification and displacement might be warranted here.	On Displacement: Added new bullet under Other Actions, Recommend relocation assistance and option to return as a condition when multi-family buildings are redeveloped.	yes		
DPP edit	*GD-3.3 Priority Action: Addressing house-form multi-family.*	30	Edit made to clarify that site suitability is a factor in any such policy development. See also GD-4.1 on steep slopes.	Where other conditions permit, consider ~~Consider~~ allowing up to four-plexes that can meet lower-intensity development standards and provide on-site parking.	yes		
DPP edit	GD-5.1, Other Actions	34	Relocated similar action to new "Other Policy" for GD-2.2 (PRD page 25).	~~*Conduct periodic assessments and surveys of displacement and housing quality in Town Medium and Town Low areas (primarily A-1 and A-2 zones).*~~	yes		
DPP edit	*GD-5.3: Support and maximize high-quality affordable housing in redevelopments on public lands.*	36	Removed "in redevelopments" as not contingent to the policy goal.	*GD-5.3: Support and maximize high-quality affordable housing ~~in redevelopments~~ on public lands.*	yes		
HART	Correction	37	p. 37, Bottom left [Missing photo]	Removed stray photo caption.	yes		
	Chapter 1, comments on general content	n/a					

State of Hawai'i Climate Change Mitigation & Adaptation Commission (State Climate Commission)	Development policies, General, support	n/a	In the Growth + Development, Housing, and Placemaking + Character sections we appreciate all your work to focus on increasing access to transit, improving the walkability and bikeability of neighborhoods, higher density and mixed-use growth and promoting infill. Of special interest is the inclusion of green space and street trees in your planning and design. Trees, green spaces and nature-based solutions are going to play a vital role in making our cities more resilient, as our climate changes and temperatures rise.	Comment noted.	N/A		
OPSD	Development policies, General, support	n/a	OPSD strongly supports the prominence given in the draft Plan to transit-oriented development (TOD), the creation of mixed-use, transit-rich communities, and policies for mobility and connectivity within the PUC DP area. These are essential elements for infill development and redevelopment within O'ahu's urban core that are critical to preserving productive agricultural lands, conservation lands, and rural/open landscapes on O'ahu and containing the cost of urban infrastructure. In particular, we acknowledge and support the incorporation of key State TOD projects/initiatives incorporated in the draft Plan, including the Aloha Stadium redevelopment, Hawai'i Public Housing Authority redevelopment plans, and State projects in the Iwilei-Kapalama area. We also note specific policies that OPSD supports including those promoting additional housing and increased density and the preservation of industrial areas with the PUC DP area.	Comment noted.	N/A		
Honolulu Fire Department (HFD)	Development standards, Fire safety specifications	n/a	Fire department access roads shall be provided such that any portion of the facility or any portion of an exterior wall of the first story of the building is located not more than 150 feet (46 meters) from fire department access roads as measured by an approved route around the exterior of the building or facility. (National Fire Protection Association [NFPA] 1; 2018 Edition, Sections 18.2.3.2.2 and 18.2.3.2.2.1, as amended) Fire department access roads shall be provided such that any portion of the facility or any portion of an exterior wall of the first story of the building is located not more than 150 feet (46 meters) from fire department access roads as measured by an approved route around the exterior of the building or facility. (National Fire Protection Association [NFPA] 1; 2018 Edition, Sections 18.2.3.2.2 and 18.2.3.2.2.1, as amended)	Comment noted. Site specific requirements are addressed during the permitting process.	N/A		
HFD	Development standards, Fire safety specifications	n/a	An approved water supply capable of supplying the required fire flow for fire protection shall be provided to all premises upon which facilities, buildings, or portions of buildings are hereafter constructed or moved into the jurisdiction. The approved water supply shall be in accordance with Section 18.4. (NFPA 1; 2018 Edition, Section 18.3.1)	Comment noted. Site specific requirements are addressed during the permitting process.	N/A		
HFD	Development standards, Fire safety specifications	n/a	Submit civil drawings to the Department of Planning and Permitting for the HFD's review and approval.	Comment noted. Site specific requirements are addressed during the permitting process.	N/A		
HDOT-A	Development standards, Airports specifications	n/a	A large portion of the PUC is within five miles of the Daniel K. Inouye International Airport (HNL). All projects within five miles from Hawaii State airports are advised to read the Technical Assistance Memorandum (TAM) for guidance with development and activities that may require further review and permits. The TAM can be viewed at this link: http ://files.hawaii.gov/dbedt/op/docs/TAM-FAA-DOT-Airports 08-01-2016.pdf.	Comment noted. Site specific requirements are addressed during the permitting process.	no		
HDOT-A	Development standards, Airports specifications	n/a	Areas of the PUC DP are within 20,000 feet of the runways at HNL. All developments in this area require the HDOT-A and the Federal Aviation Administration's review during the planning and permitting phases.	Comment noted. Site specific requirements are addressed during the permitting process.	N/A		
DLNR-DE	Development standards, flood hazards	n/a	The rules and regulations of the National Flood Insurance Program (NFIP), Title 44 of the Code of Federal Regulations (44CFR), are in effect when development falls within a Special Flood Hazard Area (high-risk areas). Be advised that 44CFR, Chapter 1, Subchapter B, Part 60 reflects the minimum standards as set forth by the NFIP. Local community flood ordinances may stipulate higher standards that can be more restrictive and would take precedence over the minimum NFIP standards.	Comment noted. Site specific requirements are addressed during the permitting process.	N/A		

DLNR-DE	Development standards, flood hazards	n/a	The owner of the project property and/or their representative is responsible to research the Flood Hazard Zone designation for the project. Flood zones subject to NFIP requirements are identified on FEMA's Flood Insurance Rate Maps (FIRM). The official FIRMs can be accessed through FEMA's Map Service Center (msc.fema.gov). Our Flood Hazard Assessment Tool (FHAT) (http ://gis.hawaiinfip.org/FHAT) could also be used to research flood hazard information.	Comment noted. Site specific requirements are addressed during the permitting process.	N/A		
			Chapter Two: Placemaking + Character				
DPP edit	*Policy PL-1.4: Preserve cultural and archaeologically significant resources in the PUC while improving public access.*	40	Removing overly broad language since providing more public access to some sensitive resources is not always the appropriate preservation action.	*Policy PL-1.4: Preserve cultural and archaeologically significant resources in the PUC ~~while improving public access~~.*	yes		
DPP edit	*Policy PL-2.3: Mitigate the Urban Heat Island Effect, especially in interior neighborhoods lacking trees.*	40	Revised to reflect that actions for this policy are all aligned with tree canopy goals. In addition, Urban Heat Island Effect is more thoroughly and effectively addressed in Chapter 7 Healthy Communities policy HC-1.3: Avoid/mitigate the Urban Heat Island Effect and reduce heat stress.	*Policy PL-2.3: ~~Mitigate the Urban Heat Island Effect~~ Actively pursue Honolulu's tree canopy goals, especially in interior neighborhoods lacking trees.*	yes		
Waikiki NB 9	*Goal PL-2: Promote Excellent Building and Site Design that Responds to Honolulu's Climate and Environment,* support	40	We support all goals in this section and specifically Goal PL-2 to promote excellent building and site design. This can be achieved in Waikiki by completing an update of the Waikiki Special District Design Guidelines.	Comment noted. Please be informed that the City has issued an RFP for a Waikiki Area Adaption Plan to be awarded in summer of 2023, that will include a review of the WSD Guidelines for greater climate resiliency.	no		
DPP edit	Vision Map, Placemaking and Character Indicator	42-43	A measurable indicator was chosen for this chapter. Metrics in the Draft PUC DP were in preliminary form.	Chapter 2. Placemaking + Character Indicator: TOD NP Areas in the PUC with Adopted Zoning (out of 6) As Of 2022: 1 ('Aiea-Pearl City) Why This Indicator? Planning for mixed-use development along Honolulu's rail corridor has been ongoing along with the rail's construction. A culmination of the adopted TOD Neighborhood Plans is the adoption of corresponding zoning changes, collectively the TOD Special District, that will support higher densities and more diverse uses in rail station neighborhoods, creating live/work/play communities. Interim policies are already in place on a project-by-project basis for TOD NP areas not yet rezoned.	yes		
University of Hawai'i System (UH)	Map, Universities and Colleges Place Types designation	50	The PRD identifies the majority of UH properties under the Place Type category: "Institutional Areas + Campuses." On page 50, this Place Type is described as "Schools, hospitals, universities and other institutions, government facilities, and City owned recreation facilities," its purpose is to "Provide spaces and flexibility for important community serving institutions," and its uses include "Educational and Institutional uses," However, Institutional Areas + Campuses are bundled under "Civic Place Types" along with "Preservation Area" and "Major Parks and Open Space." Since these terms are not defined in the City's Land Use Ordinance (LUO), this inconsistency may cause confusion for future decisionmakers, affected landowners, and the community. For example, the LUO Master Use Table does not allow "Universities, colleges" uses in the "Preservation District" zoning districts.The UH recommends that the Place Type "Institutional Areas + Campuses" should be divided into two Place Types: (1) "Institutional Areas" and (2) "Universities + Colleges." "Universities + Colleges" should be categorized under the "Specific-Use + Employment District Place Types." This would be consistent with the LUO and existing practice which allows "Universities, colleges" uses within most zoning districts with a plan review use (PRU) approval. The UH is one of the largest employers in the State of Hawai'i and its uses range from higher education classrooms, offices, laboratories, research sites, residential housing for faculty and students, and commercial uses. The PRU process allows these mixed use types and is more in line with the Specific-Use + Employment District Place Types listed in the PRD.	Agree. For clarity, the Institutional Areas and Campuses place type was moved into the "Specific-Use + Employment District Place Types". Preservation Area and Major Parks and Open Space place types were regrouped as "Open Space Types".	yes		
HART	Placetypes Map	51-52	~~HART~~ Rail Station	Correction made	yes		

OPSD	Urban Growth Boundary, terminology	All maps	The text and maps use both "urban growth boundary" and "urban community boundary". OPSD recommends use of "urban growth boundary" throughout. This is a foundational City land use policy and tool that OPSD relies on when preparing the State position on land use matters before the State Land Use Commission. In addition, "Urban Growth Boundary" shoiuld be listed in the legend of all maps in which they are shown.	Uban Growth Boundary is the correct term. Change made	yes		
UH	Map, Universities and Colleges designation (cont.)	51-52, map	The UH recommends that the Place Type designations for the following UH properties be revised as indicated in the table below. The revisions are based on the Place Type designations identified in the PRD. Should the UH's recommendations in comment #1 be implemented, the Place Type designation should be "Universities + Colleges." (refer to the Full Agency Comments Appendix of the Review Report for list of TMKs)	Please see Revised Place Types Map with annotations in this Review Report for changes made.	partial		
Individual (6)	Near-Town Neighborhoods guidelines, *Subdivisions*	55	Under "NEAR TOWN NEIGHBORHOODS-Subdivisions" in the PUCDP it says, "Allow for the subdivision of large lots for new single-family housing and duplexes. Comment: There there is already a mixture of housing types from medium density high rise buildings, to townhouses, to R5, R75 and R10 single family residential lots. Wai'alae-Kahala has, in addition to valley/ridge neighborhoods, coastal lowlands similar to EHSCP but unique in PUC. Many residential lots have covenants restricting sub-division of land and land use to single family residential. The covenants run with the land and are included in property deeds. Historically these covenants were included in the leasehold leases which Bishop Estate passed on when lots were converted to fee simple in the 1980's. These covenants were intended to preserve the character of the residential neighborhood. Comment: The sub=division of large coastal lots may indicate that the DP fails to appreciate and evaluate the valuable and historic niche that estate size property brings to any City. People of high net worth often are the movers and shakers who start, invest in, support economic engines in the community, their philanthropy support many cultural and non-profit organizations, and they often hire a staff to maintain the estate. If we don't maintain an inventory of estate size homes these people will go elsewhere and Honolulu will miss out on all that they can contribute to a community. The DH/Kahala corridor of estates has a long history of such residents. However, we need to do something about the recent trend of foreign investors land banking estate properties, which is depriving the community of having such residents.	This PRD guideline statement for the Near Town place type "Allow for the subdivision of large lots for new single-family housing and duplexes. Subdivision should not result in lots smaller than 3,500 square feet and new lots should have street frontage.", encourages gentle infill where feasible and desired, consistent with other statements in the PRD. There are many considerations in practice, and your comment is noted.	no		
DPP edit	Near-Town Neighborhoods guidelines, *Adaptive Reuse*	55	Revised for clarity.	Adaptive reuse. Strongly encourage adaptive reuse and repurposing of historic buildings or facades when safe and feasible.	yes		
OPSD	Town Neighborhood High guidelines, *Support CPTED* .	60	It might help to spell this out here to eliminate the reader having to refer to the acronym key.	Support Crime Prevention through Environmental Design (CPTED).	yes		
OPSD	Industrial District, guidelines	65	These placemaking guidelines lean toward making industrial areas more attractive and less noxious for neighbors. These may have the effect of increasing costs for industrial uses. Are there other best practice guidelines for cost-effective strategies addressing the placemaking objectives for industrial or mixed-industrial districts?	Edit was made under Industrial District to clarify that 'nuisance impacts' here is primarily reffering to traffic. HIghly noxious uses are discouraged in the Flex R&D District (light industrial/mixed use) place type. Manage traffic ~~or other nuisance~~ impacts. Mitigate excessive traffic ~~nuisance~~ impacts on neighboring properties that impacts their ability to conduct normal industrial business operations.	yes		
HART	*Policy PL-1.1: Encourage development projects and a public realm that reflects Hawai'i's culture and arts.* /Priority Actions	66	p. 66, Priority Action - Art in Public Places, second sentence ~~Ensure that public improvements and private development work together to incorporate public art in and around new rail stations.~~ Create incentives for developers to incorporate public art in TOD around new rail stations.	Change accepted. ~~Ensure that public improvements and private development work together to incorporate public art in and around new rail stations.~~ Create incentives for developers to incorporate public art around new rail stations.	yes		
DPP edit	*Policy PL-1.1: Encourage development projects and a public realm that reflects Hawai'i's culture and arts.* /Priority Actions	66	Moved Priority Action content Art In City Buidlings Program: "Continue to support the Art in City Buildings Program through increased coordination." to the action above (Art in Public Places) since closely related. Added new Priority Action on Architectural Details.	Architectural Details. Encourage expressions of art and culture in architectural details, especially for large buildings.	yes		

HART	*Policy PL-1.1: Encourage development projects and a public realm that reflects Hawai'i's culture and arts.* /Priority Actions	68	p. 68, Priority Action ~~Historic Building Rehab. Support HART in administering, through a Historic Preservation Committee, funds for exterior improvements to historic properties within the rail project's area of effect, including adaptive re-use.~~ Transit Oriented Development. Actively integrate transit-oriented development with historic preservation in the vicinity of rail stations.	Change accepted. ~~Historic Building Rehab. Support HART in administering, through a Historic Preservation Committee, funds for exterior improvements to historic properties within the rail project's area of effect, including adaptive re-use.~~ Transit Oriented Development. Actively integrate transit-oriented development with historic preservation in the vicinity of rail stations.	yes		
HART	*Policy PL-1.1: Encourage development projects and a public realm that reflects Hawai'i's culture and arts.* /Other Actions	68	p. 68, Other Actions [Add bullet] Support HART with implementation of its stipulated historic preservation-related programs.	Change accepted. [Add bullet] Support HART with implementation of its stipulated historic preservation-related programs.	yes		
CCSR	*Policy PL-2.3: Mitigate the Urban Heat Island effect, especially in interior neighborhoods lacking trees.* /Other Actions	76	Add bullet point, Pursue strong non-profit partnerships to support planting and early tree care, and outreach and education to the community on the importance of trees to community health.	Change accepted and included as a new "Priority Action" for revised PL2.3. Pursue strong non-profit partnerships to support planting and early tree care, and outreach and education to the community on the importance of trees to community health.	yes		
Waikiki NB 9	*Policy PL-3.2: Support an attractive and pedestrian-friendly public realm along well-used PUC corridors.*	78	Consistent with Policy PL 3.2 - encourage and facilitate additional outdoor, curbside, restaurant and commercial seating where feasible, and the provision of parklets where practical.	Change accepted and included as a new "Other Action". Encourage and facilitate additional outdoor, curbside, restaurant and commercial seating where feasible, and the provision of parklets where practical.	yes		
			Chapter Three: Focus Areas				
OPSD	Focus Area Map	88-89	It might help to add a label, "Focus Areas", to remind the reader of where they are or what the maps is about if used separately from the DP document.	Labels Added: Focus Areas, West and Focus Areas, East	yes		
Waikiki NB 9	Waikiki Focus Area, support	88-95	1. The Board supports the provisions of this section of the Plan. Of import is the strategic implementation of robust measures (and the funding of same) to address sea level rise and climate change which is a current and catastrophic threat to Waikiki. 2. The Board also supports the Catalytic Projects outlined for our community-Waikiki focus area (page 95). Our community is very familiar with each of the efforts listed, has formally supported their implementation (including the Ala Pono Bridge), and has been involved with each of these during public outreach efforts.	Comment noted.	N/A		
Waikiki NB 9	Waikiki, Pedestrian orientation	88-95	Official policies define Waikiki as a "pedestrian first" community. As such, we expect the City and State to prioritize funding, programming and CIP expenditures for pedestrian access, bicyclists, transit users. In general, de-emphasize use of private vehicles and parking as the primary consideration driving land use decisions in our community.	Comment noted. The PUC DP is consistent with and promotes Waikiki special district policies that encourage reduction of private auto usage in Waikiki and emphasize pedestrian orientation, including Sec. 21-9.80-1 (e) and (l).	N/A		
Waikiki NB 9	Waikiki, Bike lanes	88-95	Where no bike lanes exist, increase the stenciling of "sharrows" on streets in Waikiki to inform drivers that roads are available to all types of users.	Change accepted and included under the "Multimodal Environment" header. Improve pedestrian/bicycle connections to Kapʻiōlani Regional Park, to Ala Moana Regional Park, and the Convention Center, including a protected or buffered lane along the length of Kalākaua Avenue. Where no bike lanes exist, increase the stenciling of "sharrows" on streets in Waikīkī to inform drivers that roads are available to all types of users.	yes		
MacNaughton	Waikiki, Condo-hotels	91	The Draft Plan introduces a place type scheme with a desired development and intensity characteristics. See Draft Plan at 4. As currently written, the Draft does not support condo-hotels in the Urban Neighborhood place type. See id. At 92. The Urban Neighborhood is a "high intensity" place type that accounts for the major portion of Waikiki. See id. at 46 and Place Types Map. Among the principal goals of the Draft Plan are providing a variety of housing and also supporting Waikiki as the City and State's primary economic engine. See id. at 90. Condo-hotels serve both goals by strengthening tourism and adding housing. Waikiki is one of the few areas where condo-hotels can serve this dual purpose while complementing the surrounding residential and resort uses. The use is already restricted to Waikiki. It should not be further restricted within Waikiki when it serves two of Honolulu's most pressing needs in an already "high-intensity" place type. For these reasons we ask that DPP support condo-hotel use in the Urban Neighborhood place type.	The statement was referring specifically to the Apartment Precinct of the Waikiki Special District and not all Urban Neighborhood place types. Condo-Hotels are not considered residential and therefore should not be encouraged within the Apartment Precinct which has a residential primary use. The language has been amended as follows: Mixed condo-hotel type developments should not be supported in the ~~Urban Neighborhood place type~~ apartment precinct of Waikiki where residential uses are primary.	no		

DPP edit	Waikiki Focus Area, additional content on Climate Adaptation	94	Added additional content next to "Climate Adaptation Guidelines for Towers" figure that further discusses climate adaptation planning for Waikiki.	Climate Adaptation in Waikīkī Waikīkī is a highly engineered landscape owing to the 1930's era Ala Wai Canal project that drained and filled a natural wetlands for development. As a result, the area has a high water table and the engineered beaches require extensive maintenance. It is the PUC's only large scale resort and a key driver of the island economy. It is also highly urbanized as both a resort, and a residential neighborhood. With all of this complexity, it is little wonder that Waikīkī is often heavily featured in conversations on rising sea levels and climate change adaption on O'ahu. City and state visioning and planning efforts are under way to move the needle on this conversation, and to provide first steps in design guidance and to frame continuing agency coordination. See also Chapter 8, Sea Level Rise + Coastal Hazards Planning. *The figure to the left is from the City's Climate Adaptation Design Principles for Urban Development, that align with Action 14 of the O'ahu Resilience Strategy.	yes		
Individual (5)	Ala Pono Bridge, emergency access	95	"The Ala Pono Bridge: .....the bridge will also serve to enhance emergency access to and egress from, Waikiki." (PUCDP draft page 95) The above statement is misleading and frankly dangerous. An effective emergency access to Waikiki should be an emergency vehicular access (there are several east, west and north already) not just a pedestrian one as the Not Pono Bridge is designed (Pono for this bridge is inappropriate and disrespectful to Hawaiian beliefs). For an immediate tsunami danger people should be permitted to reach the upper floors of buildings (usually parking lots in hotels & apartments) close to where they are. They should not be running on foot for 1000 meters to nowhere into level Moiiili until they reach the elevated lands of Lower Manoa across the H1 Freeway. Moreover, the banks of Ala Wai Canal have different heights: the Moiilii bank is 2 feet lower than the Waikiki Bank (attached HEMA Map). That means that Waikiki pedestrians would run from a safer ground elevation (yellow color) right into the more dangerous one of Moiliili (red color)! The tsunami waive does not just hits the Waikiki shoreline but will travel around it and up the Ala Wai Canal water course. Waikiki pedestrians, who cannot reach the upper floors should instead evacuate along the elevated Monsarrat avenue (600 meters) toward Diamond Head.	Comments are noted. The statement on emergency access and egress was removed since the main purpose for constructing the bridge is daily bicycle and pedestrian access.	yes		
DPP edit	Catalytic Projects	95	Updated description of USACE Ala Wai Flood Control Project based on newest information.	~~US Army Corps of Engineers Ala Wai Flood Control Project: flood retaining structures/features along the length of the historic Ala Wai Canal, dredging, pump stations, and green infrastructure/detention basins in the upper stream areas; Project to include ecosystem restoration and water quality improvements.~~ ~~(Community outreach for new draft project restarted in 2021)~~. Ala Wai Flood Risk Management Project: Partnership between the City and the US Army Corps of Engineers to study and evaluate flood risk management for the Ala Wai watershed that outflows to Waikīkī and to counter potential catastrophic flooding that could be a threat to life and property. Currently in the design deliberation phase with an ongoing community process at the time of writing, this project will result in flood management measures to include flood retaining walls along the Ala Wai and additional flood structures and detention basins in limited upstream locations.	yes		

DPP edit	Catalytic Projects	95	Updated description of Waikiki Special Area Plan based on newest information, and including reference to OPSD/UH Waikiki Resilience & SLR Adaptation Project.	~~Waikīkī Special Area Plan: Specific planning effort to plan holistically for the future of Waikīkī, including recommended adjustments to development regulations, district adaptation planning study, and other topics of concern for residents and businesses.~~ Waikīkī Area Adaptation Plan: The City is developing a first of its kind Special Area Plan that will focus on: Addressing near-term topics of alignment of City infrastructure adaptation under the One Water framework; Recommending adjustments to Special District design provisions for greater resilience; Ensuring protection of significant public viewsheds; and maintaining the viability of Waikīkī as both a resort and an urban neighborhood. The project is estimated to run from mid 2023 to 2026 and will include community and stakeholder engagement. Also of note: The State OPSD has partnered with the University of Hawai'i Community Design Center (UHCDC) and UH Sea Grant to study various adaptation pathways for Waikīkī's future led by faculty research and incorporating applied student learning. Titled the Waikīkī Resilience & SLR Adaptation Project (WRAP), community engagement and points of collaboration with stakeholder agencies will feature in this project.	yes		
Waikiki NB 9	Kapahulu, Mo'ili'ili catalytic projects, support	115, 119	while not specifically in Waikiki, the Board supports the catalytic projects in both the Kapahulu and Mo'ili'ili corridors. Making these corridors more pedestrian and bike friendly and increasing the density in these corridors while fostering infill development, will reduce the need for personal vehicles and thus result in less vehicle traffic in our neighborhood by people travelling between the two neighborhoods.	Comment noted.	N/A		
Individual (1)	Ala Wai Golf Course	115, 290	The Ala Wai Golf Course should stay a golf course. No need to ever convert the golf course to park or marshland for any climate or critical social justice reasons. A BWS reclamation and recycling plant at corner of Date and Kapahulu to recycle waste water is welcome. Recycled water should be used to water the Ala Wai Golf Course. Also welcome on the golf course property would be both a golf entertainment center and flood mitigation project to renovate and reconfigure the golf course, especially the back nine. To enhance the golf course as a golf course and as a flood plain. A municipal golf course for residents and tourists, kupuna and keiki. For perpetuity.	Comment noted. (Corresponds to plan content on page 115 referring to potential BWS water reclamation project, and page 290, Chapter 8, noting the potential of the Ala Wai golf course for flood control solutions, non project-specific).	no		
Individual (6)	Waialae Corridor, description	108-111	I believe it is very important for the PUCDP to recognize specifically what "Wai'alae" refers to when used by the PUCDP because unlike the King, Beretania, Kapiolani, Ala Moana corridors the Waialae Avenue corridor has three very distinct developed sections which cannot be painted with the same brush or lumped together in a development plan. The Wai'alae commercial corridor in Kaimuki is made up of primarily older, historic, single story commercial buildings, most in need of upgrading, with predominately individual mom and pop landlords and tenants; some properties passed along for generations. Parking is difficult and restricts businesses. Many of these property owners are likely land rich and cash poor, lacking funds for future enhancement or redevelpment. East of Wai'alae Avenue's Kaimuki commercial corridor is a neighborhood of older singlefamily residential homes with little turnover. Slowly these are seeing upgrades as they are passed from one generation to the next. Then comes the Kahala section of the Wai'alae corridor, very different from Kaimuki. The Kahala commercial section has been entirely upgraded or replaced in the past 2-3 decades with a major new strip mall on the mauka side just completed last year. The commercial area is almost entirely owned by a single landowner, Kamehameha Schools with deep pockets and an many sophisticated tenants, some national brands, offering an array of goods and services. There are large parking lots accommodate customers. Kaimuki has considerably more ingress and egress options Mauka/Makai and East/West than Kahala. Kahala's ingress/egress is limited and strained already in the Hunakai/Waialae, Kilauea/Waialae, Malia/Kilauea intersections. The Diamond Head Rd/ Kahala Avenue corridor hosts the Honolulu Marathon and numerous other events throughout the year that result in partial or total road	Comments are noted. The text of the DP provides sufficient detail on the conditions along this corridor. Please note that this section is for general design guidance and not meant to be detailed in the manner of a special area plan.	no		

DPP edit	Kapahulu focus area	112,113	Changes made to reflect map edits to lower intensity shown in the PRD adjacent to the Diamond Head Special District and to preserve significant views.	Infill/ gradually infill with multi-story ~~midrise~~ buildings at key nodes to supposrt a vibrant corridor. Preserve significant public views to the adjacent Diamond Head Special District.	yes		
		112,113	continued, PRD page 112 under Vision heading	Gradually over the long-term, the corridor and supporting residential blocks will evolve, ~~growing up to six stories at key nodes,~~ with attached multi-story ~~midrise~~ buildings and some house-form buildings.	yes		
		112,113	continued, PRD page 113 under Land Uses and Development heading	Ensure that new buildings provide façade articulation and visual interest. ~~Encourage a slightly higher instensity center where Kapahulu Avenue meets Ala Wai Boulevard.~~	yes		
OPSD	McCully/Moilili focus area/ Land Uses and Development	118	It might help the reader to describe or provide an example of what "affordable by design" concepts are.	Change made to the call-out box on PRD page 16, heading: "Key Focus Area Feature: Design for Affordability "...Redevelopment near revitalizing transit corridors should include opportunities for community input early in the process and deliberately include measures to contain housing costs and retain small businesses. Effort should be made to contain costs of redevelopments so that new construction units are more affordable. Some examples of "affordable by design" efforts from both the public and private sector include: • Adjusted parking requirements/ parking maximums • Efficiency-sized units • Designing common (shared) open space • Resource/energy efficient design • Missing Middle Housing (i.e., low-rise multi-unit buildings that can be achieved on smaller parcels and are inherently less expensive to build than highrise housing).	yes		
HDOT-H	Downtown focus area, harbor promenade	135	The PUC DP proposes a public promenade along Nimitz Highway in the Downtown area and around the Aloha Tower Marketplace area. HDOT-H understands the alignment/location of the public promenade is conceptual; however, HDOT-H requests that the CCH work closely with HDOT-H and the Aloha Tower Development Corporation (A TDC) to determine the suitability of such a proposal to ensure there are no conflicts with HDOT-H and ATDC initiatives/operations (e.g., certain pier aprons around the Aloha Tower Marketplace are not accessible to the public).	The PUC DP is supportive of strengthening connectivity between the harbor and downtown, and bringing the community back to the waterfront. The now available Honolulu Harbor Masterplan 2050 includes numerous suggestions to this effect centering on the Aloha Tower Complex, and wording has been revised as follows (under "Catalytic Projects"): ~~Downtown~~ Waterfront Connections ~~Promenade~~: Support public waterfront improvements envisioned during development of the Honolulu Harbor Master Plan 2050 (HDOT-H). Including: Better pedestrian connection between the cruise terminals, the Aloha Tower complex (piers 5 to 8), and into the Downtown; A continuous pedestrian pathway between piers 5 to 8; Transit services between mauka locales and the Aloha Tower complex; and transit between waterfront destinations: Pier 2, Aloha Tower, and Pier 38. ~~A continuous boardwalk promenade at least 20 feet in width along the makai side of Nimitz Highway between the Ferry Terminal and the Cruise Ship Terminal.~~ (See also the following Chinatown focus area section for more on the ~~a River Street Promenade~~)	yes		
HDOT-H	Downtown focus area, harbor promenade	134	cont. response from above, the following change was also made to PRD page 134.	*Maximize physical access to the waterfront.* Where feasible, expand and widen sidewalks and pedestrian pathways in publically accessible locations along the piers. ~~Require~~ Ensure that ~~any~~ new buildings along Nimitz Highway ~~(especially on the makai side)~~ be designed and sited as to maximize waterfront access in public areas from the rest of the Downtown district. ~~Ensure that new development provides prominent, frequent pedestrian entrances and high levels of ground-floor permeability. Foster the 'College Walk' on the ewa side of River Street as a key linkage to the Downtown.~~ Provide attractions, signage, and information to encourage cruise ship passengers to explore Downtown and create better flow for pedestrians to the Aloha Tower Complex.	yes		
OPSD	Halawa focus area, Applicable Area Plans, Correction	149	The TOD Plan title should be corrected.	Correction made.	yes		
DTS	Pearl Ridge/Pearl Highlands Focus Area /photo	152	Picture for Pearlridge, Pearl Highlands area is actually a Salt Lake Picture.	Photo replaced.	yes		
DTS	Pearl Ridge/Pearl Highlands Focus Area /Catalytic Projects	155	Include Live, Work, Play Project at the old Kamehameha Drive-In.	Change accepted and included as a new "Catalytic Project". Live, Work, Play, 'Aiea: Proposed redevelopment of the former Kamehameha Drive-in property to a mixed-use residential and commercial development within a quarter mile of the Kalauao (Pearlridge) Transit Station..	yes		
DTS	Lehua Ave/Waimano Home Road Forcus Area/ Guidance	162	Change the intersection of Lehua Avenue/Dillingham Boulevard to "Lehua Avenue/Kamehameha Highway."	Correction made.	yes		

OPSD	Future Plans Recommendations, C. Coastal Hazards Planning	165	It would be helpful for the reader to summarize or highlight some of the guidance from Chapter 8 here rather than leave this blank and refer to Chapter 8.	Further description was added: C. Coastal Hazards Planning (Also see Chapter 8) Prioritize Area Adaptation Planning to include any combination of: drainage planning, infrastructure planning, or design guidelines, in areas already experiencing (or projected to experience) heightened coastal hazards due to climate induced sea level rise or flooding. Special Area Plan | Near Term Waikīkī Iwilei-Kapālama Māpunapuna/Kalihi Kai Special Area Plan | Medium Term Ala Moana/Kaka'ako Pearl City-'Aiea Shoreline Special Area Plan | Longer Term McCully-Mōili'ili Wai'alae-Kāhala Shoreline	yes		
Honolulu Police Department (HPD)	Focus Areas, further planning	Chapter 3, General	The Honolulu Police Department (HPD) has reviewed the information presented. At this time, there is no 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 in the proposed areas indicated by the focus areas to include Transit-Oriented Development districts, housing projects, and parks and public open spaces. In the future, the HPD would like to be included when specific projects or sections of the plan are scheduled or discussed with the stakeholders in the identified areas.	Comment noted.	N/A		
Outdoor Circle	Public Outreach concerns on Focus Areas	Chapter 3, General	We want to briefly comment on the PUC-DP Proposed Revisions with comments due today. While there is much that is laudable in the proposed revisions, we remain gravely concerned about lack of public awareness of some of the most crucial proposed changes, especially those designated as “Areas of Focus” in the plan, since this is a guiding document for decades to come and will shape our city in ways that, if seen in this plan, would dramatically alter the characteristics and identity of established neighborhoods. The proposed “Areas of Focus,” especially in those areas which areas which have not been designated before, such as along Kapahulu/Waialae and into the entire neighborhood, but located throughout the PUC in the plan, would result in a massive change to neighborhoods, and residents simply remain unaware of what the city is proposing. It is incumbent upon the city to reach out to residents in a granular way to make residents aware of such plans, and that has not happened. Despite protestations to the contrary and the list of “community events” like farmer’s markets, DPP has failed to deeply, widely, robustly, repeatedly and effectively make known these plans. If this is actually in doubt, I would suggest that you do a simple survey of several streets in the affected areas and ask residents if they have any knowledge or awareness that their current single-family zoned neighborhood may be replaced by up to six story buildings of multi-family units. I would guarantee that the overwhelming vast majority of people have never heard of such a thing. This must be acknowledged and addressed before any plans proceed. The four supplementary online meetings held by DPP on this during the “extension” period last fall were half-hearted, required registration, not promoted by DPP in any meaningful way, at times with meeting times and links withheld until the last moment and so on, such that only a handful of the most dedicated individuals attended. This is not the way to engender community trust and will most certainly come back to haunt any proposal, despite its good points.	The DPP paid considerable attention to public outreach and engagement throughout the plan update process as outlined in the Review Report accompanying this transmittal package. The DPP understands the importance of numerous opportunities for public input and thanks all who have engaged in the process. See also lines 78-80 above for changes to the Kapahulu focus area text.	partial		

Outdoor Circle	Public Outreach concerns on Focus Areas (cont.)	Chapter 3, General	We would suggest, and have suggested, that DPP literally physically mail a flyer or even a large postcard, a few cents at most, to each address in these "Areas of Focus" with a synopsis of proposed changes and then have meeting times where people can attend. IF residents and owners of current dwellings received such information, as well as putting on the Community Calendar with HPR, television and radio news releases, full page ads in the newspaper, write ups in elected officials' newsletters, repeated attendance at neighborhood boards, and so on, the DPP could be said to have fulfilled its obligation. We were told that it would be too expensive to do this, but considering that the tax revenue alone from one project would far, far exceed mailing costs to affected residents in these areas, this is a spurious and illogical argument. Perhaps people will love these proposed changes, perhaps they will not. Our main concern is that they simply do not know of what the city intends, and it is because of this that we express our continued and grave concerns that the city is acting without the knowledge and consent of residents with these plans. We ask that DPP not move forward with these plans until these very serious concerns are addressed so that we can have a city that is responsive and responsible to residents in the best manner possible. We do feel that this plan has many excellent points and that we would like to see those points move forward, and many can be implemented now without the wholesale sweeping changes envisioned. But until we address the essential lack of knowledge of these "Areas of Focus" we must go back and do a concerted, deep, repeated, comprehensive and robust outreach, such that the majority of residents and owners in affected areas understand and agree with DPP in its proposals to have appropriate community buy in.	(cont., see above response)	N/A		
			Chapter Four: Housing				
Waikiki NB 9	Missing Middle Housing: Form based code vs. current LUO	168, 177	The current land use ordinance has rendered much of the existing housing in Waikiki, nonconforming. Our community recommends a specific form and outcome-based zoning code be established for Waikiki (and further relief from certain off-street parking requirements for residential developments). There is significant need, demand, and inventory of supply of underdeveloped parcels in Waikiki to provide appropriate "missing middle" housing including common wall townhomes. Under the current zoning ordinance (even with proposed revisions), this type of needed housing cannot be readily developed without a variance from the zoning code.	Thank you for the suggestions. As an fyi, the DPP has as of July 2023 initiated a consultant contract to create an "area adaptation plan" (special area plan) for Waikiki. The plan will incorporate recommendations for the Waikiki Special District provisions and DPP will be actively informing the NB and community of opportunities for public participation.	N/A		
Sierra Club O'ahu Group	Housing Metrics + Indicators	172	The metrics on page 172 are missing.	Chapter 4. Housing Indicator: Number of Units Built as 140% AMI and Below in the PUC* 2010-2021 baseline: 4,655 (out of 9,586 total built) Why This Indicator? The lack of affordable housing in Honolulu is consistently at the top of the list of factors negatively affecting residents. With a median home price three times the national average, many families and individuals are struggling to make ends meet, or to even stay in Hawai'i. While income-restricted units are not the only means of providing affordability, it is a good indicator for gauging the affordability of new development. *Data from DPP's Annual Report on the Status of Land Use on Oahu - FY 2021	yes		
Sierra Club O'ahu Group	*Policy H-1.1: Enable or incentivize residential infill development in transit-accessible planned-growth areas.* Regarding Priority Actions: *(1) Coordinate Infrastructure Improvements with Planned Growth Areas, (2) Seek New Infrastructure Funding Strategies, (3) Illegal Short-term rental enforcement.*	174	1.Priority action 1 is boilerplate language from every other study and master plan exactly like this—it has no teeth, no practical means of implementation…it's an empty statement. 2.The other two actions seem both beyond the purview of the group producing this plan and beyond the capability of DPP amidst its current leadership vacuum, corruption issues, and staffing shortage.	Comments noted. Long range plans are not in themselves regulatory but are meant to provide guidance and set the stage for finer grain implementation through codes and ordinances.	N/A		
Sierra Club O'ahu Group	*Policy H-1.2: Refine the desired residential land use mix in TOD and focus areas.*	175	Policies focus on "refining" TOD residential land-use mix. o Hopefully this means reassessing income limits for what is considered "affordable" and focusing on <100% and <60% AMI.	This policy concerns obtaining higher levels of affordability from all angles (number, level, time affordable) as a factor in assessing developer-proposed community benefits in TOD areas.	no		

Sierra Club O'ahu Group	*Policy H-1.2:* Regarding Priority Actions: *(1) Neighborhood Targets (2) Refined Development Expectations (3) Housing Affordability through Community Benefits.*	175	All of this is fluff.	Comment noted, no change requested.	N/A		
Sierra Club O'ahu Group	*Policy H-1.3:Encourage a greater variety of housing types including low/mid-density multifamily housing, expanded ADUs and ohana units, mid-rise apartment buildings, and shared housing models.*	176	Aims to incentivize the smaller, in-between types of housing (as opposed to highrises or single family homes) o i.e. low/middle density: low/mid-rise apt buildings, multifamily housing (townhomes, duplexes), ʻohana units and shared housing models.	Comment noted, no change requested.	N/A		
Sierra Club O'ahu Group	*Policy H-1.3:* Regarding Priority Actions*: (1) Support "missing middle" housing (2) Property Owner Education and Assistance,* And Other Actions*: Continue to identify areas where development of ohana units and ADUs is constrained by sewer or other infrastructure needs and development capacity issue; Support the location of a facility for manufacturing modular housing and ADUs in the PUC; Encourage pilot projects with shared/co-operative housing or*	176	1.Rather than adjusting/addressing "regulatory considerations" the first action should focus on enforcement of existing regulations, which developers always seem to get out of by paying in-lieu fees etc. 2.No amount of property owner education will improve DPP staffing and corruption issues, which are ultimately the greatest barrier for most owners in acquiring permits. 3.Bullets under "other actions" all sound great tho!	Comments noted, no change requested.	N/A		
Honolulu Climate Change Commission (HCCC) (1)	*Goal H-2: Expand the Availability of Quality Affordable Housing for PUC Residents*	178-181	All new buildings should be green buildings. This is critically important for affordable and workforce housing developments as individuals and families in these income brackets are greatly impacted and often burdened by energy costs, use of low-quality unhealthy building materials, and poor air quality. A section on the need for green affordable housing is necessary. Successful examples of this exist in Honolulu PUC and include: Keauhou Lane (LEED Platinum), Nohona Hale (LEED Platinum), Ola Ka 'Ilima Art Lofts (LEED Gold), Banyan Street Manor, Hale Kalele, Hausten Gardens, Halewai'olu (upcoming, LEED Gold).	Thank you for the comment. Increasing the use of green building practices is a policy focus of this plan and is addressed in the Healthy Communities chapter (Chapter 7).	no		
CCSR	*Policy H-2.1:* /Other Actions: Explore new or expanded funding for subsidizing income-restricted affordable housing, such as a potential vacancy tax as proposed in the O'ahu Resilience Strategy, or a housing trust fund.	178	Re-organize action under "Priority Actions" and amend to: Increased Funding for Affordable Housing. Continue to explore new policies and funding mechanisms, such as a housing trust fund or Empty Homes Tax to generate revenue for the creation of income-restricted affordable housing while also encouraging unused properties be put back into the market for local residents.	Change accepted as second Priority Action: Increased Funding for Affordable Housing. Continue to explore new policies and funding mechanisms, such as a housing trust fund or Empty Homes Tax to generate revenue for the creation of income-restricted affordable housing while also encouraging unused properties be put back into the market for local residents.	yes		
CCSR	*Policy H-2.1:* /Other Actions	178	Add language: Explore new policies and programs to keep costs of living in housing affordable long-term, such as a zero-net energy building stretch code and a Residential Energy Conservation Ordinance (RECO) that allows renters to understand ongoing utility costs of a unit before making rental decisions.	Change accepted as third Other Action: Explore new policies and programs to keep costs of living in housing affordable long-term, such as a zero-net energy building stretch code and a Residential Energy Conservation Ordinance (RECO) that allows renters to understand ongoing utility costs of a unit before making rental decisions.	yes		
Sierra Club O'ahu Group	*Policy H-2.1:Expand the supply of income-restricted affordable housing through requirements, incentives and public-private partnerships.*	178	Policies primarily focus on incentivizing construction of income-restricted housing though "public-private partnerships" o How is this different from the developer-centric PPP model epitomized by HCDA's work in Kaka'ako? This mirrors the language in most of their policies too…	The policy calls for a multi-pronged approach to spur more affordable development through requirements, incentives, and public-private partnerships. Each of these elements can be applied separately or together, and are categories, not defined programs.	no		
Sierra Club O'ahu Group	*Policy H-2.3: Preserve exisitng affordable housing options and improve conditions by encouraging reinvestment/redevelopment of aging multi-family housing and investing in pubic infrastructure.*	180	Policy H-2.3 preserves affordable housing options by improving conditions in existing housing stock and encouraging reinvestment, redevelopment, and public infrastructure investment. o This is heartening, but might be a lengthy process in Historic Districts like Chinatown, and even Moʻiliʻi where much of the existing housing stock is >50 old and eligible for State and National Register as important examples of Hawaiʻi modern architecture.	Comment noted. This policy is addressing the need to allow for major upgrades of structures that, due to age, may not be compeletely congruent with modern (new construction) standards, and that do not compromise health and safety.	N/A		

Sierra Club O'ahu Group	*Policy H-2.4: Expand homeless services and supportive housing in the PUC.*	181	Policy H-2.4 expands homeless services and supportive housing o Presumably this would also focus on areas like Chinatown, curious how Gov Green's Emergency Proclamation regarding Homelessness will factor in…	Comment noted. The City supports and coordinates with State efforts to address homelessness.	N/A		
			Chapter Five: Parks + Public Open Space				
Sierra Club O'ahu Group	Correction	186	TYPOs: First para., line three reads: coastal programs supporting conservation are management are part of the Office of Conservation and Coastal Lands. Same page third paragraph "A 20xx report titled The Standards and..."	...conservation ~~are~~ management are part of the Office of Conservation and Coastal Lands.....A 2004 City report titled...	yes		
Sierra Club O'ahu Group	Correction	186	Page 186: Last para, last sentence as reads: "PUC DPR policies call for an increase in investment in parks, park maintenance, and staff support." ● Rationale: Need to accurately depict the abbreviated name of the Department of Parks and Recreation, i.e. DPR.	While many of the policies in this chapter are within the purview of DPR, not all are, and none solely. The PUC DP is meant to support all city agencies and therefore the use of "PUC DP" and not "PUC DPR" is intentional.	no		
Sierra Club O'ahu Group	Intro/ Setting the Stage	187	Page 187: Add a last sentence as follows: " An additional promising park form is donated land for parks and/or donated development of park facilities on City land that is unutilized or underutilized (like Centennial Park bounded at Seaside Avenue and Aloha Drive). And when accepting donated development it is important to assure that such development is to City's standard landscape of grass and trees, as opposed to a resort landscape which is far more labor intensive to maintain and sill be unsustainable when turned over to DPR." ● Rationale: Need to mention this additional thought that might generate new park forms.	Partnerships such as the one between the City and County and the Rotary Club that resulted in the development of Centennial Park are addressed in Policy PPOS-3.2: *Support park revitalization with additonal park maintenance funding, partnerships, and staff.* Text was added to the first bullet point under Other Actions: Continue to pursue ~~public-private~~ community partnerships to assist in the basic maintenance and stewardship of parks and open space. Work with community groups that wish to donate facilities or partner in their development.	partial		
Sierra Club O'ahu Group	Intro/ Setting the Stage	188	Page 188: After first sentence insert sentence as follows: "For regional parks development, specific examination of existing or needed transportation arteries must be examined to assure that increased traffic to such new regional parks will not produce gridlock when large public use gravitates to it." ● Rationale: Need to assure such examination occurs to preclude public censure like what occurred in Waimānalo/Sherwood forest.	Traffic impact assessments are required for project development. A community's consensus to oppose or drop support for a planned recreation facility may be due to multiple considerations.	no		
Dpp edit	Metrics & Indicators	190	Finalized Indicators for this chapter. Metrics in the Draft PUC DP were in preliminary form.	Chapter 5. Parks + Open Space Indicators: Urban Tree Canopy Coverage 2016 baseline: 23% coverage (35% goal for 2035) Source: www.smarttreespacific.org/projects/honolulu-urban-tree-canopy-assessment/, 100k Trees O'ahu Map ParkScore 2021 baseline: 48.6 (max 100) Source: www.tpl.org/parkscore/rankings Why These Indicators? Tree Canopy: Honolulu has a city-wide goal to increase its urban tree canopy coverage from 23% in 2016, to 35% in 2035. Policies in the PUC DP aim to slow the loss of current canopy to redevelopment, as well as the planting of new trees. Park Score: The Trust for Public Land's annual ParkScore provides a snapshot of how cities' parks compare across a number of metrics. Honolulu can improve most by increasing parks investment and amenities.	yes		
CCSR	*Policy PPOS-1.5: Improve the ecological function of parks.* /Priority Actions	196	Explore the long-term potential of shoreline and nearshore parks to assist in adapting to sea level rise. Increasingly, shoreline parks will serve as facto coastal flood protection for inland areas, despite not being designed originally for this purpose. Sea level rise raises the importance of managing shoreline parks as critical flood and stormwater protection for inland communities and facilities while preserving public shoreline access.	Addition made: ….inland communities and facilities while preserving public shoreline access.	yes		

Honolulu Department of Parks and Recreation (DPR)	*Policy PPOS-1.5: Improve the ecological function of parks.* /Priority Actions	196	*Enhance the ability of parks to capture stormwater.* Besides stormwater capture, the retention features will allow the water to percolate into the soil and recharge our aquifers.	Change made to second sentence of policy descriptor: Ongoing maintenance of parks and future design enhancements of existing parks should include attention to simple improvements to assist stormwater infiltration and groundwater recharge, provide greater opportunities for community gardening for residents to grow their own food, and provide habitat for native ecology.	yes		
DPR	*Policy PPOS-1.5: Improve the ecological function of parks.* /Priority Actions	196	*Explore the long-term potential of shoreline and nearshore parks to assist in adapting to sea level rise.* Develop shoreline areas with appropriate vegetation to restore sand dunes and minimize coastal erosion.	Sentence added to the suggested Priority Action descriptor : Shoreline areas should incorporate appropriate vegetation to restore sand dunes and minimize coastal erosion.	yes		
Individual (6)	Naupaka, oppose its use	197 photo of Ka'ena Point State Park	Comment: The PUCDP draft shows a picture from Ka'ena Point natural area as an example of coastal area with native plants. Naupaka is shown as it occurs in a natural environment, a low lying shrub, sometimes even referred to as a ground cover but when induced and supported by human cultivation by property owners along the beach front this can grow into massive andaggressive hedges ten feet or more tall with branches as big a tree that aggressively migrates seaward displacing all other indigenous plants such as sea grass and morning glory vines, blocking lateral access along the shoreline, artificially fixing the shoreline and interfering with natural beach processes. This should not be encouraged!!!! It actually exacerbates and masks erosion.	Photo replaced. See also above change to PPOS-1.5, second Priority Action. A sentence was added under the Working with Water/ Living Shorelines and Wetlands header: Care should be taken to ensure plantings are non-invasive and appropriate to the location.	yes		
Waikiki NB 9	Lei of Parks, Bike and Ped Plans, support	199, 213, 223	Continue to implement the Lei of Parks and the Pedestrian and the Bicycle Plans of the City and County of Honolulu.	Support for Lei of Parks implementation noted.	N/A		
DPR	*Policy PPOS-2.2: Use green streets to connect major recreation and public areas, provide missing green space, and beautify viewshed corridors.*	200	The policy statement notes that the densest areas of the PUC losing tree canopy coverage at the greatest rate is probably due to matured trees being removed and replaced with small trees. There is a need to preserve existing trees and design new developments around them as this will slow down the loss of canopy cover.	This is an important point that is reflected in the added policy to Chapter 2, Policy PL2-3: Actively pursue Honolulu's tree canopy goals. This includes the priority action: ***Development Review for Urban Trees*** . Establish tree canopy requirements for parking lots, commercial, residential, and institutional uses. Include tree, landscaping, and vegetation buffering requirements in the final site plan approval checklist. Require a tree protection management plan prior to preliminary plan approval. Follow best practices to retain trees in new developments to slow loss of canopy cover.	yes		
DPR	*Policy PPOS-2.2: Use green streets to connect major recreation and public areas, provide missing green space, and beautify viewshed corridors.*	200	Provide adequate growing space for canopy trees to thrive with minimal impacts to infrastructure and hardscape.	This language was incorporated at the the end of the policy descriptor: Dramatically expanding green streets in the PUC can be an essential part of the open space network and city infrastructure, providing cooling shade, addressing existing drainage issues, and benefitting environmental health. In all cases, adequate growing space for canopy trees to thrive with minimal impacts to infrastructure and hardscape should be provided.	yes		
HART	*Policy PPOS-2.3: Better connect residents to the beaches and trails in the PUC.* /Other Actions	201	p. 201, Other Actions Coordinate with regional agencies and neighboring jurisdictions to improve ~~HART and TheBus~~ transit access to beach and trail access points.	Change made.	yes		
Individual (6)	*Policy PPOS-2.3: Better connect residents to the beaches and trails in the PUC.*	201	Comment: The PUCDP advocates more beach access points via private lanes. However, I live near some private driveways on Kahala Avenue that have a C&C Parks Department pedestrian access easement. The problem is C&C does nothing to protect the residents from noisy mopeds and motorcyles using the easement as a roadway to the beach and a parking lot at all hours, diminishing quiet enjoyment, safety, privacy, quality of life and property value for the neighbors. C&C needs to take responsibility for the misuse of the easements they grant.	Comment noted. Shoreline public access is a common law right in Hawai'i. Nuisance complaints or law enforcement issues have channels for resolution.	no		
DPR	*Policy PPOS-2.3: Better connect residents to the beaches and trails in the PUC.*/Priority Actions	201	*Support the green street network identified in TOD plans.* The Department of Facility Maintenance, divisions of Road Maintenance and Storm Water Quality should be included as they maintain the stormwater control measures, medial strips, and landscaped areas along certain streets.	Change made, DFM added to the Partners list.	yes		
DPR	*Policy PPOS-2.3: Better connect residents to the beaches and trails in the PUC.*/Priority Actions	201	*Support the green street network identified in TOD plans.* State of Hawaii, Department of Transportation, Highways Division should be included as portions of Kamehameha Highway and Ala Moana Boulevard are under their jurisdiction.	Change made, DOT-H added to the Partners list.	yes		

DPR	*Policy PPOS-3.1: Invest in park facilities, equipment, and programs that serve all ages.* /Priority Actions	203	*Continue to Improve Amenities such as Comfort Stations, Play Equipment, and Exercise Equipment.* Include the installation of new or renovation of the existing irrigation system to provide more efficient and effective coverage for the landscaping.	***Continue to Improve and Maintain Amenities such as Comfort Stations, Play Equipment, and Exercise Equipment*** . Continue to upgrade and add more playgrounds to existing parks. Move toward poured in place surfacing for playgrounds where appropriate for increased safety and sustainability. Install new or renovate existing irrigation systems to provide more efficient and effective coverage for landscaping. Adequate provision and maintenance of restrooms remains a high public priority for parks.	yes		
DPR	*Policy PPOS-3.1: Invest in park facilities, equipment, and programs that serve all ages.* /Priority Actions	203	*Provide Adequate Shade.* Protect and preserve mature trees to maintain the existing canopy coverage.	...Parks in the urban core should be a top priority for this treatment. Protect and preserve mature trees to maintain the exisiting canopy coverage.	yes		
Individual (6)	Park Maintenance, Waialae Beach Park	203	PUCDP states, Goal PPOS-3: Provide High-Quality Parks for all PUC Residents. Policy PPOS-3.1: Invest in park facilities, equipment, and programs that serve all ages. Comment: In general existing parks are poorly maintained. Waialae Beach park has a very large barren patch of dirt in the middle of the lawn. Under a sprawling banyon tree there is no grass. The Master Plan for the park, established around 2000, was never completed whichwould complete the footpath loop accessible for seniors, ADA and strollers, connecting both sides of the park via the sidewalk, the parking lot, the footbridge and the existing Diamond Head side footpath.	Comments noted. Adequate staffing and funding for maintenance is discussed in Policy PPOS-3.2	N/A		
Individual (6)	Park Maintenance cont.	203	PUCDP Page 184 and 203 state, "In a 2019 National Community Survey, only 39% of Honolulu residents rated city parks as excellent or good. This rating is much below national benchmarks with Honolulu ranked at 306 out of 311 nationally. The declining ratings occurred despite city efforts to improve parks, highlighting the critical role of ongoing parks maintenance. (Page 203)". Comment: I agree our parks are poorly maintained. I run or walk around Kapiolani Park frequently. Larges areas are often overgrown with clumps of grass making tripping a hazard. Sticker grass is spreading along Monsarrat on the Zoo side, in Shell box office area and on the Kalakaua median despite calls to the parks department to report it before it spreads to the whole park. Nothing comes of it. The grass in the medians on Hunakai Street and Kilauea Avenue in Kahala generally is not cut until its several feet high despite repeated complaints made to city officials at the NHB meetings about the overgrowth. Should we be looking to adding more parks if we can't maintain what we have? Comment: The PUCDP calls for more neighborhood parks. Parks can be both positive and negative for neighbors in close proximity, especially parks with restrooms or parks where organized teams use them for practices and/or games such as Kahala Community Park and Waialae Beach Park. Hearing complaints over the years while serving on the NHB makes me aware that living next to a park can be very difficult with disrupted quiet enjoyment, security, safety, privacy and available parking issues distracting from quality of life and property values for neighbors. How can this be mitigated? Small passive parks are likely to have less drawbacks when situated next to housing. Planned communities with associations have rules for their parks and the ability to enforce whereas C&C parks can be an attractive nuisance with little relief for residents it seems.	Comments noted. Adequate staffing and funding for maintenance is discussed in Policy PPOS-3.3	N/A		
DPR	*PPOS-3.2: Support park revitalization with additional park maintenance funding, partnerships,* *and staff.* /Priority Actions	204	*Expanded Maintenance Staff.* Provide staff proper tools, equipment, and training so they can properly perform their jobs.	***Expanded Maintenance Staff.*** Seek to increase the ratio of park maintenance staff to park acreage. Focus expanded staffing on the most heavily used parks or parks with the most maintenance issues (lighting, water fountains, and restrooms). Provide staff with proper tools, equipment, and training, so they can properly perform their jobs.	yes		
DPR	*Policy PPOS-3.3: Promote parks that are safe for the community through environmental design strategies and after-hours activity.*	205	Install new and appropriate lighting or renovate existing lighting as safety measures for pedestrians, park users, and protected and endangered animal species.	A new Priority Action was added to PPOS-3.3: ***Improve Park Lighting.*** Install new and appropriate lighting or renovate existing lighting as safety measures for pedestrians, park users, and protected or endangered animal species.	yes		
Individual (3)	Cemeteries not included (cont.)	N/A	Here is an excerpt from the 2004 Plan, paragraph 2.1: The Civic Center, "campuses and cemeteries also provide valuable open space".	See change below.	yes		

Individual (3)	Cemeteries not included (cont.)	N/A	Here is an excerpt from the 2004 Plan, paragraph 3.1.1.5: "Cemeteries, with their landscaped, park-like settings, are part of the open space network within an urban environment. The cemeteries that make the most significant contribution to the open space within the Primary Urban Center, due to their size and high visibility from major thoroughfares and other urban areas, are shown on the Open Space Map (Map A.2)".	The following language was added to the policy descriptor: Large open campuses and cemetaries with their park-like settings, also provide scenic open spaces and views within the community as part of the open space network. Preservation and maintenance of the public-facing entrances to these spaces should be well-maintained and enhanced.	yes		
Individual (3)	Cemeteries not included (cont.)	N/A	Here is an excerpt from the 2004 Plan, paragraph 3.1.3.7: "Maintain significant trees and landscaped open space within institutional campuses, cemeteries and other open-space uses that are visible from public right-of-ways. • Enhance the entries and street frontages of cemeteries and campuses with trees and landscaping"	This language from the existing PUC DP was re-added as a second Priority Action: ***Enhance the entries and street frontages of cemeteries and campuses with trees and landscaping*** . Maintain significant trees and landscaped open space within institutional campuses, cemeteries and other open-space uses that are visible from public right-of-ways	yes		
Individual (3)	Cemeteries not included (cont.)	N/A	Here is an excerpt from the 2004 Plan, paragraph 3.1.4: "Other Urban Open Spaces. Cemeteries and campuses or campus clusters consisting of over twenty contiguous acres are indicated on Map A.2, Open Space. Urban plazas are too small to display on the map"	The Open Space Network Map already includes the largest PUC cemeteries, however, a call-out has been added to the legend:	yes		
Individual (3)	Cemeteries not included (cont.)	N/A	On Map A-2, Manoa Chinese Cemetery is shown on the map as open space.	See above comment.	yes		
Waikiki NB 9	Fort DeRussy Park	N/A	The Board encourages the City and State to engage and coordinate the management and enhancement of Fort Derussy Park for the benefit of the community. The Army landlord may be pursuing development plans on the site in the future, and the Waikiki community would like to play more of a role in working with the Department of Defense for implementation of any future plans	Comment noted.	no		
			Chapter Six: Mobility + Connectivity				
O'ahu Metropolitan Planning Organization (OMPO)	Chapter Goals, support		Thank you for the opportunity to comment on the Primary Urban Center Development Plan. The Oahu Metropolitan Planning Organization (OahuMPO) is the designated Metropolitan Planning Organization (MPO) for the island of Oahu and is a federally mandated and federally funded transportation policy-making body composed of representatives from local government and public agencies. The OahuMPO is responsible for coordinating the various transportation planning efforts on Oahu. We appreciate your inclusion of references to the OahuMPO in the PUCDP and support all the goals expressed in Chapter 6 Mobility + Connectivity. We have the following comments and suggestions related to policies mentioned in Chapter 6. *(note: further*	Comment noted.	N/A		
DTS	"Goals" terminology	210	Goals are specific, measurable, achievable, relevant, and time bound (SMART). Please replace these with SMART goals or use a word other than "goals" to describe them.	"SMART Goals" is not a framework being used in this plan. The PUC DP is using the common dictionary definition of the word goals.	no		
DTS	Photo captions	211	Biki station image is missing its caption. The caption for the middle image is identified incorrectly as re-striping; this is a construction photo of the new Pensacola bike lanes.	Captions corrected.	yes		
DTS	Intro Section	212-217	This section resembles an existing conditions report, which may be inappropriate for a long range planning document. Consider revising this section to refer to/discuss the envisioned end state.	The section discusses transportation facilities types, existing conditions, and touches upon future improvements and projects as well. The Outcomes section and the Goals and Policies go into further detail on envisioned end states and process improvements.	no		
DTS	Intro Section	212-217	Existing Inventory of Transportation Assets. i. Include a discussion of traffic signals and the Joint Traffic Management Center.	Section added to Chapter Intro : **Joint Traffic Management Center (JTMC)** The JTMC is a City facility that provides a hub for seamless coordination of traffic management and signal system and public safety coordination between the Department of Transportation Services, the Honolulu Police Department, Honolulu Fire Department, Emergency Services, and the Honolulu Authority for Rapid Transit.	yes		

DTS	Intro Section/ Complete Streets	212	i. Include discussion of the benefits of parking and travel lane removal as noted in Department Transportation Services (DTS) November 2021 Right of Way for Planned Street Improvements Report to achieve Complete Streets objectives, as there is only one mention of reserving lanes on Hotel Street on page 138. ii. Discuss Complete Streets Program implementation through periodic roadway repaving/rehabilitation, which is the primary method of delivering improvements. Repaving/rehabilitation implementation is only mentioned in the context of drainage solutions on page 212; and design guidelines/toolkits on pages 260 and 270. iii. Discuss Complete Streets projects implementing green infrastructure materials (e.g., Chinatown bulbouts, South Street materials pilot, etc.)	i. Please see below changes to Policy MC-1.2 priority actions to include reference to "red carpet" bus only lanes and bus priority planning. ii. The following was added to the policy summary description for MC-1.1 Implement Complete Streets and Vision Zero strategies to enhance the safety and utility of the transportation system for all users: ...The primary method of delivering Complete Streeets improvements is through periodic roadway repaving/rehabilitation. iii. A new Priority Action was added to Policy PPOS-2.2: Use green streets to connect major recreation and public areas, provide missing green space, and beautify viewshed corridors. : ***Leverage the Complete Streets integrated planning process*** ,Increase the use of the Complete Streets program to deliver green infrastructure benefits such as the use of permeable paving in bulb outs or inegration of rain gardens.	yes		
HART	Intro/ Setting the Stage	212	Major components of the City's public transportation system are its fleet of buses (TheBus), accessible vans (TheHandi-Van), and the ~~HART~~ rail line ~~that is~~ under construction. In addition to maintaining municipal streets, roads, and bicycle facilities, the City is also responsible for the operations and maintenance	Major components of the City's public transportation system are its fleet of buses (TheBus), accessible vans (TheHandi-Van), and the partially constructed Skyline ~~HART~~ rail ~~line that is under construction~~. In addition to maintaining municipal streets, roads, and bicycle facilities, the City is also responsible for the operations and maintenance of the	yes		
DTS	Intro Section/ State roads	213	Include State roads in the discussion of primary arterials.	State roads are discussed under the header State Transportation Facilities (PRD page 216).	no		
Dpp edit	Intro Section	212-213	Streets and Roadways, Complete Steets	Reordered the Streets and Roadways and Complete Streets sections for better flow.	yes		
HART	Intro/ HART	215	p. 215, First sentence The Honolulu Authority for Rapid Transportation (HART) ~~began in 2011 to implement trail transit on O'ahu, extending from East Kapolei to Ala Moana Center~~ is constructing the Honolulu Rail Transit Project. The Department of Transportation Services will be in charge of operations and maintenance of the system.	The Honolulu Authority for Rapid Transportation (HART)) ~~began in 2011 to implement trail transit on O'ahu, extending from East Kapolei to Ala Moana~~ is constructing the Honolulu Rail Transit Project (the Skyline). The Department of Transportation Services ~~will be~~ is in charge of operations and maintenance of the system.	yes		
HART	Intro/ HART	215	p. 215, Top paragraph [Fix diacriticals and spellings; delete location] ~~Kulauao~~ Kalauao (Pearlridge ~~location~~) ~~Holau~~ Hōlau (Downtown ~~location~~) ~~Kūkuluāe'o~~ Kūkuluae'o (Kaka'ako ~~location~~)	15 of these stations are planned in the PUC ~~(shown here with names as proposed by the Hawaiian Station Naming Working Group)~~: Waiawa (Pearl Highlands ~~location~~), Kalauao (Pearlridge ~~location~~), Hālawa (Aloha Stadium ~~location~~), Makalapa (~~Pearl Harbor~~ Joint Base Pearl Harbor-Hickam~~location~~), Lelepaua (Daniel K. Inouye International Airport ~~Honolulu Airport location~~), Āhua (Lagoon Drive ~~location~~), Kahauiki (Middle Street ~~location~~), Mokauea (Kalihi ~~location~~), Niuhelewai (Kapālama ~~location~~), Kūwili (Iwilei ~~location~~), Hōlau (Chinatown ~~location~~), Kuloloia (Downtown ~~location~~), Ka'ākaukukui (Civic Center ~~location~~), Kūkuluāe'o (Kaka'ako ~~location~~), and Kālia (Ala Moana Center ~~location~~). Eventual expansion of the rail system to UH M'ānoa remains a long-term goal.	yes		
HART	Intro/ HART	215	p. 215, Caption ~~Kulauao HART Rail Station under construction.~~ Keoneae rail station	photo replaced, see below.	yes		
HART	Intro/ HART	215	p. 215, Photo (replace photo)	(PRD photo not in PUC, replaced with City press release photo of riders leaving Kulauao Station)	yes		
HDOT-HWY	Intro/ State Transportation Facilities	216	Related to Page 216, under the sub-header State Transportation Facilities, the draft plan states, "As it relates to transportation, the City's role is mostly limited to providing connectivity to these key facilities." The HDOT-HWY would like to add that coordination between the functional classifications of State and City facilities is critical to ensuring the transportation network functions efficiently and effectively.	As it relates to transportation, the City's role is mostly limited to providing connectivity to these key facilities. However, the coordination between the functional classifications of State and City facilities is critical to ensuring the transportation network functions efficiently and effectively.	yes		
HART	Intro/ How Does the Development Plan Get Us There?	217	p. 217, Last paragraph TOD planning is a major component of implementing a ~~the HART~~ rail transit system, by including coordination of~~ng~~ land use densities, supporting infrastructure investments, planning for neighborhood improvements such as parks, and increasing transportation modes and connections.	TOD planning is a major component of implementing a ~~the HART~~ rail transit system, ~~by~~ including coordination of~~ng~~ land use densities, supporting infrastructure investments, planning for neighborhood improvements such as parks, and increasing transportation modes and connections.	yes		
HART	Mobility Map	218, 219 (map)	p. 218, Legend [Add rail transit system]	Corrected	yes		
HART	Mobility Map	218, 219 (map)	Future rail line extension as per included map	The current projected end of phase 2 (Ala Moana Center) is shown, and further future alignment removed for this plan horizon.	partial		
DTS	Mobility Map	218, 219 (map)	Review and update the figure as necessary against the bikeways map on the Complete Streets Urban Core webpage.	Updates added to map.	yes		

Ulupono Initiative	Bus priority planning	218, 219 (map)	Providing more robust transit policies and projects...plays a big part in the vision of the Primary Urban Center, but the projects and policies are not necessarily robust enough for the transit system envisioned. For example, there is only one future bus priority project listed on the mobility and accessibility map on Waialae Avenue. It seems plausible that the top 5 highest bus ridership routes could be eligible bus priority corridors for the purposes of this plan.	We agree that bus priority service is plausible/desirable on more routes, and aligned with DTS goals. However, specific route planning is beyond the scope of the PUC DP. Therefore we removed the single reference to bus priority service on Wai'alae to avoid the impression that it is not being considered elsewhere.	edit made (text flag removal on Fig. 6.2)		
Ulupono Initiative	Metrics & Indicators	218	Investing in more robust and accurate metrics and indicators—Currently, recommendations to the metrics, baseline, and data sources appear to be welcome and still very much in rough draft form. Based on the current metric recommendation, we recommend the following as DPP refines the details: o MC #1 and #2—The most likely data sources for the mode split and VMT per capitametrics are at higher geographic levels than the Primary Urban Center (county level data by the U.S. Census and State Department of Economic Development and Tourism respectively). To get more disaggregated data at the Primary Urban Center level, the City and County of Honolulu will have to invest in other types of estimates or modelling. If this level of work is going to be invested in, it would also be worthconsidering other types of multimodal data and trip information, such as origindestination, multimodal accessibility baseline data, trip lengths, and investing robustly on active transportation data collection now available through such resources as Streetlight, Conveyal or Urban Footprint.5 In addition, using these data sources will also then not limit the metric to just work trips as mode split usually only represents commutes, which account for maybe 20% of all trips.6 o The addition of lane miles of separate bikeways and multi-use paths is strong but can be improved by adding in new sidewalks as well as providing the data as a percentage of the existing network (current facilities) as well as identified future facilities (as identified in other plans such as the O'ahu pedestrian and bike plans). Although new sidewalks are covered in the Health Communities section, it may be better to coordinate these to metrics more explicitly in the different sections.	Chapter 6. Mobility + Connectivity Indicators: Vehicle Miles Traveled (VMT) per capita (Countywide): 2021 baseline: 6,486 Source: City and County of Honolulu Annual Sustainablity Report, 2023 Percent Drove Alone (Countywide) 2021 baseline: 63.7% Source: City and County of Honolulu Annual Sustainablity Report, 2023 Why These Indicators? While both of these metrics are tracked at the City and County level, given the prominence of the PUC in terms of population, and employment, these figures are still meaningful in broadly gauging how well improvements to the integrated transit system and the push to locate new housing near existing transit, goods, and services, is doing in diverting drive-alone commutes to active transportation modes.	draft indicators updated		
Ulupono Initiative	Metrics & Indicators (cont.)	218	Assessing the impact of land-use and housing decisions in relationship to some of the community commitments and goals—Given some of the concerns above, it would be great to get some evaluations on the benefits of implementing this plan regarding transportation impact, carbon emissions, housing supply, etc. Our governments and communities have made bold commitments around these issues (e.g., carbon net neutral by 2045), and it would be advantageous to see if these actions are sufficient or not enough. For example, if we implement the mobility and connectivity vision map and policies, we would anticipate being able to see comprehensive mode shift of [X]%. Such assessment as these would help our community members and advocates rally around these changes in the future.	Thank you, please see line above for updated Chapter Indicators.	draft indicators updated		
DTS	*Goal MC-1: Provide Safe, Accessible, and Affordable Multimodal Transportation Options.*	220-223	Consider making Vision Zero implementation a Policy of Goal MC-1.	Policy MC-1.1: Implement Complete Streets and Vision Zero strategies to enhance the safety and utility of the transportation system for all users.	yes		
DTS	*Policy MC-1.1:* photo	220	The picture of the green bike lane crossing should be labeled "Pearl Harbor Historic Trail crossing."	Correction made.	yes		
OMPO	*Policy MC-1.2: Continually improve the efficiency and connectivity of public transit in PUC neighborhoods.*	221	Regarding this policy, please consider adding "Improve service levels and convenience of using transit within the PUC by gradually decreasing headways (time between buses) and expanding service hours", and "establish a dedicated funding source for transit operations".	Policy MC-1.2: Continually improve the efficiency and connectivity of public transit in PUC neighborhoods through improved travel times and frequency.	yes, partial		

Hawai'i State Energy Office (HSEO)	*Policy MC-1.2: Continually improve the efficiency and connectivity of public transit in PUC neighborhoods.,* photo	221	Policy MC-1.2. Increasing transit ridership is an integral part ofreducing the demand for energy in the transportation sector. One of the most effective ways to increase ridership is to reduce travel time by increasing the frequency of transit service. [1] This may be done by funding additional bus service and/or making bus travel faster by designing streets with dedicated bus lanes. Other factors that increase transit ridership are reduced fares, increased hours of service, improved safety, and increased geographic coverage.[2] HSEO would like to suggest the language of Policy MC-1.2 be revised to reflect the need for our transit ridership and frequency of transit to increase. An example might be, "Increase transit ridership by increasing the frequency, efficiency, and connectivity of public transit in PUC neighborhoods." Another suggestion DPP may consider for this policy is to add a priority action that the cost and feasibility of increasing the frequency of transit service be studied.	Policy MC-1.2: Continually improve the efficiency and connectivity of public transit in PUC neighborhoods through improved travel times and frequency. A change was also made to the third Priority Action to read: ***"Red carpet" bus only lanes and bus priority planning*** ~~.Plan for~~ Actively pursue additional opportunities for red-carpet bus only lanes and bus priority service along key infill corridors. Continue to enhance key corridors with sufficient planned or existing density to support high-frequency transit service and transit prioritization (e.g.,bus-only lanes, transit signal prioritization, and bus stop improvements).	yes, partial		
State Climate Commission	*Policy MC-1.2: Continually improve the efficiency and connectivity of public transit in PUC neighborhoods.*	221	The Commission is also pleased to see that DPP has included strong goals and policies providing safe, accessible, and affordable multimodal transportation options. Policy MC-1.2. The Commission would like to suggest the language of Policy MC-1.2 be revised to reflect the need for our transit ridership and frequency of transit to increase. An example might be, "Increase transit ridership by increasing the frequency, efficiency, and connectivity of public transit in PUC neighborhoods". Another suggestion DPP may consider for this policy is to add a priority action that the cost and feasibility of increasing the frequency of transit service be studied.	Policy MC-1.2: Continually improve the efficiency and connectivity of public transit in PUC neighborhoods through improved travel times and frequency. A change was also made to the third Priority Action to read: ***"Red carpet" bus only lanes and bus priority planning*** ~~.Plan for~~ Actively pursue additional opportunities for red-carpet bus only lanes and bus priority service along key infill corridors. Continue to enhance key corridors with sufficient planned or existing density to support high-frequency transit service and transit prioritization (e.g.,bus-only lanes, transit signal prioritization, and bus stop improvements).	yes, partial		
DTS	*Policy MC-1.2: Continually improve the efficiency and connectivity of public transit in PUC neighborhoods.*	221	Change last sentence of the first paragraph to read "Maintaining seamless connections between bus, rail, and active transportation modes will be essential to the functioning and ridership of rail, and to the efficiency and reliability of an affordable transportation network."	text cut off, correction made.	yes		
DTS	*Policy MC-1.2: Continually improve the efficiency and connectivity of public transit in PUC neighborhoods.* /Priority Actions	221	Change timeline for "Plan for bus priority service along key infill corridors" to "ongoing."	Change made.	yes		
HCCC (2)	*Goal MC-1: Provide Safe, Accessible, and Affordable* *Multimodal Transportation Options / Policy MC-1.2* *Continually improve the efficiency and connectivity of public transit in PUC neighborhoods.*	221	Increasing transit ridership is an integral part of reducing the demand for energy in the transportation sector, and therefore reducing ground transportation emissions. One of the most effective ways to increase ridership is to reduce travel time by increasing the frequency of transit service. This may be done by funding additional bus service and/or making bus travel faster by designing streets with dedicated bus lanes. Other factors that increase transit ridership are reduced fares, increased hours of service, improved safety, and increased geographic coverage. The Commission would like to suggest the language of Policy MC-1.2 be revised to reflect the need for our transit ridership and frequency of transit to increase. An example might be, "Increase transit ridership by increasing the frequency, efficiency, and connectivity of public transit in PUC neighborhoods". Another suggestion DPP may consider for this policy is to add a priority action that the cost and feasibility of increasing the frequency of transit service be studied.Increasing transit ridership is an integral part of reducing the demand for energy in the transportation sector, and therefore reducing ground transportation emissions. One of the most effective ways to increase ridership is to reduce travel time by increasing the frequency of transit service. This may be done by funding additional bus service and/or making bus travel faster by designing streets with dedicated bus lanes. Other factors that increase transit ridership are reduced fares, increased hours of service, improved safety, and increased geographic coverage. The Commission would like to suggest the language of Policy MC-1.2 be revised to reflect the need for our transit ridership and frequency of transit to increase. An example might be, "Increase transit ridership by increasing the frequency, efficiency, and connectivity of public transit in PUC neighborhoods". Another suggestion DPP may consider for this policy is to add a priority action that the cost and feasibility of increasing the frequency of transit service be studied.	Policy MC-1.2: Continually improve the efficiency and connectivity of public transit in PUC neighborhoods through improved travel times and frequency. A change was also made to the third Priority Action to read: ***"Red carpet" bus only lanes and bus priority planning*** ~~.Plan for~~ Actively pursue additional opportunities for red-carpet bus only lanes and bus priority service along key infill corridors. Continue to enhance key corridors with sufficient planned or existing density to support high-frequency transit service and transit prioritization (e.g.,bus-only lanes, transit signal prioritization, and bus stop improvements).	yes, partial		

Ulupono Initiative	*Policy MC-1.2: Continually improve the efficiency and connectivity of public transit in PUC neighborhoods.*	221	"Policy MC-1.2: Continually improve the efficiency and connectivity of public transit in PUC neighborhoods" addressing bus priority service only commits to planning for such a service. This action should call out greater implementation approaches, such as those employed on the King Street "red carpet" bus lane. Some additional action recommendations for this section would be to deliver more bus-only, red-carpet lanes, improve bus headways and reliability through increased service; adopt a new fare policy that prioritizes ridership and transit use; improve the bus rider experience through customer service (such as better real-time data reliability and user apps, TheBus website improvements, crowdsourcing data, etc.); and install/improve bus shelters through the transit asset management plan. 1	Policy MC-1.2: Continually improve the efficiency and connectivity of public transit in PUC neighborhoods through improved travel times and frequency. A change was also made to the third Priority Action to read: ***"Red carpet" bus only lanes and bus priority planning*** .~~Plan for~~ Actively pursue additional opportunities for red-carpet bus only lanes and bus priority service along key infill corridors. Continue to enhance key corridors with sufficient planned or existing density to support high-frequency transit service and transit prioritization (e.g.,bus-only lanes, transit signal prioritization, and bus stop improvements).	yes, partial		
HSEO	*Policy MC-1.3: Continue to expand facilities and comfort in the bicycle network.* / Other Actions	222	Policy MC-1.3. The O'ahu Bike Plan's public outreach identified safety concerns as the primary reason people do not ride their bikes more often.[3] Their survey participants held similar views, with 92% of participants saying they would feel very comfortable riding in a protected bike lane.[4] Providing facilities where people feel safe biking is a vital part of increasing bicycle ridership. HSEO would like to suggest the language of Policy MC-1.3 be revised to reflect the need to prioritize building bicycle facilities where people feel safe. An example might be, "Continue to expand facilities and the bicycle network and prioritize those facilities that make people feel safe and comfortable."	Policy MC-1.3: Continue to expand safe facilities and increase comfort in the bicycle network. (Note: Prioritizing sheltered, low-stress facilities is called out in the first Priority Action of this policy).	yes, partial		
DTS	*Policy MC-1.3: Continue to expand facilities and comfort in the bicycle network.* / Other Actions	222	"Develop standards to require integration of secure bicycle parking into development projects." Clarify how this is distinct from Land Use Ordinance requirements.	"Develop standards to ~~require~~ increase integration of secure bicycle parking into development projects." Clarify how this is distinct from Land Use Ordinance requirements.	yes		
HCCC (2)	*Policy MC-1.3: Continue to expand facilities and comfort in the bicycle network.*	222	The O'ahu Bike Plan's public outreach identified safety concerns as the primary reason people do not ride their bikes more often. Their survey participants held similar views, with 92% of participants saying they would feel very comfortable riding in a protected bike lane. Providing facilities where people feel safe biking is a vital part of increasing bicycle ridership. The Climate Commission would like to suggest the language of Policy MC-1.3 be revised to reflect the need to prioritize building bicycle facilities where people feel safe. An example might be, "Continue to expand facilities and the bicycle network and prioritize those facilities that make people feel safe and comfortable".	Policy MC-1.3: Continue to expand safe facilities and increase comfort in the bicycle network. (Note: Prioritizing sheltered, low-stress facilities is called out in the first Priority Action of this policy).	yes, partial		
Ulupono Initiative	*Policy MC-1.3: Continue to expand facilities and comfort in the bicycle network* and *Policy MC-1.4: Improve pedestrian connectivity and safety throughout the PUC.*	222, 223	Both MC 1.3 and MC 1.4 would benefit from an explicit commitment to implement the O'ahu bicycle and pedestrian plans. We have also seen the power of quick builds implemented in our communities. To date, there are over 25 of these across the island, and they were all implemented in just the past few years.2 Not only are these fast-implemented projects, they also are new ways of engaging in iterative community planning and design— ensuring projects do what we want them to do. Several of these quick build projects are even highlighted in the document (mobility and connectivity section cover, pp. 212, 213,220, 222, and 223), but the approach itself is not as prominent. Similarly, Biki is another local success story that should be expanded upon in section MC 1.3. As the sixth-largest bikeshare system in the country, there should be a commitment to maintain and expand the Biki system both geographically and through a larger suite of bike choices (electric, adaptive, tricycle, scooters, etc.).	i. The PUC DP text explicitly supports the implementation of the O'ahu bicycle and pedestrian plans in the chapter intro text under headers "Pedestrain Facilities" and "Bicycle Facilities". ii. On Biki under "Bicycle Facilities", revision made:At the last iteration of this Plan in 2004, the PUC had 24.8 miles of bikeways. Since then, the City has added and improved over 40 miles of bikeway facilities, including a well-used protected cycle track along King Street. Honolulu is also home to the Biki bikeshare system launched in 2017 with over 1,300 bikes at over 130 stations, and managed by the non-profit Bikeshare Hawai'i. The City plans to add at least five miles of new bikeway facilities per year over the next several years with the goal of creating a robust bicycle network in Honolulu's urban core, as detailed in the O'ahu Bike Plan, updated in 2019. The bicycle network is generally targeted to be implemented within existing roadway right-of-ways shared by the various travel modes. The O'ahu Bike Plan identifies specific projects and initiatives to expand facilities and bicycle ridership with a focus on the "interested but concerned" riders that research shows make up about half of the population. Appealing to this largest of the existing and potential ridership groups acknowledges that overall ridership will increase if safe facilities are readily available and supportive programs are in place that appeal to users of all ages and abilities. With this goal in mind, PUC DP policies support implementation of the Bike Plan, recommend the creation of separated/protected bike lanes whenever feasible, and promote the expansion of bikeshare near transit stations and increased secure bike parking. iii. On Quick builds. Under Policy MC-2.3: Improve pedestrian connectivity and safety throughout the PUC, a new Priority Action was added: ***Quick Builds*** . Deploy expedited, incremental or tactical projects in conjunction with the community to meet specific needs. Quick build projects improve safety and comfort for pedestrians through lower-cost and quickly deployed means such as striping, painting, and movable barriers. They are also suited for high levels of community involvement in both design and implementation.	yes, partial		

OMPO	*Policy MC-1.4: Improve pedestrian connectivity and safety throughout the PUC.*	223	Regarding this policy, please consider adding “Improve pedestrian access and convenience by prioritizing the movement of people of foot within the PUC”, and “Enable easier and safer pedestrian crossings of busy streets with additional protected crosswalks, short signal cycles, and automatic pedestrian recall that provides crossing opportunities on every signal cycle (no push-button required) throughout the PUC”.	Suggested language added to the first Priority Action of the policy: ***Improve connections and safety in areas with high pedestrian activity.*** Seek opportunities to improve connections and flow between sidewalks and areas of activity, transit stops, and public open space. Enable easier and safer pedestrian crossings of busy streets with additional protected crosswalks, shorter signal cycles, and automatic pedestrian recall.	yes		
OMPO	*Policy MC-2.1: Reduce dependency on single occupancy vehicle miles traveled (VMT).*	224	Regarding this policy, please consider adding “Regulate the price and availability of public parking in the PUC to encourage the use of transit, walking, and bicycling wherever possible”, and “Discourage the oversupply of parking through incentives, zoning, and regulation”.	The first Priority Action of the policy was amended as follows: ***Modify parking regulations.*** Reduce off-street parking requirements to incentivize the use of travel modes other than single-occupancy vehicles. Pursue "unbundling" of residential parking for both rental and for-sale housing in new multifamily buildings or for commercial developments. Moniter parking pricing and availability in the PUC and discourage oversupply in transit-rich pedestrian priority areas.	partial		
HCCC (2)	*Policy MC-2.1: Reduce dependency on single occupancy vehicle miles traveled (VMT).*	224	The Climate Commission is pleased to see that this policy is included in the PUC Development Plan Draft, as vehicle miles traveled (VMT) in Hawai‘i has increased almost 40% over the last 25 years and is projected to continue to increase without intervention. While the State is exceeding its statutory renewable energy targets to reduce GHG emissions from electricity generation and the number of electric cars on the road is increasing, transportation sector emissions remain high and are projected to continue increasing. Electrification of ground transportation is a key component of reaching the State’s 2045 goal yet poses challenges for clean energy generation. Hawaiian Electric’s Power Supply Improvement Plan (PSIP) scenarios for O‘ahu estimated between 6,000 to 13,000 acres of land would be required to generate enough renewable energy to electrify half of the cars on the road. To reduce the number of acres needed, it is essential to reduce the amount of energy needed for all sectors, including transportation.	Comment noted.	N/A		
HSEO	*Policy MC-2.1: Reduce dependency on single occupancy vehicle miles traveled (VMT).*	224	The Climate Commission is pleased to see that this policy is included in the PUC Development Plan Draft, as vehicle miles traveled (VMT) in Hawai‘i has increased almost 40% over the last 25 years and is projected to continue to increase without intervention. While the State is exceeding its statutory renewable energy targets to reduce GHG emissions from electricity generation and the number of electric cars on the road is increasing, transportation sector emissions remain high and are projected to continue increasing. Electrification of ground transportation is a key component of reaching the State’s 2045 goal yet poses challenges for clean energy generation. Hawaiian Electric’s Power Supply Improvement Plan (PSIP) scenarios for O‘ahu estimated between 6,000 to 13,000 acres of land would be required to generate enough renewable energy to electrify half of the cars on the road. To reduce the number of acres needed, it is essential to reducethe amount of energy needed for all sectors, including transportation. To support efforts to reduce dependency on single-occupancy vehicle miles traveled, HSEO has collaborated with the State Climate Change Mitigation and Adaptation Commission on a grant with the U.S. Climate Alliance to fund a VMT and Active Transportation Specialist. As part of this work, the VMT and Active Transportation Specialist is working on two projects that may be of interest to and support the DPP' s efforts to implement this policy: a mobility hub study and a multi-modal assessment. A mobility hub is a place where people can seamlessly connect with multiple modes of transportation in a shared location. This study is looking at potential sites for a mobility hub on O'ahu. The multi-modal assessment will measure accessibility of opportunities, goods, and services via non-auto modes on O'ahu. The final work product will be a list of both land-use and transportation projects that will help to reduce dependency on single-occupancy vehicles and vehicle miles traveled.	Comment noted.	N/A		

State Climate Commission	*Policy H-2.4: Policy MC-2.1: Reduce dependency on single occupancy vehicle miles traveled (VMT).*	224	Vehicle miles traveled (VMT) is affected by several built environment factors including density of population and jobs, mix of land uses, accessibility of destinations, design of neighborhoods and streets, and distance to transit and shared mobility. Many of the community characteristics and development patterns that influence how far people must travel between their home, work, and other essential destinations are determined by land use plans and implementation. Land use plans and implementation processes designed to minimize or reduce VMT, also called "smart growth", could produce location-efficient, connected, and walkable communities and manage development to conserve agricultural lands and natural resources. Including Policy H-1.1 will help to guide and justify land-use decisions that help to create more livable communities where residents have plentiful transportation choices, thus encouraging the reduction of vehicle miles traveled and greenhouse gas emissions, and an improvement in air quality. The Commissions appreciates that DPP includes language discussing the importance of zoning updates to help revitalize existing mixed-use places and reduce urban sprawl. DPP may consider adding the following language as a priority action to support these policies further (*see below two lines*).	See below two lines.	N/A		
State Climate Commission	VMT, cont.	224	Update County land use and zoning to allow development in low-VMT areas. Low-VMT areas tend to be served by frequent transit, connected and safe multimodal facilities, diversity of destinations, and are home to high densities of population and jobs. In contrast, the highest VMT per capita can be expected in rural areas, and any new development in these locations would require significant mitigation to reduce VMT per capita. Urban and rural locations present very different VMT reduction opportunities, TDM programs, and land use incentives.	"Low-VMT areas" is not a terminology that is used in this plan, however, the policy goals are consistent with the PUC DP's land use policy approach and the City's TOD policies.	no		
State Climate Commission	VMT, cont.	224	Evaluate regional VMT impacts of land reclassification petitions. Select petitions for land reclassification fall within the jurisdiction of county government, yet explicit review guidelines are not expressed in land use plans. Counties could consider using VMT-based analysis to evaluate petitions for land reclassification within their jurisdiction, especially when proposed redistricting would result in increased residential population in areas underserved by multimodal access to essential destinations. These policies are consistent with the Commission's report, "Investing in Transportation Choices: Recommendations for Safe, Sustainable, Affordable, and Reliable Mobility". This report includes both land-use and transportation strategies to assist State and Counties to reduce vehicle miles traveled, to meet climate and energy goals.	Comments noted for future evaluation.	no		
CCSR	*Policy MC-2.2: Safely integrate emerging technologies into the transportation system.*	225	Comment/Question: What are "EV bays"? City Ordinance 20-10 requires 25% of parking stalls at new developments be "EV-ready" (excluding affordable housing; see EV-ready guide here: https://www.resilientoahu.org/s/EV-Ready-Compliance-Guide-FAQ_Combined-September-2021.pdf) and HRS §291-71 requires places of public accommodation with at least 100 parking spaces have at least one parking space exclusively for electric vehicles and equipped with an electric vehicle charging system. Is this action suggesting requirements for installation of EV chargers in new developments (and at what percentage of stalls)? Or continued EV-ready policies (with inclusions for affordable housing)? We support both policy positions.	"EV bays" here refers to a group of stalls. Changed to "stalls" for more common terminology and amended as follows: Public vehicle charging. Retrofit public parking garages with a percentage of Electric Vehicle (EV) charging stations and require EV ~~bays~~ stalls in new developments (inclusive of all housing types).	yes		

Individual (6)	Bike lanes on main arterials, oppose	Chapter theme comments	I am not in favor of a dedicated bicycle lane on major transit arteries such as the one installed on King Street. I believe dedicated lanes for hop-on hop-off shuttle buses, with bicycle racks, along the urban core's major transit corridors (Beretania, King, Kapiolani and Ala Moana) would much better serve the general population. There is no comparison with the carrying capacity for riders, the protection from the elements (rain or shine), even the variety of attire. I believe such bicycle lanes are a huge misuse of a limited resource. I believe any plan for bicycle lanes on Diamond Head Road and Kahala Avenue should be discarded because it is dangerous except in the area of Red Wing Metal of Honor Park(known as Triangle Park). The lanes are narrow and often lined with cars parked for beachgoers who open doors without warning into the oncoming traffic and have children in toe next to the rodeway.	Comment noted. Public input on specific streets is encouraged during all Complete Streets project planning.	no		
HDOT-HWY	Mobility & Connectivity, General comments	Chapter theme comments	The draft development plan is very generalized in nature. The HDOT-HWY would be able to provide more informed comments as specific area plans and implementation efforts are developed.	Comment noted.	N/A		
HDOT-HWY	Mobility & Connectivity, General comments	Chapter theme comments	The HDOT-HWY will continue to coordinate with the CCH as needed to the best extent possible, subject to resource availability and impacts to our priorities.	Comment noted.	N/A		
HDOT-HWY	Mobility & Connectivity, General comments	Chapter theme comments	The HDOT-HWY is supportive of efforts that provide mode choice options for transportation users and improve coordination between land use and transportation.	Comment noted.	N/A		
HDOT-HWY	Mobility & Connectivity, General comments	Chapter theme comments	To ensure operational safety, mitigate traffic impacts and promote connectivity for the community (relating to Development Plan Policy MC-1), HDOT-HWY continues to encourage large scale developments to provide Masterplans and/or Transportation Management Plans for its projects. Traffic Impact Analysis Reports, which should be accompanied by bicycle/pedestrian studies are routinely assessed and enforced through our agency reviews.	Comment noted.	N/A		
HDOT-STP	Mobility & Connectivity, General comments	Chapter theme comments	The HDOT-STP is currently developing an update to the Hawaii Statewide Transportation Plan (HSTP). The HSTP is a vision document that establishes framework to be used in the planning of Hawaii's transportation systems. The HSTP provides policy level guidance to system-level and master plans of the three primary modes of transportation used in Hawaii: the air, water, and land systems, as well as the connections between these modal systems. The HSTP discusses seven (7) Goals with objectives and strategies for each goal, some of which will require coordination between the State and County agencies for implementation.	Comments noted for future evaluation.	N/A		
HDOT-STP	Mobility & Connectivity, General comments	Chapter theme comments	The HSTP is being developed as a collaborative effort between HDOT, the Oahu and Maui Metropolitan Planning Organizations, the county agencies, transportation stakeholders, and the public. Continued collaboration between HDOT and CCH will be critical to integrate transportation considerations throughout the land use planning process and vice versa.	(Cont.)	N/A		
Sierra Club O'ahu Group	Mobility & Connectivity, General comments	Chapter theme comments	1. Free public transportation – encourages ridership, supports reduced carbon emissions, equitable principles (low-moderate income, working class commuters)	Free public transportation has not been evaluated for the purposes of this plan and is beyond the scope of the PUC DP.	no		
Sierra Club O'ahu Group	Mobility & Connectivity, General comments	(cont.)	2. Shaded, walkable mixed-use communities – planted with native trees o Safe sidewalks in low-income communities o 15 Minute Cities	i. The importance of shade trees and context-appropriate plantings are discussed in policies PPOS-2.2, PL-2.3 and under "plant selection" in the Park + Open Space chapter; ii. Sidewalk safety is discussed under "pedestrian facilities" and in policies PL-3.2, PL-3.3, PL3.4, MC-1.1, MC-1.4, HC-2.3. iii. "15-minute cities" is a concept similar to TOD planning policies (supported throughout this plan) and does not apply to the entirety of the PUC	no		

Sierra Club O'ahu Group	Mobility & Connectivity, General comments	(cont.)	3.Ban on new gas-powered vehicles by 2030 o All new city and county vehicles electric by 2025 o Increase EV charging stations	i. Ban on new gas-powered vehicles beyond scope of the PUC DP. ii. Explicit support for Honolulu's EV fleet goals was addeded under Setting the Stage/ Transportation and Mobility in the PUC: Major components of the City's public transportation system are its fleet of buses (TheBus), accessible vans (TheHandi-Van), and the partially constructed Skyline rail. In addition to maintaining municipal streets, roads, and bicycle facilities, the City is also responsible for the operations and maintenance of the Skyline. Honolulu is converting the City's fleet to 100% renewable energy by 2035. iii. increasing EV parking stalls and public chargers are discussed in policy MC-2.2.	partial		
Sierra Club O'ahu Group	Mobility & Connectivity, General comments	(cont.)	4.Commit to extend rail to Ala Moana and UH Manoa o TOD – local food hubs at major transit stations	i. "The Honolulu Rail Transit Project" section of the Chapter 6 intro discusses Skyline extension to Ala Moana Center and eventually UH Manoa as a continued policy goal. ii. Under "Other Actions" for policy HC-1.4, the following was added: Encourage the expansion of facilities for local markets and vendors in the PUC, including at major transportation hubs.	partial		
Sierra Club O'ahu Group	Mobility & Connectivity, General comments	(cont.)	5. Affordable housing in every residential community – encourages walkable communities, reduces commutes for low-moderate income	Comment not policy-specific. Affordable housing policies are discussed at length in Chapter 4, Housing.	N/A		
Sierra Club O'ahu Group	Mobility & Connectivity, General comments	(cont.)	6. Bike path around entire island of Oahu o Extend bike lane on entirety of King Street o Permanently close certain urban streets to vehicles, allowing only bike and foot traffic	i. A bike path around entire island of Oahu not a policy goal appropriate to a DP area plan. ii. Comment noted on bike lane extension down King Street; a planned extension is depicted on Figure 6.2, Mobility Framework, East iii. Comment noted for future evaluation on permanent road closures to vehicles for select pedestrian streets.	no		
Sierra Club O'ahu Group	Mobility & Connectivity, General comments	(cont.)	7.Reduce amount of parking spaces in urban core	Parking reductions are discussed under policy MC-2.1.	N/A		
Sierra Club O'ahu Group	Mobility & Connectivity, General comments	(cont.)	8..Clear drainage, reestablish wetlands to reduce chronic street flooding	Comment not policy-specific. Debris clearing, flood management discussed in Chapter 9, Water Resources.	N/A		
Sierra Club O'ahu Group	Mobility & Connectivity, General comments	(cont.)	9. Encourage flexible work schedules, remote working to reduce number of commuters o Increase WiFi availability for low to moderate income families	i. Support for remote work is discussed in Chapter 10, Economic Development. ii. Comment noted. The Affordable Connectivity Program is offered as a federal program.	no		
			Chapter Seven: Healthy Communities				
CCSR	Intro/ Key Outcomes	233	Add bullet point to Key Outcomes, Ensure physical and financial access to locally sourced, good food.	Added bullet point: Ensuring physical and financial access to locally sourced, good food.	yes		
CCSR	Intro/Increasing Opportunities for Healthy Foods	237	A healthy food environment should ~~not have a high prevalence of mini markets and fast food restaurants in the absence of other choices~~ have an abundance of grocery stores, "farmacies" (access to quality healthy food choices) in relation to mini markets and fast food restaurants.	Farmacies is not a term in common usage or linked to current City & County or State programs. However, the text was amended to: A healthy food environment should ~~not have a high prevalence of mini markets and fast food restaurants in the absence of other choices~~ A healthy food environment should have a adequate access to fresh, affordable, and nutritious choices.	partial		
CCSR	Intro/Increasing Opportunities for Healthy Foods	237	Amend language, Increasing opportunities for Federal Nutrition Assistance Program-enabled farmer's markets, open markets, community supported agriculture program partnerships, and local purchasing are all means to increase these connections within the urban environment. Also enabling space for organizations to assist community with federal benefit registration and renewal.	Amended language to: Increasing opportunities for Federal Nutrition Assistance Program-enabled farmer's markets, open markets, community supported agriculture program partnerships, and local purchasing are all means to increase these connections within the urban environment.... The second edit was added as an Other Action under Policy HC-1.4 Expand access to healthy foods from local growers and expand the community gardens program: Enable space at community markets for organizations to assist the community with federal benefit registration and renewal.	yes		
HART	Healthy Communities Map	240	p. 240, Legend ~~HART~~ Rail Station	Correction made.	yes		
HCCC (1)	*Goal HC-1: Foster a healthy built environment in the PUC/ Policy HC-1.1: Encourage exemplary healthy ("green") building standards*	242	Recommend adding "occupant well-being" after community health. Impacts should benefit occupant well-being in addition to the community.	Encourage major new developments to address community health and occupant well-being in their master plans and projects through the use of industry-vetted and evidence-based rating sytems, toolkits, and checklists.	yes		
HCCC (1)	*Goal HC-1: Foster a healthy built environment in the PUC/ Policy HC-1.1: Encourage exemplary healthy ("green") building standards*	242	Consider revising "indoor air quality" to indoor environmental quality". It is an all-encompassing term that includes air quality, health and carbon impact of materials, access to daylight and air (both natural and active), thermal comfort, and views to outdoors.	Continue to advance best practices for indoor ~~air~~ environmental quality in all development/ retrofit projects.	yes		
HCCC (1)	*Goal HC-1: Foster a healthy built environment in the PUC/ Policy HC-1.1: Encourage exemplary healthy ("green") building standards*	242	Healthy Building Checklist. Recommend the City develop a integrated checklist through collaboration with other departments to simplify City's goals to development and architecture community. A coordinated checklist also ensure enforcement during the building permit review process.	Comment noted for future evaluation.	N/A		

HCCC (1)	*Goal HC-1: Foster a healthy built environment in the PUC/ Policy HC-1.1: Encourage exemplary healthy ("green") building standards,* Other Actions: Bullet 4	242	Recommend revising to the following as it encompasses recognized thirdparty certification programs. "Work with new building and renovation projects that wish to achieve high environmental performance through certification through recognized third-party green building certification programs such as LEED, WELL Building Standard, Living Building Challenge and Passive House."	Added to existing Other Action for this policy: Work with new building and renovation projects that wish to achieve high environmental performance through use of Whole Building Design, Net Zero, LEED, Living Building Challenge, or similar framework.	partial		
HCCC (1)	*Goal HC-1: Foster a healthy built environment in the PUC/ Policy HC-1.1: Encourage exemplary healthy ("green") building standards,* Other Actions: Bullet 4	242	Recommend adding "and reducing carbon emissions" at the end of the sentence. Building reuse preserves embodied carbon of a building which overall reduces the carbon footprint of a building. Smart building renovation will be next frontier to reduce carbon emissions as more clean energy sources come online and as efficiency standards meet their peak.	Establish guidelines for sustainable adaptive reuse of existing buildings to make use of existing resources and reduce carbon emissions.	yes		
HCCC (1)	*Goal HC-1: Foster a healthy built environment in the PUC / Policy HC-1.2: Promote strategies to increase energy efficiency in buildings*	243	Consider revising title to " Promote strategies to increase energy efficiency and clean energy in buildings". Revised title represents the listed actions - efficiency and clean energy sources.	Policy revised to reflect listed actions: Policy HC-1.2: Promote strategies to increase energy efficiency and clean energy in buildings.	yes		
HCCC (1)	*Goal HC-1: Foster a healthy built environment in the PUC / Policy HC-1.2: Promote strategies to increase energy efficiency in buildings;* Priority Actions	243	Better Building Benchmarking program is already implemented. If the Plan has a 2030/50 horizon, recommend changing the action to "Implement a Building Performance Standard program". Building Performance Standards are an outcome based performance standard to reduce GHG emissions by being the next step after establishing benchmarking standards. Standards for energy, water, and fuel use are established based upon building typology and use. Additionally, carbon emission targets are established. BPS impact existing buildings and allow for standards to evolve overtime as building codes, GHG targets, and fuel avoidance standards change. The revised action could read "Implement a Building Performance Standard program. The proposed program will establish energy, water, and fuel source performance targets for large projects over X SF based upon building use, to reduce greenhouse gas emissions and boost climate resiliency."	The Priority Action was revised as follows: ~~***Implement the***~~ ***Better Building Benchmarking program.*** ~~The proposed program will create a system~~ Monitor the benchmarking program for large commercial buildings (including multifamily residential) to track and report annual water, electricity and gas use, creating a platform to inform better choices for resource efficiency and climate resiliency. Expand the program to smaller buildings in future.	partial		
HCCC (1)	*Goal HC-1: Foster a healthy built environment in the PUC / Policy HC-1.2: Promote strategies to increase energy efficiency in buildings;* Priority Actions	243	Recommend changing the third action to "EV and PV Ready" Construction. Incorporating PV readiness into new builds/major renovations is ALWAYS more cost effective than a retrofit project. Add "Establish requirements for PV Ready for new construction commercial projects." The code already requires PV ready for residential; we MUST add PV ready as a requirement to meet State and City clean energy targets.	Added Other Action: Work towards "PV ready" standards and requirements for new commercial construction.	partial		
HCCC (1)	*Goal HC-1: Foster a healthy built environment in the PUC / Policy HC-1.2: Promote strategies to increase energy efficiency in buildings;* Other Actions	243	Recommend revising bullet 1 to read: "Monitor emergence of energy resilience technologies (such as battery energy storage, microgrid technology, and grid integration technology) and ensure codes… Clean energy transition will require buildings integration and relay with the aforementioned systems.	Monitor the emergence of new solar-related technologies (such as battery storage, microgrid thechnology and grid integration technology) and ensure codes safely accommodate these new technologies.	yes		
OCCSR	*Policy HC-1.3: Avoid/mitigate the Urban Heat Island Effect and reduce heat stress;* Priority Actions	244	Reduce Permeable Surfaces and Boost Tree Canopy. Identify candidate low-traffic streets in hotspot neighborhoods for de-paving to reduce impervious surface and create room for trees (above and below ground) and pedestrianization. Following best practices to reduce permeable surfaces not only aids in storm water management, but also helps to allow natural evaporative cooling. Increasing tree cover helps to lower temperatures by providing cooling shade.	***Reduce Permeable Surfaces and Boost Tree Canopy.*** Following best practices to reduce permeable surfaces not only aids in storm water management, but also helps to allow natural evaporative cooling. Increasing tree cover helps to lower temperatures by providing cooling shade. Identify candidate low-traffic streets in hotspot neighborhoods for de-paving to reduce impervious surface and create space above and below ground for trees, while retaining/adding pedestrian sidewalks.	yes		
HCCC (1)	*Policy HC-1.3: Avoid/mitigate the Urban Heat Island Effect and reduce heat stress;* Other Actions	244	Building code already includes requirements for residential tropical building code as part of the 2015 IECC code adoption. If amendments are required, recommended adding provisions to the upcoming 2018 IECC adoption cycle.	Draft preceded updates- action removed.	yes		
CCSR	*Policy HC-1.3: Avoid/mitigate the Urban Heat Island Effect and reduce heat stress;* Priority Actions	244	Urban Heat Island Solutions Planning. Identify populations highly vulnerable to heat events, and overlay with urban hot spots determined through Community Heat Mapping. Implement solutions for vulnerable populations such as Cooling Centers and adopt neighborhood-scale tree master plans to ensure more tree plantings and canopy cover.	***Urban Heat Island Solutions Planning.*** Identify populations highly vulnerable to heat events, and overlay with urban hot spots determined through Community Heat Mapping. Implement solutions for vulnerable populations such as Cooling Centers ~~or increasing tree canopy~~. and adopt neighborhood-scale tree master plans to ensure more canopy coverage.	yes		

CCSR	*Policy HC-1.4: Expand access to healthy foods from local growers and expand the community gardens program;* Other Actions	245	Work with developments that wish to include periodic night markets, market halls, farmer's markets, local food aggregation facilities (Food Hubs), or community supported agriculture dropoff points.	Work with developments that wish to include periodic night markets, market halls, farmer's markets, local food aggregation facilities (Food Hubs), or community supported agriculture drop-off points.	yes		
CCSR	*Policy HC-3-3: Increase community resilience and disaster preparedness;* Other Actions	251	Add bullet point, Include the use of emergency food preparedness concepts, such as Pre-covery Pods and the suggested reserves of 14 days' worth of food andwater.	Create and regularly update a dedicated Multi-Hazard Pre-Disaster Mitigation Plan. Include the use of emergency food preparedness concepts, such as Pre-covery Pods and suggested reserves of 14 day's worth of food and water.	yes		
HART	SLR/SOVI Map	252	p. 252, Map lines Change color of rail line to black; add legend	Thank you for the comment, but the map has a different focus.	no		
HCCC (1)	*Goal HC-3: Support initiatives that improve community engagement, health, and equity. / Policy HC-3-3: Increase community resilience and disaster preparedness;* Figure 7.2	252	Excellent map! Encourage more readily accessible maps that easily overlay all necessary information for development and design community. See City of Boston Zoning Viewer as an example http://maps.bostonredevelopmentauthority.org/zoningviewer/	Comment noted for future evaluation.	N/A		
			Chapter Eight: Sea Level Rise + Coastal Hazards				
CCSR	*Goal SLR-1: Utilize the 3.2' SLR-XA and the 6' SLR for current zoning and permitting decisions and for siting critical infrastructure.*	256	Slightly confusing phrasing as to what 3.2 and 6 ft. are to respectively be used for. But also, the 3.2 and 6 ft. benchmarks will become outdated very soon (the Climate Change Commission is considering adopting updated numbers at its next meeting (see draft guidance at https://www.resilientoahu.org/s/DRAFT_Sea-Level-Rise-Guidance-II-2022-05-11.pdf) and will almost certainly need to be changed over the 10-year lifespan of this plan. Mayor's Directive 18-2 requires City agencies to use the latest guidance from the Climate Change Commission. Consider removing all references to 3.2 and 6ft. and instead reference "latest SLR guidance from City Climate Change Commission and/or State" or similar.	DPP agrees that the state SLR-XA guidance and other guidance from the city's climate change commission will likely change numerous times over the plan horizon. While the body text will still identify the current benchmarks that the analysis is based upon, all references to 3.2' or 6' has been remved from the policy language itself. (Policies SLR-1.1 and SLR-2.1)	yes		
Waikiki NB 9	SLR chapter policies, support	256	Sea Level Rise and Coastal Hazards Planning: Our community is seeing the effect of sea level rise and climate change, in real time, right now. We strongly support all provisions and policies in this section of the PUC Plan	Comment noted.	N/A		
Dpp edit	Key Outcomes (Intro)	257	Revisions for better flow and accuracy.	As the City is in the early stages of contending with accelerating coastal hazards that will be a development consideration for a very long time to come, Plan policies maintain flexibility for future conditions and rules changes, anticipating a dynamic policy environment at all levels of government, and a robust community and business sector suite of responses as well. PUC DP Policies support integrating SLR and coastal hazard concerns into the planning, design, and maintenance of City facilities and infrastructure, while concurrently utilizing the ~~3.2'~~ SLR-XA as a tool to inform and ~~regulate~~ design and site new development. Enhanced agency collaboration for adapting to coastal hazards, regional and community based adaptation planning, district-scale flood control projects and pilot adaptation projects will all be part of the multifaceted solutions needed.	yes		

Cades-Shutte LLC	Use of the SLR-XA, regulatory concerns	257, 262, 263, 268	We appreciate all the work that the City and County of Honolulu Department of Planning and Permitting ("DPP") has put into the May 2022 Draft Primary Urban Center Development Plan ("Draft Plan"), including soliciting community feedback. We respectfully request that the Draft Plan clarify that the sea level rise exposure area ("SLR-XA") should be used as a policy tool as it was originally intended and not enshrined as regulation. Regulatory consistency at the state and city levels should be maintained. The special management area ("SMA") guidelines set forth in HRS section 205A-26 contain no provision relating to the SLR-XA. As currently written, the Draft Plan's guidance of "utiliz[ing] the 3.2' SLR-XA . . . for current zoning and permitting decisions" and "implementing 3.2' SLR-XA regulations" could serve as a backdoor to impose the SLR-XA line as the de facto shoreline. See Draft Plan at 262, 263 and 268. Doing so could force the dilapidation of structures throughout large swaths of Honolulu that are in dire need of revitalization. In some cases, this could reach beyond the borders of the SMA. For these reasons, we ask that the Draft Plan clarify that the SLR-XA should be considered as a policy tool and not used as regulation.	The DPP agrees that the SLR-XA is a policy tool for planning and analysis and should not be confused with current regulation. However, we cannot rule out a role for the SLR-XA (or future refinements of sea level rise data and projections from state or city sources) in *future* shoreline regulation at the state level, or its increased use as a project screen for design analysis at the city level. Policy SLR-1.1 has been revised as follows: Utilize the ~~3.2'~~ SLR-XA ~~and the 6' SLR~~ as a tool for current zoning and permitting decisions and for siting critical infrastructure. Priority Actions (PRD page 262) for the same policy have been revised as follows: ***~~Implement 3.2'~~ SLR-XA ~~regulations~~ site screening*** . Use the ~~3.2'~~ SLR-XA as a hazard indicatior for new development and redevelopment projects, to disclose SLR risk to anyone seeking permits for impacted properties, and to seek ~~require~~ adaptation or avoidance strategies. ~~Utilize the State SLR Report and the associated Viewer (or County layers) to identify inundation risk factors and to evaluate permits.~~ ***~~Utilize the 6' SLR for~~ Infrastructure planning*** . Utilize broader measures of SLR risk (as recommended by the Honolulu Climate Change Commission or site-specific analysis) ~~the 6' SLR~~ as ~~a~~ hazard indicators for long-lived infrastructure projects ~~and City-led projects, and to require adaptation or avoidance strategies.~~ A Priority Action for SLR-1.2 (PRD page 263) has been revised as follows: ***Incorporate SLR considerations into land use ~~regulations and~~ standards*** . As best practices are established, integrate reasonable adaptation ~~requirements~~ standards as needed or required into the Land Use Ordinance and Chapters 21A, 23, and 25 ~~as development standards. Continue to expand adaptation requirements or restrictions for development in 3.2' SLR-XA and 6' SLR as sea level rise projections and on-the-ground conditions evolve.~~ No text changes were made to (PRD page 268) Policy SLR-1.5 provisions, as they refer to keeping county ordinances updated and consistent with state level guidance.	yes, partial		
Dpp edit	*Policy SLR-1.2, Priority Action: Support Mandatory Real Estate Disclosure*	263	Revised to reflect the action was codified within Hawai'i Revised Statutes §508D-15, requiring that real estate transactions within the State of Hawai'i must disclose any risk of sea level rise to the property.	***Support implementation of mandatory ~~real estate~~ seller disclosure law*** . Support the implementation of ~~legislative efforts~~ for real estate disclosure for properties located in the SLR-XA ~~and flag~~ by flagging impacted TMKs in permit tracking software ~~for the purposes of~~ and/or providing this information in permitting reviews.	yes		
CCSR	*Policy SLR-2.1: Plan for priority growth areas outside of the 3.2' SLR-XA and 6' SLR, and vet proposed solutions for highly impacted areas with the community.*	269	Engage the Community early and often for major engineered or managed retreat solutions. Focus on engaging the community in developing localized adaptation strategies. Implement demonstration and pilot adaptation projects for priority sites identified in this Plan and other City infrastructure and resilience planning. Plan to support gradual phasing out through attrition of development in certain areas. Comment: Consider adding additional reference to retreat and the above language addition in the introduction of this page.	For clarity, the following language was added to the end of the Priority Action: Engage the Community early and often for major engineered or managed retreat solutions. Focus on engaging the community in developing localized adaptation strategies. Implement demonstration and pilot adaptation projects for priority sites identified in this Plan and other City infrastructure and resilience planning. Managed retreat when and where warranted, should be carefully phased in through evidence-based mechanisms.	yes, partial		

State Climate Commission	*Policy SLR-3.4: Support state agencies in applying appropriate interventions and environmental measures for adapting/preserving beaches and shoreline impacted by sea level rise and erosion.*	276	We look forward to working with the City on Policy SLR-3.4: Support state agencies in applying appropriate interventions and environmental measures for adapting/preserving beaches and shoreline impacted by sea level rise and erosion. The Commission is already working in coordination with the City and County Parks Department and Resiliency Office on shoreline protection projects and are encouraged that the City plans to continue this relationship to find the best short- and long-term solutions for coastal protections and ecosystem resiliency.	Thank you, comment noted.	N/A		
HDOT-H	Adaptation Area Four, Sand Island + Harbor	289	HDOT-H recommends that the verbiage under the sub-header Priority Strategies on the page representing Adaptation Area 4, be revised such that it does not imply that the CCH is relying on the completion ofHDOT-H's Honolulu Harbor 2050 Master Plan update for a comprehensive strategy to CCH's Sand Island Wastewater Treatment Plant (SIWWTP). As such, the PUC DP should refer to Act 178, Session Laws of Hawaii (SLH) 2021 and its intent and purpose. The efforts established under Act 178, SLH 2021 are to identify existing and planned State facilities that are vulnerable to sea level rise (SLR) and assess a range of options to mitigate the impacts of SLR on those facilities in a comprehensive manner, this in turn would be information that CCH could incorporate into its comprehensive strategy for SLR at the SIWWTP.	"Adaptation Area 4" contains county, state, and federal resources that will all need to engage in their own adaptation planning efforts, and ideally, coordinate across agencies when and where needed. Any implication that SIWWTP is reliant upon the 2050 Honolulu Harbor Master Plan is not intended. Text has been revised to: The HDOT ~~is in the completion stages of~~ has completed its Honolulu Harbor 2050 Master Plan ~~(HHMP),~~ ~~including~~ that includes planning considerations for 3.2' of SLR by 2060. Facilites at the SIWWTP operated by the City DES are currently at 8' above sea level, and new building foundations and equipment will be built higher as they are replaced. ~~The SIWWTP awaits a comprehensive strategy for rising sea levels.~~	yes		
State of Hawai'i Department of Land and Natural Resources Division of Aquatic Resources (DLNR/ DAR)	Shoreline management/access	Chapter 8, General	DAR also supports the PUC DP's plans to manage and support continued responsible use of Oahu's shoreline areas amidst ongoing impacts of sea level rise. Vanishing beaches are not only a threat to swimmers and sunbathers, but also fishers, gatherers, and cultural practitioners that use beaches to safely access their preferred grounds. DAR suggests that when prioritizing restorative and protective actions, the access needs of such user groups also be considered.	Language added to the Preserve/Enhance Access to Shoreline "Cross-Cutting" Adaptation Strategy (PRD page 280): Actions to preserve shoreline access include prioritizing maintenance and repair of existing access facilities in order to minimize re-routing or closure, and creating temporary bridges, ramps or pathways to maintain safe access during flooding or King Tides. Maintaining access to public beaches fronting privately owned properties must include enforcing prohibitions against new shoreline hardening structures. Shoreline public access is a commonlaw right in Hawai'i and important for fishers, gatherers, cultural practitioners, as well as sport and recreation. This strategy is critical in the following shoreline types: Residential Mixed Beach, Engineered Beach and Natural Beach Recreation Areas, Waikīkī Management Areas, and portions of Honolulu Harbor and Kaka'ako Makai	yes		
OPSD	Chapter content, support	Chapter 8, General	OPSD commends and supports DPP's inclusion of goals and policies to address climate change and sea level rise in Chapter 8 through comprehensive planning and acknowledges their contribution toward addressing the Climate Change Adaptation Priority Guidelines in Hawaii Revised Statutes (HRS) Section 226-109. The Shoreline Adaptation Strategies are a useful guide for how specific policies might be applied to specific communities within the Plan area. In addition, Goal SLR-2 of the draft Plan aligns with OPSD's collaboration with the University of Hawai'i's Community Design Center for the development of a framework to address projected impacts of climate change and sea level rise in the Waikiki Special District.	Thank you, comment noted.	N/A		

Sierra Club O'ahu Group	Chapter content, general	Chapter 8, General	Adapt Regulatory Standards to Improve Resilience to Climate Change and Coastal Hazards. ● Conduct Long-Range Planning to Increase Area-Wide Adaptation and Resilience. ● Coordinate Infrastructure Planning for Sea Level Rise Across Agencies. o encouraging or requiring adaptation for proposed development o increasing long-range planning o expanding restrictions on shoreline development in Special Management Areas ● Magnified by climate change and SLR o coastal flooding from high wave events and extreme tides, rainfall flooding in steep watersheds and on low-lying coastal plains, tsunamis, coastal erosion, and hurricanes o 1 meter by 2100 plausible 2m. ● REPORTS: o Hawai'i State Sea Level Rise Vulnerability and Adaptation Report (12 / 2017) o Honolulu Climate Change Commission Sea Level Rise Guidance (6 / 2018) o City adopted Climate Action Plan June 2021 o City's One Water Policy established via Ordinance in 2020 o In June 2018, Mayoral Directive No. 18-2 instructed all executive branch departments and agencies to use the most current versions of the HCCC SLR Guidance and the State SLR Report in their planning, programing, and capital improvement decisions o Board of Water Supply's PUC Watershed Management Plan o The City's Office of Climate Change, Sustainability, and Resiliency (OCCSR resilientoahu.org) o O'ahu Resilience Strategy (2019) o One Climate One O'ahu Climate Action Plan (2020-2025) o Climate Adaptation Strategy (CAS) (in development as of 2021)	Comment describes Chapter content.	N/A		
Sierra Club O'ahu Group	Chapter content, general (cont.)	Chapter 8, General	● Use HCCSLR Guidance, the Hawai'i Sea Level Rise Viewer and/or the Climate Ready O'ahu Web Explorer, and the Hawai'i SLR Report as resources for managing assets, reviewing permitting requests, and assessing project proposals. ● Include sea level rise considerations in future revisions to Chapter 16 Building Code, and other City regulations as needed to improve resilience. ● Guidance For Using The Sea Level Rise Exposure Area In Local Planning And Permitting Decisions (2020 Companion Report) prepared by UH Sea Grant and the State DLNR for the Hawai'i Climate Commission, is a supplement to the State SLR Report. ● Policy SLR-1.5: Update shoreline regulations and development policies to reflect coastal hazard impacts and best available guidance on an ongoing basis. ● The Chapter then goes on to identify the various forms of shoreline adaptation strategies and which ones will be implemented in the various neighborhoods.	Comment describes Chapter content.	N/A		
			Chapter Nine: Water Resources				
HCCC (3)	Chapter Goals Page, focus on drought	296	Drought is not specifically listed at this high level as a risk to mitigate and plan for, though it is called or implied in policies and goals throughout the chapter. As the state has experienced some of its worst droughts on record since 2008 and climate projections suggest that it will be a continuing risk, I suggest calling it out by name, perhaps in Policy 3.2: "Help mitigate drought and support water conservation projects and programs to manage demand." Heavy rainfall after a period of drought can also result in increased erosion and decreases in water quality, so could add it in goal WR 2 as well, and policy 1.3 "Address chronic storm flooding and ongoing drought issues through multiple solutions."	Requested changes made to: Policy 1.3: Address chronic storm flooding and ongoing drought issues through multiple solutions., and Policy 3.2: Help mitigate drought and support water conservation projects and programs to manage demand.	yes		

HCCC (3)	Chapter Intro, *Infrastructure to Support Growth and Development,* Red Hill and Military impacts	300	While urban growth/development in the rail corridor and other regions is called out as a factor increasing the need to improve, expand, and backup water infrastructure, another major risk that is not specifically called out is the Red Hill spills and the impact of the US-Military. Although their water infrastructure is separate, as we have seen, the aquifers that feed both the civilian and military populations are not. Consider calling out military impact as a direct reason to upgrade water infrastructure in the PUC and to develop contingencies in case more wells adjacent to Red Hill need to be shut down.	The following Priority Action was added to Policy WR-2.1: ***Military Impacts.*** Monitor the safe defueling of the underground fuel storage tanks at Red Hill and press the Navy-operated system to eliminate further contamination risks. Support the BWS in alternate source planning as needed.	yes		
Dpp edit	Chapter Indicator	302	Indicator chosen for Chapter 9. Water Resources, to replace draft indicies.	Chapter 9. Water Resources Indicator: Completion of a One Water Master Plan Why This Indicator? A One Water Master Plan will allow City agencies to adapt infrastructure in a coordinated fashion in response to climate driven impacts. The plan will benefit residents and businesses by identifying critical needs and priorities to improve future resilience and protection of fresh water resources.	yes		
HCCC (3)	*Policy WR-1.2: Work with state water and environmental agencies to protect and manage upper watersheds. /* Priority Action: *Restoration Projects*	305	Consider calling out drought impacts by name. "Restoration projects. Support catalytic forest,stream, and shoreline restoration projectsidentified in the PUC WMP, including planning and permitting of flood retention basins and increasing resilience to the impacts of drought".	upport catalytic forest, stream, and shoreline restoration projects identified in the PUC WMP, including planning and permitting of flood retention basins and increasing resilience to the impacts of drought.	yes		
OCCSR	*Policy WR-2.1: Protect drinking water aquifers and surface and nearshore waters from contamination by developed land uses, urban runoff, and illegal dumping.*	307	Policy WR-2.1: Protect drinking water aquifers, and surface and nearshore waters from contamination by developed land uses, urban runoff, underground fuel storage, and illegal dumping.	Policy WR-2.1: Protect drinking water aquifers, and surface and nearshore waters from contamination by developed land uses, urban runoff, underground fuel storage, and illegal dumping.	yes		
HCCC (3)	*Policy WR-2.1: Protect drinking water aquifers and surface and nearshore waters from contamination by developed land uses, urban runoff, and illegal dumping. /* Other Actions	307	Consider directly supporting the need for climate-conscious sustainable yields for supply-side management under a great deal of future uncertainty. "• Continue to support the de-fueling of underground fuel tanks in Red HIll. Increase gravity-fed secondary and tertiary water infrastructure in watershed areas affected by or adjacent to Red Hill."	The suggested change is adequately addressed by a previous change made to a Policy WR-2.1 Priority Action: ***Military Impacts.*** Monitor the safe defueling of the underground fuel storage tanks at Red Hill and press the Navy-operated system to eliminate further contamination risks. Support the BWS in alternate source planning as needed.	no		
HCCC (3)	*Policy WR-2.2: Enhance the ecological function of streams. /* Other Actions	308	Support establishment of instream flow standards for ecological system maintenance.	The following Priority Action was added to Policy WR-2.2, Enhance the ecological function of streams: ***Protect freshwater resources*** . Maintain healthy aquifer levels and support the establishment of instream flow standards for ecological maintenance and the protection of freshwater and marine habitats.	yes		
HCCC (3)	*Policy WR-3.1: Reduce vulnerability of the water infrastructure system to the effects of climate change./* Intro paragraph	310	"Maintaining resilient water infrastructure includes improving the efficacy and reliability of existing systems and preparing those systems for projected conditions such as climate change and sea level rise impacts, including rising groundwater and potentially less rainfall." Clarify "rising groundwater" - "...including the impacts of sea level rise raising the groundwater table and reducing aquifer storage, and potentially less overall rainfall with increasing storm intensity"	Maintaining resilient water infrastructure includes improving the efficacy and reliability of existing systems and preparing those systems for projected conditions such as climate change and sea level rise impacts, including ~~rising~~ groundwater inundation from sea level rise (raising groundwater levels) and ~~potentially less rainfall~~ drought conditions, placing stress on freshwater resources.	yes, partial		
HCCC (3)	*Policy WR-3.1: Reduce vulnerability of the water infrastructure system to the effects of climate change./* Other Actions	310	increase use of Honouliuli R1 supply to reduce pumping demand. Build more R1 treatment plants in strategic locations (specifically for Red Hill areas?)	Comment noted for future evaluation (Honouliuli WWTP serves the Ewa DP area).	no		
HCCC (3)	*Policy WR-3.3: Improve coordination of wastewater infrastructure and land use planning./* Other Actions	312	"Improve coordination of capacity, hydrologic, and land use planning models."	Improve coordination of capacity, hydrologic, and land use planning models.	yes		
HCCC (1)	*Goal WR-3: Maintain Resilient Water Infrastructure Systems / Policy WR-3.2: Support water conservation projects and programs to manage demand.*	311	It is critical to reduce demands to potable water systems. As impacts from drought strain our water system, recommend increasing timeline to on implementation of gray water reuse systems to short-term and expanding option to private development. Allowing alternate water systems into buildings will reduce demand on potable water use by allowing greywater systems to support toilet flushing, cooling plants, and site irrigation (already allowed). Support expedited code advancement to allow for grey water reuse to enter buildings. Grey water systems can be incorporated and integrated with stormwater strategies at both the building and district scale. Recommend reviewing City of San Francisco's Recycled Water Ordinance	This topic is addressed under: Policy WR-3.2: Help mitigate drought and support water conservation projects and programs to manage demand, Priority Action: Expand municipal treatment and reuse projects.	no		

OPSD	*WR-3.3: Improve coordination of wastewater infrastructure and land use planning*, Priority Action, *Interagency Coordination*	312	Please insert the Hawai'i Housing Finance and Development Corporation first for the agencies cited, with HCDA second.	Change made.	yes		
HCCC (3)	Chapter content, One Water	Chapter 9, General	Excellent job of weaving One Water model and framework throughout the chapter.	Thank you, comment noted.	N/A		
OPSD	Chapter content, stream restoration	Chapter 9, General	Stream restoration or rehabilitation. The draft Plan includes references to streams with respect to different functional areas, but does not weave these elements together to guide a systemic approach to stream rehabilitation or restoration along the urban corridor. Should there be consideration of how stream restoration/rehabilitation can serve place-making and connection with the natural world within the valley communities as well as protecting and improving their ecosystem service value?	Comment noted for future evaluation. For such planning to be undertaken, there would first need to be a pathway to establish stream buffer zones and setbacks as called for in the Priority Actions for Policy WR-2.2. In addition, and in the meantime, new City efforts such as storm water master planning can help provide more unified guidance to property owners on stream maintenance, both for flooding abatement and for stream health.	no		
OPSD	Chapter content, support	Chapter 9, General	The goals and policies listed in Chapter 9 of the draft Plan align with State Coastal Zone Management (CZM) policies in HRS Chapter 205A and OPSD's CZM Program's plans and initiatives to promote Low Impact Development and green infrastructure to protect nearshore water quality and safeguard coastal and marine ecosystems.	Comment noted.	N/A		
DLNR-DAR	Chapter content, support	Chapter 9, General	DAR supports the PUC DP's commitment to efficient management of water resources, including decreases in per capita water use. Whether flowing into the ocean in the form of a stream or percolating up as groundwater, clean fresh water plays in integral role in the life cycles of numerous marine species. Where fresh water consistently meets the ocean in adequate levels, muliwai or estuaries form providing essential habitat to species that often will not thrive elsewhere. DAR asks that as we look to increasing efficient water use, the return of fresh water to the ocean be held as a priority outcome. Along with stream restoration, restoring healthy in-stream flows and aquifer levels will have a substantial impact on aquatic resources in both freshwater and marine habitats.	The following Priority Action was added to Policy WR-2.2, Enhance the ecological function of streams: ***Protect freshwater resources*** . Maintain healthy aquifer levels and support the establishment of instream flow standards for ecological maintenance and the protection of freshwater and marine habitats.	yes		
Individual (6)	Maunalua Bay	Chapter 9, General	Comment: Maunalua Bay is bookended by East Diamond Head/Kahala. There is a protected Shear Water habitat on Black Point. Wai'alae Nui Stream's watershed and discharge impacts this bay. (1) The bay's sustainability and protection are central to the EHSCP but it is not in the PUCDP. (2) To make matters worse, the ahupua'a concept is totally missing with the Wai'alae Nui stream being split down the middle between very different regional plans.	(1) Other Action added to: Policy Policy WR-2.1: Protect drinking water aquifers and surface and nearshore waters from contamination by developed land uses, urban runoff, underground fuel storage, and illegal dumping: *Support provisions for the health of Maunalua Bay (a portion of the Wai'alae Nui watershed is in the PUC) as called for in the East Honolulu Sustainable Communities Plan.* (2) The Ahupua'a in the PUC are shown on the Chapter's Water Resources Diagram Map. The following has been added as an inset to the map: Ahupua'a in the PUC The blue dashed lines on the map represent the ahupua'a within the PUC. Ahupua'a are ancient land divisions used by Native Hawaiians for stewardship and governance that typically run from the mountains to the ocean. Thus, the ahupua'a provides a spectrum of environmental function and habitat to be managed as a whole. The ecological approach of the ahupua'a is often looked to as an example of holistic land management that recognizes the linkage between resources on land and the sea. The City's adopted One Water management approach to the water resource honors a "ridge to reef" perspective.	yes		

Individual (6)	EH SCP, Waialae-Kahala watersheds	Chapter 9, General	Comments: Two drainage systems in Wai'alae Kahala empty into Maunalua Bay, not into Mamala Bay, but this watershed and these canals are not mentioned in the PUCDP water section. Maunalua Bay is extensively addressed in the EHSCP. The overgrowth along and trash in these canals is significant ending up on Kahala Beach and near shore water. C&C needs to keep these canals clear by requiring abutting property owners maintain their vegetation on their property and not overhanging the canals. The traditional and cultural Waikiki ahupua'a is divided, (some maps show a Waialae ahupua'a) the ridge is separated from the valley and shoreline into two separate plans, one development and the other sustainable. Kahala Nui, Waialae-Nui ridge, much of Malia Street, the Waialae Golf Course, Country Club and Kahala Hotel are not in PUC. EHSCP states, "The swift conveyance of storm water through the channelization of streams in East Honolulu impacts downstream water quality, particularly when those waters reach Maunalua Bay. If storm water is not given time to settle, it will often carry sedimentation and other particulate matter downstream leading to the deterioration of nearshore waters and reefs." pg 3-15. " In addition to recreation lands under the jurisdiction of the DPR, another asset of East Honolulu is its near shore waters which help to define much of its character. Maunalua Bay extends from Kūpikipiki'ō (Black Point) to Kawaihoa Point spanning two ahupua'a (Waimanalo and Waikīkī) and seven watersheds (Wai'alae Nui, Wailupe, Niu, Kuli'ou'ou, Kamilo Nui, Kamilo Iki, and Portlock)." Pg 3-28	A change was made under the Drainage and Stromwater section of the chapter intro: The PUC has 17 watersheds extending from Lē'ahi Crater (Diamond Head) in the east, to Kahe Point in the west. The majority of the PUC's watersheds drain via natural drainageways and streams into Māmala Bay, with the most eastern end of the PUC draining into Maunalua Bay. ...To the east, the Mānoa, Pālolo, and Makiki Streams drain into Māmala Bay via the Ala Wai Canal; The Wai'alae Nui stream watershed drains in part across the eastern edge of the PUC into Maunalua Bay, as does the the non-perennial Kāhala stream.	yes		
			Chapter Ten: Economic Development				
CCSR	Intro/Creating a Resilient Economy	323	Matching resident workforce skills to new emerging industry sectors by supporting the state in its investments in K-12 and higher education facilities throughout the PUC, and by investing in jobs training and internship programs, will allow new industries to take root and flourish	Matching resident workforce skills to new emerging industry sectors by supporting the state in its investments in K-12 and higher education facilities throughout the PUC, and by investing in jobs training and internship programs, will allow new industries to take root and flourish	yes		
CCSR	Enterprise Zones not included	324-325 (map)	Only Opportunity Zones are included. Include/overlay Enterprise Zones as well in both introduction text and relevant graphics.	Change made on map and legend.	yes		
CCSR	*Policy ED-1.2: Enhance the ability of new and small businesses to thrive and grow in the PUC./* Priority Actions	327	Make 'Facilitate revitalization of Chinatown' a Priority Action. Consider adding DLM as a partner to second Priority Action.	(1) DLM was added as a partner of the second Priority Actions; (2) The following was added as a new Priority Action: ***Facilitate the revitalization of Chinatown.*** Long a priority for City administration and residents, the revitalization of Chinatown is important for local business, as a center for arts and tourism, and as the most historic urban neighborhood of the PUC (see also Chapter 3 Focus Areas pp 136-139).	yes		
CCSR	Priority Actions: *Industrial Land Use Supply Assessment.*	328	OER may not be the best agency to do the supply assessment.	Removed.	yes		
Waikiki NB 9	*ED-2.3: Continue to invest in Waikiki as Honolulu's primary visitor destination, resort area, and a liveable neighborhood*	332	Our community supports Policy ED 2.3 to invest in Waikiki as the primary destination, resort, and premier livable community in Hawaii. However, these investments should be predicated on a sustainable management model to ensure "over-tourism" or the widespread perception of it, does not become reality in our neighborhood.	At the same time, the apartment precincts of Waikīkī (generally the area above Kūhio to the Ala Wai, with some exceptions) is also home to many PUC residents. A large part of Waikīkī's identity and character is in ensuring that both of these uses are in ~~supportive~~ balance. A sustainable management model should be employed to ensure that tourism remains a supportive and lively industry and not unduly burdensome to area residents and resources.	yes		
			Chapter Eleven: Civic Facilities + Services				
OPSD	*Goal CIV-3: Maintain Efficient Energy and Telecommunications Systems in the PUC*	338	Shoud broadband be explicitly mentioned for its role in addressing digital equity goals in lower-income neighborhoods?	The last Priority Action was edited as follows: ***Resolve 5G requirements.*** Actively support an orderly roll out of 5G telecommunications facilities, and in compliance with FAA requirements. Support equitable access to broadband for all residents.	yes		
CCSR	*GOAL CIV-4: Provide Increasingly Efficient Solid Waste Services for PUC residents*	338	Policy CIV-4.1: Efficiently and sustainably manage the region's solid waste system.	Policy CIV-4.1: Efficiently and sustainably manage the region's solid waste system.	yes		
CCSR	Intro/ Key Outcomes	339	Maintaining efficient and resilient energy and telecommunications systems is a top priority in a highly populated and economically active region like the PUC. Demand and service allocation/provision must be balanced with impacts on the environment and community, and pursuit of strategies to achieve higher levels of energy resource efficiency, conservation, and ~~clean~~ renewable production capacity should ~~continue to be pursued~~ be bolstered.	Maintaining efficient and resilient energy and telecommunications systems is a top priority in a highly populated and economically active region like the PUC. Demand and service allocation/provision must be balanced with impacts on the environment and community, and pursuit of strategies to achieve higher levels of energy resource efficiency, conservation, and ~~clean~~ renewable production capacity should ~~continue to be pursued~~ be bolstered.	yes		

CCSR	Intro/ Key Outcomes	339	~~Efficient~~ Source reduction and efficient and reliable solid waste removal ~~and source reduction~~ is imperative in reducing adverse effects of waste on the environment and on human health. The City will continue to streamline efforts to sustainably manage the amount of material in Honolulu's waste stream through source reduction, reuse, and recycling.	~~Efficient~~ Source reduction and efficient and reliable solid waste removal ~~and source reduction~~ is imperative in reducing adverse effects of waste on the environment and on human health. The City will continue to streamline efforts to sustainably manage the amount of material in Honolulu's waste stream through source reduction, reuse, and recycling.	yes		
CCSR	*Policy CIV-2.1: Increase resilience to disruptive hazard events through coordinated effort.* / Priority Actions	343	Create integrated plans for adapting infrastructure to the increased prevalence of extreme weather events. Plan capital improvements that protect critical facilities, infrastructure, utilities, and vital supply chain assets from the effects of climate change and extreme weather hazards. Identify areas of future growth and change and look ~~Look~~ to the long-term when establishing guidelines for rebuilding damaged property or avoiding redevelopment in, ~~for identifying areas of future growth and change, and to address~~ areas that are, or are projected to be, experiencing the greatest impacts.	Create integrated plans for adapting infrastructure to the increased prevalence of extreme weather events. Plan capital improvements that protect critical facilities, infrastructure, utilities, and vital supply chain assets from the effects of climate change and extreme weather hazards. Look to the long-term when establishing guidelines for rebuilding damaged property and for identifying areas of future growth and change. Avoid and address areas that are, or are projected to be, experiencing the greatest impacts.	yes, partial		
CCSR	*Policy CIV-2.1: Increase resilience to disruptive hazard events through coordinated effort.* / Priority Actions	343	Implement a Climate Adaptation Strategy. Incorporate priority actions from the City's Climate Adaptation Strategy (CAS) into future updates to the City's Pre-Disaster Multi-Hazard Mitigation Plan for ongoing hazard mitigation planning that identifies and addresses top climate change hazards and their impacts ~~and Utilize the development and update process of the City's Climate Adaptation Strategy (CAS) to chart a course for finer grained hazards mitigation planning, programs, and policies.~~	Implement a Climate Adaptation Strategy. Incorporate priority actions from the City's Climate Adaptation Strategy (CAS) into future updates to the City's Pre-Disaster Multi-Hazard Mitigation Plan for ongoing hazard mitigation planning that identifies and addresses top climate change hazards and their impacts ~~and Utilize the development and update process of the City's Climate Adaptation Strategy (CAS) to chart a course for finer grained hazards mitigation planning, programs, and policies.~~	yes		
CCSR	*Policy CIV-2.2: Strengthen community disaster preparedness.* /Priority Actions	344	~~Support the development of Community Resilience Hubs. As called for in the O'ahu Resilience Strategy, to strengthen communities' ability to respond effectively following a disaster.~~ Support establishment of Resilience Hubs defined by and for individual communities that can support local resident needs and coordinate resource distribution and services during disaster response and recovery, but also provide other community benefits and services year-round.and recovery, but also provide other community benefits and services year-round.	~~Support the development of Community Resilience Hubs. As called for in the O'ahu Resilience Strategy, to strengthen communities' ability to respond effectively following a disaster.~~ ***Resilience Hubs.*** Support establishment of Resilience Hubs defined by and for individual communities that can support local resident needs and coordinate resource distribution and services during disaster response and recovery. Resilience Hubs can also provide other services and community benefits year-round.	yes, partial		
CCSR	*Policy CIV-2.2: Strengthen community disaster preparedness.* /Priority Actions	344	Improve emergency management infrastructure. Improve warning systems~~,~~ and physical shelters, and regularly adopt progressive building codes to adequately prepare new infrastructure for natural disasters.	Improve emergency management infrastructure. Improve warning systems~~,~~ and physical shelters, and regularly adopt progressive building codes to adequately prepare new infrastructure for natural disasters.	yes		
CCSR	*Policy CIV-3.1: Site energy and telecommunications facilities and equipment appropriately to avoid hazards and adverse visual impacts.* /Priority Actions	345	Support facilities master planning. Coordinate on the orderly roll out of energy and telecommunications services to new development project areas. Coordinate on the planning of conservation efforts and clean energy facilities to meet State and City environmental and greenhouse gas emissions reduction goals.	Support facilities master planning. Coordinate on the orderly roll out of energy and telecommunications services to new development project areas. Coordinate on the planning of conservation efforts and clean energy facilities to meet State and City environmental and greenhouse gas emissions reduction goals.	yes		
CCSR	*Policy CIV-3.2: Increase renewable energy production & infrastructure at the building and community scale, and reduce energy demand by increasing energy efficiency.* /Intro text, Climate Action Plan	346	Honolulu's first Climate Action Plan or "CAP" (2020-2025) includes strategies to increase energy efficiency, maximize renewable energy throughout City operations and assets, expand renewable energy planning, and expedite permitting ~~for Reducing Energy Demand by Increasing Energy Efficiency (Strategy 5), to Maximize Energy Efficiency and Renewable Energy throughout City Operations and Assets (Strategy 6), and to Expanding Renewable Energy Planning and Expedite Permitting (Strategy 7)~~.	Honolulu's first Climate Action Plan or "CAP" (2020-2025) includes strategies to increase energy efficiency, maximize renewable energy throughout City operations and assets, expand renewable energy planning, and expedite permitting ~~for Reducing Energy Demand by Increasing Energy Efficiency (Strategy 5), to Maximize Energy Efficiency and Renewable Energy throughout City Operations and Assets (Strategy 6), and to Expanding Renewable Energy Planning and Expedite Permitting (Strategy 7)~~.	yes		
CCSR	*Policy CIV-3.2: Increase renewable energy production & infrastructure at the building and community scale, and reduce energy demand by increasing energy efficiency.* /Priority Actions	346	Regularly modernize building codes. Support timely and regular building code ~~upgrades~~ updates to improve energy efficiency requirements and reduce greenhouse gas emissions in the building sector.	Regularly modernize building codes. Support timely and regular building code ~~upgrades~~ updates to improve energy efficiency requirements and reduce greenhouse gas emissions in the building sector.	yes		
CCSR	*Policy CIV-4.1: Efficiently manage the region's solid waste system.* / Intro text	347	In general, the City encourages reducing the waste stream whenever possible through source reduction, recycling, and reuse first~~, and the use of alternate, cleaner, waste disposal technologies~~ to reduce dependencies ~~depencies~~ on landfills ~~and incineration~~.	In general, the City encourages reducing the waste stream whenever possible through source reduction, recycling, and reuse first~~, and the use of alternate, cleaner, waste disposal technologies~~ to reduce dependencies ~~depencies~~ on landfills ~~and incineration~~.	yes		
CCSR	*Policy CIV-4.1: Efficiently manage the region's solid waste system.* / Priority Actions	347	Revamp ~~bulk~~ waste pickup/disposal to account for volume pricing. The City should continue to evaluate ~~consider~~ a waste retrieval program that includes volume pricing to encourage recycling and less waste production.	Revamp ~~bulk~~ waste pickup/disposal to account for volume pricing. The City should continue to evaluate ~~consider~~ a waste retrieval program that includes volume pricing to encourage recycling and less waste production.	yes		

Department of Facilities Maintenance (DFM)	General Comment (infrastructure)	N/A	Any new infra-structres or existing infra-structures that are proposed to be constructed/reconstructed shall comply with present City standards.	Comment noted.	N/A		
DFM	General Comment (infrastructure)	N/A	Who will be responsible to maintain all of the proposed infra-structure improvements? The proposed developments may impact DFM greatly if increased maintenance is required for the improvements. DFM will have to plan and buget their short and long range maintenance resources such as man power, equipment, funding, etc.	The DP represents an aspirational roadmap for the next 20 to 30 years based on anticipated need and best practices. The suggested actions are not regulatory (unless an already adopted one is clearly cited), and priorities are always to be managed within the bounds of public investment and capacity. However, guidance in the PUC DP is provided as a result of consultation with other city agencies, a reflection of current policy direction, and to identify further avenues of various industry best practices that could be pursued.	N/A		
Sierra Club O'ahu Group	Chapter content, general	various	● Support Civic and Public Institutions -high-quality environment for public schools and educational institutions - resilience to disruptive hazard events ● Plan for Emergency Management and Hazard Mitigation - community disaster preparedness ● Maintain Efficient Energy and Telecommunications Systems - site energy and telecommunications facilities and equipment appropriately to avoid hazards and adverse visual impacts - Increase renewable energy production & infrastructure at the building and community scale, and reduce energy demand by increasing energy	Comment describes plan content.	N/A		
Commenter	**Comments, Not Chapter Specific**	**N/A**	**Comment**	**DPP Response**	**Was a change made?**		
OPSD	General, support	N/A	The Office of Planning and Sustainable Development (OPSD) has reviewed the PUC DP Public Review Draft and broadly supports the draft PUC DP and the finalization of the draft for submittal for City Council review and approval. OPSD offers general and specific comments for your consideration om preparing the final PUC DP. The PUC DP serves as the City's and Department of Planning and Permitting's (DPP) guidance document for the development of the region from Kahala to Pearl City, to further implement the vision, goals, and policieso f the City's O'ahu General Plan. OPSD supports the Plan principles and strongly supports those DP elements that align with OPSD program priorities related to coastal zone management, climate change and sea level rise, land use and transit-oriented development sustainability and resilience, economic diversification, and facilitation of robust community economic activity. Overall OPSD commends DPP on a plan document that truly enables users and residents to visualize how their communities could be enhanced or grow over time. The visuals, land use maps and the special treatment of place-making and community character- with the application of place typologies to individual communities or focus areas within the PUC DP area- will help inform and focus public conversations about the nature of growth and development in each of these communities. It would help to briefly articulate how these elements will be incorporated or itegrated into the City's land use regulatory schema.	The DPP thanks OPSD for its comments. Text specific comments by the OPSD are found in the respective plan sections.	N/A		
State Climate Commission	General, alignment with State goals		Mahalo for the opportunity to comment on the Primary Urban Center Development Plan. The Commission is pleased to see a strong focus on climate change mitigation and adaptation in the plan and the many progressive measures Honolulu City and County outlined. As you may know the Hawaii Climate Change Mitigation and Adaptation Commission “recognizes the urgency of climate threats and the need to act quickly. It promotes ambitious, climateneutral, culturally responsible strategies for climate change adaptation and mitigation in a manner that is clean, equitable and resilient.” The Commission, established by Act 32 SLH 2017 to uphold the United States’ pledges under the Paris Agreement, is the coordinating body for policies on climate change mitigation and adaptation for the state. As such the Commission looks forward to working with the Honolulu City and County on a number of these projects and programs	The DPP thanks HCCMAC for its comments. Text specific comments by the Commission are found in the respective plan sections.	N/A		

DLNR-DAR	General, support	N/A	The Division of Aquatic Resources (DAR) supports the goal of managing the development of Oahu's urban center via a holistic plan that takes into account (among other factors) environmental health, conservation of natural resources, and the rights of Hawaii's residents to use and enjoy those resources in a responsible manner. DAR recognizes that while we cannot turn back time and restore all ecosystem functions amidst urbanization, we can mitigate future impacts by committing to environmentally mindful management.	The DPP thanks DAR for its comments. Text specific comments by the Commission are found in the respective plan sections.			
CCSR	General, support	N/A	The PUC DP PRD provides for a critical update to address many evolving challenges and opportunities in the PUC since the plan's last adoption, including climate change hazards and their impacts, such as sea level rise and extreme heat. CCSR thanks DPP staff for their work to ensure addressing climate change resilience and equity exists at the forefront of long-range planning for the PUC.	The DPP thanks OCCSR for the comments. Text specific comments by OCCSR are found in the respective plan sections.			
DPR	General, support	N/A	The Department of Parks and Recreation appreciates that our current policy direction is represened throughout the Plan. The Department has no further comments.	The DPP thanks DPR for the comments. Text specific comments by DPR are found in the respective plan sections.	N/A		
Dept. of Design & Construction (DDC)	General, no comments	N/A	Thank you for the opportunity to review and comment. The Department of Design and Construction has no comments to offer at this time.	Comment noted.	N/A		
DLNR-DBOR	General, no comments	N/A	no comments.	Comment noted.	N/A		
State of Hawai'i Department of Accounting and General Services (DAGS)	General, no comments	N/A	We have no comments to offer at this time but would like to keep appraised of any future drafts as we have facilities located in the TOD area. We are also interested in the City's plans for Sound Infrastructure, Increased Agency Coordination, Sea Level Rise and Climate Change.	Comment noted.	N/A		
Waikiki NB 9	Community outreach, suport	N/A	Over the past two+ years, Waikiki community members have participated in on-line surveys, pop-up events in our community and on-line workshops designed to engage and activate community participation in the PUC update process. Your public outreach efforts have proven thorough, inclusive, comprehensive and are to be commended. As acknowledged time and again, if the PUC fails as a region, the rest of the state fails. As the economic, cultural, political, and social epicenter of the state of Hawaii, it is crucial that the PUC flourish, innovate and develop in an orderly and appropriate manner. For years, the Waikiki Neighborhood Board and community has been at the forefront of supporting well-planned, environmentally-sound, culturally appropriate, and sustainable development/redevelopment in urban Honolulu. A solid PUC plan is one policy tool to implement this vision.	Thank you for the comments and participation.	N/A		
Ulupono Initiative	Community outreach, supportive	N/A	We appreciate the work and community outreach that has been done for this plan to help O'ahu, as Hawai'i's Gathering Place, thrive. Some elements we are especially pleased to see include: • Prioritizing active transportation, transit access, and transit-supportive development explicitly in many of the goals (growth and development, housing, transportation, agefriendly, etc.). • Providing a map to understand the overall vision in one larger page. • Highlighting the big ideas in each goal area to illustrate higher priorities. • Detailing the priority actions in each goal.	The DPP thanks Ulupono for the comments. Text specific comments by Ulupono Initiative are found in the respective plan sections.	N/A		
Sierra Club O'ahu Group	General comment, supportive	N/A	The O'ahu Group extends its utmost mahalo to DPP for endeavoring to draft an all-encompassing plan to address Honolulu's future, especially in light of the challenges posed by climate change. We are especially encouraged that DPP recognizes the need for Honolulu to cease reliance on fossil fuels for energy, encourage a sustainable economy, promote local agriculture, address houselessness and the affordable housing shortage, while bearing in mind energy justice, social inequities, and holding sacred Hawaiian culture and values.	The DPP thanks the Sierra Club for the comments. Text specific comments by the Sierra Club Oahu Group are found in the respective plan sections.	N/A		

Individual (2)	General, oppose	N/A	1. as an update, it provides no context as to how the puc has changed subsequent to the issuance of the previous plan.	Existing conditions and trends reports were prepared for this update and can be found on the project website www.pucdp.com. Project materials including background documents will continue to be housed on the DPP website when the project concludes.	no		
Individual (2)	General, oppose (cont.)	N/A	2. a major change in the puc and in honolulu and hawaii generally over that time period is that population has fallen. this greatly affects the affordability of new infrastructure, especially the rail project. failing to address this trend renders the plan irrelevant	Comment noted, see above response.	no		
Individual (2)	General, oppose (cont.)	N/A	3. the plan poses no choices to be made by the public in the near future. instead, the plan rolls out apple pie goals and policies that have little relevance to near term choices to be made. it adds the climate change factor but does not present choices to be made in the face of that. i conclude that the plan fails to be an effective guide for the near future. i think plans need to identify controversies and inform their discussion, not pretend they don't exist.	The DP is meant to be a visionary and broad guidance document that sets the stage for more detailed planning and implementation actions, all of which have their own public processes.	no		
Individual (4)	Subway needed, concerns	N/A	100 YEAR PLAN The Primary Urban Center Development Plan needs to focus growth and development along a new subway line underneath King Street between Downtown Honolulu and the University of Hawaii. This strip is already the main artery through the City, and can accommodate tall buildings and higher-density development. Revenue from this new development could even help pay for the construction of the subway itself. And by redirecting growth away from the shoreline, we can start proactively addressing the reality of climate change and sea level rise. Ala Moana and Kaka'ako are already developed way beyond capacity, even without the rail today. But we must plan for what our city will need in a hundred years and beyond. Honolulu won't be able to grow without the rail going underground through Downtown and beyond---just as it has been proven in New York and almost every major city around the world. This will allow us to build more housing and accommodate development while preserving the mountains and the aquifer.	Comment noted. There are no plans for an underground rail at this time. However, the PUC DP policies do address planning long-term for climate change and sea level rise, and also recommend King and Beretania as a potential growth area centered on public transit.	no		
Individual (6)	Wai'alae-Kahala community, description		Wai'alae-Kahala NHB District 3 This is a detailed description of this wonderful developed and enhanced, mature, stable, diverse, urban fringe community. My husband and I have lived in this community for fifty years, first as hard working newly-weds, next as parents raising three sons, then as retirees and now as aging seniors. This neighborhood has conveniently served our needs in each chapter in every way and continues to do so. Growth and Development District 3 is a mature, relatively small, urban fringe community, master planned with a diverse array of residential, commercial, educational, health and recreational assets and amenities. Slowly but surely single-family homes constructed in the 40's, 50's and 60's have been undergoing upgrades or replacement in the past four decades. The Kahala Nui Senior Living complex which opened in 2005 has added positively to the area housing options. In addition, the commercial properties along the Wai'alae Avenue corridor in Kahala have been redeveloped in the past few decades bringing greater diversity of goods and services without expanding the footprint. For example, the nearly block long newly developed strip mall, Kuono Marketplace on the mauka side of Wai'alae Avenue, just opened last year. Adjacent to District 3's Diamond Head boundary there is the new Culinary Institute in its second phase of construction and the new Diamond Head Theater just completed. All the upgrades and	Comment noted: description of the Waialae-Kahala neighborhood.	N/A		

Individual (6)	(cont.)		HOUSING: The district's development history as an urban fringe bedroom community goes back nearly a century. Our home, though having had many renovations and upgrades over time, is at its core the original home built in 1926. District 3 has diversified housing types with five high density and multiple medium density apartment/condominium/townhouse dwelling options, including a senior living complex, and a range of single-family residential housing including R5,R75 and R10 parcels. COMMERCIAL: Kamehameha Schools is the landowner for most of District 3's commercial property, overseeing the mix of lessees and tenants. The accessible and impressive diversity includes Kahala's commercial corridor with Kahala Mall, Kuono Marketplace and surrounding properties offing a movie theater, numerous restaurants, diverse retail shops and services, three markets, two drug stores, three gas stations, two urgent/primary care facilities, two diagnostic labs, multiple banks, professional buildings, at least three commercial fitness facilities, a self-storage facility, a post office and on Kahala Avenue The Kahala Hotel & Resort. Nearby, at the District's SW backdoor, sits the Waikiki resort district. The diversity of public and private entities in NHB District 3 provide an array of employment opportunities and convenient access to H1 (west) and Kalaniana'ole Highway (east) allows relatively easy commutes beyond.	Comment noted: description of the Waialae-Kahala neighborhood.	N/A		
Individual (6)	(cont.)		EDUCATION: three pre-schools, two elementary schools and adjacent to the Districts SW boundary there is a middle school, Kapiolani Community College and the Culinary Institute. The YMCA, Kahala and Kilauea Community centers, the Sylvan Learning Center and Diamond Head Theater also offer a variety of classes to children and adults. HEALTH AND WELL BEING: Two Urgent Care facilities, Queens and Straub, opened recently within Kahala's commercial core. There are two diagnostic labs also in the commercial core and three professional buildings with several health care providers as tenants. There are at least three fitness facilities and the YMCA which offers fitness programs for all ages as well as five churches and a memorial park. At the District's SW backdoor sits Kapiolani Community College with its weekly Farmer's Market and Kapiolani Park. The commercial core, multiple parks and rec centers, Diamond Head and Kahala beaches, The Kahala Resort and the Wai'alae Country Club all combine to provide many options for community meeting places. TRANSIT: Streets are wide and walkable. Joggers and bicyclist are a common site. Convenient bus transit service exists along the Wai'alae Avenue corridor and from the shoreline to the mountain tops. Nearby access exists to major transit corridors such as H1, Wai'alae Ave to the West, Kalaniana'ole Highway to the East and Ala Wai Blvd at the SW backdoor. The ingress and egress for the Wai'alae-Nui Ridge and Valley funnel through the Hunakai-Wai'alae and Kilauea-Wai'alae intersections. Access to the west bound transit corridors from the Diamond Head and Kahala neighborhoods also funnels through the Wai'alae Avenue corridor. West bound egress from Kalanianaole Highway also empties onto Wai'alae Avenue. Substantial rush hour traffic backs up at the intersections and on the west bound H1 on ramp and the east bound Wai'alae Ave off ramp. Any significant Increase housing intensity would likely put more pressure on these busy intersections and commonly used arteries. BICYCLE ROUTES: The Diamond Head Road-Kahala Avenue corridor has narrow lanes in all but one section next to the Red Wing Medal of Honor Park (AKA	Comment noted: description of the Waialae-Kahala neighborhood.	N/A		

Individual (6)	(cont.)		Parks, Recreation and Public Open Space There are five neighborhood parks in NHB District 3, including Wai'alae Beach Park. It should be noted that the C&C's Department of Parks and Recreation, District 1-East Honolulu List includes District 3 parks, plus Kilauea Community Park sitting at NHB District 3's SW boundary. The East Diamond Head shoreline is a popular surfing spot and the Diamond Head State Monument draws thousands of visitors and locals a year. Kapiolani Park, the Honolulu Zoo and the Waikiki Aquarium are a stone's throw to the SW. The NHB District 3 also has two and a half miles of shoreline with numerous quarter mile access points. The Diamond Head Road-Kahala Avenue corridor is the only single-family residential neighborhood in the PUC with beach frontage. Black Point is home to a colony of the threatened shearwater seabirds which are found only in the southeastern Hawaiian Islands. A colony of sea turtles is emerging off this coastline. Treasured open space includes views of Maunalua Bay, Diamond Head, and the Koolau mountains from Maunalani Circle above Kaimuki to Koko Head and KoKo Crater across Maunalua Bay. The Shoreline and Sea Level Most of the developed properties subject to sea level rise are along the Kahala shoreline, separated from the East Diamond Head shoreline by Black Point. The Kahala shoreline from the Hunakai beach access (134-A) to Black Point is mostly armored with seawalls. The 4600 block has suffered considerable erosion in the past few years however the 4700 to the Wai'alae Beach Park seems to be stable with normal seasonal cycles of erosion and accretion. Beach front property owners increasingly plant salt water tolerant naupaka on or near the beach. When cultivated, unless maintained, it aggressively migrates seaward eventually displacing indigenous sea grass and vines and becoming seaward of the shoreline where it blocks lateral access, artificially fixes the shoreline and interferes with natural beach processes. Since 2011 DLNR has repeatedly issued citations for overgrowth violations. Wai'alae Beach Park was designed to be a	Comment noted: description of the Waialae-Kahala neighborhood.	N/A		
Individual (6)	(cont.)		The Wai'alae-Nui Stream and the East Diamond Head/Kahala shoreline are all part of the watershed, the near shore and marine ecosystems of Maunalua Bay. This entire ecosystem should be protected and sustained under a single regional plan. A greater effort needs to be undertaken by the city to ensure that residential plant debris and garbage from up-stream do not end up in near shore waters and on the beach.	See text changes citing Maunalua Bay in the Water Resource Chapter.	partial		