

RES24-202
Testimony

MISC. COMM. 406

COUNCIL

COUNCIL Meeting

Meeting Date: Sep 4, 2024 @ 10:00 AM

Support: 1

Oppose: 0

I wish to comment: 0

Name: Angela Melody Young	Email: Alohdivinedesign@gmail.com	Zip: 96817
Representing: CARES Community Advocacy Research Education Services	Position: Support	Submitted: Sep 4, 2024 @ 09:44 AM

Dear City Council,

Intro

CARES testifies in strong favor of extending the due date of the commencing of construction of the project to support affordable housing development in Fort Weaver Road, Ewa Beach District serving households below 60% AMI. This development will enhance the lives of the community members based on the guidelines of the Ewa Beach Development Plan.

The Project consists of seven, three-story multi-family dwelling buildings containing 127 affordable rental units, a community center, amenities, 136 off-street parking spaces, one loading space, and 98 bicycle parking spaces.

Ewa Beach Development Plan

According to the Ewa Beach Development Plan:

“The ‘Ewa region encompasses the communities of ‘Ewa Beach, Kapolei, and Makakilo with boundaries extending from Kunia Road to Kahe Point and mauka towards Kalo’i Gulch. The ‘Ewa Development Plan (DP) supports both the ‘Ewa region and the island by relieving housing pressures through developing master planned communities, concentrating a wide range of commercial, higher-education, industrial, and resort jobs in the Secondary Urban Center, and protecting prime agricultural lands for diversified agriculture. The [amended ‘Ewa DP](#) was adopted in 2020.”

Planned development of ‘Ewa will support Kapolei’s development while conserving scarce infrastructure dollars. It will be characterized by:

- Increased land supply for economic development and job creation and to accommodate major residential growth with an emphasis on affordable housing and a diversity of housing styles

Preservation of Hawaiian Culture

Ewa's Historic and Cultural Resources will be preserved & enhanced by:

- Preserving significant historic features from the plantation era and earlier periods, including:
 - The ‘Ewa Plantation Villages
 - The Honouliuli Internment Camp
- And other Native Hawaiian cultural and archaeological sites
- Identifying and protecting sites that are important to Native Hawaiian cultural practices.

Master Planned Communities & HART

Master planned communities is a network of

housing to accommodate the need for affordable housing. Master plans will guide new developments in the Kapolei, East Kapolei (DHHL East Kapolei, UHWO, Ho'opili), 'Ewa by Gentry, Ocean Pointe/Hoakalei, Ko Olina, Makaīwa Hills, Kapolei West (previously part of Ko Olina), and the Villages of Kapolei; the rehabilitation of existing structures and development of new housing in 'Ewa Villages; and the redevelopment of Kalaeloa.

These master plans are designed to be easily accessible to the main street, town center or neighborhood center which may include a mixture of residential and small scale community related commercial development.

The communities will be designed or redeveloped to support walkability, bicycling & transit. Connectivity & accessibility are key to a functional design plan. The HART line built on the east-west Rail Transit Corridor will link Kapolei to Waipahu to Leeward Community College and the PUC. Medium density residential development will be built along the transit corridor.

Conclusion

The affordable housing development project aligns with the strategic goals of the Ewa Beach Development Plan. One of the major points of the plan was to require 30% of projects to build for low and low-moderate income. The developer, in partnership with the City, has met this guideline. The developer builds to cater to Native Hawaiian cultural respects with prior projects in their portfolio. The project has high connectivity & accessibility to Kapolei & HART. Therefore, it is a great project worthy of support.

2.2.9 PRESERVATION AND ENHANCEMENT OF HISTORIC AND CULTURAL RESOURCES

- 'Ewa's Historic and Cultural Resources will be preserved and enhanced by:
- Preserving significant historic features from the plantation era and earlier periods, including:
 - o The 'Ewa Plantation Villages and other remnants of the plantation era;
 - o The OR&L right-of-way and railway stock;
 - o The Honoikiuli Internment Camp;
 - o The 'Ewa Marine Corps Air Station;
 - o Pu'u O Kapolei/Fort Barrette;
 - o Pu'u Makakilo;
 - o Lanikihoua;
 - o Native Hawaiian cultural and archaeological sites;
 - Retaining visual landmarks and significant public views and vistas, including:
 - o Distant vistas of the shoreline from the H-1 Freeway above the 'Ewa Plain;
 - o Views of the ocean from Farrington Highway between Kahe Point and the boundary of the Wa'ianae Development Plan Area;
 - o Views of the Wa'ianae Range from H-1 Freeway between Kunia Road and Kalo'i Gulch and from Kunia Road;
 - o Views of nā pu'u at Kapolei, Pālalai, and Makakilo;
 - o Ma'uka and ma'akai views;
 - o Views of central Honolulu and Diamond Head, particularly from Pu'u O Kapolei and Pu'u Makakilo; and by
 - Identifying and protecting sites that are important to Native Hawaiian cultural practices.

'Ewa Development Plan 2-21 The Vision for 'Ewa's Future

2.2.10 PLANNED REGIONAL DEVELOPMENT

Planned development of 'Ewa will support the City of Kapolei's development and conserve scarce infrastructure dollars. It will be characterized by:

- **Increased land supply** to support economic development and job creation and to accommodate major residential growth with an emphasis on providing **affordable housing** and a diversity of housing types;
- **Moderate growth of commercial centers in Urban Fringe Areas** to primarily serve the needs of the surrounding residential communities;
- **Approval of Residential and Commercial development** that supports development of the Secondary Urban Center (See Table 2.1);
- **Adequate Facilities Requirements** adopted as a condition for zoning approval to ensure that infrastructure will be adequate to meet the needs caused by expected development;
- **Coordinated Public-Private Infrastructure and Project Development** that supports the directed growth strategy of the **General Plan**. Examples of project development include construction of the State and City offices in the Kapolei Civic Center, the DHH, headquarters building Hale Kalaniana'ole, and development of the UHWO campus; and
- **Adequate Funding for Infrastructure** through methods such as Tax Increment Financing (TIF) and Community Facilities District (CFD) which provide funding for infrastructure concurrently with, or in advance of, residential and/or commercial development.

3.9.1 GENERAL POLICIES

- **Overall Density** - To achieve the desired compactness and character of development in planned residential communities, develop with the housing density of the aggregate area zoned for residential use (including the streets) in the range of 10 to 15 units per acre. (This average does not include areas zoned for commercial or industrial use.)
- **Higher Density Housing Along the Rail Transit Corridor** - To promote use of the elevated rail transit line, develop higher-density residential use along the rail transit corridor linking Kapolei with Waipahā and PUC communities to the east. Apartment and Commercial uses should be developed at a greater densities at the eight transit nodes. Each transit node will generally cover areas influenced by a rail transit station. See the Urban Land Use Map in Appendix A for the location of the eight transit nodes.
- **Affordable Housing** - Addressing **affordable housing** needs continues to be a high priority given the persistent shortage. Require that 30 percent of the housing units in new residential developments on lands within existing Unilateral Agreements (UAs) be affordable to low and low-moderate income households. Residential development that occurs on lands

'Ewa Development Plan 3-44 Land Use Policies

without existing UAs may be subject to **affordable housing** requirements established by the City.

- **Community Benefits Bonus (CBB)** - To further achieve the desired urban form and character of development in the Secondary Urban Center, developments proposed in transit nodes subject to City-established transit-oriented development plans may exceed the baseline level of floor area ratio (FAR) and/or building height in exchange for providing commensurate community benefits. CBBs for developments proposed in such transit nodes must be in alignment with the vision and general policies and guidelines contained in this Plan.
- **Physical Definition of Neighborhoods** - Make the boundaries of neighborhoods evident through the use of natural features, street patterns, landscaping, building form, and siting. The focus of neighborhood activity should be on the local street or a common pedestrian right-of-way or recreation area.
- **Community Centers** - In the Master Plan for each new residential community, identify where its village center, town center or "Main Street" area is and how that center or Main Street will be established and supported by any existing or planned commercial development.
- **Compatible Mix of Building Forms** - Use a variety of housing types and densities to avoid visual monotony and accommodate a variety of housing needs, but avoid sharp contrasts between the exterior appearance of adjacent housing areas.
- **Transit-Oriented Streets** - Design street patterns and rights-of-way to accommodate mass transit service and make it convenient to access for as many households as possible.
- **Connectivity** - Minimize dead end streets, provide for intersections at regular intervals, and connect with adjacent development. Allow roadway cross-sections within new residential developments to be reduced from current standards where higher capacity is provided by multiple alternative routes.

2.2.6 MASTER PLANNED RESIDENTIAL COMMUNITIES

A network of master planned residential communities will provide a wide variety of housing and accommodate the need for **affordable housing**. Master plans will guide new developments in the City of Kapolei, East Kapolei (DHR, East Kapolei, UHWO, Ho'opi), Tiwa by Sentry, Ocean Pointe/Hoakalei, Ko Olina, Makalea Hills, Kapolei West (previously part of Ko Olina), and the Villages of Kapolei; the rehabilitation of existing structures and development of new housing in 'Ewa Villages; and the redevelopment of Kalaheo. (See Exhibit 2.3 for locations.)

These master plans will incorporate planning principles and guidelines to preserve historic and cultural values, establish open space and greenway networks, and create well-designed, livable communities. Such communities should be designed with an identifiable, distinct and easily accessible main street, town center or neighborhood center which may include a mixture of residential and small scale community related commercial development.

2.2.7 COMMUNITIES DESIGNED TO SUPPORT NON-AUTOMOTIVE TRAVEL

The master planned residential communities will be designed or redeveloped to support **pedestrian and bike use** within the community and **transit use** for trips both within and outside of the community.

Connectivity will be established within subdivisions by use of block and street standards and between subdivisions by establishing and implementing a 1/4 mile collector/connector master road plan, where permitted by terrain.

The elevated rail transit line built on the east-west **Rail Transit Corridor** will link Kapolei West, the City of Kapolei, the UHWO campus, Waipahū, Leeward Community College, and the PUC. Medium density residential development will be built along the rail transit corridor within walking distance of the rail transit stations.