'26MAY11 AM 7:56 CITY CLERK

PLANNING COMMISSION
KOMIKINA HOʻOLĀLĀ

CITY AND COUNTY OF HONOLULU

650 SOUTH KING STEET, 7TH FLOOR • HONOLULU, HAWAIʻI 96813
PHONE: (808) 768-8000 • FAX: (808) 768-6041
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RICK BLANGIARDI
MAYOR
MEIA

PANE MEATOGA, Chair *LĀLĀ*
JOY KIMURA, Vice Chair *HOPE LĀLĀ*
RYAN KAMO
NATHANIEL KINNEY
HILARIE ALOMAR
MELISSA MAY
KAI NANI KRAUT
ELENA BRYANT
JASON WOO

May 6, 2026

The Honorable Tommy Waters
Chair and Presiding Officer
and Members
Honolulu City Council
530 South King Street, Room 202
Honolulu, Hawaiʻi 96813

Dear Chair Waters and Councilmembers:

SUBJECT: East Kapolei Neighborhood Transit-Oriented Development (TOD) Zone Change

The Planning Commission (PC) held a public hearing on April 29, 2026 on the above subject matter. One public and two written testimonies were received, all in support. The public hearing was closed on April 29, 2026.

Commissioners questioned how the infrastructure, particularly power lines, roads, and crosswalks; real property applications; and height setbacks that were raised at the community meeting affected the proposal. Additional questions were raised about water infrastructure and how infrastructure affects the TOD implementation process.

The PC voted unanimously 7:0 to approve the recommendations of the Director of the Department of Planning and Permitting (DPP) regarding the zone changes to Zoning Map Nos. 12 and 13, approximately 1,381 acres.

Attached are the PC written testimonies and the report of the Director of the DPP pertaining to the zone change.

DEPT. COM. 319(26)

Should you have any questions, please contact me at (808) 768-8007.

Sincerely,

Pane Meatoga III
Chair

Attachments

ACKNOWLEDGED:

Dawn Takeuchi Apuna, Director
Department of Planning and Permitting

ACKNOWLEDGED:

Michael D. Formby, Managing Director
Office of the Managing Director

ACKNOWLEDGED:

Rick Blangiardi, Mayor

Written Testimonies to the Planning Commission

RECEIVED
April 27, 2026
12:48 PM
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D·R·HORTON®
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April 27, 2026

Mr. Pane Meatoga III, Chairperson
City and County of Honolulu Planning Commission
Ms. Dawn Takeuchi Apuna, Director
City and County of Honolulu Department of Planning and Permitting
650 South King Street, 7th Floor
Honolulu, HI 96813

Subject: East Kapolei Neighborhood Transit-Oriented Development (TOD)
Land Use Ordinance (LUO) Amendment to TOD Special District State Land Use District Boundary Amendment (SLUDBA) Zone Change

Dear Chair Meatoga, III,

Mahalo for the opportunity to provide our strong support of the City's proposed amendments to the East Kapolei Neighborhood TOD Special District (EKTOD), SLUDBA and Zone Change. Over the past several years, we have participated in meetings and discussions held by the Department of Planning and Permitting that were valuable to the process for all stakeholders. We would like to commend Tim Streitz, Acting TOD Administrator for the Transit-Oriented Development Division, for his thoughtful approach, evaluation and drafting of these documents.

D.R. Horton Hawaii is humbled and proud to be one of Hawaii's largest homebuilders, serving local families for more than 53 years. We specialize in providing affordable and workforce housing opportunities across Oahu and have been a strong supporter of both the City's Skyline and vision for transit-oriented development along its alignment. As a major greenfield landowner within the proposed EKTOD Special District, D.R. Horton Hawaii began planning Hoʻopili, our large master-planned community in and around the Honouliuli (Hoʻopili) and Keoneʻae (UH-West Oahu) station areas well before construction of Skyline began. We have been actively building Hoʻopili as construction of the full Skyline system continues, with almost 3,500 families calling Hoʻopili home today. As we continue to build out Hoʻopili, we look forward to the enhanced mixed use development opportunities that the EKTOD will bring.

Thank you for the opportunity to provide comments. It is much appreciated. Please feel free to contact me at lstokuhara@drhorton.com or 808-583-7789 should you have any questions.

Sincerely,

Lee Tokuhara
Vice President of Government Affairs & Community Relations
D.R. Horton Hawaii

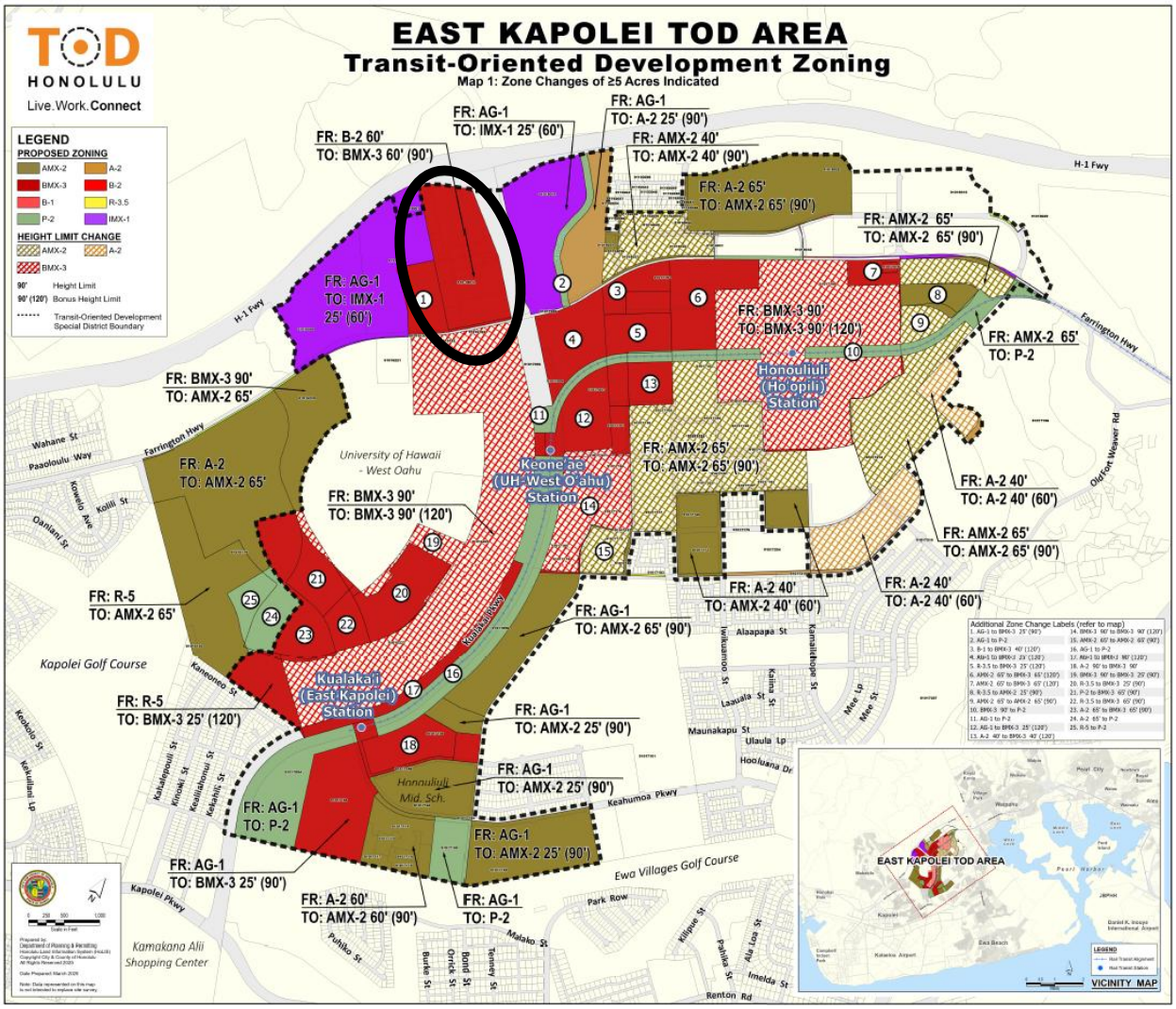


EXHIBIT 1 - Ho'opili Gateway Site

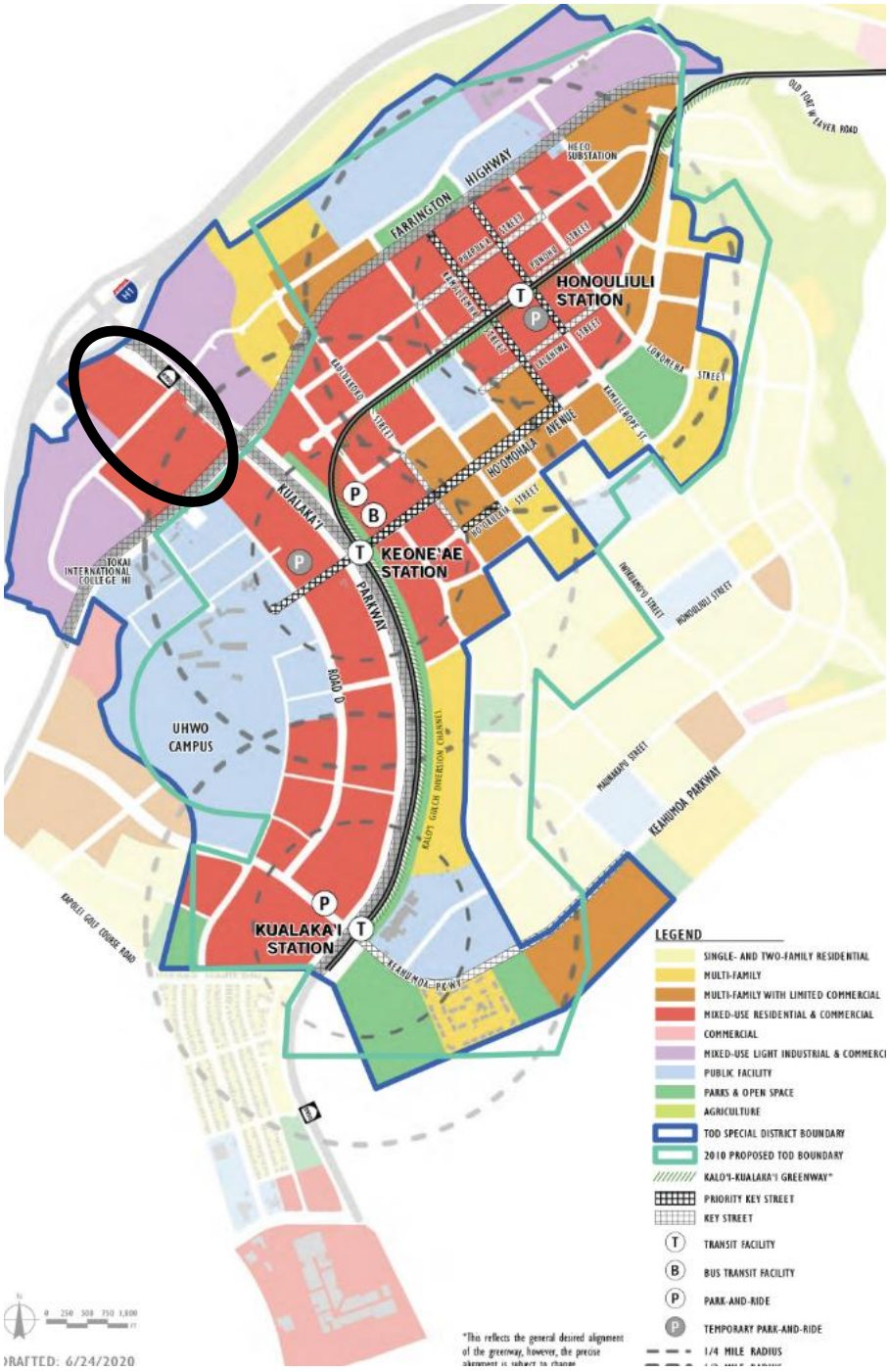


EXHIBIT 2 – Kualaka‘i Parkway and Farrington Highway Key Street Designation (Ho'opili Gateway circled)

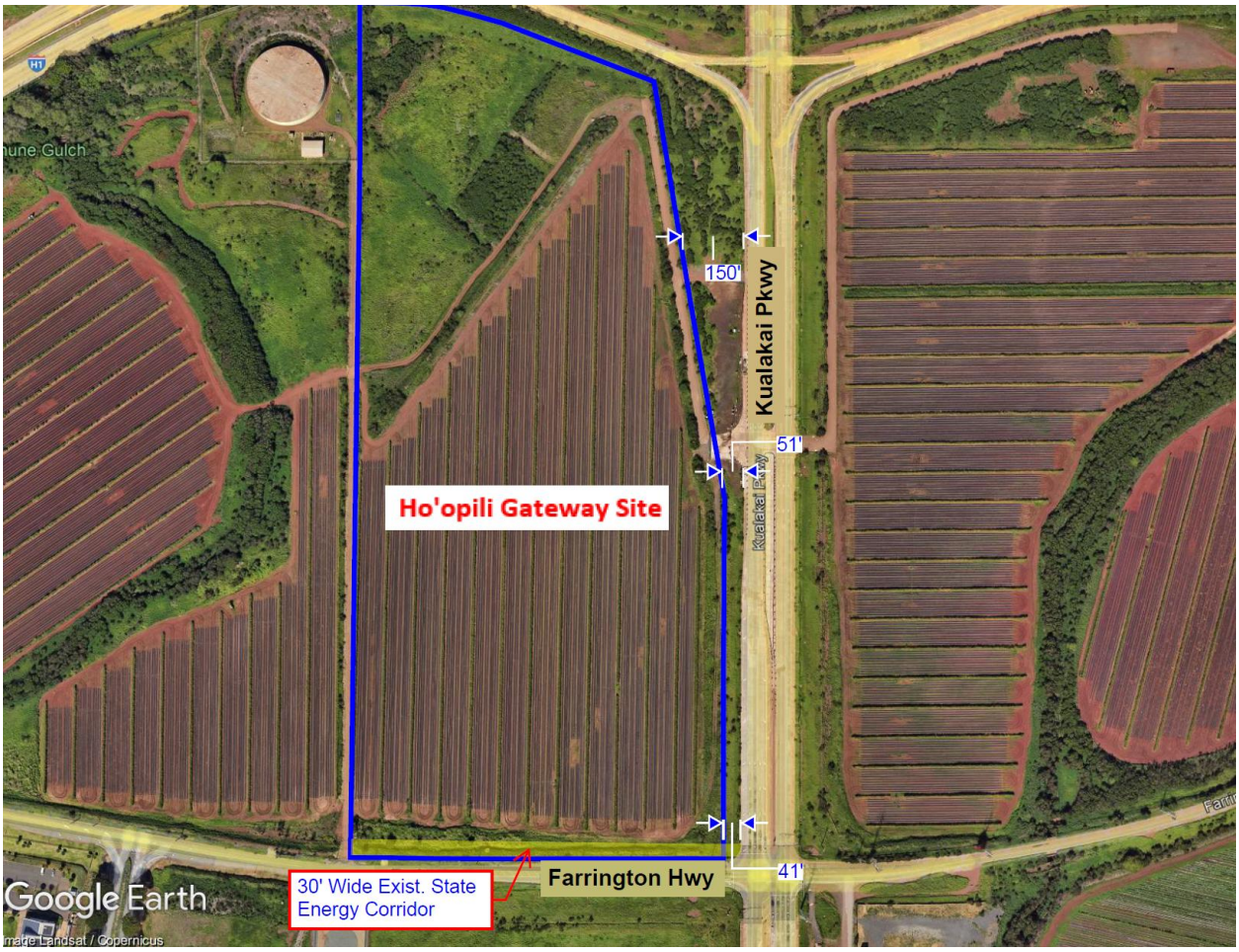


EXHIBIT 3 - Relationship between Kualakaʻi Parkway, Farrington Highway and the Ho'opili Gateway site

STATE OF HAWAIʻI
OFFICE OF PLANNING & SUSTAINABLE DEVELOPMENT

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

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JOSH GREEN, M.D.
GOVERNOR

KEITH A. REGAN
ACTING LT. GOVERNOR

MARY ALICE EVANS
DIRECTOR

Coastal Zone Management Program

Environmental Review Program

Land Use Commission

Land Use Division

Special Plans Branch

State Transit-Oriented Development

Statewide Geographic Information System

Statewide Sustainability Branch

DTS 202604241336NA
Transmitted via email

April 29, 2026

Mr. Pane Meatoga, III, Chair
Honolulu Planning Commission
City and County of Honolulu
650 South King Street, 7th Floor
Honolulu, Hawaiʻi 96813

Dear Chair Meatoga:

Subject: Written Testimony in Support of Agenda Items IV.1 through 3, Honolulu Planning Commission Agenda dated April 29, 2026—related to Transit-Oriented Development (TOD) Zone Changes, TOD Special District, and State Land Use District Boundary Amendments to Implement the East Kapolei Neighborhood TOD Plan

The Office of Planning and Sustainable Development (OPSD), as co-chair and administrator of the Hawaiʻi Interagency Council for Transit-Oriented Development (TOD Council), **strongly supports** these City proposals that advance the implementation of the *East Kapolei Neighborhood TOD Plan* (TOD Plan) adopted by the Honolulu City Council in December 2020. The proposed zoning and TOD Special District standards are needed to implement the TOD Plan vision of pedestrian-friendly and compact, mixed-use development in areas surrounding the three East Kapolei rail stations—the Honouliuli (Hoʻopili), Keoneʻae (University of Hawaiʻi-West Oʻahu), and Kualakaʻi (East Kapolei) stations.

The East Kapolei area is one of three State TOD Priority Areas prioritized for State investment in the *State of Hawai'i Strategic Plan for Transit-Oriented Development* (TOD Strategic Plan) prepared for and issued by the TOD Council in 2017. East Kapolei was identified as such due to the presence of approximately 1,000 acres of State-owned land situated near the three East Kapolei transit stations. The realization of TOD on the State's East Kapolei lands aligns with State policy to support Kapolei's development as Oʻahu's second city. More importantly, TOD enables the State to achieve multiple objectives: expanding and enhancing programs and facilities at the University of Hawaiʻi-West Oʻahu (UH-WO); providing needed housing; promoting economic development and business opportunities; generating revenue for State programs; promoting transit ridership and alternative travel modes to automobiles; increasing sustainability and resilience by contributing to the

creation of walkable, mixed-use neighborhoods and directing growth away from O'ahu's limited productive agricultural lands.

Additional Comments on Agenda Items

Agenda Item IV.1, Proposed State Land Use District Boundary Amendment (SLUDBA). OPSD supports the concurrent processing of the City and County of Honolulu Department of Planning and Permitting's (DPP) proposed State land use district boundary amendments pursuant to Hawai'i Revised Statutes §205-3.1. We support the reclassification of the affected parcel areas contained in the proposed SLUDBA, and concur with the City's rationale that this action would allow the larger parcel to be redeveloped in its entirety without additional regulatory impediments due to an Agricultural District land use designation. This action would provide project developers the flexibility to provide more vibrant urban places and incorporate pedestrian, bike, and other amenities on the edges of many of the affected parcels.

Agenda Item IV.2, Proposed Zone Changes. OPSD strongly supports the City proposal to proactively rezone lands on an area-wide basis to align with the City TOD Plan land use designations. This action is absolutely essential to the successful implementation of TOD as it eliminates entitlement delays for both public and private landowners and developers, thereby compressing the timeframe and reducing the cost of development for individual developers.

OPSD generally supports the zoning districts proposed for State lands and believes the proposed rezoning will contribute significantly to defining the anticipated buildout and achieving the urban form and functions envisioned in the TOD Plan. OPSD also appreciates and supports the proposed zone changes for State lands that are outside the proposed TOD Special District boundary, which will facilitate coherent and cohesive development of these parcels as they relate to the communities being developed on parcels within the TOD Special District.

We understand the TOD Plan's intent to step down heights in relation to distance from the rail stations. However, OPSD recommends the Planning Commission consider the University of Hawai'i West O'ahu's position—stated in comments submitted to DPP in May 2025 and contained in the DPP memo to the Planning Commission dated April 15, 2026—that a consistent base height of 90 feet for all BMX-3 zoned area is preferred as this would allow more flexibility and encourage greater opportunity to achieve TOD potential for the area. We also recommend consideration be given to increasing the base height for all A-2, BMX-, and AMX-zoned State lands to a minimum of 65 feet with allowance for bonus heights to increase the long-term potential building height envelopes and eliminate the need to rezone again in the future to accommodate changes in project plans. As a whole, blanket increases in base heights for all zones in the TOD area provides greater flexibility to public and private landowners in project development and may be critical to achieving the densities and floor areas for projects to be financially viable.

We strongly recommend the Department of Land and Natural Resources' (DLNR) lands at the Keone'ae Station, identified as Zone Change 12 on "Map 1: Zone Changes of ≥5 Acres

Indicated," be zoned as BMX-3 90' (120') due to its proximity to the station and its high TOD value and potential. We recommend the DLNR parcel at Map 1 Item 4 be given the same treatment. The higher by right heights would provide DLNR the most flexibility in creating a transformative TOD center on these lands—that could combine with anticipated TOD on UHWO University District Lands to create a vibrant mixed-use urban center around the Keone'ae Station. Similarly, the Department of Hawaiian Home Lands' parcel adjacent to Kualaka'i Station and the stormwater detention basin parcel could be BMX-3 90' (120') to capitalize on its proximity to the station.

In addition, adoption of the area-wide TOD zoning directly supports two projects the State is undertaking to enhance City efforts to facilitate development in the East Kapolei TOD area. The TOD zoning provides essential information on the potential buildout of the area, which is needed for the Hawai'i Community Development Authority's (HCDA) East Kapolei Infrastructure Implementation Master Plan (EKIIMP). The EKIIMP will identify the backbone and regional infrastructure needed to support planned development in much of the East Kapolei TOD Plan area. See the attached map of the EKIIMP area. The adopted zoning informs this effort by allowing an assessment of the full buildout potential for the Plan area as to the potential impact it may have on existing and planned infrastructure capacity. The EKIIMP is slated for completion in June 2026.

The second project is the preparation of a Programmatic Environmental Impact Statement for the EKIIMP area, which will be conducted by HCDA with funds appropriated to OPSD. This project will commence later this year. It will identify the impacts of planned buildout and associated mitigation recommendations and provide a foundational resource for environmental disclosure documents, which will help developers in meeting their environmental review requirements under HRS Chapter 343 for individual projects in this area. This is another component in the overall strategy of facilitating the development process and reducing the cost of pre-development work for developers in planned TOD areas.

Agenda Item IV.3, Amendments to Article 9, TOD Special District, Revised Ordinances of Honolulu Chapter 21. OPSD strongly supports the amendment to Article 9 of the Land Use Ordinance (LUO) to add the East Kapolei Special District and the additional design objectives specific to the East Kapolei Neighborhood TOD Plan. We especially support the amendments to Table 21-9.8, TOD Special District Project Classification, that will facilitate permitting of projects in adopted TOD Districts—in particular, the new provision for exempting Plan Review Uses (PRU) from a TOD Special District Permit if they are subject to an approved PRU. This new provision will ease the permitting process for facility and mixed-use development on the UHWO campus and its TOD-focused University District Lands.

Key Street Designations. OPSD notes that Kualaka'i Parkway and Farrington Highway west of Kualaka'i Parkway are no longer proposed for designation as Key Streets. We suggest that consideration be given to retaining these roadways as Key Streets. Removing this designation will diminish and discourage efforts to create an area-wide pedestrian network and environment along all major roads that enhances the street-level experience and promotes access

and connectivity for all users. Allowing projects to turn away from these roadways will make it much more difficult to transform them into great urban boulevards in the future.

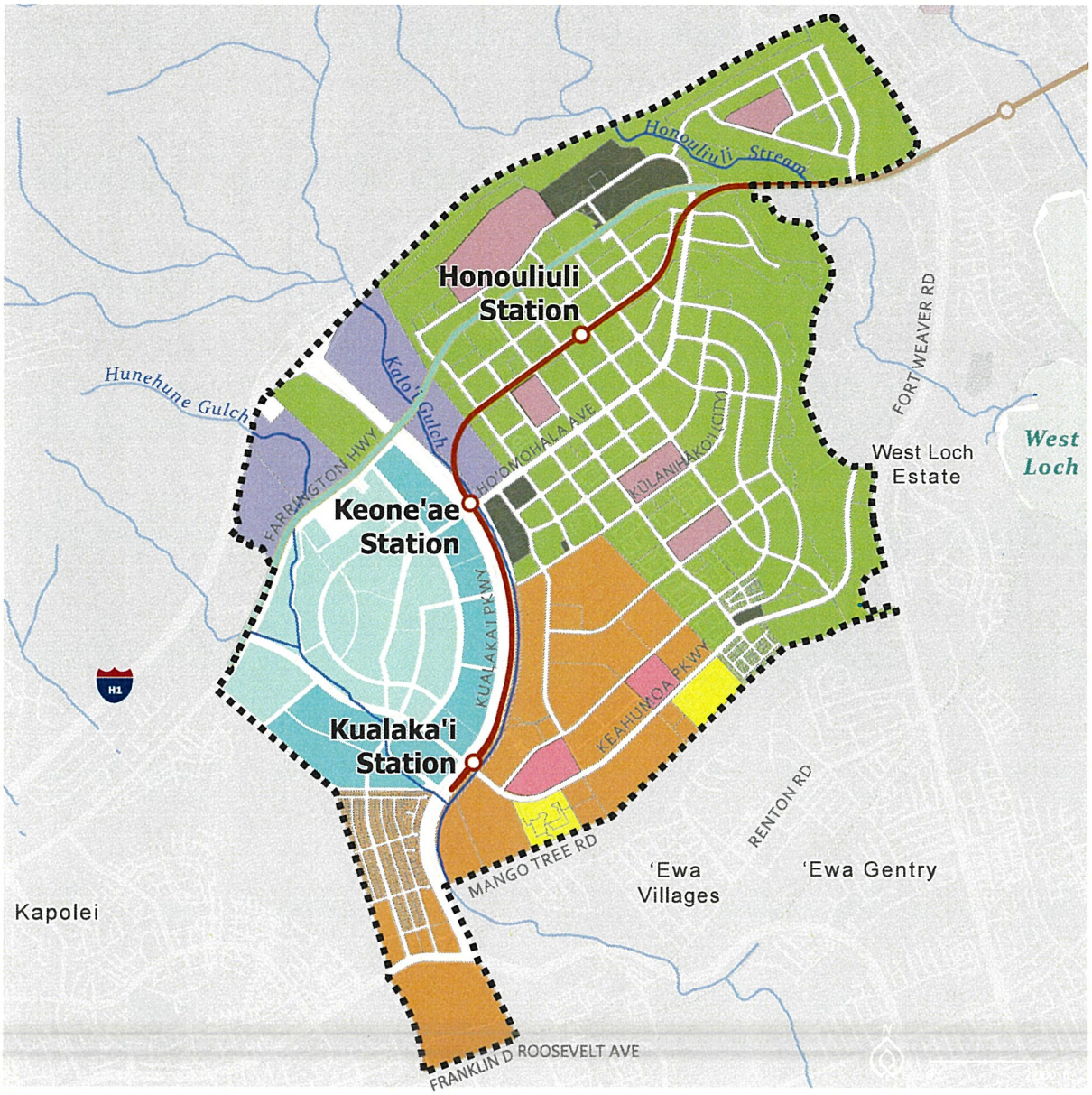
Thank you for the opportunity to provide testimony in support of these measures. They are critical to advancing both the State and City's vision for development of transit-oriented and pedestrian-focused communities in East Kapolei, in addition to achieving the potential to increase housing around rail, increasing rail ridership, and directing future growth to TOD areas on O'ahu.

Mahalo,

Mary Alice Evans

Mary Alice Evans
Director

Attachment



- Rail Transit Stations
- Honolulu Rail Transit Project Corridor
- Farrington Hwy Widening
- Streams
- Planned or Existing Schools
- East Kapolei Master Plan Area

East Kapolei Major Landowner

- DHHL
- DLNR
- DR Horton
- HHFDC
- UHWO - Campus Area
- UHWO - University District Lands (UDL)
- Other

FIGURE 1-2

Major Landowners

Site and Infrastructure Assessment
East Kapolei Infrastructure Master Plan
Honolulu, Hawai'i

Map Credit: State of Hawai'i, City and County of Honolulu, Esri, TomTom, Garmin, FAO, NOAA, USGS, EPA, USFWS, Esri, CGIAR, USGS, Esri, TomTom, Garmin, SafeGraph, METI/NASA, USGS, EPA, USDA, USFWS

Report of the Director of the DPP

Authorization Dawn Takeuchi Apuna Director
Advertisement April 17, 2026
Public Hearing April 29, 2026

DEPARTMENT OF PLANNING AND PERMITTING
KA ʻOIHANA HOʻOLĀLĀ A ME NĀ PALAPALA ʻAE
CITY AND COUNTY OF HONOLULU

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RICK BLANGIARDI
MAYOR
MEIA

DAWN TAKEUCHI APUNA
DIRECTOR
PO'O

BRYAN GALLAGHER, P.E.
DEPUTY DIRECTOR
HOPE PO'O

REGINA MALEPEAI
2ND DEPUTY DIRECTOR
HOPE PO'O KUALUA

April 15, 2026

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26 APR 15 P4:33
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MEMORANDUM

TO: Pane Meatoga, III, Chair
and Members of the Planning Commission

FROM: Dawn Takeuchi Apuna, Director
Department of Planning and Permitting (DPP)

SUBJECT: East Kapolei Neighborhood Transit-Oriented Development (TOD) Zone Change

In accordance with enabling Ordinance 09-4, relating to TOD, we are pleased to transmit three related bills to implement the adopted East Kapolei Neighborhood TOD Plan. These bills cover three additional rail transit station areas—Kualakaʻi (East Kapolei), Keoneʻae (University of Hawaiʻi-West Oʻahu), and Honouliuli (Hoʻopili) Skyline stations—and propose the following:

- State Land Use District Boundary Amendment (SLUDBA) to Schofield Barracks and ʻEwa Quadrangles, approximately 14.8 acres (15 acres or less for City processing);
- Zone changes to Zoning Map Nos. 12 and 13, approximately 1,381 acres; and
- Amendments to Land Use Ordinance (LUO) Article 9 (Revised Ordinances of Honolulu [ROH] Chapter 21) TOD Special District that incorporate the additional station areas and certain updates.

Each proposed bill is accompanied by a staff report and recommendations. This memorandum frames the amendments within the larger context of the City's TOD efforts. Ordinance 09-4 states, in part, that "… *a general land use scheme must be created that provides for a deliberate, inclusive process to plan for TOD so that well-defined, meaningful, and appropriate regulatory and incentive programs can be adopted for each area around a transit station or type of station.*" The DPP has followed such a process to develop the neighborhood TOD plans and is recommending approval of the proposed SLUDBA, zone changes, and LUO amendments.

Land Use Planning

The neighborhood TOD plans identify opportunities for new development, orderly growth, and improved accessibility around the rail transit stations. Each plan covers one to three station areas, and addresses land use, circulation, urban design, housing, community facilities, parking, pedestrian amenities, historic and cultural enhancements, and infrastructure. The neighborhood TOD plans are aligned with the O'ahu General Plan and regional development plans. All of the neighborhood TOD plans have been adopted by the City Council.

The DPP has analyzed all TOD properties along the entire rail transit corridor for sea level rise impacts. If over half of a property is impacted by 3.2 feet of projected sea level rise, it is being excluded from the proposals, even if recommended in the neighborhood's TOD plan, since policies and regulations are still being developed to more fully address impacts. The East Kapolei TOD neighborhood is not impacted.

Regulations and Community Benefits

The proposed LUO amendments, zoning map changes, and SLUDBA will help direct and manage growth around the rail transit stations. One of the most important changes involves rezoning from single to mixed uses with density and height bonuses. The City-initiated zone changes will expand the types of allowable uses and are intended to stimulate appropriate development activity around the stations. Where necessary, reclassifying land to the State Land Use Urban District will support these zone changes.

The proposed TOD zoning for East Kapolei generally provides additional development rights to incentivize TOD and achieve desired community benefits. Any height increase over the current limits will be a bonus height. Bonus height and density are regulated through the TOD Special District within the LUO and require the provision of community benefits (e.g., affordable housing and streetscape improvements), which help further implement the neighborhood TOD plans.

The TOD Special District is designed to supplement or modify the underlying zoning district regulations to promote TOD (e.g., front yard requirements are relaxed to allow outdoor dining), while providing opportunities for review and comment on major projects. It also specifies site layout and ground-floor building design requirements to promote walkable, active streetscapes, and usable public space. These development standards are intended to improve the pedestrian experience around the rail transit stations, especially along designated "key streets," which are expected to handle the most pedestrian and business activity.

An island-wide affordable housing requirement (AHR), pursuant to ROH Chapter 29, imposes higher percentages of affordable housing on for-sale residential projects

seeking TOD bonuses, among other factors. Whereas prior zone change applicants executed unilateral agreements to provide affordable housing, the AHR will apply to projects in these City-initiated TOD zone change areas that meet the applicability criteria stated in ROH Chapter 29. As mentioned, projects can also provide additional affordable housing as a community benefit to receive bonus height and/or density through TOD permits. Various ordinances have created financial and other incentives to develop affordable housing.

The TOD Special District and zoning were already adopted for the two Waipahu station areas through Ordinances 17-54 and 17-56, respectively; the three 'Aiea-Pearl City station areas through Ordinances 22-29 and 22-30, respectively; and for the Hālawa station area through ordinances 23-32 and 23-33, respectively. Through this and future submittals, zoning and the TOD Special District will be expanded to incorporate additional station areas, based on the recommendations of the adopted neighborhood TOD plans. Upcoming TOD neighborhood submittals will continue to focus on the rail transit station areas with passenger service.

Participatory Process

The neighborhood TOD plans were developed with extensive community engagement. Further engagement occurred for the LUO, zone change, and SLUDBA proposals. The 'Ewa and Makakilo-Kapolei-Honoka'i Hale Neighborhood Boards did not take a position on the proposals. The TOD website (www.honolulu.gov/tod) provides additional opportunities to obtain information and provide input on TOD items, such as projects and proposed regulations.

Recommendation

The DPP has found the LUO, zone change, and SLUDBA proposals to be consistent with State and City land use plans and policies. Therefore, the DPP recommends approval. Please review the subject report and recommendation and then forward them, together with your findings and recommendation through the Mayor, to the City Council.

Thank you for your continued support of these efforts.

Enclosure

cc: Mayor Rick Blangiardi
Michael D. Formby, Managing Director
Council Chair Tommy Waters

DEPARTMENT OF PLANNING AND PERMITTING
CITY AND COUNTY OF HONOLULU

FILE NO. 2024/GEN-19

DIRECTOR'S REPORT
EAST KAPOLEI NEIGHBORHOOD TRANSIT-ORIENTED DEVELOPMENT (TOD) PLAN
RAIL TRANSIT STATION AREA ZONE CHANGES

A. **Proposal**. The Department of Planning and Permitting (DPP) is proposing zone changes in conjunction with a State Land Use District Boundary Amendment (SLUDBA) and TOD Special District designation (separate reports and bills for an ordinance) around the Kualaka'i (East Kapolei), Keone'ae (University of Hawai'i-West O'ahu [UHWO]), and Honouliuli (Ho'opili) Skyline rail transit stations to facilitate implementation of the East Kapolei Neighborhood TOD Plan (TOD Plan). Hawaiian station names were approved by the Honolulu Authority for Rapid Transportation (HART) Board of Directors. The English name in parenthesis reflects the general location and is not a translation of the Hawaiian name. The proposed zone changes for the three Skyline stations cover approximately 1,381 acres in total and are summarized in **Table 1**.

In general, the proposed zone changes and accompanying TOD Special District designation help implement the major emphasis of the TOD Plan—to create compact, mixed-use neighborhoods. By designating mixed-use zoning districts, primarily the Apartment Mixed-Use and Business Mixed-Use districts, on most properties within one-half mile of the rail transit stations, the diversity of allowable uses and potential for synergistic activity—generated by the close interaction between living, working, playing, and studying opportunities—sets the stage for robust and vibrant neighborhoods. Generous pedestrian amenities, such as wider sidewalks, street trees, and plazas, will help form comfortable gathering spaces and connections between the Skyline stations and where people live and visit.

Generally, the existing maximum building height limits in each zoning district are carried forward with the proposed zone changes. However, increased heights through new bonus heights (specified in parenthesis on the zoning map) are proposed in exchange for the provision of community benefits, such as affordable housing, open/park space, and streetscape improvements.

The proposed zone changes will more accurately reflect current and/or envisioned land uses. One notable example is the proposed zoning around the Honouliuli (Ho'opili) Skyline station that modifies the existing BMX-3 Community Business Mixed-Use District height limit of 90 feet to allow for 120 feet as a bonus height limit. The increased height facilitates greater density closest to the station in exchange for the provision of amenities that benefit the community, both of which implement the TOD Plan vision for an active town center.

In another example, the proposed zone changes at UHWO would allow for greater TOD potential by incorporating the AMX-2 Medium-Density Apartment Mixed-Use District and the BMX-3 District along with higher heights around the Kualaka'i (East Kapolei) and Keone'ae (UHWO) Skyline stations, in consideration of both the TOD Plan and UHWO's Long Range Development Plan (LRDP) update.

The proposed zone changes also rezone a linear area along the rail guideway to the P-2 General Preservation District. This change of zoning would help implement the TOD

Plan recommendation for a recreational greenway underneath the rail guideway that connects the neighborhood's three rail station areas.

In addition, there are several proposed non-substantive or "housekeeping" zone changes, such as updating street zoning designations by reflecting the zoning of adjacent lots extending out to the street centerline. Proposed zone changes on certain Department of Hawaiian Home Lands (DHHL) parcels around the Kualaka'i (East Kapolei) Skyline station reflect and support their plans for mixed-use, multi-family housing, even though they are not subject to City zoning—the proposal also ensures TOD zoning is in place should the parcels ever fall outside of the DHHL's authority.

Table 1: East Kapolei TOD Neighborhood Summary

EXISTING

Zoning Districts	Height Limit (feet)	Acres[1]	Acreage (%)[2]
A-2 Medium-Density Apartment	40, 60, 65, 90	252.41	18.3
AG-1 Restricted Agricultural	15-25[3]	408.52	29.6
AMX-2 Medium-Density Apartment Mixed-Use	40, 65	207.10	15.0
B-1 Neighborhood Business	40	8.97	0.7
B-2 Community Business	60	39.40	2.9
BMX-3 Community Business Mixed-Use	90	328.01	23.8
IMX-1 Industrial-Commercial Mixed-Use	60	0.45	0.0
P-2 General Preservation	15-25[4]	12.83	0.9
R 3.5 Residential	25-30[4]	62.87	4.6
R-5 Residential	25-30[4]	59.92	4.3
TOTALS		1,380.5	100.0

Notes: [1] Includes street area.
[2] Acreage percentages are approximate. Rounding may cause summation differences.
[3] Fifteen feet for nonagricultural structures and dwellings; up to 25 feet are permitted if height setbacks are provided.
[4] Heights above the minima of the given range may require height setbacks or may be subject to other requirements.

PROPOSED

Zoning Districts	Height Limit (feet)[1]	Acres[2]	Acreage (%)[3]
A-2 Medium-Density Apartment	40, 40 (60)	28.62	2.1
AG-1 Restricted Agricultural	15-25[4]	2.25	0.2
AMX-2 Medium-density Apartment Mixed-Use	25 (90), 40, 40 (60), 40 (90), 60 (90), 65, 65 (90)	516.11	37.4
B-1 Neighborhood Business	40	0.80	0.1
B-2 Community Business	60	0.73	0.1
BMX-3 Community Business Mixed-Use	25 (90), 25 (120), 40 (120), 60 (90), 65 (90), 65 (120), 90, 90 (120)	598.07	43.3
IMX-1 Industrial-Commercial Mixed-Use	25, 25 (60), 60	104.80	7.6
P-2 General Preservation	15-25[5]	126.51	9.2
R-3.5	25-30[5]	2.58	0.2
TOTALS		1,380.5	100.0

Notes: [1] Heights in parentheses indicate maximum "bonus" heights contingent on provision of community benefits. Not all districts will include a listed bonus height.
[2] Includes street area.
[3] Acreage percentages are approximate. Rounding may cause summation differences.
[4] Fifteen feet for nonagricultural structures and dwellings; up to 25 feet are permitted if height setbacks are provided.
[5] Heights above the minima of the given range may require height setbacks or may be subject to other requirements.

Attachment 1 shows the location of the rail station areas in relation to each other and highlights the extents of the proposed zone changes. An accompanying list identifies the parcels (128 in total) and streets (30 in total) affected by the proposed zone changes. **Attachment 2** shows the existing zoning districts on two maps.

B. **Background**. Rail transit and a high-density rail corridor are part of the City's strategy to manage and direct future growth on the island. Channeling development to rail transit station areas will help curb sprawl and encourage new higher density infill development that takes advantage of and supports the Skyline system. TOD and related regulations support and encourage compact, mixed-use development within roughly one-half mile of the Skyline stations. Higher density and higher building heights generally surround each station, but step down in height and intensity the farther one gets from a station to be compatible with existing uses on the periphery.

The vision of an interconnected, compact, mixed-use, walkable neighborhood was recommended for the three overlapping East Kapolei station areas in the TOD Plan adopted by the City Council in December 2020 (Resolution 20-222, CD1). Based on the TOD Plan's recommendations, the DPP is initiating these zone changes and adding the areas to the TOD Special District (established by Ordinance 17-54), which provides additional land use regulations to facilitate implementation of the TOD Plan. The accompanying TOD Special District regulations, presented in a separate report and bill for an ordinance, will apply development standards related to site layout and ground floor building design once the boundaries are extended around these three stations.

The accompanying SLUDBA, presented in a separate report and bill for an ordinance, is intended to concurrently reclassify 14.8 acres of land (primarily in existing and former rights-of-way) to the State Land Use (SLU) Urban District to support certain zone changes being proposed.

In addition, there are other implementing actions the City is working on, including policies and regulations (e.g., updating the Subdivision Street Standards) and catalytic projects (e.g., new transit centers and park space). Likewise, the State is conducting an infrastructure master plan to support additional TOD in East Kapolei, and various road improvement projects are already underway that will improve multi-modal access and support development.

Previously adopted zone changes for D.R. Horton-Schuler Homes (D.R. Horton) in 2015 (Ordinance 15-13) have enabled the majority of development so far in the area. Other zone changes within the East Kapolei TOD neighborhood included UHWO in 2008 (Ordinance 8-30), The Salvation Army in 2008 (Ordinance 8-31), and Mutual Housing Association of Hawai'i in 2010 (Ordinance 10-27). See Section G.9 of this report for additional information about the prior zone changes. In addition, a Planned Review Use (PRU) for development of the UHWO campus was approved in 2008 (Resolution 8-140, CD1, FD1).

East Kapolei is unique among the TOD neighborhoods along the rail corridor because it is in the process of urbanizing entirely from undeveloped land. Master plans for D.R. Horton's Ho'opili, UHWO's District/Non-Campus Lands, DHHL's Ka'uluokaha'i, and Department of Land and Natural Resources' (DLNR) East Kapolei TOD Project guide development for nearly all of the land within the East Kapolei TOD neighborhood. TOD-

related studies, which account for the proposed zoning, have estimated that new development could accommodate approximately one-third of the total housing along the rail corridor.

D.R. Horton indicated its intent to develop 11,750 new dwelling units across Ho'opili—located inside and outside of the TOD neighborhood—as part of its 2015 zone change application. The current zone change proposal and related implementation efforts support new housing opportunities that would also allow D.R. Horton to provide more dwelling units than previously contemplated (i.e., eliminating the prior semblance of a unit cap). At a minimum, the proposed zone changes will allow for a higher number of Ho'opili's dwelling units to concentrate within the TOD neighborhood, and be within closer walking distance of the Skyline stations. Numbers from other TOD neighborhood master plans are tentative, but infrastructure master planning anticipates approximately 27,000 dwelling units in total, which also accounts for TOD-adjacent areas.

C. **Property Owner/Community Meeting**. On March 31, 2025, the DPP mailed notification of the proposal and an April 16, 2025, community meeting to property owners affected by the proposed zone changes, proposed TOD Special District, and/or proposed SLUDBA, and to property owners within 300 feet of those properties. The DPP also mailed notification to the 'Ewa Neighborhood Board (NB) No. 23, the Makakilo-Kapolei-Honokai Hale NB No. 34, the Neighborhood Commission Office, area elected officials, and other stakeholder groups.

On April 16, 2025, the DPP held a community meeting at Honouliuli Middle School to present the proposed zone changes and other TOD implementation measures. There were 58 persons who signed in. No one requested their property be included or excluded from the proposal. The majority of the comments concerned: 1) infrastructure, particularly power lines and roads, including parking and crosswalks; 2) the provision of parks and schools; 3) real property tax implications; and 4) developer requirements and enforcement. Staff addressed these comments at the meeting and, as applicable, in the following sections of this and the associated reports for the East Kapolei TOD Special District and SLUDBA proposals.

D. **Public Agency Notification/Comments**. The DPP mailed notices to City departments and other public agencies listed below on April 1, 2025, requesting comments on the impact that the proposed zone changes, proposed TOD Special District, and/or proposed SLUDBA may have on their facilities and services. A listing of agencies which submitted written comments is provided in **Table 2**. Written comments received by the DPP are summarized, then followed by a DPP response as necessary (see the associated East Kapolei TOD Special District and SLUDBA reports for additional information).

The DPP presented the proposal to the Hawai'i Interagency Council for TOD (TOD Council) on April 11, 2025 (several other government agencies presented about their projects in the vicinity as well). The TOD Council is comprised of representation from State and county governments and the community, serving as the State's forum for TOD planning and policy development. There were no questions about the presentation.

Table 2: Agency Requests for Comments	Written Comment	No Response
City Agencies		
Board of Water Supply (BWS)	x	
Budget and Fiscal Services		x
Department of Community Services (DCS)	x	
Department of Design and Construction (DDC)	x	
Department of Emergency of Management		x
Department of Facility Maintenance		x
Department of Environmental Services (ENV)	x	
Department of Land Management		x
Department of Parks and Recreation (DPR)	x	
Department of Transportation Services (DTS)	x	
Honolulu Area Rapid Transit (HART)		x
Honolulu Emergency Services Department		x
Honolulu Fire Department (HFD)	x	
Honolulu Police Department (HPD)	x	
Office of Economic Revitalization		x
Office of Climate Change, Sustainability, and Resiliency		x
Office of Housing		x
Neighborhood Commission Office		x
State Agencies		
Department of Accounting and General Services (DAGS)	x	
Department of Agriculture		x
Department of Business, Economic Development, and Tourism		
Office of Planning and Sustainable Development (OPSD)	x	
Department of Land and Natural Resources - Land Division (DLNR)		
Land Division	x	
Commission on Water Resource Management	x	
Division of Forestry and Wildlife	x	
State Historic Preservation Division		x
Department of Education		x
Department of Health		x
Department of Hawaiian Home Lands (DHHL)		x
Department of Law Enforcement		x
Department of Transportation (HDOT)	x	
Hawai'i Community Development Authority (HCDA)	x	
Hawai'i Housing Finance and Development Corporation		x
Land Use Commission (LUC)		x
O'ahu Metropolitan Planning Organization		x
Office of Hawaiian Affairs		x
University of Hawai'i, Mānoa (UHM)		x
University of Hawai'i, West O'ahu (UHWO)	x	
Federal Agencies		
U.S. Army Corps of Engineers		x
14th Coast Guard District		x
Department of the Interior		
Fish and Wildlife Service		x
Geological Survey, Water Resources Division		x
Natural Resources Conservation Service		x
Department of Housing and Urban Development		x
Department of the Air Force		x
Federal Aviation Administration (FAA)		x

1. City Agency Comment Summaries

- The BWS could not confirm availability of water for full buildout of the proposal area and vicinity, but noted installation of new potable and recycled water systems in the area. New land acquisitions and easements are anticipated for some projects. Water conservation measures are required for all proposed developments. In addition, various water-related plans and requirements were referenced in connection to development in the area.

  DPP response: BWS requirements will be addressed during the standard project review processes and as required by conditions of approval for prior SLUDBAs and zone changes in and around the proposal area.

- The DCS requested the proposal take into consideration the health, safety, accessibility, and long-term wellbeing of area residents and others living nearby and/or involved with activities in the project vicinity.

  DPP response: These items were considered in the TOD Plan and related planning documents that the proposal seeks to implement.

- The DDC and ENV have no comments.

- The DPR expressed concerns about the usability of UHWO's proposed park space, which is associated with a proposed zone change to the P-2 District. The proposed park parcel has changed numerous times since 2009. A previously approved master plan for park development is outdated and no longer associated with the current location and community preferences. The DPR requested an updated master plan be re-submitted for approval.

  DPP response: Obtaining approval of a master plan for park development, and specifying the timing for park dedication, was required as a prior zone change condition affecting UHWO (see Section G.9 of this report for additional information). The DPP agrees that UHWO will need to update its master plan, dated August 2010, and re-submit it for approval, in order to fulfill its requirement (currently considered in compliance, not fulfilled), due to the changing circumstances outlined by DPR. Follow-up correspondence from UHWO is being finalized to formally acknowledge the updated master plan and park dedication requirements of DPP and DPR, respectively. The proposed rezoning to the P-2 District is meant to facilitate development of the park, as that designation is intended for recreational land; however, the park location would be allowed in any of the proposed zoning districts.

- The DTS identified numerous proposed projects from the O'ahu Bike Plan and the O'ahu Pedestrian Plan that are within the East Kapolei TOD neighborhood. Applicants of future projects should perform a Transportation Impact Assessment that incorporates Complete Streets principles.

  DPP response: The proposal will facilitate TOD, which supports bicycling and walking. DTS requirements will be addressed during the standard

project review processes and as required by conditions of approval for prior SLUDBAs and zone changes in and around the proposal area.

- The HFD requires that all future developments conform with the applicable provisions of Revised Ordinances of Honolulu (ROH) Chapter 20.

  DPP response: HFD requirements will be addressed during the standard special district and building permit process for new projects.

- The HPD finds no impact on its services or operations; however, it is concerned about a population influx and recommends assessing the increased demand for emergency services so necessary infrastructure will be adequately in place to avoid compromising residents' safety and well-being.

  DPP response: HPD will have the opportunity to review and comment on major permit applications throughout all phases of the community master plans. Additionally, there may be other opportunities for input through related project outreach, such as the State's infrastructure master plan being drafted that covers the area.

2. State Agency Comment Summaries

- The DAGS concurred with the project and offered no further comments.

- The OPSD supported and provided specific comments on the proposals; it noted the East Kapolei TOD neighborhood is a State priority area for TOD, with approximately 1,000 acres of State land, and is the focus of various efforts to facilitate development; and recommended increasing the base height limits on State properties, while considering the implications of the proposed P-2 District coinciding with an envisioned greenway so that it does not prevent food trucks, kiosks, or similar commercial uses that may help activate the corridor.

  DPP response: The proposed zone changes are consistent with the TOD Plan recommendations. Base heights of the proposed zone changes are determined by existing zoning, and any increase is considered a bonus, which facilitates implementation of the TOD Plan through commensurate community benefits. Separately, an upcoming study is planned to help projects maximize their use of available bonuses. In addition, commercial uses will be feasible along the greenway corridor, such as within adjacent mixed use zoning districts and rights-of-way (ROWs) with applicable permits. See the associated East Kapolei TOD Special District and SLUDBA reports for additional information regarding the other proposals.

- The DLNR provided comments from certain divisions/agencies:

  - The Land Division had no objections and supports the proposal.

  - The Commission on Water Resource Management recommended incorporating the project into the City's water usage and development

plan; using alternative water sources; participating in the Hawai'i Green Business Program; adopting landscape irrigation conservation best management practices; and considering use of reclaimed water for non-potable water needs. A Water Use Permit may be required for water use. Calculations to estimate water demand should be provided. City water use and development plans may need to be updated for consistency with zoning and land use policies.

- The Division of Forestry and Wildlife listed mitigative measures and requirements to avoid affecting the Hawaiian hoary bat, White Tern, State-listed waterbirds, and the Hawaiian short-eared owl. Various resources were listed to help avoid invasive species, minimize non-native predators, and prevent wildfires.

DPP response: BWS and DPP divisions, which oversee water use and development plans, were notified of the proposal. The DPP will advise developers and landowners undertaking projects in the area of DLNR requirements. Many requirements and recommendations can be addressed during the standard special district and building permit process for new projects.

- The HDOT had no objections, and supports multi-modal and interconnected communities and projects. All projects within five miles of Hawai'i airports were advised to seek guidance from the Technical Assistance Memorandum for development activities that may require further review and permits (the proposal area is approximately 1.35 miles from Kalaeloa Airport). FAA Form 7460-1 may be required for construction or alterations due to the proximity of Kalaeloa Airport. Developers and residents should be aware of potential noise and other nuisance in the vicinity due to airport operations, which may require an aviation easement depending on the specific land use. A glint or glare analysis of all solar energy photovoltaic systems is required near airports, and owners must mitigate any hazardous condition upon notification by the HDOT and/or the FAA. Developments are encouraged to implement strategies to reduce carbon emissions.

  DPP response: The DPP will advise developers and landowners undertaking major projects in the East Kapolei TOD neighborhood to notify and consult with the HDOT and the FAA.

- The HCDA supported the proposal and the City's TOD implementation efforts. The East Kapolei TOD neighborhood is a State TOD priority area due to its development potential for State lands, and it is the focus of HCDA infrastructure improvements.

  DPP response: The proposal and corresponding infrastructure improvements, such as those being implemented by HCDA, are key components to achieving full buildout of the TOD Plan vision. See the associated East Kapolei SLUDBA report for additional information regarding the other proposal.

- The UHWO appreciated collaborating with the DPP on the proposals and provided specific comments regarding the proposed zone changes. Most comments sought clarification, including whether a new PRU approval would take precedence over zoning, and whether certain proposed zone changes were outside of UHWO property. In some instances, increased base heights were requested for the proposed zone changes for consistency.

  DPP response: In accordance with ROH Section 21-2.120, a PRU defining the UHWO campus can determine the density, height, and yards, among other provisions. The TOD Special District proposal also addresses PRUs. The proposed zone changes presumed to be outside of UHWO property are confirmed as such, including some future areas impacted by the Farrington Highway widening/realignment project. Base heights of the proposed zone changes are determined by existing zoning, and any increase in height is considered a bonus, which facilitates implementation of the TOD Plan through commensurate community benefits. In limited circumstances, the base height was adjusted lower or higher to be consistent with an adjacent zoning district as a result of accommodating UHWO's LRDP update. However, the bonus height limits will provide for broad consistency across the property, as recommended in the TOD Plan. Separately, an upcoming study is planned to help projects maximize their use of available bonuses. See the associated East Kapolei TOD Special District report for additional information regarding the other proposal.

All written public agency responses received prior to the signing of this report are included in their entirety in **Attachment 3.** Comments received after the signing of this report will be transmitted separately to the Planning Commission or the City Council for consideration.

E. **Community Organization and Stakeholder Notification/Comments**. The DPP mailed out notices on March 31, 2025, requesting comments about the proposed zone changes, proposed TOD Special District, and/or proposed SLUDBA to island-wide community organizations, the two applicable NBs ('Ewa NB No. 23 and Makakilo-Kapolei-Honokai Hale NB No. 34), the Neighborhood Commission Office, Hawaiian Electric Company, D.R. Horton, Hawaiian Railway Society, Kapolei Satellite City Hall, City and State elected officials, and other stakeholders.

- D.R. Horton, a major landowner and developer in the area, was generally supportive and provided specific comments on the proposals. Regarding the proposed zone changes, there is an opportunity for a golf entertainment venue, but the proposed height limits restrict the feasibility of including the necessary safety nets and poles. A Land Use Ordinance (LUO) amendment was proposed to address this situation.

  DPP response: See the associated East Kapolei TOD Special District report for additional information regarding the safety nets and poles in the other proposal.

- Several individuals commented on the proposed zone changes. Comments in support of the proposal focused on TOD objectives. Comments in opposition of the proposal focused on building heights.

DPP response: The proposal is consistent with various development plans, including the TOD Plan, which were developed over many years with community input (see Section G of this report for additional information). In addition, any new height within the proposed zone changes would be bonus height, which requires project review for impacts.

All written community organization and individual responses received prior to the signing of this report are included in their entirety in **Attachment 4**. Comments received after the signing of this report will be transmitted separately to the Planning Commission or the City Council for consideration.

F. State Land Use Legislation Considerations.

1. Land Use Commission (LUC); Hawai'i Revised Statutes (HRS) Chapter 205. The proposed zone change areas as shown in **Attachment 5** are predominantly within the SLU Urban District, including the areas covered by the accompanying SLUDBA proposal that is presented for concurrent processing in a separate report and bill for an ordinance. Some portions of the Farrington Highway and Kualaka'i Parkway ROWs are within the SLU Agricultural District—these areas are not part of the SLUDBA proposal—and are proposed to be rezoned to the P-2 District.

   The SLU Urban District includes lands characterized by "city-like" concentrations of people, structures, and services, while also including vacant areas for future development. The proposed zone changes are consistent with the purpose of the SLU Urban District. The SLU Agricultural District allows open area types of recreational uses, consistent with the proposed P-2 District along the applicable portions of the ROWs, although the rezoning is intended for housekeeping purposes.

2. Ka Pa'akai Analysis. The Hawai'i Supreme Court ruling in Ka Pa'akai Ka 'Āina v. LUC outlined a three-part inquiry to operationalize constitutional protections for Native Hawaiian rights:

   (1) The identity and scope of valued cultural, historical, or natural resources in the proposal area, including the extent to which traditional and customary native Hawaiian rights are exercised in the proposal area;

   (2) The extent to which those resources, including traditional and customary native Hawaiian rights, will be affected or impaired by the proposed action; and

   (3) The feasible action, if any, to be taken to reasonably protect native Hawaiian rights if they are found to exist.

   A zone change, in itself, does not impair access to traditional or customary Native Hawaiian practices. Nevertheless, publicly available reports concerning traditional and customary practices in the immediate vicinity were reviewed for projects listed under the Environmental Review Program (also see the separate report for the accompanying East Kapolei SLUDBA proposal), which did not identify any specific issues.

DPP outreach to Native Hawaiian organizations is listed in the Public Agency Notification and the Community Organization and Stakeholder Notification sections of this report. In addition, the DLNR State Historic Preservation Division was notified of the proposal (Job No. 2025PR00400). No additional information or customary practices were reported in the proposal area. In conclusion, no native Hawaiian right or practice was identified or implicated.

G. City Land Use Legislation Considerations.

1. O'ahu General Plan (November 2021); Resolution 21-23, CD1. The proposed zone changes adhere to the adopted General Plan objectives and policies, including the following key items:

   Population, Objective B:
   "To establish a pattern of population distribution that will allow the people of O'ahu to live, work and play in harmony."

   Policy 2: "Encourage development within the secondary urban center at Kapolei and the 'Ewa and Central O'ahu urban-fringe areas to relieve developmental pressures in the remaining urban-fringe and rural areas and to meet housing needs not readily provided in the primary urban center."

   Housing and Communities, Objective A:
   "To ensure a balanced mix of housing opportunities and choices for all residents at prices they can afford."

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

   Housing and Communities, Objective C:
   "To provide residents with a choice of living environments that are reasonably close to employment, schools, recreation, and commercial centers, and that are adequately served by transportation networks and public utilities."

   Policy 5: "Support mixed-use development and higher-density redevelopment in areas surrounding rail transit stations."

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

   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."

Physical Development and Urban Design, Objective A:
"To coordinate changes in the physical environment of O'ahu to ensure that all new developments are timely, well-designed, and appropriate for the areas in which they will be located."

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."

Physical Development and Urban Design, Objective F:
"To create and maintain attractive, meaningful, and stimulating environments throughout O'ahu."

Policy 1: "Encourage distinctive community identities for both new and existing communities and neighborhoods."

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."

The proposed zone changes are intended to direct growth along the rail transit corridor through new development at higher densities that can take advantage of and support rail transit and other non-automobile modes. Mixed-use zoning will allow for more diverse land uses, including affordable housing, that make for livable communities where people can live, work, study, and play within close proximity to rail transit stations. The accompanying TOD Special District will impose design control on new developments to ensure a pedestrian scale and interactivity with the public realm.

2. 'Ewa Development Plan (July 2013; Amended 2020); Ordinance 20-46.
ROH Section 24-3.6 provides that "the review of applications for zone changes and other development approvals will be guided by the vision of the 'Ewa Development Plan. Decisions on all proposed developments shall be based on the extent to which the project enabled by the development approval supports the policies and guidelines of the 'Ewa Development Plan." The 'Ewa Development Plan was amended to create greater consistency with the East Kapolei Neighborhood TOD Plan and more accurately reflect current conditions.

'Ewa's Role in O'ahu's Development Pattern.
'Ewa plays a key role in implementing the directed growth policies of the O'ahu General Plan, which designated 'Ewa as the location for a Secondary Urban Center centered in the Kapolei area. This area is to be the focus of major economic activity and housing development. The proposal is evaluated in the context of the amended 'Ewa Development Plan with key items discussed below.

a. Vision for 'Ewa. Key components of the vision for 'Ewa, as outlined in Chapter 2 of the 'Ewa Development Plan, are to build master planned communities that support walking, biking, and transit use, and communities designed to reduce automobile use.

The proposed zone changes will help implement this vision by supporting adjacent master planned and TOD communities.

b. Land Use Policies and Guidelines. The following policies are most applicable to the proposed zone changes:

Section 3.9 Existing and Planned Residential Communities; Section 3.9.1, General Policies.

- "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 Waipahu and PUC [Primary Urban Center] communities to the east. Apartment and Commercial uses should be developed at greater densities at the eight transit nodes. Each transit node will generally cover areas influenced by a rail transit station. ..."

- "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."

Section 3.10 Planned Commercial Retail Centers; Section 3.10.1, General Policies.

- "Allow medium density mixed use commercial development within a quarter-mile radius of proposed transit stations on the rail transit corridor linking Waipahu with the City of Kapolei/Kapolei West."

The proposed zone changes will allow higher density residential and commercial mixed uses in close proximity to each other and the rail transit stations. This concentration and composition will support transit and other non-automotive uses, such as bicycling and walking.

In exchange for bonus height and density, developers are incentivized to provide community benefits, such as affordable housing, plaza and park space, and street improvements.

c. Relation to Land Use Maps.

- The Open Space Map (A-15) shows the proposal area within various panoramic views, which are to be retained whenever possible. The proposed zone changes include new height as a bonus, which

requires project review to mitigate impacts. Additionally, the TOD neighborhood incorporates street grids and open space, along with a naturally sloped topography, that will preserve and enhance views.

- The Urban Land Use Map (A-17) shows the Transit Node designation (areas of medium-density apartment and commercial development) predominantly around the three rail transit station areas. Community Commercial Center, Public Institution, Residential and Low-Density Apartment, and Industrial designations are also in the vicinity. The proposed zone changes allow for a mix of uses, which generally adhere to these land use designations. The proposed zone change areas are also within the Community Growth Boundary.

The proposed zone changes are consistent with these designations.

3. East Kapolei Neighborhood TOD Plan (October 2020); Resolution 20-222, CD1. The East Kapolei Neighborhood TOD Plan outlines a long-term vision for the areas around the Kualaka'i (East Kapolei), Keone'ae (UHWO), and Honouliuli (Ho'opili) Skyline rail transit stations. The TOD Plan's vision and recommendations focus development intensity generally within a half-mile of the stations, in order to create compact, dynamic, highly walkable communities that provide numerous housing, employment, educational, entertainment, and recreational opportunities. The density and diversity of uses allowed under the proposal would contribute to a pedestrian environment and strong sense of place, both qualities that foster a more livable and vibrant community.

   a. Land Uses. The TOD Plan aims to establish a local identity, based on the vision for a new neighborhood. The TOD Plan recommends mixed land uses and Complete Streets that make connections for pedestrians and bicyclists, as an alternative to the region's auto-dominated environment.

      The Kualaka'i (East Kapolei) rail station area is envisioned to be a place to live, learn, work, shop, and play. It will provide a walkable community for families seeking a place for their children to be within walking and biking distance of the UHWO facilities. With proximity to the UHWO campus, learning, employment, and cultural opportunities will emerge to create a dynamic neighborhood.

      The Keone'ae (UHWO) rail station area is envisioned to be a campus gateway to UHWO that will serve as a destination for students, workers, shoppers, and residents. The University Village could accommodate campus expansion and/or a mix of land uses, including retail, office, and residential uses, to foster a "town and gown" interaction with a main street-style atmosphere.

      The Honouliuli (Ho'opili) rail station area is envisioned to be a local, mixed-use community with a unique identity as a walkable, sustainable urban neighborhood for O'ahu. The area surrounding the denser urban core, or town center, will provide a supportive neighborhood of medium-density residential uses with a diverse resident mix that will enjoy

convenient access to rail transit service, a compact mix of uses, open spaces, a linear park, and activities in the town center.

b. Community Benefits. The TOD Special District and associated zone changes were recommended in the TOD Plan to implement the community vision for the East Kapolei station areas. The use of a "community benefits bonus" is an additional development policy called for in the TOD Plan, to both shape growth and development in the station areas and realize community values and needs. The use of bonuses is a means by which development is allowed to exceed a baseline level of FAR and/or building height. The proposed zone changes will allow, on most properties, additional building heights (identified on the zoning maps inside parenthesis) with the provision of community benefits. For these projects, the neighborhoods in the vicinity of the rail transit stations benefit, as well as the broader community in addressing islandwide needs. Community benefit examples recommended in the TOD Plan include affordable housing, parks/greenways, public art, cultural facilities, community gardens, contributions for improvements to public facilities, and bikeshare infrastructure.

c. Building Heights. The TOD Plan generally recommends building heights to be highest closer to the rail transit stations. Heights were recommended up to 120 feet, but only if community benefits are provided. The rest of the TOD neighborhood generally includes bonus height limits of 60 feet and 90 feet, in exchange for community benefits.

4. Public Infrastructure Map (PIM); ROH Section 4-8. The PIM identifies the general location of proposed major public infrastructure projects. The 'Ewa PIM (**Attachment 6**) shows multiple project symbols overlapping the proposal area, as listed below.

- Arterial Roadway (R) Symbol 050. This project is to widen Farrington Highway, and includes new sidewalks, bicycle lanes, and vehicle lanes, from Kapolei Golf Course Access Road to Kualaka'i Parkway. The proposed zone changes will support repurposing adjacent land not needed for the ROW after project completion.

- R Symbol 015. This project is to widen Farrington Highway, and includes new sidewalks, bicycle lanes, and vehicle lanes, from Kualaka'i Parkway to the Kunia-Fort Weaver Road interchange. The proposed zone changes will support repurposing adjacent land not needed for the ROW after project completion.

- R Symbol 039. This project is for Kualaka'i Parkway (North-South Road) from Farrington Highway to Kapolei Parkway, which has been constructed.

- Fire Station Symbol 047. This project is for a new fire station near the intersection of Farrington Highway and Kualaka'i Parkway. The proposed zone changes will not prevent this type of project use.

- Rapid Transit Corridor (RTC) and Transit Station (TS) Symbol 046. The portion of the RTC and TS's in the East Kapolei TOD neighborhood is complete and in service. The proposed zone changes will complement use of the rail transit system and allow options to provide convenience retail or other commercial uses at the stations.

5. LUO; ROH Chapter 21. The purpose and intent of City zoning districts are listed in LUO Article 3, Establishment of Zoning Districts and Zoning District Regulations. The proposed zone changes consist of the Preservation (Section 21-3.40), Agricultural (Section 21-3.50), Residential (Section 21-3.70), Apartment (Section 21-3.80), Apartment Mixed-Use (Section 21-3.90), Business (Section 21-3.110), Business Mixed-Use (Section 21-3.120), and Industrial-Commercial Mixed-Use (Section 21-3.140) districts.

   The proposed uses, as recommended in the TOD Plan, meet the intent of each zoning district and fit within the allowable uses specified in LUO Table 21-5.1, Table of Permitted Uses. The proposed zone changes to the Agricultural, Residential, and Business districts are merely housekeeping measures (e.g., to align with zoning lot boundaries or to extend adjoining property zoning to the center of the street for consistency).

   In addition, LUO Section 21-9.100 allows the TOD Special District to impose regulations to supplement and modify the underlying zoning district and, if applicable, other special district regulations in order to encourage appropriate TOD. The proposed TOD Special District, which generally coincides with the zone change area, and its regulations are specified in LUO Section 21-9.100 and presented in an accompanying report that covers the same station areas.

6. Flood Hazard Areas; ROH Chapter 21A. The following Flood Insurance Rate Maps (FIRMs) cover the proposal area: Panel No. 15003C0220F, revised September 30, 2004; and Panel No. 1500C0310G, revised January 19, 2011. The FIRMs show nearly all of the proposal area is located in Zone D, with small portions located in Zones A, AE, and X. Both FIRMs have been updated and will become effective June 10, 2026. The new FIRMs indicate the proposal area will be located in Zones A, AE, XS, and X; however, most of the proposal area is located in Zone X. See **Attachment 7** for current and future FIRMs.

   According to the flood zone definitions of the Federal Emergency Management Agency, Zone D is used for areas where there are possible but undetermined flood hazards, as no analysis of flood hazards has been conducted; Zone X (unshaded) is comprised of areas with minimal flood hazard above the 500-year flood level (0.2 percent annual chance of flood); Zone XS (shaded) is comprised of areas with moderate flood hazard between the 100-year (one percent annual chance of flood) and 500-year flood levels with no base flood elevations or depths shown; Zone A is comprised of areas with high flood hazard (one percent annual chance of flood), but in a zone where no base flood elevation is determined; and Zone AE is comprised of areas with high flood hazard within the 100-year flood level.

   Projects that occur in Zones A and AE are high-risk areas and must comply with ROH Chapter 21A, Flood Hazard Areas; mandatory flood insurance purchase

requirements; and floodplain management standards of the National Flood Insurance Program.

The proposal area is outside the extent of the Tsunami Evacuation Zone, which is where most of O'ahu's tsunami warning events will occur.

7. Special Management Area (SMA), ROH Chapter 25; and Shoreline Setbacks, ROH Chapter 26. The SMA and shoreline setbacks impose special controls on development in the defined coastal areas. The proposal area is outside of the SMA and the shoreline setback.

8. Climate Change and Sea Level Rise (SLR). Mayor's Directive 18-02 directed City departments and agencies to use the Honolulu Climate Change Commission's *SLR Guidance* and accompanying *Climate Change Brief* as well as the State of Hawai'i *SLR Vulnerability and Adaptation Report* in planning and decision-making, such as permitting requests and project proposals.

   The updated *SLR Guidance* (July 29, 2022) recommends the City establish a minimum benchmark of 3.8 feet of SLR by 2100 under the intermediate scenario for all planning and design. A benchmark of 5.8 feet of SLR by 2100 under the intermediate high scenario is recommended for public infrastructure projects and other projects with low tolerance for risk. All projects should apply design elevations to mean higher high water as a datum, and additional design elevation to account for compound events if a project has low tolerance for risk.

   Various SLR levels and scenarios can be seen on the UHM School of Ocean and Earth Science and Technology Coastal Viewer. None of the proposal area, which is located between 80 and 170 feet above sea level, is affected by exposure in the Viewer.

9. Unilateral Agreements (UA). A UA is a recorded document which encumbers the property, regardless of ownership change. There are four UAs affecting past and current developments (Ho'opili, UHWO, Kroc Center, and Ko'oloa'ula) within the proposed zone change areas. These UAs were attached to prior zone change ordinances and contain various conditions with which a developer is required to comply.

   Each UA was reviewed to determine whether any conditions should be deleted, based on current site conditions, the neighborhood vision, and recommendations in the TOD Plan. No UA conditions are recommended for deletion; however, certain conditions are discussed below for consistency with the proposal.

   a. Ordinance 8-30 (UHWO). The UA boundary covers approximately 500 acres and is located both within and outside of the proposal area near the Kualaka'i (East Kapolei) and Keone'ae (UHWO) Skyline stations. The conditions of approval related to public safety/civil defense, park development, affordable housing, non-potable water, drainage, transportation, fixed guideway, urban design, wastewater, meeting and day care facilities, and disclosures. The UA conditions of this ordinance do not conflict with TOD. However, the urban design plan, dated November 2011, will need to be updated to reflect an update to UHWO's

LRDP (the proposal accommodates this update). The master plan for park development, dated August 2010, will also need to be updated to address DPR comments (see Section D.1 of this report for additional information). Plan updates will occur through the existing UA process and should be aligned with the TOD Plan and proposed TOD Special District regulations and design guidelines.

b. Ordinance 8-31 (Kroc Center). The UA boundary covers approximately 15 acres and is located completely within the proposal area near the Kualaka'i (East Kapolei) Skyline station. The conditions of approval related to affordable housing, endangered/threatened species, non-potable water, drainage, transportation, educational facilities, and disclosures. The UA conditions of this ordinance do not conflict with TOD.

c. Ordinance 10-27 (Ko'oloa'ula). The UA boundary covers approximately 18 acres and is located completely within the proposal area near the Kualaka'i (East Kapolei) Skyline station. The conditions of approval related to affordable housing, transportation, wastewater, solid waste, urban design, and disclosures. The UA conditions of this ordinance do not conflict with TOD.

d. Ordinance 15-13 (Ho'opili). The UA boundary covers approximately 1,289 acres and is located both within and outside of the proposal area near the Honouliuli (Ho'opili) and Keone'ae (UHWO) Skyline stations, as well as the broader 'Ewa region. The conditions of approval related to affordable housing, transportation, drainage, water, sewerage, urban design, meeting and daycare facilities, fire station siting, and parks. The UA conditions of this ordinance do not conflict with TOD. However, a placeholder section in the urban design plan, dated May 2018, needs to be updated for the Honouliuli (Ho'opili) station area. The update will occur through the existing UA process and should be aligned with the TOD Plan and proposed TOD Special District regulations and design guidelines.

H. **Other Considerations**. The State OPSD and HCDA are working on the East Kapolei Infrastructure Implementation Master Plan Project (a State TOD priority area due to the large concentration of State land), which aims to identify and prioritize regional utility needs and potential financing mechanisms for infrastructure development. Nevertheless, the provision of public facilities and services is, and will continue to be, evaluated on a project-by-project basis during permit application reviews. Individual projects will also be evaluated for compliance with other applicable policies and laws, including, but not limited to, HRS Chapter 343, Environmental Impact Statements, and HRS Chapter 6E-42, Historic Preservation.

Following public input (see Sections D and E), adjustments were made to the original zone change proposal. This TOD area includes large parcels that are being developed through master plans and in phases over many years, so some refinements may still be necessary in the future. Based on existing conditions, the properties included in this zone change proposal were determined to be the most appropriate at this time.

I. **Recommendation**. The proposed zone changes are found to be consistent with State and City land use plans and policies. The Director of the DPP, therefore, recommends that the proposed zone changes, involving multiple zoning districts and height limits, be APPROVED as shown in Exhibits A, B, and C of the draft Bill for an Ordinance (**Attachment 8**), and as further described therein.

Dated at Honolulu, Hawai'i, this 15th day of April, 2026.

DEPARTMENT OF PLANNING AND PERMITTING
CITY AND COUNTY OF HONOLULU
STATE OF HAWAI'I

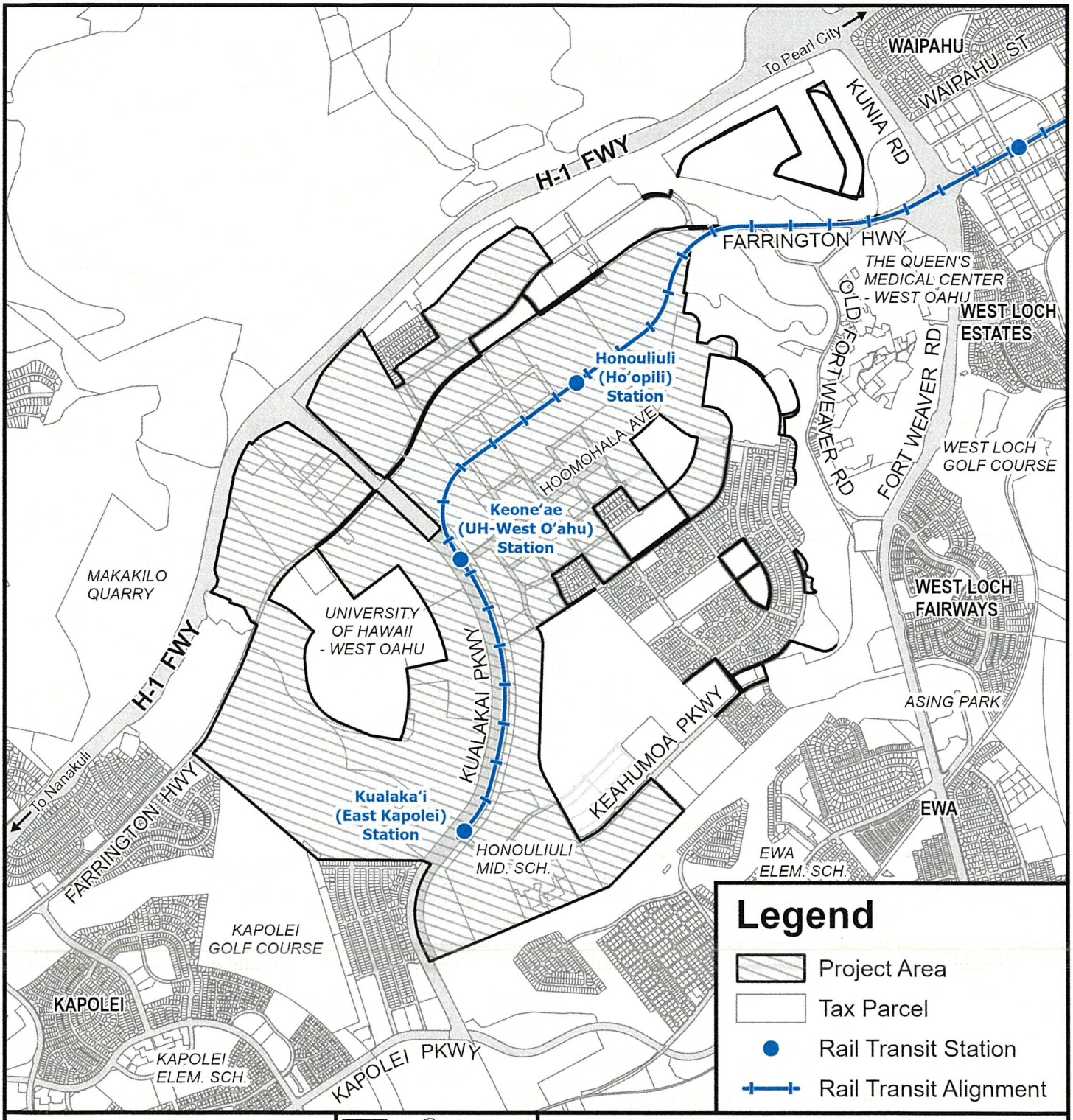
By _____
Dawn Takeuchi Apuna
Director

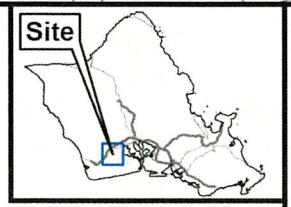
Attachments

ATTACHMENT 1

LOCATION MAP AND LIST OF AFFECTED PARCELS (TMK) AND STREETS BY STATION AREA

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VICINITY MAP

0 1,000 2,000 4,000

Distance in Feet

LOCATION MAP

HONOULIULI, EWA

TAX MAP KEYS: See Location Map Attachment, List of Affected Parcels (TMK) and Streets

FOLDER NO.: 2024/GEN-19

Prepared by: Honolulu Land Information System (HoLIS) - EJD
Department of Planning & Permitting (DPP)
City and County of Honolulu

Date Prepared: 04/2026

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Location Map Attachment

AFFECTED TAX MAP KEYS:

9-1-016: 008, 120, por. 130, 179, 182, 183, por. 220, por. 221, 222, por. 223

9-1-017: 070, 094, 095, por. 096, 097, 098, por. 099, 105, 114, 115, 116, 117, 118, 138, 140, por. 152, por. 153, por. 154, 155, 156, 158, por. 159, 160, por. 161, 163, 164, 165, 166, 167, 171, por. 175, 176, 177, 178, 179, 180, por. 182, por. 183, 184, 185, 187, 188, 189, 190, 191, 192, por. 196, por. 200, por. 204, por. 207, por. 213, por. 214, por. 215, por. 216, por. 218, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234

9-1-018: 007, 008, por. 009, 014, 021, 022, 026, 030, por. 031, por. 032, por. 033, por. 034, 037, por. 038, 047, por. 051, por. 053, por. 054, 055, 056, 057, 058, 059, 060, 061, 062, 063, 064, 065, 066, 067

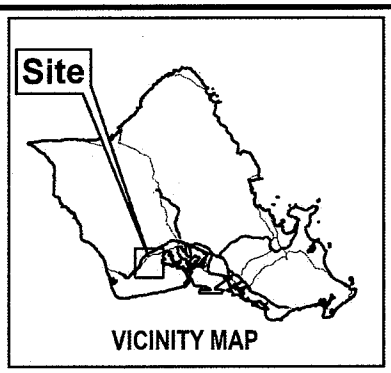
9-1-186: por. 057, por. 058, por. 059, por. 060

9-1-192: por. 034, por. 037, por. 038, por. 041, por. 042, por. 045, por. 046, por. 049, por. 050, por. 053, por. 054, por. 057, por. 058, 086, por. 088

AFFECTED STREETS:

ALAAPAPA ST (por.), AOPUAA ST, FARRINGTON HWY (por.), HIKUHA ST (por.), HIKUKAHI ST (por.), HIKUONO ST (por.), HONOULIULI ST (por.), HOOKULAIA ST, HOOLUANA DR (por.), HOOMOHALA AVE, HOONAAUAO ST, IWIKUAMOO ST (por.), KAMAILEHOPE ST (por.), KAMALIE MUA ST, KAMOLEHONUA ST, KAPOLEI GOLF CRSE, KAULUAKOKO ST, KEAHUMOA PKWY (por.), KEAONUI ST, KUALAKAI PKWY (por.), KULANIHAKOI ST (por.), LALAHIWA ST, LONOMEHA ST (por.), MAUNAKAPU ST (por.), MAWEKE ST, NANA HOPE ST, ONOHIULA ST (por.), PALEHUA RD, PUAPUAA ST, PUNOHU ST

NOTE: TMKs listed are as of the date prepared and may not reflect any parcels that may have been consolidated and/or subdivided nor their respective TMK assignments thereafter. Streets listed are as of the date prepared and may not reflect any streets that may have been approved thereafter.



LIST OF AFFECTED PARCELS (TMK) AND STREETS

FOLDER NO.: 2024/GEN-19

Prepared by: Honolulu Land Information System (HoLIS)
Department of Planning & Permitting (DPP)
City & County of Honolulu

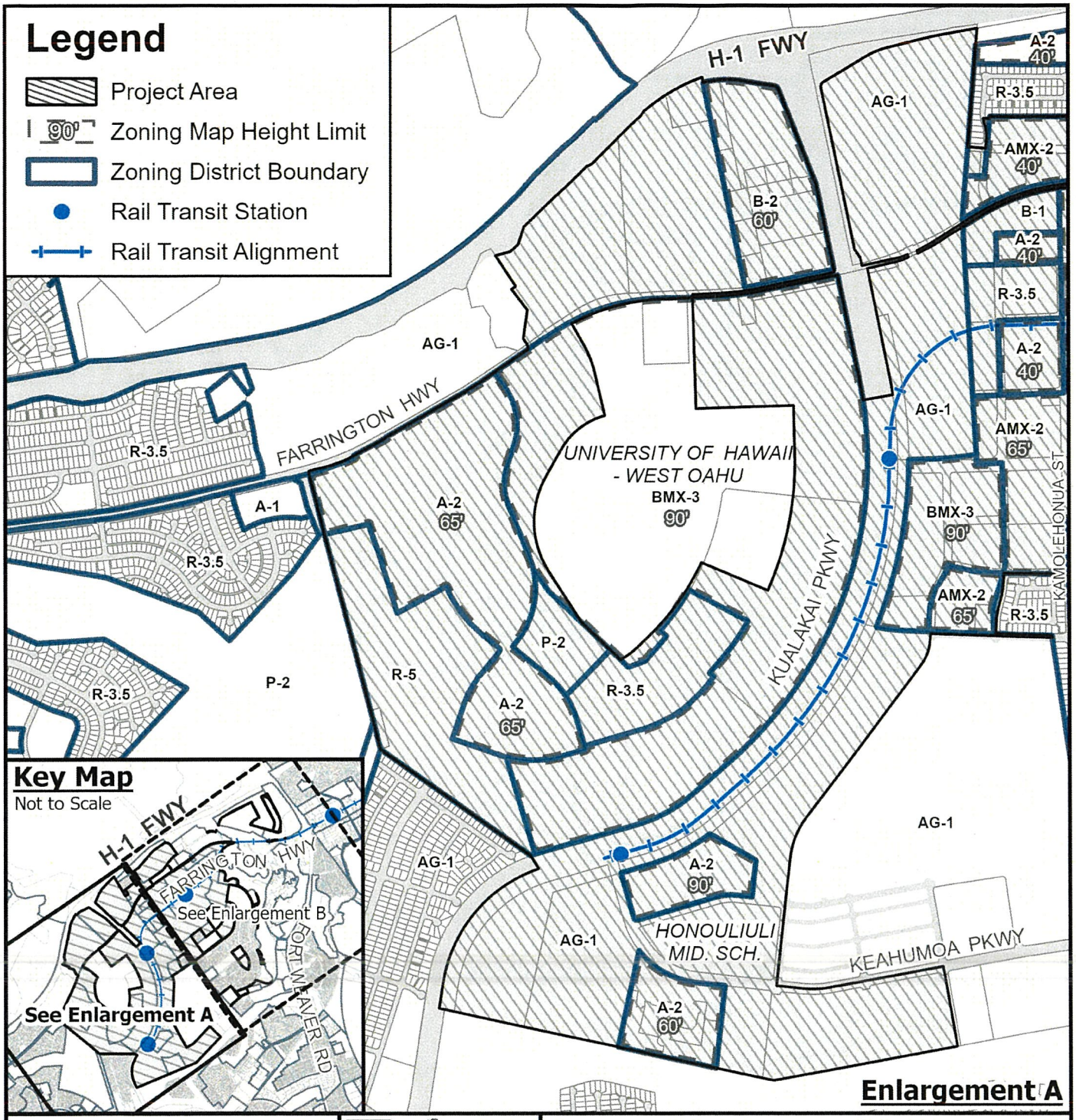
Date Prepared: April 08, 2026

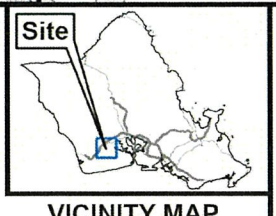
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ATTACHMENT 2

EXISTING ZONING MAPS

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VICINITY MAP

0 500 1,000 2,000

Distance in Feet

PORTION OF

EXISTING ZONING MAP 1 OF 2

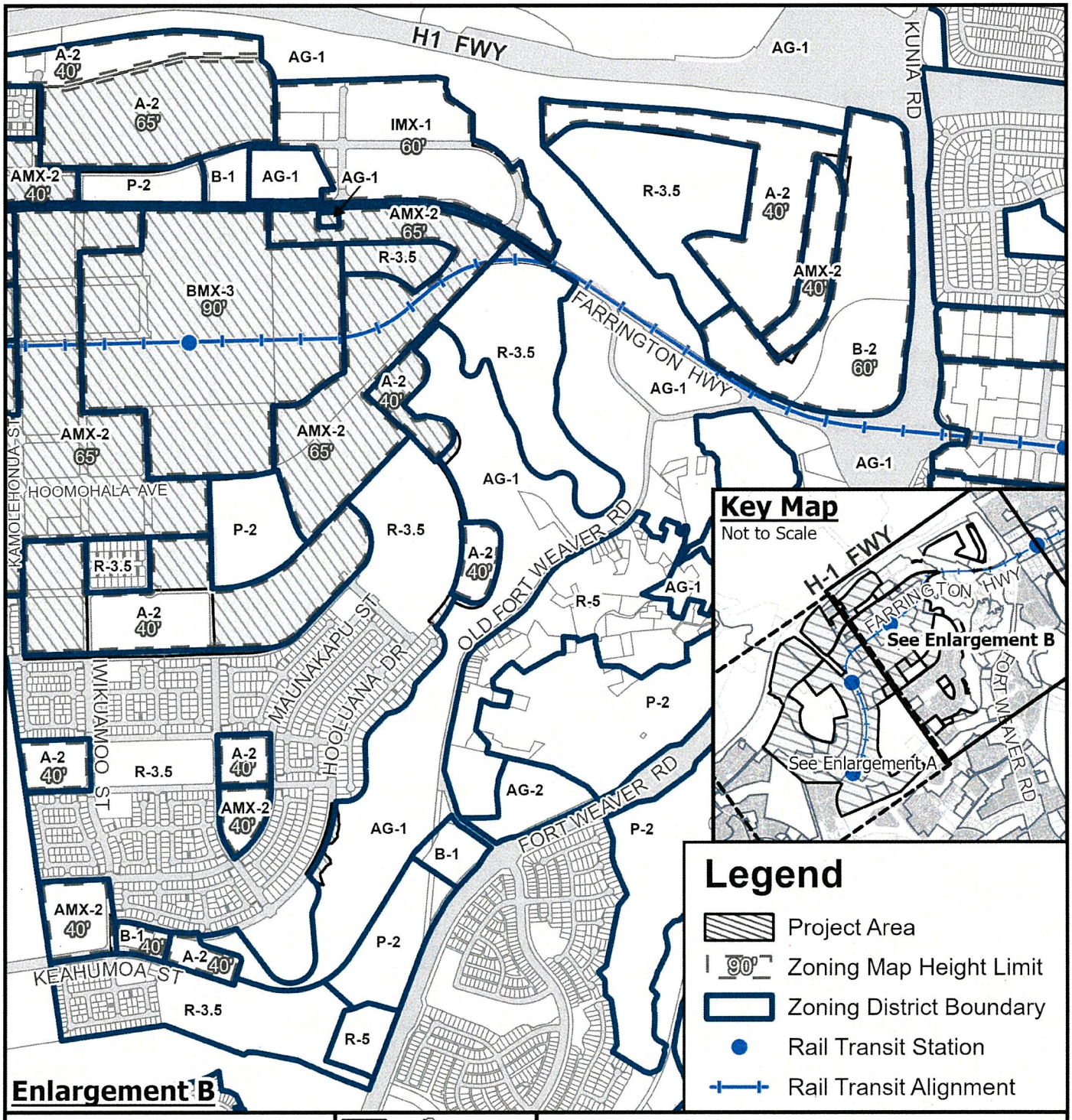
MAKAKILO, WAIPAHU, EWA BEACH - IROQUOIS POINT

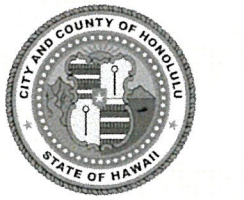
FOLDER NO.: 2024/GEN-19

Prepared by: Honolulu Land Information System (HoLIS) - EJD
Department of Planning & Permitting (DPP)
City and County of Honolulu

Date Prepared: 04/2026

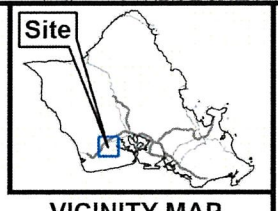
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0 500 1,000 2,000

Distance in Feet



VICINITY MAP

PORTION OF

EXISTING ZONING MAP 2 OF 2

MAKAKILO, WAIPAHU, EWA BEACH - IROQUOIS POINT

FOLDER NO.: 2024/GEN-19

Prepared by: Honolulu Land Information System (HoLIS) - EJD
Department of Planning & Permitting (DPP)
City and County of Honolulu

Date Prepared: 04/2026

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ATTACHMENT 3

PUBLIC AGENCY RESPONSES

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RECEIVED
25 AUG 12 P4:15
DEPT OF PLANNING AND PERMITTING
CITY & COUNTY OF HONOLULU

BOARD OF WATER SUPPLY
KA 'OIHANA WAI
CITY AND COUNTY OF HONOLULU

630 SOUTH BERETANIA STREET • HONOLULU, HAWAI'I 96843
Phone: (808) 748-5000 • boardofwatersupply.com

RICK BLANGIARDI
MAYOR
MEIA

ERNEST Y. W. LAU, P.E.
MANAGER AND CHIEF ENGINEER
MANAKIA A ME KAHU WILIKĪ

ERWIN KAWATA
DEPUTY MANAGER
HOPE MANAKIA

NĀ'ĀLEHU ANTHONY, Chair
JONATHAN KANESHIRO, Vice Chair
BRYAN P. ANDAYA
LANCE WILHELM
EDWIN H. SNIFFEN, Ex-Officio
GENE C. ALBANO, P.E., Ex-Officio

August 11, 2025

TO: DAWN TAKEUCHI APUNA, DIRECTOR
DEPARTMENT OF PLANNING AND PERMITTING

ATTN: TIM STREITZ

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

SUBJECT: MEMORANDUM DATED APRIL 1, 2025 REQUESTING COMMENTS ON 2024/GEN-19 EAST KAPOLEI TRANSIT-ORIENTED DEVELOPMENT ZONE CHANGES AROUND THE KUALAKA'I (EAST KAPOLEI), KEONE'AE (UNIVERSITY OF HAWAI'I - WEST O'AHU), AND HONOULIULI (HO'OPILI) SKYLINE RAIL STATIONS

The Board of Water Supply (BWS) has the following comments:

1) Water System Adequacy and Water Master Plan (WMP): Due to limited source capacity of our existing water system, the Board of Water Supply (BWS) cannot confirm availability of water for the full buildout of developments in the vicinity of the Kualaka'i, Keone'ae, and Honouliuli Skyline rail stations at this time. Individual development projects may submit availability of water requests, at which time the BWS will review each inquiry on a first-come, first-served basis.

   Developments in the vicinity of the Kualaka'i, Keone'ae, and Honouliuli Skyline rail stations are required to coordinate with the master developer who has been and will be installing new potable and recycled water systems in these areas. Therefore, the master developer is required to submit a revised East Kapolei WMP for the proposed Transit-Oriented Development (TOD) area. The WMP shall address items including, but not limited to, potable and recycled water demands; source, transmission, and storage requirements; service limits; and proposed water system improvements to provide adequate peak hour pressures and off-site fire protection in accordance with BWS Water System Standards (WSS). Proposed potable and recycled water demands shall reference WSS Table 601-01 Non-potable Demand Guidelines.

For your information, we are currently in the design phase of the 'Ewa Shaft Wells project, which will increase our source capacity to serve future developments in the 'Ewa plains area. In addition, the State Commission on Water Resource Management (CWRM) is in the process of revising aquifer sustainable yields as part of their Water Resources Protection Plan update. Due to climate change impacts, rainfall has been decreasing and a subsequent decrease in the Waipahu-Waiawa aquifer's sustainable yield is possible. Until CWRM adopts revised sustainable yields, we are unable to determine any long-term impacts to the 'Ewa water system.

When water is made available, the applicant will be required to pay our Water System Facilities Charges (WSFC) for resource development, transmission, and daily storage. Applicants within the University of Hawai'i – West O'ahu (UHWO) development area will be required to obtain a water allocation letter from UHWO for the WSFC storage component and submit it to the BWS for our review and recording purposes. Once the WSFC storage component credit has been exhausted, applicants within the UHWO development area will be required to pay our WSFC for the storage component in addition to resource development and transmission.

Water conservation measures are required for all proposed developments. These measures include utilization of nonpotable water for irrigation using rain catchment, drought tolerant plants, xeriscape landscaping, efficient irrigation systems, such as a drip system and moisture sensors, and the use of Water Sense labeled ultra-low flow water fixtures and toilets. Prior to BWS approval of water availability, developments in the vicinity of the Kualaka'i, Keone'ae, and Honouliuli Skyline rail stations may be required to submit a Water Conservation and Reuse Plan for BWS review and approval.

The construction drawings should be submitted for our approval, and the construction schedule should be coordinated to minimize impact to the water system.

For more information on WMP requirements, you may contact Daniel Koge, Project Review Branch of our Water Resources Division at (808) 748-5444.

2) BWS Recycled Water System Improvements and Service Requirements: BWS Rules and Regulations require the use of nonpotable water for the irrigation of large, landscaped areas if a suitable supply is available. The proposed developments are in close proximity to the BWS Recycled Water System. Therefore, recycled water must be used and the BWS agrees to provide R-1 recycled water to the developments. The use of water in areas served by BWS nonpotable and recycled water systems should be coordinated with the BWS.

   The East Kapolei 215 3.0 Million Gallon Reservoir and 16-inch Transmission Main project (hereinafter the "East Kapolei Recycled Water Improvements Project") is scheduled to be awarded for construction in Fiscal Year 2025. The project encompasses a portion of land adjacent to parcel Tax Map Key (TMK): 9-1-018: 007 and easements adjacent to Access and Utility Easement 9668 and Flowage Easement 9667 within the Kualaka'i Parkway West development area, Farrington Highway right-of-way, and Kualaka'i Parkway right-of-way.

Once the East Kapolei Recycled Water Improvements Project is completed, connection to the BWS Recycled Water System will be available along Farrington Highway and Kualakaʻi Parkway.

In order to use recycled water, the user shall comply with Chapter 11-62, Hawaiʻi Administrative Rules, Wastewater Systems. The user shall be required to prepare and submit to the Department of Health (DOH) Wastewater Branch a recycled water application form found in Appendix C of the DOH Volume 2 of the Reuse Guidelines (Guidelines) dated January 2016. The user shall be responsible for any permitting, training, and on-site improvements, and any associated costs, as may be required by the DOH. The delivery of recycled water is contingent on the user obtaining DOH approval to use recycled water at the subject project and submitting a copy of the DOH approval to BWS. Once the application is reviewed and deemed satisfactory, the DOH will issue an approval to construct. The user must send the approval to construct letter to BWS before the plans can be approved.

The availability of recycled water will be confirmed when the Recycled Water Service Agreement (RWSA) between the BWS and the user is executed, and construction plans have been approved by the BWS. BWS reserves the right to change any position or information stated herein up until the execution of the RWSA and approval of the construction plans. When recycled water is made available, the user shall be required to pay any applicable costs for its use.

A water meter will be required for recycled water service. Meter sizing and installation shall be coordinated with the BWS as described in the RWSA. If applicable, the user shall be responsible for obtaining the necessary easements, permits, and clearances and preparing any construction plans for the connection to the BWS recycled water system.

The BWS R-1 Effluent system utilizes a variable speed pumping system with no elevated storage reservoirs at this time. Therefore, pump running times and water pressures will vary depending on climate, water demand, and efficient pumping operation strategies and time of day. The Customer shall be placed on a time schedule, usually at night, and shall make reasonable accommodations to allow for a defined range of system pressures. A receiving tank and booster pump may be required to supply adequate pressures to the irrigation system; however, this should be verified with the BWS.

Reduced pressure principle backflow prevention assemblies are required on all potable water services that serve parcels with separate recycled water services.

For more information regarding connections to the BWS recycled water system, you may contact Lorna Heller, Water Conservation Branch of our Water Resources Division at (808) 748-5960.

3) Land Requirements: The East Kapolei Recycled Water Improvements Project will provide recycled water capacity to Department of Land and Natural Resources developments for irrigation of large, landscaped areas in accordance with BWS Rules and Regulations. The East Kapolei Recycled Water Improvements Project will require the acquisition of land adjacent to parcel TMK: 9-1-018: 007 and water main easement bulbs adjacent to Access and Utility Easement 9668 within the Kualaka'i Parkway West development area. The master developer will be required to coordinate with the BWS for siting of these easements and other land requirements.

   Flowage Easement 9667, in favor of the BWS's East Kapolei 215 site on parcel TMK: 9-1-018: 007, will be impacted by the proposed realignment of Hunehune Gulch. Therefore, a new flowage easement for the BWS East Kapolei 215 reservoir site will be required.

   The BWS has water distribution mains traversing through the east edge of the Kualaka'i Parkway West development area parcel TMK: 9-1-018: 008 within Access and Utility Easement 9668. These water mains and all proposed water mains should be located within paved roadways and made accessible for repairs and maintenance. Any structures should be adequately set back from the water main easements for the safety of the homeowners and public to prevent damage to the structures in the event of main breaks, repair, and maintenance.

   For more information on BWS land and easement requirements, you may contact Michael Matsuo of our Land Division at (808) 748-5910.

If you have any questions, please contact Barry Usagawa, Program Administrator of our Water Resources Division at (808) 748-5900.

DEPARTMENT OF COMMUNITY SERVICES
KA ʻOIHANA LAWELAWE KAIĀULU
CITY AND COUNTY OF HONOLULU
925 DILLINGHAM BOULEVARD, SUITE 200 • HONOLULU, HAWAIʻI 96817
PHONE: (808) 768-7762 • FAX: (808) 768-7792 • WEB: www.honolulu.gov

RICK BLANGIARDI
MAYOR
MEIA

ANTON C. KRUCKY
DIRECTOR
PO'O

AEDWARD LOS BANOS
DEPUTY DIRECTOR
HOPE PO'O

2025 MAY -5 AM 10:44

April 29, 2025

MEMORANDUM

TO: Dawn Takeuchi Apuna, Director
Department of Planning and Permitting

FROM: Anton C. Krucky, Director
Department of Community Services

SUBJECT: Proposed East Kapolei Transit-Oriented Development Zone Changes and State Land Use District Boundary Amendment
Project File Number: 2024/GEN-19

Thank you for notifying us that the Department of Planning and Permitting is soliciting comments on the proposed Transit-Oriented Development (TOD) zone changes and associated State Land Use District Boundary Amendment affecting East Kapolei.

Our review indicates that the proposed changes involve land approximately one mile or less from numerous properties owned or administered by the City, including parts of ʻEwa Villages and at least six properties under the jurisdiction of the Department of Community Services (DCS):

1) 91-1015 Makaʻāloa Street
2) 91-1002 Apaʻa Street
3) 91-1295 Renton Road (D.E. Thompson Village)
4) 91-1251 Renton Road
5) 91-1255 Renton Road
6) 91-1259 Renton Road

While none of the properties listed above are directly in the proposed TOD Special District or ancillary areas, due to their proximity, DCS asks that any adopted changes take into consideration the health, safety, accessibility, and long-term wellbeing of area residents and others living nearby and/or involved with activities in the project vicinity.

Thank you for providing us the opportunity to comment on this matter.

DEPARTMENT OF DESIGN AND CONSTRUCTION
KA 'OIHANA HAKULAU A ME KE KĀPILI
CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 11TH FLOOR • HONOLULU, HAWAI'I 96813
PHONE: (808) 768-8480 • FAX: (808) 768-4567 • WEBSITE: honolulu.gov

2025 APR 28 PM 12:39
DEPT OF PLANNING AND PERMITTING CITY AND COUNTY OF HONOLULU

RICK BLANGIARDI
MAYOR
MEIA

HAKU MILLES, P.E.
DIRECTOR
PO'O

MARK YONAMINE, P.E.
DEPUTY DIRECTOR
HOPE PO'O

April 23, 2025

MEMORANDUM

TO: Dawn Takeuchi Apuna, Director
Department of Planning and Permitting

FROM: Haku Milles, P.E., LEED AP, Director
Department of Design and Construction

SUBJECT: East Kapolei Neighborhood Transit-Oriented Development (TOD) Zone Changes, TOD Special District and State Land Use District Boundary Amendment (SLUDBA)

This is in response to your inquiry dated April 1, 2025.

Thank you for the opportunity to review and comment. The Department of Design and Construction has no comments to offer at this time.

Should you have any questions, please contact me at x88480.

HM:krn (937760)

DEPARTMENT OF ENVIRONMENTAL SERVICES
KA 'OIHANA LAWELAWE KAIĀPUNI
CITY AND COUNTY OF HONOLULU

1000 ULU'ŌHI'A STREET, SUITE 308 • KAPOLEI, HAWAI'I 96707
PHONE: (808) 768-3486 • FAX: (808) 768-3487 • WEBSITE: honolulu.gov

2025 APR 15 AM 11:42

RICK BLANGIARDI
MAYOR
MEIA

ROGER BABCOCK, JR., Ph.D., P.E.
DIRECTOR
PO'O

DANIEL BRIECK, P.E.
DEPUTY DIRECTOR
HOPE PO'O

MICHAEL O'KEEFE
SECOND DEPUTY DIRECTOR
KA LUA O KA HOPE PO'O

IN REPLY REFER TO:
PRO 25-020

April 14, 2025

MEMORANDUM

TO: Dawn Takeuchi Apuna, Director
Department of Planning and Permitting

FROM: Roger Babcock, Jr., Ph.D., P.E.
Director

SUBJECT: East Kapolei Neighborhood Transit-Oriented Development (TOD) Zone Changes, TOD Special District, and State Land Use District Boundary Amendment (SLUDBA)

We have reviewed your memorandum dated April 1, 2025, reference no. 2024/GEN-19, and have no comments on the proposals.

Should you have any questions, please call Lisa Kimura, Civil Engineer, at (808) 768-3455.

DEPARTMENT OF PARKS AND RECREATION
KA 'OIHANA MĀLAMA PĀKA A ME NĀ HANA HO'ONANEA
CITY AND COUNTY OF HONOLULU

2025 JUL 15 AM 11:29

CITY ... HONOLULU

1000 ULU'ŌHI'A STREET, SUITE 309 • KAPOLEI, HAWAI'I 96707
PHONE: (808) 768-3003 • FAX: (808) 768-3053 • WEBSITE: honolulu.gov/parks

RICK BLANGIARDI
MAYOR
MEIA

LAURA H. THIELEN
DIRECTOR
PO'O

July 10, 2025

MEMORANDUM

TO: Dawn Takeuchi Apuna, Director
Department of Planning and Permitting

VIA: Tim Streitz, Acting TOD Administrator
Department of Planning and Permitting

FROM: Laura H. Thielen
Director

SUBJECT: East Kapolei Neighborhood Transit-Oriented Development (TOD) Zone Changes, TOD Special District, and State Land Use District Boundary Amendment

The Department of Parks and Recreation (DPR) offers the following comments in regards to the 14-acre parcel noted as #24 on Map 1, included in your above referenced communication, which is proposed to be changed from R5/A2 to P2.

As background, the location of the proposed park parcel has changed numerous times since 2009. Originally the park parcel was located near the center of the University of Hawai'i West O'ahu lands (UHWO). It was then moved to be adjacent to the Department of Hawaiian Home Lands Kanehili development. This location, which was identified in the Master Plan for Park Development in PBR Hawaii & Associates' letter dated September 24, 2010, received approval by DPR Director Lester Chang via letter dated October 15, 2010. The department was subsequently notified that the location of the parks moved from the parcel identified in the September 24, 2010 letter to the 14-acre parcel noted as #24 on Map 1.

Due to the several changes in the park parcel location over the years, DPR requested and was granted a site visit on July 1, 2025. DPR's observations of the site have raised concerns about the condition of the site and its ability to be developed into a usable public park.

A majority of the parcel includes an approximately 15-foot-tall berm (or elevated mound) of unknown origin (see attached photos). It is DPR's understanding that the berm has been at its current location since at least 2005.

At the time of the site visit, UHWO was unable to verify if the berm would be cleared to the grade of the surrounding parcels or if UHWO's intent was for the park to be developed on top of the berm. Beyond the topography issues, DPR is concerned about the origin and composition of soil composing the berm.

To fulfill the requirements set forth in Condition 2: Approved Master Plan for Park Development, as part of the Unilateral Agreement and Declaration for Conditional Zoning for Ordinance 08-30, DPR requests information about the new identified parcel with elevated berm to determine if the entire property currently proposed to be zoned P-2 is appropriate for a park and recreational use.

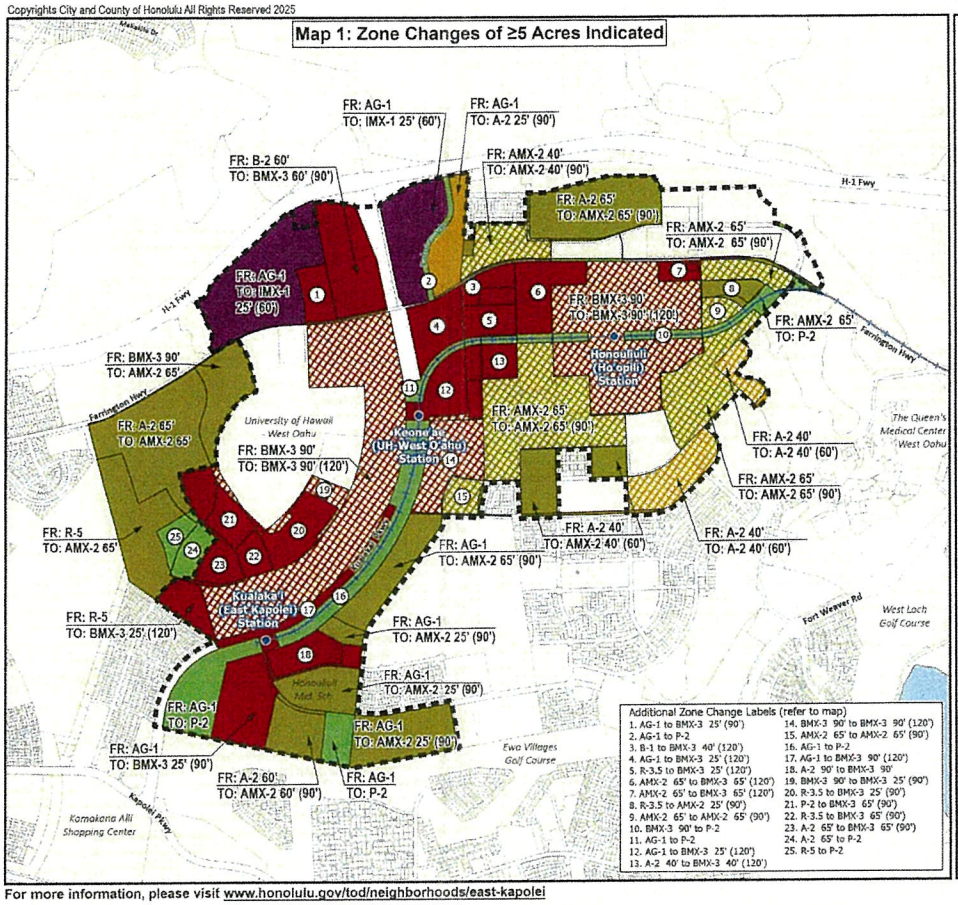
Feedback received from the Mayor's Town Hall meetings and requests from the West O'ahu community indicate that more park space, specifically, field space for various sports is needed. DPR intends to fulfill this request by securing flat parcels of land that are able to accommodate a host of recreational uses for the general public. Any topographic, archeological or hydrologic issues that render portions of the parcel unusable will not be acceptable to DPR.

Given that the park master plan was approved 15 years ago, the parcel location has changed and preferences for park amenities by the community has also changed, DPR requests the Master Plan for Park Development be updated and resubmitted for approval. An updated master plan will also help to ensure that the proposed parcel is able to accommodate the recreational uses desired by DPR and the community.

Should you have any questions, please feel free to contact Jennifer Barra of our staff at jennifer.barra@honolulu.gov.

(937822)

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TRANSIT-ORIENTED DEVELOPMENT
ZONE CHANGE AND SPECIAL DISTRICT MAP

(Honouliuli / Ho'opili Transit Center Station)
(Keone'ae / UH-West Oahu Transit Center Station)
(Kualaka'i / East Kapolei Transit Center Station)

Portion of Zoning Map 12, Ewa Beach - Iroquois Point
Portion of Zoning Map 13, Makakilo

LEGEND

PROPOSED ZONING

AMX-2, A-2, R-3.5, P-2
BMX-3, B-2, B-1, IMX-1

HEIGHT LIMIT CHANGE

AMX-2, A-2, BMX-3

90' Height Limit
90' (120') Bonus Height Limit
Rail Transit Station
Rail Transit Guideway
Transit-Oriented Development Special District Boundary

TAX MAP KEYS OF PROPERTIES AFFECTED BY ZONE CHANGE AND SPECIAL DISTRICT:
See Attachment

AFFECTED STREETS:
See Attachment

APPLICANT: Department of Planning and Permitting

APPROX. ACRES: 1,380.6

NOTES:

Zoning districts without a height limit shown are subject to that district's maximum height, as specified in Chapter 21 of the Revised Ordinances of Honolulu.

Zoning district boundaries shall be interpreted to follow the street centerline of the existing or planned roadways when illustrated as such on the map.

Where Kaloi Gulch is not defined by a parcel between H-1 Freeway and Farrington Highway, the P-2 District along that portion shall be interpreted to extend 50 feet from each side of the gulch centerline.

PREPARED BY: HONOLULU LAND INFORMATION SYSTEM
DEPARTMENT OF PLANNING & PERMITTING
CITY AND COUNTY OF HONOLULU

0 1000 2000 4000
Scale in Feet

For more information, please visit www.honolulu.gov/tod/neighborhoods/east-kapolei

DEPARTMENT OF PLANNING AND PERMITTING
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 7TH FLOOR • HONOLULU, HAWAII 96813
PHONE: (808) 768-8000 • FAX: (808) 768-6041
DEPT. WEB SITE: www.honoluludpp.org • CITY WEB SITE: www.honolulu.gov

KIRK CALDWELL
MAYOR

GEORGE I. ATTA
FAICP, LEED AP, CEI
DIRECTOR DESIGNATE

JIRO A. SUMADA
DEPUTY DIRECTOR

2013/elog-330(ET)
2007/z-6

February 22, 2013

Mr. Grant T. Murakami, Vice President
PBR Hawai'i & Associates, Inc.
1001 Bishop Street, Suite 650
Honolulu, Hawai'i 96813-3484

Dear Mr. Murakami:

Subject: Partial Satisfaction of Unilateral Agreement and Conditional Zoning, Master Plan for Park Development, Ordinance 08-30 (University of Hawai'i-West O'ahu), Kapolei, O'ahu, Hawai'i

This is in response to your January 14, 2013 letter requesting confirmation of compliance with Condition 2 of the Unilateral Agreement (UA) associated with the above Ordinance. The UA condition requires the approval of a master plan for park development. The Department of Parks and Recreation approved the master plan on October 15, 2010.

As of this date, the project is in compliance with City Ordinance 08-30, UA Condition 2. This condition also requires the dedication of designated park lands as set forth in the implementation timetable of the plan. Until the designated park lands are dedicated to the City, the Department of Planning and Permitting is unable to certify that the UA condition has been fulfilled.

While the applicant is still responsible for addressing all other UA conditions, we concur that UA Condition 2 will not affect the processing of a subdivision application.

Should you have any questions, please feel free to contact Eugene Takahashi of our staff at 768-8035.

Very truly yours,

George I. Atta, FAICP, LEED AP, CEI
Director Designate
Department of Planning and Permitting

GIA:bkg
1019558

PBR HAWAII
& ASSOCIATES, INC.

PRINCIPALS

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ROY TAKEMOTO
Managing Director - Hilo

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Associate

DACHENG DONG, LEED®AP
Associate

MARC SHIMATSU, ASLA
Associate

MICHAEL SHIBATA, AICP
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CATIE CULLISON, AICP
Associate

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HILO OFFICE
1719 Haleloke Street
Hilo, Hawai'i 96720-1553
Tel/Cel: (808) 315-6878

printed on recycled paper

January 14, 2013

Mr. Jiro Sumada
Acting Director
Department of Planning and Permitting
City and County of Honolulu
Frank F. Fasi Municipal Building
650 South King Street, 7th Floor
Honolulu, HI 96813

SUBJECT: UNIVERSITY OF HAWAI'I-WEST O'AHU COMPLIANCE WITH CONDITION 2: APPROVED MASTER PLAN FOR PARK DEVELOPMENT, FOR THE UNILATERAL AGREEMENT AND DECLARATION FOR CONDITIONAL ZONING, ORDINANCE 08-30

Dear Mr. Sumada:

On behalf of the University of Hawaii-West O'ahu (UHWO), I would like to thank you and your staff for your assistance in helping us in working toward compliance with the requirements for Condition 2: Approved Master Plan for Park Development, as part of the Unilateral Agreement and Declaration for Conditional Zoning for Ordinance 08-30. This condition reads as follows:

> *"2. **APPROVED MASTER PLAN FOR PARK DEVELOPMENT.** The Declarant shall submit a master plan for park development on the Property not subject to the PRU to the Department of Design and Construction and Department of Parks and Recreation for review and approval. The master plan shall include the timetable for dedication of park lands to the city, and shall be approved prior to tentative subdivision approval of the Property not subject to the PRU, other than for the proposed Fixed Guideway Project. The Declarant shall comply with the approved master plan."*

The UHWO and their consultant PBR HAWAII and Associates, Inc. (PBR HAWAII) commenced work on the master plan for park development in the fall of 2009. Through meetings and correspondence with representatives from the Department of Parks and Recreation and Department of Design and Construction, a master plan for park development that met the approval of both agencies was developed and approved by both departments in September 2010. A copy of the master plan for park development and the executed approval letter by both departments dated September 24, 2010 is attached.

The executed letter includes a timetable for dedication of the park lands to the city. The letter noted that the timetable for dedication of park lands would occur after the required zoning conditions are fulfilled and subdivision of the lands can take place. At the time, the UHWO had anticipated a time period of approximately one year for fulfillment of the various zoning conditions and anticipated that subdivision of the land and subsequent park dedication could occur in September 2011.

However, due to market conditions that affected the sale and subdivision of the property and delays experienced in the time required to fulfill the various zoning conditions, the subdivision of the land and subsequent park dedication is delayed. The UHWO anticipates that park dedication could occur after the various zoning conditions are fulfilled.

Based on the information summarized above and in the attached documentation, the UHWO believes that they are in compliance with this condition. Since the UHWO is working toward compliance with the conditions of the unilateral agreement for Ordinance 08-30, in order to subdivide their property, we would like to request the Department of Planning and Permitting's acknowledgement that we are in compliance with this condition and that a requested subdivision approval will not be withheld due to non-compliance with this condition.

If there are any comments, questions or follow-up required related to this matter, please do not hesitate to contact me at 521-5631 or Mr. Larry Sumida at UH West O'ahu at 599-0123. Again, thank you for your assistance on this effort.

Sincerely,

Grant T. Murakami, AICP, LEED AP BD+C
Vice President
PBR HAWAII and Associates, Inc.

cc. Mr. Eugene Takahashi
City and County of Honolulu,
Department of Planning and Permitting
650 South King Street, 7th Floor
Honolulu, Hawaii 96813

Mr. Gene Awakuni
University of Hawai'i-West O'ahu
91-1001 Farrington Highway, D 202
Kapolei, HI 96707

Attachments

O:\JOB13\1322.25 UHWO Plng Assistance 2013\Compliance Letters for UA Conditions\Condition 2 Park Master Plan\BM-01 UHWO-Condition 2 Park Master Plan Compliance Letter.doc

DEPARTMENT OF PARKS AND RECREATION

CITY AND COUNTY OF HONOLULU

KAPOLEI HALE, 1000 ULUOHIA STREET, STE. 309 • KAPOLEI, HAWAII 96707
Phone: (808) 768-3003 • FAX: (808) 768-3053 • Internet: www.honolulu.gov

PETER B. CARLISLE
MAYOR

LESTER K. C. CHANG
ACTING DIRECTOR

RICHARD HARU
DEPUTY DIRECTOR

October 15, 2010

Mr. Grant T. Murakami, AICP, LEED AP
PBR Hawaii & Associates, Inc.
1001 Bishop Street, Suite 650
Honolulu, Hawaii 96813

Dear Mr. Murakami:

Subject: Fulfillment of University of Hawaii-West Oahu Unilateral Agreement and Declaration for Conditional Zoning, Condition No. 2: Approved Master Plan for Park Development, Ordinance 08-30

We are returning an executed copy of your letter dated September 24, 2010, acknowledging and confirming approval of the subject park master plan as requested.

It has been a pleasure working with Mr. Larry Sumida of the University of Hawaii and PBR Hawaii in the development of the master plan and we look forward to the dedication of designated park lands as set forth in your implementation timetable.

Should you have any questions, please contact Mr. John Reid, Planner, at 768-3017.

Sincerely,

LESTER K. C. CHANG
Acting Director

LKCC:jr
(385544)

Enclosure

PBR HAWAII
& ASSOCIATES, INC.

385466
on dlw
FD

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C & C OF HONOLULU

10 SEP 27 AM 10: 04

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Executive Vice-President

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Senior Associate

KEVIN K. NISHIKAWA, ASLA
Associate

KIMI MIKAMI YUEN, LEED® AP
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SCOTT ALIKA ABRIGO, LEED® AP
Associate

SCOTT MURAKAMI, ASLA, LEED® AP
Associate

DACHENG DONG, LEED® AP
Associate

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Fax: (808) 535-3163

September 24, 2010

Mr. Lester Chang, Director
Department of Parks and Recreation
City and County of Honolulu
1000 Uluohia Street, STE 309
Kapolei, HI 96707

Mr. Collins Lam, Acting Director
Department of Design and Construction
City and County of Honolulu
Frank F. Fasi Municipal Building
650 South King Street, 11th Floor
Honolulu, HI 96813

SUBJECT: FULFILLMENT OF UNIVERSITY OF HAWAII-WEST OAHU UNILATERAL AGREEMENT AND DECLARATION FOR CONDITIONAL ZONING, CONDITION NO. 2: APPROVED MASTER PLAN FOR PARK DEVELOPMENT, ORDINANCE 08-30

Dear Mr. Chang and Mr. Lam:

On behalf of the University of Hawaii West O'ahu (UH West O'ahu), I would like to thank you and your staff for your assistance in helping us in working toward completion of fulfilling the requirements for the Master Plan for Park Development as part of the Unilateral Agreement and Declaration for Conditional Zoning for Ordinance 08-30. The zoning condition in our Unilateral Agreement for an approved Master Plan for Park Development reads as follows:

> *"2. **Approved Master Plan for Park Development.** The Declarant shall submit a master plan for park development on the Property not subject to the PRU to the Department of Design and Construction and Department of Parks and Recreation for review and approval. The master plan shall include the timetable for dedication of park lands to the city, and shall be approved prior to tentative subdivision approval of the Property not subject to the PRU, other than for the proposed Fixed Guideway Project. The Declarant shall comply with the approved master plan."*

To date, we have completed the master plan for the park and have received signatures from both the Department of Parks and Recreation and the Department of Design and Construction. (See attached)

The second part of this requirement is the inclusion of a timetable for dedication of park lands to the city. For this timetable, the University would like to report that currently they anticipate dedication of the park lands to the city to occur after the required zoning conditions are fulfilled and subdivision of their lands can take place. They anticipate a time period of approximately 1 year for fulfillment of the various zoning conditions and as such, subdivision of the land and subsequent park dedication could occur in September 2011.

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CITY & COUNTY
OF HONOLULU

10 OCT -6 P1:51

With the provision of this timetable for dedication of parks lands, the UH West O'ahu believes they have fulfilled the requirements and intent of the zoning condition, and are requesting your signature and approval below.

If there are any comments, questions or follow-up required related to this matter, please do not hesitate to contact me at 521-5631 or Mr. Larry Sumida at UH West O'ahu at 599-0123. Again, thank you for your assistance on this effort.

Sincerely,

Grant T. Murakami, AICP, LEED AP
Principal
PBR HAWAII and Associates, Inc.

THE FOREGOING IS ACKNOWLEDGED AND CONFIRMED. THE MASTER PLAN FOR PARK DEVELOPMENT IS APPROVED.

Department of Parks and Recreation
City and County of Honolulu

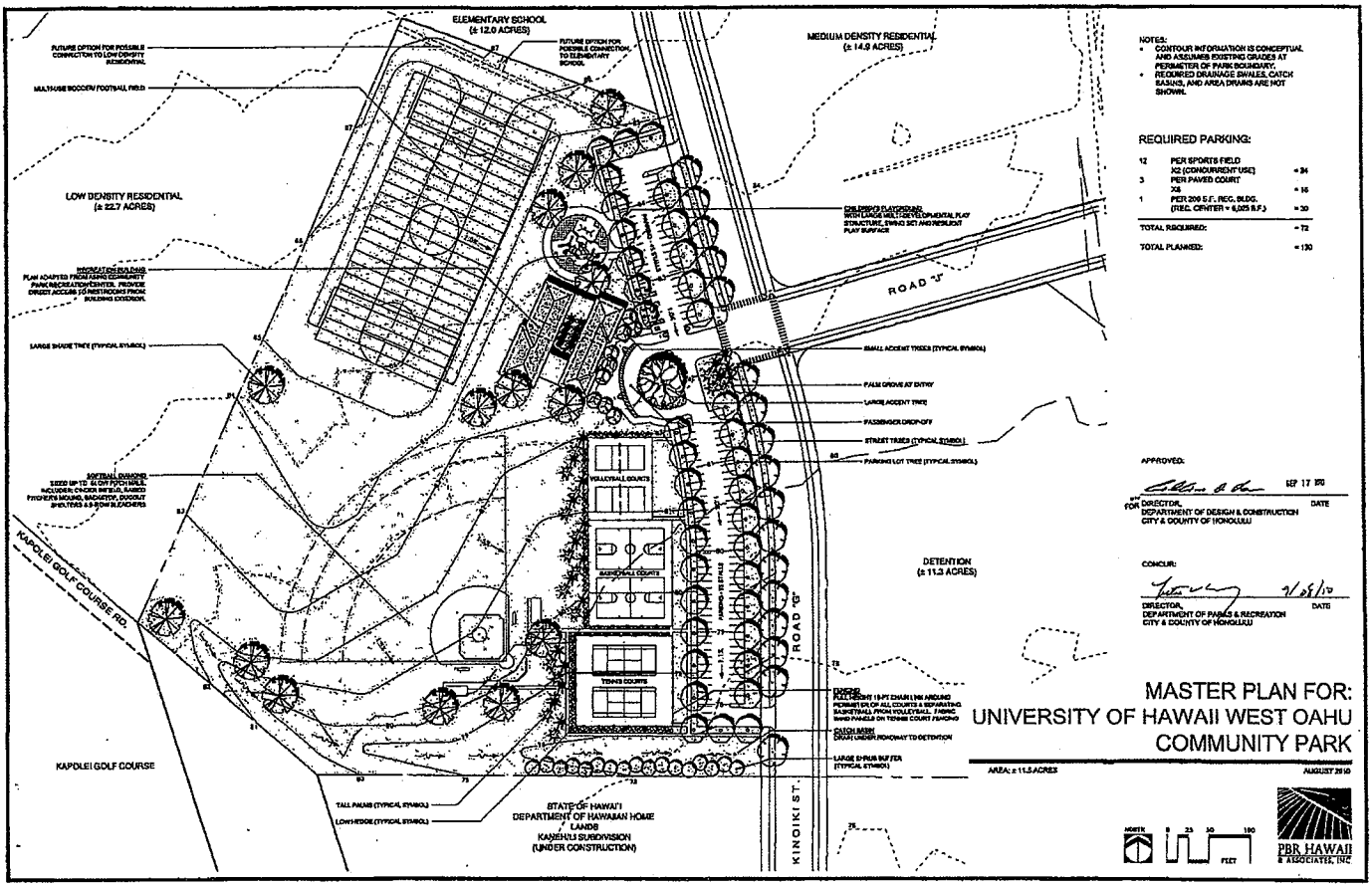
By _____
Its Director

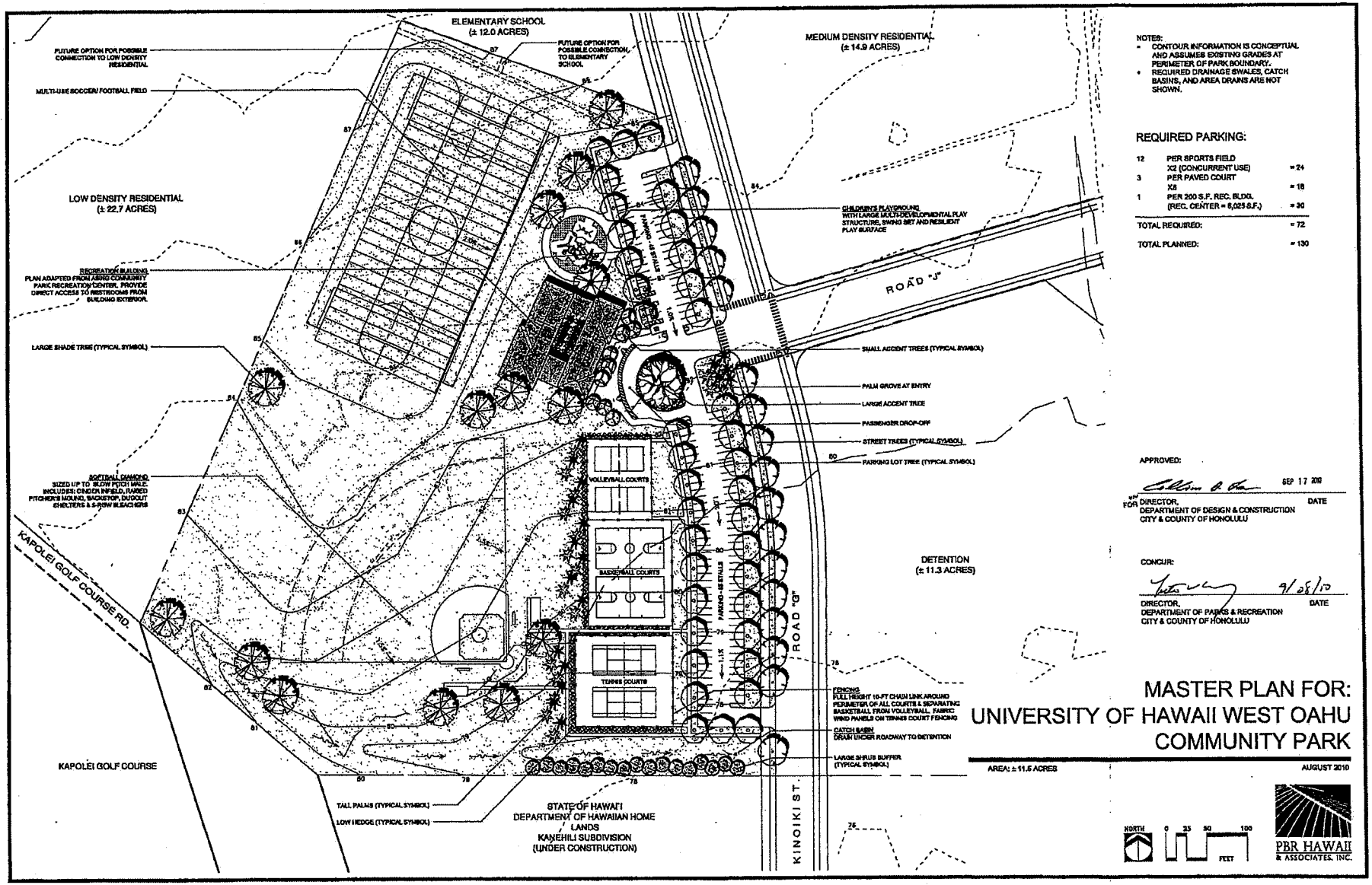
Department of Design and Construction
City and County of Honolulu

By _____
Its Acting Director

cc. Mr. David Tanoue, Director
City and County of Honolulu,
Department of Planning and Permitting
650 South King Street, 7th Floor
Honolulu, Hawaii 96813

Attachments


ELEMENTARY SCHOOL
(± 12.0 ACRES)
MEDIUM DENSITY RESIDENTIAL
(± 14.9 ACRES)
LOW DENSITY RESIDENTIAL
(± 22.7 ACRES)
DETENTION
(± 11.3 ACRES)
ROAD "J"
ROAD "G"
KINOIKI ST.
KAPOLEI GOLF COURSE RD.
KAPOLEI GOLF COURSE
STATE OF HAWAI'I
DEPARTMENT OF HAWAIIAN HOME
LANDS
KANEHULI SUBDIVISION
(UNDER CONSTRUCTION)
VOLLEYBALL COURTS
BASKETBALL COURTS
TENNIS COURTS
NOTES:
CONTOUR INFORMATION IS CONCEPTUAL AND ASSUMES EXISTING GRADES AT PERIMETER OF PARK BOUNDARY.
REQUIRED DRAINAGE SWALES, CATCH BASINS, AND AREA DRAINS ARE NOT SHOWN.
REQUIRED PARKING:
12 PER SPORTS FIELD X2 (CONCURRENT USE) = 24
3 PER PAVED COURT X8 = 16
1 PER 200 S.F. REC. BLDG. (REC. CENTER = 6,025 S.F.) = 30
TOTAL REQUIRED: = 72
TOTAL PLANNED: = 130
APPROVED:
SEP 17 '10
FOR DIRECTOR, DEPARTMENT OF DESIGN & CONSTRUCTION CITY & COUNTY OF HONOLULU
DATE
CONCUR:
9/08/10
DIRECTOR, DEPARTMENT OF PARKS & RECREATION CITY & COUNTY OF HONOLULU
DATE
MASTER PLAN FOR:
UNIVERSITY OF HAWAII WEST OAHU
COMMUNITY PARK
AREA: ± 11.5 ACRES
AUGUST 2010
NORTH
FEET
PBR HAWAII & ASSOCIATES, INC.



NOTES:

- CONTOUR INFORMATION IS CONCEPTUAL AND ASSUMES EXISTING GRADES AT PERIMETER OF PARK BOUNDARY.
- REQUIRED DRAINAGE SWALES, CATCH BASINS, AND AREA DRAINS ARE NOT SHOWN.

REQUIRED PARKING:

12	PER SPORTS FIELD X2 (CONCURRENT USE)	= 24
3	PER PAVED COURT X6	= 18
1	PER 200 S.F. REC. BLDG. (REC. CENTER = 6,025 S.F.)	= 30
TOTAL REQUIRED:		= 72
TOTAL PLANNED:		= 130

APPROVED:

SEP 17 2010

FOR DIRECTOR, DEPARTMENT OF DESIGN & CONSTRUCTION CITY & COUNTY OF HONOLULU — DATE

CONCUR:

9/08/10

DIRECTOR, DEPARTMENT OF PARKS & RECREATION CITY & COUNTY OF HONOLULU — DATE

MASTER PLAN FOR: UNIVERSITY OF HAWAII WEST OAHU COMMUNITY PARK

AREA: ± 11.6 ACRES

AUGUST 2010

NORTH 0 25 50 100 FEET

PBR HAWAII & ASSOCIATES, INC.

DEPARTMENT OF PARKS AND RECREATION
KA ʻOIHANA MĀLAMA PĀKA A ME NĀ HANA HOʻONANEA
CITY AND COUNTY OF HONOLULU

1000 ULUʻŌHIʻA STREET, SUITE 309 • KAPOLEI, HAWAIʻI 96707
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RICK BLANGIARDI
MAYOR
MEIA

LAURA H. THIELEN
DIRECTOR
PO'O

KĒHAULANI R. PU'U
DEPUTY DIRECTOR
HOPE PO'O

October 16, 2025

RECEIVED
25 OCT 21 PM 2:05
DEPT OF PLANNING AND PERMITTING
CITY AND COUNTY OF HONOLULU

MEMORANDUM

TO: Dawn Takeuchi Apuna, Director
Department of Planning and Permitting

VIA: Tim Streitz, Acting TOD Administrator
Department of Planning and Permitting

FROM: Laura H. Thielen
Director

SUBJECT: East Kapolei Neighborhood Transit-Oriented Development (TOD) Zone Changes, TOD Special District, and State Land Use District Boundary Amendment (SLUDBA)

The Department of Parks and Recreation (DPR) offered comments on the above subject via a July 7, 2025 memo to the Department of Planning and Permitting (DPP).

DPR's outlined concerns related to the proposed location of the park parcel, noted the need to update the park master plan required in the Unilateral Agreement, and the discovery of an approximately 15-foot-tall stock pile of dirt and other unknown materials covering over 80% of the 14-acre parcel.

On September 2, 2025 DPR met remotely with representatives of the University of Hawaiʻi, West Oʻahu (UHWO), as well as, Tim Streitz from DPP, to discuss DPR's concerns. In the meeting, UHWO stated that their intent was to grade the parcel and that they would be agreeable to development of a new park master plan before park dedication.

UHWO offered to send DPR a memo acknowledging the above agreement so that DPR would have written assurances that these issues would be taken care of prior

to the parcel's eventual transfer to DPR. As of the date of this letter, DPR has received no communication from UHWO.

Therefore, DPR would like to reiterate to DPP that DPR wants to insist that the entire property currently proposed to be zoned P-2 is appropriate and meets DPR's standards for a park and recreational use.

DPR is committed to the community of West O'ahu to provide more usuable park space, including field space for lawn sports. In achieve time objective, DPR requires parcels to be contiguous and flat to accomodate a host of improvements and playing fields. DPR will not accept any parcel for park dedication that does not meet these requirements. Any topographic, archaeological or hydrologic issues that render portions of the parcel unusable is not acceptable to DPR and will only diminish the recreational use by the public.

Without any written assurance by UHWO that the parcel will be graded and in usable condition for a park and a new master plan developed, DPR's concerns from our July 7, 2025 memo remain.

Should there be any questions, please contact Jennifer Barra, Planner at (808) 768-3017 or via email at jennifer.barra@honolulu.gov.

DEPARTMENT OF TRANSPORTATION SERVICES
KA 'OIHANA LAWELAWE 'ŌHUA
CITY AND COUNTY OF HONOLULU
711 KAPI'OLANI BOULEVARD, SUITE 1600
HONOLULU, HAWAI'I 96813
Phone: (808) 768-8305 • Fax: (808) 768-4730 • Website: honolulu.gov/transportation

2025 JUN -6 AM 10:58

DEPT OF PLANNING AND PERMITTING
CITY & COUNTY OF HONOLULU

RICK BLANGIARDI
MAYOR
MEIA

J. ROGER MORTON
DIRECTOR
PO'O

JON Y. NOUCHI
DEPUTY DIRECTOR
HOPE PO'O

TP5/25-938890

May 30, 2025

MEMORANDUM

TO: Dawn Takeuchi Apuna, Director
Department of Planning and Permitting

FROM: J. Roger Morton, Director
Department of Transportation Services

SUBJECT: East Kapolei Neighborhood Transit-Oriented Development (TOD) Zone Changes, TOD Special District, and State Land Use District Boundary Amendment (SLUDBA)

Thank you for the opportunity to provide written comments regarding the East Kapolei Neighborhood Transit-Oriented Development (TOD) Zone Changes, TOD Special District, and State Land Use District Boundary Amendment (SLUDBA). We have the following comments.

1. Oahu Bike Plan. The Oahu Bike Plan (2019) includes multiple proposed projects within the East Kapolei Neighborhood TOD Zone, including several that are identified as redevelopment projects intended to work as part of redevelopment project. The proposed projects include: (Project ID RD-9) East Kapolei II Development Bikeways; (Project ID RD-10) Hoopili Bikeways Proposed Internal Bike Network in the Hoopili Development; (Project ID RD-19) UH West Oahu Bikeways; (Project ID 2-38) Farrington Highway Shoulder Bikeway, Kualakai Parkway to Fort Weaver Road; (Project ID 2-39) Farrington Highway Shoulder Bikeway, Kapolei Golf Course Road to Kualakai Parkway; (Project ID 2-40) Farrington Highway Shared Use Path, Kualakai Parkway to Fort Weaver Road; (Project ID 2-41) Farrington Highway Shared Use Path, Kapolei Golf Course Rd to Kualakai Parkway; (Project ID 2-49) Kualakai Parkway Bike Lane, H-1 Freeway to Kapolei Parkway; and, (Project ID 3-51) Maunakapu Street Bike Lane, Keahumoa Parkway to end.

2. Oahu Pedestrian Plan. The Oahu Pedestrian Plan (2022) also includes multiple proposed projects within the East Kapolei Neighborhood TOD Zone. The proposed projects include: (Project ID O-21) Kualakai Parkway Shared Use Path, H-1 Freeway to Kapolei Parkway; (Project ID 3-7) Farrington Highway, Kapolei Golf Course Road to Kualakai Parkway; and, (Project ID 3-8) Farrington Highway, Kualakai Parkway to Old Fort Weaver Road.

3. Transportation Impact Assessment (TIA). The applicant should perform a TIA to examine the vehicle, pedestrian, bicycle, and public transit safety, stress, and comfort levels at the nearby intersections and driveways with corresponding improvements to mitigate these impacts by applying Complete Streets principles. The applicant shall discuss the future year growth rate, trip distribution, mode split, and route assignment assumptions used in the TIA.

   The TIA should identify an appropriate speed limit for the streets adjacent to the project by analyzing conflict density and activity level, among other contextual factors, to determine the speed limit that will best minimize the risk of a person being killed or seriously injured. The National Association of City Transportation Officials Safe Speed Study methodology is recommended. A Safe Speed Study should be conducted for the longest relevant segment of a street corridor affected by the project.

   The applicant shall submit all native files (e.g., Synchro, Excel, etc.) for the raw multi-modal counts (in the format specified at https://geocounts.com/api/format/ and the example file at https://bit.ly/DTS-count-sample) and accompanying analyses to the Department of Transportation Services Regional Planning Branch at dtsplanningdiv@honolulu.gov. Please refer to the Department of Transportation Services TIA Guide for multimodal assessment tools and recommended analyses. The TIA Guide can be found at http://www4.honolulu.gov/docushare/dsweb/View/Collection-7723.

Should you have any questions, please contact Bartholomew Mikitowicz, of my staff, at (808) 768-6681.

HONOLULU FIRE DEPARTMENT
KA 'OIHANA KINAI AHI O HONOLULU
CITY AND COUNTY OF HONOLULU

636 SOUTH STREET • HONOLULU, HAWAI'I 96813
PHONE: (808) 723-7139 • FAX: (808) 723-7111 • WEBSITE: honolulu.gov

2025 APR 25 PM 3:38

RICK BLANGIARDI
MAYOR
MEIA

DEPT OF PLANNING
& PERMITTING
CITY & COUNTY OF HONOLULU

SHELDON K. HAO
FIRE CHIEF
LUNA NUI KINAI AHI

JASON SAMALA
DEPUTY FIRE CHIEF
HOPE LUNA NUI KINAI AHI

April 24, 2025

TO: DAWN TAKEUCHI APUNA, DIRECTOR
DEPARTMENT OF PLANNING AND PERMITTING

FROM: SHELDON K. HAO, FIRE CHIEF

SUBJECT: EAST KAPOLEI NEIGHBORHOOD TRANSIT-ORIENTED DEVELOPMENT (TOD) ZONE CHANGES, TOD SPECIAL DISTRICT, AND STATE LAND USE DISTRICT BOUNDARY AMENDMENT

In response to your memorandum dated April 1, 2025, regarding the abovementioned subject, the Honolulu Fire Department (HFD) reviewed the submitted information and requires that all future developments conform with the applicable provisions of the Revised Ordinances of Honolulu, Chapter 20.

The abovementioned provisions are required by the HFD and may necessitate that additional requirements be met as determined by other agencies.

Should you have questions, please contact Battalion Chief Pao-Chi Hwang of our Fire Prevention Bureau at 808-723-7151 or hfdfpb1@honolulu.gov.

SHELDON K. HAO
Fire Chief

SKH/MD:sk

HONOLULU POLICE DEPARTMENT
KA 'OIHANA MĀKA'I O HONOLULU
CITY AND COUNTY OF HONOLULU
801 SOUTH BERETANIA STREET • HONOLULU, HAWAI'I 96813
TELEPHONE: (808) 529-3111 • WEBSITE: www.honolulupd.org

RECEIVED
May 30, 2025
7:00 AM
via Email
DEPT. OF PLANNING AND PERMITTING

RICK BLANGIARDI
MAYOR
MEIA

ARTHUR J. LOGAN
CHIEF
KAHU MĀKA'I

KEITH K. HORIKAWA
RADE K. VANIC
DEPUTY CHIEFS
HOPE LUNA NUI MĀKA'I

OUR REFERENCE EO-SH

May 29, 2025

MEMORANDUM

TO: Dawn Takeuchi Apuna, Director
Department of Planning and Permitting

ATTENTION: Timothy Streitz, Acting TOD Administrator
Department of Planning and Permitting

FROM: Calvin Sung, Acting Assistant Chief of Police, Support Services Bureau

SUBJECT: East Kapolei Neighborhood Transit-Oriented Development (TOD) Zone Changes, TOD Special District, and State Land Use District Boundary Amendment, 2024/GEN-19

Thank you for the opportunity to review the proposed subject project.

The Honolulu Police Department (HPD) finds no impact on its services or operations. However, the HPD is concerned with an increased population influx and recommends assessing the increased demand for emergency services, which this project would significantly affect with the addition of a new community. We recommend that the necessary infrastructure is adequately in place to ensure that the safety and well-being of the residents are not compromised.

If there are any questions, please call Major Gail Beckley of District 8 (Kapolei, Wai'anae) at (808) 723-8400.

Calvin Sung
Acting Assistant Chief of Police
Support Services Bureau

JOSH GREEN, M.D.
GOVERNOR
KE KIA'ĀINA

2025 APR 10 PM 2:59
DEPT OF PLANNING AND PERMITTING
CITY & COUNTY OF HONOLULU

KEITH A. REGAN
COMPTROLLER
KA LUNA HO'OMALU HANA LAULĀ

MEOH-LENG SILLIMAN
DEPUTY COMPTROLLER
KA HOPE LUNA HO'OMALU HANA LAULĀ

STATE OF HAWAI'I | KA MOKU'ĀINA O HAWAI'I
DEPARTMENT OF ACCOUNTING AND GENERAL SERVICES | KA 'OIHANA LOIHELU A LAWELAWE LAULĀ
P.O. BOX 119, HONOLULU, HAWAII 96810-0119

(P)25.054

APR - 8 2025

Dawn Takeuchi Apuna, Director
Department of Planning and Permitting
650 South King Street, 7th Floor
Honolulu, Hawaii 96813

Dear Dawn Takeuchi Apuna:

Subject: East Kapolei Neighborhood Transit-Oriented Development (TOD) Zone Changes, TOD Special District, and State Land Use District Boundary Amendment (SLUDBA)

Thank you for the opportunity to comment on the subject project. We concur with the project and have no comments to offer at this time. The Department of Accounting and General Services' Kapolei State Office Building is within a three-mile radius of the site and therefore, we request to be informed of any progress of this amendment.

If you have any questions, your staff may call Dora Choy-Johnson of the Planning Branch at (808) 586-0488.

Sincerely,

GORDON S. WOOD
Public Works Administrator

DC:va
c: James Kurata, CSD

STATE OF HAWAIʻI
OFFICE OF PLANNING & SUSTAINABLE DEVELOPMENT

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

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

RECEIVED
June 6, 2025
1:35 PM
via Email
DEPT. OF PLANNING AND PERMITTING

JOSH GREEN, M.D.
GOVERNOR

SYLVIA LUKE
LT. GOVERNOR

MARY ALICE EVANS
DIRECTOR

Coastal Zone Management Program

Environmental Review Program

Land Use Commission

Land Use Division

Special Plans Branch

State Transit-Oriented Development

Statewide Geographic Information System

Statewide Sustainability Branch

DTS 202504041528NA
Refer to: 2024/GEN-19

June 5, 2025

TO: Dawn Takeuchi Apuna, Director
Department of Planning and Permitting

FROM: Mary Alice Evans, Director
Office of Planning and Sustainable Development

Mary Alice Evans

SUBJECT: East Kapolei Neighborhood Transit-Oriented Development (TOD) Zone Changes, TOD Special District, and State Land Use District Boundary Amendment [2024/GEN-19]

The Office of Planning and Sustainable Development (OPSD) received your April 1, 2025 letter requesting comments on the City and County of Honolulu (City) proposals to further implement the City's East Kapolei Neighborhood TOD Plan, including TOD zone changes, adoption of the East Kapolei TOD Special District, and numerous minor State land use district boundary amendments (DBA) totaling approximately 14.8 acres. The DBA would be processed concurrently with the zone changes pursuant to Hawai'i Revised Statutes §205-3.1(c). The adoption of the TOD Special District sets forth the permitting process and TOD development standards for the development of lands around the three rail stations in East Kapolei.

OPSD appreciates the opportunity to review the proposals. We offer the following comments and recommendations.

1. **OPSD strongly supports these City proposals that advance the implementation of the *East Kapolei Neighborhood TOD Plan* (TOD Plan)** adopted by the Honolulu City Council in December 2020. The proposed zoning and TOD Special District standards are needed to implement the TOD Plan vision of pedestrian-friendly and compact, mixed-use development in areas surrounding the three East Kapolei rail stations—the Honouliuli (Hoʻopili), Keoneʻae (University of Hawaiʻi-West Oʻahu), and Kualakaʻi (East Kapolei) stations.

   The East Kapolei area is one of three State TOD Priority Areas prioritized for State investment in the *State of Hawai'i Strategic Plan for Transit-Oriented Development* (TOD Strategic Plan) prepared for

and issued by the Hawai'i Interagency Council for Transit-Oriented Development (TOD Council) in 2017. East Kapolei was identified as such due to the presence of approximately 1,000 acres of State-owned land situated near the three East Kapolei transit stations. The realization of TOD on the State's East Kapolei lands aligns with State policy to support Kapolei's development as Oahu's second city. More importantly, TOD enables the State to achieve multiple objectives: expanding and enhancing programs and facilities at the University of Hawai'i-West O'ahu (UH-WO); providing needed housing; promoting economic development and business opportunities; generating revenue for State programs; promoting transit ridership and alternative travel modes to automobiles; increasing sustainability and resilience by contributing to the creation of walkable, mixed-use neighborhoods and directing growth away from Oahu's limited productive agricultural lands.

2. **Proposed Zone Changes and TOD Special District.** OPSD strongly supports the City proposal to proactively rezone lands to align with the City TOD Plan land use designations. This step is absolutely essential to the successful implementation of TOD as it eliminates entitlement barriers for both public and private landowners and developers, thereby compressing the timeframe and reducing the cost of development.

   OPSD supports the zoning districts proposed for State lands and offers specific comments later. The zone changes are consistent with the land use designations in the East Kapolei TOD Plan and will contribute significantly to defining the anticipated buildout and achieving the urban form and functions envisioned in the TOD Plan. OPSD also appreciates and supports the proposed zone changes for State lands that are outside the proposed TOD Special District boundary, which will facilitate coherent and cohesive development of these parcels with respect to parcels within the TOD Special District.

   Furthermore, the State is undertaking two regional projects that support City efforts to reduce development costs and facilitate buildout in the East Kapolei TOD area. The first is the Hawai'i Community Development Authority's preparation of the East Kapolei Infrastructure Implementation Master Plan (EKIIMP), which will identify the backbone and regional infrastructure needed to support planned development in much of the East Kapolei TOD Plan area. See attached map of the EKIIMP area. The adopted zoning informs this effort by allowing an assessment of the full buildout potential for the Plan area as to the potential impact it may have on existing and planned infrastructure capacity.

   The second project, to be funded by an appropriation in the FY2026 Executive Budget bill, would fund the preparation of a Programmatic Environmental Impact

Statement for the EKIIMP area, which will identify the impacts of planned buildout and associated mitigation recommendations and help developers address the environmental review requirements for projects within this area.

We understand that the Department of Planning and Permitting (DPP) has been collaborating closely with landowners in the East Kapolei area to develop the TOD zoning proposals. OPSD offers the following comments regarding proposed zone changes as they relate to State lands.

a. **Proposed height limits for mixed-use zones.** We understand the TOD Plan's intent to step down heights in relation to distance from the rail stations. However, OPSD recommends consideration be given to increasing the base height for all A-2, BMX-, and AMX-zoned State lands to a minimum of 65 feet with allowance for bonus heights to increase the long-term potential building height envelopes and eliminate the need to rezone again in the future to accommodate changes in project plans. This provides greater flexibility to State landowners in project development and may be critical to achieving the required densities and floor areas for projects to be financially viable. For example, the Department of Land and Natural Resources' lands at the Keone'ae Station would then be BMX-3 90' (120') due to their proximity to the station and major roadways (Map 1 items 4 and 12). Similarly, the Department of Hawaiian Home Lands' parcel adjacent to Kualaka'i Station and the stormwater detention basin parcel could be BMX-3 90' (120') as well.

b. **Proposed zoning for UH-WO properties.** OPSD recommends further consultation with UH-WO regarding changes being proposed to its Long Range Development Plan. The proposed AMX zoning for the northwest portion of the UH-WO lands may not align well with current ideas being floated for these lands.

c. **Proposed P2 zoning for multi-use pathway corridor.** OPSD is concerned that P-2 zoning might discourage commercial users or vendors, such as food trucks or kiosks, or other similar activities within the corridor. We recommend that consideration be given to providing a streamlined process for permitting such uses or activities that could contribute to activating the greenway and promoting place-making along the corridor.

d. **TOD Special District Key Streets.** OPSD recommends consideration be given to extending the designation of Road D, Puapua'a Street, and

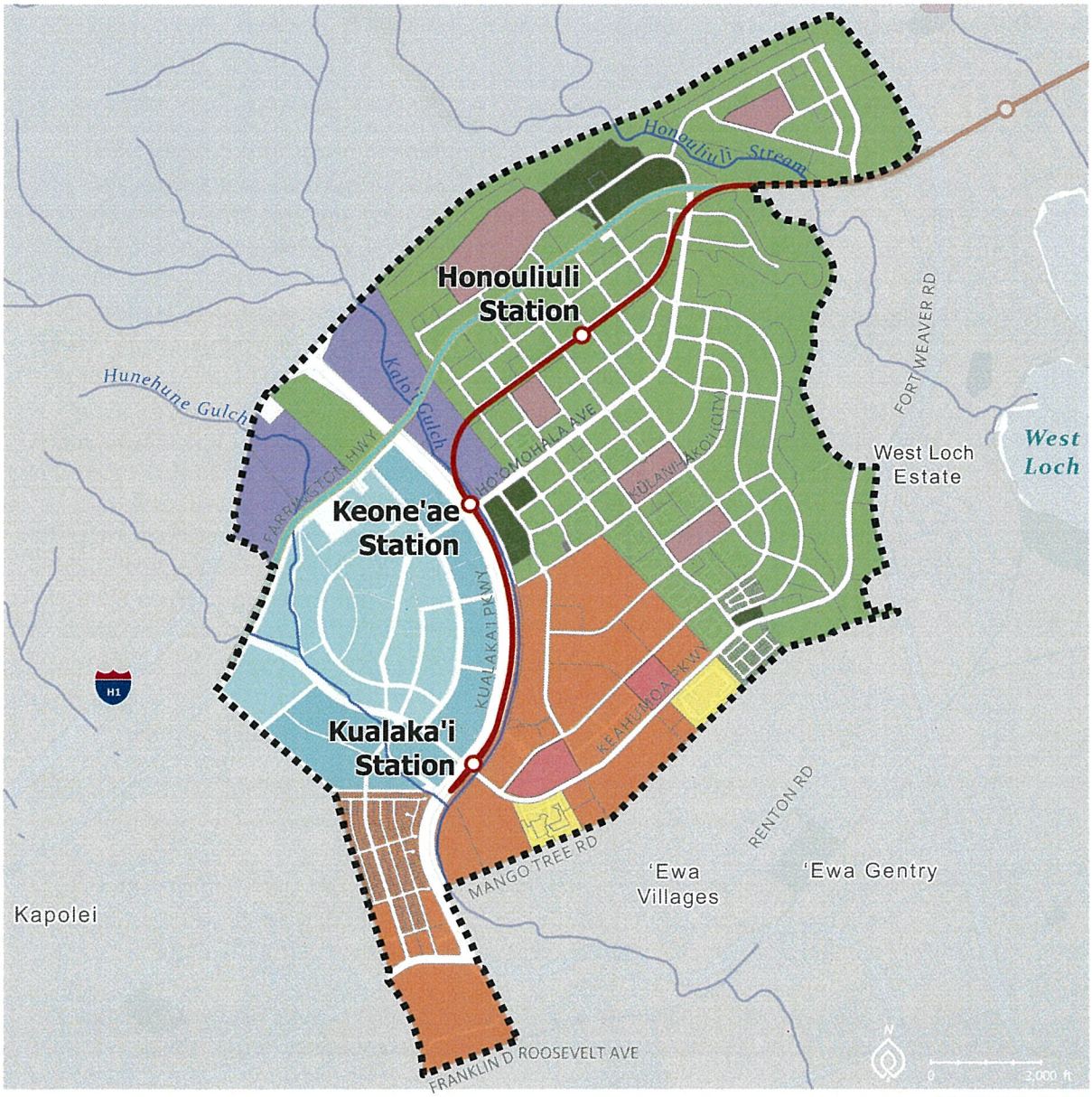
Punohu Street: Road D to Farrington Highway, and Puapua'a and Punohu to Kauluakoko Street. This would ensure that streetscape treatments along these streets are inviting and provide a more complete, cohesive, and attractive pedestrian network in these neighborhoods.

3. **Proposed State Land Use District Boundary Amendment (DBA).** OPSD recommends that the State Land Use District boundary amendments prioritize lands with potential for urban use or activities, for which a State Agricultural District classification might require cumbersome permitting requirements or potentially prohibit activities within those rights-of-way. For this reason, OPSD recommends that the DBA be limited to that portion of Tax Map Key (TMK) No. 9-1-17: 096 from Farrington Highway to Ho'omohala Avenue. This would ensure that the right-of-way and frontage along Kualaka'i Parkway makai of the Farrington Highway and Kualaka'i Parkway intersection, including the lands surrounding the Keone'ae Station were wholly within the State Urban District. This would remove any regulatory barriers for urban-like uses such as urban plazas, structures spanning Kualaka'i Parkway, or other commercial activities within the multi-use path corridor, such as food trucks, which could activate this corridor and create a more vibrant edge for these TOD neighborhoods.

   Most of the TMK slivers along streets and roads included in this DBA proposal are remnant parcels created by mapping of parcel boundaries that are not coincident. It may be possible to resolve these errant district classifications through a boundary interpretation from the State Land Use Commission (LUC). OPSD recommends consultation with LUC staff to determine whether this might be an alternative mechanism for rectifying the district classifications.

Thank you again for the opportunity to review the proposed zone changes, Special District boundary, and DBA. If you have any questions, please contact Seiji Ogawa, seiji.ogawa@hawaii.gov, or Ruby Edwards, ruby.m.edwards@hawaii.gov. If you respond to this comment letter, please include DTS 202504041528NA in the subject line.

Attachment



- Rail Transit Stations
- Honolulu Rail Transit Project Corridor
- Farrington Hwy Widening
- Streams
- Planned or Existing Schools
- East Kapolei Master Plan Area

East Kapolei Major Landowner

- DHHL
- DLNR
- DR Horton
- HHFDC
- UHWO - Campus Area
- UHWO - University District Lands (UDL)
- Other

FIGURE 1-2

Major Landowners

Site and Infrastructure Assessment
East Kapolei Infrastructure Master Plan
Honolulu, Hawai'i

Map Credit: State of Hawai'i, City and County of Honolulu, Esri, TomTom, Garmin, FAO, NOAA, USGS, EPA, USFWS, Esri, CGIAR, USGS, Esri, TomTom, Garmin, SafeGraph, METI/NASA, USGS, EPA, USDA, USFWS

JOSH GREEN, M.D.
GOVERNOR | KE KIA'ĀINA

SYLVIA LUKE
LIEUTENANT GOVERNOR | KA HOPE KIA'ĀINA

DAWN N. S. CHANG
CHAIRPERSON
BOARD OF LAND AND NATURAL RESOURCES
COMMISSION ON WATER RESOURCE MANAGEMENT

STATE OF HAWAI'I | KA MOKU'ĀINA 'O HAWAI'I
DEPARTMENT OF LAND AND NATURAL RESOURCES
KA 'OIHANA KUMUWAIWAI 'ĀINA
LAND DIVISION

P.O. BOX 621
HONOLULU, HAWAII 96809

RECEIVED
MAY 30 2025
DEPT. OF PLANNING AND PERMITTING

May 30, 2025

Department of Planning and Permitting
City and County of Honolulu
ATTN: Dawn Takeuchi Apuna, Director
c/o Tim Streitz, Acting TOD Administrator
650 South King Street. 7th Floor
Honolulu, Hawai'i 96813

via email: tstreitz@honolulu.gov

SUBJECT: 2024/GEN-19 East Kapolei Neighborhood Transit-Oriented Development (TOD) Zone Changes, TOD Special District, and State Land Use District Boundary Amendment (SLUDBA)

Dear Ms. Apuna:

Thank you for the opportunity to review and comment on the subject matter. The Land Division of the Department of Land and Natural Resources (DLNR) distributed or made available a copy of your request pertaining to the subject matter to DLNR's Divisions for their review and comment.

Please find enclosed, comments from the Commission on Water Resource Management and the Land Division, on the subject matter. Should you have any questions, please feel free to contact Dayna Vierra at (808) 587-0423 or email: dayna.k.vierra@hawaii.gov.

Sincerely,

Ian Hirokawa
Acting Land Administrator

Enclosure(s)

JOSH GREEN, M.D.
GOVERNOR | KE KIA'ĀINA

SYLVIA LUKE
LIEUTENANT GOVERNOR | KA HOPE KIA'ĀINA

DAWN N. S. CHANG
CHAIRPERSON
BOARD OF LAND AND NATURAL RESOURCES
COMMISSION ON WATER RESOURCE MANAGEMENT

STATE OF HAWAI'I | KA MOKU'ĀINA 'O HAWAI'I
DEPARTMENT OF LAND AND NATURAL RESOURCES
KA 'OIHANA KUMUWAIWAI 'ĀINA
LAND DIVISION

P.O. BOX 621
HONOLULU, HAWAII 96809

MAY 30 2025
REC.

May 9, 2025

MEMORANDUM

TO: **DLNR Agencies**
__Div. of Aquatic Resources
__Div. of Boating & Ocean Recreation
X Engineering Division (DLNR.ENGR@hawaii.gov)
X Div. of Forestry & Wildlife (rubyrosa.t.terrago@hawaii.gov)
__Div. of State Parks
X Commission on Water Resource Management (DLNR.CWRM@hawaii.gov)
__Office of Conservation & Coastal Lands
X Land Division – O'ahu District (barry.w.cheung@hawaii.gov)
X Land Division – Ian C. Hirokawa (ian.c.hirokawa@hawaii.gov)
X Land Division – Planner (dayna.k.vierra@hawaii.gov)
X Land Division – Planner (lauren.e.yasaka@hawaii.gov)
X Aha Moku Advisory Committee (leimana.k.damate@hawaii.gov)

FROM: Ian C. Hirokawa, Acting Land Administrator
SUBJECT: 2024/GEN-19 East Kapolei Neighborhood Transit-Oriented Development (TOD) Zone Changes, TOD Special District, and State Land Use District Boundary Amendment (SLUDBA)
LOCATION: Kapolei, Island of O'ahu
APPLICANT: The Department of Planning and Permitting (DPP)

Transmitted for your review and comment is information on the above-referenced subject matter.

Please submit comments by **May 28, 2025.** If no response is received by this date, we will assume your agency has no comments. Should you have any questions about this request, please contact Dayna Vierra at dayna.k.vierra@hawaii.gov.

BRIEF COMMENTS:

Land Division supports the TOD zone changes to facilitate the DLNR East Kapolei TOD project. Thank you

(✓) We have no objections.
( ) We have no comments.
( ) We have no additional comments.
( ) Comments are included/attached.

Signed: Ian Hirokawa
Print Name: Ian Hirokawa
Division: DLNR Land Division
Date: 5/30/25

Attachments

JOSH GREEN, M.D.
GOVERNOR | KE KIA'ĀINA

DAWN N.S. CHANG
CHAIRPERSON

KENNETH S. FINK, M.D., MGA, MPH
AURORA KAGAWA-VIVIANI, PH.D.
WAYNE K. KATAYAMA
PAUL J. MEYER
LAWRENCE H. MIIKE, M.D., J.D.
HANNAH KIHALANI SPRINGER

CIARA W.K. KAHAHANE
DEPUTY DIRECTOR

STATE OF HAWAI'I | KA MOKU'ĀINA 'O HAWAI'I
DEPARTMENT OF LAND AND NATURAL RESOURCES | KA 'OIHANA KUMUWAIWAI 'ĀINA
COMMISSION ON WATER RESOURCE MANAGEMENT | KE KAHUWAI PONO
P.O. BOX 621
HONOLULU, HAWAII 96809

May 23, 2025

REF: RFD.6442.3

TO: Mr. Ian Hirokawa, Acting Administrator
Land Division

FROM: Ciara W.K. Kahahane, Deputy Director
Commission on Water Resource Management

SUBJECT: 2024/GEN-19 East Kapolei Neighborhood Transit-Oriented Development (TOD) Zone Changes,

FILE NO.: RFD.6442.3
TMK NO.:

Thank you for the opportunity to review the subject document. The Commission on Water Resource Management (CWRM) is the agency responsible for administering the State Water Code (Code). Under the Code, all waters of the State are held in trust for the benefit of the citizens of the State, therefore all water use is subject to legally protected water rights. CWRM strongly promotes the efficient use of Hawaii's water resources through conservation measures and appropriate resource management. For more information, please refer to the State Water Code, Chapter 174C, Hawaii Revised Statutes, and Hawaii Administrative Rules, Chapters 13-167 to 13-171. These documents are available via the Internet at http://dlnr.hawaii.gov/cwrm.

Our comments related to water resources are checked off below.

- [X] 1. We recommend coordination with the county to incorporate this project into the county's Water Use and Development Plan. Please contact the respective Planning Department and/or Department of Water Supply for further information.
- [ ] 2. We recommend coordination with the Engineering Division of the State Department of Land and Natural Resources to incorporate this project into the State Water Projects Plan.
- [ ] 3. We recommend coordination with the Hawaii Department of Agriculture (HDOA) to incorporate the reclassification of agricultural zoned land and the redistribution of agricultural resources into the State's Agricultural Water Use and Development Plan (AWUDP). Please contact the HDOA for more information.
- [ ] 4. We recommend that water efficient fixtures be installed and water efficient practices implemented throughout the development to reduce the increased demand on the area's freshwater resources. Reducing the water usage of a home or building may earn credit towards Leadership in Energy and Environmental Design (LEED) certification. More information on LEED certification is available at http://www.usgbc.org/leed. A listing of fixtures certified by the EAP as having high water efficiency can be found at http://www.epa.gov/watersense.
- [ ] 5. We recommend the use of best management practices (BMP) for stormwater management to minimize the impact of the project to the existing area's hydrology while maintaining on-site infiltration and preventing polluted runoff from storm events. Stormwater management BMPs may earn credit toward LEED certification. More information on stormwater BMPs can be found at http://planning.hawaii.gov/czm/initiatives/low-impact-development/
- [X] 6. We recommend the use of alternative water sources, wherever practicable.
- [X] 7. We recommend participating in the Hawaii Green Business Program, that assists and recognizes businesses that strive to operate in an environmentally and socially responsible manner. The program description can be found online at http://energy.hawaii.gov/green-business-program.
- [X] 8. We recommend adopting landscape irrigation conservation best management practices endorsed by the Landscape Industry Council of Hawaii. These practices can be found online at http://www.hawaiiscape.com/wp-content/uploads/2013/04/LICH_Irrigation_Conservation_BMPs.pdf.

☐ 9. There may be the potential for ground or surface water degradation/contamination and recommend that approvals for this project be conditioned upon a review by the State Department of Health and the developer's acceptance of any resulting requirements related to water quality.

☒ 10. The proposed water supply source for the project is located in a designated water management area, and a Water Use Permit is required prior to use of water. The Water Use Permit may be conditioned on the requirement to use dual line water supply systems for new industrial and commercial developments.

☒ 11. The Hawaii Water Plan is directed toward the achievement of the utilization of reclaimed water for uses other than drinking and for potable water needs in one hundred per cent of State and County facilities by December 31, 2045 (§174C-31(g)(6), Hawaii Revised Statutes). We strongly recommend that this project consider using reclaimed water for its non-potable water needs, such as irrigation. Reclaimed water may include, but is not limited to, recycled wastewater, gray water, and captured rainwater/stormwater. Please contact the Hawai'i Department of Health, Wastewater Branch, for more information on their reuse guidelines and the availability of reclaimed water in the project area.

☐ 12. A Well Construction Permit(s) is (are) are required before the commencement of any well construction work.

☐ 13. A Pump Installation Permit(s) is (are) required before ground water is developed as a source of supply for the project.

☐ 14. There is (are) well(s) located on or adjacent to this project. If wells are not planned to be used and will be affected by any new construction, they must be properly abandoned and sealed. A permit for well abandonment must be obtained.

☐ 15. Ground-water withdrawals from this project may affect streamflows, which may require an instream flow standard amendment.

☐ 16. A Stream Channel Alteration Permit(s) is (are) required before any alteration can be made to the bed and/or banks of a steam channel.

☐ 17. A Stream Diversion Works Permit(s) is (are) required before any stream diversion works is constructed or altered.

☐ 18. A Petition to Amend the Interim Instream Flow Standard is required for any new or expanded diversion(s) of surface water.

☐ 19. The planned source of water for this project has not been identified in this report. Therefore, we cannot determine what permits or petitions are required from our office, or whether there are potential impacts to water resources.

☒ OTHER: Planning -

The proposed water source(s) and projected water demands for the project, both potable and non-potable, are not identified. Calculations used to estimate demands should be provided. As noted above, the proposed project is located within a Ground and Surface Water Management Area. As such, a Water Use
Permit (WUP) may be required. Please refer to the Commission's website for more information https://dlnr.hawaii.gov/cwrm/groundwater/gwma/.

Should a WUP be required, A discussion of the potential impacts on water resources and other public trust uses of water should be included provided to the Commission, and any proposed mitigation measures described. Water conservation and efficiency measures to be implemented should also be discussed.

The State Water Code requires each county to update its water use and development plans as necessary to maintain consistency with its zoning and land use policies (§174C-31 HRS). Should a change in zoning be approved for this project, please coordinate with the respective Planning Department and/or Department of Water Supply to incorporate this project into the county water use and development plan. If the water will be provided by an existing water system, coordination is required with the
Commission to determine any potential impacts that this project will have on the system's allocations.

If you have any questions, please contact Ryan Imata of the Groundwater Regulation Branch at (808) 587-0225 or Katie Roth of the Planning Branch (808) 587-0216.

JOSH GREEN, M.D.
GOVERNOR | KE KIA'ĀINA

SYLVIA LUKE
LIEUTENANT GOVERNOR | KA HOPE KIA'ĀINA





DAWN N. S. CHANG
CHAIRPERSON
BOARD OF LAND AND NATURAL RESOURCES
COMMISSION ON WATER RESOURCE MANAGEMENT

2025 JUL -2 PM 3:36

CITY & COUNTY OF HONOLULU

STATE OF HAWAI'I | KA MOKU'ĀINA 'O HAWAI'I
DEPARTMENT OF LAND AND NATURAL RESOURCES
KA 'OIHANA KUMUWAIWAI 'ĀINA
LAND DIVISION

P.O. BOX 621
HONOLULU, HAWAII 96809

July 1, 2025

Department of Planning and Permitting
City and County of Honolulu
ATTN: Dawn Takeuchi Apuna, Director
c/o Tim Streitz, Acting TOD Administrator
650 South King Street, 7th Floor
Honolulu, Hawai'i 96813

via email: tstreitz@honolulu.gov

SUBJECT: 2024/GEN-19 East Kapolei Neighborhood Transit-Oriented Development (TOD) Zone Changes, TOD Special District, and State Land Use District Boundary Amendment (SLUDBA)

Dear Ms. Apuna:

Thank you for the opportunity to review and comment on the subject matter. In addition to our previous comments dated May 30, 2025, enclosed are comments from the Division of Forestry and Wildlife on the subject matter. Should you have any questions, please feel free to contact Dayna Vierra at (808) 587-0423 or email: dayna.k.vierra@hawaii.gov.

Sincerely,

Ian C. Hirokawa
Acting Land Administrator

Enclosure(s)

JOSH GREEN, M.D.
GOVERNOR | KE KIA'ĀINA

SYLVIA LUKE
LIEUTENANT GOVERNOR | KA HOPE KIA'ĀINA

DAWN N. S. CHANG
CHAIRPERSON
BOARD OF LAND AND NATURAL RESOURCES
COMMISSION ON WATER RESOURCE MANAGEMENT

2025 JUL -2 PM 3:36
CITY & COUNTY OF HONOLULU

STATE OF HAWAI'I | KA MOKU'ĀINA 'O HAWAI'I
DEPARTMENT OF LAND AND NATURAL RESOURCES
KA 'OIHANA KUMUWAIWAI 'ĀINA
LAND DIVISION

P.O. BOX 621
HONOLULU, HAWAII 96809

May 9, 2025

MEMORANDUM

FROM: **DLNR Agencies**
__Div. of Aquatic Resources
__Div. of Boating & Ocean Recreation
X Engineering Division (DLNR.ENGR@hawaii.gov)
X Div. of Forestry & Wildlife (rubyrosa.t.terrago@hawaii.gov)
__Div. of State Parks
X Commission on Water Resource Management (DLNR.CWRM@hawaii.gov)
__Office of Conservation & Coastal Lands
X Land Division – O'ahu District (barry.w.cheung@hawaii.gov)
X Land Division – Ian C. Hirokawa (ian.c.hirokawa@hawaii.gov)
X Land Division – Planner (dayna.k.vierra@hawaii.gov)
X Land Division – Planner (lauren.e.yasaka@hawaii.gov)
X Aha Moku Advisory Committee (leimana.k.damate@hawaii.gov)

TO: Ian C. Hirokawa, Acting Land Administrator
SUBJECT: 2024/GEN-19 East Kapolei Neighborhood Transit-Oriented Development (TOD) Zone Changes, TOD Special District, and State Land Use District Boundary Amendment (SLUDBA)
LOCATION: Kapolei, Island of O'ahu
APPLICANT: The Department of Planning and Permitting (DPP)

Transmitted for your review and comment is information on the above-referenced subject matter.

Please submit comments by **May 28, 2025.** If no response is received by this date, we will assume your agency has no comments. Should you have any questions about this request, please contact Dayna Vierra at dayna.k.vierra@hawaii.gov.

BRIEF COMMENTS:

( ) We have no objections.
( ) We have no comments.
( ) We have no additional comments.
(☐) Comments are included/attached.

Signed:
Print Name: JASON D. OMICK, Wildlife Program Mgr.
Division: Forestry and Wildlife
Date: Jun 26, 2025

Attachments

JOSH GREEN, M.D.
GOVERNOR | KE KIA'ĀINA

SYLVIA LUKE
LIEUTENANT GOVERNOR | KA HOPE KIA'ĀINA

STATE OF HAWAI'I | KA MOKU'ĀINA 'O HAWAI'I
DEPARTMENT OF LAND AND NATURAL RESOURCES
KA 'OIHANA KUMUWAIWAI 'ĀINA

DIVISION OF FORESTRY AND WILDLIFE
1151 PUNCHBOWL STREET, ROOM 325
HONOLULU, HAWAII 96813

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CHAIRPERSON
BOARD OF LAND AND NATURAL RESOURCES
COMMISSION ON WATER RESOURCE MANAGEMENT

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HISTORIC PRESERVATION
KAHOOLAWE ISLAND RESERVE COMMISSION
LAND
STATE PARKS

June 26, 2025

Log no. 5014

MEMORANDUM

TO: Ian C. Hirokawa, Acting Administrator
Land Division

FROM: JASON D. OMICK, Wildlife Program Manager
Division of Forestry and Wildlife

SUBJECT: East Kapolei Neighborhood Transit-Oriented Development (TOD) Zone Changes, TOD Special District, and State Land Use District Boundary Amendment (SLUDBA) in Kapolei, O'ahu.

2025 JUL -2 PM 3:36

The Department of Land and Natural Resources (DLNR), Division of Forestry and Wildlife (DOFAW) has received the request routed through Land Division on behalf of the Department of Planning and Permitting (DPP) regarding the East Kapolei Neighborhood Transit-Oriented Development (TOD) Zone Changes, TOD Special District, and State Land Use District Boundary Amendment (SLUDBA) in Kapolei on the island of O'ahu. The Honolulu City Council adopted the East Kapolei Neighborhood TOD Plan in 2020. The DPP is initiating changes to the zoning maps and the Land Use Ordinance (LUO), including the TOD Special District boundaries, to facilitate implementation of the plan. The proposed changes witll help encourage walking and biking, and support active areas by allowing housing, jobs, shops, and services within close proximity of the rail stations. The proposed zone changes cover approximately 1,381 acres. Properties will be re zoned to the business mixed-use district, apartment mixed-use district, and the industrial-commercial mixed-use district.

The State listed 'ōpe'ape'a or Hawaiian hoary bat (*Lasiurus semotus*) could potentially occur at or in the vicinity of the project and may roost in nearby trees. Any required site clearing should be timed to avoid disturbance to bats during their birthing and pup rearing season (June 1 through September 15). During this period woody plants greater than 15 feet (4.6 meters) tall should not be disturbed, removed, or trimmed. Barbed wire should also be avoided in any construction as bats can become ensnared and killed by such fencing material during flight.

Artificial lighting can adversely impact seabirds that may pass through the area at night by causing them to become disoriented. This disorientation can result in their collision with manmade structures or the grounding of birds. For nighttime work that might be required, DOFAW recommends that all lights used be fully shielded to minimize the attraction of seabirds. Nighttime work that requires outdoor lighting should be avoided during the seabird fledging season, from September 15 through December 15, when young seabirds make their maiden voyage to sea. If nighttime construction is required during the seabird fledgling season (September 15 to December 15), we recommend that a qualified biologist be present at the project site to monitor and assess the risk of seabirds being attracted or grounded due to the lighting. If seabirds are seen circling around the area, lights should then be turned off. If a downed seabird is detected, please follow DOFAW's recommended response protocol by visiting https://dlnr.hawaii.gov/wildlife/seabird-fallout-season/. Permanent lighting also poses a risk of seabird attraction, and as such should be minimized or eliminated to protect seabird flyways and preserve the night sky. For illustrations and guidance related to seabird-friendly light styles that also protect seabirds and the dark starry skies of Hawai'i please visit https://dlnr.hawaii.gov/wildlife/files/2016/03/DOC439.pdf.

The State threatened manu-o-Kū or White Tern (*Gygis alba*) is known to nest in the vicinity of the proposed project just east of 'Ewa Beach. If tree trimming or removal is planned, DOFAW strongly recommends a qualified biologist survey for the presence of White Terns prior to any action that could disturb the trees. White Tern pairs typically lay their single egg on a tree branch with no nest. Eggs and chicks can be dislodged by construction equipment or workers that contact trees in which White Terns are nesting. As such, a tree protection program should be in place for any mature trees with nesting or roosting White Terns. For more information regarding detailed Best Management Practices when conducting tree care activities with manu-o-Kū present, please visit https://www.whiteterns.org/uploads/8/6/3/2/86323044/mok_tree_care_guidelines_190622.pdf. If a nest is discovered, please notify the O'ahu Branch DOFAW at (808) 973-9778 for assistance.

State-listed waterbirds such as ae'o or Hawaiian stilt (*Himantopus mexicanus knudseni*), 'alae ke'oke'o or Hawaiian coot (*Fulica alai*), and the 'alae 'ula or Hawaiian gallinule (*Gallinula chloropus sandvicensis*) could potentially occur at or in the vicinity of the proposed project site. It is against State law to harm or harass these species. If any of these species are present during construction, all activities within 100 feet (30 meters) should cease and the bird or birds should not be approached. Work may continue after the bird or birds leave the area of their own accord. If a nest is discovered at any point, please contact the O'ahu Branch DOFAW Office at (808) 973-9778 and establish a buffer zone around the nest.

The State endangered pueo or Hawaiian short-eared owl (*Asio flammeus sandwichensis*) could potentially occur in the project vicinity. Pueo are most active during dawn and dusk twilights. Remove and exclude non-native mammals such as mongoose, cats, dogs, and ungulates from the nesting area. Minimize habitat alterations and disturbance during pueo breeding season. These birds nest on the ground, and active nests have been found year-round. Before any potentially disturbing activities—like clearing vegetation, especially ground-based disturbance, DOFAW recommends a qualified biologist conduct surveys during crepuscular hours. Observation surveys should be done at those times from vantage points

where they can see the whole project area for 2-3 nights before construction is to start. If any breeding displays are observed, it is likely there could be a nest. If pueo nests are detected in the area, a buffer zone should be established in which no activity occurs within a minimum buffer distance of 100 meters until the nesting cycle is complete, and the chicks are capable of flight. O'ahu DOFAW staff should be notified at (808) 973-9778 of any nests or adult displayed breeding behavior.

DOFAW recommends using native plant species for landscaping that are appropriate for the area; e.g., plants for which climate conditions are suitable for them to thrive, plants that historically occurred there, etc. Please do not plant invasive species. DOFAW also recommends referring to www.plantpono.org for guidance on the selection and evaluation of landscaping plants and to determine the potential invasiveness of plants proposed for use in the project.

We recommend consulting the O'ahu Invasive Species Committee (OISC) at (808) 266-7994 to help plan, design, and construct the project, learn of any high-risk invasive species in the area, and ways to mitigate their spread. Soil and plant material may contain detrimental fungal pathogens (like Rapid 'Ōhi'a Death), vertebrate and invertebrate pests (e.g. Little Fire Ants, and Coconut Rhinoceros Beetle), or invasive plant propagules (e.g. Albizia, Pampas Grass, Fireweed, etc.) that will harm our native ecosystems, and the unique native found within them. Therefore, DOFAW advances the guidance that all equipment and personal items—to include clothing and foot ware should be cleaned of excess soil and debris to minimize the risk of spreading invasive species. Additionally, DOFAW recommends minimizing the movement of plant or soil material between worksites. Suspect pests should be reported through the statewide pest hotline. Photos, videos, and locations can be shared at www.643pest.org or call: 743-PEST. All equipment, materials, and personnel should be cleaned of excess soil and debris to minimize the risk of spreading invasive species.

To prevent the spread of Rapid 'Ōhi'a Death (ROD), DOFAW requests that removal, pruning/trimming, and potentially injury to 'ōhi'a trees be avoided as much as possible. Wounds serve as entry points for ROD fungus and increase the odds that the tree will be infected and die. Also, clean gear/tools, clothes, footwear, and vehicles before and after use. Make sure to removal all loose soil from the aforementioned items, spray gear/tools with 70% rubbing alcohol, and wash clothes with hot water and soap. Wash tires and undercarriages of all vehicles/machinery with a high-pressure water source. If 'ōhi'a trees must be removed or pruned/trimmed, please conduct these activities on a still day to minimize blown sawdust and use a sharp saw to create chips rather than dust. Seal all wounds to these trees with a stump seal product (e.g. Spectricide, etc.). For more information, please consult https://cms.ctahr.hawaii.edu/rod.

The invasive Coconut Rhinoceros Beetle (*Oryctes rhinoceros*) or CRB is widespread on the island of Oahu. CRB have been detected on other islands with moderate infestation on Kauai, one incipient site on Hawai'i Island, and only one positive site on Maui in 2023. Hawaii Department of Agriculture interim rule 24-1 restricts the movement of CRB-host material from the island of Oahu, which is defined as the Quarantine Area. Regulated material (host material or host plants) is considered a risk for potential CRB infestation. Host material for the beetle specifically includes 1) entire dead trees; 2) mulch, compost, trimmings, fruit and

vegetative scraps, and 3) decaying stumps. CRB host plants include the live palm plants in the following genera: Washingtonia, Livistona, and Pritchardia (all commonly known as fan palms), Cocos (coconut palms), Phoenix (date palms), and Roystonea (royal palms). When such material or these specific plants are moved there is a risk of spreading CRB because they may contain CRB in any life stage. Inspection and/or treatment approved by HDOA is mandatory before inter-island transport. For more information regarding CRB, please visit https://dlnr.hawaii.gov/hisc/info/invasive-species-profiles/coconut-rhinoceros-beetle/.

We recommend that Best Management Practices are employed during and after the environmental restoration activities to contain any soils and sediment with the purpose of preventing damage to near-shore waters and marine ecosystems.

Due to the arid climate, high fine fuel load (grasses) surrounding the worksite, and risks of wildfire to listed species and native habitats, we recommend coordinating with the Hawai'i Wildfire Management Organization at (808)-850-0900 or admin@hawaiiwildfire.org, on how wildfire prevention can be addressed in the project area. When engaging in activities that have a high risk of starting a wildfire—like wielding in/near tall grass, it is recommended that you: 1) wet down the area before starting your task, 2) continuously wet down the area as needed, 3) have a fire extinguisher on hand, and 4) in the event that your vision is impaired, (i.e. welding goggles) have a spotter to watch for fire ignitions. Additionally, do not park any vehicles in or near tall grass as heat from the engine/exhaust may ignite dry vegetation.

DOFAW is concerned about impacts to vulnerable birds from nonnative predators such as cats, rodents, and mongooses. We recommend taking action to minimize predator presence; remove cats, place bait stations for rodents and mongoose, and provide covered trash receptacles.

We appreciate your efforts to work with our office for the conservation of our native species. These comments are general guidelines and should not be considered comprehensive for this site or project. It is the responsibility of the applicant to do their own due diligence to avoid any negative environmental impacts. Should the scope of the project change significantly, or should it become apparent that threatened or endangered species may be impacted, please contact our staff as soon as possible. If you have additional questions, please contact Protected Species Habitat Conservation Planning associate Kinsley McEachern at (808) 587-0593 or Laurinda.k.mceachern.researcher@hawaii.gov.

Sincerely,

Jason D. Omick
Wildlife Program Manager

JOSH GREEN, M.D.
GOVERNOR
KE KIA'ĀINA

RECEIVED
25 JUN -5 A7:49
DEPT OF PLANNING
AND PERMITTING
CITY & COUNTY OF HONOLULU

EDWIN H. SNIFFEN
DIRECTOR
KA LUNA HO'OKELE

Deputy Directors
Nā Hope Luna Ho'okele
DREANALEE K. KALILI
TAMMY L. LEE
CURT T. OTAGURO
ROBIN K. SHISHIDO

IN REPLY REFER TO:

STATE OF HAWAI'I | KA MOKU'ĀINA 'O HAWAI'I
DEPARTMENT OF TRANSPORTATION | KA 'OIHANA ALAKAU
869 PUNCHBOWL STREET
HONOLULU, HAWAII 96813-5097

DIR00001704
STP 8.3928

May 30, 2025

VIA EMAIL: tstreitz@honolulu.gov

Ms. Dawn Takeuchi Apuna, Director
City and County of Honolulu
Department of Planning and Permitting
650 South King Street, 7th Floor
Honolulu, Hawaii 96813

Dear Ms. Apuna:

Subject: East Kapolei Neighborhood Transit-Oriented Development (TOD) Zone Changes, TOD Special District, and State Land Use District Boundary Amendment
Project File Number: 2024/GEN-19
Kapolei, Oahu, Hawaii

Thank you for your letter, dated April 1, 2025, requesting the Hawaii Department of Transportation's (HDOT) review and comments on the subject actions necessary to facilitate implementation of the East Kapolei Neighborhood TOD Plan that was adopted by the Honolulu City Council in December 2020.

HDOT has the following comments:

1. HDOT has no objections to the proposed actions. The HDOT supports multi-modal and interconnected communities, reduced parking, and Traffic Demand Management strategies.

2. HDOT continues to advocate for an expansion of safe bicycle and pedestrian routes on state highways. In addition to the City and County of Honolulu resources, the general public is encouraged to review information regarding the HDOT programs and plans available at the following website: https://highways.hidot.hawaii.gov/stories/s/h4ss-c6xy

   The website links bicycle and pedestrian planning portals, including interactive maps of planned improvements with the state right-of-way.

3. The proposed project area is approximately 1.35 miles from Kalaeloa Airport (JRF). All projects within 5 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.

4. The proposed project area is approximately 9,678 feet from the end of Runway 22R at JRF. Federal Aviation Administration (FAA) regulation requires the submittal of FAA Form 7460-1 Notice of Proposed Construction or alteration pursuant to the Code of Federal Regulations, Title 14, Part 77.9, if the construction or alteration is within 20,000 feet of a public use or military airport, which exceeds a 100:1 surface from any point on the runway of each airport with its longest runway of more than 3,200 feet. Construction equipment and staging area heights, including heights of temporary construction cranes, need to be included in the submittal. The form and criteria for submittal can be found at the following website: https://oeaaa.faa.gov/oeaaa/external/portal.jsp. Please provide a copy of the FAA response to the Part 77 analysis to the HDOT Airport Planning Section.

5. The subject development lies under commonly used ingress and egress routes to JRF for both military helicopters and light civil aircraft. Most civil air operations occur during daylight hours; however, most military flight activity is at night. Most flights over the subject development are conducted at an altitude of 1,000 feet above ground level as aircrafts descend for landing or ascend after takeoff. Thus, although the development area lies outside the 55 DNL (Day-Night Average Sound Level) noise contours on the 2020 JRF Noise Exposure Map (attached), residents will be subjected to repeated aircraft noise events throughout the day. For these reasons, the East Kapolei Neighborhood TOD shall grant an avigation and noise easement to HDOT for the subject development, pursuant to the Airport Zoning Act, Hawaii Revised Statutes, Section 262-11.

6. Due to the proximity to the airport, the developer should be aware of potential noise from aircraft operations. There is also a potential for fumes, smoke, vibrations, odors, etc., resulting from occasional aircraft flight operations over or near the project location. These impacts may increase or decrease over time and are dependent on airport operations.

7. If a solar energy photovoltaic (PV) system is going to be installed, be aware that PV systems located in or near the approach path of aircrafts can create a hazardous condition for pilots due to possible glint and glare reflected from the PV panel array. If glint or glare from the PV array creates a hazardous condition for pilots, the owner of the PV system shall be prepared to immediately mitigate the hazard upon notification by the HDOT and/or FAA.

   The FAA requires a glint and glare analysis for all solar energy PV systems near airports. The www.sandia.gov/glare website has information and guidance with the preparation of a glint and glare analysis. A separate FAA Form 7460-1 will be necessary for the solar energy PV system. After the FAA determination of the Form 7460-1 glint and glare

analysis, a copy shall be provided to the HDOT Airport Planning Section by the owner of the solar energy PV system. Solar energy PV systems have also been known to emit radio frequency interference (RFI) to aviation-dedicated radio signals, thereby disrupting the reliability of air-to-ground communications. Again, the owner of the solar energy PV system shall be prepared to immediately mitigate the RFI hazard upon notification by the HDOT and/or FAA.

8. HDOT encourages all future developments to implement strategies to reduce carbon emissions whenever possible. Suggestions include:

    a. Implementation of energy-efficient technologies and practices, such as light-emitting diode lighting.

    b. Use of sustainable, recycled, or low-emission materials in construction and manufacturing.

Please submit any subsequent land use entitlement-related requests for review or correspondence to the HDOT Land Use Intake email address at DOT.LandUse@hawaii.gov.

If there are any questions, please contact Mr. Blayne Nikaido, Planner, Land Use Section of the HDOT Statewide Transportation Planning Office at (808) 831-7979 or via email at blayne.h.nikaido@hawaii.gov.

Sincerely,

EDWIN H. SNIFFEN
Director of Transportation

Attachment



Airports Division

KALAELOA AIRPORT MASTER PLAN

2020 NOISE EXPOSURE MAP, ALTERNATIVE 17

LEGEND

- Residential
- Low-Density Apartment
- Medium-Density Apartment
- Commercial/Office
- Business Park
- Light Industrial
- Heavy Industrial
- Mixed Use (Residential)
- Park
- Mixed Use (Resort)
- Golf Course
- Public Facility
- Public Facility (Education)
- Public Facility (Church)
- Open
- Airport
- Commercial/Recreation
- Commercial/Light Industrial
- Recreation
- Residential/Public Facility
- Barbers Point NAS Boundary
- 55 DNL Contour
- Contours > 55 DNL
- Fixed Wing Tracks
- Helicopter Tracks

TRUE NORTH — MAGNETIC NORTH 11°30' (1996)

0 625 1250 2500

GRAPHIC SCALE IN FEET

NOTE: THIS DRAWING IS FOR PLANNING PURPOSES ONLY AND IS NOT INTENDED FOR CONSTRUCTION OR MONUMENTAL PURPOSES

ARIES CONSULTANTS LTD.
BELT COLLINS HAWAII
Y. ESHIU AND ASSOCIATES

DATE: 11/18/96

FIGURE NO. 8-9

DWG. NO. 441-0500/009-1

MAY 23 2025

HAWAII COMMUNITY DEVELOPMENT AUTHORITY

547 Queen Street, Honolulu, Hawaii 96813
Telephone: (808) 594-0300 Fax: (808) 587-0299
Web site: http://dbedt.hawaii.gov/hcda/

JOSH GREEN, M.D.
GOVERNOR

SYLVIA LUKE
LT. GOVERNOR

STERLING HIGA
CHAIRPERSON

CRAIG K. NAKAMOTO
EXECUTIVE DIRECTOR

2024/GEN-19

May 22, 2025

Sent Via Electronic Mail to: tstreitz@honolulu.gov
Ms. Dawn Takeuchi Apuna, Director
Department of Planning and Permitting
650 South King Street, 7th Floor
Honolulu, Hawai'i 96813

Re: East Kapolei Neighborhood Transit-Oriented Development ("TOD") Zone Changes, TOD Special District, and State Land Use District Boundary Amendment ("DBA")

Dear Ms. Apuna:

The Hawai'i Community Development Authority ("HCDA") is responding to the Department of Planning and Permitting's ("DPP") April 1, 2025, request for comment on the TOD zone changes, the designation of the TOD Special District, and the DBA around the Kualaka'i Skyline rail stations. These proposed land use changes are designed to promote transit ridership, enhance walkability, and stimulate economic development in the area.

The HCDA supports and applauds the City and County of Honolulu (City) for taking the initiative to facilitate the rapid buildout of TOD around the three East Kapolei Skyline rail stations. We provide the following comments:

1. The City's proposed TOD zone changes and DBA would implement the East Kapolei Neighborhood TOD Plan ("TOD Plan"), adopted by the Honolulu City Council in 2020. The TOD Plan envisions higher densities around the three rail stations to encourage transit ridership and support pedestrian scale activities by integrating residences, employment, shopping, and services. Typically, individual landowners must initiate changes to state land use district boundaries and zoning, a process which is often costly and lengthy. However, the City is proactively streamlining development by undertaking the district boundary amendment and zone change on behalf of the landowners. TOD Special District regulations will shape the urban fabric and guide development designs to further realize the TOD Plan's vision. The adoption of TOD zoning and Special District regulations are called out as "next steps" in the TOD Plan.

2. Under Act 130, Session Laws of Hawai'i ("SLH"), the Hawai'i Interagency Council for Transit-Oriented Development ("TOD Council") was established to unify and streamline TOD across State and county jurisdictions, maximize the

redevelopment potential of State-owned lands served by public transportation, and ensure consistent strategic planning, funding acquisition, and policy guidance for mixed-use, affordable, and rental housing near transit stations. Both HCDA and the City serve as designees to the TOD Council and actively participate in its regular meetings.

3. The TOD Council's *Statewide Strategic Plan for TOD* (2018) identifies East Kapolei as one of three priority areas on O'ahu for State investments in TOD. A large reason why East Kapolei was identified is due to the approximately 1000-acres of State-owned land surrounding the Skyline rail stations there. The principal State landowners include the Department of Hawaiian Homelands, the Department of Land and Natural Resources, the University of Hawai'i at Mānoa-West Oahu (UHWO), and the Department of Education. The subject land use changes were created in close collaboration with the various State landowners.

4. The HCDA is actively engaged in the development of infrastructure in East Kapolei to support timely TOD buildout on state lands. Act 164, SLH 2023, appropriated $35 million to HCDA. The project involves construction of roadways and related infrastructure to support TOD buildout of UHWO and mixed-use housing projects in the pipeline adjacent to the university campus and the Keone'ae rail station. Additionally, Act 164, SLH 2023, also appropriated $500,000 to HCDA for the preparation of the East Kapolei Infrastructure Implementation Master Plan, which will identify and determine the infrastructure needed to be built to support TOD for the whole East Kapolei region. Both projects are ongoing and anticipate the acceptance of the DPP's proposed TOD zone changes.

5. We defer to the State Office of Planning and Sustainable Development and the State Land Use Commission regarding the merits of the DBA. It is our understanding that the DBA is being proposed primarily as a housekeeping measure. We recommend redistributing the lands being redesignated to the State Urban District to areas that have the most potential to activate the areas around the rail stations.

Thank you for giving us the opportunity to comment. Should you have any questions regarding this matter, please contact Brandon Soo, of our Planning and Development section, at (808) 594-0330 or by email at brandon.a.soo@hawaii.gov.

Sincerely,

Craig K. Nakamoto

Craig K. Nakamoto
Executive Director

CN/RT/BS:ck

UNIVERSITY of HAWAI'I®
WEST O'AHU
Ke Kulanui o Hawai'i–O'ahu Komohana

Office of the Chancellor

RECEIVED
May 30, 2025
10:18 AM
via Email
DEPT. OF PLANNING AND PERMITTING

May 30, 2025
Via email to: tod@honolulu.gov

Ms. Dawn Takeuchi Apuna, Director
Department of Planning and Permitting
City and County of Honolulu
650 South King Street, 7th Floor
Honolulu, Hawaii 96813

Attention: Mr. Timothy Streitz

Dear Ms. Apuna:

RE: Comments on Proposed East Kapolei TOD Area – State Land Use, TOD Zoning Heights and Limits, and Special District Regulations as Related to the University of Hawai'i-West O'ahu Ma kai Property

Thank you for the opportunity to comment on the draft proposed State Land Use, Zoning Heights and Limits, and Special District Regulations for the East Kapolei TOD Area. The University of Hawaii-West Oahu (UHWO) and University of Hawai'i Office of Strategic Development and Partnerships (UHOSDP) appreciate the opportunity to work with the City and County of Honolulu, Department of Planning and Permitting (DPP) in developing and refining of our Long Range Development Plan and Urban Design Plan for the UHWO campus and University District Lands. We believe that many of the items we've discussed regarding the relationship of our planning efforts to the East Kapolei Neighborhood TOD Plan and associated zoning are incorporated into the proposed zoning and Special District regulations. However, we do have some detailed follow-up comments and concerns regarding the proposed zoning and Special District maps provided on your website.

Based on our review of the proposed State Land Use, Zoning and Height Limits, and Special District Regulations provided on DPP's website for the East Kapolei TOD Neighborhood, we offer the following comments and proposed revisions for consideration:

1. **State Land Use District Boundary Amendments.** We understand that the City is looking to process a State Land Use District Boundary Amendment for an area under 15 acres. The proposed amendments are primarily focused on the right-of-ways along Farrington Highway and Kualaka'i Parkway. The changes are required to allow the full extent of City zoning in the area. At this time, the UHWO/UHOSDP have no comments or objections related to these changes.

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

2. **Map 1: TOD Proposed Zone Changes of Greater Than 5 acres.** We offer the following comments and revisions related to Map 1. (Note: The parcels described in the text below relate to the map numbers identified on Map 1 from the DPP website).

   a. ***Area along Kualaka'i Parkway from BMX-3 90' to BMX-3 90' (120'), and Area adjacent to Kapolei Golf Course and along Farrington Highway from R-5 and A-2 to AMX-2, 65'.*** These changes are consistent with our previous discussions with DPP. We support these changes and have no further comments at this time.

   b. ***Areas adjacent to Farrington Highway from BMX-3 (90') to AMX-2 (65').*** We understand this area is proposed to be downzoned from BMX-3 to AMX-2 as it falls outside of the proposed TOD Special District boundary. The downzoning to AMX-2 would make it consistent with other areas on the UHWO property that are not within the TOD Special District area. We also note that the area currently is planned to be a part of the expansion of the UHWO campus, which in the future, may be incorporated into the Plan Review Use (PRU) permit for the campus. Our understanding is that if this area is incorporated into the PRU, the PRU requirements, including, but not limited, to height limits, density and land uses, will take precedence over the underlying AMX-2 zoning. As such, the zone change from BMX-3 to AMX-2 should have no impact to height limits, density and land uses, etc. should we incorporate the project into the PRU in the future. We would appreciate DPP's confirmation that zone change from BMX-3 to AMX-2 would not in any way affect future PRU requirements for this area.

   c. ***Parcel 17: from AG-1 to BMX-3 90' (120').*** We believe this area is outside of the UHWO property and is a part of the right-of-way for Kualaka'i Parkway. If so, we have no further comments at this time.

   d. ***Area adjacent to the DHHL Kanehili Subdivision from R-5 to BMX-3 25' (120'), Parcel 19: BMX-3 90' to BMX-3 25' (90'), Parcel 20: R-3.5 to BMX-3 25' (90'), Parcel 21: P-2 to BMX-3 65' (90'), Parcel 22: R-3.5 to BMX-3 65' (90'), Parcel 23: A-2 65' to BMX-3 65' (90').*** For the parcels listed above, we note that the base height elevations for these parcels proposed as BMX-3 are lower than the typical 90' base height of the existing BMX-3 zoning in the area. Also, in the case of Parcel 19, the permitted base height limit is proposed to be lowered from 90' to 25'. For the properties identified above, we understand that the lower base height limits are proposed by DPP as a trade-off for upzoning of other areas on the UHWO property. The underlying base heights were either lowered, as is in the case of BMX-3 zoned areas; or were influenced by the previous permitted zoning district heights for R-3.5, R-5, and A-2, zoning districts. While we understand DPP's rationale for this, we still believe that having a consistent minimum base height limit of 90' for all BMX-3 zoned areas is preferrable. We believe a consistent 90' base height limit for BMX-3 areas allows for more flexibility, and would help to encourage greater opportunity for TOD.

   e. ***Parcel 24: A-2 65' to P-2, Parcel 25: R-5 to P-2.*** These changes are consistent with our previous discussions with DPP and the City, Department of Parks and Recreation for a park to be located in this area. We support these changes and have no further comments to offer at this time.

3. **Map 2: TOD Proposed Zone Changes of Less than 5 Acres.** We offer the following comments and revisions to Map 2. (Note: The parcels described in the text below relate to the map numbers identified on Map 2 from the DPP website).

   a. ***Parcel 77: AG-1 to AMX-2 65', Parcel 78: A-2 65' to AG-1, Parcel 79: BMX-3 90' to AG-1.*** Please confirm that the proposed changes for these parcels are to reflect the current plans for the Farrington widening project. For parcels 78 and 79, our concern is that the downzoning will not result in slivers of lands within UHWO property, not part of the Farrington Highway Road widening project that would be zoned AG-1.

   b. ***Parcel 80: BMX-3 90' to IMX-1 25' (60')*** Please confirm that the proposed changes are outside of the UHWO property and proposed to accommodate the adjacent DLNR lands or Farrington Highway widening.

   c. ***Parcel 81: AG-1 to BMX-3 60' (90').*** Please confirm that the proposed changes are outside of the UHWO property or are associated with land required for the Farrington Highway widening project. If on UHWO lands, we would prefer a base height limit of 90' as consistent with the existing BMX-3 height limit approved under the current zoning for other parcels in the area.

   d. ***Parcel 82: BMX-3 90 ' to BMX 65' (90'), Parcel 88: A-2 65' to BMX-3 25' (120').*** This is similar to the situation described under Item 2.d. above. For the properties identified above, we understand that the lower base height limits are proposed by DPP as a trade-off for upzoning of other areas on the UHWO property. The underlying base heights were either lowered, as is in the case of BMX-3 zoned areas; or were influenced by the previous permitted zoning district heights for the A-2, zoning district. While we understand DPP's rationale for this, we still believe that having a consistent minimum base height limit of 90' for all BMX-3 zoned areas is preferrable. We believe a consistent 90' base height limit for BMX-3 areas allows for more flexibility, and would help to encourage greater opportunity for TOD.

   e. ***Parcel 83: P-2 to BMX-3 90', Parcel 84: R3.5 to BMX-3 90', Parcel 85: R3.5 to BMX-3 90' (120'), Parcel 86: A-2 65' to AMX-2 65, Parcel 89: A-2 65' to BMX-3 90' (120').*** We support these changes with no further comments at this time.

   f. ***Parcel 87: R-5 to P-2.*** This appears to be a small sliver within the area proposed as a park, as such we support these changes with no further comments at this time.

   g. ***Parcel 90 AG-1 to BMX-3 25' (120')*** Parcel 90 appears to be outside of the UHWO property boundary. Please confirm that the parcel is outside of the UHWO property boundary. If so, we have no further comments to offer at this time.

4. **East Kapolei TOD Neighborhood Special District Map**

   a. ***TOD Special District Boundary.*** The TOD Special District Boundary within the UHWO property appears consistent with what we had discussed and coordinated on with DPP in our previous meetings and discussions.

   b. ***Kualaka'i Parkway Key Street and Farrington Highway Key Streets.*** We believe that development within the UHWO UDL can support the designation of Ho'omohala Road (Road B), proposed Road D (ma uka to ma kai connection on UHWO lands between Ho'omahala Avenue and the Keahumoa Parkway extension), and proposed Keahumoa

Parkway extension as "Key Streets" identified on the East Kapolei TOD Special District Boundary Map on your website. However, while we support the City's desire to create a pedestrian-friendly and active streetscape along Kualaka'i Parkway and Farrington Highway, we believe that the higher speeds and volume of traffic along the two roadways along with possible noise mitigation requirements, could create a challenge in complying with the TOD Special District "Key Streets" requirements along these roadways. We look forward to continuing to work with DPP on how best to address this matter as we move forward in completing our Long Range Development Plan, Urban Design Plan, and Roadway Master Plan for the UHWO property.

Thank you for the opportunity to provide our comments on the proposed East Kapolei TOD area State Land Use, TOD Zoning Heights and Limits, and Special District Regulations. We appreciate the time spent with DPP in coordinating our planning efforts for the area. Should you have any questions, please feel free to contact Fenita Long, Director of Planning and Facilities at (808) 689-2546, or Grant Murakami at PBR HAWAII and Associates, Inc. at (808) 521-5631.

Sincerely,

Maenette Benham
Chancellor

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

Attachment

ATTACHMENT 4

ORGANIZATION AND INDIVIDUAL RESPONSES

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D·R·HORTON®
America's Builder
HAWAII

RECEIVED
May 30, 2025
9:08 AM via
Email
DEPT. OF PLANNING AND PERMITTING

May 30, 2025

Mr. Tim Streitz
Transit-Oriented Development Division, Acting TOD Administrator
Dept. of Planning & Permitting
City & County of Honolulu
650 S. King St., 7th Floor
Honolulu, HI 96813

Subject: East Kapolei TOD Special District Regulations & Zoning

Dear Tim,

Mahalo for the opportunity to provide comments to the City's proposed East Kapolei TOD Special District (EKTOD) Regulations & Zoning.

D.R. Horton Hawaii is humbled and proud to be one of Hawaii's largest homebuilders, serving local families for more than 50 years. We specialize in providing affordable and workforce housing opportunities across Oahu and have been a strong supporter of both the HART Skyline and the City's vision for transit-oriented development along it's alignment. As a major greenfield landowner within the proposed EKTOD Special District, D.R. Horton Hawaii continues to actively develop Ho'opili, a large master-planned community in and around the Honouliuli (Ho'opili) and Keone'ae (UH-West Oahu) station areas.

As the only greenfield land area for new TOD development along the 18.9 mile Skyline corridor, the proposed EKTOD Special District presents both unique opportunities and challenges that differ from other brownfield TOD redevelopment special districts. We respectfully offer the following comments with proposed amendments that we believe would create value opportunities, streamline approval redundancy and eliminate impractical requirements within the EKTOD Special District to better support the City's TOD Special District Objectives.

Comment #1: Unique Opportunity for Golf Entertainment Venue

As greenfield land area, the proposed EKTOD Special District provides a unique opportunity for Oahu, and the state of Hawaii, to develop its very first golf entertainment venue. A typical golf entertainment venue consists of an integrated driving range, food and entertainment facility designed in a compact, land use efficient manner. The benefits of such a venue are:

- Efficient land utilization: while a comparable traditional driving range utilizes between 15 to 25 acres of land, a golf entertainment venue utilizes just 8 to 10 acres of land (45% to 60% land reduction).

- Job creation: it is estimated to create 275-300 construction jobs and another 400-500 direct and indirect jobs for permanent ongoing operations.
- Premier practice facility: for West side golf teams and youth organizations.
- Premier destination: for corporate, charity and group entertainment island wide.
- Increased rail ridership: as a premier destination and practice facility with direct walking/bicycle access to the Keone'ae (UH-West Oahu) station, a venue such as this has the potential to drive Skyline ridership from end to end.

Furthermore, such a golf entertainment venue fulfills the City's TOD Special District Design Guideline Objectives, in particular:

- ✓ Objective (1): *"Promote an appropriate density and mixture of activity around the rail transit stations in order to **maximize the potential for transit ridership** and promote alternative modes of transportation."*
- ✓ Objective (2): *"Allow for **more intense and efficient use of land** for the mutual reinforcement of public investments and private development."*
- ✓ Objective (8): *"Contribute positively to **economic enhancement**, particularly with regard to providing a broad mix of uses, diverse housing and **diverse employment opportunities**."*

A conceptual location for a golf entertainment venue within the proposed EKTOD Special District is identified on the attached Exhibit 1 on a site called Ho'opili Gateway. Ho'opili Gateway is ideally situated one block from the Keone'ae (UH-West Oahu) Skyline station which is currently in service. This site is proposed to be zoned BMX-3 with a 90-foot height limit upon adoption of the EKTOD Special District. **While a golf entertainment venue's main building facility can be constructed within this 90-foot** height limit, the compact land efficient design of the driving range necessitates a safety net system that is approximately 200 feet in height. Since safety poles and nets are appurtenant to the main building facility with an approximate 93% transparency, we view them to be similar in nature and intent to spires, flagpoles and smokestacks. Thus, we propose the following amendment to reasonably accommodate the increase in height needed to construct the safety poles and nets:

Proposed Amendment: Land Use Ordinance (LUO) Sec. 21-4.60(c)(5) Heights
*"Spires, flagpoles, **safety poles, nets** and smokestacks, not to exceed 350 feet from existing grade."*

Comment #2: Unique Challenge to TOD Special District Permitting and Master Planned Communities

Unlike most brownfield TOD redevelopment districts, the proposed EKTOD Special District is comprised of two large master planned communities, Ho'opili and UH West Oahu. Both Ho'opili and UH West Oahu are required via entitlements to meet the design requirements of a City approved Urban Design Plan specific to each master planned community. The Ho'opili Urban Design Plan (UDP) has been approved as the overarching document shaping community planning, urban design and general architectural fabric amongst other requirements. It also requires each development site within Ho'opili to undergo a multi-stepped approval process of design and construction plans to ensure compliance with the approved UDP.

Current TOD Special District permitting requirements are defined in part and applicability to greenfield development as follows:

- No Special District Permit Required: sites less than 1 acre in size that meet development standards enumerated in the Land Use Ordinance (LUO).
- Minor Special District Permit Required: new construction on sites 1 acre or more in size not located along Key Streets.
- Major Special District Permit Required: new construction on sites 1 acre or more seeking bonus incentives in height and/or density.

The current Urban Design Plan and permitting process for sites within Ho'opili are already lengthy. In an effort to avoid additional layers of approval redundancy that cover very similar design intents, we propose the following amendment:

Proposed amendment: Expand No Special District Permit Required to include:
*"Sites **1 acre or more** in size that meet development standards enumerated in the Land Use Ordinance (LUO), **are not located on a Key Street and are not seeking any TOD bonus incentives."***

Comment #3: Unique Challenges to Key Street Designations Mauka of Farrington Highway

The Current proposed EKTOD Special District designates both Kualakai Parkway and Farrington Highway as Key Streets as indicated on attached map Exhibit 2. Exhibit 3 illustrates the relationship between Kualakai Parkway, Farrington Highway and the Ho'opili Gateway site. Of note:

- There are no sidewalks/multimodal pathways along the western nor eastern edges of Kualakai Parkway mauka of Farrington Highway.
- There is a 41 foot to 150 foot wide natural buffer area between the western roadway curb of Kualakai Parkway and the site boundary of Ho'opili Gateway. This natural buffer area is owned by the State of Hawaii Department of Transportation (HDOT). It is our understanding that maintenance of this area by HDOT is limited and any improvements such as sidewalks, benches, trees, landscaping is prohibited.
- There is a 30 foot wide existing State of Hawaii Energy Corridor that runs along the entire mauka side of Farrington Highway. It is our understanding that maintenance of this area by HDOT and other utilities within the Energy Corridor is limited and any improvements such as sidewalks, benches, trees and landscaping is prohibited.

Thus, due to the impracticality of constructing Key Street requirements and the inability to physically fulfill the design intent of Key Streets, we proposed the following amendment:

Proposed Amendment: Delete the Key Street designation on:

- ✓ the section of Kualakai Parkway mauka of Farrington Highway due to lack of pedestrian access
- ✓ the mauka side of Farrington Highway due to limitations within the Energy Corridor

Thank you for the opportunity to provide comments. It is much appreciated. Please feel free to contact me at ttonaki@drhorton.com or 808-782-4109 should you have any questions.

Sincerely,

Tracy Tonaki
President
D.R. Horton Hawaii

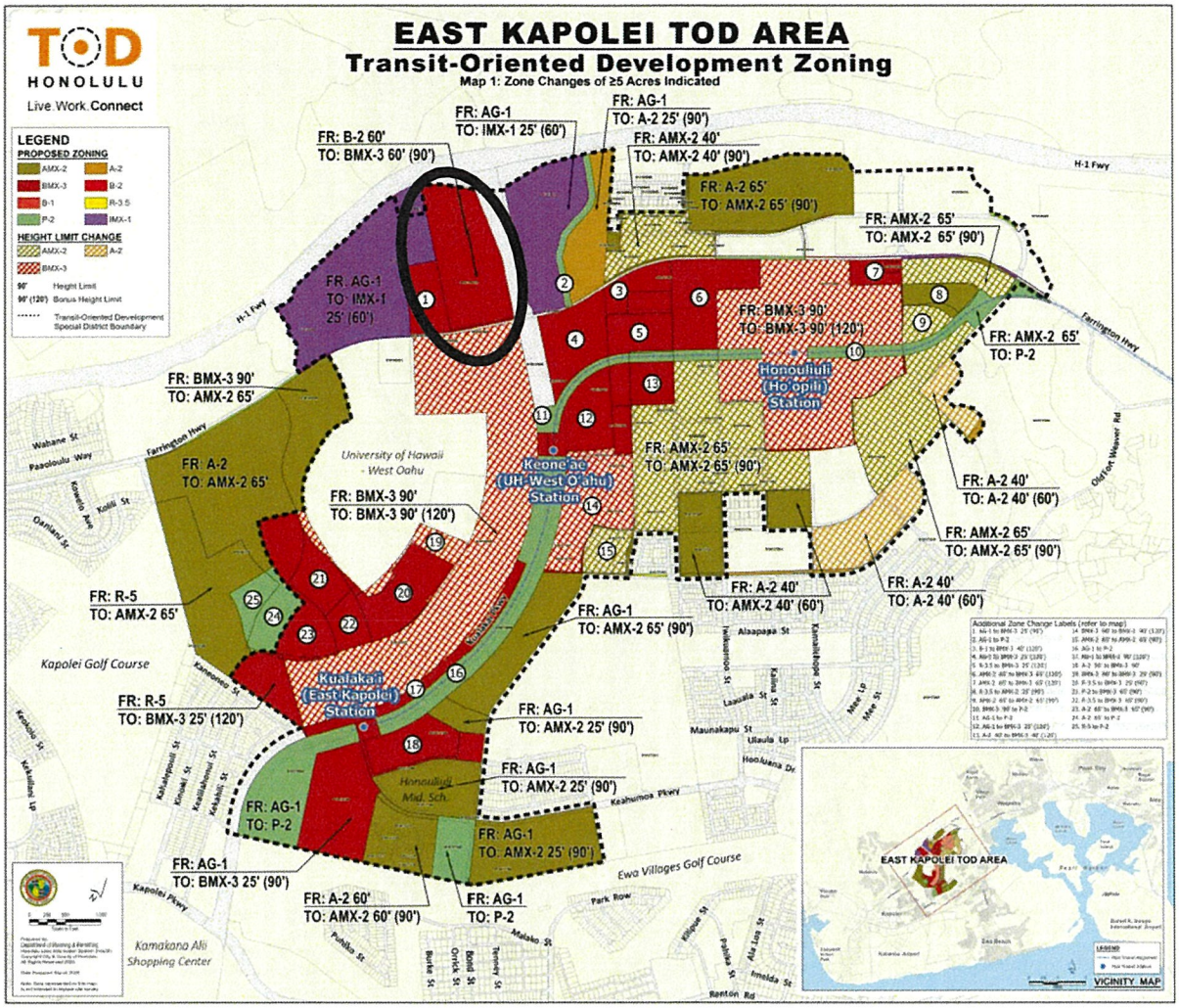


EXHIBIT 1 - Ho'opili Gateway Site

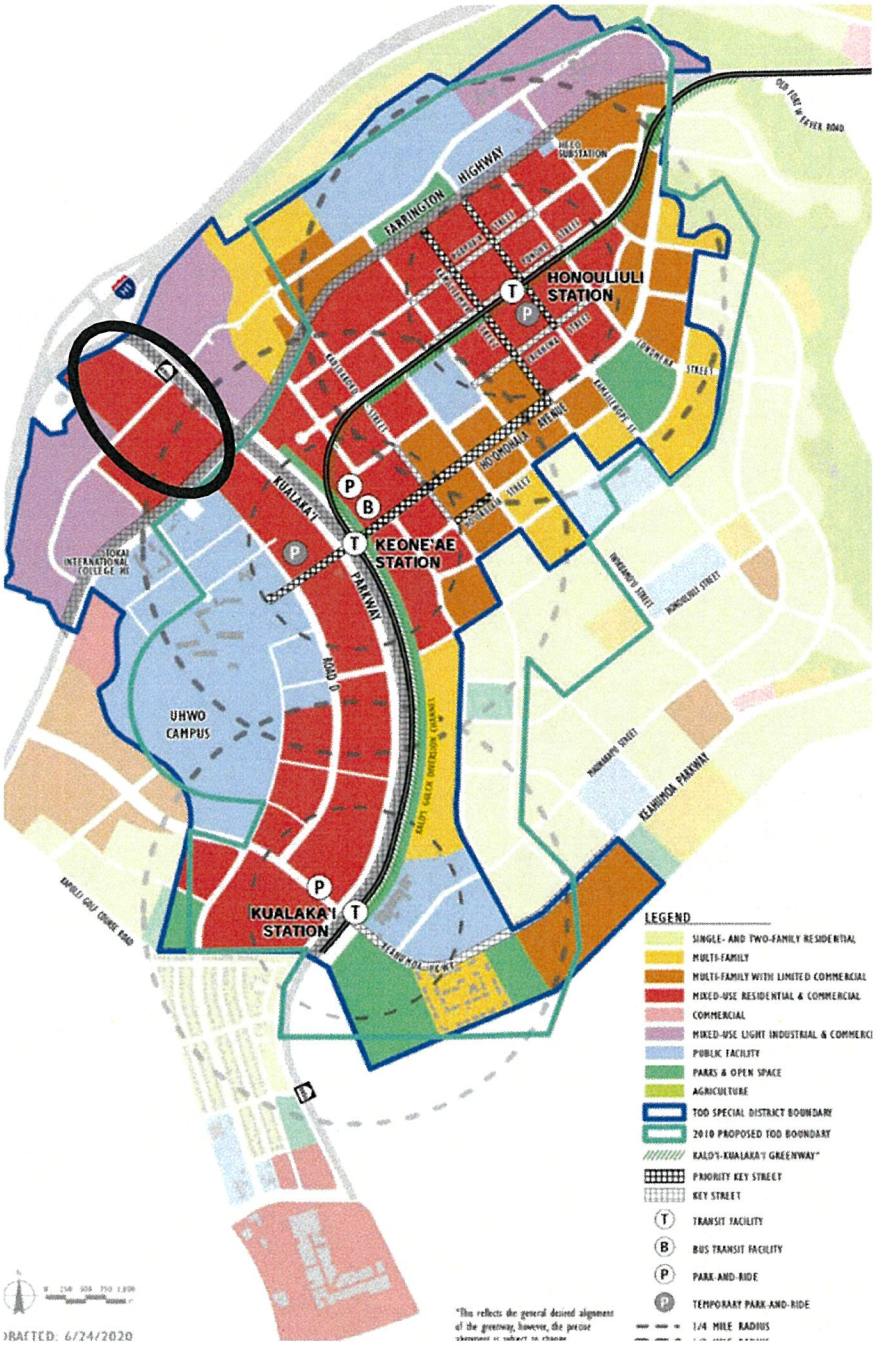


EXHIBIT 2 – Kualakai Parkway and Farrington Highway Key Street Designation (Ho'opili Gateway circled)

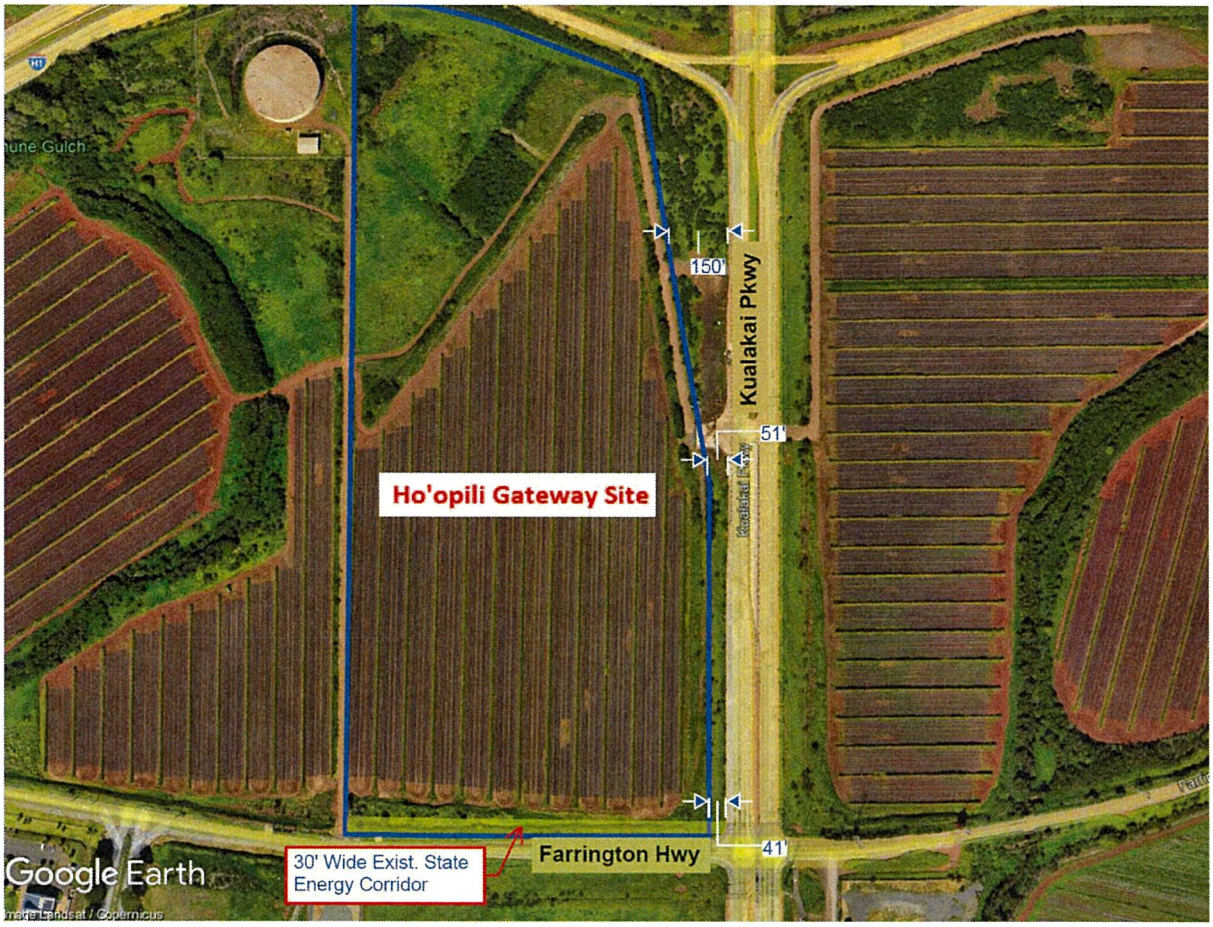


EXHIBIT 3 - Relationship between Kualakai Parkway, Farrington Highway and the Ho'opili Gateway site

Hiramoto, Kela M

From: City and County of Honolulu (No Reply)
Sent: Tuesday, April 29, 2025 8:22 PM
To: DPP TOD
Subject: Contact Us Form submitted on Transit Oriented Development

Name	Julie
Last	Beers
Email	narya3@gmail.com
Subject	Increasing # of floors in new construction for Ho'opili
Message	I am a current resident of Ho'opili. I believe that taller buildings with more units will adversely affect the density of this already too crowded development. We still don't have the promised Elementary School and our kids are already pushed into over crowded and under-staffed schools. We already have traffic problems that neither city or state are addressing. Increasing density will not help. Our huge tax base is not getting us services commensurate with what we pay. Taller buildings may adversely affect our insurance rates which are already exorbitant. It will definitely change our skyline adversely. Until the city and State can increase the services to a level that supports our population adequately, I do not support anything that is only going to make DR Horton richer and adversely impact the current residents.

Hiramoto, Kela M

From: City and County of Honolulu (No Reply)
Sent: Tuesday, April 29, 2025 3:56 PM
To: DPP TOD
Subject: Contact Us Form submitted on Transit Oriented Development

Name	Rosemarie
Last	DeMello
Email	rmdemell@hotmail.com
Subject	new zoning for East Kapolei - Hoopili
Message	I don't agree with the new zoning that is proposed. I do NOT want to see the building heights exceed 90', and other building be build up to the highest level in any area in east Kapolei/ Ho'opili. I am concerned about the impact this will have to our insurance and property tax. As it is, residents are already experiencing a insurance crisis that is affecting residents HOA fees which is pricing local people out of Hawaii. I feel we should have the added benefits of making the area walkable and with maximizing the transit system without re-zoning. I don't understand why the residents have to give up the zoning already in place to get this added benefit, I feel like the city has an obligation to the residents to make sure this happens without the re-zoning. I also feel like it will impact the our property values of the single family homes and the low rise condos that are already there. For once I would like the city to think about the people and not the add profit for the developers. The city should have an obligation to the residents of Hawaii and look out for our best interest, without selling out to developers.

RECEIVED
April 17, 2025
7:00 AM
via Email
DEPT. OF PLANNING AND PERMITTING

East Kapolei Rail Stations TOD Meeting of April 16, 2025

The original Draft of the 'Ewa Development Plan showed high-rise zoning in the UH-West O'ahu area. It was later downgraded, a mistake that DPP now seems to be wanting to partially rectify, to 90-120 feet. Rather than placing 350-foot condominium high-rises in Kaka'ako, with prices way beyond what working couples could afford, real affordable housing high-rises in East Kapolei would have not only boosted the use of Skyline rail but also could have saved many acres of agricultural land by going up instead of out.

I do not know if DPP and D.R. Horton ever examined ideas for this area envisioned by University of Hawaii graduate architectural students in 2008 and documented in "Exploring Hawai'i's Transit Oriented Future." I cited the study in a Honolulu Star-Bulletin commentary in 2009, highlighting a city center of themed zones such as university, ethnic, arts, and entertainment. Since West Kapolei has nothing like a city center, perhaps this area's planners can look into these ideas—and also examine the town square concepts in The Villages community of Florida.

TOD means more than development; it also is supposed to encourage the use of transit. Let me turn to an essential road project for Makakilo's 21,500 residents, one that will positively impact use of Skyline.

The roadway to complete Makakilo Drive to the H-1 Kualakai Interchange is shown on the long-range plan map in the Campbell Estate magazine, "A City Comes Into Being," Kapolei 1993.

The Transportation for Oahu Plan (TOP) 2025, published 24 years ago this month, listed Project E-14, Makakilo Drive extension (second access), with an estimated cost of $8.5 million in 2020 dollars, for a linear length of a little over a mile. DTS Director Roger Morton estimated the current cost at $160 million for the remaining 4,000 feet to complete the roadway. That would be an inflation rate of almost 1,800 percent for a shorter road. Perhaps the initial estimator is the same person who calculated the cost of rail.

In 2005, the O'ahu Metropolitan Planning Organization (or OMPO) Citizen Advisory Committee made Project E-14 the #1 project in its #1 category of projects.

On page 4-3 of the current 'Ewa Development Plan, under Roadway Network Improvements, the Makakilo Drive Extension is listed as ORTP Project #35C, with its phasing between 2011 and 2020. We are now past that point and at the end of the TOP 2025 period—and nothing has changed since Castle & Cooke funded one extension for its housing project two decades ago.

The city's Managing Director, Mike Formby, told Makakilo residents last year that the city would fund an Environmental Assessment for the project. An EA was prepared by R.M. Towill in 2008, with a finding that the project would have no significant adverse impacts. Why is that EA no longer applicable? The Towill Corporation also was funded for designing the roadway; however, that design has not been shown to Neighborhood Board #34 despite requests for a presentation.

Aside from the millions of gallons of gasoline wasted by 6,000 to 8,000 drivers commuting daily from Upper Makakilo since the Kualakai Interchange was completed 15 years ago, and along with gasoline's negative impact on the environment, the lack of a second access is not only a congestion management issue but also one of safety (such as what would have happened if a blockage at the bottom of the Drive had blocked access by 40 firefighting vehicles during the major brushfire at the top of hill in 2013, or the longer time needed to and from the Queen's West Emergency Room). These issues have been brought to the attention of Mayor Rick Blangiardi, so I will close by mentioning the positive impact on transit.

With a "straight shot" of about a mile from the current end of Makakilo Drive to the Keone'a'e, or UH-West O'ahu, station and its park-and-ride lot, passengers on TheBus feeder and those preferring the short drive would be encouraged to use rail. I am requesting that DPP Director Takeuchi Apuna, DTS Director Morton, DOT Director Sniffen, and HART CEO Kahikina use their positions on the OMPO Policy Board to return the Makakilo Drive Completion project to the Transportation Improvement Program for very near-term completion. Mahalo.

Hiramoto, Kela M

From: Anthony <apgrise@gmail.com>
Sent: Thursday, April 17, 2025 11:25 AM
To: DPP TOD
Subject: DPPTOD Contact Us Form

CAUTION: Email received from an EXTERNAL sender. Please confirm the content is safe prior to opening attachments or links.

DPPTOD Contact Us

Subject	Development near Kapolei Rail Stations
First Name	Anthony
Last Name	Grise
Email	apgrise@gmail.com
Phone	
Organization	
Comments	I'm writing in support of changing zoning laws to allow for mixed-use zoning. It is silly to build a rail network and then surround the area with freeways that riders can't cross to access stations. Developing bare land in kapolei with new suburbs and housing division that requires a car to access is a waste of space, money and will create traffic headaches for decades to come.

IP: 192.168.200.67

Hiramoto, Kela M

From: jhweather123 <jhweather123@yahoo.com>
Sent: Thursday, April 17, 2025 3:32 PM
To: DPP TOD; repkila@capitol.hawaii.gov
Cc: jhweather123@yahoo.com
Subject: Kapolei TOD Meeting Comments

CAUTION: Email received from an EXTERNAL sender. Please confirm the content is safe prior to opening attachments or links.

Aloha,

I attended the community meeting yesterday in Kapolei about zoning restrictions for the Kapolei TOD. I was disappointed in a couple of the audience members during the Q&A. Not only did their questions or statement take up a substantial amount of time, but they mentioned that they spoke for the audience. That's not true. In particular, one audience member indicated that most of us want to drive instead of using any other form of transit. While they are free to voice their opinions, they do not speak for me.

I am very supportive of the Kapolei transit-oriented development plan. Not only do I believe that providing ease of access to alternate forms of transportation for those who cannot or do not wish to drive, I believe that the Kapolei TOD should do more. I agree with the idea of having structures set close to the sidewalk with front yard buffer allowed for the enjoyment of the public or building users. I also agree with the proposed building heights and mix-used structures. Community benefits become more achievable with higher density, and the highest density buildings should be placed closest to major mass transit centers.

What more should the Kapolei TOD do? If the idea is to create a vibrant, pedestrian-friendly, multimodal community, then parking must be limited. Ample parking, even if hidden behind the buildings, encourages driving, so those who can drive will drive. And then the streets will be reminiscent of car-centric downtown Kapolei, lifeless and full of cars and empty of pedestrians and bicyclists. Another more relevant example is the Kapolei Village Center that includes Foodland: the building frontage is set to the sidewalk, but the front entrances are all closed because the primary users of the facility are drivers who park their cars in the parking lot behind the building. The result is zero pedestrians walking on the sidewalk and most people driving to the center. Multimodal forms of transit need to be encouraged and offered as primary ways to get around, so I oppose any form private vehicle parking – garages, lots, and street. If there is no parking, then there will be no drivers and no cars. If there are no cars, then the environment will be perfect for human scale activity. It's a feedback loop in the proper direction. Bike parking should be numerous and widespread.

Streets in the special area should encourage low driving speeds, if driving is allowed at all. I support permanently pedestrianized roadways. If some streets are required, I oppose any that have more than 1 lane in each travel direction for private cars. Multi-lane roads are the antithesis of multimodal transit because they favor high vehicle throughput and high speeds. High speeds create dangerous, noisy, and polluted conditions, which explain why it is difficult to support any foot traffic in those areas. Pedestrians do not want to walk, shop, dine, or play next to loud, polluting, fast-traveling cars. Street parking is also not essential; if speeds are low, then there does not need to be a buffer. Visibility and environmental aesthetics are also improved as a result. The streets should have significant traffic calming measures, such as raised crosswalks at all intersections, sharp curbs, and narrow lane widths. The sidewalks should be wide, and all streets should have dedicated, physically protected bus/bike lanes. Some streets should be closed off entirely to private vehicles, so drivers cannot easily drive from one stop to another within the zone. The street grid should be connected for pedestrians and bicyclists and disconnected for private vehicles. If we are to achieve the vision of Complete Streets and Vision Zero, then the traffic calming measures should force 15-20mph to be the highest perceived safe speed. Speed limits are useless if drivers feel that conditions warrant higher perceived driving speeds. An example is Kualakai Parkway.

The multilane, open road encourages highway speeds, so many drivers go above the speed limit, effectively making the speed limit useless. If drivers feel that driving takes too long or is too difficult to get through the zone, then that is a good thing. They will be encouraged to use other forms of transportation instead. To promote mass transit, buses should not have to be stuck in traffic and should have dedicated lanes. The more that we do to disincentive driving, the better and the more vibrant it will be for the zone. The focus needs to be on making it easier to travel by walking, biking, and mass transit and making it more difficult to drive. Furthermore, the focus should not be on throughput of cars. It should be on throughput of people: sidewalks, bike lanes, buses, and rail provide the highest throughput capacity. Businesses thrive not on the number of cars but on the number of people.

To close, I fully support higher density, mixed-used buildings, and improved ease of access to multimodal forms of transit, all of which are already in the Kapolei TOD plan. The plan can do better with parking. Ideally, parking should be banned in the special zone. But if allowed, parking should require payment, and the zoning should set a low, maximum parking requirement with zero minimum parking requirements. I support safer streets with significant traffic calming measures. I oppose the view that most people prefer to drive. Most people prefer to walk or bike, gain health benefits, and enjoy the outdoors. The issue is that the infrastructure on Oahu and in the mainland is so car-centric that their eyes have never been opened to the possibility of a Vision Zero, pedestrian-friendly, vibrant city. They are addicted to cars, and I believe the Kapolei TOD has incredible potential to break this expensive addiction. Please do the right thing, and hold your ground. If there is anything that I can do to support and advocate for this effort, please let me know.

Mahalo nui loa,

Jonathan Huynh

626-636-1380

87-171 Holopono St,

Waianae, HI 96792

Hiramoto, Kela M

From: Mayor Rick Blangiardi
Sent: Thursday, May 29, 2025 3:08 PM
To: Watson, Brenda
Subject: FW: Honolulu.gov Submit a Comment

Please send to DPP direct reply cc mayor

From: City and County of Honolulu (No Reply) <no-reply@honolulu.gov>
Sent: Wednesday, May 21, 2025 2:32 PM
To: Mayor Rick Blangiardi <mayor@honolulu.gov>
Subject: Honolulu.gov Submit a Comment

Request Type	Submit a Comment
Prefix	Mr.
First Name	Jajuan
Last Name	Queja
Method of Contact	Phone Number
Contact Phone	(808) 305-8000
City	Kapolei
State	Hawaii
Zipcode	96707
Comment	Dangers of Developing Car-centric Infrastructure Dear Mayor Blangiardi, I am contacting you today about my concerns for car-centric development in Hawaii and especially in the developing East Kapolei. According to planning.hawaii.gov, 5 percent of land in the state of Hawaii is designated as urban. With very little land to develop on, we need to start thinking of better solutions. This will not only bring revenue through already developing things like the rail but make commuting and overall life for citizens better. Specifically, the consequences of developing urban areas around cars makes it less accommodating for literally anyone that doesn't use a car, leads to higher traffic congestion,

residential and commercial developments are spread out, higher levels of pollution, etc. Organizations like TOD (Transit-Oriented Development) are really worth looking into.

Thank you for reading and your consideration

Sincerely, Jajuan Q.

** Email was generated from: https://www8.honolulu.gov/mayor/media-inquiry/

RECEIVED
April 17, 2025
7:00 AM
via Email
DEPT. OF PLANNING AND PERMITTING

Tell us about it!

Share your TOD comments, ideas or questions

We are open or hoping there will be opportunity for child care, daycare, preschools pre-K, parent child interaction learning and more early childhood services & resource

Please print clearly.

Name (optional) Alohilani Maiava Shigeta

How may we inform you of future workshops and events?

Email Address a.maiavashigeta@honolulu.gov

Mailing Address _____

_____

November 2014

Hiramoto, Kela M

From: City and County of Honolulu (No Reply)
Sent: Thursday, May 29, 2025 7:06 PM
To: DPP TOD
Subject: Contact Us Form submitted on Transit Oriented Development

Name	Nichelle
Last	T
Email	nichca.da.swima@gmail.com
Subject	Hoopili TOD plan
Message	As a resident of Hoopili, and as someone who is living in the tallest (to date) condo buildings (Nahele- 5story) I would not like the adjustments to be made for the height recommendations in our neighborhood. When I purchased here, one of the main selling points was that it was not suppose to be like town with high rise buildings. A thing about this community also is that because there are mixed housing, (single family homes & condos) there shouldn't be changes in areas that already have single family homes either. Though I understand the vision of making the community more user friendly for rail, I feel that building any higher than what we have already in this neighborhood affects other homeowners with views of Diamond head and the mountain, that I wouldn't want to take away, even though it doesn't directly impact me. Many homeowners don't want more high rise buildings. I know safety and future fees is a factor as well. It's a no for me. Let's not make this side like town, we love our community the way it is, and I know folks like my own family do use rail when we can.

Hiramoto, Kela M

From: City and County of Honolulu (No Reply)
Sent: Tuesday, April 29, 2025 9:01 PM
To: DPP TOD
Subject: Contact Us Form submitted on Transit Oriented Development

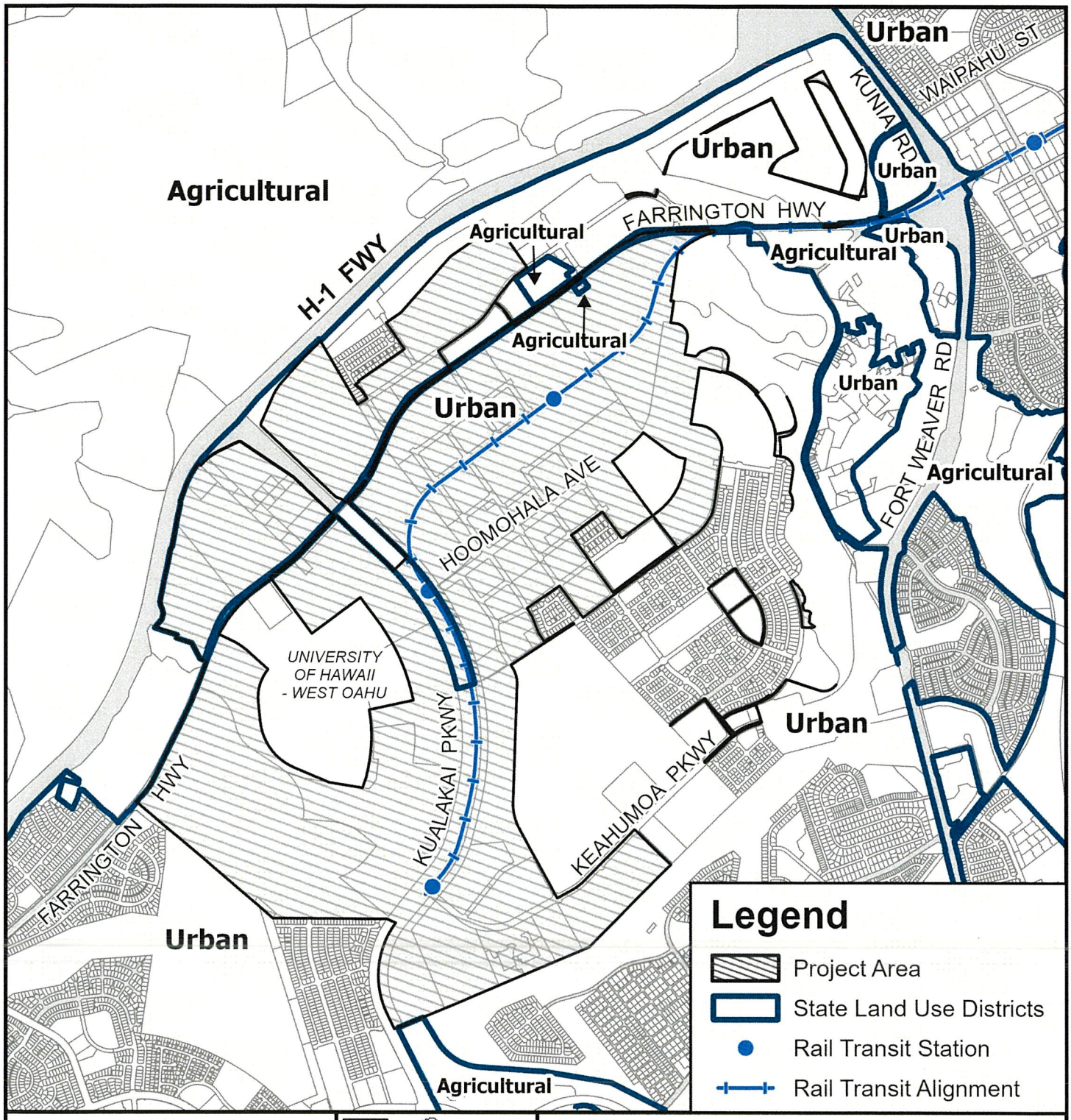
Name	Dedet
Last	Vistro
Email	dedetsjv@gmail.com
Subject	High Rise Buildings
Message	I do not want any more high rise buildings to be developed at Hoopili.

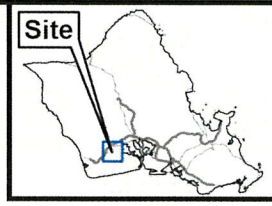
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ATTACHMENT 5

STATE LAND USE MAP

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VICINITY MAP

0 1,000 2,000 4,000

Distance in Feet

PORTION OF

EXISTING STATE LAND USE MAP

SCHOFIELD BARRACKS & EWA QUADRANGLES

FOLDER NO.: 2024/GEN-19

Prepared by: Honolulu Land Information System (HoLIS) - EJD
Department of Planning & Permitting (DPP)
City and County of Honolulu

Date Prepared: 04/2026

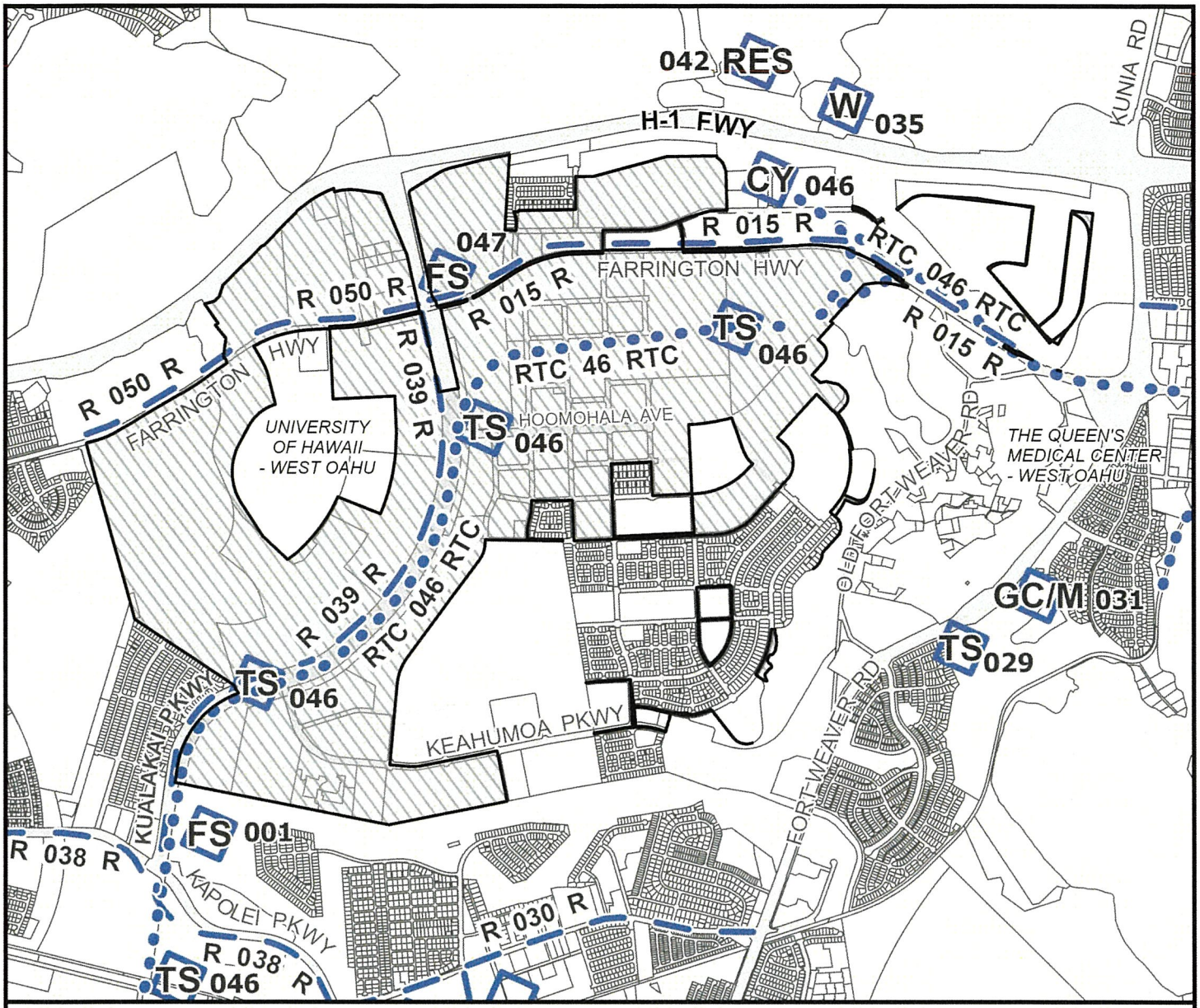
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ATTACHMENT 6

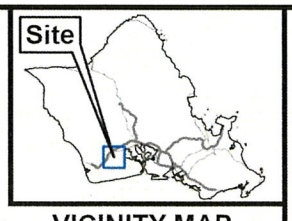
PUBLIC INFRASTRUCTURE MAP

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Legend

TS	Conceptual Location	046	Symbol No.	CY	Corporation Yard	RES	Water Reservoir
GC/M	Modify Existing Facility	R — — R	Arterial Roadway	FS	Fire Station	TS	Train Station
		RTC•••RTC	Rapid Transit Corridor	GC	Golf Course	W	Potable Well



VICINITY MAP

0 1,000 2,000 4,000

Distance in Feet

PORTION OF

PUBLIC INFRASTRUCTURE MAP (PIM) EWA

FOLDER NO.: 2024/GEN-19

Prepared by: Honolulu Land Information System (HoLIS) - EJD
Department of Planning & Permitting (DPP)
City and County of Honolulu

Date Prepared: 04/2026

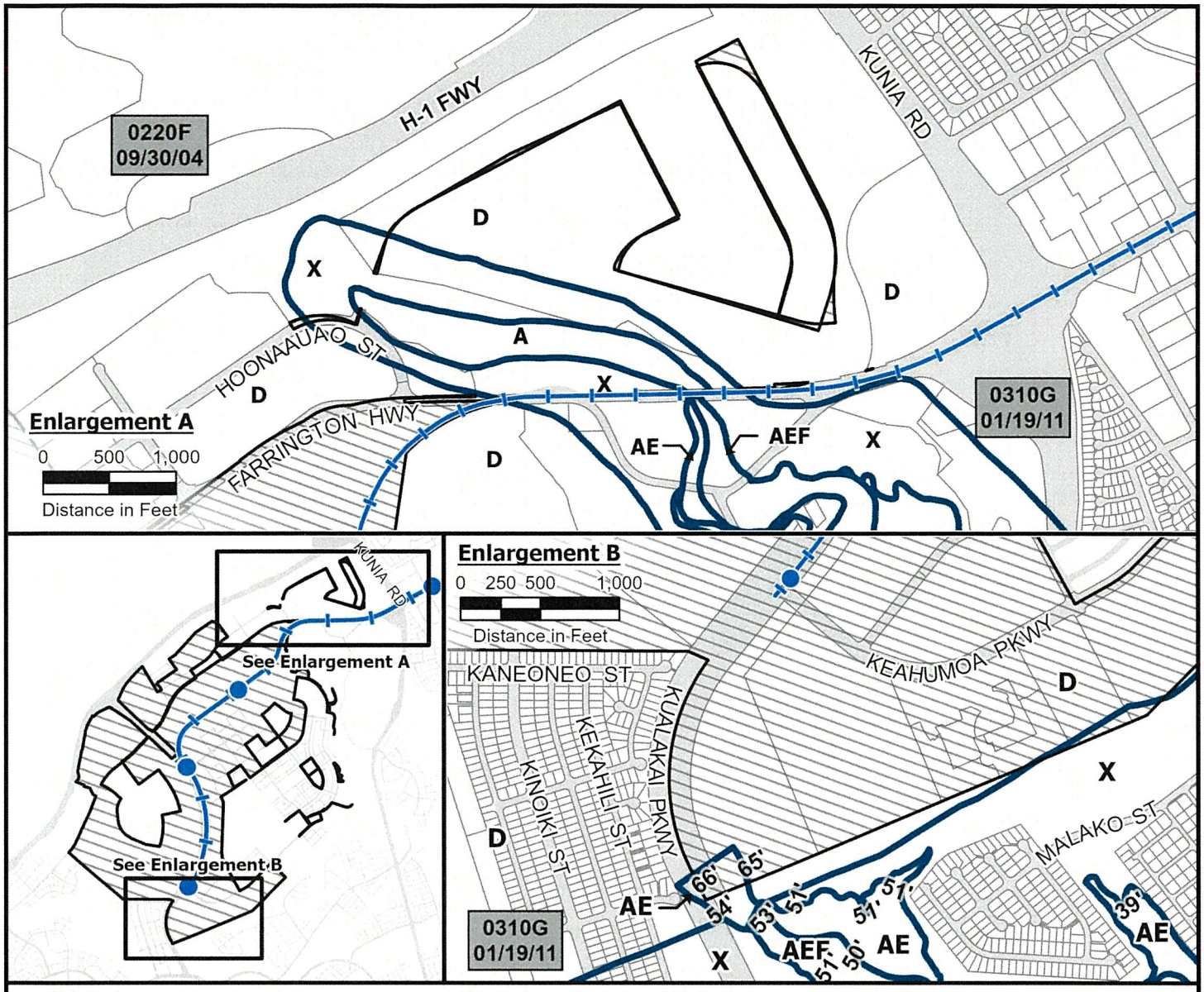
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ATTACHMENT 7

FLOOD HAZARD MAPS

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Legend

- Project Area
- FIRM Flood Panel (Index) 2014
- =65'= Base Flood Elevation
- FIRM Flood Panel Boundary
- Rail Transit Station
- Rail Transit Alignment

Flood Hazard Zones:

SPECIAL FLOOD HAZARD AREAS SUBJECT TO INUNDATION BY THE 1% ANNUAL CHANCE FLOOD
Zone **A** = No Base Flood Elevation (BFE) determined
Zone **AE** = BFE determined

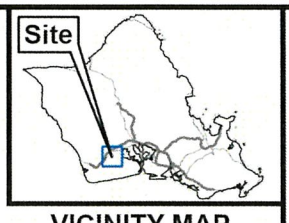
Floodway Areas in Zone AE

Zone **AEF** = The floodway is the channel of stream plus any adjacent floodplain areas that must be kept free of encroachment so that the 1% annual chance flood can be carried without substantial increases in flood heights.

Other Areas

Zone **X** = Areas determined to be outside the 0.2% annual chance floodplain.
Zone **D** = Areas in which flood hazards are undetermined, but possible.

0 2,500 5,000 10,000
Distance in Feet



VICINITY MAP

PORTION OF
FLOOD HAZARD MAP

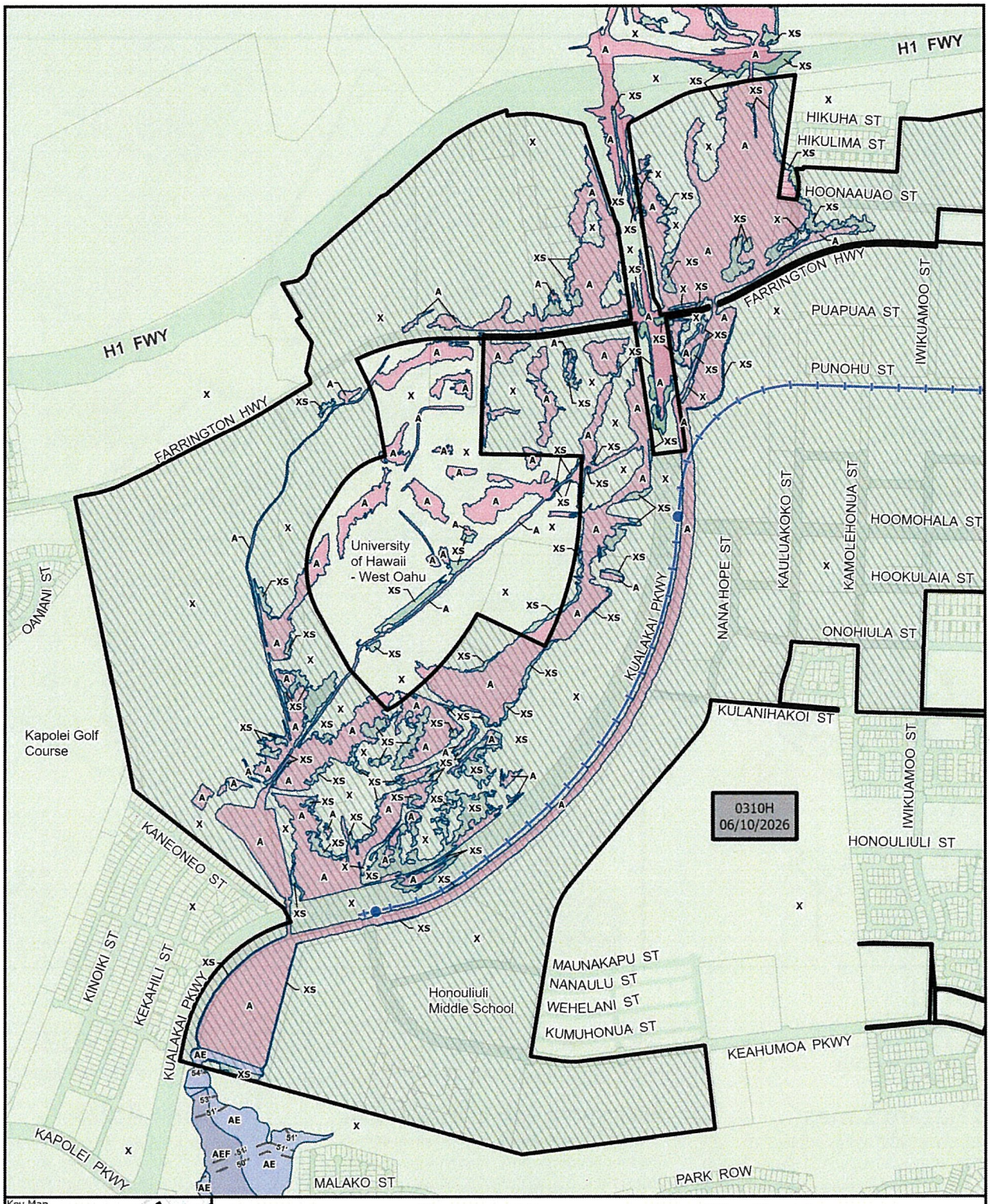
FIRM PANEL
15003C0310G & 15003C0220F

FOLDER NO.: 2024/GEN-19

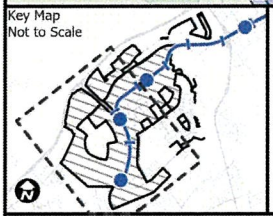
Prepared by: Honolulu Land Information System (HoLIS) - EJD
Department of Planning & Permitting (DPP)
City and County of Honolulu

Date Prepared: 04/2026

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Key Map
Not to Scale



Legend

- Project Area
- FIRM Flood Panel (Index) 2026
- 65' Base Flood Elevation
- FIRM Flood Panel Boundary
- Rail Transit Station
- Rail Transit Alignment

Flood Hazard Zones:

SPECIAL FLOOD HAZARD AREAS SUBJECT TO INUNDATION BY THE 1% ANNUAL CHANCE FLOOD
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Zone **AE** = BFE determined

Floodway Areas in Zone AE

Zone **AEF** = The floodway is the channel of stream plus any adjacent floodplain areas that must be kept free of encroachment so that the 1% annual chance flood can be carried without substantial increases in flood heights.

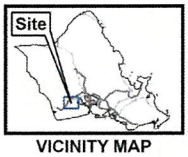
Other Flood Areas

Zone **XS** (X shaded) = Areas of 0.2% annual chance flood; areas of 1% annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1% annual chance flood.

Other Areas

Zone **X** = Areas determined to be outside the 0.2% annual chance floodplain.

0 500 1000 2000
Distance in Feet



VICINITY MAP

PORTION OF
FLOOD HAZARD MAP (1 of 2)

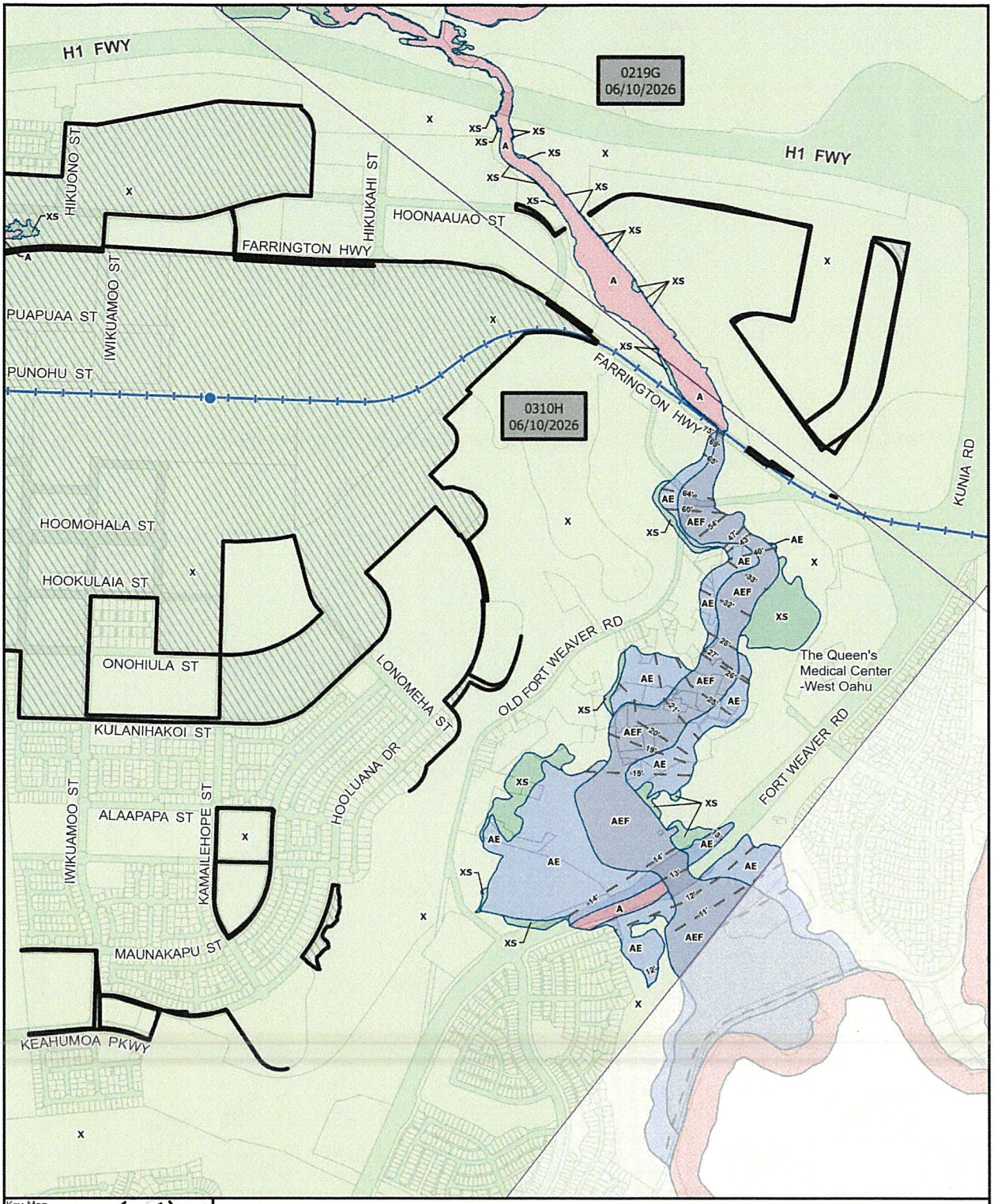
FIRM PANEL
15003C0310H & 15003C0219G
NOTE: FLOOD ZONES EFFECTIVE JUNE 10, 2026

FOLDER NO.: 2024/GEN-19

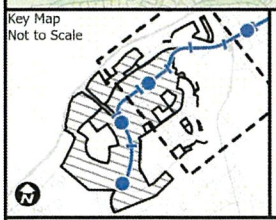
Prepared by: Honolulu Land Information System (HoLIS)
Department of Planning & Permitting (DPP)
City and County of Honolulu

Date Prepared: 04/2026

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Key Map
Not to Scale



Legend

- Project Area
- FIRM Flood Panel (Index) 2026
- 65' Base Flood Elevation
- FIRM Flood Panel Boundary
- Rail Transit Station
- Rail Transit Alignment

Flood Hazard Zones:

SPECIAL FLOOD HAZARD AREAS SUBJECT TO INUNDATION BY THE 1% ANNUAL CHANCE FLOOD
Zone **A** = No Base Flood Elevation (BFE) determined
Zone **AE** = BFE determined

Floodway Areas in Zone AE

Zone **AEF** = The floodway is the channel of stream plus any adjacent floodplain areas that must be kept free of encroachment so that the 1% annual chance flood can be carried without substantial increases in flood heights.

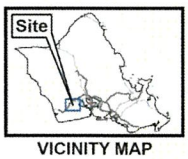
Other Flood Areas

Zone **XS** (X shaded) = Areas of 0.2% annual chance flood; areas of 1% annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1% annual chance flood.

Other Areas

Zone **X** = Areas determined to be outside the 0.2% annual chance floodplain.

0 500 1000 2000
Distance in Feet



VICINITY MAP

PORTION OF
FLOOD HAZARD MAP (2 of 2)

FIRM PANEL
15003C0310H & 15003C0219G
NOTE: FLOOD ZONES EFFECTIVE JUNE 10, 2026

FOLDER NO.: 2024/GEN-19

Prepared by: Honolulu Land Information System (HoLIS)
Department of Planning & Permitting (DPP)
City and County of Honolulu

Date Prepared: 04/2026

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ATTACHMENT 8

BILL FOR AN ORDINANCE

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HONOLULU CITY COUNCIL

KE KANIHELA O KE KALANA O HONOLULU

CITY AND COUNTY OF HONOLULU

ORDINANCE _____

BILL _____

A BILL FOR AN ORDINANCE

RELATING TO THE REZONING OF LAND SITUATED AT KAPOLEI AND HONOULIULI IN 'EWA, O'AHU, HAWAI'I.

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

SECTION 1. Purpose. The purpose of this ordinance is to change the zoning of approximately 1,380.5 acres of land in 'Ewa, O'ahu.

SECTION 2. Zoning Map No. 12 ('Ewa Beach – Iroquois Point), Ordinance 86-114, and Zoning Map No. 13 (Makakilo), Ordinance 86-115, are hereby amended as follows: Land situated near the Kualaka'i Parkway and Keahumoa Parkway intersection (Kualaka'i/East Kapolei rail station area), the Kualaka'i Parkway and Ho'omohala Avenue intersection (Keone'ae/University of Hawai'i West-O'ahu rail station area), and the Lalahiwa Street and Kamāile Mua Street intersection (Honouliuli/Ho'opili rail station area) in 'Ewa, hereinafter described, is hereby rezoned **from** the A-2 Medium-density Apartment, AG-1 Restricted Agricultural, AMX-2 Medium-density Apartment Mixed-Use, B-1 Neighborhood Business, B-2 Community Business, BMX-3 Community Business Mixed-Use, IMX-1 Industrial-Commercial Mixed-Use, P-2 General Preservation, R-3.5 Residential, and R-5 Residential Districts **to** the A-2 Medium-density Apartment, AG-1 Restricted Agricultural, AMX-2 Medium-density Apartment Mixed-Use, B-1 Neighborhood Business, B-2 Community Business, BMX-3 Community Business Mixed-Use, IMX-1 Industrial-Commercial Mixed-Use, P-2 General Preservation, and R-3.5 Residential Districts. The boundaries and heights of said Districts shall be described as shown on the maps attached hereto, marked Exhibit A, Exhibit B, and Exhibit C, and made a part hereof, and further identified as the Tax Map Keys and streets on the list attached hereto, marked Exhibit D, and made a part hereof.

SECTION 3. Existing unilateral agreements applicable to affected areas within the boundaries of said Districts, as shown on the maps attached hereto, marked Exhibit A, Exhibit B, and Exhibit C, shall remain in full force and effect, including all unilateral agreement conditions.

A BILL FOR AN ORDINANCE

SECTION 4. 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 _____.

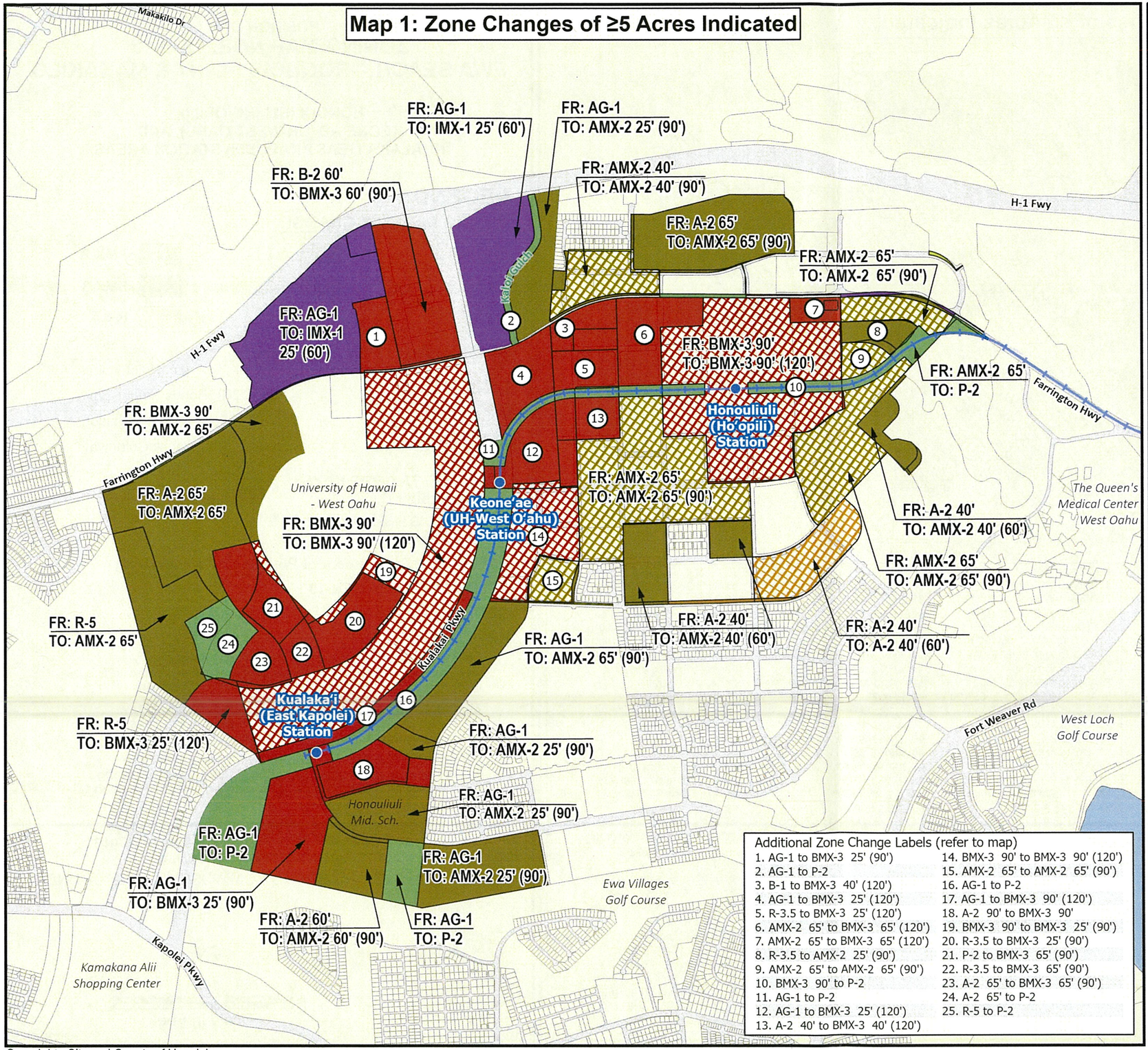
_____
RICK BLANGIARDI, Mayor
City and County of Honolulu

Report Title:
Zone Change; East Kapolei Neighborhood Transit-Oriented Development ("TOD") Plan; Department of Planning and Permitting ("DPP")

Description:
Rezones certain land in the East Kapolei Neighborhood TOD Plan area and 'Ewa.

The summary description of legislation appearing on this page is for informational purposes only and is not legislation or evidence of legislative intent.

Map 1: Zone Changes of ≥5 Acres Indicated



Additional Zone Change Labels (refer to map)

1. AG-1 to BMX-3 25' (90')
2. AG-1 to P-2
3. B-1 to BMX-3 40' (120')
4. AG-1 to BMX-3 25' (120')
5. R-3.5 to BMX-3 25' (120')
6. AMX-2 65' to BMX-3 65' (120')
7. AMX-2 65' to BMX-3 65' (120')
8. R-3.5 to AMX-2 25' (90')
9. AMX-2 65' to AMX-2 65' (90')
10. BMX-3 90' to P-2
11. AG-1 to P-2
12. AG-1 to BMX-3 25' (120')
13. A-2 40' to BMX-3 40' (120')
14. BMX-3 90' to BMX-3 90' (120')
15. AMX-2 65' to AMX-2 65' (90')
16. AG-1 to P-2
17. AG-1 to BMX-3 90' (120')
18. A-2 90' to BMX-3 90'
19. BMX-3 90' to BMX-3 25' (90')
20. R-3.5 to BMX-3 25' (90')
21. P-2 to BMX-3 65' (90')
22. R-3.5 to BMX-3 65' (90')
23. A-2 65' to BMX-3 65' (90')
24. A-2 65' to P-2
25. R-5 to P-2

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EXHIBIT A

PORTION OF

ZONING MAP NOS. 12 & 13
EWA BEACH - IROQUOIS POINT & MAKAKILO

HONOULIULI (HO'OPILI),
KEONE'AE (UH-WEST OAHU), AND
KUALAKA'I (EAST KAPOLEI) STATION AREAS

LEGEND

ZONING DISTRICT CHANGE

- A-2
- AG-1
- AMX-2
- B-1
- B-2
- BMX-3
- IMX-1
- P-2
- R-3.5

HEIGHT LIMIT ONLY CHANGE

- A-2
- AMX-2
- BMX-3

90' Height Limit
90' (120') Bonus Height Limit
Rail Transit Station
Rail Transit Guideway

AFFECTED TAX MAP KEYS:
See Exhibit D

AFFECTED STREETS:
See Exhibit D

APPLICANT: Department of Planning and Permitting

FOLDER NO: 2024/GEN-19

APPROX. ACRES: 1,380.5

NOTES:

Zoning districts without a height limit shown are subject to that district's maximum height, as specified in Chapter 21 of the Revised Ordinances of Honolulu.

Zoning district boundaries shall be interpreted to follow the street centerline of the existing or planned roadways when illustrated as such on the map.

Where Kaloi Gulch is not defined by a parcel between H-1 Freeway and Farrington Highway, the P-2 District along that portion shall be interpreted to extend 50 feet from each side of the gulch centerline.

PREPARED BY: HONOLULU LAND INFORMATION SYSTEM
DEPARTMENT OF PLANNING & PERMITTING
CITY AND COUNTY OF HONOLULU

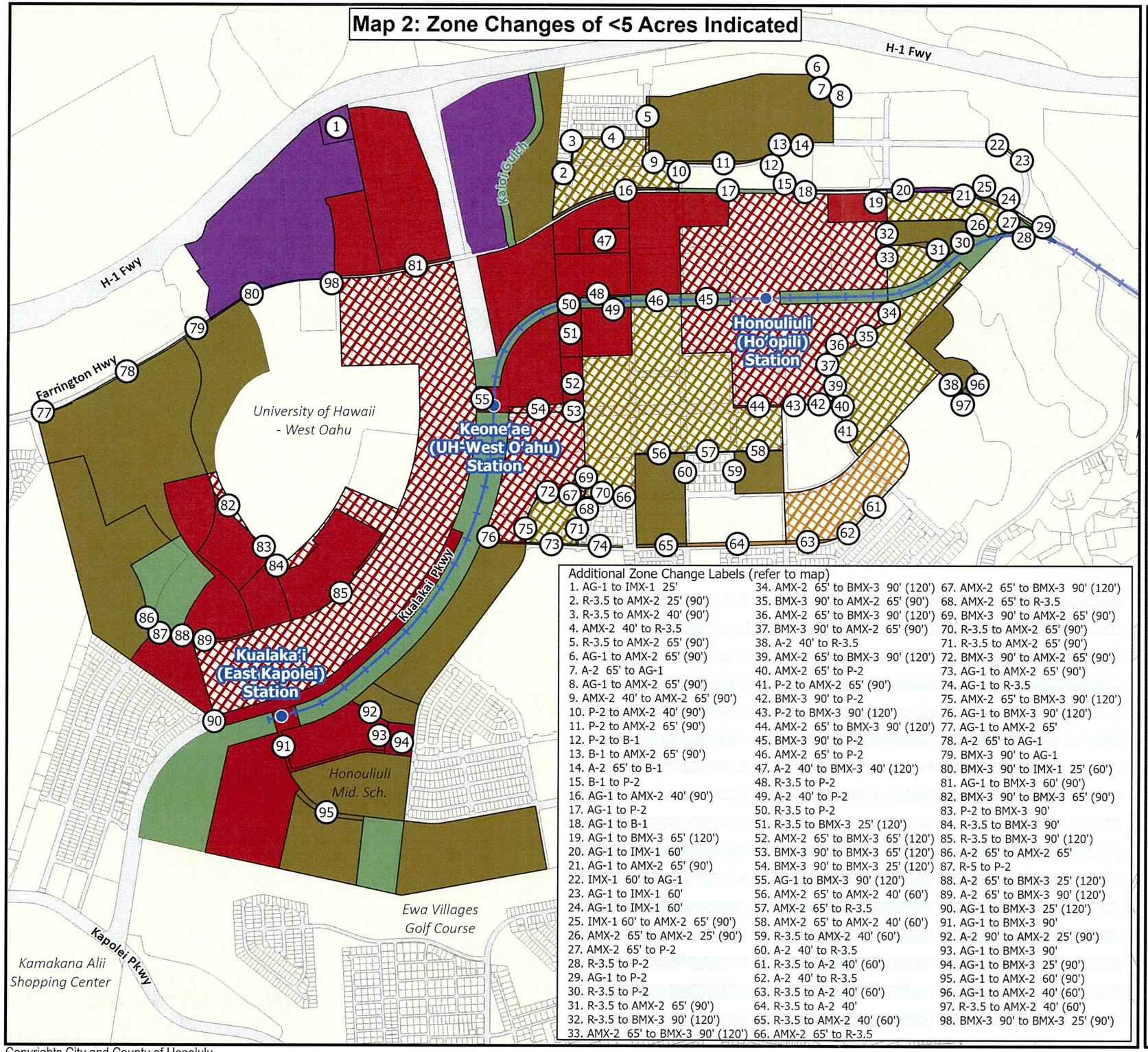
PUBLIC HEARING **PLANNING COMMISSION** **CITY COUNCIL**

0 750 1500 3000 4500
Scale in Feet

ORD. NO. **2023/Z-1**

EFF. DATE: **BILL**

Map 2: Zone Changes of <5 Acres Indicated



Additional Zone Change Labels (refer to map)

1. AG-1 to IMX-1 25'	34. AMX-2 65' to BMX-3 90' (120')	67. AMX-2 65' to BMX-3 90' (120')
2. R-3.5 to AMX-2 25' (90')	35. BMX-3 90' to AMX-2 65' (90')	68. AMX-2 65' to R-3.5
3. R-3.5 to AMX-2 40' (90')	36. AMX-2 65' to BMX-3 90' (120')	69. BMX-3 90' to AMX-2 65' (90')
4. AMX-2 40' to R-3.5	37. BMX-3 90' to AMX-2 65' (90')	70. R-3.5 to AMX-2 65' (90')
5. R-3.5 to AMX-2 65' (90')	38. A-2 40' to R-3.5	71. R-3.5 to AMX-2 65' (90')
6. AG-1 to AMX-2 65' (90')	39. AMX-2 65' to BMX-3 90' (120')	72. BMX-3 90' to AMX-2 65' (90')
7. A-2 65' to AG-1	40. AMX-2 65' to P-2	73. AG-1 to AMX-2 65' (90')
8. AG-1 to AMX-2 65' (90')	41. P-2 to AMX-2 65' (90')	74. AG-1 to R-3.5
9. AMX-2 40' to AMX-2 65' (90')	42. BMX-3 90' to P-2	75. AMX-2 65' to BMX-3 90' (120')
10. P-2 to AMX-2 40' (90')	43. P-2 to BMX-3 90' (120')	76. AG-1 to BMX-3 90' (120')
11. P-2 to AMX-2 65' (90')	44. AMX-2 65' to BMX-3 90' (120')	77. AG-1 to AMX-2 65'
12. P-2 to B-1	45. BMX-3 90' to P-2	78. A-2 65' to AG-1
13. B-1 to AMX-2 65' (90')	46. AMX-2 65' to P-2	79. BMX-3 90' to AG-1
14. A-2 65' to B-1	47. A-2 40' to BMX-3 40' (120')	80. BMX-3 90' to IMX-1 25' (60')
15. B-1 to P-2	48. R-3.5 to P-2	81. AG-1 to BMX-3 60' (90')
16. AG-1 to AMX-2 40' (90')	49. A-2 40' to P-2	82. BMX-3 90' to BMX-3 65' (90')
17. AG-1 to P-2	50. R-3.5 to P-2	83. P-2 to BMX-3 90'
18. AG-1 to B-1	51. R-3.5 to BMX-3 25' (120')	84. R-3.5 to BMX-3 90'
19. AG-1 to BMX-3 65' (120')	52. AMX-2 65' to BMX-3 65' (120')	85. R-3.5 to BMX-3 90' (120')
20. AG-1 to IMX-1 60'	53. BMX-3 90' to BMX-3 65' (120')	86. A-2 65' to AMX-2 65'
21. AG-1 to AMX-2 65' (90')	54. BMX-3 90' to BMX-3 25' (120')	87. R-5 to P-2
22. IMX-1 60' to AG-1	55. AG-1 to BMX-3 90' (120')	88. A-2 65' to BMX-3 25' (120')
23. AG-1 to IMX-1 60'	56. AMX-2 65' to AMX-2 40' (60')	89. A-2 65' to BMX-3 90' (120')
24. AG-1 to IMX-1 60'	57. AMX-2 65' to R-3.5	90. AG-1 to BMX-3 25' (120')
25. IMX-1 60' to AMX-2 65' (90')	58. AMX-2 65' to AMX-2 40' (60')	91. AG-1 to BMX-3 90'
26. AMX-2 65' to AMX-2 25' (90')	59. R-3.5 to AMX-2 40' (60')	92. A-2 90' to AMX-2 25' (90')
27. AMX-2 65' to P-2	60. A-2 40' to R-3.5	93. AG-1 to BMX-3 90'
28. R-3.5 to P-2	61. R-3.5 to A-2 40' (60')	94. AG-1 to BMX-3 25' (90')
29. AG-1 to P-2	62. A-2 40' to R-3.5	95. AG-1 to AMX-2 60' (90')
30. R-3.5 to P-2	63. R-3.5 to A-2 40' (60')	96. AG-1 to AMX-2 40' (60')
31. R-3.5 to AMX-2 65' (90')	64. R-3.5 to A-2 40'	97. R-3.5 to AMX-2 40' (60')
32. R-3.5 to BMX-3 90' (120')	65. R-3.5 to AMX-2 40' (60')	98. BMX-3 90' to BMX-3 25' (90')
33. AMX-2 65' to BMX-3 90' (120')	66. AMX-2 65' to R-3.5	

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EXHIBIT B

PORTION OF

ZONING MAP NOS. 12 & 13
EWA BEACH - IROQUOIS POINT & MAKAKILO

HONOULIULI (HO'OPILI),
KEONE'AE (UH-WEST OAHU), AND
KUALAKA'I (EAST KAPOLEI) STATION AREAS

LEGEND

ZONING DISTRICT CHANGE

- A-2
- AG-1
- AMX-2
- B-1
- B-2
- BMX-3
- IMX-1
- P-2
- R-3.5

HEIGHT LIMIT ONLY CHANGE

- A-2
- AMX-2
- BMX-3

90' Height Limit
90' (120') Bonus Height Limit
Rail Transit Station
Rail Transit Guideway

AFFECTED TAX MAP KEYS:
See Exhibit D

AFFECTED STREETS:
See Exhibit D

APPLICANT: Department of Planning and Permitting

FOLDER NO: 2024/GEN-19

APPROX. ACRES: 1,380.5

NOTES:

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Zoning district boundaries shall be interpreted to follow the street centerline of the existing or planned roadways when illustrated as such on the map.

Where Kaloi Gulch is not defined by a parcel between H-1 Freeway and Farrington Highway, the P-2 District along that portion shall be interpreted to extend 50 feet from each side of the gulch centerline.

PREPARED BY: HONOLULU LAND INFORMATION SYSTEM
DEPARTMENT OF PLANNING & PERMITTING
CITY AND COUNTY OF HONOLULU

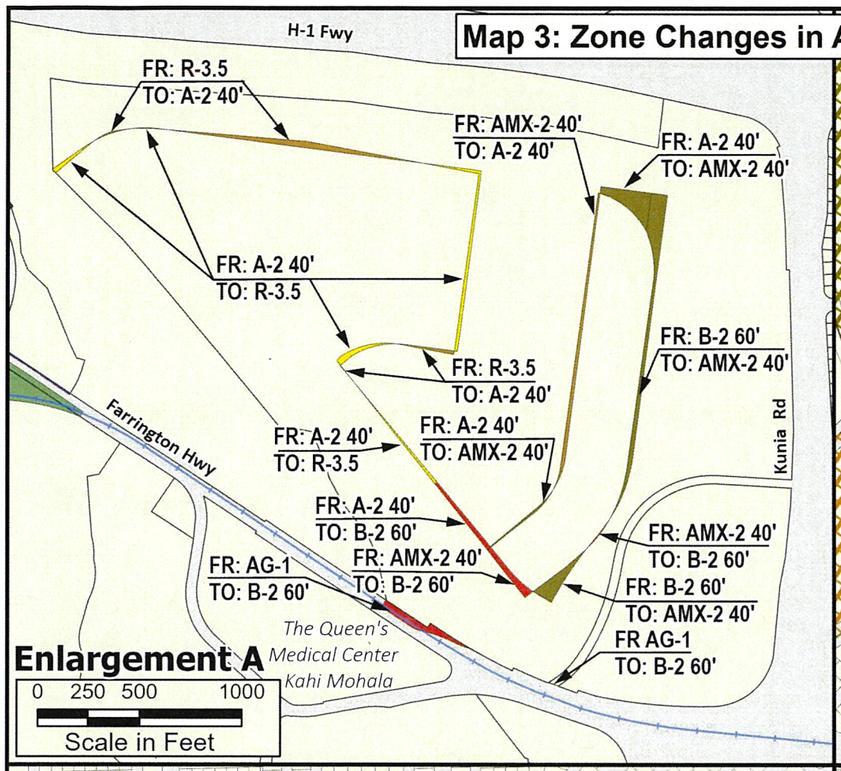
PUBLIC HEARING **PLANNING COMMISSION** **CITY COUNCIL**

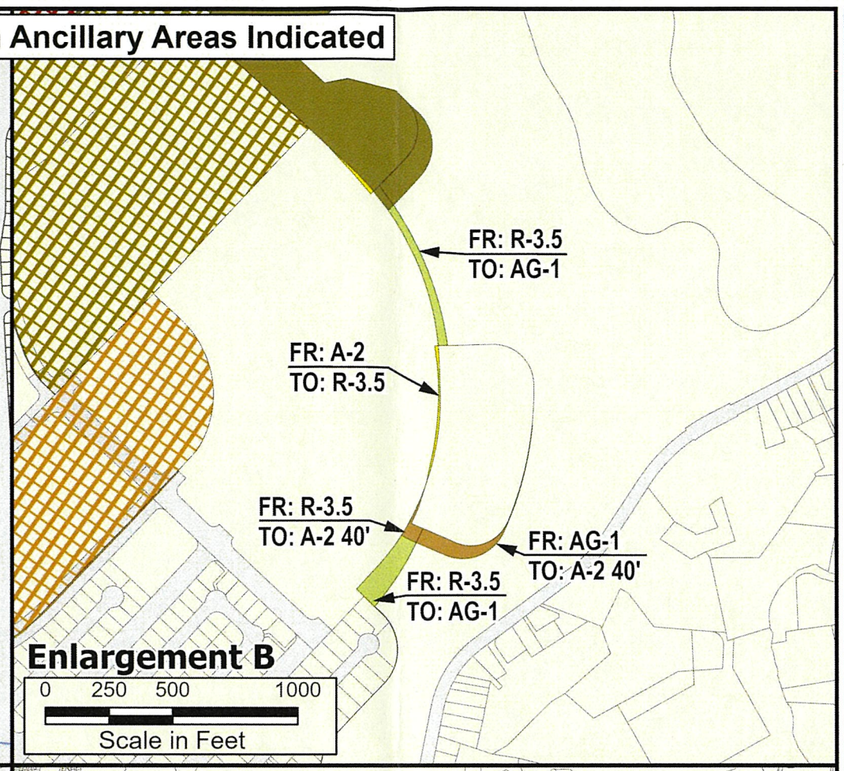
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Scale in Feet

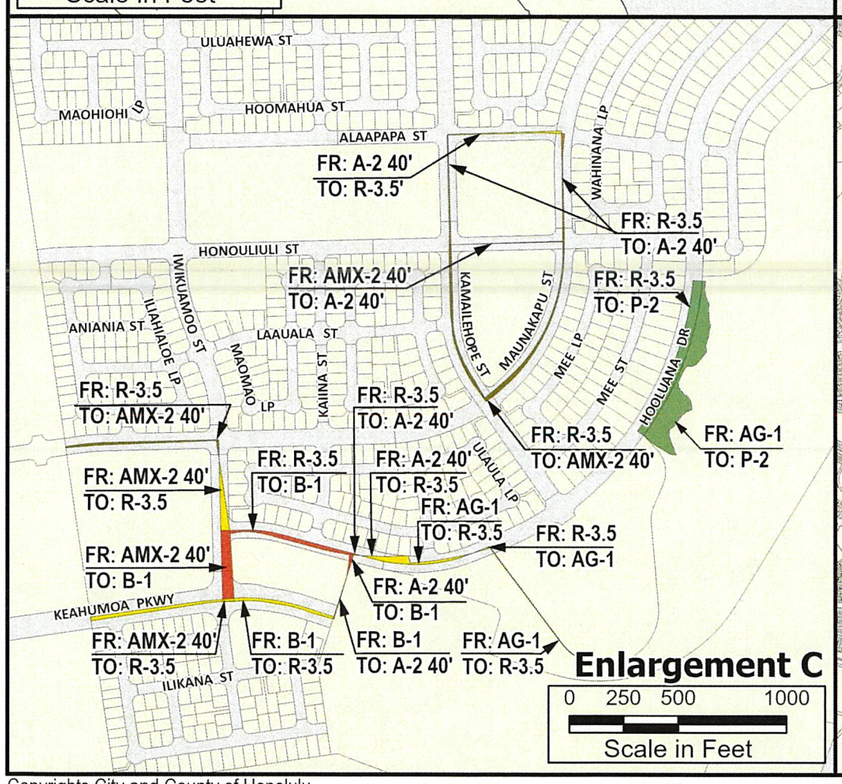
ORD. NO. **2023/Z-1**

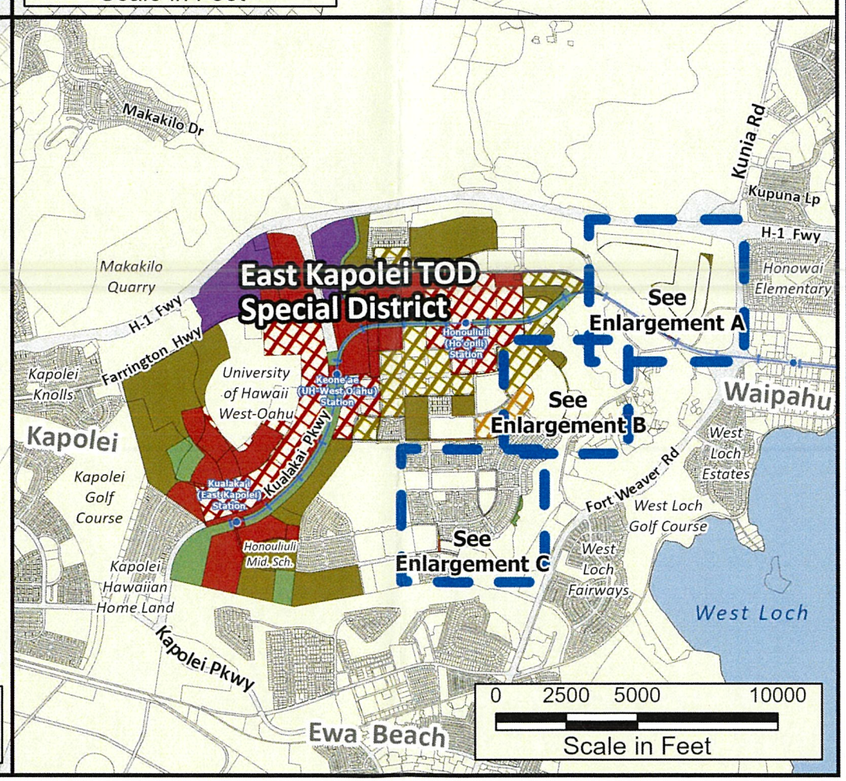
EFF. DATE: **BILL**

Map 3: Zone Changes in Ancillary Areas Indicated









PORTION OF

ZONING MAP NOS. 12 & 13
EWA BEACH - IROQUOIS POINT & MAKAKILO

HONOULIULI (HO'OPILI),
KEONE'AE (UH-WEST OAHU), AND
KUALAKA'I (EAST KAPOLEI) STATION AREAS

LEGEND

ZONING DISTRICT CHANGE

- A-2
- AG-1
- AMX-2
- B-1
- B-2
- BMX-3
- IMX-1
- P-2
- R-3.5

HEIGHT LIMIT ONLY CHANGE

- A-2
- AMX-2
- BMX-3

- **90'** Height Limit
- **90' (120')** Bonus Height Limit
- Rail Transit Station
- Rail Transit Guideway

AFFECTED TAX MAP KEYS:
See Exhibit D

AFFECTED STREETS:
See Exhibit D

APPLICANT: Department of Planning and Permitting

FOLDER NO: 2024/GEN-19

APPROX. ACRES: 1,380.5

NOTES:

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Where Kaloi Gulch is not defined by a parcel between H-1 Freeway and Farrington Highway, the P-2 District along that portion shall be interpreted to extend 50 feet from each side of the gulch centerline.

PREPARED BY: HONOLULU LAND INFORMATION SYSTEM
DEPARTMENT OF PLANNING & PERMITTING
CITY AND COUNTY OF HONOLULU

PUBLIC HEARING **PLANNING COMMISSION** **CITY COUNCIL**

ORD. NO. **2023/Z-1**

EFF. DATE: **BILL**

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EXHIBIT C

Exhibit Map Attachment

AFFECTED TAX MAP KEYS:

9-1-016: 008, 120, por. 130, 179, 182, 183, por. 220, por. 221, 222, por. 223

9-1-017: 070, 094, 095, por. 096, 097, 098, por. 099, 105, 114, 115, 116, 117, 118, 138, 140, por. 152, por. 153, por. 154, 155, 156, 158, por. 159, 160, por. 161, 163, 164, 165, 166, 167, 171, por. 175, 176, 177, 178, 179, 180, por. 182, por. 183, 184, 185, 187, 188, 189, 190, 191, 192, por. 196, por. 200, por. 204, por. 207, por. 213, por. 214, por. 215, por. 216, por. 218, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234

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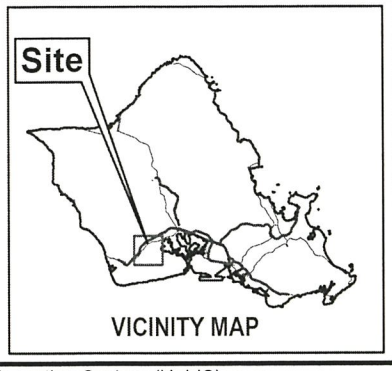
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AFFECTED STREETS:

ALAAPAPA ST (por.), AOPUAA ST, FARRINGTON HWY (por.), HIKUHA ST (por.), HIKUKAHI ST (por.), HIKUONO ST (por.), HONOULIULI ST (por.), HOOKULAIA ST, HOOLUANA DR (por.), HOOMOHALA AVE, HOONAAUAO ST, IWIKUAMOO ST (por.), KAMAILEHOPE ST (por.), KAMALIE MUA ST, KAMOLEHONUA ST, KAPOLEI GOLF CRSE, KAULUAKOKO ST, KEAHUMOA PKWY (por.), KEAONUI ST, KUALAKAI PKWY (por.), KULANIHAKOI ST (por.), LALAHIWA ST, LONOMEHA ST (por.), MAUNAKAPU ST (por.), MAWEKE ST, NANA HOPE ST, ONOHIULA ST (por.), PALEHUA RD, PUAPUAA ST, PUNOHU ST

NOTE: TMKs listed are as of April 08, 2026 and may not reflect any parcels that may have been consolidated and/or subdivided nor their respective TMK assignments thereafter. Streets listed are as of the date prepared and may not reflect any streets that may have been approved thereafter.



LIST OF AFFECTED PARCELS (TMK) AND STREETS

FOLDER NO.: 2024/GEN-19

Prepared by: Honolulu Land Information System (HoLIS)
Department of Planning & Permitting (DPP)
City & County of Honolulu

EXHIBIT D

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HONOLULU CITY COUNCIL

KE KANIHELA O KE KALANA O HONOLULU

CITY AND COUNTY OF HONOLULU

ORDINANCE _____

BILL _____

A BILL FOR AN ORDINANCE

RELATING TO THE REZONING OF LAND SITUATED AT KAPOLEI AND HONOULIULI IN ʻEWA, OʻAHU, HAWAIʻI.

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

SECTION 1. Purpose. The purpose of this ordinance is to change the zoning of approximately 1,380.5 acres of land in ʻEwa, Oʻahu.

SECTION 2. Zoning Map No. 12 (ʻEwa Beach – Iroquois Point), Ordinance 86-114, and Zoning Map No. 13 (Makakilo), Ordinance 86-115, are hereby amended as follows: Land situated near the Kualakaʻi Parkway and Keahumoa Parkway intersection (Kualakaʻi/East Kapolei rail station area), the Kualakaʻi Parkway and Hoʻomohala Avenue intersection (Keoneʻae/University of Hawaiʻi West-Oʻahu rail station area), and the Lalahiwa Street and Kamāile Mua Street intersection (Honouliuli/Hoʻopili rail station area) in ʻEwa, hereinafter described, is hereby rezoned **from** the A-2 Medium-density Apartment, AG-1 Restricted Agricultural, AMX-2 Medium-density Apartment Mixed-Use, B-1 Neighborhood Business, B-2 Community Business, BMX-3 Community Business Mixed-Use, IMX-1 Industrial-Commercial Mixed-Use, P-2 General Preservation, R-3.5 Residential, and R-5 Residential Districts **to** the A-2 Medium-density Apartment, AG-1 Restricted Agricultural, AMX-2 Medium-density Apartment Mixed-Use, B-1 Neighborhood Business, B-2 Community Business, BMX-3 Community Business Mixed-Use, IMX-1 Industrial-Commercial Mixed-Use, P-2 General Preservation, and R-3.5 Residential Districts. The boundaries and heights of said Districts shall be described as shown on the maps attached hereto, marked Exhibit A, Exhibit B, and Exhibit C, and made a part hereof, and further identified as the Tax Map Keys and streets on the list attached hereto, marked Exhibit D, and made a part hereof.

SECTION 3. Existing unilateral agreements applicable to affected areas within the boundaries of said Districts, as shown on the maps attached hereto, marked Exhibit A, Exhibit B, and Exhibit C, shall remain in full force and effect, including all unilateral agreement conditions.

A BILL FOR AN ORDINANCE

SECTION 4. 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

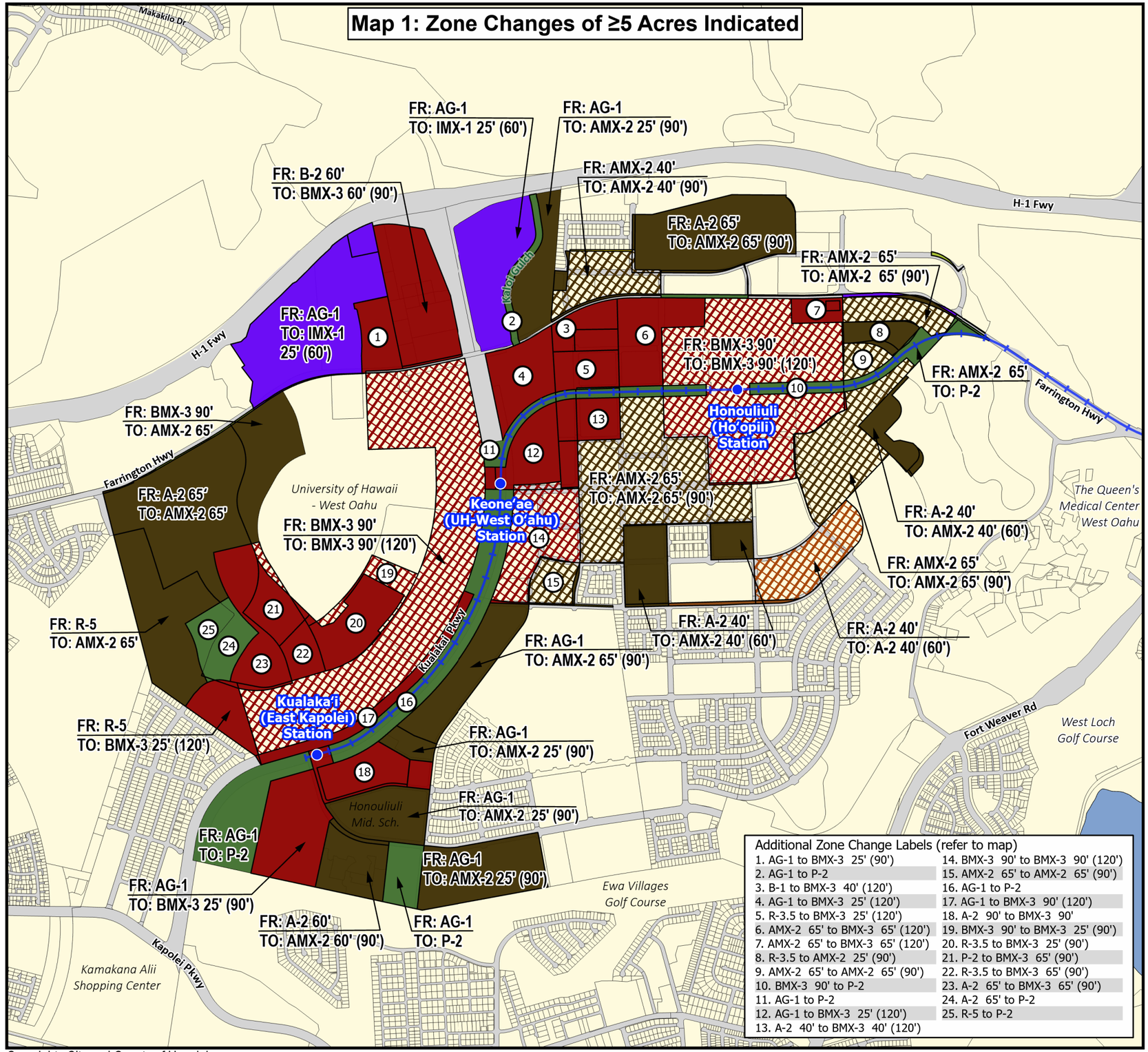
APPROVED this _____ day of _____, 20 _____.

_____
RICK BLANGIARDI, Mayor
City and County of Honolulu

Report Title:
Zone Change; East Kapolei Neighborhood Transit-Oriented Development ("TOD") Plan; Department of Planning and Permitting ("DPP")

Description:
Rezones certain land in the East Kapolei Neighborhood TOD Plan area and ʻEwa.

The summary description of legislation appearing on this page is for informational purposes only and is not legislation or evidence of legislative intent.



Additional Zone Change Labels (refer to map)

1. AG-1 to BMX-3 25' (90')	14. BMX-3 90' to BMX-3 90' (120')
2. AG-1 to P-2	15. AMX-2 65' to AMX-2 65' (90')
3. B-1 to BMX-3 40' (120')	16. AG-1 to P-2
4. AG-1 to BMX-3 25' (120')	17. AG-1 to BMX-3 90' (120')
5. R-3.5 to BMX-3 25' (120')	18. A-2 90' to BMX-3 90'
6. AMX-2 65' to BMX-3 65' (120')	19. BMX-3 90' to BMX-3 25' (90')
7. AMX-2 65' to BMX-3 65' (120')	20. R-3.5 to BMX-3 25' (90')
8. R-3.5 to AMX-2 25' (90')	21. P-2 to BMX-3 65' (90')
9. AMX-2 65' to AMX-2 65' (90')	22. R-3.5 to BMX-3 65' (90')
10. BMX-3 90' to P-2	23. A-2 65' to BMX-3 65' (90')
11. AG-1 to P-2	24. A-2 65' to P-2
12. AG-1 to BMX-3 25' (120')	25. R-5 to P-2
13. A-2 40' to BMX-3 40' (120')	

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PORTION OF

ZONING MAP NOS. 12 & 13
EWA BEACH - IROQUOIS POINT & MAKAKILO

HONOULIULI (HOʻOPILI), KEONEʻAE (UH-WEST OAHU), AND KUALAKAʻI (EAST KAPOLEI) STATION AREAS

LEGEND

ZONING DISTRICT CHANGE

- A-2
- AG-1
- AMX-2
- B-1
- B-2
- BMX-3
- IMX-1
- P-2
- R-3.5

HEIGHT LIMIT ONLY CHANGE

- A-2
- AMX-2
- BMX-3

90' Height Limit
90' (120') Bonus Height Limit
Rail Transit Station
Rail Transit Guideway

AFFECTED TAX MAP KEYS:
See Exhibit D

AFFECTED STREETS:
See Exhibit D

APPLICANT: Department of Planning and Permitting

FOLDER NO: 2024/GEN-19

APPROX. ACRES: 1,380.5

NOTES:

Zoning districts without a height limit shown are subject to that district's maximum height, as specified in Chapter 21 of the Revised Ordinances of Honolulu.

Zoning district boundaries shall be interpreted to follow the street centerline of the existing or planned roadways when illustrated as such on the map.

Where Kaloi Gulch is not defined by a parcel between H-1 Freeway and Farrington Highway, the P-2 District along that portion shall be interpreted to extend 50 feet from each side of the gulch centerline.

PREPARED BY: HONOLULU LAND INFORMATION SYSTEM
DEPARTMENT OF PLANNING & PERMITTING
CITY AND COUNTY OF HONOLULU

PUBLIC HEARING **PLANNING COMMISSION** **CITY COUNCIL**

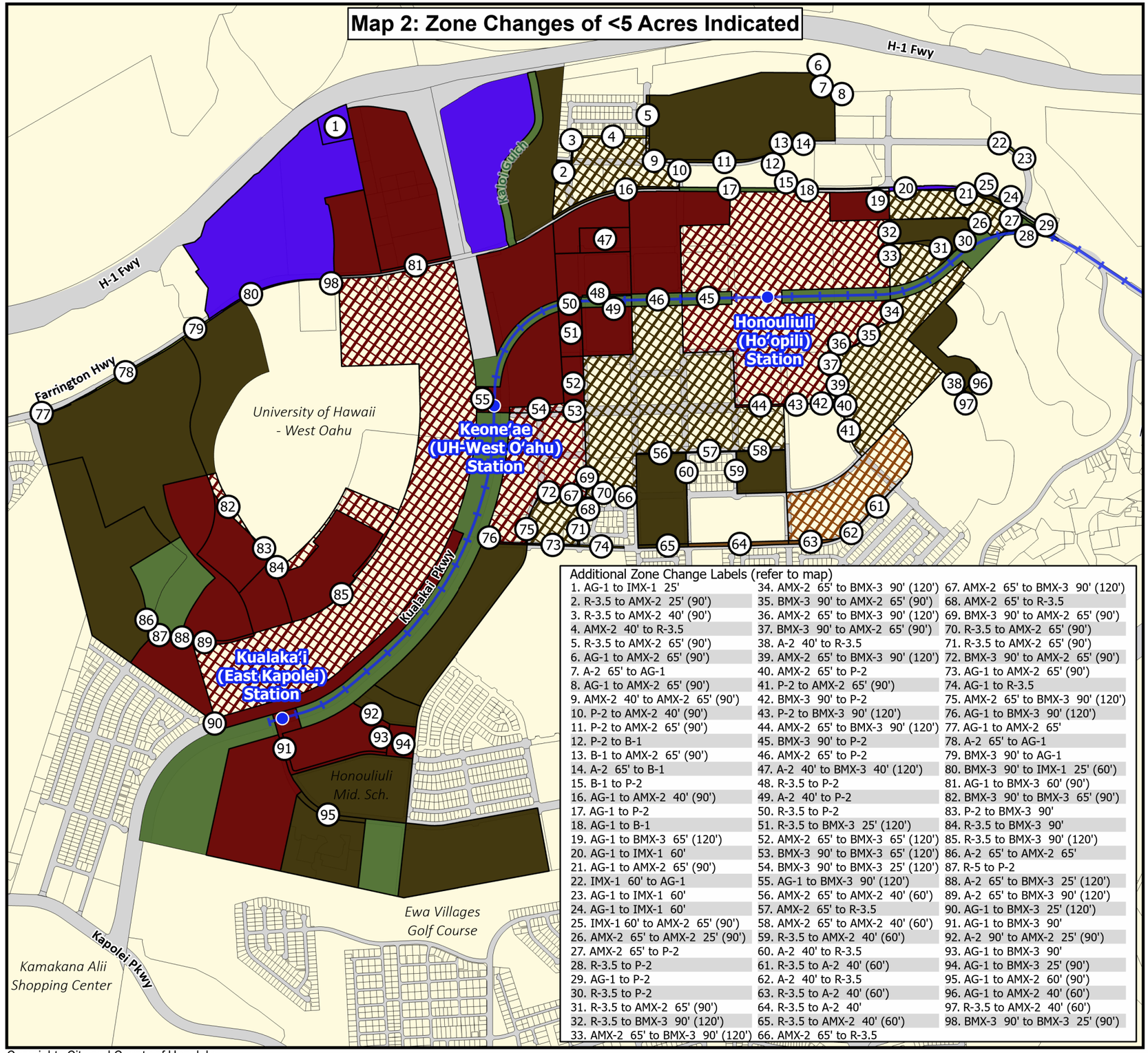
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Scale in Feet

ORD. NO. **2023/Z-1**

EFF. DATE: **BILL**

EXHIBIT A

Map 2: Zone Changes of <5 Acres Indicated



Additional Zone Change Labels (refer to map)

1. AG-1 to IMX-1 25'	34. AMX-2 65' to BMX-3 90' (120')	67. AMX-2 65' to BMX-3 90' (120')
2. R-3.5 to AMX-2 25' (90')	35. BMX-3 90' to AMX-2 65' (90')	68. AMX-2 65' to R-3.5
3. R-3.5 to AMX-2 40' (90')	36. AMX-2 65' to BMX-3 90' (120')	69. BMX-3 90' to AMX-2 65' (90')
4. AMX-2 40' to R-3.5	37. BMX-3 90' to AMX-2 65' (90')	70. R-3.5 to AMX-2 65' (90')
5. R-3.5 to AMX-2 65' (90')	38. A-2 40' to R-3.5	71. R-3.5 to AMX-2 65' (90')
6. AG-1 to AMX-2 65' (90')	39. AMX-2 65' to BMX-3 90' (120')	72. BMX-3 90' to AMX-2 65' (90')
7. A-2 65' to AG-1	40. AMX-2 65' to P-2	73. AG-1 to AMX-2 65' (90')
8. AG-1 to AMX-2 65' (90')	41. P-2 to AMX-2 65' (90')	74. AG-1 to R-3.5
9. AMX-2 40' to AMX-2 65' (90')	42. BMX-3 90' to P-2	75. AMX-2 65' to BMX-3 90' (120')
10. P-2 to AMX-2 40' (90')	43. P-2 to BMX-3 90' (120')	76. AG-1 to BMX-3 90' (120')
11. P-2 to AMX-2 65' (90')	44. AMX-2 65' to BMX-3 90' (120')	77. AG-1 to AMX-2 65'
12. P-2 to B-1	45. BMX-3 90' to P-2	78. A-2 65' to AG-1
13. B-1 to AMX-2 65' (90')	46. AMX-2 65' to P-2	79. BMX-3 90' to AG-1
14. A-2 65' to B-1	47. A-2 40' to BMX-3 40' (120')	80. BMX-3 90' to IMX-1 25' (60')
15. B-1 to P-2	48. R-3.5 to P-2	81. AG-1 to BMX-3 60' (90')
16. AG-1 to AMX-2 40' (90')	49. A-2 40' to P-2	82. BMX-3 90' to BMX-3 65' (90')
17. AG-1 to P-2	50. R-3.5 to P-2	83. P-2 to BMX-3 90'
18. AG-1 to B-1	51. R-3.5 to BMX-3 25' (120')	84. R-3.5 to BMX-3 90'
19. AG-1 to BMX-3 65' (120')	52. AMX-2 65' to BMX-3 65' (120')	85. R-3.5 to BMX-3 90' (120')
20. AG-1 to IMX-1 60'	53. BMX-3 90' to BMX-3 65' (120')	86. A-2 65' to AMX-2 65'
21. AG-1 to AMX-2 65' (90')	54. BMX-3 90' to BMX-3 25' (120')	87. R-5 to P-2
22. IMX-1 60' to AG-1	55. AG-1 to BMX-3 90' (120')	88. A-2 65' to BMX-3 25' (120')
23. AG-1 to IMX-1 60'	56. AMX-2 65' to AMX-2 40' (60')	89. A-2 65' to BMX-3 90' (120')
24. AG-1 to IMX-1 60'	57. AMX-2 65' to R-3.5	90. AG-1 to BMX-3 25' (120')
25. IMX-1 60' to AMX-2 65' (90')	58. AMX-2 65' to AMX-2 40' (60')	91. AG-1 to BMX-3 90'
26. AMX-2 65' to AMX-2 25' (90')	59. R-3.5 to AMX-2 40' (60')	92. A-2 90' to AMX-2 25' (90')
27. AMX-2 65' to P-2	60. A-2 40' to R-3.5	93. AG-1 to BMX-3 90'
28. R-3.5 to P-2	61. R-3.5 to A-2 40' (60')	94. AG-1 to BMX-3 25' (90')
29. AG-1 to P-2	62. A-2 40' to R-3.5	95. AG-1 to AMX-2 60' (90')
30. R-3.5 to P-2	63. R-3.5 to A-2 40' (60')	96. AG-1 to AMX-2 40' (60')
31. R-3.5 to AMX-2 65' (90')	64. R-3.5 to A-2 40'	97. R-3.5 to AMX-2 40' (60')
32. R-3.5 to BMX-3 90' (120')	65. R-3.5 to AMX-2 40' (60')	98. BMX-3 90' to BMX-3 25' (90')
33. AMX-2 65' to BMX-3 90' (120')	66. AMX-2 65' to R-3.5	

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EXHIBIT B

PORTION OF

ZONING MAP NOS. 12 & 13
EWA BEACH - IROQUOIS POINT & MAKAKILO

HONOULIULI (HO'OPILI), KEONE'AE (UH-WEST OAHU), AND KUALAKA'I (EAST KAPOLEI) STATION AREAS

LEGEND

ZONING DISTRICT CHANGE

A-2	AG-1	AMX-2
B-1	B-2	BMX-3
IMX-1	P-2	R-3.5

HEIGHT LIMIT ONLY CHANGE

A-2
AMX-2
BMX-3

90' Height Limit
90' (120') Bonus Height Limit
Rail Transit Station
Rail Transit Guideway

AFFECTED TAX MAP KEYS:
See Exhibit D

AFFECTED STREETS:
See Exhibit D

APPLICANT: Department of Planning and Permitting

FOLDER NO: 2024/GEN-19

APPROX. ACRES: 1,380.5

NOTES:

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PREPARED BY: HONOLULU LAND INFORMATION SYSTEM
DEPARTMENT OF PLANNING & PERMITTING
CITY AND COUNTY OF HONOLULU

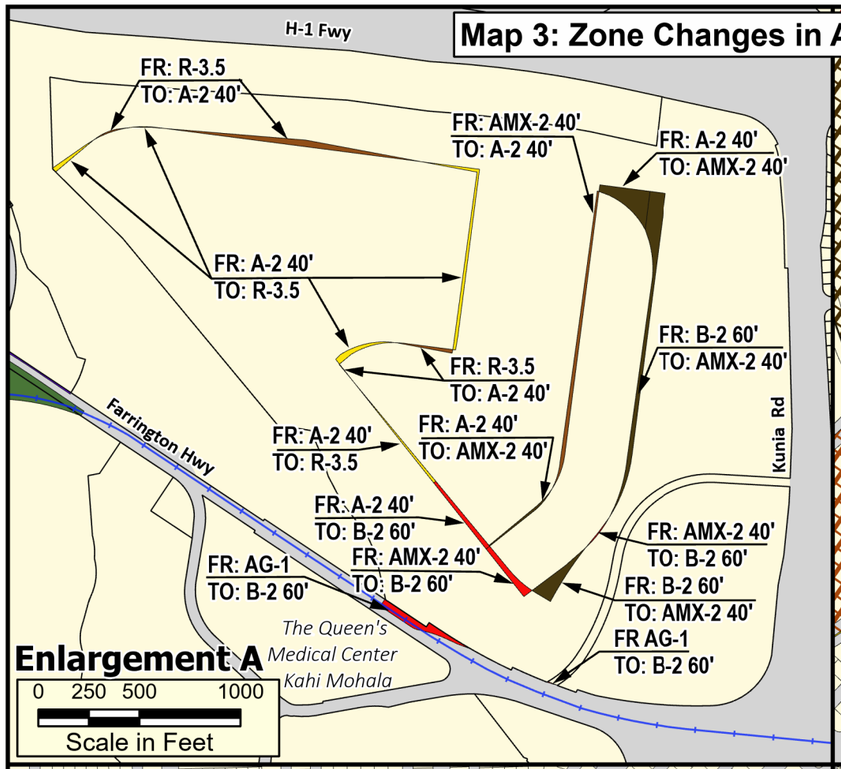
PUBLIC HEARING **PLANNING COMMISSION** **CITY COUNCIL**

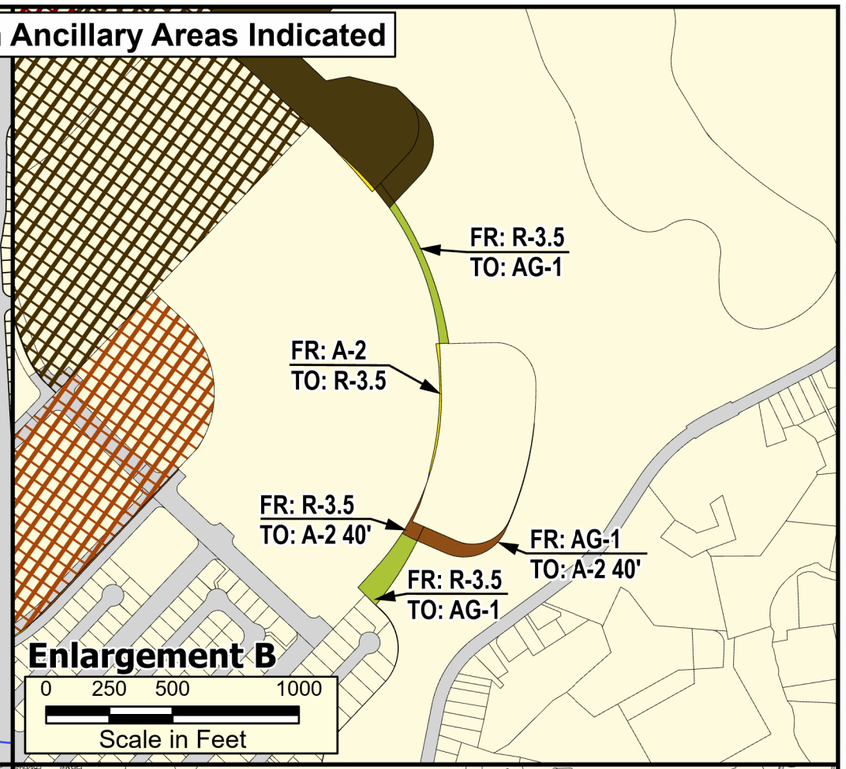
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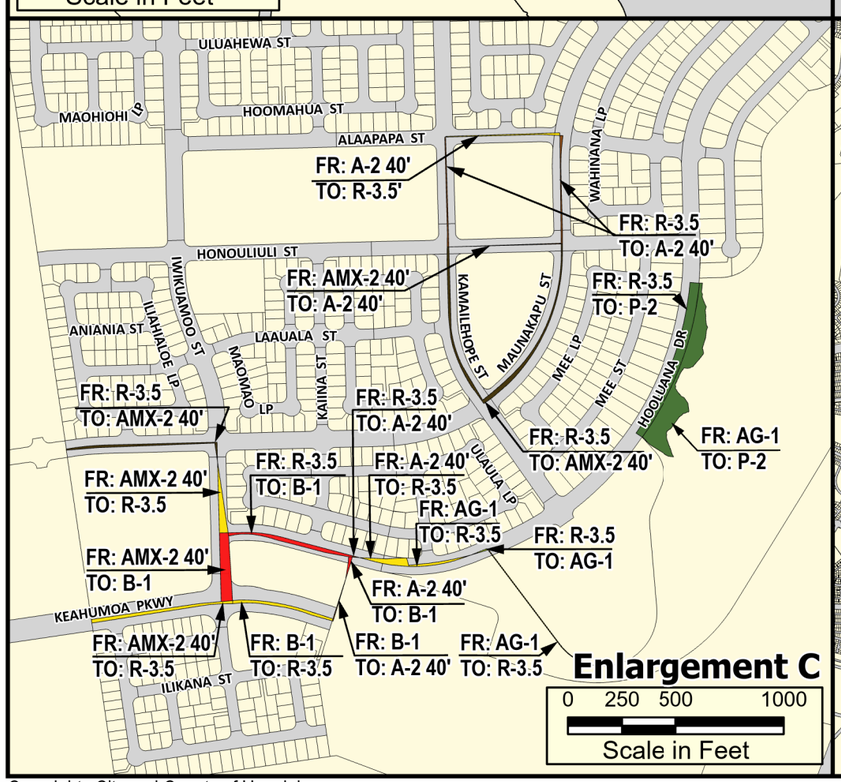
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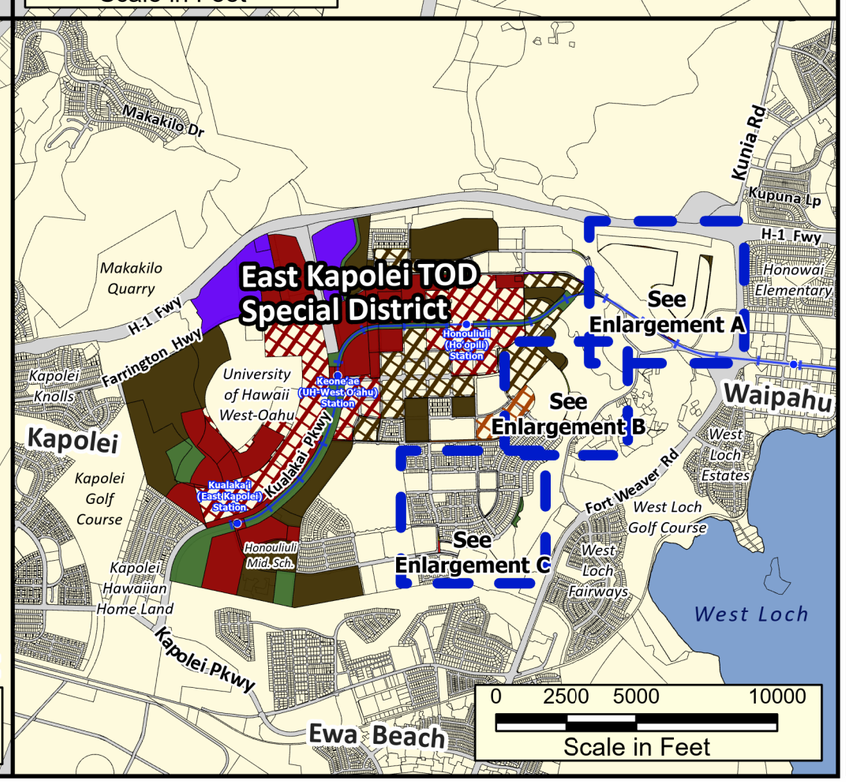
EFF. DATE: **BILL**

Map 3: Zone Changes in Ancillary Areas Indicated









PORTION OF
ZONING MAP NOS. 12 & 13
EWA BEACH - IROQUOIS POINT & MAKAKILO

HONOULIULI (HOʻOPILI),
KEONEʻAE (UH-WEST OAHU), AND
KUALAKAʻI (EAST KAPOLEI) STATION AREAS

LEGEND

ZONING DISTRICT CHANGE

- A-2
- AG-1
- AMX-2
- B-1
- B-2
- BMX-3
- IMX-1
- P-2
- R-3.5

HEIGHT LIMIT ONLY CHANGE

- A-2
- AMX-2
- BMX-3

90' Height Limit
90' (120') Bonus Height Limit
Rail Transit Station
Rail Transit Guideway

AFFECTED TAX MAP KEYS:
See Exhibit D

AFFECTED STREETS:
See Exhibit D

APPLICANT: Department of Planning and Permitting

FOLDER NO: 2024/GEN-19

APPROX. ACRES: 1,380.5

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PREPARED BY: HONOLULU LAND INFORMATION SYSTEM
DEPARTMENT OF PLANNING & PERMITTING
CITY AND COUNTY OF HONOLULU

PUBLIC HEARING **PLANNING COMMISSION** **CITY COUNCIL**

ORD. NO. **2023/Z-1**

EFF. DATE: **BILL**

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EXHIBIT C

Exhibit Map Attachment

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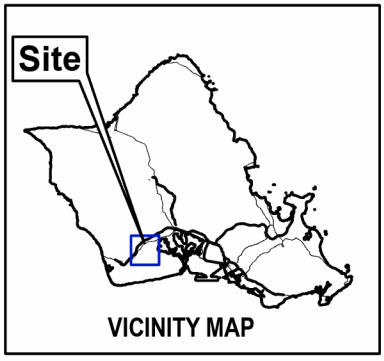
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LIST OF AFFECTED PARCELS (TMK) AND STREETS

FOLDER NO.: 2024/GEN-19

Prepared by: Honolulu Land Information System (HoLIS)
Department of Planning & Permitting (DPP)
City & County of Honolulu

EXHIBIT D

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