REPORT OF THE COMMITTEE ON ZONING, PLANNING AND HOUSING

Voting Members:
Ron Menor, Chair; Tommy Waters, Vice-Chair;
Brandon J.C. Elefante, Joey Manahan, Alan Kekoa Texeira

Committee Meeting Held
October 29, 2020

Honorable Ann H. Kobayashi
Chair, City Council
City and County of Honolulu

Madam Chair:

Your Committee on Zoning, Planning and Housing, to which was referred Bill 64 (2020) entitled:

"A BILL FOR AN ORDINANCE TO ADOPT AN AMENDMENT TO THE 'EWA DEVELOPMENT PLAN (2013) FOR THE CITY AND COUNTY OF HONOLULU,"

transmitted by Departmental Communication 584 (2020), dated August 24, 2020, and which passed First Reading at the September 9, 2020 Council meeting, reports as follows:

The purpose of Bill 64 (2020) is to amend the Ewa Development Plan adopted in 2013 (the "2013 Ewa DP"), to create consistency with the new East Kapolei Neighborhood Transit-Oriented Development Plan ("East Kapolei TOD Plan"). The proposed East Kapolei TOD special district falls within the EWA DP area. The amendments also support the City's transit-oriented development ("TOD"), affordable housing, and rail transit goals.

Your Committee finds that the Planning Commission, after a public hearing held on August 19, 2020, at which one individual testified, and two written testimonies were received, voted to recommend the approval of the Bill's proposed amendments to the 2013 Ewa DP.

CITY COUNCIL
CITY AND COUNTY OF HONOLULU
HONOLULU, HAWAII

ADOPTED ON NOV 5 2020

COMMITTEE REPORT NO. 266

The DPP reports that the amendments to the 2013 Ewa DP are consistent with: (1) the Hawaii State Planning Act, HRS Chapter 226; (2) the State Land Use Classification, Chapter 206 of the Hawaii Revised Statutes ("HRS"); and (3) the City General Plan.

At your Committee's meeting on October 29, 2020, the Acting DPP Director testified in support of the Bill. The DPP provided a brief presentation of the amendments to 2013 Ewa DP.

D.R. Horton and the State of Hawaii, Department of Land and Natural Resources, Land Division testified in support of the Bill.

Your Committee has prepared a CD1 version of the Bill that makes the following amendments:

A. Makes the following amendments to the text of the Bill:

1. Adds a new SECTION 2 of the Bill to provide that Chapter 24, Article 3, Revised Ordinances of Honolulu 1990 ("Ewa"), is amended by amending Appendix 24-3 ("Ewa Development Plan (July 22, 2013)") as described in Exhibit A attached to the Resolution. Renumbers subsequent SECTIONS.

2. Revises renumbered SECTION 3 of the Bill to include instructions to the Revisor of Ordinances.

3. Makes technical and nonsubstantive amendments.

REPORT OF THE COMMITTEE ON ZONING, PLANNING AND HOUSING

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B. Makes the following amendments to the Exhibit A matrix:

1. Consistently uses the terms "elevated rail transit line," "rail transit corridor," "rail transit station," and "transit node" throughout the Ewa Development Plan.

2. Reflects amendments in Ramseyer form, and makes technical and nonsubstantive amendments.

Your Committee believes that additional public testimony at the public hearing recommended herein to be scheduled on this Bill will provide further assistance to your Committee and to the Council in their deliberations on this Bill.

Your Committee on Zoning, Planning and Housing is in accord with the intent and purpose of Bill 64 (2020), as amended herein, and recommends that it pass Second Reading, be scheduled for a public hearing, and be referred back to Committee. (Ayes: Elefante, Manahan, Menor, Texeira, Waters – 5; Ayes with reservations: None; Noes: None.)

Respectfully submitted,

Ron Menor

Committee Chair

CITY COUNCIL
CITY AND COUNTY OF HONOLULU
HONOLULU, HAWAII

ADOPTED ON NOV 5 2020

COMMITTEE REPORT NO. 266

CITY COUNCIL

CITY AND COUNTY OF HONOLULU
HONOLULU, HAWAII

ORDINANCE _____

BILL **64 (2020), CD1**

A BILL FOR AN ORDINANCE

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

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

SECTION 1. Purpose. The purpose of this ordinance is to amend portions of the existing Development Plan ("DP") for Ewa, Article 3, Chapter 24, Appendix 24-3, Revised Ordinances of Honolulu 1990, as described in Exhibit A.

This development plan ordinance amends portions of the development plan for Ewa to create greater consistency with the development guidelines for the East Kapolei Neighborhood Transit-Oriented Development Plan and to more accurately reflect current circumstances. The amendments are consistent with the objectives and policies of the General Plan (1992, amended in 2002).

This ordinance is enacted pursuant to the powers vested in the City and County of Honolulu by Chapter 46 and Section 226-58 of the Hawaii Revised Statutes.

SECTION 2. Chapter 24, Article 3, Revised Ordinances of Honolulu 1990 ("Ewa"), is amended by amending Appendix 24-3 ("Ewa Development Plan (July 22, 2013)") as described in Exhibit A attached hereto and incorporated herein by this reference.

SECTION 3. In Exhibit A of this ordinance, textual material to be repealed is bracketed and stricken and new ordinance textual material is underscored. When revising, compiling, or printing this ordinance for inclusion in the Revised Ordinances of Honolulu, the Revisor of Ordinances need not include the brackets, the material that has been bracketed and stricken, or the underscoring. The Revisor of Ordinances shall insert the actual effective date of this ordinance in place of the phrase "the effective date of this ordinance" wherever the phrase appears in Exhibit A of this ordinance.

A BILL FOR AN ORDINANCE

SECTION 4. This ordinance takes effect upon its approval.

INTRODUCED BY:

Ikaika Anderson (br)

DATE OF INTRODUCTION:

August 31, 2020
Honolulu, Hawaii

Councilmembers

APPROVED AS TO FORM AND LEGALITY:

Deputy Corporation Counsel

APPROVED this _____day of _____, 20 _____.

KIRK CALDWELL, Mayor
City and County of Honolulu

No.	Page	Section	Proposed Text and/or Map Changes
1.	2-5	2. The Vision for 'Ewa's Future 2.1 Vision Statement **Build Master Planned Residential Communities That Support Walking, Biking, and Transit Use** **Communities Designed to Reduce Automobile Use**	An elevated [~~rapid transit system~~] rail transit line will be developed on the rail transit corridor. The first segment of the [~~rapid transit system~~] elevated rail transit line will start near the [~~proposed~~] Salvation Army Kroc Center on Kualaka'i Parkway and continue on to Waipahū along Kualaka'i Parkway and Farrington Highway. Sufficient land will be reserved to allow extension of the [~~system~~] elevated rail transit line through Kalaeloa to the City of Kapolei, ending near the intersection of Kapolei Parkway and the planned extension of Hānu'a Street. See Appendix A: Pubic Facility Map, and Phasing Map.
2.	2-6	2. The Vision for 'Ewa's Future 2.1 Vision Statement **Provide Adequate Infrastructure to Meet the Needs of New and Existing Development**	Completion of the first increment of the elevated [~~fixed guide-way transit system~~] rail transit line (from East Kapolei to Ala Moana Shopping Center) is critical to the O'ahu General Plan policy of relieving development pressure elsewhere on O'ahu by developing the Second City and the Urban Fringe in 'Ewa. It is needed to provide an effective and reliable alternative to commuting by auto for a significant number~~s~~ of commuters by 2020. Without the project, traffic delays for 'Ewa commuters would increase by 46% compared to today according to the **Honolulu High-Capacity Transit Corridor Project Environmental Impact Statement** (p. 3-28).
3.	2-18	2. The Vision for 'Ewa's Future 2.2.7 Communities Designed to Support Non-Automotive Travel	The master planned residential communities will be designed or redeveloped to support **pedestrian and bike use** within the community and **transit use** for trips both within and outside of the community. Connectivity will be established within subdivisions by use of block and street standards and between subdivisions by establishing and implementing a 1/4 mile collector/connector master road plan, where permitted by terrain. [~~An~~] The elevated rail transit line built on the east-west **[~~Rapid~~] Rail Transit Corridor** will link Kapolei West, the City of Kapolei, the [~~University of Hawai'i West O'ahu~~] UHWO campus, Waipahū, Leeward Community College, and the [~~Primary Urban Center~~] PUC. Medium density residential development will be built along the rail transit corridor within walking distance of the rail transit [~~stops~~] stations.

No.	Page	Section	Proposed Text and/or Map Changes
4.	2-19	2. The Vision for 'Ewa's Future - Exhibit 2.3, Existing and New Master Planned Communities	*Edited Legend of exhibit (map image):* **P** [~~East Kapolei (Ho'opili)~~] Ho'opili **T** [~~UH WOC~~] UHWO *Refer to Attachment 1.*
5.	2-20	2. The Vision for 'Ewa's Future 2.2.7 Communities Designed to Support Non-Automotive Travel	Medium density residential and commercial mixed-use development will be developed at eight **transit nodes** whose general locations are indicated on the [~~Public Facilities Map~~] Urban Land Use Map in Appendix A. Transit nodes are meant to be located at activity focal points, which would serve as natural points for transferring from one transportation mode to another. Communities are further supported by these transit nodes as the rail transit stations are developed and the City establishes transit-oriented development plans that encourage rail transit and multimodal transportation.
6.	2-20	2. The Vision for 'Ewa's Future 2.2.7 Communities Designed to Support Non-Automotive Travel	The first segment of the [~~rapid transit system~~] elevated rail transit line will start near the [~~proposed~~] Salvation Army Kroc Center on Kualaka'i Parkway and continue on to Waipahū along Kualaka'i Parkway and Farrington Highway. Sufficient **right-of-way** will be reserved for the [~~establishment, when needed in the future, of an elevated rapid transit system along a route~~] extension of the elevated rail line, which would extend through Kalaeloa to the City of Kapolei in the west, [~~ending near the intersection of Kapolei Parkway and the planned extension of Hānu'a Street~~] continuing on to the PUC in the east. Such a system will require a [~~28 to 32 foot~~] 28-foot to 32-foot right of way along the route and a 75-foot [~~way~~] right-of-way at the rail transit station sites [~~(at the transit nodes)~~].
7.	3-44	3 Land Use Policies 3.9 Existing and Planned Residential Communities 3.9.1 General Policies	• **Higher Density Housing Along the [~~Rapid~~] Rail Transit Corridor -** To promote use of [~~mass transit~~] the elevated rail transit line, develop higher-density residential use along [~~a major rapid~~] the rail transit corridor linking Kapolei with Waipahū and [~~Primary Urban Center~~] PUC communities to the east. [~~Medium Density Apartment and Commercial~~] Apartment and commercial uses should be developed at greater densities at the eight transit nodes. Each transit node ~~would~~ will generally cover [~~1/4 mile radius (about a five minute walking distance) around a rail major transit stop station. Develop areas along the rapid transit corridor at housing densities of 25 units per acre, with greater densities encouraged within the eight transit nodes.~~] areas influenced by a rail transit station. See the Urban Land Use Map [~~and the Public Facilities Map~~] in Appendix A for the location of the eight transit nodes.
8.	3-44	3 Land Use Policies 3.9 Existing and Planned Residential Communities 3.9.1 General Policies	• **Affordable Housing** – Addressing affordable housing needs continues to be a high priority given the persistent shortage. Require that [~~thirty~~] 30 percent of housing units in new residential developments on lands with existing Unilateral Agreements (UAs) be affordable to low and low-moderate income households. Residential development that occurs on lands without existing UAs may be subject to affordable housing requirements established by the City.

<table>
<tr><th>No.</th><th>Page</th><th>Section</th><th>Proposed Text and/or Map Changes</th></tr>
<tr><td>9.</td><td>3-45</td><td>3 Land Use Policies

3.9 Existing and Planned Residential Communities

3.9.1. General Policies</td><td><u>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.</u></td></tr>
<tr><td>10.</td><td>3-46</td><td>3 Land Use Policies

3.9 Existing and Planned Residential Communities

3.9.1 General Policies</td><td>Table 3.4 Density and Height Guidelines by Residential Category
<table>
<tr><th>Residential Category</th><th>Density (Housing Units)</th><th>Building Height</th></tr>
<tr><td>Residential</td><td>5-12/acre</td><td>Not over two stories</td></tr>
<tr><td>Low Density Apartment</td><td>10-30/acre</td><td>Not over three stories</td></tr>
<tr><td>Medium Density Apartment</td><td>25-90/acre</td><td>Not over 90ft [1]~~,2~~</td></tr>
<tr><td colspan="3">[1] Building heights up to 150 feet allowed in City of Kapolei and Ko Olina
<u>[2] Building heights up to 120 feet may be allowed in transit nodes subject to City-established transit-oriented development plans with the provision of community benefits.</u></td></tr>
</table></td></tr>
<tr><td>11.</td><td>3-48</td><td>3 Land Use Policies

3.9 Existing and Planned Residential Communities

3.9.2. Guidelines

Medium Density Apartment</td><td>Height

• Limit building heights to not exceed 150 feet in the City of Kapolei and the Ko Olina Resort<u>, up to 120 feet in transit nodes subject to City established transit-oriented plans with the provision of community benefits,</u> and 90 feet elsewhere. Taller building heights are intended to allow higher densities, create variation in the cityscape, give a visual sign of transit nodes, and identify the City of Kapolei's importance as a regional center.</td></tr>
</table>

No.	Page	Section	Proposed Text and/or Map Changes
12.	3-52	3 Land Use Policies 3.9.4 Relation to Zoning Table 3.5 Guidelines for Appropriate Zoning	**TABLE 3.5 GUIDELINES FOR APPROPRIATE ZONING**

Land Use Designation	Appropriate Zoning Districts
Park, Golf Course, Preservation/ Conservation Military Training Area	P-2 if in State Urban or Agriculture District P-1 if in State Conservation District; otherwise P-2 F-1
Agriculture	AG-1 for all areas except where there is a predominant pattern of lots under 5 acres in size AG-2 for areas where lots are under 5 acres in size
Residential and Low Density Apartment	R-5, R-7.5, R-10 for conventional single-family subdivisions R-3.5 if identified by Project Master Plan for innovative small lot site design A-1 for low-rise flats, apartments, and townhouses A-2 if identified by Project Master Plan for medium density apartment development AMX-1, AMX-2 if within [~~1/4 mile of~~] a transit node
Medium Density Apartment	A-2, A-3 AMX-2, AMX-3 if within [~~1/4 mile of~~] a transit node BMX-3 if within a transit node
Commercial Centers	B-2 with limits on floor area for office use for all types of centers except Neighborhood Commercial Centers B-1 for Neighborhood Commercial Centers (not shown on Urban Land Use Map) B-2, BMX-3, Resort for the Ko Olina Marina Mixed Use area
Town Center	B-2, BMX-3 A-1, A-2 I-1, IMX-1 in fringe areas where present use is predominantly service industrial
Resort	Resort
Technology Park	New zoning category designed specifically for this use; for interim, retain the existing IMX-1 and B-2 zoning with use limitations as specified in the UA.
Industrial	I-2 for heavy industrial areas in Barbers Point Industrial Area I-1, IMX-1 for service industrial areas near City of Kapolei and master-planned communities [1] I-3 in vicinity of Barbers Point Deep Draft Harbor and of Hoakalei Marina

No.	Page	Section	Proposed Text and/or Map Changes
13.	3-68	3 Land Use Policies 3.12 Industrial Centers 3.12.1 General Policies	• Industrial uses will be prioritized in industrial areas within transit nodes before consideration will be given to residential and commercial uses.
14.	3-72	3 Land Use Policies 3.12 Industrial Centers 3.12.2 Guidelines **Other Industrial Areas**	**Building Height and Mass** • Limit building heights to generally not exceed 60 feet, especially for buildings of large mass. Developments within transit nodes, subject to City-established transit-oriented development plans, may exceed the baseline FAR and/or building height up to the maximum bonus height with the provision of commensurate community benefits through CBBs. • Allow taller, vertical structures when required as part of an industrial operation when commensurate community benefits are provided, but require a view plane study to be conducted for structures over 100 feet in height to determine if they can be sited or designed to minimize visibility from residential, resort and commercial areas, major public thoroughfares, and the shoreline.
15.	4-8	4. Public Facilities and Infrastructure Policies and Guidelines 4.1 Transportation Systems 4.1.4.1 Bus Services	Bus service is provided through the [~~Department of Transportation Services~~] DTS, which currently contracts with O'ahu Transit Services (OTS) for operation of TheBus[~~. A second vendor operates the Handi-Van system. As of 2009, OTS operated a fleet of 531 buses. About 62 buses are currently assigned to TheBus' 'Ewa Service Area, which is identical to the 'Ewa Development Plan area.~~] and Handi-Van system.
16.	4-8	4. Public Facilities and Infrastructure Policies and Guidelines 4.1 Transportation Systems 4.1.4.1 Bus Services	The [~~Department of Transportation Services~~] DTS has [~~currently~~] identified and proposed for development [~~three~~] two park-and-ride facilities in 'Ewa, one [~~in the future civic center area of the City of Kapolei, one further east,~~] near the Kualaka'i Parkway/Kapolei Parkway intersection, and another near the corner of Kualaka'i Parkway and Farrington Highway. An alternatives analysis will be conducted for a third facility near the Civic Center area of the City of Kapolei.

No.	Page	Section	Proposed Text and/or Map Changes
17.	4-8, 9, 10	4 Public Facilities and Infrastructure Policies and Guidelines 4.1 Transportation Systems 4.1.4 Transit 4.1.4.2 Planned Rapid Transit Corridor	In 2006, the [~~City Department of Transportation Services~~] DTS completed a planning Alternatives Analysis to evaluate alternatives that would provide high-capacity transit for the [~~rapid~~] rail transit corridor between the University of Hawai'i at Mānoa, downtown Honolulu, and the fast growing [~~areas in Leeward O'ahu and Kapolei.~~] 'Ewa region. On December 22, 2006, the City Council selected, as the Locally Preferred Alternative, a fixed-guideway transit system, now known as the elevated rail transit line, extending from the City of Kapolei to the University of Hawai'i Mānoa with a connection to Waikīkī. This initial phase [~~of the transit line system~~] will begin in East Kapolei near the [~~planned~~] Salvation Army Kroc Center and the [~~Department of Hawaiian Home Lands~~] DHHL headquarters, and will end at the Ala Moana Shopping Center. As shown on the [~~Public Facilities~~] Phasing Map in Appendix A, a [~~rapid~~] rail transit corridor is planned to connect the City of Kapolei with Waipahū and onward to the [~~Primary Urban Center~~] PUC. Service on the rail transit corridor could provide a shuttle service between Kapolei West, the City of Kapolei, Kalaeloa, [~~DHHL~~] East Kapolei (DHHL East Kapolei, [~~the~~] UHWO [~~campus~~], Ho'opili), and Waipahū, and an express commuter service to and from the [~~Primary Urban Center~~] PUC. In peak-hour commuting, the [~~corridor~~] elevated rail transit line will provide high-speed dedicated transit service. By connecting the [~~Primary Urban Center~~] PUC to Kapolei via Waipahū, the rail transit corridor will provide for a future high-speed connection between [~~the~~] UHWO [~~campus Kapolei campus of the University of Hawai'i at West O'ahu, and~~], Leeward Community College, Honolulu Community College, and the University of Hawai'i at Mānoa. The 'Ewa [~~transit is planned to run~~] portion of the elevated rail transit line is being constructed from Waipahū through [~~the proposed~~] Ho'opili [~~project~~], turning south to run along Kualaka'i Parkway to extend into Kalaeloa where it turns west and runs along Saratoga Road until it turns north and enters the City of Kapolei on Wākea Street, turning west on Kapolei Parkway until reaching its terminus near the Kapolei Commons shopping center. Developments along the [~~proposed~~] rail transit corridor should set aside appropriate sized right-of-way and space for pedestrian-station interface areas for the establishment, when needed in the future, of an [~~rapid transit system~~] elevated rail transit line. Such a system will require a [~~28 to 32 foot~~] 28-foot to 32-foot right-of-way along the route and a 75 foot right-of-way for rail transit stations [~~sites (at the transit nodes)~~]. Land has been set aside for a [~~rapid~~] rail transit right-of-way in the median of Kapolei Parkway and along the east side of the Kualaka'i Parkway corridor. DR Horton, Schuler Division, has purchased the former Campbell Estate lands along Farrington Highway between Kualaka'i Parkway and Fort Weaver Road. They have made a commitment to provide a [~~rapid~~] rail transit corridor right-of-way between Kualaka'i Parkway and Fort Weaver Road. Land has been set aside in the City of Kapolei for a transit station/bus terminal/park-and-ride facility, and provisions should be made for transit stations/park-and-ride facilities at each of the transit nodes along the [~~rapid~~] rail transit corridor. Medium density apartment and commercial development should be [~~permitted and encouraged within a 1/4 mile radius (5 minutes walking distance) around the transit station /park-and-ride facility site at the center of the transit node.~~] developed at greater densities within transit nodes. These transit nodes should be designed to give priority to pedestrians and areas intended for pedestrian access and circulation. The objective is to create a land use pattern that would allow residents to minimize use of the private automobile and encourage use of transit for longer trips and walking or biking for short trips.

No.	Page	Section	Proposed Text and/or Map Changes
18.	4-35	4. Public Facilities and Infrastructure Policies and Guidelines 4.8 Public Safety Facilities	To meet projected population and economic growth by 2035, the Fire Department estimates 'Ewa will need [~~five~~] four new fire stations. They also plan to establish an island- wide training facility at Kalaeloa.

No.	Page	Section	Proposed Text and/or Map Changes
19.	4.37	4. Public Facilities and Infrastructure Policies and Guidelines 4.8 Public Safety Facilities Table 4.4 Existing and Planned Public Safety Facilities in the 'Ewa Development Plan Area	

TABLE 4.4 EXISTING AND PLANNED PUBLIC SAFETY FACILITIES IN THE 'EWA DEVELOPMENT PLAN AREA

Facilities	Site	Service Area	Service Date
Fire Stations			
[~~'Ewa Beach.~~[1]]	[~~'Ewa Beach~~]	[~~'Ewa by Gentry, Ocean Pointe, 'Ewa Beach, Iroquois Point~~]	[~~Existing~~]
Makakilo	Makakilo	Makakilo, Ko Olina, Villages of Kapolei	Existing
Kapolei	Kapolei	Campbell Industrial Park, City of Kapolei, Kapolei Business Park	Existing
'Ewa Beach ~~1~~ [2]	Ocean Pointe	'Ewa by Gentry, Ocean Pointe, 'Ewa Beach, Iroquois Point	[~~2011~~] 2012
East Kapolei	DHHL East Kapolei	East Kapolei, Villages of Kapolei, UH West O'ahu, Tenney Village, Kalaeloa	2011
Kalaeloa	Old Federal Fire Station Site	Kalaeloa, 'Ewa, and Kapolei	N.D.
'Ewa Villages	Tenney Village	West Loch, 'Ewa Villages, East Kapolei	N.D.
Ko 'Olina	Ko Olina	Ko Olina Resort	N.D.
Makaīwa Hills	Makaīwa Hills	Makaīwa Hills	N.D.
Kalaeloa Tactical Training Facility	Kalaeloa (Former BPNAS site)	Island-wide	N.D.
Ho'opili	Ho'opili	Ho'opili, Ewa by Gentry, Kapolei, Tenney Village, Waipahu, Royal Kunia	N.D.
Police Stations			
'Ewa Plains Regional Station	City of Kapolei	'Ewa Region	Existing
Ho'opili Substation	Ho'opili	East Kapolei, 'Ewa Beach	N.D.
Emergency Medical Services Facilities	DOH has not identified needed sites		

NOTES:

[1] [~~To be replaced~~] Replaced with new station [~~on Fort Weaver Road~~] at Ocean Pointe.

[2] Opened in 2012.

N.D. Not Determined.

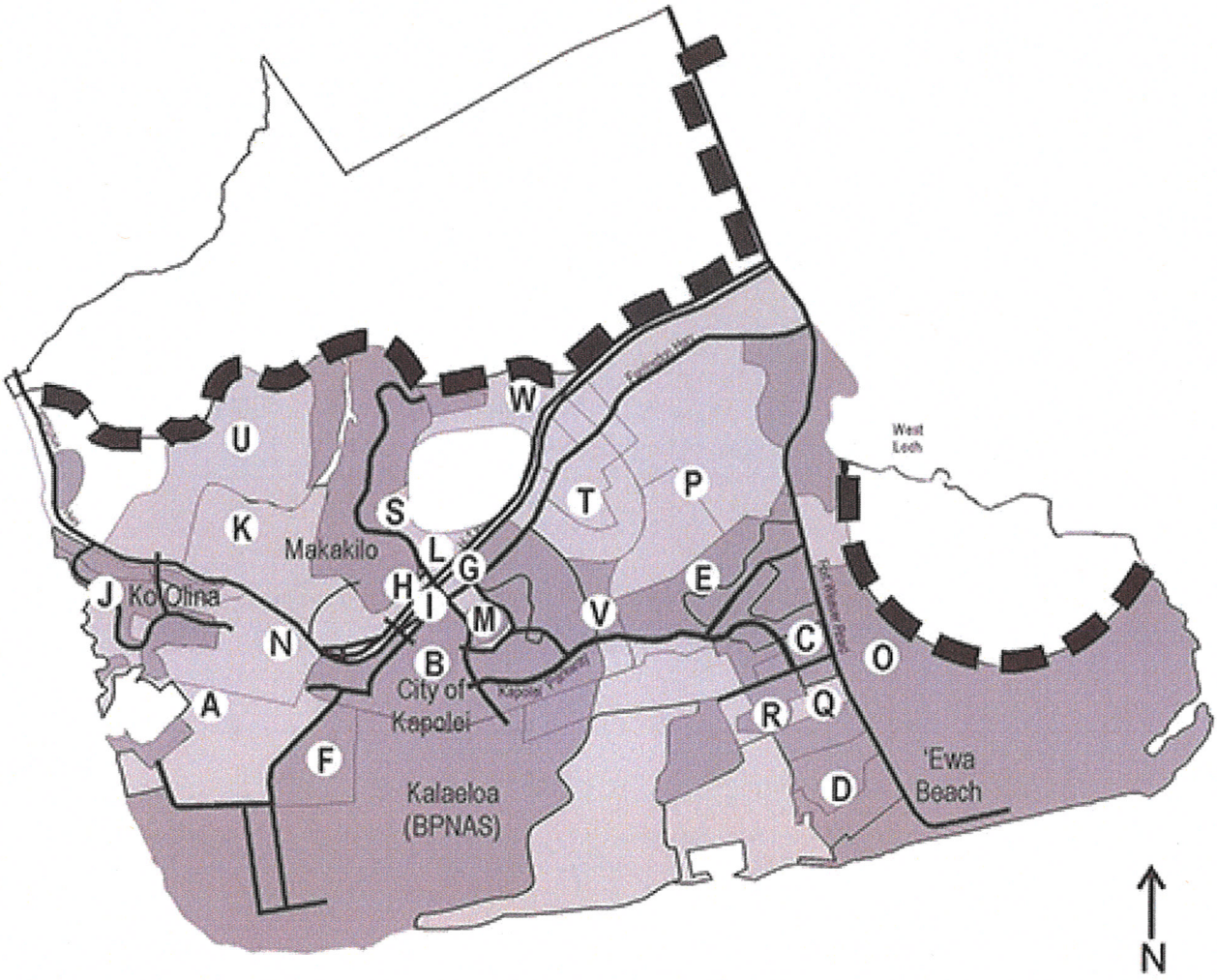
No.	Page	Section	Proposed Text and/or Map Changes
20.	5-29	5. Implementation Table 5.1 Implementation Matrix **Policies and Guidelines Statements**	**Table 5.1: Implementation Matrix** **Policies and Guidelines Statements** **PLANNED COMMERCIAL RETAIL CENTERS** Develop planned commercial centers, outside of the City of Kapolei, to provide retail shopping and offices delivering services for the 'Ewa residential communities in which they are located. Concentrate commercial uses in central locations instead of in continuous commercial strips along arterial roads, and design the centers to support pedestrian-friendly centers or "Main Streets" for their communities. Allow medium density mixed use commercial development [~~within a quarter-mile radius of proposed transit station areas~~] near rail transit stations on the [~~rapid~~] rail transit corridor.
21.	5-31	5. Implementation Table 5.1 Implementation Matrix **Policies and Guidelines Statements**	**Table 5.1 : Implementation Matrix** **Policies Guidelines and Statements** **TRANSPORTATION SYSTEMS** Reserve land for the right-of-way for the Council-identified [~~rapid~~] rail transit corridor in 'Ewa and plan to develop medium density [~~high traffic~~] land uses [~~and transit oriented development nodes along the route.~~] in transit nodes. *Add to Programs/Agencies/Roles:* **Programs** / **Agencies** / **Roles** ZC/UA / DPP / Regulator AHR / DTS / Advocate UDP TOD City CIP / HART / Implementer
22.	5-36	5. Implementation Table 5.1 Implementation Matrix	*Added to list of Agencies:* **Table 5.1 Implementation Matrix** Key to Abbreviations **Agencies** • **HART**: Honolulu Authority for Rapid Transportation

No.	Page	Section	Proposed Text and/or Map Changes
23.	A-8	Appendix A: Conceptual Maps Glossary: Urban Land Use Map	**Transit Node ~~(Medium Density Apartment and Commercial)~~** [~~Centers~~] Areas of medium density apartment and commercial development located around rail transit stations on [~~a planned rapid~~] the rail transit corridor which extends from the City of Kapolei through Waipahû to downtown Honolulu. (See Sections 3.9, 3.10, and 4.1.4.2.)
24.	A-8	Appendix A: Conceptual Maps Glossary: Urban Land Use Map	**University of Hawai'i West O'ahu (UHWO)** [~~Proposed campus location~~] Campus located on 136 acres near the intersection of Kualaka'i Parkway and Farrington Highway
25.	A-10	Appendix A: Conceptual Maps Glossary: Public Facilities Map	[~~**Transit Corridor**~~ ~~An area designated for establishment of communities that encourage use of transit, walking, and biking to go to work, to school, to shop, or to have fun by providing easy access to high speed mass transit; designing streets, public places, and pathways to be friendly to pedestrians and bikers; and locating medium density housing and commercial development within easy walking distance of the nearest rail transit station. Sufficient land will be reserved in the corridor so that rapid transit system can be developed in the future. (See Sections 2.2.7, 3.9.1, 3.10.1, and 4.1.4.2.).~~] **Elevated Rail Transit Line** A rail line raised above ground for high speed rail service in urban areas.
26.	A-10	Appendix A: Conceptual Maps Glossary: Public Facilities Map	[~~**Transit Node**~~ ~~Centers of medium density apartment and commercial development located around transit stations on planned rapid transit corridor which extends from City of Kapolei through Waipahû to downtown Honolulu. (See Sections 3.9, 3.10, and 4.1.4.2.)~~] **Rail Transit Station** A dedicated rail transit facility providing passengers access to high speed rail service on the elevated rail transit line.

No.	Page	Section	Proposed Text and/or Map Changes
27.	A-12	Appendix A: Conceptual Maps Glossary: Phasing Map	**University of Hawai'i West O'ahu (UHWO)** [~~Proposed campus location~~] Campus located on 136 acres near the intersection of Kualaka'i Parkway and Farrington Highway
28.	A-13	Appendix A: Conceptual Maps Glossary: Phasing Map	**Rail Transit Corridor** An area designated for establishment of communities that encourage use of transit, walking, and biking to go to work, to school, to shop, or to have fun by providing easy access to high speed mass transit; designing streets, public places, and pathways to be friendly to pedestrians and bikers; and locating medium density housing and commercial development within easy walking distance of the nearest rail transit station. Sufficient land will be reserved in the corridor so that [rapid transit system] an elevated rail transit line and rail transit stations can be developed in the future. (See Sections 2.2.7, 3.9.1, 3.10.1, and 4.1.4.2.).
29.	A-14	Appendix A: Conceptual Maps Glossary: Phasing Map	[~~**Transit Node**~~ ~~Centers of medium density apartment and commercial development located around transit stations on planned rapid transit corridor which extends from City of Kapolei through Waipahū to downtown Honolulu. (See Sections 3.9, 3.10, and 4.1.4.2.)~~] **Rail Transit Station** A dedicated rail transit facility providing passengers access to high speed rail service on the elevated rail transit line.
30.	A-15	Appendix A: Conceptual Maps Open Space Map	*Map revisions include the following:* • Addition of a Landscaped Boulevard/Greenway in the Ho'opili master planned community, makai of Farrington Highway • Addition of a Park symbol in the Ho'opili master planned community • The street network on the University of West O'ahu campus and non-campus lands has been updated to show extensions of Keahumoa Parkway and Kinoiki Street only. All other streets have been removed as they are neither Highways, Arterial, nor Major Collector Streets. Refer to Attachment 2.

No.	Page	Section	Proposed Text
31.	A-17	Appendix A: Conceptual Maps Urban Land Use Map	*Map revisions include the following:* • Addition of Industrial use areas mauka of Farrington Highway and UHWO • Addition of Medium Density Apartment/Commercial Mixed use 'ewa of Kualaka'i Parkway and mauka of Farrington Highway. • Addition of Medium Density Apartment/Commercial Mixed use along the transit corridor between the two most eastern transit nodes • Addition of Medium Density Apartment/Commercial Mixed use along the 'ewa side of Kualaka'i Parkway on the on the UHWO campus to below Keahumoa Parkway • The Public Institution use representing the UHWO campus has been adjusted slightly to better represent its footprint, however it should be noted it is still conceptual and does not intend to define the campus' exact parcels • Relocation of existing Community Commercial Center symbol from Diamond Head of Kualaka'i Parkway to 'ewa of Kualaka'i Parkway • Relocation of existing Future High School symbol from 'ewa of Kualaka'i Parkway to Diamond Head of Kualaka'i Parkway and mauka of Farringon Highway and the Ho'opili master planned community • Removal of the existing Future High School symbol adjacent to Kunia Road and the H-1 Freeway • Relocation of Future Intermediate/Middle School symbol adjacent to Fort Weaver Road to the middle of the Ho'opili master planned community • Addition of a Park symbol in the Ho'opili master planned community • The street network on the University of West O'ahu campus and non-campus lands has been updated to show extensions of Keahumoa Parkway and Kinoiki Street only. All other streets have been removed as they are neither Highways, Arterial, nor Major Collector Streets • **Legend: Slightly adjusted symbol for Transit Node to show a greater amount of orange around the blue square to emphasize that** Transit Node is intended to signify the land uses around a future or existing rail station • **Legend:** [~~U.H. West O'ahu~~] University of Hawai'i West O'ahu: symbol has been changed from Future to Existing and has been updated on the map • **Legend:** Transit Node [(~~Medium Density Residential and Commercial~~)] Refer to Attachment 3.
32.	A-19	Appendix A: Conceptual Maps Public Facilities Map	*Map revisions include the following:* • Relocation of existing Future High School symbol from 'ewa of Kualaka'i Parkway to Diamond Head of Kualaka'i Parkway and mauka of Farringon Highway and the Ho'opili master planned community • Removal of the existing Future High School symbol adjacent to Kunia Road and the H-1 Freeway • Relocation of Future Intermediate/Middle School symbol adjacent to Fort Weaver Road to the middle of the Ho'opili master planned community • Addition of a Future Park symbol in the Ho'opili master planned community • The street network on the University of West O'ahu campus and non-campus lands has been updated to show extensions of Keahumoa Parkway • and Kinoiki Street only. All other streets have been removed as they are neither Highways, Arterial, nor Major Collector Streets • [~~North-South Rd.~~] Kualaka'i Parkway • **Legend:** [~~Transit Corridor~~] Elevated Rail Transit Line: added a symbol for Existing and updated this on the map • **Legend:** [~~Transit Node~~] Rail Transit Station: added a symbol for Existing and updated this on the map • **Legend:** [~~U.H. West O'ahu~~] University of Hawai'i West O'ahu: symbol has been changed from Future to Existing and has been updated on the map Refer to Attachment 4.

No.	Page	Section	Proposed Text and/or Map Changes
33.	A-21	Appendix A: Conceptual Maps Phasing Map	*Map revisions include the following:* • Addition of a Future Park symbol in the Ho'opili master planned community • Addition of Future Landscaped Boulevard/Greenway along existing Elevated Rail Transit Line in the Ho'opili master planned community • The street network on the University of West O'ahu campus and non-campus lands has been updated to show extensions of Keahumoa Parkway and Kinoiki Street only. All other streets have been removed as they are neither Highways, Arterial, nor Major Collector Streets • Legend: [~~Rapid~~] Rail Transit Corridor • Legend: Rail Transit Station Refer to Attachment 5
34.		Administrative changes made to the following agencies and place names throughout the document.	Administrative changes were made to the following departments, place names, and terminology throughout the document: City and County of Honolulu (City) City of Kapolei Department of Hawaiian Home Lands (DHHL) Department of Planning and Permitting (DPP) Department of Transportation Services (DTS) Elevated Rail Transit Line Hawai'i Community Development Authority (HCDA) Honolulu Fire Department (HFD) Kualaka'i Parkway (the former North-South Road) Primary Urban Center (PUC) Rail Transit Station Rail Transit Corridor Salvation Army Kroc Center State Department of Agriculture (HDOA) State Department of Education (DOE) State Department of Transportation (DOT) State Land Use Commission (LUC) Sustainable Communities Plan (SCP) University of Hawai'i West O'ahu (UHWO)

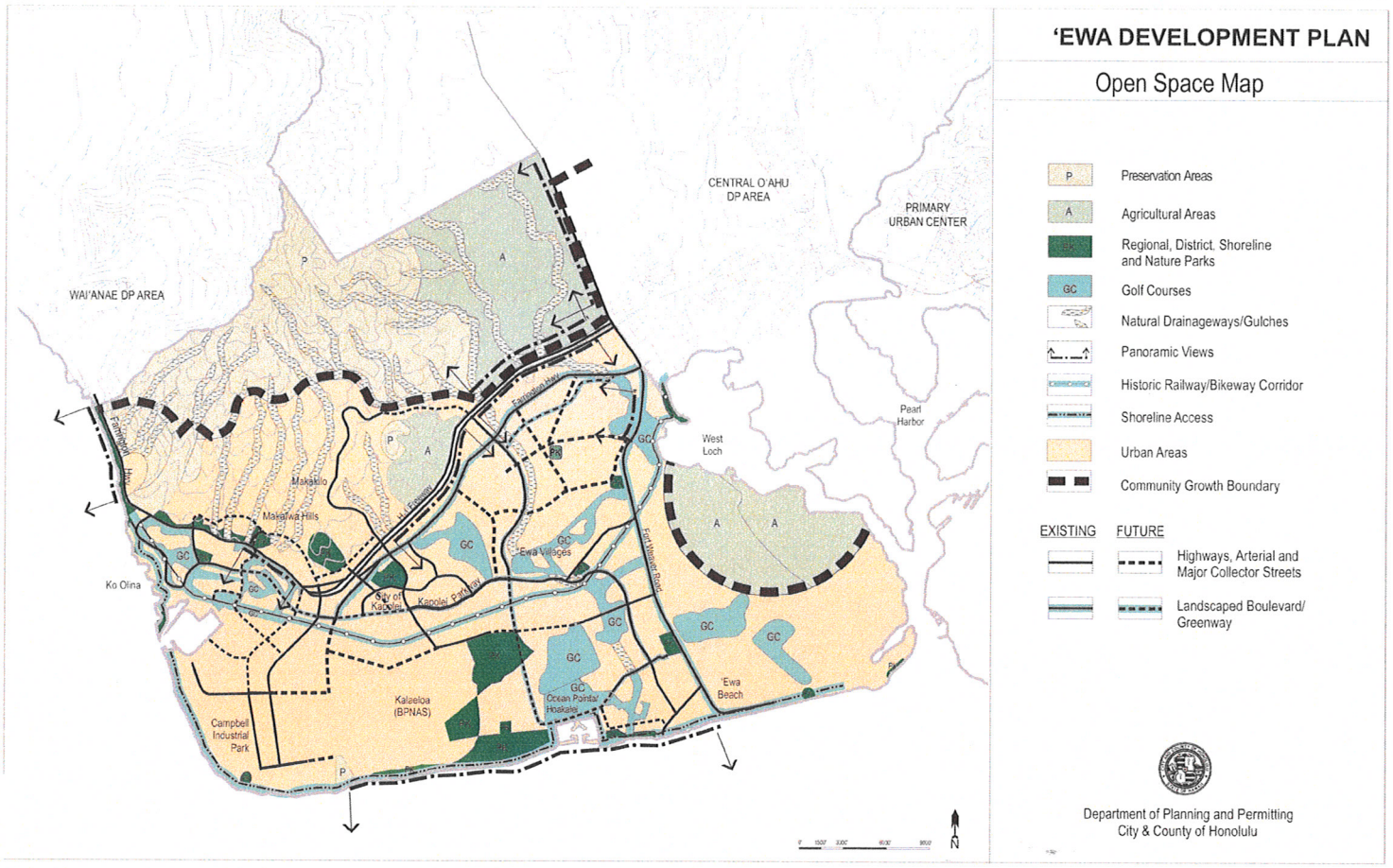


LEGEND

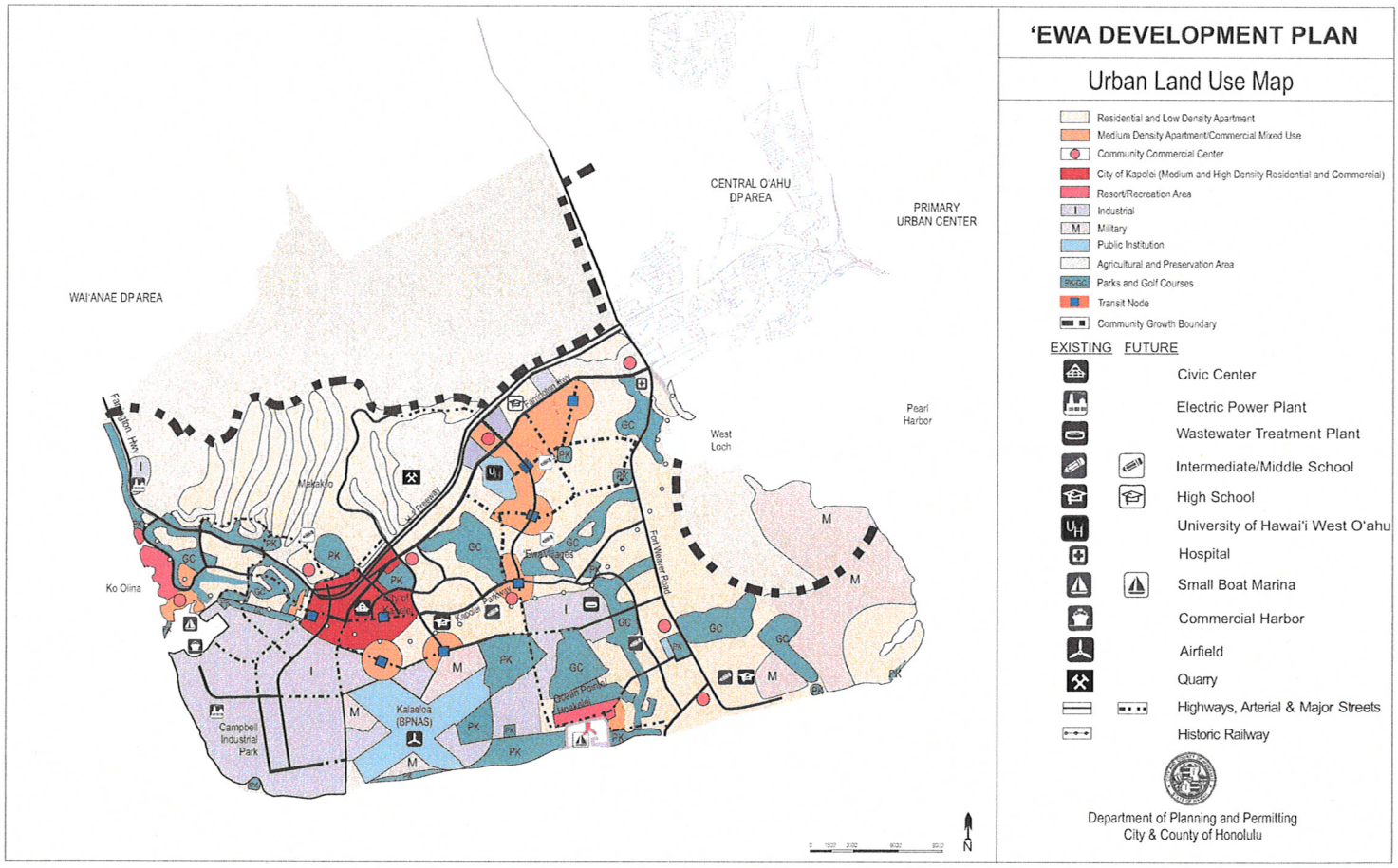
- A Kalaeloa Barbers Point Harbor
- B City of Kapolei
- C 'Ewa by Gentry
- D Ocean Pointe/Hoakalei
- E 'Ewa Villages
- F Kapolei Business Park
- G Kapolei Knolls
- H Pālailai Residential
- I Kapolei Shopping Center
- J Ko Olina
- K Makaiwa Hills
- L Makakilo (C + D1)
- M Villages of Kapolei
- N Kapolei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

- Non-Urban Areas
- Existing Urban Areas
- Urban Expansion 1995-2005
- Community Growth Boundary

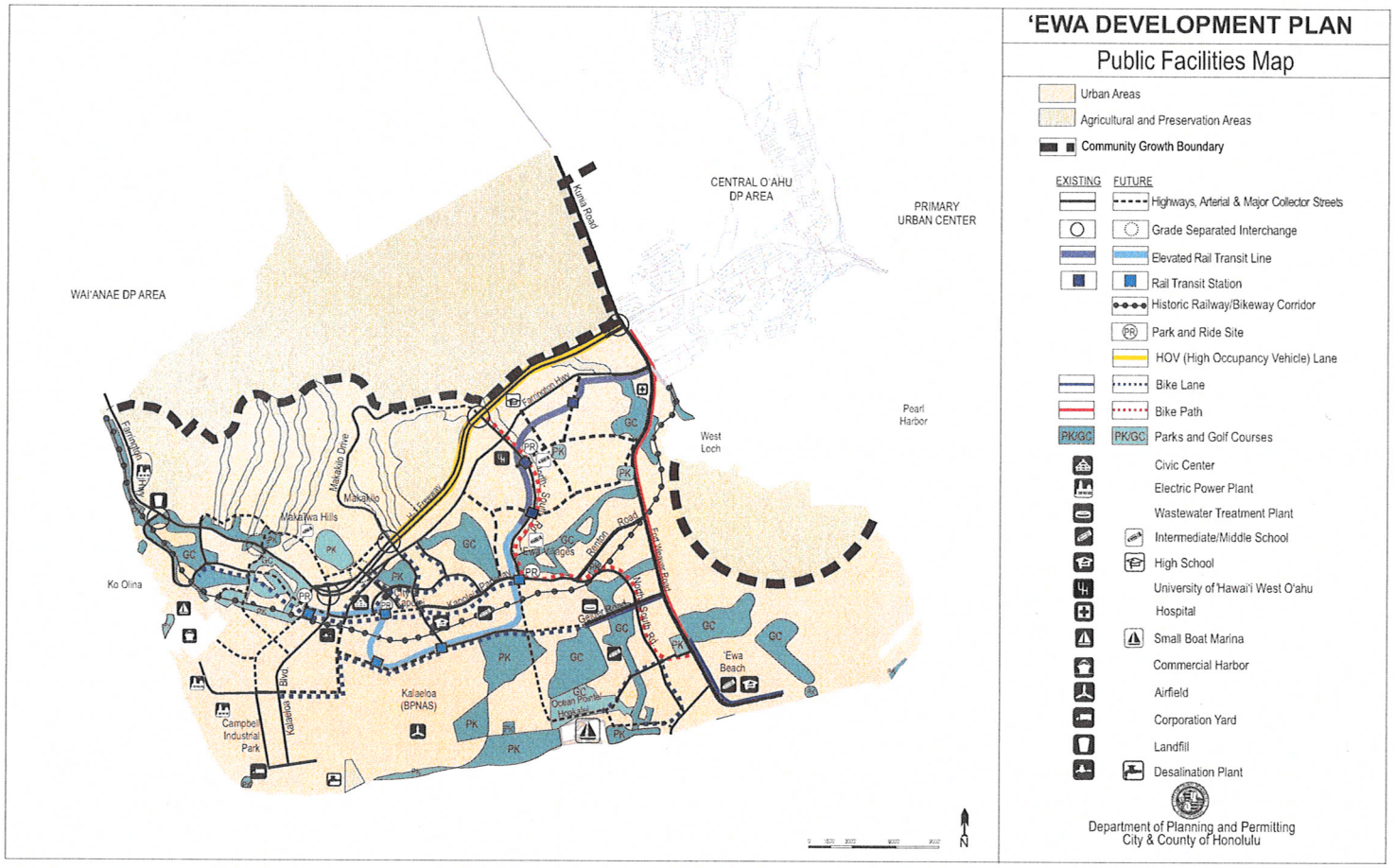
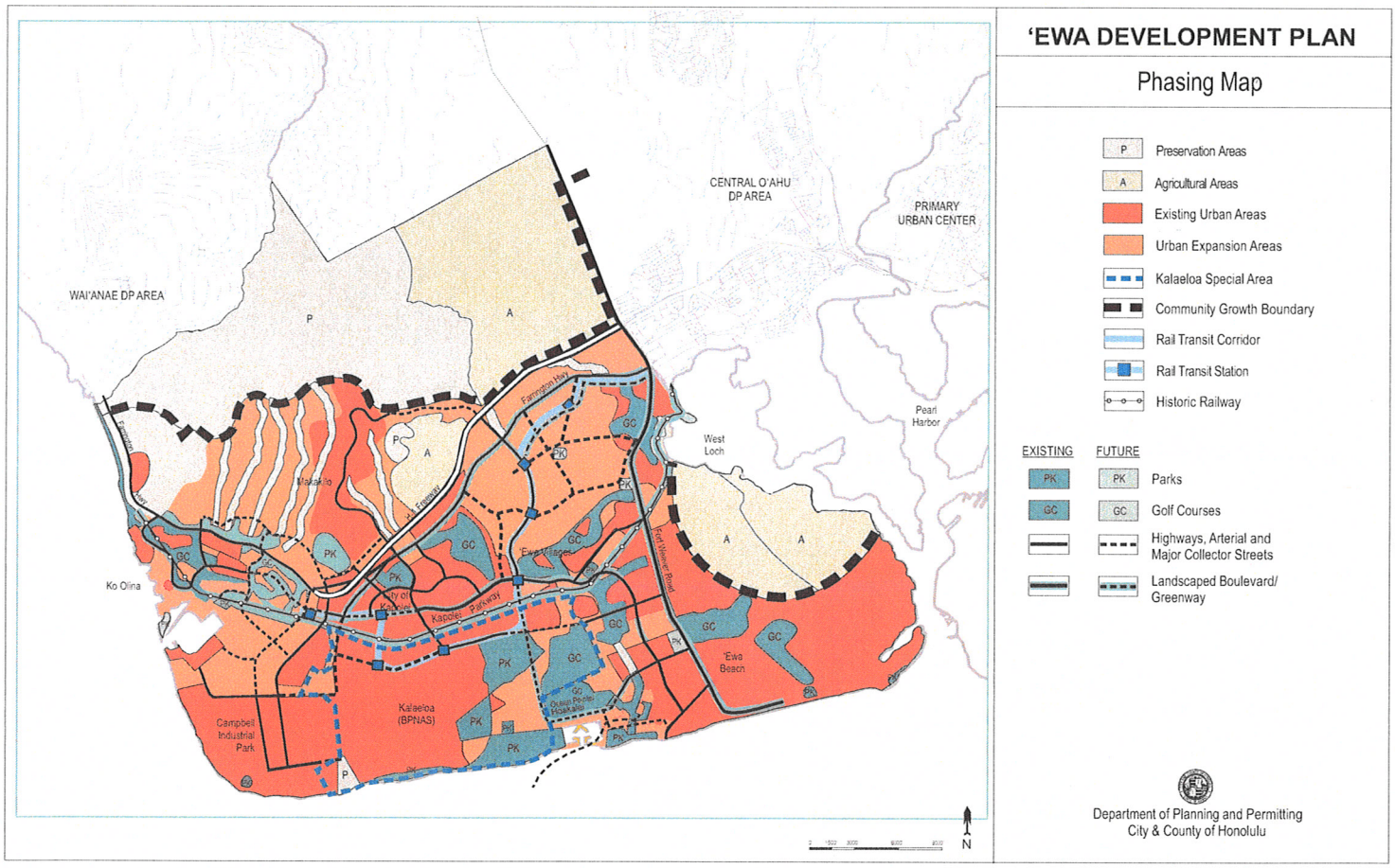
Attachment 2



Attachment 3



Attachment 4



Attachment 5