

PLANNING COMMISSION
CITY AND COUNTY OF HONOLULU

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August 24, 2020

The Honorable Ikaika Anderson
Chair and Presiding Officer
and Councilmembers
Honolulu City Council
530 South King Street, Room 202
Honolulu, Hawaii 96813

Dear Chair Anderson and Councilmembers:

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

The Planning Commission held a public hearing on August 19, 2020, on the above subject matter. Four public and two written testimonies were received. The public hearing was closed on August 24, 2020.

The Planning Commission voted unanimously, 5-0, to recommend approval.

Enclosed is the Department of Planning and Permitting memo to the Planning Commission dated July 6, 2020, with the following enclosures:

Enclosure 1: East Kapolei Neighborhood TOD Draft Final Plan dated July 2020

Enclosure 2: Draft Resolution

Enclosure 3: Background Report

Enclosure 4: Ordinance 09-4

Enclosure 5: Public Meeting Presentation Slides and Neighborhood Board Meeting Minutes

Enclosure 6: Submitted Comments on the Public Review Draft

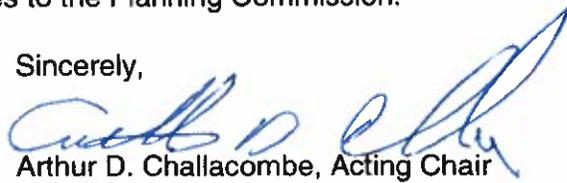
Enclosure 7: Public Review Draft Comments Matrix

20 AUG 27 PM 3:05 CITY CLERK

The Honorable Ikaika Anderson
Chair and Presiding Officer
and Councilmembers
August 24, 2020
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Also enclosed is the written testimonies to the Planning Commission.

Sincerely,



Arthur D. Challacombe, Acting Chair
Planning Commission

Enclosures

ACKNOWLEDGED:



Kirk Caldwell
Mayor

ACKNOWLEDGED:



Kathy K. Sokugawa, Acting Director
Department of Planning and Permitting



Roy K. Amemiya, Jr.
Managing Director

Authorization Kathy K. Sokugawa, Acting Director
Advertisement July 17, 2020
Public Hearing July 27, 2020

Acting Director

DEPARTMENT OF PLANNING AND PERMITTING

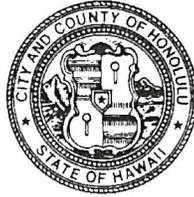
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DEPUTY DIRECTOR

July 6, 2020

MEMORANDUM

TO: Arthur D. Challacombe, Chair
and Members of the Planning Commission

FROM: Kathy K. Sokugawa, Acting Director
Department of Planning and Permitting

Handwritten signature of Kathy K. Sokugawa in blue ink.

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

2020 JUL 10 AM 11:08
DEPT OF PLANNING
AND PERMITTING
CITY & COUNTY OF HONOLULU

We are pleased to transmit for appropriate action an update to the East Kapolei Neighborhood TOD Plan. Also enclosed are a draft resolution approving the TOD Plan and the background report of the TOD Plan. A companion bill to amend the Ewa Development Plan is also being transmitted to you under separate cover.

The TOD Plan covers the three rail transit stations at the current ewa end of the 20-mile rail line (a planned future extension will reach Kapolei). The three rail transit stations are called Honouliuli at Hoopili, Keoneae, next to the University of Hawaii – West Oahu (UHWO) campus, and Kualakai at East Kapolei.

The TOD Plan process was started by the Department of Planning and Permitting (DPP) in October 2008. Following a robust community outreach program with governmental agencies, community organizations, and property owners, a Public Review Draft was finalized in April 2010.

At that time, several State agencies, including the University of Hawaii, the Department of Land and Natural Resources, and the Department of Hawaiian Home Lands held large tracts of land in the vicinity of the three rail transit station areas. In addition, DR Horton/Schuler Homes, developer of Hoopili, was entering the land use permit and entitlement process with the State Land Use Commission and various City departments. Pending the outcome of these processes and allowing time for the various stakeholders to develop their own master plans, it was determined that the introduction of the TOD Plan to the Planning Commission (Commission) and ultimately the City Council should be postponed.

Arthur D. Challacombe, Chair
and Members of the Planning Commission
July 6, 2020
Page 2

Ten years have passed and an update to the TOD Plan is necessary. The effort to update the TOD Plan gained momentum in 2019 as UHWO, other State landowners, and DR Horton/Schuler Homes, were in a better position to realize the opportunities of TOD. Over the last year, the DPP, along with PBR Hawaii as the planning consultant for the update of the Plan, worked closely with landowners and other community stakeholders, as well as with the public to update the TOD Plan. While the State owns most of the property around the Kualakai and Keoneae rail transit stations, it has welcomed the City's initiative in using this TOD Plan as a guide for future development of their properties and the zoning and entitlements involved in implementing the Plan. As each TOD neighborhood is unique, the goal is to develop sets of policies and regulations that make sense from a collective, regional standpoint, as well as from the individual neighborhood and rail transit station area perspective.

The update is now the sixth TOD Plan the DPP is processing for formal City recognition and adoption. The Commission previously recommended approval of six neighborhood TOD plans: Waipahu Neighborhood TOD Plan, Aiea-Pearl City Neighborhood TOD Plan, Kalihi Neighborhood TOD Plan, Downtown Neighborhood TOD Plan, Ala Moana Neighborhood TOD Plan, and the most recent, the Halawa Area TOD Plan. Although not required by law, we are submitting the TOD Plan to the Commission in the spirit of maximizing community review. Also, given that the Plan directs changes to the zoning code (in the form of Land Use Ordinance amendments), it would be helpful for the Commission to review the basis for future zoning amendments. We are also in the process of finalizing the last area TOD Plan encompassing the three rail stations in the Airport TOD area, which will be submitted to the Commission soon.

This TOD Plan addresses the planning requirements of Ordinance 09-4 (Ordinance), which outlines the City's TOD strategies, and sets forth the requirements for TOD zoning. A copy of this Ordinance and a draft Resolution to approve the TOD Plan are enclosed.

We look forward to your consideration of this TOD Plan. Please report and forward your findings and recommendation via the Mayor to the City Council.

Enclosures:

1. East Kapolei Neighborhood TOD Draft Plan
2. Draft Resolution
3. Background Report
4. Ordinance 09-4
5. Public Meeting Presentation Slides and Neighborhood Board Meeting Minutes
6. Submitted Comments on the Public Review Draft
7. Public Review Draft Comments Matrix



EAST KAPOLEI NEIGHBORHOOD TOD PLAN

DRAFT FINAL PLAN

JULY 2020

UPDATE PREPARED BY: PBR HAWAII & ASSOCIATES, INC.

INITIAL DRAFT BY: VAN METER WILLIAMS POLLACK

FOR: THE DEPARTMENT OF PLANNING & PERMITTING
CITY AND COUNTY OF HONOLULU



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LIST OF ACRONYMS

ADA	Americans with Disabilities Act
AHR	Affordable Housing Requirements
AICUZ	Air Installation Compatibility Use Zone
AMI	Area Median Income
BFS	Budget and Fiscal Services, City and County of Honolulu
BID	Business Improvement Districts
BWS	Board of Water Supply, City and County of Honolulu
CBB	Community Benefits Bonus
CDBG	Community Development Block Grant
CFD	Community Facilities District
CGB	Community Growth Boundary
COE	U.S. Army Corps of Engineers
COP	Certificates of Participation
DCAB	Disability and Communications Access Board
DDC	Department of Design and Construction, City and County of Honolulu
DFM	Department of Facility Management, City and County of Honolulu
DHHL	Department of Hawaiian Home Lands, State of Hawai'i
DLNR	Department of Land and Natural Resources, State of Hawai'i
DOE	Department of Education, State of Hawai'i
DP	Development Plan
DPP	Department of Planning and Permitting, City and County of Honolulu
DPR	Department of Parks and Recreation, City and County of Honolulu
DTS	Department of Transportation Services, City and County of Honolulu
DURF	Dwelling Unit Revolving Fund
EJSCREEN	Environmental Justice Screening and Mapping Tool
ENV	Department of Environmental Services, City and County of Honolulu
EPA	U.S. Environmental Protection Agency

ESA	Environmental Site Assessments
FAA	Federal Aviation Administration
FAR	Floor area ratio
FEIS	Final Environmental Impact Statement
FEMA	Federal Emergency Management Agency
FTA	Federal Transit Administration
GET	General Excise Tax
GO	General Obligation
HART	Honolulu Authority for Rapid Transportation
HDOT	State of Hawai'i Department of Transportation
HDOT-AIR	Airports Division, State of Hawai'i Department of Transportation
HDOT-Highways	Highways Division, State of Hawai'i Department of Transportation
HFD	Honolulu Fire Department
HHFDC	Hawaii Housing Finance and Development Corporation
HMMF	Hula Mae Multi-Family Tax-exempt Bond
HOME	HOME Investment Partnerships Program
HPD	Honolulu Police Department
HPHA	Hawaii Public Housing Authority
HRS	Hawaii Revised Statutes
H RTP	Honolulu Rail Transit Project
HTF	Housing Trust Fund Grant Program
HUD	U.S. Department of Housing and Urban Development
ID	Improvement Districts
LIHTC	Low Income Housing Tax Credits
LID	Low Impact Development
LUO	Land Use Ordinance, City and County of Honolulu
MOCA	Mayor's Office of Culture and Arts, City and County of Honolulu
NPDES	National Pollutant Discharge Elimination System
OED	Office of Economic Development, City and County of Honolulu

P3	Public-Private Partnership
PD-T	Planned Development-Transit
PHHT	Pearl Harbor Historic Trail
PILOT	Payments in Lieu of Taxes
PRD	Public Review Draft
PRU	Plan Review Use
ROW	Right-of-Way
SID	Special Improvement Districts
SLR	Sea Level Rise
SLR-XA	Sea Level Rise Exposure Area
TIF	Tax Increment Financing
TIFIA	Transportation Infrastructure Finance and Innovation Act
TOD	Transit-Oriented Development
UA	Unilateral Agreement
UDP	Urban Design Plan
UH	University of Hawaii
UHWO	University of Hawaii-West O‘ahu
USFAWS	US Department of the Interior, Fish and Wildlife Service

I. EXECUTIVE SUMMARY



A. THE VISION

The East Kapolei Neighborhood Transit-Oriented Development (TOD) Plan presents an opportunity to create sustainable, compact mixed-use development in the areas surrounding the Honouliuli/Ho'opili, Keone'ae/University of Hawaii-West Oahu (UHWO), and Kualaka'i/East Kapolei rail transit stations. Located at the current western terminus of the 20-mile elevated rail transit line, each East Kapolei community will be connected with convenient rail transit access to downtown Honolulu. The three rail transit station areas are envisioned to be neighborhoods structured in a pedestrian-friendly environment with numerous housing, employment, educational, and recreational opportunities. Such compact, mixed-use development enhanced by pedestrian amenities takes full advantage of the benefits of rail transit service.

Each of the rail transit station areas will provide for unique development opportunities and the TOD Plan aims to give each station its own identity based on the local conditions and development needs. Rail transit station area plans have been developed for each of the three rail transit stations through an inclusive community-based planning effort to ensure that the needs of the area stakeholders have been integrated into the final TOD Plan.

The Honouliuli rail transit station will service a brand new town with an integrated mix of uses for residences and employment. The Keone'ae rail transit station will facilitate UHWO's "town and gown" university village, which envisions a different mix of uses focused on students and campus life. The Keone'ae rail transit station also enhances the Department of Land and Natural Resources' (DLNR) vision for its landholdings, primarily to create jobs, provide affordable housing opportunities, and to support its natural, cultural and recreational resource management and protection programs. The Kualaka'i rail transit station area will include the Salvation Army Kroc Center, residential and commercial uses on the properties owned by the Department of Hawaiian Home Lands (DHHL), the Ko'oloa'ula affordable rental housing complex, housing provided by the University of Hawaii (UH) with its development partners, and a mixed-use center near the station.

While taking into account the individual requirements for each station, the overall vision for the TOD Plan is to create an integrated, connected urban environment that fosters healthy living and community identity.

B. CHANGES INFLUENCING THIS UPDATE

The vision set forth above is based on underlying TOD principles advocating smart growth generally within the half-mile areas surrounding the three rail transit stations. The original draft TOD Plan process began in October 2008 by identifying project area issues, opportunities, and constraints. Three community workshops were held in March 2009, July 2009, and April 2010, and Public Review Draft (PRD) #1 was released in April 2010.

Since the release of PRD #1, substantial changes in land use and zoning have occurred in the vicinity of the three East Kapolei rail transit stations. Over the last 10 years, East Kapolei has transformed due, in large part, to several major developments and new facilities such as the Salvation Army Kroc Center, the UHWO campus, the Ho'opili master-planned community, the Ko'oloa'ula Residential Apartments, the DHHL Kānehili residential community, the Ka Makana Ali'i Shopping Center, Increment IIB of Kauluokahai (DHHL East Kapolei II), the site of the Special Olympics Hawai'i, the Keahumoa Place Residential Apartments, and the Honouliuli Middle School (see Figure 1). Major transportation projects during this timeframe include the completion of Kualaka'i Parkway, the connection of Kapolei Parkway between 'Ewa Beach and Kapolei, the planning and programming of widening Farrington Highway, and the construction of the Honolulu Rail Transit Project (H RTP).

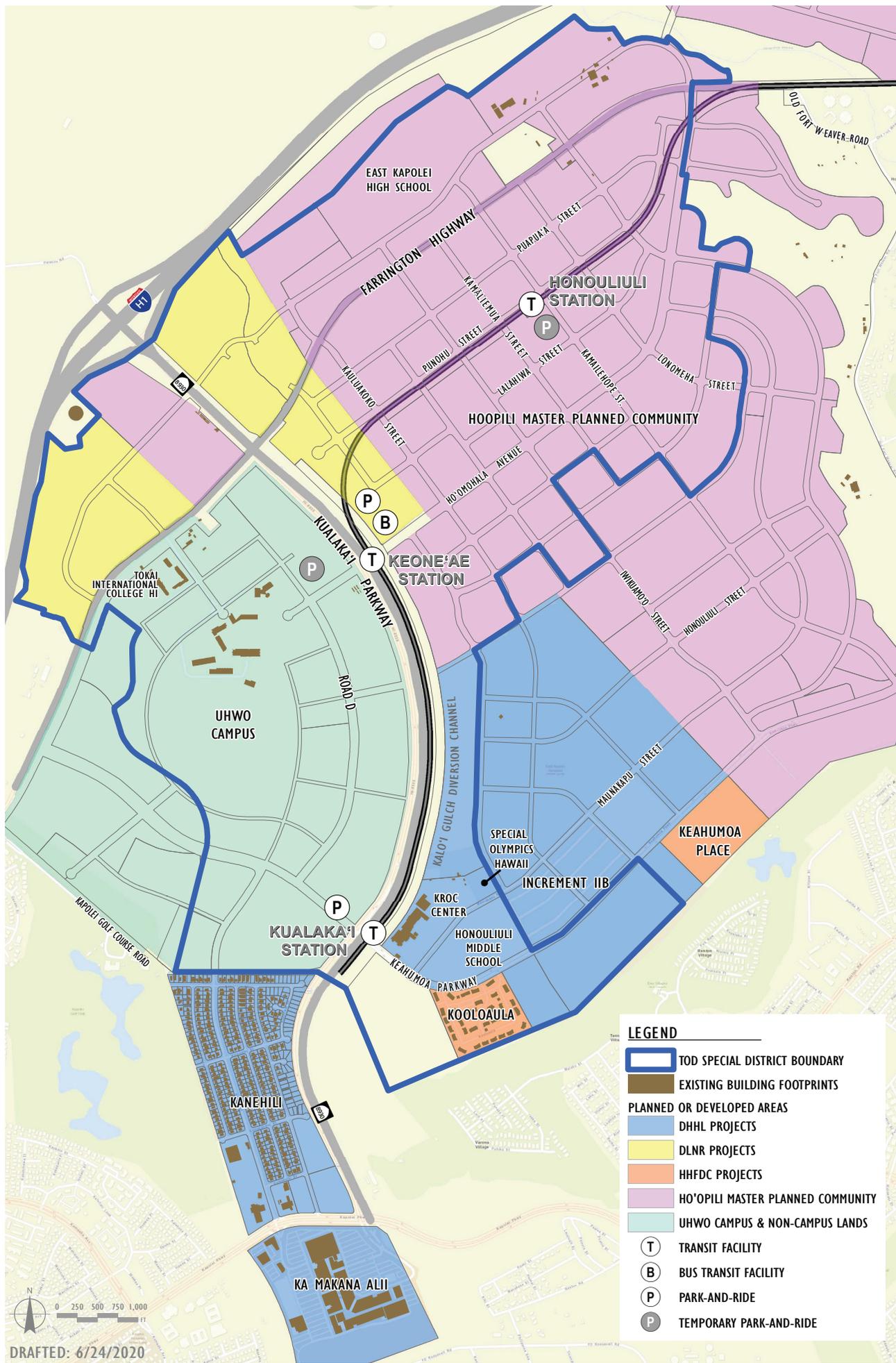
With the rail transit line in place and the three rail transit stations near completion and partial rail transit service to begin in early 2021, area landowners and other stakeholders can now better visualize opportunities for TOD. Most of the land in the TOD Plan area is held by major private developers or State agencies, many of whom have recently updated their own plans, or are in the process of developing site-specific plans. For instance, UHWO has decided to retain more of its lands for campus use (up to 306 acres in order to accommodate a future campus population of up to 20,000 students), while decreasing the lands available for non-campus development.

Significant planning updates regarding TOD implementation, policies, and incentives occurred since the PRD #1 was published. These updates are discussed further in Chapter VIII, Zoning Recommendations, and include, but are not limited to, the following:

- Honolulu Complete Streets ordinance (Ordinance 12-15) and Design Manual (September 2016)
- Affordable Housing Requirement (Ordinance 18-10) to help address critical affordable housing shortage on O'ahu and the Affordable Housing Incentives ordinance (Ordinance 18-1), to help stimulate affordable housing production
- TOD Zoning and Special District ordinance adopted for the Waipahu Neighborhood will serve as prototype for future TOD zone changes and Special District creation at the other rail transit stations along the rail line
- TOD Special District Design Guidelines (June 2018)
- Rail access projects identified, funded, and in the design or pre-construction stage such as bus bays or pullouts and completing the missing segments of the existing multi-use path along the diamond head side of Kualaka'i Parkway

In sum, the significant changes in land use, policy direction, and strategies that have emerged since the completion of PRD #1 warrant this update in order to implement the vision established in the TOD Plan.





LEGEND

- TOD SPECIAL DISTRICT BOUNDARY
- EXISTING BUILDING FOOTPRINTS
- PLANNED OR DEVELOPED AREAS**
- DHHL PROJECTS
- DLNR PROJECTS
- HHFDC PROJECTS
- HO'OPI'I MASTER PLANNED COMMUNITY
- UHWO CAMPUS & NON-CAMPUS LANDS
- T TRANSIT FACILITY
- B BUS TRANSIT FACILITY
- P PARK-AND-RIDE
- P TEMPORARY PARK-AND-RIDE



DRAFTED: 6/24/2020

EAST KAPOLEI MAJOR DEVELOPMENTS*
 (*AREAS WHERE DEVELOPMENT HAS BEEN PLANNED OR STARTED SINCE 2010)

SOURCE: CITY AND COUNTY OF HONOLULU, DHHL, DLNR, DR HORTON, UHWO.
 Disclaimer: This graphic has been prepared for general planning purposes only and should not be used for boundary interpretations or other spatial analysis.

FIGURE 1

C. SUMMARY OF RECOMMENDATIONS

All three rail transit station areas will include transit plazas at the station entrances. These rail transit stations will not only be connected by the elevated rail line but also by a multi-use path starting from the Kalo'i Gulch Diversion Channel alongside Kualaka'i Parkway that is recommended to follow the path of the elevated rail line as the "Kalo'i-Kualaka'i Greenway." This planned active greenway will also connect to a 100-foot wide "greenway corridor," otherwise known as Pu'uwai Park that extends across the Ho'opili community adjacent to the elevated rail line. Rail transit station areas will also integrate neighborhood open spaces in certain areas. Additional recommendations specific to each station are listed below.

1. Honouliuli Rail Transit Station Area

- Temporary surface park-and-ride lot at the rail transit station until full rail transit operations are completed
- Pu'uwai Park, a 100-foot wide greenway corridor, to provide a landscape buffer between the rail line and adjacent uses to the elevated rail line separated by landscaped median within. This should connect to the Kalo'i-Kualaka'i Greenway (shared-use path) being completed along Kualaka'i Parkway. To complement the shared-use path feature, select amenity improvements such as view areas, benches, and nature path could turn the Kalo'i-Kualaka'i Greenway into a community asset for passive and limited active recreational uses
- Medium- to high-density, mixed-use development surrounding the rail transit station
- Lower density, mixed-use development on the periphery of the TOD area
- Promote an active main street, a "festival street" block of Kamāliemua Street, key street designation of Farrington Highway and several street blocks (see Chapter IV.G.2 and Figures 6 and 8 for description and location) adjacent to the rail transit station

2. Keone'ae Rail Transit Station Area

- Elevated pedestrian station walkway crossing Kualaka'i Parkway
- Temporary, 300-space park-and-ride mauka of Ho'omohala Avenue and west of Kualaka'i Parkway
- Bus transfer facility and 1,000-space permanent park-and-ride facility wrapped by street-fronting commercial space, mauka of Ho'omohala Avenue and diamond head of Kualaka'i Parkway
- Higher density, mixed-use development adjacent to the rail transit station
- Medium-density, mixed-use development further from the station on the UHWO side, respecting the landmark UHWO Library Tower
- Employment centers on UHWO campus and business park and retail center development on DLNR lands surrounding the Farrington Highway/Kualaka'i Parkway intersection

- New internal, tree-lined, pedestrian-friendly connector street (Road D) perpendicular to Ho'omohala Avenue, on the UHWO side of Kualaka'i Parkway to connect UHWO's Innovation District to the lower (makai) portion of UHWO property
- Key street designation along Ho'omohala Avenue (formerly Campus Drive) on both sides of Kualaka'i Parkway, Road 2 for one block mauka and makai of Ho'omohala Avenue as well as for Farrington Highway, and Kualaka'i Parkway (see Figures 6 and 9 for locations)
- A festival street block of Ho'okulaia Street between Kauluakoko and Kamolehonua Streets that can be closed for special community events (see Figure 6 for locations)
- Pedestrian and bicycle connections to the festival streets within the Ho'opili community

3. Kualaka'i Rail Transit Station Area

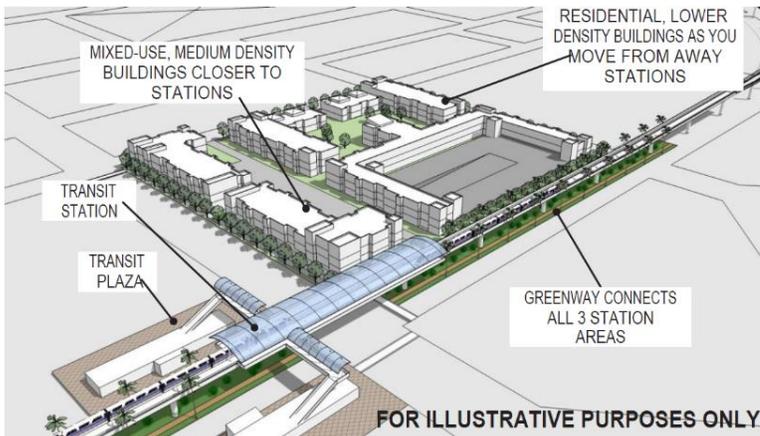
- Safe, convenient pedestrian connections across and alongside Kualaka'i Parkway to access DHHL neighborhoods on both sides of the Parkway, as well as to UHWO
- A park-and-ride lot or series of lots consisting of 900 spaces to support the use of the transit system for residents from 'Ewa, Kalaeloa, 'Ewa Beach, and Wai'anae
- Active community uses compatible with the Salvation Army Kroc Center, East Kapolei Elementary, and Honouliuli Middle School, as well as the residential uses along Keahumoa Parkway
- Lower to medium-density, mixed-use development west of Kualaka'i Parkway
- Key street designation of Kualaka'i Parkway and Keahumoa Parkway in the vicinity of the rail transit station (see Figures 6 and 10 for locations)

The TOD Plan recommends changes to existing development standards to support a more intensive land use pattern. Most of the zoning is in place for UHWO and Ho'opili. To encourage development of DLNR and DHHL lands, mixed-use apartment, business, and light industrial is proposed. The more intensive mixed-uses will be closest to where the roadway and transit networks can support them such as along Farrington Highway and at intersections along Kualaka'i Parkway (see image on the following page).

In addition to changes to the zoning, the TOD Plan recommends providing additional bonuses to developers that participate in providing community benefits. A community benefits bonus (CBB) leverages a project's development potential to incentivize improvements that meet a community's needs, goals, and objectives. In order to obtain these certain bonuses, community benefits will be required.

The TOD Plan also makes general recommendations regarding the phasing of development. This phasing will be crucial in synchronizing development to ensure the delivery of services and amenities for this emerging community are provided in a coordinated and efficient manner. Various infrastructure funding sources are also covered.

The TOD Plan document structure, following this Executive Summary, consists of eight chapters. Chapter II provides the background and context of the existing conditions at the rail transit station areas, followed by the principles that underpin TOD in this TOD Plan (Chapter III). Chapter IV provides a general overview of the TOD Plan while Chapters V, VI, and VII provide a more detailed overview of the TOD Plan at each of the three rail transit stations. At each rail transit station area, the TOD plan proposes opportunities to expand land uses; roadway, bicycle, and pedestrian networks; parks and open space; and development standards. Chapter VIII addresses the zoning designations, heights and density, the TOD Special District and introduces the CBB. Chapter IX discusses potential development phasing, infrastructure funding sources, and strategic partnerships with government agencies, the private sector, and the community to make TOD viable in East Kapolei in both the short- and long-term.



A typical rail transit station area layout.



D. NEXT STEPS

The following steps should be taken by the City and County of Honolulu (the City) in the near term in order to put the TOD Plan into action and ensure the framework for TOD follows the vision and principles defined by the community and embodied in the TOD Plan.

1. Prepare recommendations for density and height amendments to the 'Ewa Development Plan (DP) and submit to the Planning Commission and City Council for adoption.
2. Prepare TOD zoning and special district recommendations to implement the TOD Plan to forward to the Planning Commission and City Council for adoption.
3. Finalize plans to complete and construct the missing segments in the existing multi-use path on State-owned land adjacent to the Kalo'i Gulch Diversion Channel on the diamond head side of Kualaka'i Parkway. The project is underway and planned for construction in the near future.
4. Coordinate with the Hawaii Interagency Council for TOD to make timely infrastructure improvements necessary for new growth, especially as it complements TOD on State land.
5. Complete the environmental review process and obtain the necessary approvals to begin widening the segment of Farrington Highway, mauka of the three rail transit stations.
6. Continue to work on simplifying oversight and design review of master-planned areas and reduce redundancies or conflicts between master plans in planned review use (PRU) areas or development agreements and TOD Special District requirements.

II. PROJECT OVERVIEW AND EXISTING CONDITIONS



A. BACKGROUND CONTEXT AND EXISTING CONDITIONS

1. Background Context

The H RTP is a 20-mile elevated rail line with 21 rail transit stations (see image below) that will connect East Kapolei with the Daniel K. Inouye International Airport, downtown Honolulu, and the Ala Moana Center. The H RTP will improve the ability of people to move in the highly congested east-west corridor. The system will feature electric, steel-wheeled trains with each train (four cars) capable of carrying 800 passengers, transporting an estimated 100,000 people each day. Development trends reported in the 2019 Honolulu TOD Demand Analysis and Market Projections indicate that approximately 60 percent of O'ahu's new residential units between 2018 and 2040 will be located in the rail transit station areas along the rail corridor.



Location of the East Kapolei rail transit stations (shown in red).

2. History

East Kapolei was historically an agricultural area consisting mainly of sugar cane plantations. Generations of people lived and worked on these plantations and the surrounding areas and this connection to the land should be acknowledged in the development of the rail transit station areas. With no historic buildings in any of the rail transit station areas, the three rail transit station sites and surrounding areas provide an important opportunity to connect new development with the area's agricultural history and plantation heritage by creating gathering places where the community can celebrate its past, present, and future.

3. Scenic Views and Natural Landmarks

The most prominent view in the East Kapolei area is the Wai'anae Mountain range, particularly the large-scale ridgeline residential development, Makakilo, during both days and nights. Distant views of the Ko'olau Mountain range, Diamond Head, and downtown Honolulu are also visible from various vantage points within the rail station areas. The closest natural landmarks are Pu'u Kapolei, Pu'u Pālailai, Pu'u Makakilo, and the Honouliuli, Kalo'i, and Hunehune Gulches. Other visual landmarks in the East Kapolei area include the UHWO Library Tower and the H RTP rail line itself.

Views of natural features, natural view corridors, heritage resources, and other landmarks can be important cultural resources.

4. Cultural

Cultural landmarks in the rail transit station areas should be clearly identified. Future development of the rail transit stations and surrounding areas should offer opportunities to create new cultural landmarks and destinations to build and reflect upon 'Ewa's rich history and surrounding geographical resources. Cultural nodes include UHWO and the Salvation Army Kroc Center, which are located near two of the rail transit stations. These nodes can serve as a catalyst to form other social and cultural nodes in the area.

With the help of an expert working group, HART assigned culturally authentic and accurate station names to reflect the history of each area. In addition, unique column patterns were created for each of the 21 rail transit stations, which depict the historic and cultural stories of each community and ahupua'a. The column designs incorporate *mele* (songs), *mo'olelo* (legends and stories), and *wahi pana* (storied places) as sources for design inspiration.

Guideway columns at the Honouliuli rail transit station, for example (shown right), focus on the story of agriculture through symbols of wind, planting of the plentiful ulu trees, sea salt beds, sun, and rain, which were all significant to the agricultural history of Ho'opili.



Rail column design depicting the story of Ho'opili.

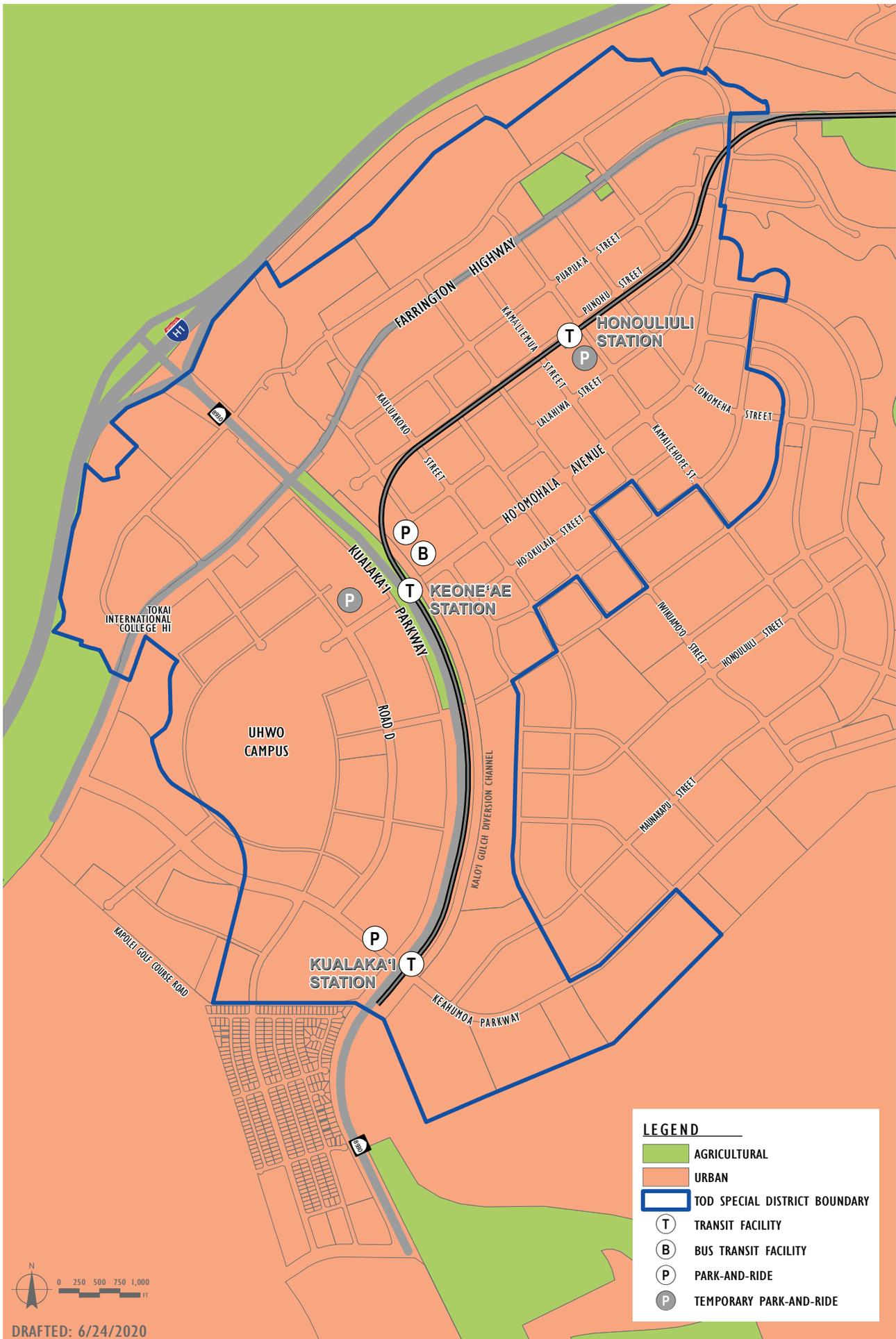


Rail column designs unique to each ahupua'a and rail transit station area.

5. Land Use Designations

The majority of the TOD Plan area is currently within the State Land Use Urban District (see Figure 2). Parcels in the TOD Plan area that remain classified as State Land Use Agricultural District include a segment of Kualaka'i Parkway, the HECO transmission, and City pump sub-stations along Farrington Highway.

The lands on which UHWO and Ho'opili are situated have been re-zoned by the City to reflect urban uses, but the lands owned by DHHL and DLNR are currently zoned AG-1 Restricted Agricultural District. State agencies may request a waiver from local zoning regulations, particularly if their mission is to develop their lands on behalf of statutorily designated beneficiaries and for public purpose. An exception is the DHHL, which is statutorily exempt from the City's zoning and need not apply for waivers. If their lands are leased or sold for private development, local zoning control is in full effect. The area west of Kualaka'i Parkway, where the proposed UHWO campus expansion area will be located, is primarily zoned BMX-3 Community Business Mixed-use District, with pockets of A-2 Medium Density Apartment District, P-2 General Preservation District, and R-3.5 and R-5 Residential Districts. Immediately east of Kualaka'i Parkway, where the Salvation Army Kroc Center is located, is currently zoned A-2 Medium Density Apartment District (see Figure 3).



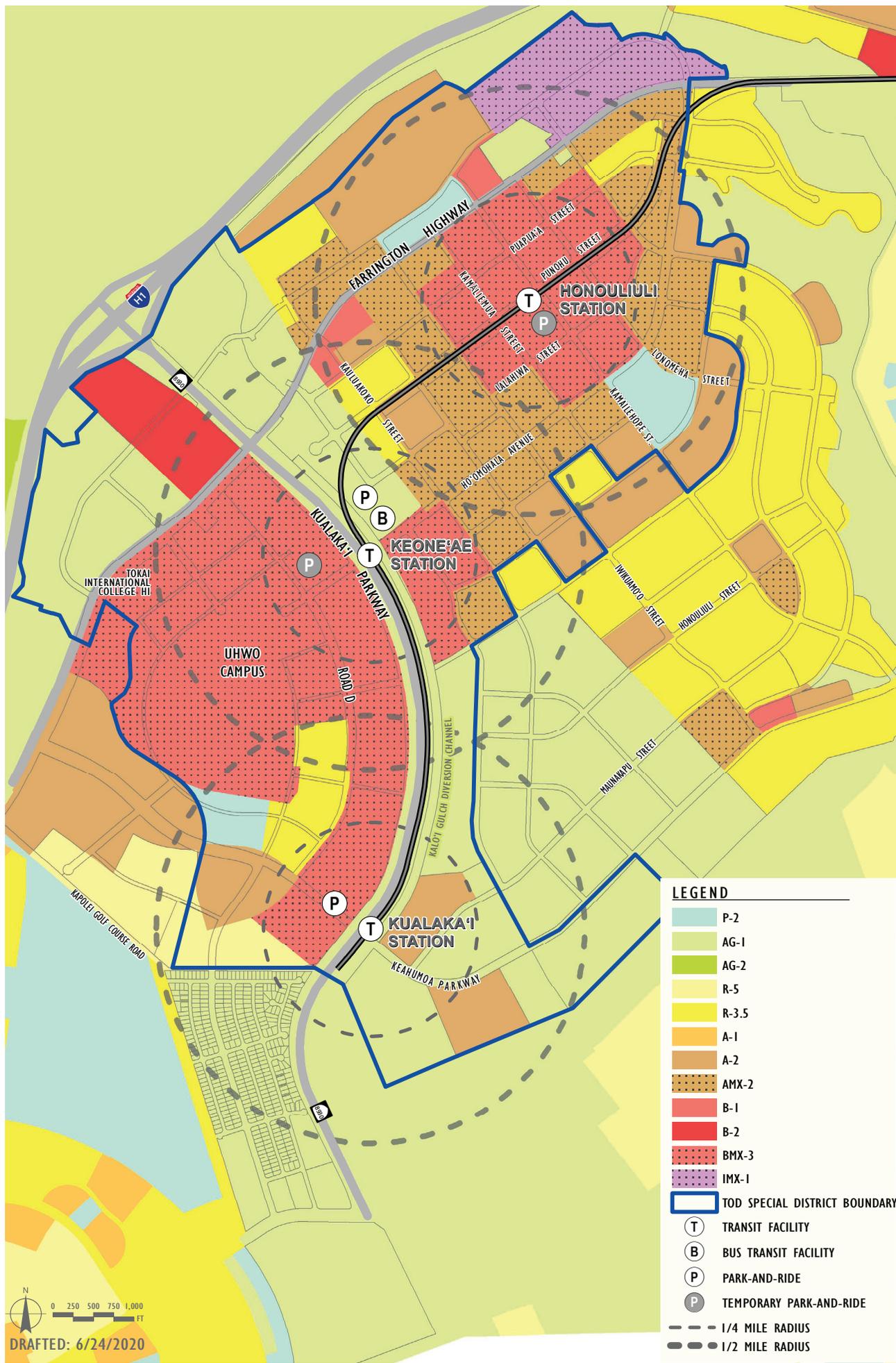
DRAFTED: 6/24/2020

STATE LAND USE DISTRICTS

SOURCE: STATE LAND USE COMMISSION.
 Disclaimer: This graphic has been prepared for general planning purposes only and should not be used for boundary interpretations or other spatial analysis.

FIGURE 2





0 250 500 750 1,000 FT
 DRAFTED: 6/24/2020

CURRENT ZONING

SOURCE: CITY AND COUNTY OF HONOLULU.
 Disclaimer: This graphic has been prepared for general planning purposes only and should not be used for boundary interpretations or other spatial analysis.

FIGURE 3

6. Climate Change and Flooding

On July 16, 2018, Honolulu Mayor Kirk Caldwell issued Directive 18-2 to all City departments and their consultants to consider climate change and sea level rise in all City plans, programs, and capital improvement projects, and to apply planning benchmarks assuming there will be 3.2 to 6 feet of sea level rise (SLR) by the end of this century. Among these actions is the use of the *Sea Level Rise Guidance* and *Hawai'i Sea Level Vulnerability and Adaptation Report* in planning and programming as well as in the development and implementation of land use policies to mitigate and adapt to climate change and SLR.

According to the 3.2 feet sea level rise exposure area (SLR-XA) model (recommended benchmark in the directive), none of the three East Kapolei rail transit stations are projected at this time to be exposed to chronic flooding, storm surge, or underground infiltration from SLR due to climate change. Natural drainage ways are located throughout the TOD Plan area and should be retained and improved as needed to avoid increased risk of flooding as development increases around the rail transit station areas. Landscaping and parks located around the rail transit station areas will also help to offset some increased runoff from heavy rains and “hardening” of the surrounding area from increased development. The TOD Plan encourages more low-impact development (LID) features that provide on-site retention/detention for flooding or larger rainfall events such as infiltration basins and trenches, vegetated bio-retention basins, permeable pavement and pavers, as well as vegetated swales, bio-filters, and buffer strips. The City is actively pursuing the formation of a stormwater utility, which would impose fees for impervious area and further incentivize the use of green infrastructure and LID solutions in new and redevelopment.

Increasing temperatures as a result of climate change necessitate more shade trees to promote a pleasant pedestrian environment. In December 2017, Mayor Caldwell signed the US Conference of Mayor's Climate Protection Agreement to fight climate change and combat global warming, committing to plant 100,000 trees across O'ahu by 2025 and increasing urban tree canopy coverage to 35 percent by 2035. This commitment is further exemplified in the requirements of the UHWO and Ho'opili Street Tree Plans, the Honolulu Complete Streets Design Manual, the DPP's Standards and Procedures for the Planting of Street Trees (July 1999), the TOD Special District Design Guidelines, and the TOD street tree plans currently being drafted. Resilient design features such as green infrastructure, LID, water reuse, cool roofs, energy efficiency, and heat-mitigating materials should be integrated into new and proposed development and infrastructure projects.

B. 'EWA DEVELOPMENT PLAN

The 'Ewa DP, adopted in 2013, outlines the vision and key components for 'Ewa's future development. The role and vision for 'Ewa, as described in the 'Ewa DP, supports the growth policies outlined in the City's General Plan for Kapolei and East Kapolei. As the location of the Secondary Urban Center, the 'Ewa DP emphasizes the need to relieve development pressures on the rural and urban fringe as well as preserve the country lifestyle. By being an area designated for future major economic activity and significant residential development touting a variety of housing types, the development of a multi-modal transportation system will give residents and workers many transportation options to choose from based on their destinations helping to prevent traffic congestion on the roadway system.

According to the 'Ewa DP, this vision will be implemented through the following:

- Protecting Agricultural Lands and Open Space
- Developing the Secondary Urban Center
- Building Master Planned Residential Communities that Support Walking, Biking, and Transit Use
- Protecting Natural, Historic, and Cultural Resources
- Providing Adequate Infrastructure to Meet the Needs of New and Existing Development

The 'Ewa DP defines a Community Growth Boundary (CGB). Its purpose is to contain all urban growth and protect outlying agricultural land and open space. This boundary is important in defining this area as the Secondary Urban Center for O'ahu. All three rail transit stations and the areas surrounding them are inside this CGB.

Development of these rail transit station areas supports the 'Ewa DP's vision of "Medium Density Apartment/Commercial Mixed-use" communities that support walking, biking, and transit use by encouraging development that uses principles of community building and "place-making." Projects must take into consideration site design, streetscape treatments, open space, and landscaping along with the development of town centers anchored by main street-style business centers, in order to enhance individual community identities.

A major component of the 'Ewa DP is the development of a rail transit corridor to connect 'Ewa with the Primary Urban Center. This rail transit system serves as the foundation for the TOD Plan with the three rail transit stations serving as the primary activity hubs where retail, offices, personal and business services, and residential development will be concentrated. These rail transit stations will also lay the foundation for creating the unique but connected identities for each of the three rail transit station areas.

Significant to the development of the Secondary Urban Center is the UHWO campus, which is in relatively close proximity to the Keone‘ae station. The UHWO Land Use Plan (September 2014) evaluated and updated the plans for the ultimate size of the campus, recommending that the UH reserve 306 acres for campus uses to accommodate up to 20,000 students to respond to the anticipated long-term growth in the region. These numbers are subject to change as market, economic, and educational forces could play a role in affecting the future timing and size of the student and faculty population to achieve this target. However, as an institution of higher learning, the UHWO could become a significant employment center in East Kapolei.

The anticipated job growth in East Kapolei along with residential development in the TOD Plan area will create opportunities for people to live in the area in which they work. Such proximity is expected to reduce commute times and traffic congestion. The majority of ‘Ewa residents will still commute; however, it is projected that there will be a substantial increase in residents who both live and work in ‘Ewa. Those who still commute will have other attractive and time competitive options besides automotive/highway travel, such as rail, carpooling, and bus. The TOD Plan aims to make commuting and traveling via alternate modes of transportation as convenient as possible with appropriately located rail and bus transit stops, park-and-ride lots, access to bicycle paths and pedestrian-friendly environments.

Overall, the TOD Plan implements the vision policies established by the ‘Ewa DP by providing a cohesive, responsible, and detailed vision for community building in East Kapolei. As the TOD Plan is being updated, there has been broad support by the State and private landowners for more intensive use and higher height limits particularly around the Honouliuli and Keone‘ae rail transit stations. Changing the height limits, even to discretionary bonus height, will require an amendment to the ‘Ewa DP.

C. UNILATERAL AGREEMENTS

A unilateral agreement (UA) is a recorded document, which encumbers certain properties with specified conditions of development, regardless of ownership change. There are two UAs guiding future development of the East Kapolei region in proximity to the three rail transit station areas. The first UA is associated with the UHWO development and is a part of Ordinance 08-30. The second UA is associated with the Ho‘opili development and is part of Ordinance 15-13. These UAs are discussed further below.

The zoning of the current UHWO campus was created with the passage of Ordinance 08-30. The re-zoned property is comprised of two areas: the area for the UHWO campus itself, and the other for the UHWO Non-Campus Lands, anticipated to be conveyed to a private developer. The Non-Campus Lands area is bounded on the east by the Kualaka‘i Parkway, to the south by the DHHL Kānehili Subdivision and Kapolei Golf Course, and the UHWO campus to the north and west.

The UA conditions associated with the Non-Campus Lands stipulate that the UH create an affordable housing program, a park master plan for the dedication of parks, a non-potable water master plan to construct a non-potable water system on the property, a transportation master plan and roadway master plan, an urban design plan, a wastewater master plan, and other assorted improvements for the Non-Campus Lands. There is consideration that the TOD Plan and Special District, as well as the City's Affordable Housing Requirements (AHR) could effectively substitute some, most, or all of the conditions of the UA to guide the future development of the Non-Campus Lands. The UHWO campus area is subject to the PRU permit (Resolution 08-140) conditions in addition to applicable UA conditions of Ordinance 08-30.

The re-zoning of the land for the master-planned community of Ho'opili was enacted by the passage of Ordinance 15-13. The UA conditions of Ordinance 15-13 include an agreement to participate in an affordable housing plan, provide traffic and transportation improvements consistent with the applicable traffic impact analysis report and multi-modal improvements as recommended in its transportation management plan, as well as to prepare drainage, water, and sewer master plans. Providing parks, meeting facilities, a day care facility, and a fire station are also conditions stipulated by the UA. Tying all these various elements together with a comprehensive set of design concepts, standards, and guidelines for Ho'opili in an urban design plan is also a condition of the UA associated with Ordinance 15-13.

In light of the many interrelated regulatory mechanisms affecting these properties, it is worth exploring a means to reduce redundancies or conflicts between master plans in PRU areas and UAs as well as the TOD Special District requirements.

D. PROCESS

Successful TOD depends on participation and broad-based support from government, residents, businesses, community organizations, landowners, developers, and the financial sector. Successful TOD projects include careful listening to the needs and concerns of all parties that result in a common set of goals. The TOD Plan reflects the coordinated effort of all stakeholders.

The TOD planning process began in October 2008 by identifying project area issues, opportunities, and constraints. The PRD #1 was initially published in 2010.

The TOD Plan has been developed through a community based, multi-step, integrated effort, which included task force workshops and community workshops to provide the project team with critical information and feedback to develop the TOD Plan in a responsive manner. The Task Force included local property owners, developers, neighborhood board members, and other community stakeholders (see images below). Based on the workshops, the design team refined the proposed alternatives and vision presented in the PRD #1. All interested parties were able to actively participate in the design process, including the creation of draft rail transit station area alternatives, refinements of the proposed alternatives, and development of a Preferred Rail Transit Station Area Land Use Plan.



Photo from a Task Force Workshop, 2009



Photo from a Task Force Workshop, 2009

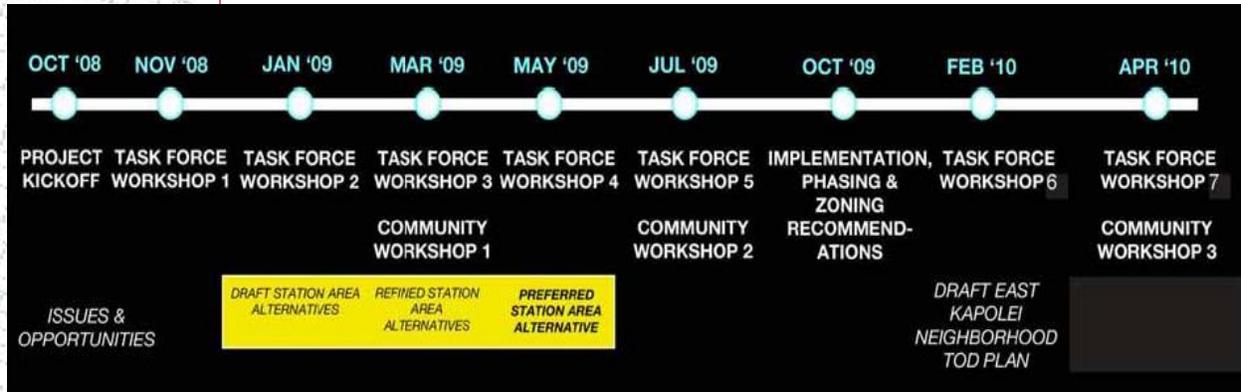
With input from project stakeholders, the project team then developed recommendations on phasing and implementation. PRD #1 was released in April 2010 to allow the public to comment on the Draft. The final Task Force and Community Workshops were held in April 2010, with a subsequent presentation to the City Council (see timeline on the following page).

However, around the time that PRD #1 was published, many of the major State and private landowners in East Kapolei had also begun developing their own detailed master plans for their lands surrounding the three rail transit stations. In order to better reflect the updated plans of the major surrounding property owners, further consideration of the PRD #1 was postponed until the master plans were finalized and approved. For example, the UHWO Long-Range Development Plan Update process began in 2017 and is ongoing. The PRD #2 aimed to build upon the 2010



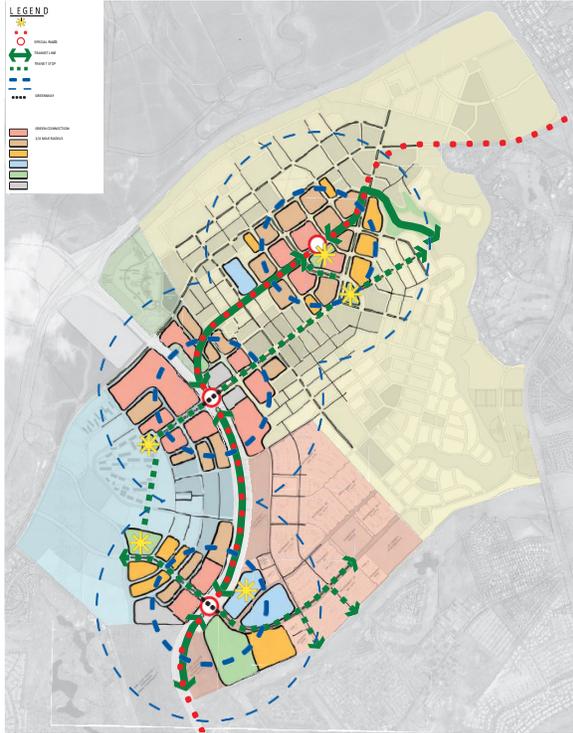
PROJECT OVERVIEW & EXISTING CONDITIONS

PRD #1 to address the significant land use changes in East Kapolei, as well as to incorporate the equally significant changes to TOD policies, implementation, and other relevant planning policies that have been approved since 2010.

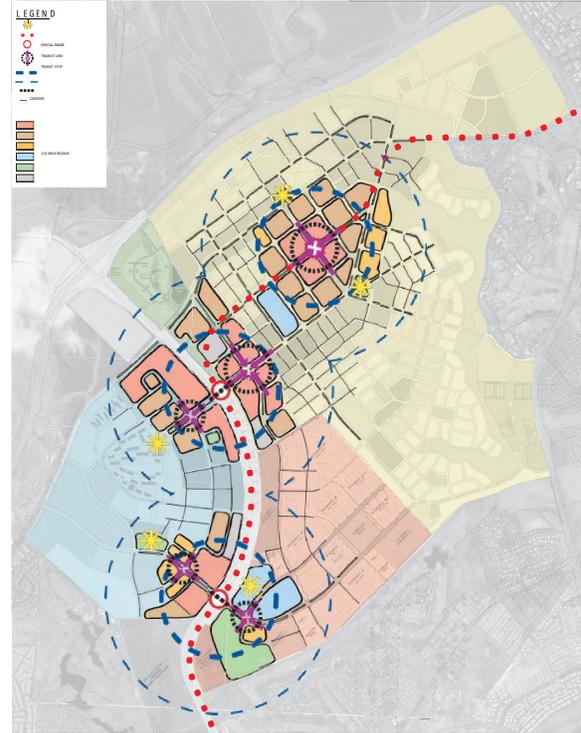


Timeline for production of the 2010 TOD Plan (PRD #1)

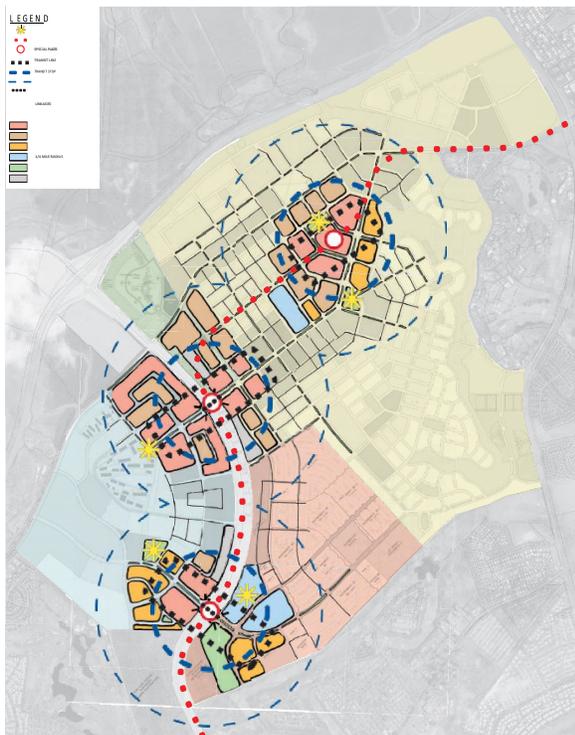
DRAFT ALTERNATIVES PRESENTED AT TASK FORCE WORKSHOP 2 OF PRD#1



Draft Alternative A | Greenways



Draft Alternative B | Centers



Draft Alternative C | Integration

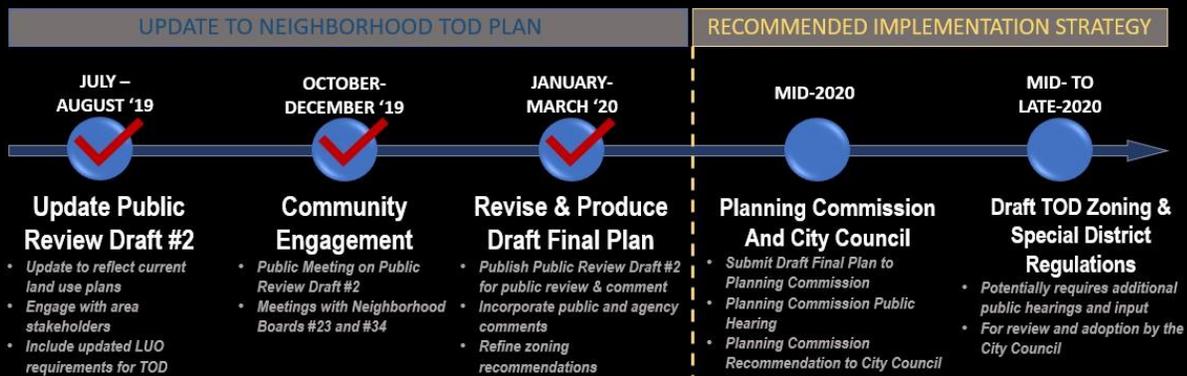
The three draft alternatives on this page represent the initial big ideas that helped to form the proposed rail transit station area Land Use Plans. Each alternative features a different TOD planning concept that was adapted and incorporated into the PRD #1, including compact, mixed-use development, vibrant urban-type centers, open space, and a linear park and multi-use path along the rail line. The Preferred Rail Transit Station Area Land Use Plan in PRD #1 represents an integration of many ideas borne out over an intensive, community-based planning process.

PROJECT OVERVIEW & EXISTING CONDITIONS

In the years since the PRD #1 was completed and community workshops were held, land use in East Kapolei has changed dramatically and, in part, so have the City's TOD Special District regulations (see Ordinance 17-54 and the TOD Special District Guidelines [June 2018]). Thus, an update to the PRD #1 and community review were necessary to address the existing and planned uses in East Kapolei that were not included in PRD #1. The PRD #2 aimed to connect the previous visions and identities for each rail transit station area from prior drafts of the TOD Plan with updated landowner development plans and TOD zoning recommendations that will better inform development standards around the three rail transit stations.

The updated project timeline (see timeline below) picked up from the efforts of the earlier planning work and allowed an additional community workshop, neighborhood board meetings, public comments, and consultations with area stakeholders to produce a Draft Final Plan for review and approval by the Planning Commission and City Council. Drafting of the recommended zone changes and Special District for properties within the TOD Plan Area, and an amendment to the 'Ewa DP, are planned to be closely coordinated with the Draft Final Plan for their review by the Planning Commission and City Council.

UPDATED PROJECT TIMELINE



PRD #2 Project Timeline

III. PLAN PRINCIPLES



During the first meeting held in 2008, the following principles were generated and highlighted as key elements to integrate into the TOD Plan. The principles reflect the priorities and values of the broad cross-section of the population that participated in the planning process. In concert, the following strategies will create a responsible, creative, and attractive place to live, work, play, study, and shop in East Kapolei. The PRD #2 added sustainability as a principle.

A. MAKE THE CONNECTIONS

To create the greatest community benefit from the introduction of rail transit, it is important to carefully integrate it into the existing transportation network with connections to and accessibility from surrounding land uses (where people live and work), as well as with other 'Ewa communities and regional destinations. This is especially important for the walking environment, which is needed for completion of all trips and is sensitive to indirect, out-of-the-way connections. Safe pedestrian connections across Kualaka'i Parkway will be essential to the success of rail transit station area neighborhoods on both sides of this regional roadway. Tying adjacent neighborhoods together with high-quality sidewalks, frequent crosswalks including mid-block crossings where higher pedestrian traffic is anticipated, and providing efficient access to rail and bus transit are also essential elements that factor in making these connections. Finally, to enhance community character, the design of the areas around the rail transit stations need to announce that people are welcome, are cool and comfortable with tree-lined streets, and that adjacent streetscapes offer potential vibrant places for celebrating history, culture, and art.



Example of a bicycle and pedestrian trail separated from vehicle roadways.

Vehicular traffic will remain a significant part of daily travel in the future. While this TOD Plan emphasizes travel choices for all modes of travel, it recognizes the importance of ensuring connections for vehicles as well. The grid layout road pattern in Ho'opili will complete the road network upon build-out on that side of Kualaka'i Parkway, connecting to the surrounding neighborhoods, particularly DHHL

subdivisions to the south and west, which will foster better access and encourage more walking and bicycling.

On the UHWO side of Kualaka'i Parkway, new streets are integral to connecting Farrington Highway to Kualaka'i Parkway for convenient access to the campus and Non-Campus Lands. A pedestrian bridge across Kualaka'i Parkway is incorporated as part of the Keone'ae rail transit station design. At this time, an at-grade crossing of Kualaka'i Parkway at the Kualaka'i rail transit station is provided.



Example of pedestrian connections to transit areas



B. CREATE THE ACCESS

It is important to create multi-modal and interconnected communities to give residents, workers, students, and visitors, of all ages and abilities, access to a range of transportation choices so that they can choose the most direct, efficient, and economical way for them to travel. The individual rail transit station area plans ensure that rail and bus transit, paratransit, cars, bikes and pedestrians are accommodated in comfortable and convenient ways. New streets, paths, and trails will be developed in order to accommodate pedestrians, bicyclists, park-and-ride drop-offs, buses, and local through traffic. Likewise, increasing the number of connections shortens the distances for people to access goods, services, and activities.



Cyclists using a bike lane along King Street in Honolulu.



A campus shuttle vehicle with bike racks.

C. MIX IT UP

Encouraging a diverse mix of uses (residential, offices, retail shops, restaurants, entertainment) around each rail transit station area will lead to the creation of vibrant, walkable communities that are attractive to residents and visitors. A compact, mixed-use land use pattern improves access between housing, jobs, and services by shortening travel distance. Rather than driving several miles to a grocery store, for example, a resident in a TOD neighborhood might walk a few blocks, avoiding the need to drive in potentially congested conditions or finding a parking place at the destination. To encourage walking, medium- to higher density development should be concentrated within a quarter-mile of each of the rail transit stations. The higher density will help facilitate affordable housing and generate pedestrian activity, and the various uses will ensure that the area is busy at different times of the day and week. With greater density, residents and visitors should be able to walk to a number of destinations and accomplish a lot within a smaller area (while relying less on cars).



A key pedestrian street adjacent to mixed-use developments.



A pedestrian area surrounded by active, mixed-uses.

D. CREATE GATHERING PLACES

The introduction of rail transit provides the opportunity to create gathering spaces at each of the rail transit stations. Public gathering spaces should be free and inviting to all, and—if properly designed with ample seating that is moveable, appropriately sited, and configured to encourage social interaction—give residents a sense of place and neighborhood, connection to local cultures, and sense of ownership. Steps and ledges can also be used for seating and should be sized with this in mind. Gathering places can occur in many ways but the principal venues include:

- **Transit plazas:** Outside the station areas, transit plazas can include place-making features, such as landscaping, public art, informational signage, and displays, which will help celebrate the uniqueness of each community. The plazas can also serve as locations for community and special events. Limited commercial uses could be made available to serve the convenience needs of rail transit riders.
- **Streets:** The pedestrian environment on streets can act as neighborhood focal points where sidewalk cafes, spaces for events, gathering places for conversation, places to enjoy art, and window shopping create an active, vibrant public environment. A festival street within each of the Honouliuli and Keoneʻae rail transit station areas will be specifically created for this purpose.



An active pedestrian street with casual gathering and seating areas.

- **Community-Based Parks:** Two district and four neighborhood parks will be located within the TOD Plan area. All but one will be located in the vicinity of the Honouliuli and Keoneʻae rail transit station areas. The other will be on the Non-Campus Lands of UHWO in proximity of the Kualakaʻi rail transit station. Parks are typically great community gathering places for active and passive athletic events, recreational pursuits, picnicking, family gatherings, and hosting other special events.

- Linear Urban Park and Greenways: Pu‘uwai Park, the greenway corridor, is a 100-foot wide planned linear park in the core TOD area of Ho‘opili that is intended to serve as a landscape buffer between the rail line and adjacent uses. Its other benefit will be to serve as a community gathering place offering a variety of seating areas, recreational space, and space for community gardens. The Kalo‘i Gulch Diversion Channel also offers an opportunity to be activated and reprogrammed into a publicly accessible space. The completion of the Kalo‘i-Kualaka‘i Greenway planned for construction by the DTS along the diamond head side of Kualaka‘i Parkway will provide a connection between important collector roadways such as Ho‘omohala Avenue and Keahumoa Parkway and lead to additional connections mauka to Farrington Highway. This new Greenway, adjacent to the rail transit service and new development alongside the channel, could be the impetus to convert this drainage corridor into a more meaningful open space amenity. Additional improvements such as footbridges across the drainage channel and use of the Greenway alongside the channel will offer access and possible gathering spaces at key locations to turn the Kalo‘i-Kualaka‘i Greenway into a community open space and recreational asset.



A rendering of Pu‘uwai Park with active and passive recreational space.

E. DEVELOP UNIQUE RAIL TRANSIT STATION AREA IDENTITIES

Each of the rail transit station areas is intended to have a unique identity, based on local conditions and development needs. For example, each rail transit station area has been researched by HART to ascertain the predominant Hawaiian place name for the area. The column designs also were chosen to recognize aspects of the area's past and its importance in Hawaiian culture. Such knowledge could inspire owners or developers to incorporate some aspects of this localized identity into the names of their businesses, some architectural design elements on their buildings such as murals or signage, and possibly choosing to locate there because of the products they want to sell. For example, an owner may want to open a fish market at a rail station area because the rail transit area has been identified as once being the area known for its fishponds. Contributions by every business or resident will add up to shape and reinforce this continued sense of identity with the past. Linking together such a diverse collection of destinations will provide an unrivaled experience in which one can immerse themselves by giving residents and visitors a wider choice of opportunities to interact, explore, and enjoy the features, characteristics, and services to be found at each destination. The following is a glimpse into how each rail station area may serve rail transit ridership and what they might find there.

Honouliuli Rail Transit Station – The Honouliuli rail transit station area will be a “local, mixed-use village,” with a vibrant mix of uses including housing, offices, retail, restaurants, entertainment, personal services, nearby schools, and parks. A unique feature of this rail transit station is the future development of Pu‘uwai Park, a 100-foot wide greenway corridor, adjacent to the rail line offering an unparalleled opportunity to create an eclectic blend of passive and active recreational and open space amenities near this rail transit station.



Example of a mixed-use village.

Keone‘ae Rail Transit Station – The Keone‘ae rail transit station will be a “campus gateway” for the UHWO (see image on following page) with a “University Village” community that is welcoming and accessible and creates a feeling of *ho‘okipa* (hospitality) towards students, faculty, staff, visitors, and the community. Both sides of Kualaka‘i Parkway will be anchored by a main street-style mix of commercial and residential uses. This rail transit station also serves as a focal point for TOD on nearby State-owned lands. Possible land uses being considered include business mixed-use,

industrial mixed-use (employment center), and affordable housing. The Non-Campus Lands are proposed as a mixed-use community to complement and support the UHWO campus and to provide amenities for the surrounding neighborhood. With its close proximity to the H-1/Kualaka'i Parkway interchange, this rail transit station will draw ridership from Makakilo, Kapolei West, Ko'Olina and the Wai'anae Coast.



Current UHWO campus located near the Keone'ae rail transit station.

Kualaka'i Rail Transit Station – The Kualaka'i rail transit station will be a “community use” station. It will draw ridership from 'Ewa, Kalaeloa, 'Ewa Beach, and Kapolei, including users of the Salvation Army Kroc Center, and other surrounding uses such as the campus and Non-Campus Lands of UHWO.



Example of medium-density, mixed-use residential buildings in Kaka'ako, O'ahu.



F. PROMOTE A VARIETY OF HOUSING CHOICES

The TOD Plan calls for a variety of housing choices in order to meet the needs of a diverse mix of residents. Campus housing, senior housing, live/work housing, multi-family housing, and single-family housing, both for sale and rent, will be provided to encourage diverse, mixed-income communities. An integral component of fostering these diverse communities is the availability of affordable housing, especially for families, in addition to mixed-use developments within the three rail transit station areas. Car ownership places a heavy financial burden on many families, and siting affordable housing near rail transit allows less dependence on personal automobiles as the primary form of transportation from home to work and schools. The cost of providing parking also drives the cost of housing higher, making affordability a challenge. Near the rail transit stations, housing will be in the form of medium- to high-density, multi-family developments. Also envisioned are mixed-use buildings with apartments or condos over lower-floor active uses, such as retail, offices, restaurants, community services, etc. Blocks within a half-mile of the rail transit stations may also include low-density apartments, townhouses, and single-family neighborhoods, but will be further from the rail transit stations.

Having a community that is comprised of many residents contributes to its overall health. A dynamic community is one where a variety of people can invest their time and energy into making contributions, strengthening community social bonds, and growing a sense of shared responsibility. Providing people with a neighborhood that they can be proud of and feel responsible for generates a healthy, productive community.



Example of medium to higher density developments.



Example of lower density apartments.

G. CREATE A DYNAMIC URBAN ENVIRONMENT

Each of the previously stated principles will contribute to the overall success of the area, resulting in a dynamic urban environment. A dynamic urban environment encourages residents and visitors to actively utilize the amenities provided in the rail transit station areas. Pedestrian activity will enliven the streets, thus reducing automobile domination and strengthening community social bonds (see images below).

Streets will be designed to be pedestrian-friendly, and be organized by a well-connected street network with small block sizes, frequent intersections, and no long dead-end streets. They will provide a safe and comfortable environment for pedestrians to move around the rail transit station area. The rail transit station areas will be designed primarily for pedestrians but also provide safe, comfortable, and convenient access for bicycles, passenger pick-up and drop-off, and connecting bus and rail transit.



Public amenities that facilitate safe and comfortable pedestrian use



Farmer's market creating active pedestrian use in an urban environment.

H. SUSTAINABILITY

Encouraging sustainable communities is essential for future growth around the three rail transit stations. Sustainability communities strive for balance between economic prosperity, social and community well-being, and environmental stewardship.

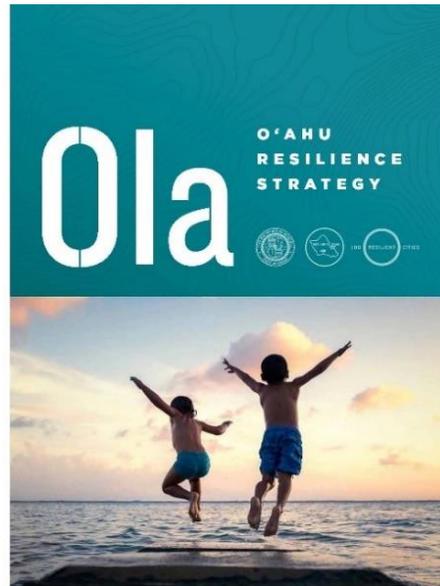
The previously stated TOD Plan principles support sustainable economic activities through uses that provide opportunities for job creation as well as active uses within each rail transit station area. Incorporating mixed-uses with a variety of housing options and accessible community resources also supports sustainable social equity for residents and visitors, and lays the foundation for sustaining diverse communities. Concentrating density around the rail transit stations will improve accessibility and increase interactions at the pedestrian level, which can further encourage sustainable growth of economic and social activities. A sustainable and resilient street network constrains traffic growth by limiting the number of vehicle lanes on each street while providing alternative (multi-modal) travel options on more streets. Sustainable street networks encourage alternative modes of travel, and increased roadway connectivity provides shorter routes. Walking and bicycling improve both personal and public health with no adverse impacts to the environment.

Sustainable practices to address environmental stewardship, especially related to building and design include:

- reducing impervious surfaces;
- using green infrastructure to absorb and treat more stormwater;
- using renewable energy technologies;
- planting of more street trees along both sides of the street and in street medians, parks, and open space areas;
- using drought tolerant plants and xeriscape landscaping;
- incorporating overall energy efficiency by using renewable sources and technologies;
- utilizing water conservation measures such as non-potable water for irrigation and efficient irrigation systems such as a drip system; and
- promoting transportation options that reduce fossil fuel consumption.

Energy consumption, greenhouse gases, and air pollution can all be reduced if communities are designed to include as many elements of “live, work, play, study and shop,” in close proximity to each other so that trip lengths are shorter and trips to other key destinations can be made using walking, bicycling, or public transit.

Higher building densities also allow for more efficient use of existing energy, water, storm water, and sewer infrastructure as well as easier implementation of energy and water efficient fixtures. Areas with higher density may also have more efficient recycling and waste collection programs as opposed to sprawling, lower density areas with a greater number of collection points.



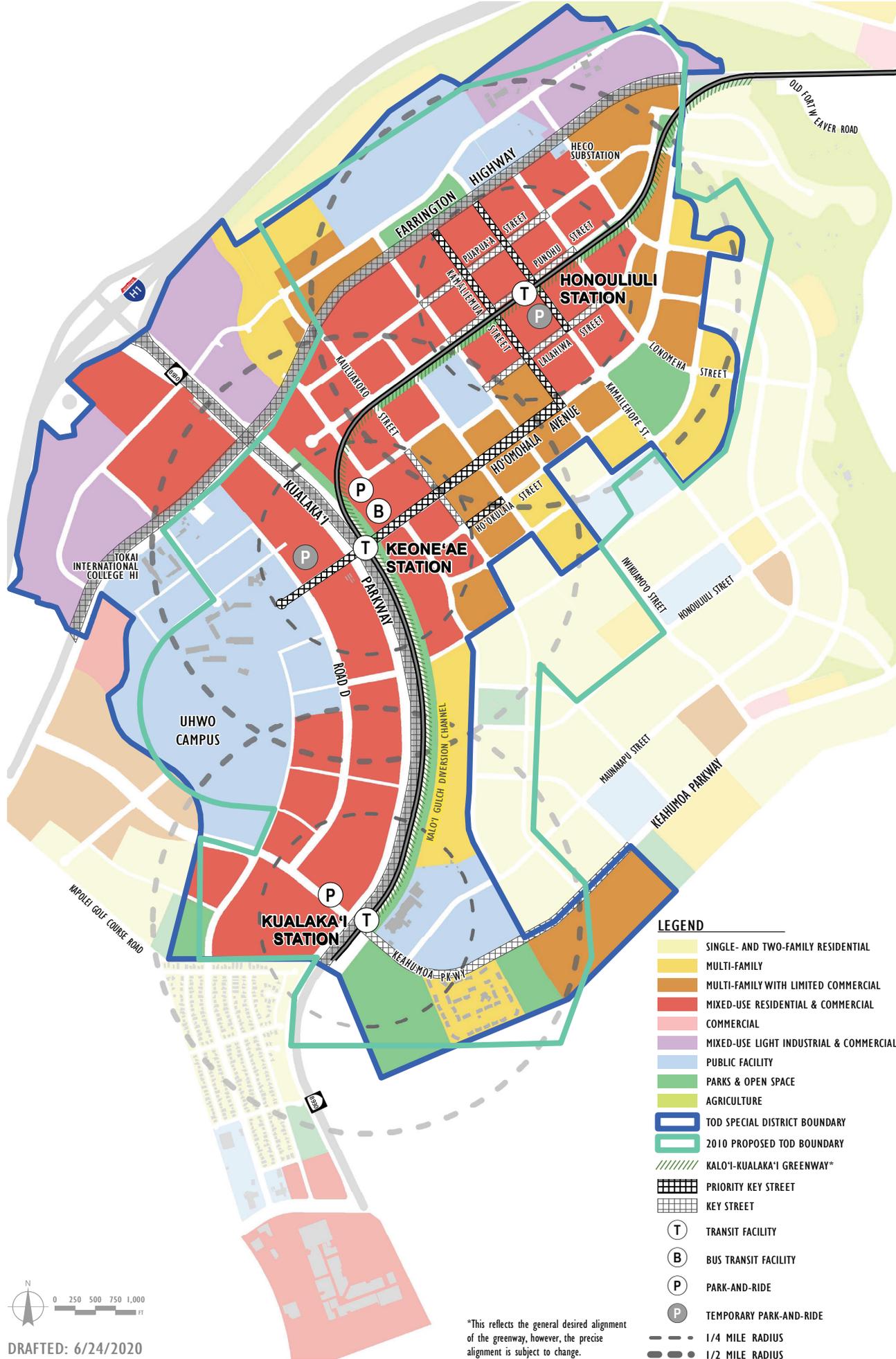
Cover of the Ola O'ahu Resilience Strategy report



A retention basin incorporated into park landscaping.



IV. PLAN OVERVIEW



LEGEND

- SINGLE- AND TWO-FAMILY RESIDENTIAL
- MULTI-FAMILY
- MULTI-FAMILY WITH LIMITED COMMERCIAL
- MIXED-USE RESIDENTIAL & COMMERCIAL
- COMMERCIAL
- MIXED-USE LIGHT INDUSTRIAL & COMMERCIAL
- PUBLIC FACILITY
- PARKS & OPEN SPACE
- AGRICULTURE
- TOD SPECIAL DISTRICT BOUNDARY
- 2010 PROPOSED TOD BOUNDARY
- KALO'I-KUALAKA'I GREENWAY*
- PRIORITY KEY STREET
- KEY STREET
- T TRANSIT FACILITY
- B BUS TRANSIT FACILITY
- P PARK-AND-RIDE
- P TEMPORARY PARK-AND-RIDE
- 1/4 MILE RADIUS
- 1/2 MILE RADIUS



DRAFTED: 6/24/2020

*This reflects the general desired alignment of the greenway, however, the precise alignment is subject to change.

PROPOSED RAIL TRANSIT STATION AREA LAND USE PLAN

FIGURE 4

SOURCE: CITY AND COUNTY OF HONOLULU, DHHL, DLNR, DR HORTON, UHWO.
 Disclaimer: This graphic has been prepared for general planning purposes only and should not be used for boundary interpretations or other spatial analysis.



A. LAND USE SUMMARY

The TOD Plan envisions three vibrant neighborhoods along the rail line at the Honouliuli, Keone‘ae, and Kualaka‘i rail transit station areas. At a minimum, the TOD Plan includes the provisions required under Section 21-9.100-4 of the Land Use Ordinance (LUO). The TOD Plan focuses higher density mixed-use development of retail and office space along with affordable and rental housing around each station in order to create highly walkable and diverse village centers. These core areas provide the foundation for each of the rail transit station area’s unique but integrated identities.

The Honouliuli rail transit station area is envisioned as the “local, mixed-use town center,” drawing ridership from Ho‘opili and parts of ‘Ewa, while the Keone‘ae rail transit station area is the “campus gateway,” drawing ridership from Makakilo, Kapolei West, Ko‘Olina and the Wai‘anae Coast, and the Kualaka‘i rail transit station area is the “community use station,” drawing ridership from ‘Ewa, Kalaeloa, and ‘Ewa Beach. The areas beyond a quarter-mile from the rail transit stations have less intense but still active and diverse development since they are within walking distance of the transit station. This supports the idea of “stepping down” the development in both building height and density to be compatible with the less dense, residential neighborhoods beyond a half-mile of the rail transit station areas. Within the TOD Plan framework, overall feasibility of development in these areas will be determined by the influence of rail transit and market and economic conditions.

Development of schools, churches, and other community and civic uses should be promoted within walking distance of the stations. As an example, Ho‘opili has sites reserved for five new Department of Education (DOE) schools: three elementary, one middle, and one high school. These five schools are uniquely located since the Ho‘opili development includes smaller pedestrian-friendly blocks. It should be noted that the proposed DOE East Kapolei High School is within a half-mile of the Honouliuli rail transit station, providing students, faculty, and staff alternatives to automobile usage to access the campus.

Most of the UHWO lands situated west of and the master-planned residential community of Ho‘opili east of Kualaka‘i Parkway are currently zoned for the intended land use. The State-owned (DLNR and DHHL) lands in the TOD Plan area are zoned AG-1 Restricted Agriculture. In order to adhere to the principles and achieve the overall vision of the TOD Plan, zone changes for these State-owned lands, will be needed to change to either apartment mixed-use, business mixed-use, or industrial mixed-use. DHHL-controlled lands are statutorily exempt from City zoning. Recommended changes to help enable the vision are described in Chapter VIII, Zoning Recommendations. Land uses illustrated on the Proposed Rail Station Area Land Use Plan (Figure 4) are intended to be illustrative in nature and fit within the recommended zoning changes.

B. OPEN SPACE IMPROVEMENTS

The TOD Plan includes a series of new open spaces in the three East Kapolei rail transit station areas. These open spaces are intended to reflect the principle of “Create Gathering Places.” Open spaces help to establish an identity and focus for new developments, as well as provide an important recreational resource for the surrounding community. Parks, plazas, and other public open spaces should be sited and designed to be versatile, secure, and easily maintained.

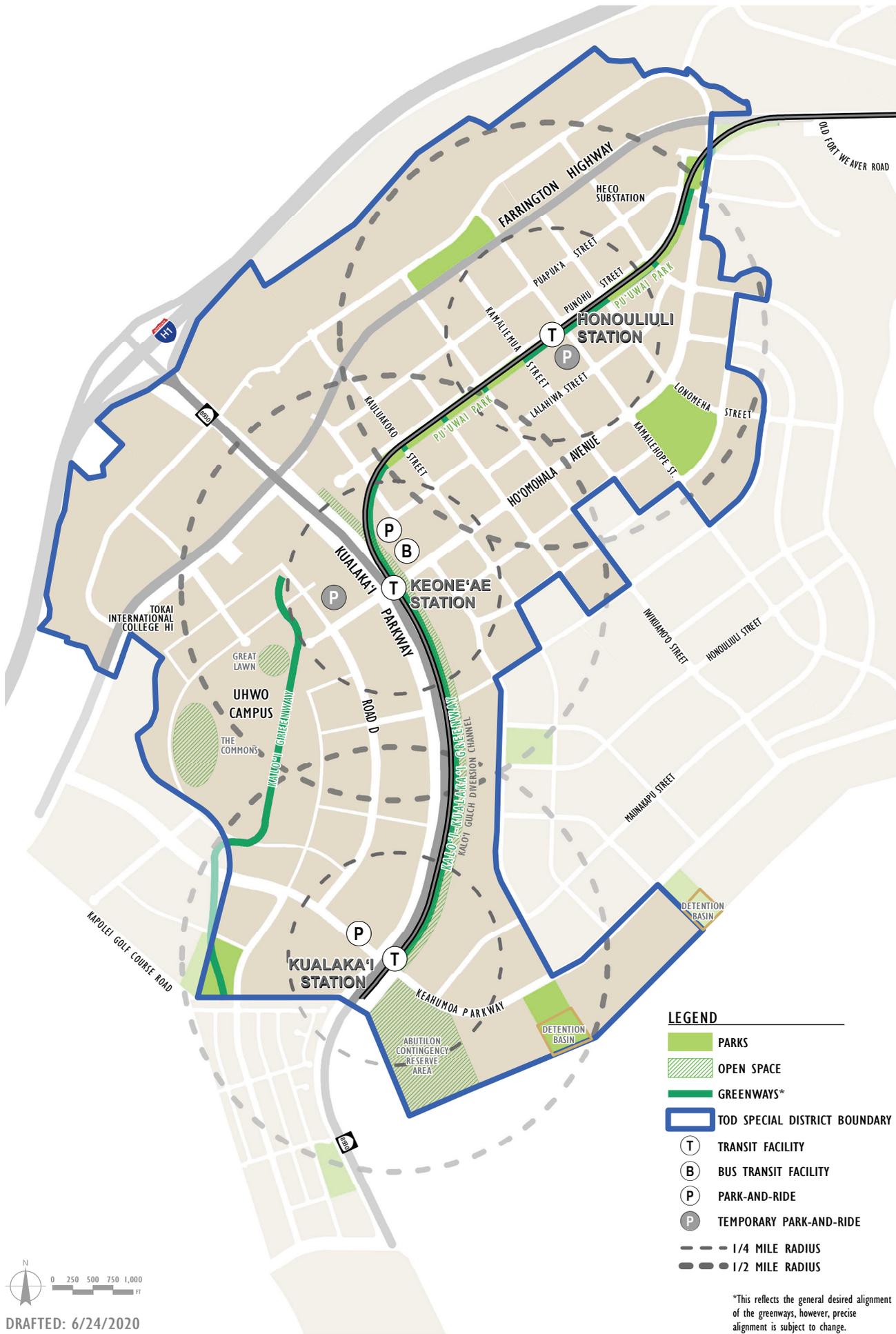
The open spaces should provide active and passive recreational space with benches, landscaping, and tables, as well as children’s play areas. Within the TOD Special District, 15 parks and open spaces, two elementary schools, one middle school, one high school, and Special Olympics Hawai’i are already planned and will act as destination points for residents, students, and visitors (see Figure 5). Access to school grounds will be regulated by each school.

At the UHWO campus, an area to be called the Commons is intended to serve as a large flexible open space that will allow for multiple campus uses, including outdoor performing arts and music events, science, technology, engineering, and mathematics (STEM) fairs and large scale exhibitions, and additional intramural and recreational activities.

The Pu’uwai Park greenway corridor, completion of the adjoining multi-use path along Kualaka’i Parkway, and the opportunity to activate the Kalo’i Gulch Diversion Channel into a publicly accessible space are crucial elements of the open space network and provide connectivity between the stations. Another greenway, simply called the “Kalo’i Greenway,” along the former channel on the UHWO campus, is still a concept but may one day become an important open space walkway to connect various areas of the campus and Non-Campus Lands.

Nearby parks and open space will allow for community gathering and help foster community identity. Further, these open spaces will connect Hawai’i residents and visitors to the unique natural beauty and cultural resources that the area has to offer, such as farmers’ markets, cultural festivals, hula performances, and community gatherings and events.





DRAFTED: 6/24/2020

LEGEND

- PARKS
- OPEN SPACE
- GREENWAYS*
- TOD SPECIAL DISTRICT BOUNDARY
- T TRANSIT FACILITY
- B BUS TRANSIT FACILITY
- P PARK-AND-RIDE
- P TEMPORARY PARK-AND-RIDE
- - - 1/4 MILE RADIUS
- - - 1/2 MILE RADIUS

*This reflects the general desired alignment of the greenways, however, precise alignment is subject to change.

PARKS AND OPEN SPACE MAP

SOURCE: CITY AND COUNTY OF HONOLULU, DHHL, DLNR, DR HORTON, UHWO.
 Disclaimer: This graphic has been prepared for general planning purposes only and should not be used for boundary interpretations or other spatial analysis.

FIGURE 5



C. CONNECTIVITY

The TOD Plan not only intends to connect people to natural and open spaces but also to the developed areas radiating from the stations. According to the UHWO Long-Range Development Plan and Urban Design Plan, and the Roadway Master Plan and Urban Design Plan for Ho'opili, streets are designed to support pedestrian activity, along with bicycles and other alternative modes of transportation with an extensive network of bike lanes and multi-use paths on greenway corridors (see Figures 5 and 7). The density and diversity of uses contribute to this pedestrian environment and the unique character of place. Important neighborhood historic, scenic, and cultural landmark resources will be protected and enhanced, as necessary, offering opportunities to create community gathering places.

D. DESIGN ELEMENTS

Entrance into the UHWO campus and core nodes surrounding each of the rail transit stations will be made through a series of gateways expressed through a combination of signage and art, special landscape and lighting treatment, and/or the orientation and massing of buildings. Community roadways, pathways, and trails will build visual and physical linkages both externally and internally. The desired external connectivity brought on by the new rail transit system will be achieved through various off-site circulation improvements, such as extensive feeder bus service and the design of streets using the Complete Streets Design Guidelines, that support multi-modal movement. Internal linkages include important vehicular and pedestrian routes that will connect gateways, activity nodes, and focal points including parks. Appropriate levels of streetscape amenities, including canopy shade trees, lighting, and outdoor furniture will support the highest level of activity and pedestrian flows. Generous planting of Hawaiian or adapted vegetation can help communicate both the design quality and create a visually attractive boundary of TOD in the rail transit areas. Urban design within the three rail station areas should emphasize community building and place-making with the intent of achieving a high design standard to make the East Kapolei neighborhood a great place to live, work, and learn.

1. Urban Design Elements

I. STREET LEVEL TRANSPARENCY AND ACTIVATION

Transparency allows for buildings to engage pedestrians and contribute to a vibrant public realm. Transparency can take the form of windows and open-air connections. Outdoor dining is one way to activate the streetscape.

II. ENSURE INTERACTION WITH ADJACENT BUILDINGS

To promote sidewalk orientation and a vibrant district character, buildings close to each other should interact with and engage each other through their building frontages. These frontages should:



- Allow direct building access during business hours;
- Contain at least one public entrance on the street; and
- Provide a public entrance per street front on corner buildings.

III. BUILDING ORIENTATION TO STREET AND PUBLIC SPACES

To sustain street-level activity and promote pedestrian traffic, buildings should be oriented to the street and public spaces. This orientation should include:

- Retail storefronts oriented to the street and public spaces;
- Open air seating at ground-level restaurants;
- Wide sidewalks and support amenities (e.g. waste bins, benches, lighting);
- Storefront transparency at ground level; and
- Pedestrian-scaled architectural features (awnings, canopies, overhangs) that help activate streets and storefronts.

IV. PROVIDE PEDESTRIAN-ORIENTED STREETScape

It is important that the overall streetscape within the rail transit station areas make the public realm attractive and safe for pedestrians. Landscape buffers against buildings or open spaces with sidewalks at the curb should not be encouraged within development sites. A preferable streetscape alignment includes:

- The identification of key streets that are most vital to facilitate a walkable, vibrant, economically active neighborhood in direct vicinity of the rail station (see discussion of which blocks of streets are recommended as key streets in Chapter IV.G.2);
- Street trees and planting zones along the curb;
- Sidewalks set back against the building; and
- A clear differentiation of 1) landscape zone, 2) pedestrian zone, and 3) frontage zone.

V. REDUCE VISUAL IMPACT OF PARKING

TOD intends to reduce the overall impact of automobile use; however, vehicular access will still be improved at the three rail transit stations. As new developments will include parking facilities, it is recommended that their design and management minimize their impacts on the public realm by consolidating dedicated parking structures and surface parking in the vicinity of the elevated fixed guideway. Parking recommendations include:

- Parking garages and podiums should be screened or wrapped on the street side with habitable dwelling units or commercial spaces;
- Reducing the number of curb cuts on pedestrian-oriented streets;
- Encouraging the planting of shade trees on surface parking lots;
- Limiting the visibility of parking facilities from the street; and
- Encouraging parking management and creation of a park-once district, where appropriate.

VI. SCREEN/BUFFER SERVICE AND LOADING FACILITIES FROM PUBLIC STREETS

Service and loading facilities, while essential to commercial and residential activities, detract from the public realm. Their impact on pedestrian-oriented areas may be reduced by:

- Placing facilities away from sidewalks, open spaces, or amenity facilities;
- Incorporating equipment architecturally, where applicable; and
- Screening facilities with walls or landscaping.

VII. AVOID BLANK WALLS

Blank walls are not visually interesting and are difficult to mitigate, even with landscape and streetscape improvements. Such feature-less walls should instead be designed with transparency. If unfeasible, articulation, texture, and/or vegetation can add interest to a wall. Blank walls should be avoided, but in unavoidable cases can be somewhat mitigated by:

- Placement of active uses and entries along public spaces and streets;
- Maintaining a required amount of transparency at the street level; and
- Incorporation of public art or appropriately scaled signage elements.

VIII. UNDERGROUND UTILITIES

New development and any redevelopment provide an opportunity to underground overhead transmission lines to improve the aesthetics in the area.

IX. OUTDOOR STREET AND BUILDING LIGHTING

To reduce the effects of light pollution and to reduce energy usage, all street and building lights should have:

- LED or comparable low energy use bulbs, with appropriate correlated color temperature;
- Exterior light features on buildings in parking lots have full cut-off light fixtures;
- Light is directed appropriately without glare; and
- Automatic shut-off.

X. NOISE AND EXCESS LIGHT MITIGATION

Projects will comply with City and State's noise level standards and excess light requirements. Mitigation measures, such as sound barriers, architectural design and sound dampening materials in buildings, along with use of full-cut off lighting, lower temperature, and non-blue light wavelength lighting, will help lower the health impacts associated with excessive noise and light. Estimated noise levels from the rail system and



methods to mitigate their potential impacts were covered in the Final Environmental Impact Statement (FEIS) for the H RTP.

E. TOWER GUIDELINES

“Towers” is a relative term for any tall buildings on the relatively flat, undeveloped plain of East Kapolei. The highest base height in the vicinity of the rail transit stations is 90 feet. The maximum bonus height recommended in the TOD Plan is 120 feet with the provision of commensurate community benefits. How these towers are designed in relation to view corridors, the public realm, and shadowing will play a key role in the future developed environment in the vicinity of the rail transit stations. There are several key issues that should be addressed when establishing architectural guidelines for the possibility of these relatively tall buildings.

1. Guidelines

I. TOWER MASSING

The design of tall buildings generally consists of three sections: base or podium, middle (tower), and top. Design principles should be established for each building section to address how:

- The podium will affect the experience of the building at street level. Podium heights should be no taller than 60 feet and should be massed in a way to maintain street-level solar access;
- The tower will affect the building’s shadows on the urban environment; and how
- The tower top will affect the building’s aesthetic and experiential contribution to the development skyline.

II. PROMOTE NATURAL AIR CIRCULATION AND VENTILATION WHILE MINIMIZING ADVERSE WIND CONDITIONS

Tall buildings that are correctly oriented have the ability to capture natural breezes, which can provide benefits through reduced energy consumption and higher indoor air quality. Tower design should also evaluate wind-tunnel impacts that may have negative effects at the street level. Consideration may be needed to establish minimum separation distance between tall buildings proposed to be over 90 feet tall on opposing and adjacent blocks, in order to preserve views and solar access.

III. PROVIDE PROPER SETBACKS FOR TOWERS

Tall buildings can create imposing facades along street frontages. As such, tower placement is key to ensuring the public realm remains a comfortable environment. By setting back upper stories in towers away from street frontages, parks, trees, or open spaces, the perceived impact of the tower on the developed environment can be significantly reduced.

IV. ORIENT TOWERS TO OPTIMIZE VIEW CORRIDORS

Public view corridors, primarily in the mauka-makai direction, may be impacted by new tall buildings. Towers should be oriented in a mauka-makai direction to preserve these view corridors, as well as to create mauka-makai visual connections for people at street level.

F. IMPORTANT VIEWS AND VISTAS

The two preceding sections offer guidelines for protecting important views and vistas. Since the area surrounding the three rail transit stations is predominantly flat, the most prominent view is the Wai'anae Mountain range, particularly the large-scale ridgeline residential development, Makakilo, during both days and nights.

Distant views of the Ko'olau Mountain range, Diamond Head, and downtown Honolulu are also visible from various vantage points within the rail station areas.

The closest natural landmarks are Pu'u Kapolei, Pu'u Pālailai, Pu'u Makakilo, and Honouliuli, Kalo'i, and Hunehune Gulches. Other visual landmarks in the East Kapolei area include the UHWO Library Tower and the H RTP rail line itself. It is the intent of the TOD Plan to preserve and enhance scenic views and natural landmarks in the rail transit station areas. Mauka-makai view corridors, panoramic and significant landmark views, and views of natural features should be identified and preserved by limiting heights, spacing between buildings, and abundant open space features.

G. STREET STANDARDS

1. Transit-Oriented Community Street Network

Places where people take transit are places where people walk or bike. Every transit trip starts and ends with a walking trip, and places where walking and biking are comfortable and appealing have a larger catchment area for transit patrons who can access the system on foot or bicycle. For non-transit riders, active, walkable streets are one element of a "park once" district, where walking is possible between multiple destinations.

The 'Ewa DP states that "the transportation system should provide adequate access between residences and jobs, shopping and recreation centers in 'Ewa as development occurs. Reduce reliance on the private passenger vehicle by providing supporting facilities and amenities for pedestrian, bicycle and public transit use, including the use of bike trails and the provision of bicycle racks at commercial centers, bicycle storage facilities at employment centers and bus shelters and bus stops" (Section 4.1.6). The TOD Plan supports the 'Ewa DP through the TOD principle of "Create the Access."



The local street network in these communities accommodates automobiles while also encouraging the use of rail transit, buses, bicycling, walking, and other non-automobile forms of transport that are safe and convenient. The City is committed to solutions that improve safety, accessibility, and comfort for all users, encourage physical activity, and reflect community needs and character. With the passage of Ordinance 12-15, the Honolulu Complete Streets Ordinance was signed into law in 2012, establishing the City's Complete Streets policy. The City has finalized its Complete Streets Design Manual and created a Complete Streets Program Administrator position to move toward implementation of improvements that make O'ahu's streets and neighborhoods safe and inviting for all users, regardless of age or ability.

Complete Streets are part of a transportation and design approach that aims to create a comprehensive, integrated network of streets that are safe and convenient for all users, whether traveling by foot, bicycle, transit, or automobile, and regardless of age or ability. Complete Streets move away from streets designed with a singular focus on automobiles toward a design approach that is context-sensitive, multi-modal, and integrated with the community's vision and sense of place. The end result is a road network that provides safe travel, promotes public health, and creates stronger communities.

The Ho'opili and UHWO Roadway Master Plans (a new Long-Range Development Plan is forthcoming which will require submittal and approval of a new roadway master plan) have already been approved, along with the DHHL master planned communities. The Roadway Master Plans were based on traffic studies and current subdivision rules and regulations with modifications. In Ho'opili, the street network is designed to provide multi-modal connectivity through managed block sizes, a grid system layout, and connections to major regional roadways. The street organization will create easy pedestrian access throughout the neighborhoods by creating a diverse, interconnected selection of routes to maximize connections to commercial centers and parks using the gridded block system. The street network provides a pattern of multi-modal streets that serves all community land uses and facilitates easy access to local and regional destinations. The pattern, which should give priority to non-motorize modes, results in the distribution of traffic that is consistent with the desired function of the street. One characteristic of this pattern is that it offers route choices that connect origins and destinations. Streets will be designed with consideration for public safety, ease of maintenance, and environmental sustainability (see Figure 6). The street network works best when it provides a variety of street types.

The TOD Plan recommends a number of new streets to provide access onto the DLNR lands. Ideally, every opportunity should be made to interconnect new streets with the street networks contained in the roadway master plans of Ho'opili, UHWO, and the DHHL subdivisions. Within each community or campus, there is a highly connected street network, but a more interconnected street network between communities is encouraged. The integrated street network allows users to circulate freely and provide a structure for neighborhood development. Streets within the TOD

rail transit station areas should have frequent intersections and should not contain long stretches or dead ends.

It is recommended that new public or private streets be created on large parcels when land is redeveloped, in order to provide this level of connectivity. Smaller block sizes between 300 and 350 feet in length are ideal, but not always realistic throughout all of the TOD Special District. In such cases, blocks created by new streets should be a maximum of approximately 500 feet in length between intersections. Certain locations may have larger blocks, such as within the UHWO campus, which follows a more traditional “cloistered environment” development style used for universities. In cases like these, it is also recommended that new developments contribute to a network of internal pedestrian and bicycle pathways connecting to public streets.

To ensure development of a transit-oriented community street network, subdivisions of land for redevelopment purposes should be incorporated into the TOD Special District regulations. Having regulations and review are particularly important within the undeveloped areas that characterize the East Kapolei rail transit station areas.

2. TOD Street Characteristics

The City has provided guidance on street characteristics through its Complete Streets Design Manual, which is consistent with the following recommendations:

- **Street Types:** The types of streets approved in the network of roadways for the Ho’opili and DHHL master-planned communities should reflect the placement and frontage of buildings, adjacent land uses and open space, and historic, cultural, and other characteristics that form the built and natural environments of a given place. While these streets include an auto travel corridor, each is, or should be, designed to be highly walkable to provide maximum travel options that fit the intended use of the area.

The general land use pattern in East Kapolei is planned to be primarily suburban residential but pockets closer to the rail stations will be relatively urban in character with planned business and industrial mixed-use areas, core town centers, and a university campus within a half-mile (or ten-minute walk) of the three rail transit stations. The street types described here provide mobility for all modes of transportation with a particular focus on the pedestrian.

Farrington Highway and Kualaka’i Parkway function as arterials (or similar to principal arterials as described in the Complete Streets manual) in the area and are designed or will be designed for high vehicular capacity and moderate speed traversing the area. They have (or will have) four or more travel lanes and also serve as primary transit and walking routes, paired with separated multi-use paths.



Ho'omohala Avenue, Keahumoa Parkway, and Road D function as major collector roadways to carry moderate to high vehicular capacity at low to moderate speed typically spanning short distances between urban centers and major arterials. These streets have two to four travel lanes and may have landscaped medians (such as Ho'omohala Avenue). Some of these roadways may act as main streets, which in this context for the TOD Plan are intended to conjure up an image of a concentrated commercial section lined with retail and commercial uses in the rail transit station areas.

Key streets function similarly in that they adhere to the TOD Special District regulations, with additional considerations, but in some cases, may not have the same commercial concentration as a main street on those blocks. The two festival streets in the TOD Plan are selected blocks of the street near the Honouliuli and Keone'ae rail transit stations, which will be lined with retail and commercial uses that can be closed off to vehicular traffic and host a high volume of pedestrians for farmers markets, arts and crafts fairs, or other events.

- **The Parking/Curb Zone:** The area between the auto travel corridor (the through travel lanes of the street) and the landscape/furniture zone should be reserved for on-street parking, bike lanes (where designated), and if feasible, space for bikeshare stations and bike corrals (where multiple bicycles are parked). It is recommended that neighborhood TOD streets provide on-street parking on both sides in a parallel configuration. It is preferred that underground utilities be installed in this zone to prevent the inevitable conflict with street trees planted in the landscape/furniture zone.
- **The Landscape/Furniture Zone:** This includes the space between the parking/curb zone and the pedestrian zone. This area helps to provide a buffer from motor vehicle traffic. The landscape buffer includes street furniture (located appropriately), signage, hydrants, bus shelters, bikeshare facilities (as necessary), street trees (per the Standards and Procedures for the Planting of Street Trees [July 1999]), and other landscape features at the pedestrian level. To accomplish the Mayor's 2017 initiative for the City to plant 100,000 trees by 2025 and achieve 35 percent urban tree canopy coverage by 2035, it is imperative that the City takes every opportunity to increase tree plantings. In the TOD Plan, areas with high foot traffic should receive street trees with larger tree canopies to provide as much shade as possible. Wider landscape zones are recommended where higher vehicular speeds are present. The various street tree documents covering the area will provide further guidance.



A rendering of a landscape/furniture zone adjacent to parking and pedestrian zones.

- **The Pedestrian Zone:** This area includes ADA compliant sidewalks, which serve the through movement of pedestrian traffic. This may also include the front setbacks of ground-floor uses. These front setback areas should include outdoor seating and cafes in retail locations and attractive landscaping and entry walks in multi-family and office locations to enhance commercial activity within mixed-use development. Wider pedestrian zones between eight and 12 feet are recommended in the TOD Special District, especially in very active areas with large concentrations of pedestrians. Providing adequate shade in these pedestrian areas should also be a priority to create a comfortable environment, which can be addressed with trees or umbrellas in outdoor gathering areas. Permeable paving should be utilized to minimize storm water runoff.
- **The Frontage Zone:** Comfortable, safe sidewalks alone do not make a place a pedestrian destination. To generate foot traffic, land uses must be highly mixed, reasonably dense, and adequately designed. Some combination of residential, retail, restaurant, personal and business services, and civic and employment uses must be present on ground floors within a contiguous area. Buildings in the TOD Special District must also be oriented to the street with transparency that shows active uses at ground level, among other design considerations, per the LUO, Section 21-9.100.8.
- **Bicycle Circulation and Facilities:** New neighborhoods in TOD areas provide an opportunity to build a complete bicycle system of safe bicycle facilities that enables a broad array of the population to bicycle safely and comfortably to key destinations. Both the UHWO campus and Non-Campus Lands and Ho'opili community have street hierarchies that support bike route networks (see Figure 7). Generally, bike lanes are provided on most avenues, parkways, and connector streets. The Ho'opili bicycle network will serve both commuter and recreational trips. The bicycle network will provide connections to all schools



and parks within Ho’opili as well as the two nearest rail transit stations (Honouliuli and Keone’ae stations), in addition to bicycle parking facilities at each destination. Types of bicycle paths within the Ho’opili street network include striped bike lanes, bike sharrows, and shared-use pathways on the diamond head side of Kualaka’i Parkway as well as one being recommended within the Pu’uwai Park greenway corridor. An interconnected network of bicycle routes are recommended for all of the major roadways on the UHWO campus and the Non-Campus Lands. Bicycle ridership will also be supported by access improvements, including bicycle signal detection marking and signage, bicycle racks, bike corrals, bicycle sharing programs, and bicycle education and encouragement.

The bicycle system should continue to evolve with development around the three rail station areas to encourage and attract a wide variety of users and increase bicycle ridership. This includes:

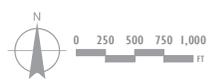
- i. A complete, connected network of safe cycling facilities physically separated from vehicles, including cycle tracks (or protected bicycle lanes), shared bike and pedestrian facilities (or multi-use paths), and buffered bike lanes (painted divider between the bike and travel lanes);
 - ii. A dense network of on-street facilities, not physically separated from vehicles but with a designated space in the street corridor, such as bike lanes; and
 - iii. Abundant access to bicycles through supporting programs and facilities (i.e., bicycle parking and bike sharing).
- **Festival Streets:** These pedestrian-oriented streets provide space for outdoor dining areas, diagonal parking, colored/textured pavement, and will be closed to traffic on multiple occasions for open-air markets and community events. Two festival streets, approximately one block in length, are planned in Ho’opili. One will be located in the Honouliuli rail transit station area, one block makai of the rail line on Kamāliemua Street, between Punohu and Lalahiwa Streets, and the other in the Keone’ae rail station area on Ho’okulaia Street between Kauluakoko and Kamolehonua Streets.
 - **Key Streets:** Key streets are distinguished as being the most vital to facilitate a walkable, vibrant, and economically active neighborhood in direct vicinity of the rail transit station. Buildings along these streets shall be designed and used for active commercial and residential uses at the street level. A key street defines and regulates development that fronts the street.

Key streets are shown on Figures 4, 6, 8, 9, and 10. Sections of Kualaka’i Parkway and Keahumoa Parkway are designated key streets in the Kualaka’i rail transit station area. Portions of Kualaka’i Parkway, Farrington Highway, Ho’omohala Avenue (on both sides of Kualaka’i Parkway), two blocks of Kauluakoko Street (one-block both mauka and makai of Ho’omohala Avenue), and one block of



LEGEND

- FREEWAY
- MAJOR ARTERIAL ROADWAYS*
- MINOR ARTERIAL ROADWAYS*
- MAJOR COLLECTOR ROADWAYS*
- MINOR COLLECTOR ROADWAYS*
- FESTIVAL STREETS*
- PRIORITY KEY STREET
- KEY STREET
- TOD SPECIAL DISTRICT BOUNDARY
- T TRANSIT FACILITY
- B BUS TRANSIT FACILITY
- P PARK-AND-RIDE
- P TEMPORARY PARK-AND-RIDE
- - - 1/4 MILE RADIUS
- 1/2 MILE RADIUS



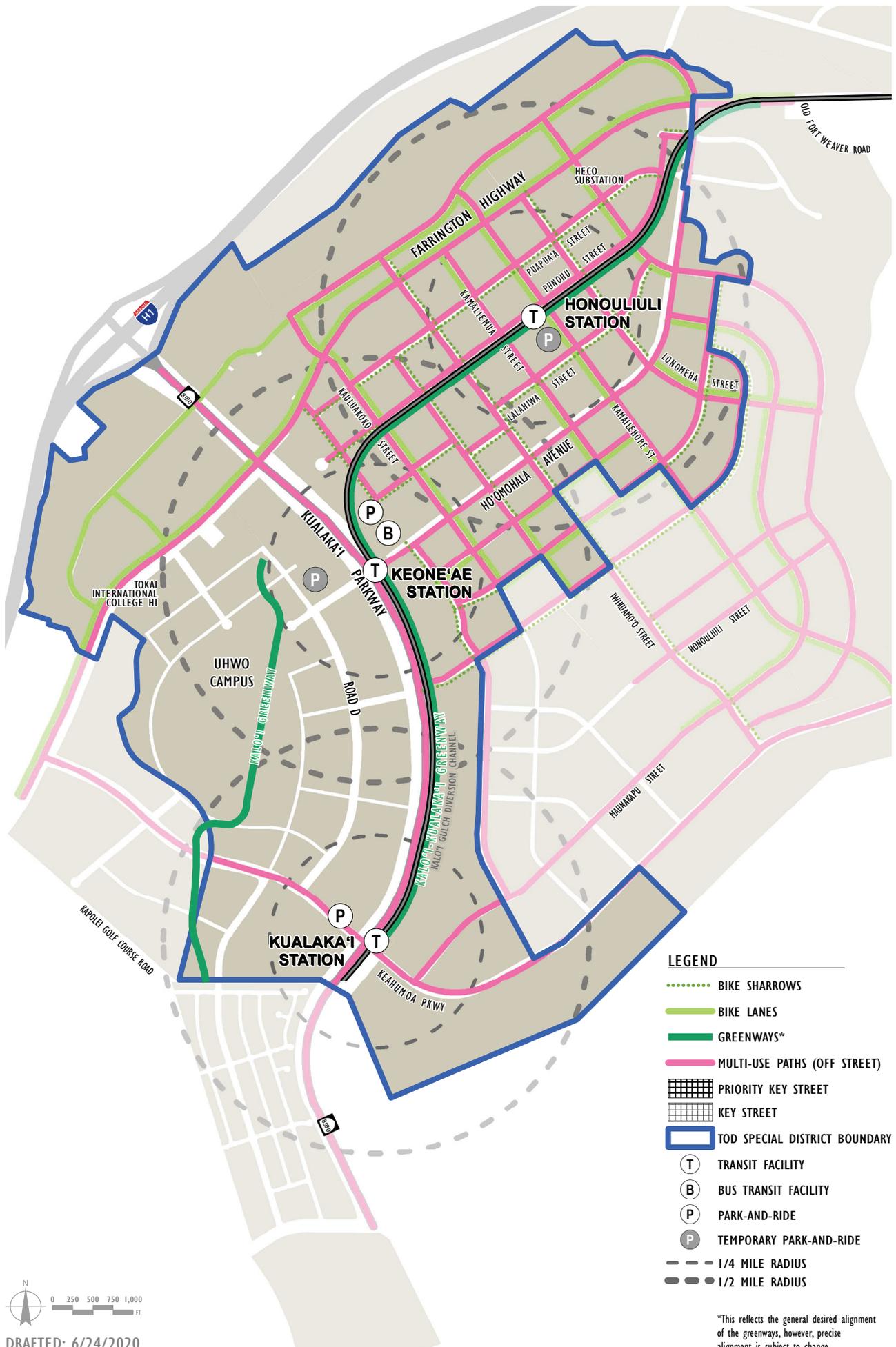
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*Roadway classes shown in this figure do not necessarily reflect the official State and County roadway classes and are included for general planning purposes only. For more information on official Highway Functional Classes, please refer to the State of Hawaii Department of Transportation, Highways Division.

STREET HIERARCHY MAP

SOURCE: CITY AND COUNTY OF HONOLULU, DHHL, DLNR, DR HORTON, UHWO.
 Disclaimer: This graphic has been prepared for general planning purposes only and should not be used for boundary interpretations or other spatial analysis.

FIGURE 6



LEGEND

- ⋯ BIKE SHARROWS
- BIKE LANES
- GREENWAYS*
- MULTI-USE PATHS (OFF STREET)
- PRIORITY KEY STREET
- KEY STREET
- TOD SPECIAL DISTRICT BOUNDARY
- T TRANSIT FACILITY
- B BUS TRANSIT FACILITY
- P PARK-AND-RIDE
- P TEMPORARY PARK-AND-RIDE
- 1/4 MILE RADIUS
- 1/2 MILE RADIUS

*This reflects the general desired alignment of the greenways, however, precise alignment is subject to change.



DRAFTED: 6/24/2020

BIKE CIRCULATION

SOURCE: CITY AND COUNTY OF HONOLULU, DHHL, DLNR, DR HORTON, UHWO.
 Disclaimer: This graphic has been prepared for general planning purposes only and should not be used for boundary interpretations or other spatial analysis.

FIGURE 7



Ho'okulaia Street between Kauluakoko and Kamolehonua Streets are designated as key streets in the Keone'ae rail station area. This block is also designated as a festival street that can be closed off to vehicles for community market events and street festivals. At the Honouliuli rail transit station area, four blocks of Kamāliemua Street, extending mauka from Ho'omohala Avenue to Farrington Highway (one block between Punohu and Lalahiwa Streets is designated as a festival street which is intended for community market events and street festivals), three blocks of Kamailehope Street between Lalahiwa Street and Farrington Highway, three blocks of Puapua'a, Punohu, and Lalahiwa Streets between Lonomeha and Iwikuamo'o Streets.

Where two key streets intersect, one key street is selected for primary building frontage orientation. In this situation, at the Honouliuli rail transit station, the TOD Plan recommends Kamāliemua and Kamailehope Streets take key street priority. At the Keone'ae rail transit station area, Ho'omohala Avenue and Ho'okulaia Street are recommended to take priority as the primary key street. More key streets will likely need to be designated as development progresses.

3. Elevated Pedestrian Crossings

When intersection reconfiguration is unable to provide pedestrian safety at the busiest intersections and high-volume roads, above-grade separation may improve safety while maintaining high traffic flow. A new, elevated crossing is being constructed over Kualaka'i Parkway to connect the temporary park-and-ride lot and Keone'ae rail transit station entrance on the UHWO side of Kualaka'i Parkway to the rail transit station and guideway with the Ho'opili side. Ideally, a similar elevated crossing is recommended across Kualaka'i Parkway at the Kualaka'i rail transit station. The State DOT will have to agree and approve such a facility since it has jurisdiction over Kualaka'i Parkway. In the interim, they are allowing the City to expand the median on Kualaka'i Parkway to serve as a pedestrian refuge when crossing the roadway from the park-and-ride to the Kualaka'i rail transit station.

4. Greenway Corridors

Pu'uwai Park, the greenway corridor, is a 100-foot wide planned linear park that extends in the ewa-diamond head direction along the rail transit line from the TOD core area surrounding the Honouliuli rail transit station. The area below and adjacent to the rail transit line should also incorporate a multi-use path, community gardens, small trees, flowers, landscaping, and areas for public art.



The Kalo'i-Kualaka'i Greenway is an important section that will extend the greenway corridor from the edge of the Ho'opili community to the Keone'ae rail transit station and then south to the Kualaka'i rail transit station. This will not only provide a direct connection between all three East Kapolei rail stations, but also provide a connection between important collector roadways, such as Ho'omohala Avenue and Keahumoa Parkway, and lead to additional connections mauka to Farrington Highway.



Rendering of a greenway along Kualaka'i Parkway (for illustrative purposes)

The Kalo'i-Kualaka'i Greenway will re-purpose a portion of the Kalo'i Gulch Diversion Channel into a publicly accessible space that, being adjacent to the rail transit service and new development alongside the channel, could be the impetus for conversion of this drainage corridor into a more meaningful open space amenity. With additional access points to the community and gathering spaces at key locations along the channel, the Kalo'i-Kualaka'i Greenway will become a veritable community open space and recreational asset.

Another greenway, simply called the "Kalo'i Greenway," along the former channel on the UHWO campus, is still a concept, but may one day become an important open space shared-use path to connect various areas of the campus and Non-Campus Lands. A conceptual location of the Kalo'i Greenway is shown on Figure 5.

5. Green Streets

It is recommended that "green street" principles be adopted, where appropriate, to support the TOD Plan principle of "Sustainability." A green street is defined as a street that uses vegetated facilities to manage stormwater runoff at its source. A green street is a sustainable stormwater strategy that meets regulatory requirements and resource protection goals by using a natural systems approach to manage stormwater, reduce flows, improve water quality and enhance watershed health.

Green streets should be designed with the following considerations:

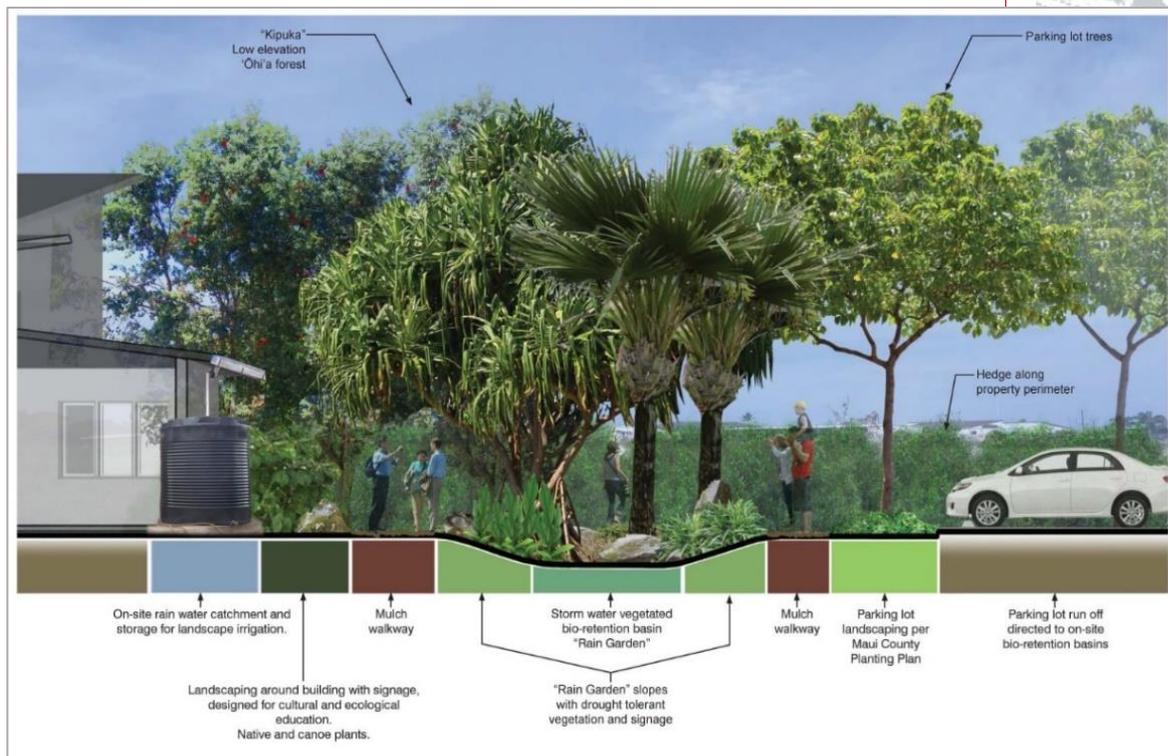
- Reducing polluted stormwater entering Honouliuli Stream and Kalo'i Gulch compared to conventional design;
- Diverting stormwater and reduce basement flooding, sewer backups and combined sewer overflows to Pearl Harbor and island shorelines;

- Increasing urban green space;
- Improving air quality and reduce air temperature;
- Reducing impervious surfaces so stormwater can infiltrate to recharge groundwater and decrease surface water run-off; and
- Addressing requirements of federal, State and City regulations to protect public health and restore and protect watershed health.

Further considerations and examples of green street benefits and best management practices include the “U.S. Environmental Protection Agency Greening Iwilei and Kapalama Report” (see the City’s website at www.honolulu.gov/tod). The City Department of Facility Maintenance (DFM) has also convened a Stormwater Utility Advisory Group that is investigating the establishment of a “stormwater fee” based on the amount of impervious surfaces on properties. Both resources, when enacted, will help, in part, to create more green streets in East Kapolei.



A bioswale integrated into landscaping.



General concepts of green street design.



V. HONOULIULI RAIL TRANSIT STATION AREA PLAN



HONOULIULI RAIL TRANSIT STATION AREA LAND USE PLAN

FIGURE 8

SOURCE: CITY AND COUNTY OF HONOLULU, DHHL, DLNR, DR HORTON, UHWO.
 Disclaimer: This graphic has been prepared for general planning purposes only and should not be used for boundary interpretations or other spatial analysis.

DRAFTED: 6/24/2020



A. OVERALL STRUCTURE

The Honouliuli rail transit station area will be a local, mixed-use community. Stepping out of the rail transit station, one will see an active rail transit plaza with kiss-and-ride areas, taxi and rideshare drop offs, and bus stops within a bicycle- and pedestrian-friendly environment. A little further away in the mauka direction, a denser urban core, or town center, will host a lively commercial district bustling with active retail uses on the ground floor, such as bakeries, flower and coffee shops, business and personal service establishments, offices, restaurants, and outdoor cafes. Above the commercial uses, a variety of medium- to high-density housing and income groups will enjoy an active lifestyle suited to their retail and service needs. These are situated on a grid-patterned street network with narrower, mid-block access points. Behind the street curbing, an array of benches and seating areas, quality sidewalk paving, and appropriate landscaping will create great places for people to socialize, view artwork, and attend events contributing to the identity and place-making of the neighborhood.

The area surrounding the Honouliuli rail transit station 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, linear park, and activities in the town center. Ho'opili will have a unique identity as a walkable, sustainable urban neighborhood for O'ahu (see illustration below).



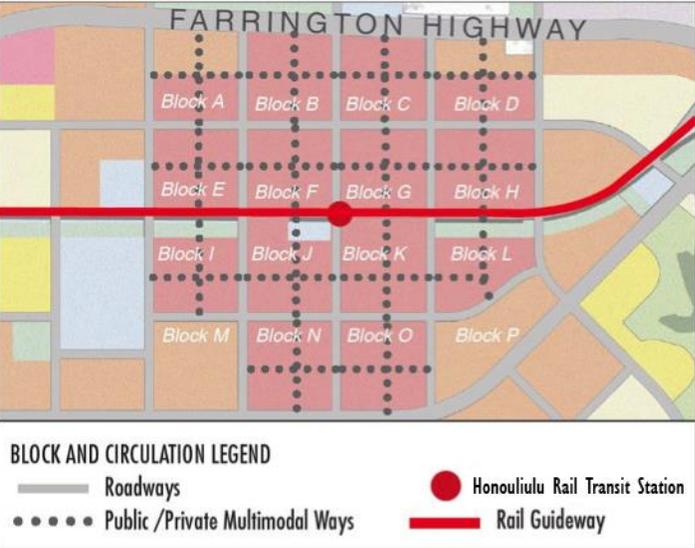
Rendering from the Ho'opili Urban Design Plan of a dynamic, walkable community near the Honouliuli rail station.

B. CONNECTIVITY AND CIRCULATION

The development surrounding the Honouliuli rail transit station will be organized in a grid layout with smaller blocks created by mid-block access points to improve pedestrian-scale connectivity. Streets will be designed to accommodate multi-modal transportation and prioritize safety for pedestrians and cyclists. The street network will be designed to provide many connections to major roadways and prioritize networks of local and connector streets (see illustration below). Street networks within the neighborhood will also be designed to connect to other local street networks beyond a half-mile of the Honouliuli rail transit station, in order to provide better connectivity.

Bus transfer facilities in connection with the rail transit station will allow for easy transfer between different modes of transportation. Bus routes will include both regional lines and short community circulators. Kiss-n-rides will allow for easy drop offs and the Pu'uwai Park greenway corridor and connecting Kalo'i-Kualaka'i Greenway (multi-use path) will offer an alternate way for bicyclists and pedestrians to reach the Keone'ae and Kualaka'i rail transit stations as well. In the diamond head direction, a trail extension could link up to the Pearl Harbor Historic Trail (PHHT), connecting East Kapolei with neighboring Waipahu, and points eastward.

The Honouliuli rail transit station will have a temporary park-and-ride that will provide approximately 344-571 parking stalls at full build-out. This park-and-ride is expected to serve commuters from the greater 'Ewa region, until removed when the rail transit line has been extended to the Ala Moana Center, estimated to be by 2025. It should be noted that high popularity and usage of this temporary park-and-ride might make it difficult for the private landowner to remove it in the future, but there would still be opportunities to redevelop it into vertical parking wrapped with retail.



Conceptual illustration adapted from the Ho'opili Urban Design Plan of a general block pattern and circulation layout (for illustrative purposes only).



C. PARKS AND OPEN SPACE

The Honouliuli rail transit station area integrates several types of parks and open spaces. First, the Pu‘uwai Park greenway corridor extends throughout Ho‘opili and connects Honouliuli rail station to the other two East Kapolei rail transit station areas by the Kalo‘i-Kualaka‘i Greenway. In addition, the 100-foot width of the Pu‘uwai Park greenway corridor will serve as a linear park to host both active and passive activities from gatherings for picnics, social events, farmer’s markets, bicycling and walking, to reading and relaxing. Other amenities may include play and exercise equipment, pavilions, and picnic tables (see illustration below). Adjacent residences will have direct access to this open space, thus further enhancing one’s connection to the natural environment.



Rendering of Pu‘uwai linear park adjacent to the Honouliuli rail station from the Ho‘opili Urban Design Plan.

D. LAND USE AND URBAN FORM

The land uses shown on Figure 8 are recommended within the Honouliuli rail transit station area TOD zone. The Honouliuli Rail Transit Station Area Land Use Plan carefully integrates several land uses and the station itself, from medium- to higher-density, mixed-use buildings to open spaces and lower density housing. The areas adjacent to the rail transit station are envisioned as a medium- to higher-density, mixed-use town center to help establish the individual identity of this neighborhood. The primary area of active ground floor uses should be in close proximity to the rail transit station to create a dynamic pedestrian-oriented environment with the rail transit station as the nucleus. Relatively small block sizes are recommended in this neighborhood, with a street network configured at approximately 300 to 400 feet in length.

The active ground floor uses should continue beyond the immediate rail transit station area and town center to support a pedestrian-friendly, mixed-use neighborhood (see illustration on the following page). Parking garages or parking podiums should be screened or wrapped on the street side with habitable dwelling units or commercial spaces. Specific blocks should have semi-private open spaces or a neighborhood open space/park to allow for gathering, recreation, and relaxation. Medium- and lower-density mixed-use buildings should be concentrated within a 10-minute walking distance of the Honouliuli rail transit station (within approximately a half-mile radius of the rail transit station) to encourage rail transit ridership and a pedestrian-oriented community.

Commercial mixed-uses will be concentrated closer to the rail transit station in order to provide accessibility to a variety of business and employment options. Businesses and job centers will be attracted to locations closest to the rail transit stations because of their accessibility along the rail transit corridor, heavier pedestrian traffic, as well as for employees who would prefer not to commute by single-occupancy vehicles or carpooling. Medium- and higher-density apartment mixed use may also extend southwest toward the Keone'ae rail transit station, where the rail transit station TOD zones overlap. Building orientations and frontages in the mixed-use areas should be sited and designed to create a vibrant, pedestrian-oriented environment. Buildings and open space should also be configured to take advantage of public amenities and views of the Wai'anae and Ko'olau mountain ranges. Such orientation should respect the prevailing trade-wind pattern as well as the site's other environmental conditions, in order to capitalize on opportunities for alternative energy and natural solutions.

To facilitate a walkable, vibrant, economically active neighborhood, the TOD Plan designates a series of key streets in close proximity to the Honouliuli rail transit station. They include four blocks of Kamāliemua Street, extending mauka from Ho'omohala Avenue to Farrington Highway (one block between Punohu and Lalahiwa Streets is designated as a festival street which is intended for community market events and street festivals), three blocks of Kamailehope Street between Lalahiwa Street and Farrington Highway, three blocks of Puapua'a, Punohu, and



Lalahiwa Streets between Lonomeha and Iwikuamo’o Streets. In areas where these key streets intersect, the TOD Plan recommends Kamāliemua Street, Kamailehope Street, and Ho’omohala Avenue take priority. Where these streets intersect with each other, Ho’omohala Avenue is recommended to take priority.

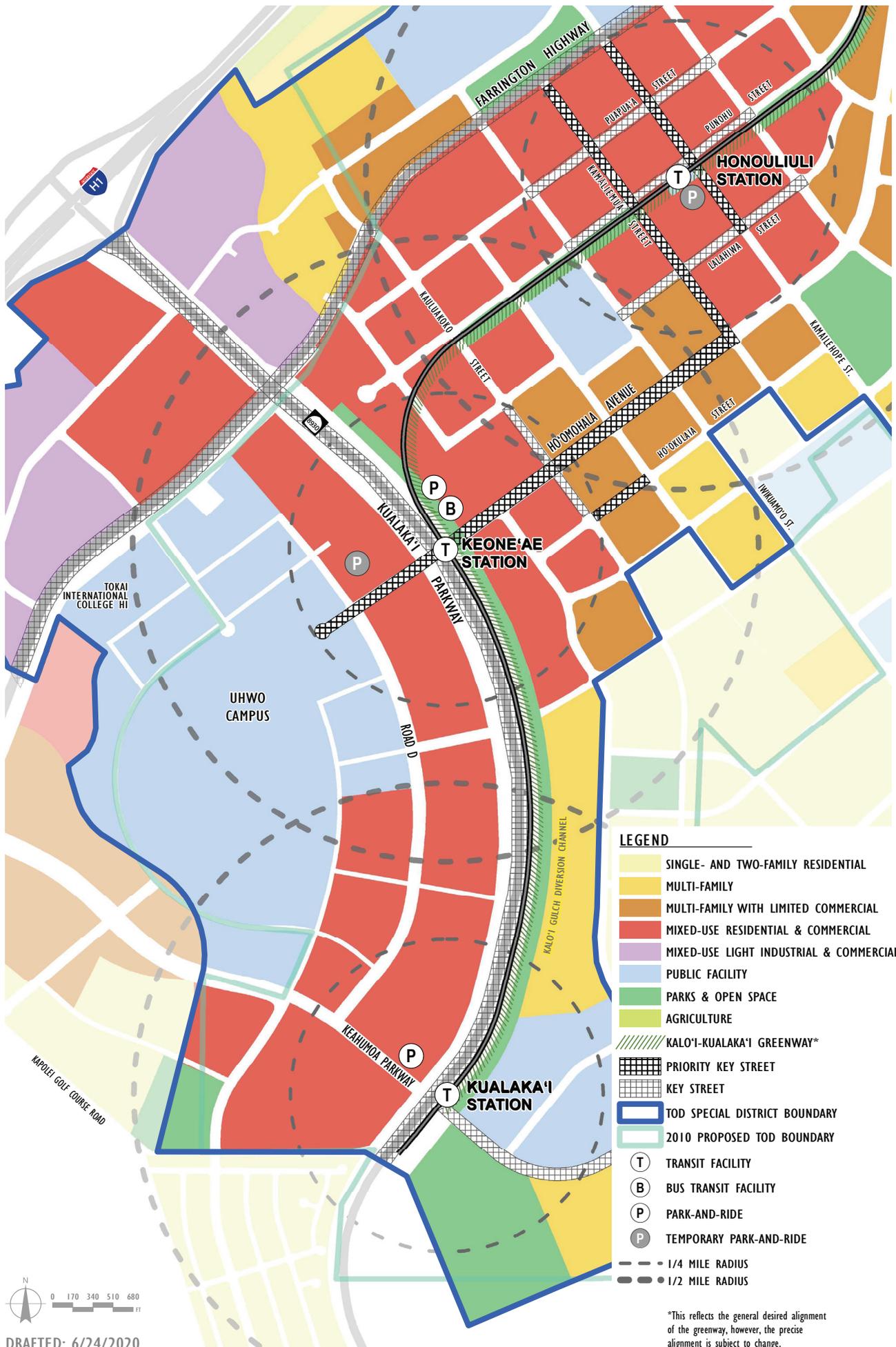
Pedestrian-friendly streets will be a continued focus outward from the rail transit station as the land uses transition from higher to lower density and from mixed-use to primarily live-work residential so that people feel safe and are encouraged to walk throughout the area. Also planned is a festival street, a slow-speed street block shared by pedestrians, cyclists, and vehicles. To create a public space for social activities and play, the festival street can be closed off to vehicular travel in order to host a variety of activities such as street festivals, farmer’s markets, and outdoor concerts. The designation of Farrington Highway as a key street is important to set the pattern of orienting building towards and up close to the roadway. Intersecting key streets, Kamāliemua and Kamailehope Streets, are recommended to take priority but Farrington Highway can still maintain an orientation to the highway. Maintenance and other back of house activities can then be accessed by internal streets or service roads. Businesses will especially benefit from having the front of their stores or offices visible to high vehicle and pedestrian traffic.



Rendering of a pedestrian-oriented main street from the Ho’opili Urban Design Plan.

VI. KEONE'AE RAIL TRANSIT STATION AREA PLAN





- LEGEND**
- SINGLE- AND TWO-FAMILY RESIDENTIAL
 - MULTI-FAMILY
 - MULTI-FAMILY WITH LIMITED COMMERCIAL
 - MIXED-USE RESIDENTIAL & COMMERCIAL
 - MIXED-USE LIGHT INDUSTRIAL & COMMERCIAL
 - PUBLIC FACILITY
 - PARKS & OPEN SPACE
 - AGRICULTURE
 - KALO'I-KUALAKA'I GREENWAY*
 - PRIORITY KEY STREET
 - KEY STREET
 - TOD SPECIAL DISTRICT BOUNDARY
 - 2010 PROPOSED TOD BOUNDARY
 - T TRANSIT FACILITY
 - B BUS TRANSIT FACILITY
 - P PARK-AND-RIDE
 - P TEMPORARY PARK-AND-RIDE
 - 1/4 MILE RADIUS
 - 1/2 MILE RADIUS



DRAFTED: 6/24/2020

*This reflects the general desired alignment of the greenway, however, the precise alignment is subject to change.

KEONE'AE RAIL TRANSIT STATION AREA LAND USE PLAN

FIGURE 9

SOURCE: CITY AND COUNTY OF HONOLULU, DHHL, DLNR, DR HORTON, UHWO.
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A. OVERALL STRUCTURE

The Keone‘ae rail transit station area will be a campus gateway to UHWO that will serve as a destination for students, workers, shoppers and residents. Although the actual rail transit station is located across Kualaka‘i Parkway from the UHWO, an interim 300-space surface park-and-ride lot and "touchdown" facility to access the rail transit station is located on the UHWO Non-Campus Lands (proposed University Village). The touchdown will be connected by a pedestrian walkway over the intersection allowing for safe, easy access to the rail transit station. Diamond head of Kualaka‘i Parkway, a permanent 1,000 space park-and-ride and bus transfer center is planned on the land mauka of Ho‘omohala Avenue. The University Village could accommodate campus expansion and/or a mix of land uses, including retail, office, and residential uses (including student housing), to foster a "town and gown" interaction with a main street-style atmosphere.

Mauka of the Keone‘ae rail transit station, near the intersection of Kualaka‘i Parkway and Farrington Highway, rail transit will serve UHWO’s Innovation District, an area proposed as a global think tank, promoting a synergy between academia and industry. Likewise, key State landholdings held by the DLNR mauka of Farrington Highway at these intersections are planned for industrial mixed-use, business employment opportunities and affordable housing sites. As an employment center, employers and workers will benefit by convenient transit service and non-vehicular facilities between the rail stations.

The permanent park-and-ride facility should be wrapped with retail uses on the ground floor to mask the parking with office and/or residential spaces on the upper floors facing the street. Adjacent businesses and a range of housing types, including an affordable apartment housing complex across Ho‘omohala Avenue called The Element, will cause an active, main street-like corridor to emerge. Pedestrian-friendly features include a planned festival street, which is a slow-speed street block shared by pedestrians, cyclists, and vehicles, that can be closed off to vehicular



A gathering place at the current UHWO campus near Keone‘ae rail transit station.

travel. This type of street will allow a variety of activities, such as street festivals, farmer’s markets, and outdoor concerts, which will help create a dynamic, active urban neighborhood at this rail transit station.

B. CONNECTIVITY AND CIRCULATION

The connections between the park-and-ride and bus transfer facilities at the Keone'ae rail transit station are critical for safe, comfortable access to reach the UHWO campus and surrounding destinations at this rail transit station. Easy vehicular access to reach the planned permanent 1,000-space park-and-ride facility is intended to serve drivers from Kapolei and the Wai'anae Coast, as well as for the surrounding community. Transit riders should find easy connections that are direct links, preferably separated from traffic and augmented by wayfinding signage, ample lighting, and other comfort amenities. One example includes a planned elevated pedestrian crossing over Kualaka'i Parkway to connect the rail transit station with a temporary 300-space surface park-and-ride on the UHWO side of the Parkway. This elevated crossing will provide safe pedestrian access across Kualaka'i Parkway. In addition, as the campus expands, it may be necessary to provide a bus shuttle system between the campus and rail transit station. Additional City bus routes may also be considered to improve connections to and from surrounding areas.

Kualaka'i Parkway and Farrington Highway will serve as the regional arterials in the area. Over time, as the master-planned community of Ho'opili, the UHWO campus and Non-Campus Lands, DLNR, and DHHL lands are developed, a local street network in a relatively grid-like pattern with smaller blocks will emerge. These developments were approved with TOD in mind; therefore, the planned streets and roadways will provide pedestrian, bicycle, and automobile connections that are convenient and coordinated with existing and planned public transportation services. At the Keone'ae rail transit station, the multi-modal circulation network will be enhanced with bicycle parking, bikeshare stations, vehicular parking, carpooling, a passenger drop-off and pick-up area, and bus transit connections.

The Pu'uwai Park greenway corridor and the Kalo'i-Kualaka'i Greenway will provide multi-modal connections to the three rail transit stations and points beyond, allowing greater regional access for bicyclists and pedestrians alike.



A campus shuttle with bike racks.

C. PARKS AND OPEN SPACE

Through transforming a portion of the Kalo'i Gulch Diversion Channel into a bonafide recreational greenway and extending this multi-use path between the Keone'ae and Kualaka'i rail transit stations, the Kalo'i-Kualaka'i Greenway will serve as an important multi-modal connection between rail stations as well as a corridor of open space. Open spaces will also be provided within the UHWO campus and Non-Campus Lands. A special open space called the "Great Lawn" is recommended in the TOD Plan to be open to the public. As an organizing element for the campus and Non-Campus Lands, the Great Lawn will serve as a major activity node for university events.

At the UHWO campus, an area to be called the Commons is intended to serve as a larger, flexible open space area that would support a variety of uses as the campus grows and expands its programs. This open space could provide a necessary location for larger campus-wide activities, such as outdoor performing arts and music events, STEM fairs and large scale exhibitions, and additional intramural and recreational activities. Figure 5 shows the approximate size and location of the Great Lawn and the Commons; however, the final design for these spaces may be adjusted as planning progresses.

In addition, preliminary plans for more open space and active and passive recreational areas are underway for the UHWO campus and Non-Campus Lands. A shared-use path, simply called the Kalo'i Greenway, along the former channel on the UHWO campus, is still a concept but may one day become an important open space multi-use path to connect various areas of the campus and Non-Campus Lands. Additional open space areas may also be included in future development plans.

Other gathering spaces will be located on retail streets in the form of small plazas, wide sidewalks, seating areas, and cafes (see image to the right). These important elements will help strengthen the sense of community in this new neighborhood and foster positive interactions between residents, students, and visitors.



Open pedestrian areas adjacent to retail and other active uses.

D. LAND USE AND URBAN FORM

Near the Keone'ae rail transit station, mixed-use zones of higher building heights and densities, with compact designs are the principles underpinning this TOD Plan (see Figure 9). Appropriately sized and designed spaces for the establishment of retail shops, personal service establishments, restaurants, financial institutions, medical, and professional offices all contribute to a high level of pedestrian activities during the day and night around the rail transit station. Parking garages or parking podiums should be screened or wrapped on the street side with habitable dwelling units or commercial spaces.

The TOD Plan envisions a series of key streets in the vicinity of the Keone'ae rail transit station to facilitate a walkable, vibrant, economically active neighborhood where active ground-floor uses are supported by medium- to high-density residential development. Residential uses should provide for a diversity of housing types, incomes, and family sizes (except for campus student housing) within close proximity to each other. Kualaka'i Parkway, Farrington Highway, Ho'omohala Street (on both sides of Kualaka'i Parkway), two blocks of Kauluakoko Street, and one block of Ho'okulaia Street (this is also a festival street that lends itself to regular closures for community market events and street festivals) are designated as key streets in this rail transit station area.

The desire is to create a pedestrian-friendly and active streetscape. Designating Kualaka'i Parkway and Farrington Highway as key streets is supported by incorporating greenways and/or multi-use paths along these roads. This additional open space can serve to better transition the buildings from the roadway making it more feasible to orient toward these roadways. Maintenance and other back-of-house activities can then be accessed by internal streets and service roads. Businesses will especially benefit from having the front of their stores or offices visible from these roadways.

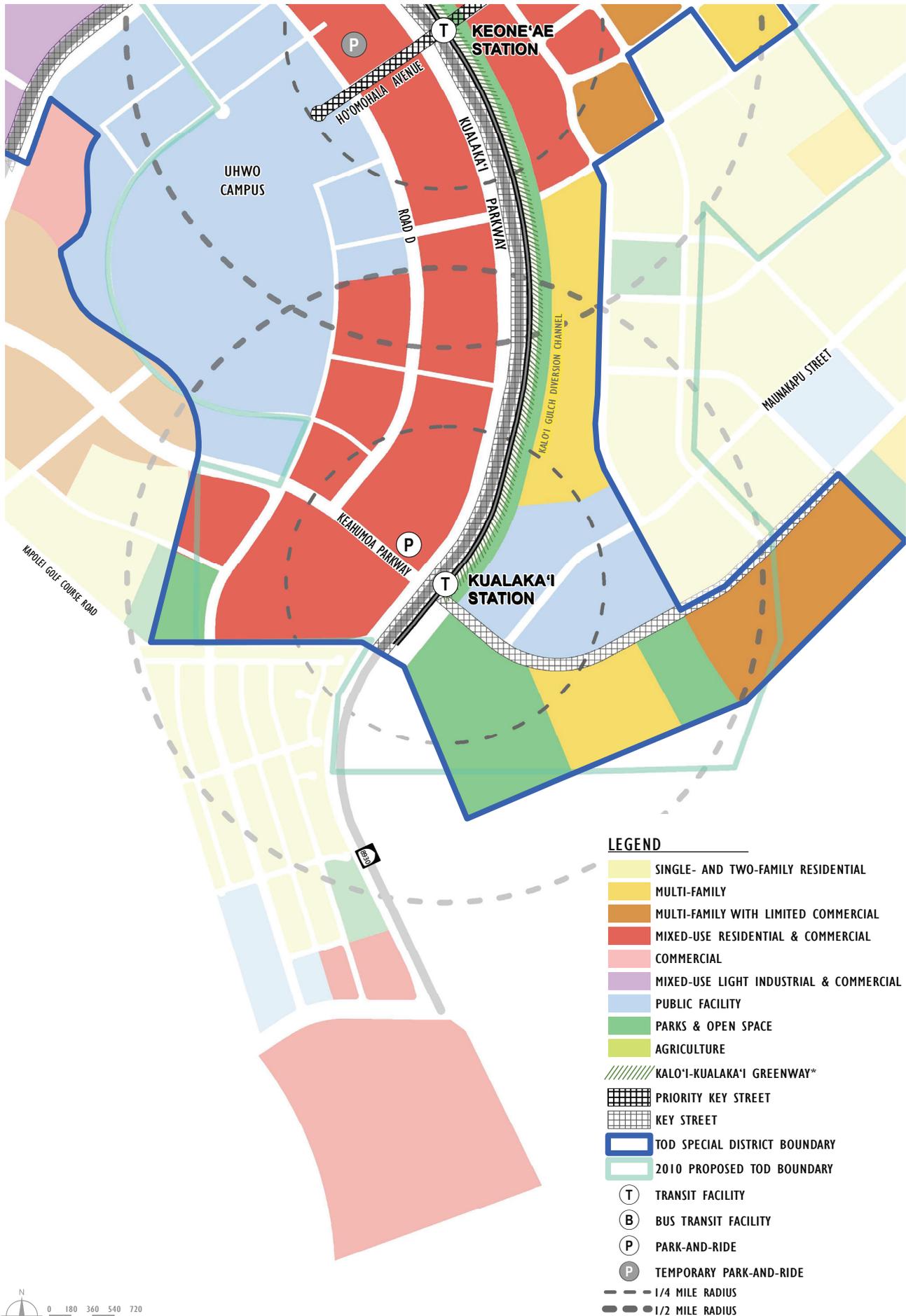
Buildings and open space should also be configured to take advantage of public amenities and views of the Wai'anae and Ko'olau mountain ranges. Such orientation should respect the prevailing trade-wind pattern as well as the site's other environmental conditions in order to capitalize on opportunities for alternative energy and natural solutions.



Food trucks add dynamic, pedestrian-level uses along a street in Portland, Oregon.

VII. KUALAKA'I RAIL TRANSIT STATION AREA PLAN





DRAFTED: 6/24/2020

KUALAKA'I RAIL TRANSIT STATION AREA LAND USE PLAN

SOURCE: CITY AND COUNTY OF HONOLULU, DHHL, DLNR, DR HORTON, UHWO.
 Disclaimer: This graphic has been prepared for general planning purposes only and should not be used for boundary interpretations or other spatial analysis.

FIGURE 10



*This reflects the general desired alignment of the greenway, however, the precise alignment is subject to change.

A. OVERALL STRUCTURE

The Kualaka'i rail transit station will be a "community use" station. It will draw ridership from 'Ewa, Kalaeloa, 'Ewa Beach, and Kapolei areas. The Non-Campus Lands of UHWO provide the most land available for development in the vicinity of the Kualaka'i rail transit station. However, DHHL has several single-family residential projects awaiting construction with some lands available for apartment mixed-use development fronting Kualaka'i Parkway. The new Honouliuli Middle School is within a half-mile of this rail transit station.

The UHWO Non-Campus Lands in the Kualaka'i rail transit station area are envisioned to be a place to live, learn, work, shop, and play. They will provide a walkable community for families seeking a place for their children to be within walking and biking distance of the UHWO facilities. Those who reside and work in the UHWO Non-Campus Lands will enjoy the benefits of a new community. With proximity to the UHWO campus, learning, employment, and cultural opportunities will emerge to create a dynamic neighborhood. Access to the two rail transit stations, Keone'ae and Kualaka'i, will be within easy walking distance.



Open gathering spaces with multi-modal access in Kagoshima, Japan.



B.CONNECTIVITY AND CIRCULATION

Pedestrian connections are planned between the Kualaka’i rail transit station and surrounding neighborhoods on either side of Kualaka’i Parkway. Because this rail transit station is currently the western terminus of the rail transit system, multi-modal connections at this station are also critical for enhancing overall transit ridership. To facilitate multi-modal access to this rail transit station, connections by bus, bicycle, walking, and shared-use transportation will improve access. Commuters will be served by large park-and-ride facilities, a multi-use path along Kualaka’i Parkway next to the Kalo’i Gulch Diversion Channel, as well as a bus transit center. Pedestrians from the nearby DHHL Kānehili subdivision can enter onto Kualaka’i Parkway from openings in the perimeter wall to access the sidewalks that lead to the Keahumoa Parkway intersection in order to get to the Salvation Army Kroc Center. Therefore, pedestrians will be able to access this rail transit station from the Kānehili subdivision, but over time it may become necessary for an elevated pedestrian crossing over Kualaka’i Parkway.

A 900-space, surface park-and-ride lot, or series of lots, planned for the Kualaka’i rail transit station will be located on the UHWO side of Kualaka’i Parkway. In the H RTP FEIS, the site for this lot was directly mauka of the Kānehili subdivision. However, recent discussions between HART and UHWO have not resulted in a determination of the final location or configuration of this temporary park-and-ride. The initial location, adjacent to the subdivision, falls within an Air Installation Compatibility Use Zone (AICUZ). An AICUZ is a designated area within the vicinity of military air fields (Kalaeloa Airport and US Coast Guard: Air Station Barbers Point) where heights and development are limited to protect the health, safety, and welfare of those living nearby while preserving the defense-flying mission. Such restrictions on that location may not compromise the ability to build a multi-story park-and-ride facility in the future, as “government services” (and cultural activities, auditoriums, concert halls, nature exhibits, outdoor music shells, amphitheaters, recreational activities, resorts

and group camps, parks, and other cultural, entertainment and recreation) are allowable. The area is currently used as a temporary stormwater detention basin.

The TOD Plan includes the City’s plans for Kualaka’i rail transit station access improvements that will provide for future bus stops with pullouts on both sides of Kualaka’i Parkway at its intersection with Keahumoa Parkway. While the H RTP FEIS envisioned an elevated platform and walkway to cross Kualaka’i Parkway, ‘value-engineering’ has called for at-



Convenient and ample bicycle parking in Japan.

grade crossings on an interim basis. Enhanced pedestrian crossing signage and a widened median 'refuge' are planned at the mauka crosswalk over Kualaka'i Parkway. Bike and pedestrian facilities at the rail transit station will provide safe and convenient access to the adjacent Salvation Army Kroc Center and surrounding residential neighborhoods.



Bus and rail transit connection.



C. PARKS AND OPEN SPACE

On the UHWO side of the Kualaka'i rail transit station area, a community park is proposed in the makai portion of the Non-Campus Lands. The park will serve as the southern terminus of the Kalo'i-Kualaka'i Greenway (via an enhanced pedestrian crossing) and provide for active recreational activity with grass fields, a recreation pavilion, and hard courts.

Unlike the other two rail transit stations, the Kualaka'i rail transit station is near a large natural preservation area makai of the station (Abutilon Contingency Reserve Area). This natural preservation area is intended to provide a habitat for the endangered Red Ilima (*Abutilon menziesii*), but as open space, it will also preserve views and one's connection to the natural environment. The combination of transforming a portion of the Kalo'i Gulch Diversion Channel into a bonafide recreational greenway and connecting this multi-use path between the three rail transit stations will serve as an important multi-modal connection to many other collector roads as well as a corridor of open space.



Open gathering area surrounded by dense development at Kamehameha V Post Office Alan Sanford Davis Park on Merchant Street in downtown Honolulu.

D. LAND USE AND URBAN FORM

Land uses shown on Figure 10 are recommended within the Kualaka’i rail transit station area. Major developments existing within the vicinity of the Kualaka’i rail transit station include: the UHWO campus and Non-Campus Lands, the Salvation Army Kroc Center, Special Olympics Hawai’i site, Ko’oloa’ula Residential Apartments, DHHL Kānehili residential subdivision, Increment IIB of Kauluokahai (DHHL East Kapolei II), Keahumoa Place Residential Apartments, and Honouliuli Middle School.

To facilitate a walkable, vibrant, economically active neighborhood, the TOD Plan designates Kualaka’i Parkway and Keahumoa Parkway as key streets. Residential uses will provide for a diversity of housing types, incomes, and family sizes in relatively close proximity to each other. Buildings should be oriented toward the street, and generally observe a uniform setback in order to create a continuous facade. The Kalo’i-Kualaka’i Greenway with multi-use paths along Kualaka’i Parkway will provide more transition for buildings from the roadway and allow them to face the road, allowing maintenance and other back-of-house activities to be accessed by internal streets and service roads. Parking garages or parking podiums should be screened or wrapped on the street side with habitable dwelling units or commercial spaces. Businesses will especially benefit from having the front facades of their stores or offices visible from the roadways. Buildings and open space should also be configured to take advantage of public amenities and views of the Wai’anae and Ko’olau mountain ranges. Such orientation should respect the prevailing trade-wind pattern as well as the site’s other environmental conditions, in order to capitalize on opportunities for alternative energy and natural solutions.

Mixed-use development in this rail transit station area should be developed to promote an active, vibrant streetscape and include commercial activity on the frontage of most streets that provide distinctive, vibrant public spaces at the ground level. Relatively smaller block sizes are recommended in the vicinity of the rail transit station with blocks bisected approximately every 300 to 400 feet by public or private multi-modal paths.



Medium-density, mixed-use residential building in Kaka’ako Oahu.





VIII. ZONING RECOMMENDATIONS

A. TOD SPECIAL DISTRICT

The TOD Special District is intended to ensure the implementation of the community vision for the rail transit station areas through zoning standards that enable and promote TOD. Section 21-9.100 of the LUO establishes the TOD Special District with appropriate land use standards and regulations for those areas around the H RTP stations. Per the LUO, Section 21-9.100-6, the objectives of a TOD Special District are to:

- Promote an appropriate mixture and density of activity around the rail transit stations to improve transit ridership and the use of multi-modal transportation;
- Allow for more intense and efficient use of land for the mutual reinforcement of public investments and private development;
- Support transit by ensuring connectivity and convenient access, while limiting conflicts among vehicles, pedestrians, bicycles, and transit operations;
- Establish standards for buildings and sites that provide quality urban design that attracts and encourages pedestrian activity;
- Provide streetscape amenities that create a comfortable environment for pedestrians, bicyclists, and other uses, such as walkways, street furniture, street trees, and human-scale architectural features;
- Promote an appropriate mix of housing types, including affordable housing and rental housing;
- Promote quality publicly accessible and usable spaces, parks, and gathering places; and
- Contribute positively to the economic enhancement of the area and the City, particularly with regard to providing a broad mix of uses, diverse housing, and diverse employment opportunities.

In addition, the TOD Special District Design Guidelines further explain and illustrate how to comply with the TOD Special District regulations.

B. ZONING RECOMMENDATIONS

1. Applicability

TOD Special District regulations are mandatory and the regulations will supplement and/or modify the underlying zoning district regulations. A property owner must follow the provisions of the TOD Special District in order to develop their property. In doing so, the property may take advantage of modified densities, heights, yards and parking requirements but may also be subject to project specific conditions. The current underlying zoning at UHWO and Ho'opili are essentially serving as interim regulations while the TOD Plan and implementing zoning for the TOD Plan are prepared and become adopted.

TOD Special District permits are not necessary if the Special District goals and objectives are fully incorporated into other regulatory mechanisms, such as PRUs.

For example, the UHWO is approved under an existing PRU permit; however, given the change in the university's enrollment growth strategy and to reflect a proposed campus Long-Range Development Plan, the university will likely be preparing a new PRU application. In the meantime, any major or minor modifications to the PRU can incorporate the same language until the new PRU is approved as long as modifications conform to TOD zoning and design guidelines. The purpose of this structure is to streamline the review process, while not compromising the ability for TOD. Regulations to allow for this option should be established, as they do not currently exist (see Chapter II.C).

As a condition to receive their current zoning, the Non-Campus Lands of UHWO and all of Ho'opili are governed by their respective UAs. Each UA required the formulation of an urban design plan (UDP). While the creation of the TOD Special District adds a specific set of standards for TOD, there may be some overlap with the required UDPs. A streamlined process is recommended for projects subject to an UDP, such as an administrative process so applicants address the UDP as part of their TOD Special District application, or a modification to the existing UA condition requirements. However, careful consideration and review should be given to eliminate the UDPs because they may cover additional land outside the TOD Special District boundary depending on phasing and/or content not covered by the TOD Special District regulations.

2. District Boundaries

The recommended TOD Special District boundaries around each rail transit station area take into account proximate distances from the rail transit station, natural topographic barriers, property lines, extent of market interest in development, planned land uses, and the overall benefits of transit, including the potential to increase transit ridership.

TOD rail transit station areas within the TOD Special District include land subject to the TOD development regulations. Given the parameters for drawing the TOD Special District boundaries mentioned in the previous paragraph, the TOD Plan is cognizant that successful TOD is generally within approximately half-mile of the stations, which is roughly the distance of a 10-minute walk from the station. These areas will likely be developed sooner and should include allowances for larger building forms and higher-intensity mixed-use, employment and residential options.

3. Permitted Land Uses

The TOD rail transit station areas are planned for a mix of complementary land uses in a compact, mixed-use setting. Complementary land uses are those that offer goods and services at different times of the day and week and provide a consolidated "one-stop" area for people to live, work, shop, study, and participate in entertainment and community activities in close proximity to one another.

Complementary land uses located in a neighborhood designed to accommodate pedestrians, bikes, buses, and trains, reduce dependence on the automobile and, thereby, the need for standard provisions of parking. This is consistent with the TOD Plan principle of “Mixing It Up” in the core rail transit station areas.

Within the TOD Special District, permitted and prohibited uses are proposed to be similar to those set forth under the existing BMX-3 community business mixed-use District. Per the LUO, Section 21-9.100-7, permitted uses and structures are enumerated in Table 21-3, except as provided below:

- In the business mixed-use district, the ground floor of buildings facing a key street, public open space, or transit station must be designed and used for active ground floor activities, as defined in the LUO, Section 21-9.100(c), for at least 80 percent of the ground-floor building frontage. On corner lots, this requirement must be met on each key street-facing façade.
- In the apartment mixed-use district, the ground floor of the building frontage facing any key street, public open space, or transit station must be designed and used as residential dwelling units or active ground floor activities, as defined in the LUO, Section 21-9.100(c). On corner lots, this requirement must be met on each key street-facing façade.
- Up to 10 dwelling units may be permitted per zoning lot above the ground floor in the IMX-1 industrial commercial mixed-use district, subject to a TOD Special District permit. Accessory caretaker dwellings do not require a TOD Special District permit.

Within the TOD Special District, to encourage convenient pedestrian access as well as an increasingly popular ‘Live-Work’ lifestyle, which are both found to be well suited to multi-family with limited commercial environments, it is recommended that the zoning list of permitted neighborhood-oriented commercial uses be expanded. Since the LUO is currently in the process of being updated, it may be more appropriate to have these types of commercial uses included as part of that update rather than a separate amendment.

4. Density and Floor Area Ratio

Floor area ratio (FAR) is a measure of floor area to overall site area and is used to define building intensities. The current underlying zoning allows FARs in the proposed TOD Special District areas within the range of 0.9-2.5. It is recommended that the upper end of existing underlying FARs remain in the TOD Special District. The maximum FAR throughout a TOD Special District is prescribed by the underlying zoning district, unless modified through a TOD Special District permit or Planned Development-Transit (PD-T) permit, through which an applicant may seek approval to exceed the base FAR up to a maximum FAR per Section 21-9.100-8 of the LUO.



Allowing a higher FAR in certain areas helps to promote the TOD Plan principle of “Providing a Variety of Housing Choices,” as well as the intent of the TOD Special District FAR regulations to focus more intense development, in the TOD rail transit station areas.

5. Maximum Building Area

TOD is most efficient when buildings optimize lot coverage (e.g., through structured parking with wrap around retail uses) in order to create active, urban street edges. Generally, buildings set far back from the street within large open spaces or surface parking lots should be avoided. In some cases, larger buildings will have greater setbacks. In these cases, smaller liner buildings should be developed adjacent to the sidewalk to create an attractive pedestrian environment.

With this in mind, it is recommended that no maximum for building area be established for the TOD Special District.

6. Maximum Building Heights

New buildings in the rail transit station areas should generally be taller near the station and step down in height further from the station. Rail transit stations should serve as focal points and hubs for more intense development. Within certain station areas, landmarks, such as the UHWO library tower on the UHWO campus, should be considered in order to create neighborhood focal points from certain vantage points and from view corridors. The recommended maximum building heights (including bonus heights) by rail transit station area are as follows:

Honouliuli Rail Transit Station

- Generally, buildings within a quarter-mile of the Honouliuli rail transit station area are recommended to have a maximum bonus height of 120 feet. Beyond a quarter-mile, but within a half-mile, the recommended maximum bonus building height is generally 90 feet.

Keone‘ae Rail Transit Station

- Generally, buildings within a quarter-mile of the Keone‘ae rail transit station area are recommended to have a maximum bonus height of 120 feet. Beyond a quarter-mile, but within a half-mile, the recommended maximum bonus building height is generally 90 feet.

Kualaka‘i Rail Transit Station

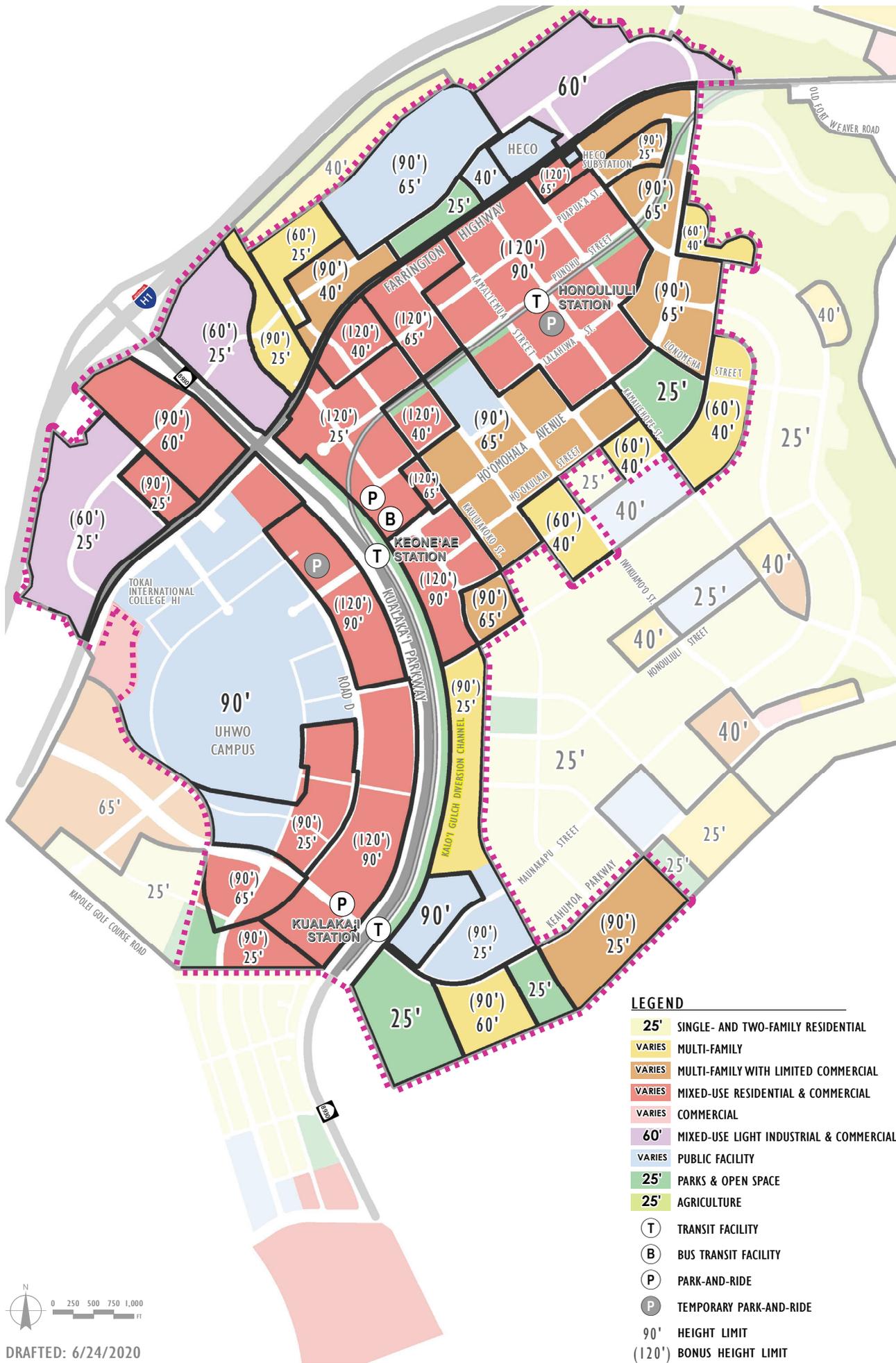
- Generally, buildings within a quarter-mile of the Kualaka‘i rail transit station area on the UHWO side of Kualaka‘i Parkway are recommended to have a maximum bonus height of 120 feet, which is consistent with AICUZ height restrictions. Beyond a quarter-mile, but within a half-mile, the recommended maximum bonus building height is generally 90 feet. On the other side of Kualaka‘i

Parkway, the recommended maximum bonus height is 90 feet except for parks and single-family residential areas within a half-mile of the station.

According to the 'Ewa DP, building heights are set at 90 feet, except in Kapolei and Ko'Olina. An amendment to the 'Ewa Development Plan is necessary to increase the maximum building height to 120 feet.

All new heights beyond what is permitted by the zoning designation are recommended to be in the form of bonus heights, which will require a CBB, described in the next section.





LEGEND

- 25' SINGLE- AND TWO-FAMILY RESIDENTIAL
- VARIES MULTI-FAMILY
- VARIES MULTI-FAMILY WITH LIMITED COMMERCIAL
- VARIES MIXED-USE RESIDENTIAL & COMMERCIAL
- VARIES COMMERCIAL
- 60' MIXED-USE LIGHT INDUSTRIAL & COMMERCIAL
- VARIES PUBLIC FACILITY
- 25' PARKS & OPEN SPACE
- 25' AGRICULTURE
- T TRANSIT FACILITY
- B BUS TRANSIT FACILITY
- P PARK-AND-RIDE
- P TEMPORARY PARK-AND-RIDE
- 90' HEIGHT LIMIT
- (120') BONUS HEIGHT LIMIT



DRAFTED: 6/24/2020

PROPOSED HEIGHT LIMITS

SOURCE: CITY AND COUNTY OF HONOLULU, DHHL, DLNR, DR HORTON, UHWO.
 Disclaimer: This graphic has been prepared for general planning purposes only and should not be used for boundary interpretations or other spatial analysis.

FIGURE 11



7. Community Benefits Bonus (CBB)

The use of a CBB is one of several development regulatory tools that should be used both to shape the growth and development in the East Kapolei TOD Neighborhood rail transit station areas and to realize community values and goals. In their most basic form, CBBs are a means by which new development may exceed a baseline level of FAR and/or building height in exchange for providing support for community goals. Per the LUO, Section 21-9.100-9(e), community benefits must be proposed in a TOD Special District permit application to justify the bonus height and density, or to mitigate the impacts related to the modification of TOD Special District development standards.

The CBB should be used to support community principles in East Kapolei. The provision of affordable and workforce housing and the principle of “Promote a Wide Variety of Housing Choices” in the rail transit station areas are very important goals for the community and, therefore, should be included as a baseline for participation in any CBB program. A bonus could be provided if more affordable housing is built than the baseline required amount, as established by the City’s AHR. Per Ordinance 18-10, there is a different AHR for TOD Special District projects seeking bonus height and/or density. If affordable dwelling units are being provided as a community benefit, those units must be in addition to the base AHR for TOD Special District projects.

Additionally, a major principle of the TOD Plan is to “Create Gathering Places.” Public open space becomes increasingly important as people begin to use rail transit and the station areas as central gathering places. The CBB could be used to provide for public spaces in all three rail transit station areas.

Other community benefits that may be achieved through this program could include:

- Pedestrian connectivity and streetscape improvements beyond minimum standards;
- Green development, including LEED certification;
- Space for non-profit organizations in office buildings or non-school buildings;
- Public art;
- Cultural facilities (e.g., visitor centers and museums);
- Community gardens and community center (including public swimming pools);
- Contributions for improvements to public facilities, such as fire stations;
- Dog parks; and
- Bikeshare infrastructure.

Table 1. Plan Principles and Possible Community Benefits Bonus

Possible Community Benefits*	Make the Connections	Create the Access	Mix it Up	Create Gathering Places	Develop Unique Station Area Identities	Promote a Variety of Housing Choices	Create a Dynamic Urban Environment	Sustainability
Affordable Housing			X			X	X	
Complete the Kalo'i-Kualaka'i Greenway adjacent to Rail Line	X	X						X
Pedestrian Connectivity	X	X					X	X
Streetscape Improvements	X	X					X	X
Green Development								X
Spaces for Non-Profits			X					
Public Art				X	X		X	
Cultural Facilities			X	X	X		X	
Community gardens			X	X				X
Dog Parks			X	X				
Public Swimming Pools				X				
Bikeshare infrastructure		X						X
*This is not to imply that the list of community benefits is complete and/or final. The benefits listed are for illustrative purposes only.								

8. Affordable Housing Requirement (AHR)

The City's AHR was established by Ordinance 18-10, which requires certain projects intended for for-sale residential use to contribute to the affordable housing supply by either constructing new dwelling units, substantially rehabilitating existing dwelling units, or providing improved land for affordable housing. The AHR provides a range of options for the provision of affordable dwelling units. In addition, the TOD Special Districts allow for bonus density and/or height for the provision of affordable housing that exceeds the AHR.

For TOD Special District projects seeking bonus height and/or density, the required base provision of affordable housing, as a percentage of the total number of dwelling units in the principal project, is 15 percent for rental units (for households earning 80% and below of the area median income [AMI]), and varies from 10 to 30 percent for affordable housing units that are for sale (for households earning 120% and below of the AMI), depending on affordability period and whether they are provided on-site or off-site. For projects that are not seeking bonus heights and/or density, the AHR is lower. The TOD Special District may help incentivize affordable housing through relaxation of certain development standards such as the reduction of required parking.

Other affordable housing incentives, such as exemptions and fee waivers, are available through Ordinance 18-1 to help offset costs of developing certain types of affordable housing projects. Per ordinance, most incentives will expire June 2027 (except for real property tax waivers for rental projects). The BWS may also waive Water Service Facility Charges and new meter costs for certified affordable or homeless dwelling units. In addition, Ordinance 19-8 establishes a temporary program to accelerate the construction of affordable rental housing in the apartment and business mixed-use zoning districts by relaxing certain zoning and building code standards and offering certain financial incentives.

The AHR doesn't apply to properties with UAs that already address affordable housing. The UAs for UHWO and Ho'opili affect all of the three rail transit station areas. These properties are also excluded from the incentives of Ordinance 18-10.

9. Parking Requirements

Off-street parking requirements in the TOD Special District are specified in the LUO, Section 21-9.100-8(c) (1). Bill 2 (2020) was recently introduced by the DPP, where in dense urban areas or master planned communities in Kapolei and parts of Ewa (East Kapolei) minimum parking requirements will be completely eliminated. Eliminating parking minimums allows developers to determine the right amount of parking for each project so they can explore creative options for meeting their project's needs. The TOD Plan supports the elimination of the required number of off-street parking spaces in order to reflect lower auto ownership and increased transit usage in the TOD Special District, while allowing developers to adjust their projects to the TOD lifestyle. Even other travel modes, such as carshare and rideshare, can support reduced requirements.

Implementing a coordinated approach that decreases the total number of new surface parking for new development also reduces the overall negative impacts on the local natural environment and supports the City’s environmental sustainability goals—lessening urban runoff and transporting pollutants, such as gas, oil, grease, and heavy metals, to local waters and aquifers, reducing the cost of development, and making more efficient use of the land.

Eliminating required parking also helps to promote the TOD Plan principle of “Promote a Variety of Housing Choices” in the rail transit station areas. Reducing parking can lower overall construction costs, which in turn, can result in the improved financial performance of a project, increase affordable housing, and allow for higher intensity development.

As the three rail transit station areas become walkable, mixed-use areas, the goal of an overall parking strategy is to optimize the utilization of parking resources, facilitate desired new development, support and improve access for customers, residents, employees, and freight in a cost-effective manner, and support a “park once and walk” strategy that reduces traffic and increases pedestrian activity. Parking management seeks to ensure that the available parking supply is optimized and efficient to meet local needs. This can be achieved through “right sized” parking, shared parking, on-street parking, in lieu fees, joint public-private partnerships, and non-vehicular modes of travel, such as bicycle parking.

Right Sizing Parking Requirements

Right sizing parking requirements seek to set parking minimums, and maximums, that balance parking demand and supply, and take into consideration the cost of development and overall space available for parking. In particular, minimum parking requirements have a significant impact on the overall cost of development and the resulting development footprint. Over time, as the use of rail transit becomes more familiar and popular, it is expected that a higher proportion of residents, employees, and visitors will use transportation modes other than driving alone, leading to a situation where today’s expected parking requirements may need to be adjusted downward and more commensurate with desired and expected levels of parking demand.

Maximum parking limits restrict the total number of parking spaces that can be constructed rather than establish a minimum that must be provided. Typically, a maximum number of spaces is based on square footage of a specific land use. Should maximum parking requirements be considered in the TOD Special District, amenities other than parking, such as convenient access to services and places of employment, attractive streetscapes, and pedestrian-friendly neighborhoods, must be in place to influence parking demand and reduce automobile usage.

Shared Parking & District Parking

Shared parking is publicly or privately owned parking that is used by two or more distinct land uses without conflict. The success of shared parking depends on the specific uses on adjacent properties and the interaction between them. In addition, shared parking could benefit local projects by allowing them to better utilize their sites with the provision of parking off site. Shared parking would also allow for scalability should projects determine they do not need as much parking after rail transit is in operation.

In particular, shared parking works best when adjacent land uses have different peak activity periods (e.g., an office building and a cinema).

District parking is the large-scale application of shared parking and is usually implemented in urban commercial and retail areas using multiple common parking facilities. District parking can be particularly beneficial to new development, as it can reduce the marginal costs of new construction. District parking can also provide publicly or privately managed spaces for commuter park-and-ride use.

In order to provide a shared or district parking resource and facilitate the right sizing of private segregated parking in the TOD Plan area, it is recommended that local property developers be introduced to the concept of a shared or district parking resource and investigate its potential within the three rail transit station areas.

On-Street Parking

On-street parking is essential to creating Main Street retail environments and in promoting the Plan principle of “Mix It Up.” By providing on-street parking along public and private streets, the more intense TOD uses in the rail transit station areas will have less need for on-site structured and surface parking. However, on-street parking should be regulated (e.g., pay meters, time limits, or permits), especially near commercial uses to ensure availability.

On-street parking also provides an important buffer between the sidewalk/pedestrian realm and the auto and bicycle travel lanes, thereby making the pedestrian realm feel safer and more comfortable. Ideally, the street right-of-way is sufficient to include a bike-lane in either direction as well. The spaces could be on both public and private streets and would be available for all uses in the area. In some instances, along certain corridors, the provision of on-street parking is a “holding” pattern until the full street right-of-way is needed for improved circulation and accommodation of more modes of transportation in accord with Complete Streets concepts.

In-lieu Parking Fees

The City does not have an adopted in lieu-fee program for parking, but other jurisdictions that do allow developers to contribute cash in lieu of providing parking themselves. Funds then become dedicated toward funding shared public parking facilities within a rail transit station. Often, the in-lieu fee is less than the cost of providing parking directly, and supports the development of a shared parking



resource, where each public space can serve multiple users and multiple land uses throughout the day, resulting in higher turnover and usage.

Joint Public-Private Partnerships

Joint public-private parking partnerships are often found within mixed-use neighborhoods and seek to reduce the costs of jointly developed private office, retail, or residential uses, or their use can serve to defray some of the public cost of developing a shared parking facility. These public-private partnerships can occur through a variety of arrangements, including: 1) sale or lease of land or air rights not needed for parking to accommodate supporting private use; 2) private mixed-use development sales or leases back the parking portion of the development, and 3) through an authority of special purpose entity created to provide and/or manage parking (e.g., the Waikiki Transportation Management Association).

Bicycle Parking

To help foster a multi-modal transportation network, the rail transit station areas should include secured bicycle parking for workers, shoppers, students, and residents. Bicycle parking should be located at the rail transit stations and may include bike storage facilities and lockers. It is required that developments in the TOD rail transit station areas provide bicycle parking areas according to the requirements set forth in the LUO, Section 21-6.150, which states that both short- and long-term bicycle parking must be provided whenever new floor area, a new dwelling unit, or a new parking structure is proposed.

Providing bikeshare infrastructure is recommended for projects seeking additional density and/or height through the TOD Special District permit.

10. Yard Setbacks

Minimum and maximum front yard setback requirements are specified in the LUO, Section 21-9.100-8(a) (3), depending on whether a development parcel is located on a key or non-key street. Yard setbacks are illustrated in the LUO, Figures 21-9.3 and 21-9.4. Yards should foster an attractive pedestrian environment, while relating directly to the principles of “Create Gathering Places” and “Create a Dynamic Urban Environment.”

Front yards in the rail transit station areas should foster a strong pedestrian-oriented character with the following recommendations:

- New buildings should generally maintain a frontage with the building face adjacent and parallel to the front yard along streets and should address or open directly on to the sidewalk. Small variations in yards should be used to create small open spaces, delineate pedestrian pathways and emphasize main building entries;
- Front yards for buildings with retail uses on the ground floor should include additional pedestrian space and seating areas. It is recommended that outdoor

dining and cafes be incorporated into the overall building and subdivision designs to utilize front yards for an active, vibrant pedestrian environment, rather than rely on private use of the public sidewalk area. Retail uses on the ground floor should have a higher degree of transparency with storefront windows;

- Front yards for buildings with residential uses on the ground floor should include landscaping and entry walks along with porches and lanais within the yard. Small transparent fences should be allowed to help delineate public and private space within the front yards;
- Front yards for buildings with industrial uses on the ground floor should include landscaping along with ground floor windows along the front facades wherever possible in order to avoid blank walls along the street;
- Buildings within the rail transit station areas should avoid blank walls facing streets or pedestrian pathways;
- To avoid the appearance of top-heavy buildings, development should step back on upper levels for both residential and office uses; and
- Front yards on university and college campuses and technical schools outside of industrial zones will be dictated by their PRU approvals.

The recommended minimum side and rear yard setbacks in the TOD rail transit station areas are to conform to the underlying zoning districts.



IX. DEVELOPMENT IMPLEMENTATION

A. OVERALL STRUCTURE

The implementation of the East Kapolei Neighborhood TOD Plan following creation of the TOD Special District will involve various players at different times during the process. This chapter outlines:

- **Infrastructure:** The considerations and costs to prepare for full build-out of the master planned Ho’opili and Kauluokahai (DHHL East Kapolei Increments IIA-IIF) communities, to support the UHWO campus and development of the Non-Campus Lands, and the DLNR lands near the Farrington Highway and Kualaka’i Parkway.
- **Development Phasing:** Since not all the objectives of the TOD Plan can be completed at the same time, a phased approach can allow for the full extent of the Plan to roll out over the short-, medium-, and long-term development of the district.
- **Responsible Agencies and Strategic Partners:** Identifying who the partners are and their responsibilities in the area's development gives accountability to each player in the process.
- **Funding Sources:** With the large extent of infrastructure projects proposed in the Plan, funding is a key issue in moving these improvements forward. Identifying various local, State, federal, and private funding sources for construction, operation, and maintenance should help advance implementation.

B. INFRASTRUCTURE

The acceleration of critical infrastructure improvements is needed to support TOD and leverage community benefits. Since the State is the largest landowner in the East Kapolei area, it was selected as one of three priority areas for the State to pursue TOD (the others are Halawa and Iwilei-Kapalama). The State Office of Planning, on behalf of the Hawaii Interagency Council for TOD, undertook a comprehensive review of needed infrastructure in East Kapolei. Prepared by PBR Hawaii, Inc., the initial findings in the draft report, “*State Transit-Oriented Development (TOD) Planning and Implementation for the Island of Oahu,*” were released in January 2020. According to the preliminary estimates in this report, the total estimated infrastructure needed over the next 30 years approaches \$2.5 billion (2019 dollars). The range of these physical improvements includes road and intersection improvements, transit facilities and shared-use path extensions, storm and sanitary sewers, water lines and system upgrades, electric upgrades, and new schools. Close coordination of capital improvement projects among various public and private entities is ongoing and needs to continue in order for East Kapolei to

realize its full TOD potential. Utilizing available financing tools, if established, could help cover some of this capital outlay.

Given the thorough research and up-to-date inputs regarding the needed infrastructure to support all the planned projects anticipated for the next 30 years in the East Kapolei area, the TOD Plan recommends this document as the leading resource on the subject.

C. TOD DEVELOPMENT PHASING

In accordance with the 'Ewa DP, phasing needs to be carefully orchestrated to support the vision for 'Ewa. Appropriate phasing will maximize the effect of investment in infrastructure, guiding development in critical areas and public investment, incorporating the TOD Plan priorities and evaluating progress. The TOD Plan is phased in such a way that it respects the guidelines laid out by the 'Ewa DP.

The H RTP is a top priority in the 'Ewa DP, and the TOD Plan is based on the development of such a corridor. Below is a sample phasing program for a prototypical block that uses the rail transit system as a baseline. The phasing strategies can be applied to any rail transit station area as development occurs and as appropriate. The TOD Plan also recommends opportunities for joint development at the rail transit station areas between property owners and public agencies in order to help fulfill the overall community vision.

PHASE 1

Phase 1 is the opening of the three rail transit stations currently under construction. Blocks adjacent to the rail transit stations may be used as surface park-and-rides facilities to serve users of the rail transit line. These surface lots may only be temporary but should be landscaped as much as possible to enhance user satisfaction and reduce the heat island effect that can occur with large paved areas. In addition, street trees should be planted during the first developed portion of the main street to help create a pleasant walking environment for pedestrians. Crosswalks and sidewalks will be provided, where appropriate, at this time, as well as possibly lining the perimeter of the parking lot with food trucks or other pop-up businesses to ensure activity on the street.



Phasing Strategies, Phase 1 (for illustrative purposes only).

PHASE 2

Over time, as TOD is attracted to the areas surrounding the rail transit stations, surface parking lots may be considered underutilized given the new development potential afforded by the increase in their overall market value due to rail transit and TOD. In response, Phase 2 produces the first mixed-use building on the primary corner of the lot closest to the rail transit station area. This building will act as an anchor and catalyst for the area. The remainder of the site will remain a surface parking lot (possibly with pop-up businesses along the perimeter) to serve building tenants, patrons, and transit riders until further development becomes economically feasible.

Riders utilizing the rail transit station will help to support the shops, restaurants, and other tenants of the building, as the riders move from the rail transit station to the parking lot beyond.



Phasing Strategies, Phase 2 (for illustrative purposes only).



PHASE 3

As market conditions warrant, Phase 3 expands upon Phase 2 by adding a second building, extending facades along the street that begin to resemble characteristics of a main street. This street will cater to pedestrians with an active ground floor, including services, retail, restaurants and cafes. The main street will help to establish the rail transit station area's identity and provide an amenity for residents, visitors, and workers.

In addition, Phase 3 also includes the development of residential-only buildings, perhaps situated behind or to the side of the fronting main street mixed-use buildings. The residents of these buildings will help to support the businesses in the mixed-use buildings. This will be an attractive place for potential residents because of its proximity to services, shops, restaurants and transit. The residential units closest to the rail transit station will be at a premium because of the amenity of nearby rail transit service.

Additional amenities to the growing neighborhood may also be provided, such as landscaping, trees, gathering spaces, and pedestrian connections, to support safe, comfortable, pedestrian-friendly streets throughout the neighborhood.



Phasing Strategies, Phase 3 (for illustrative purposes only).

PHASE 4

Phase 4 represents full build-out. The entire block is complete and the surface parking has been replaced by more residential and mixed-use buildings, and an optional parking structure that will serve the entire site as well as rail or bus transit riders. The full build-out block represents a dynamic and cohesive development. The residents support and are attracted by the mixed-use 'main street' which is fully developed and active. A vibrant, pedestrian-oriented streetscape awaits visitors, users of the transit line, and residents. In addition, any plazas, courtyards, or other open spaces may provide residents and visitors with a public or semi-public space to pause and relax, to eat their lunch, or meet friends and family.



Phasing Strategies, Phase 4 (for illustrative purposes only).

D. RESPONSIBLE AGENCIES

Table 2. Matrix of Major Projects by Responsible Agencies

	Dev	HART	DDC	DFM	DPR	DPP	DTS	HDOT	UHWO
Transit plazas at station		L	S			S	L		
Greenway beneath and adjacent to the elevated rail transit line	L		S	S	S	S	S		
Integrate neighborhood open spaces	L		L		S	L			
Create new local streets to improve connectivity and circulation	L		S	S		S	S		
Construct bicycle and pedestrian paths in the TOD Special Districts	L		S	S	S	S	L		
Accommodate outdoor dining and pedestrian amenities in the sidewalk areas	L			S		L	S		
Transit plazas on both sides of Kualaka'i Pkwy to serve Keone'ae rail transit station	S		S			S	L		
Elevated pedestrian walkways crossing Kualaka'i Pkwy		S	S				L	S	S
Multi-use path adjacent to Kualaka'i Pkwy			S		S		L	S	
Bus transfer facility mauka of Ho'omohala Avenue			S	S			L		
Park-and-Ride facility on the mauka side of Ho'omohala Avenue		L					L		

L = Lead Agency

S = Supporting Agency

Dev – Developer or Landowner (Public or Private)
HART – Honolulu Authority for Rapid Transportation
DDC - Department of Design and Construction
DFM - Department of Facility Management
DPR - Department of Parks and Recreation

DPP - Department of Planning and Permitting
DTS - Department of Transportation Services
HDOT - Department of Transportation
UHWO - University of Hawaii - West Oahu

E. RESPONSIBLE AGENCIES AND STRATEGIC PARTNERS

1. Intent

There are many different strategic partners who will be key players in successfully implementing TOD in the East Kapolei area. Internal and external coordination occurs on many levels. Coordination between the City and State occurs within the Hawaii Interagency Council for TOD, whose focus is to encourage agency collaboration and cost-sharing of infrastructure needed to complete City and State TOD initiatives, and the Mayor's TOD sub-cabinet, which coordinates initiatives between City departments and relevant agencies.

Although the majority of TOD will be privately initiated and financed, various State agencies have large land holdings and are actively pursuing development of their properties in alignment with the TOD Plan. The TOD Plan lays the groundwork for the character and intensity of TOD, including affordable housing in a service- and amenity-rich environment within these station areas. The State, along with its land holdings, is determining which State infrastructure investments will be needed as State TOD projects build out as part of this community vision. Continued coordination is required to support full TOD build-out on State properties.

Regional wastewater capacity has been determined from the wastewater master plans provided by developers. Capacity of the Kapolei and Makakilo Interceptors is based on an approved master plan. DLNR currently does not have reserved sewer capacity through the Makakilo Interceptor line and the Honouliuli Wastewater Treatment Plant. Any additional system capacity needed due to new development or an increase in density will require a new master plan to be submitted and possible system upgrades.

Although the TOD Plan envisions a well-connected urban community in East Kapolei, there are significant design challenges for road, pedestrian, and bicycle crossings on Farrington Highway and Kualaka'i Parkway. Both the City and State would be responsible for certain public improvements, such as street upgrades and regional infrastructure.

TOD development will require coordination among master developers responsible for installing potable and recycled water systems in the region. Use of non-potable water will be required for irrigation of large landscaped areas, if a suitable supply is available. TOD in the three rail transit station areas will be required to use R-1 recycled water from the BWS Honouliuli Water Recycling Facility for this purpose.

To ensure the continued safety and quality of new publicly accessible improvements, such as parks, plazas, and festival streets, memoranda of understanding between responsible entities should be developed to establish maintenance jurisdiction over public and private improvements. Public spaces and infrastructure provided by private entities will also need to be constructed in accordance with City, State, and Federal standards, charges, and fees, in order to be dedicated to and maintained by the appropriate agency.

2. Federal Agencies

There is little direct federal presence in the East Kapolei station areas compared to other rail station areas within the H RTP corridor but federal cooperation may be crucial in determining how the proposed TOD at the Kualaka'i rail transit station relates to the AICUZ boundary there. The federal government's responsibilities can include, but are not limited to:

- Maintenance and review by the Federal Aviation Administration (FAA) of the AICUZ boundary and other safeguards towards development and activities within five miles of State-operated airports. Should market shifts or changes in the tactical presence at the Kalaeloa Airport by commercial aviation or the US Coast Guard (Air Station Barbers Point) change flight patterns, or where technological improvements no longer require an avigation and noise easement, the FAA could consider vacating the easement and reducing the extent of the AICUZ. (FAA)
- Coordination with the FAA on any specific projects regarding potential impacts from proposed solar-energy facilities in the vicinity of the rail transit stations. (FAA)
- Oversight and regulatory review of any drainage improvements to Kalo'i Gulch to mitigate flooding on the DLNR parcel between Farrington Highway and the H-1 freeway. Any aesthetic improvements to include passive recreational opportunities, such as a greenway along the channel. (U.S. Army COE)
- Managing and regulating endangered species of area flora and fauna. U.S. Fish and Wildlife Service (USFWS)
- Oversight and regulatory control of the National Flood Insurance Program. Federal Emergency Management Agency (FEMA)
- Conformance of all projects to local, State and federal environmental health regulations to support sustainable and healthy design, to maintain and/or improve water quality, to comply with the National Pollutant Discharge Elimination System (NPDES) permit requirements, to apply provisions of the respective government department of health administrative rules, and to comply with the Hawaii Environmental Policy Act. Where appropriate, a Health Impact Assessment and environmental justice analysis, combining environmental and demographic indicators to ascertain vulnerable sectors of the population utilizing the Environmental Justice mapping and screening tool (EJSCREEN), should be considered. As necessary, Environmental Site Assessments (ESA) may be conducted to determine if pollutants and contaminants need to be remediated on-site. U.S. Environmental Protection Agency.

3. State Agencies

As mentioned previously, the Hawaii Interagency Council for TOD encourages agency collaboration and cost sharing of infrastructure needed to complete City and State TOD initiatives. The East Kapolei Permitted Interaction Group within the Hawaii Interagency Council for TOD was specifically formed to focus on land use planning and infrastructure needs assessment for certain rail transit station areas. The State's responsibilities can include, but are not limited to:

- Completion and approval of a strategic master plan for the four DLNR parcels situated adjacent to UHWO, D. R. Horton’s Ho’opili lands, and the Keone’ae rail transit station. Upon submittal and approval of the strategic master plan, DLNR will use funds appropriated in the 2019 legislative session to prepare an EIS for the plan. (DLNR)
- Public-private partnerships or development agreements for development on DLNR lands that are capable of providing a revenue stream for its resource management and protection programs. (DLNR)
- Funding for affordable rental housing and necessary infrastructure improvements to support development on DLNR lands. (HHFDC)
- Public-private partnerships or development agreements to develop the UHWO Non-Campus Lands. (UHWO)
- Completion and approval of the UHWO Long Range Development Plan update to coordinate the development and phasing of the Non-Campus Lands. (UHWO)
- Public-private partnerships or development agreements to develop the Kauluokahai Increment II-A mixed-use development consisting of multi-family rental units for native Hawaiian beneficiaries plus retail commercial activities. (DHHL/HHFDC)
- Ensure safe and convenient pedestrian access to stations across Kualaka’i Parkway, including consideration of above-grade crossing where feasible. (HDOT-Highways)
- Maintenance and review by the FAA of the AICUZ boundary and other safeguards towards development and activities within five miles of State-operated airports. Should market shifts or changes in the tactical presence at the Kalaeloa Airport by commercial aviation or the US Coast Guard (Air Station Barbers Point) change flight patterns, or where technological improvements no longer require an avigation and noise easement, the FAA could consider vacating the easement and reducing the extent of the AICUZ. (HDOT-Air Division)
- Coordination with the FAA on any specific projects regarding potential impacts from proposed solar-energy facilities in the vicinity of the rail transit stations. (HDOT-Air Division)
- Funding for affordable rental housing and necessary infrastructure improvements. (HHFDC)
- Funding for necessary infrastructure improvements to support development on DLNR lands. (HHFDC)
- Explore options for expanding public housing. (HPHA)
- Build a new high school mauka of Farrington Highway to serve the East Kapolei and Ho’opili communities. Vertical high school design is being considered. Land is set aside for new elementary and middle schools at an estimated cost of \$600 million (2019 dollars) for all schools. (DOE)
- Coordination of any aesthetic improvements to the channelized Kalo’i Gulch Diversion Channel and the natural, upper portions of the stream. (DLNR)
- Coordination with the Disability and Communication Access Board is encouraged. Future projects within the East Kapolei area will comply with the Americans with Disabilities Act (ADA) requirements. (DCAB)



4. City Agencies

City agencies are responsible for planning, construction, and maintenance of public facilities and capital improvement projects, as well as regulating and providing services to new residential and commercial development. These responsibilities, include, but are not limited to:

- Completing construction of the Kualaka'i, Keone'ae, and Honouliuli rail transit stations. (HART)
- Providing efficient and timely rail transit service. (HART/DTS)
- Coordinating bus and rail timetables for efficient transfers. (DTS)
- Constructing bus transfer facilities, bus bays or pullouts at the rail transit stations, and completing the missing segments of the existing multi-use path along the diamond head side of Kualaka'i Parkway. (DTS)
- Improving multi-modal travel, access, and pedestrian safety. (DTS/DDC)
- Completion of the Environmental Assessment on proposed improvements to Farrington Highway between Fort Weaver Road and Kapolei Golf Course Road. (DDC)
- Coordinating with the HDOT regarding the widening of Farrington Highway, initially to four lanes with turn lanes, along with right-of-way sufficient to expand to six lanes with turn lane plus sidewalks and bike lanes at build-out. (DDC/DTS)
- Coordinating with the HDOT regarding the widening of Farrington Highway at its intersection with Kualaka'i Parkway and the right-of-way required from the State landowners with frontage on Farrington Highway. (DDC/DTS/DPP)
- Ensuring safe and convenient pedestrian access to the rail transit stations across Kualaka'i Parkway, Farrington Highway, and from the surrounding neighborhoods and facilities. (DTS/DDC/DPP)
- Improving City infrastructure such as streetscapes, multi-modal connections, and bicycle lanes. (DTS/DDC)
- Maintaining public streets, public parks, rail infrastructure, and street trees. (DFM, DPR, HART/DTS)
- Public-private partnerships or development agreements to develop the park-and-ride facilities at the rail transit stations. (HART, DTS, DDC)
- Increasing water (potable and non-potable), sewer, and storm water capacity to allow development at TOD intensities. (ENV, DDC, BWS, DPP)
- Providing emergency shelters for protection and sanctuary in the event of hurricanes, flood hazards, and other natural disasters in the local community. It is expected that all new buildings will be built to meet applicable national, State, and local building codes. Outdoor Warning Siren coverage will be reviewed and approved per federal, State, and local standards. Requests for additional City emergency evacuation planning and management funding will be made when resources become available at the time projects are completed. (DEM)
- Providing additional funding for City services, such as police and fire protection, when resources for additional personnel and equipment become available at the time projects are completed. (HFD, HPD)
- Facilitating the provision of high-speed broadband internet access to support economic development. (DIT)
- Updating zoning designations, regulations, and standards (DPP).
- Supporting cultural programs and small businesses. (MOCA, OED)

- Planning new off-street bicycle and pedestrian facilities. (DTS, DPP)
- Providing plan updates and implementation actions to all affected neighborhood boards as well as area residents, businesses, etc. (DPP)
- Providing property tax abatements and other financial tools as incentives for TOD projects. (DPP, BFS)
- Additional funding for City infrastructure improvements will be requested when resources for additional personnel and equipment become available at the time projects are completed. (BFS)

5. Private Developers

Private developers are responsible for providing the majority of investment into developing the State lands, the Ho’opili and DHHL master planned communities, and other sites. In other words, they will contribute to the realization of a dense second city, but with the provision of much needed affordable housing in a service- and amenity-rich environment. These responsibilities can include, but are not limited to:

- Partnering with State landowners to develop according to the TOD vision established in this TOD Plan;
- Building new housing, offices, and commercial uses;
- Attracting ownership and leases for new mixed-use development;
- Constructing and improving privately owned infrastructure, such as streets, open spaces, multi-modal connections, and pedestrian and bicycle facilities;
- New development and construction adhering to all City, State, and federal standards, charges, and fees;
- Property maintenance, including privately owned open spaces, streets, pedestrian and bicycle facilities, and other landscaping; and
- Providing community benefits in conjunction with new development, including improvements that help implement the elements in City’s Complete Streets Design Manual.

6. Landowners and Businesses

As the phasing of implementing the Plan matures, the landowners and business owners will be responsible for participating in government processes to ensure the business community’s input is taken into account to keep the East Kapolei area a competitive place for business. These responsibilities can include, but are not limited to:

- Encourage, where feasible, pursuance of TOD that adheres to TOD principles;
- Embrace TOD Special District regulations and intent in TOD Special District;
- Attending community meetings;
- Providing insight into market trends;
- Forming business improvement districts (BIDs), as necessary; and
- Sharing in ownership, programming, and maintenance of public spaces.

7. Residents and Community Groups

As the phasing of implementing the TOD Plan matures, residents of the community living in and around the East Kapolei area will be responsible for participating in



government processes, to ensure that community input continues to be a part of TOD Plan implementation. These responsibilities can include, but are not limited to:

- Supporting rail transit ridership and TOD development;
- Attending community meetings;
- Providing input on community context for development projects; and
- Communities “adopting” facilities, such as parks, for maintenance.

F. INFRASTRUCTURE FUNDING SOURCES

Successful implementation of TOD in East Kapolei will require, on both private and public lands, costly upgrades to various regional infrastructure, including drainage solutions, multi-modal connectivity, and utility systems addressing electrical, sewer and water needs of the planned developments.

In order to fund such improvements in a timely manner and, therefore, be poised to realize the values created by transit service, State and City entities are exploring a variety of financing tools and other incentives. Public investments in a transit area may be in the form of developing or paying for the additional or enhanced infrastructure necessary to support the higher densities and quality of life factors targeted by TOD. Needed infrastructure is also supported when the public sector enables special financing tools or lends its preferential financing abilities to private sector players who may ultimately implement the infrastructure. Particularly in under-served areas, such investments send a signal to the private sector that the area has development potential and it improves the physical and economic attractiveness of the area for private investment.

This section provides an introduction to various tools commonly used to fund public and regional infrastructure, while mentioning some other incentives that governments can offer to encourage private sector contributions.

OVERVIEW

Tools for funding public infrastructure are diverse and expanding. They should be thought of as four broad and overlapping categories that identify where the funding comes from. See the subsequent sections for further information on each of the examples cited.

Note that there can be overlap between the different categories of funding described below. For instance, a revenue bond may be considered a new source of funds if such bonds are funded by increased rates or fees, or it can be considered a revenue diversion if the revenue that is used to pay back the bond comes from existing rates or fees.

Revenue diversion

One funding approach is to divert taxes or fees that would have otherwise gone to a general fund, and commit them to a special use, generally for a defined period. Most often, this is applied to taxes or fees expected to be generated by the new development that is to be enabled by the improvements. Revenue bonds, Payments in Lieu of Taxes (PILOTs) and Certificates of Participation (COPs) are examples.

New revenues

Other mechanisms create new sources of revenue, adding new costs or fees to projects or properties that are considered to benefit from the improvements. Community Facility Districts (CFDs), Improvement Districts (IDs) and impact fees are examples.

Outside funding

Some mechanisms, such as General Obligation (GO) bonds, Public-Private Partnership (P3) structures, and grants, bring outside (non-local and/or non-governmental) funds to the table, which may or may not need to be paid back via a financing mechanism.

Developer incentives

In addition to facilitating the funding of needed infrastructure, governments can offer a variety of tax and other incentives to encourage desired developments in TOD zones. These generally involve the forgiveness of tax or other revenues by the public sector and, thus, are an indirect funding mechanism. Such programs are most often targeted at affordable housing, but may also support infrastructure development.

Financing approaches

Where public funds are to be used, their financing can be considered in two categories. Depending on the options for infrastructure available, the needs of the community and the tolerance of the electorate, public financing often takes the form of a “pay-as-you-go” measure, long-term borrowing, or a combination of the two.

- With the pay-as-you-go approach, government spends revenues from general appropriations or a dedicated funding source. This funding source, which can include property taxes, general excise tax (GET) set-asides, real estate transfer taxes, and one-time impact fees or even fines and budget surpluses, can be attractive to debt-resistant constituents and public officials. Pay-as-you-go means year-by-year accountability and no borrowing costs. However, it also means that the revenue may not all be available when projects are actually needed. For example, the amount of pay-as-you-go funds collected to date may not be sufficient to pay for a large capital project that is needed in the near-term.

- Borrowing presents its own set of opportunities and obstacles. On the opportunities side, government-sponsored debt can provide a community with the revenue and flexibility it needs up-front to fund large-scale infrastructure projects, at borrowing rates that are lower than those available to the private sector. Bonds are typically paid off over 30 years with tax-exempt interest rates. Financing charges are part of the package; however, convincing constituents and/or public officials of the merits of incurring debt can be challenging.

Often, the two techniques are combined to take advantage of the most attractive elements of both methods. In this scenario, the revenues will contribute toward certain projects over time as well as be used to pay debt service on bonds that have been issued to bring in up-front cash to pay for projects needed in the near-term.

The sections below provide brief descriptions of common public finance tools and other programs. In addition, the table summarizes the funding buckets (i.e., new revenue source, diversion of revenues, or outside revenue source/developer incentive) for each type of mechanism.

Table 3. Common Public Finance Tools and Other Programs

New State/City Revenue Source	Diversion of Existing State/City Revenues	Outside Revenue Source/Developer Incentive
<ul style="list-style-type: none"> Revenue Bonds (if bonds are funded by increased rates or fees) 	<ul style="list-style-type: none"> Revenue Bonds (if bonds are funded from existing rates or fees) 	<ul style="list-style-type: none"> Public Private Partnerships Other programs and federal credits
<ul style="list-style-type: none"> Community Facilities Districts 	<ul style="list-style-type: none"> General Obligation Bonds (if bonds are funded by an existing revenue source) 	<ul style="list-style-type: none"> General Obligation Bonds
<ul style="list-style-type: none"> Lease Revenue Bonds and Certificates Of Participation (if bonds are funded by a new or increased revenue source) 	<ul style="list-style-type: none"> Lease Revenue Bonds and Certificates Of Participation (if bonds are funded by an existing revenue source) 	
<ul style="list-style-type: none"> Impact Fees and Capacity Charges Assessment and Improvement Districts 	<ul style="list-style-type: none"> Payment In Lieu of Taxes and Tax Increment Financing 	
<ul style="list-style-type: none"> General Excise Tax (if it is a tax increase) 	<ul style="list-style-type: none"> General Excise Tax (if using the existing tax) 	

1. Revenue Bonds

Revenue bonds typically address the capital needs of utility facility development, and are instruments floated by a municipality or public utility operator that are secured by a specific and related revenue source. For instance, water rates that consumers pay for utilizing water facilities/services can be used to underwrite utility revenue bonds to develop new wells, tanks, or transmission facilities. Likewise, rates charged for sewer use can underwrite revenue bonds to support development of wastewater facilities.

2. General Obligation Bonds

State and City governments may also float General Obligation (GO) bonds. GO bonds differ from revenue bonds in that they do not tie the infrastructure financing to a specific and related source of income but rather the repayment of the bonds must be assured by the “full faith and credit” of the issuing jurisdiction. Government’s ability to issue GO bonds is limited by a cap on the amount of total outstanding GO bond debt in relationship to its general fund revenues. For the State, GO bonds must meet approval by the Legislature, while for the City, terms are outlined by the Director of Finance.

3. Community Facilities Districts

A Community Facilities District (CFD) encompasses a defined area that must be authorized by the County Council to levy special taxes to finance the construction, reconstruction, or acquisition of certain designated capital infrastructure facilities. These future revenues are typically used to issue a bond to support improvements up front. The special taxes are in addition to the other property taxes otherwise paid by property owners and must be approved by affected owners (if protests are received from owners of more than 55 percent of land, or from more than 55 percent of landowners, then they cannot proceed with formation of the CFD).

Once approved, the new special taxes will appear on the City property tax bills of the parcels included in the CFD boundary. In Hawai'i, the resort community of Kuku'i'ula was the first to form a CFD in 2008 and subsequently issue bonds in 2012. Additional bonds are expected to be issued in December 2019.

4. Lease Revenue Bonds and Certificates of Participation

A Lease Revenue Bond or COP is a bond or certificate that is repaid by income generated by lease revenues on public lands being used for a particular project. COPs do not rely on property taxes and hence may be somewhat easier to implement than certain other approaches.

5. Public-Private Partnerships

A public-private partnership (P3) is a contractual agreement between a public agency and a private entity to deliver a service or facility that benefits the general public. This structure may be employed to allow the private partner to implement a desired public infrastructure development that will not generate revenues, in which case government must identify the financing means by which the private partner will be paid for its efforts. Alternatively, where the desired project will be associated with revenues, a P3 may in itself constitute a financing tool. P3 structures generally assign a major share of the risks of design, financing, building, operating and/or maintaining a public facility to the private party in exchange for a negotiated share of revenues from the public facility operation and/or private development rights to related areas. In Kapolei, the James Campbell Company and HDOT have executed a P3 for highway interchanges in Kapolei, and UHWO is considering a P3 to fund expansion of the university campus. Likewise, the Aloha Stadium Authority and the HART are considering P3 proposals for their projects.

6. Impact Fees and Capacity Charges

Impact fees and capacity charges are fees that may be imposed on new developments by a public agency to mitigate the impacts of the new development on infrastructure needs of that agency. A development impact fee must be supported by a needs assessment study and approved through City Council ordinance. The fee is typically collected from the builder or developer at the time of building permit issuance.

Examples include impact fees charged by the BWS for new residential and commercial developments. A similar process is required to establish State impact fees for schools. At the State level, the DOE charges an impact fee on new residential development in the Leeward Oahu School Impact Fee District that includes East Kapolei.

7. Payment In Lieu Of Taxes and Tax Increment Financing

Payment In Lieu Of Taxes (PILOT) is a method of “value capture” that essentially diverts taxes that would have otherwise been paid by a private entity, and directs them to fund a particular infrastructure development or its operations. PILOTS require an agreement between a private entity and possibly multiple public entities. PILOT programs often work in conjunction with P3 structures where a private development is occurring on public lands.

Tax Increment Financing (TIF) “captures” the additional property taxes generated by private development projects to finance the up-front public development costs. These funds could provide the necessary amenities to help spur development in targeted locations. Both PILOTS and TIFs divert property taxes to be used toward a specific project(s). However, TIF has not been implemented in Hawaii due to regulatory concerns.

8. Assessment and Improvement Districts

The State of Hawai‘i, Hawai‘i Community Development Authority has authority to assess special assessments for various improvements and infrastructure and to issue bonds backed by these assessments in areas it oversees, such as Kaka‘ako. The City has authority to assess special assessments for certain water, sewer, and street improvements and to issue bonds backed by these assessments in defined areas.

Assessment districts may also take the form of a Special Improvement Districts (SIDs) or Business Improvement Districts (BIDs). SIDs and BIDs generally address the development or maintenance of supplemental facilities and improvements, such as landscaping and park facilities. For instance, the unique street standards in Waikīkī are supported by the Waikīkī BID.

9. General Excise Tax (GET) Surcharges

The State of Hawai‘i has recently permitted counties to adopt a surcharge on the State’s GET at a rate no greater than 0.5 percent. The City first enacted this surcharge, adopting a 0.5 percent surcharge that was effective from January 1, 2007 to 2020. It has since been extended twice, now set to expire December 31, 2030, and to be used for rail construction, not future operations and maintenance. This surcharge is currently limited by State Legislation to supporting the City’s mass transit project.

10. Other Programs and Federal Credits

Other sources of financing include grants and loans such as from:

- Private foundations
- The Transportation Infrastructure Finance and Innovation Act (TIFIA)
- The State’s Dwelling Unit Revolving Fund (DURF)
- Federal and State Rental Housing Revolving Fund
- Federal Transit Administration (FTA) Small Starts/New Starts programs
- US Department of Housing and Urban Development (HUD), Community Development Block Grant (CDBG), HOME, and HTF grant programs

There are also various federal tax credit programs such as:

- Low Income Housing Tax Credits (LIHTC) – A long-standing federal program with funds administered in Hawai’i by the HHFDC that supports low-income housing development by allowing investors to claim income tax credits
- HMMF Tax-Exempt Bonds
- New Market Tax Credits – A program that provides various incentives to direct investment to qualifying, distressed communities

11. Developer Incentives

While not a means of generating financing for projects, tax abatement programs likewise encourage new TOD development by exempting the property tax or other payments for a period of time, or offering density bonuses in exchange for meeting certain TOD goals. Examples include the real property tax exemptions granted for local income rental housing on Oahu.

ENCLOSURE 2

DRAFT RESOLUTION



RESOLUTION

APPROVING THE EAST KAPOLEI NEIGHBORHOOD TRANSIT-ORIENTED DEVELOPMENT (TOD) PLAN.

WHEREAS, the Revised Ordinances of Honolulu (ROH) Sections 21-9.100 through 21-9.100-4 of the Land Use Ordinance, enacted by Ordinance 09-4, establish a procedure for the creation of special districts known as transit-oriented development (TOD) zones, and accompanying development regulations, around rapid transit stations to encourage appropriate transit-oriented development; and

WHEREAS, ROH Section 21-9.100-2 provides that for each TOD zone, a neighborhood TOD Plan shall be approved by the Council and shall serve as the basis for the creation or amendment of a TOD zone and the TOD development regulations applicable thereto; and

WHEREAS, plans for the Honolulu Rail Transit project call for two rail transit stations along Kualakai Parkway to serve East Kapolei and the University of Hawaii – West Oahu and surrounding areas, and another to serve the community of Hoopili;

WHEREAS, the Department of Planning and Permitting (DPP) and its consultant, PBR Hawaii, have prepared the East Kapolei Neighborhood TOD Plan (July 2020) to serve as the basis for the creation of a TOD zone around the East Kapolei rail transit stations; and

WHEREAS, the process of creating the East Kapolei Neighborhood TOD Plan was inclusive, open to residents, businesses, landowners, community organizations, government agencies, and others; and

WHEREAS, the process considered population, economic, and market analyses and infrastructure analyses, including capacities of water, wastewater, and roadway systems; and

WHEREAS, the East Kapolei Neighborhood TOD Plan is consistent with the Ewa Development Plan, as amended on _____, established by ROH Chapter 24, Article 5; and

WHEREAS, the Council desires to approve the East Kapolei Neighborhood TOD Plan; now, therefore,

DPPEKTD.R20



RESOLUTION

BE IT RESOLVED by the Council of the City and County of Honolulu that, pursuant to ROH Section 21-9-100-2(f), the Council hereby approves the East Kapolei Neighborhood TOD Plan (July 2020) attached hereto as Exhibit A and incorporated herein by this reference; and

BE IT FURTHER RESOLVED that, pursuant to ROH Section 21-9.100-3(a), the Director of the DPP is directed to submit to the Planning Commission, within 120 days of the adoption of this Resolution, a proposed ordinance establishing TOD zones for the East Kapolei rail transit stations, and the TOD development regulations applicable thereto; and

BE IT FINALLY RESOLVED that copies of this Resolution be transmitted to the Mayor, the Director of the Department of Planning and Permitting, and the Honolulu Authority for Rapid Transportation.

INTRODUCED BY:

DATE OF INTRODUCTION:

Honolulu, Hawaii

Councilmembers

ENCLOSURE 3

BACKGROUND REPORT

EAST KAPOLEI NEIGHBORHOOD
TRANSIT-ORIENTED DEVELOPMENT (TOD) PLAN
BACKGROUND REPORT
July 6, 2020

A. Background

Planning for transit-oriented development (TOD) around the Honolulu rail transit stations began soon after planning for the rail system began. In March 2009, City Council adopted Ordinance 09-4, outlining an overall TOD planning strategy.

Highlights of Ordinance 09-4:

- Neighborhood TOD plans are to be the basis for TOD zoning;
- Neighborhood TOD plans are to address economic revitalization, neighborhood character, unique historic and other community resources, circulation, and affordable housing;
- The process of creating the TOD plans is to be inclusive, open to all stakeholders; and
- TOD zoning will be added to the Land Use Ordinance (LUO) as special districts.

By the end of 2019, neighborhood planning for the 19 station areas under City and County of Honolulu jurisdiction was substantially complete (see below). Two rail station areas are not under the planning and zoning jurisdiction of the City and County of Honolulu, but under the Hawaii Community Development Authority (HCDA).

<u>Plan Area</u>	<u>No. of Stations</u>	<u>Plan Status</u>
East Kapolei	3	2019 Update of Plan Complete
Waipahu	2	Adopted, 4/16/2014, (Reso. 14-047, CD1)
Aiea-Pearl City	3	Adopted, 9/10/2014, (Reso. 14-71, FD1)
Halawa	1	At City Council (Reso. 19-237)
Ala Moana	1	At City Council (Reso. 19-238)
Airport	3	In Draft Final Review
Kalihi	3	Adopted 3/22/2017, (Reso. 17-033, CD1, FD1)
Downtown	3	Adopted 9/6/2017, (Reso. 16-247, CD1, FD1)
Kakaako	2	HCDA

Given that the rail transit system is expected to be partially operational by the end of 2020, the adoption and near completion of all the neighborhood plans is opportune. While many of the recommendations may take several years to address, especially upgrades to deficient infrastructure systems, the experience of other cities is that once the rail is completed or near completion, the real estate market moves very quickly and will not wait for neighborhood planning. Therefore, TOD planning was conducted on a very proactive basis.

B. Planning Process

The East Kapolei Neighborhood TOD Plan (TOD Plan) covers the three rail transit stations situated at the west or ewa end of the rail transit line. The three rail transit stations are named Honouliuli/Hoopili, Keoneae/UHWO, and Kualakai/East Kapolei.

The Department of Planning and Permitting (DPP) with assistance of the San Francisco and Denver-based firm, Van Meter Williams Pollack, initiated the planning process in October 2008 culminating in the Public Review Draft (PRD) that was distributed for agency comment in 2010. A draft final of the TOD Plan was withheld however, as major area public and private land owners were involved in creating or updating their own land use plans and obtaining zoning entitlements to develop their properties. This included the University of Hawaii – West Oahu (UHWO), the Salvation Army Kroc Center (Kroc), the Department of Hawaiian Home Lands (DHHL), Kanehili and Increment IIA of Kauluokahai residential subdivisions, and the Hoopili master-planned community.

With the rail transit line in place, rail transit stations near completion, the UHWO campus, Hoopili community, Kroc Center, and DHHL residential developments well-established and expanding, an update to the TOD Plan is necessary to better reflect the intentions and aspirations of area landowners and other stakeholders for TOD. Over the last year, the DPP, along with PBR Hawaii, the planning consultant for the update of the TOD Plan, worked closely with landowners and other community stakeholders, as well as with the public.

While the State and D.R. Horton, developer of Hoopili, owns most of the property around the three rail transit stations, both have welcomed the City's initiative in using this TOD Plan as a guide for future development of their properties and the zoning and entitlements involved in implementing the Plan. As each TOD neighborhood is unique, the goal is to develop sets of policies and regulations that make sense from a collective, regional standpoint, as well as from the individual neighborhood and rail transit station area perspective.

Although the recommendations may differ, the process for developing each neighborhood plan is essentially the same. Between both the initial PRD and the updated PRD, commonalities are:

- Analyses of existing neighborhood conditions and opportunities;
- Stakeholder interviews;
- Area business and property owner outreach;
- Maintenance of a mailing list of all interested individuals and organizations;
- Presentations at open community meetings to assess neighborhood opportunities and issues; provide input on alternative development schemes; comment on draft plans;
- Updates to both the Ewa and Makakilo/Kapolei/Honokai Hale Neighborhood Boards; and
- All reports, presentations, meeting summaries are available on-line and disseminated via social media.

Other initiatives at the regional scale include coordination with the Hawaii Interagency Council for Transit-Oriented Development to capitalize on the TOD potential of State properties along the rail corridor, the adoption of an island-wide affordable housing requirement (Ordinance 18-10), implementation of Complete Streets Design typologies, and creation of the TOD Special District Design Guidelines.

C. Outreach

Prior to release of the second Public Review Draft (PRD No. 2) of the TOD Plan, a community meeting was held at the Kroc Center on November 21, 2019. The DPP mailed notification of the community meeting to property owners inside as well as within 300 feet of the proposed TOD Special District.

In addition, the DPP staff attended meetings at both the Makakilo/Kapolei/Honokai Hale Neighborhood Board (NB) No. 34 on October 23, 2019 and the Ewa No. 23 on November 14, 2019 inform the NB board members of the community meeting and the need for updating the TOD Plan.

At the November 21, 2019 community meeting, the presentation informed those attending about the need for the TOD Plan update, the guiding TOD principles, the types of land uses and features planned for each rail transit station area, and the plans the City has for constructing a shared-use path along Kualakai Parkway and intersection improvements as well as bus pull-outs at the Kualakai Parkway/Keahumoa Parkway intersection. Due to new recommendations on building height and density, it was also announced that various amendments to the 2012 Ewa Development Plan were anticipated. After the main presentation, various maps and exhibit boards were posted around the meeting room where staff could have more one-on-one discussions with community members.

There was discussion supporting the proposed increase in building heights around the rail transit stations in exchange for community benefits (CBs) particularly affordable housing, the timing of rail transit operations, parks and open space needs, and generally maintain strong environmental stewardship amidst the anticipated development of the rail transit station areas.

Public Review Draft - Agency Request for Comments. On January 10, 2020, the DPP mailed notices to City departments and agencies listed below requesting comments on the TOD Plan marking the beginning of the 45-day comment period. In addition, a survey was posted on-line to which comments could be posted anonymously. Responses could also be posted to the TOD Plan website. A total of 22 comments were received by either the mail, e-mail, the on-line survey, and web-site.

A condensed summary of the responses is provided. For a more detailed response of each comment received, please refer to the PRD Comment Matrix attached with the report. City departments and agencies who responded have an asterisk after their name. A copy of the letter or e-mail received is included as part of this Background Report

City Agencies:

- Board of Water Supply (BWS) *
- Department of Budget and Fiscal Services (BFS)
- Department of Community Services (DCS)
- Department of Corporation Counsel (COR)
- Department of Customer Services (CSD)
- Department of Design and Construction (DDC) *
- Department of Emergency Management (DEM) *
- Department of Enterprise Services (DES)

Department of Environmental Services (ENV)
 Department of Facility Maintenance (DFM)
 Department of Land Management (DLM)
 Department of Parks and Recreation (DPR) *
 Department of Planning and Permitting (DPP) *
 Department of Transportation Services (DTS) *
 Honolulu Authority of Rapid Transportation (HART)
 Honolulu Fire Department (HFD) *
 Honolulu Police Department (HPD) *
 Neighborhood Commission Office (NCO)
 Office of the City Clerk (CLK)
 Office of Climate Change, Sustainability, and Resiliency (OCCSR)
 Office of Council Services (OCS)
 Office of Economic Development (OED)
 Office of the Managing Director (MD)
 Office of the Mayor (MAY)

Condensed Summary of City Departments and Agencies Comments

- Many, if not all, City departments and agencies wanted to ensure that development envisioned by the TOD Plan would meet all their applicable codes, standards, or approved plans. This is expected of all construction plans that come in for permits. In addition, many City departments or agencies stated that their services or infrastructure will have to be expanded (i.e., HPD) or upgraded (i.e., BWS, DPP). To address these concerns, a new section was incorporated into Chapter IX, Development Implementation, of the TOD Plan. The new sections lists the responsibilities of various agencies and clearly spells out that new development and construction adhering to all City, State, and federal standards, charges, and fees (including Water Service Facilities Charges and new meter cost may be waived if certified for either affordable or homeless dwelling units). Per the comments of the Policy Planning Branch (PPB) of the DPP and the Division of Urban Forestry of the DPR, the sections on climate change was expanded to include more resiliency and adaptive measures, low-impact development methods. The PPB of the DPP requested the TOD Plan address sea level rise and include an expanded discussion on protecting view corridors was added to the Plan Overview chapter. The remainder of the comments were general clarifications, corrections, and organizational suggestions to enhance the document. Some included small edits or corrections of a non-substantive nature. The full comment and City response and where adjustments were made in the TOD Plan is provided in the PRD Comment Matrix attached with the report.

State Agencies:

Department of Business, Economic Development & Tourism (DBEDT)
 Office of Planning (OP) *
 Department of Education (DOE) *
 Department of Health (DOH)
 Department of Land and Natural Resources (DLNR) *
 Department of Transportation (HDOT-AIR and HDOT-HWY)*
 Department of Hawaiian Home Lands (DHHL)*
 University of Hawaii – West Oahu (UHWO) *

Office of Hawaiian Affairs (OHA)
Oahu Metropolitan Planning Office (OMPO)
Hawaii Housing Finance and Development Corp (HHFDC)
Hawaiian Home Commission (HHC)

* = Received comments

Condensed Summary of State Departments and Agencies Comments

- Like the City departments and agencies, many of the comments from State departments and agencies were geared toward what state and federal regulations apply to TOD. With the Kualakai rail transit station being within approximately 1.46 miles of the Kalaeloa Airport (JRF), HDOT-AIR stated projects should seek guidance from Technical Assistance Memorandum, TAM-2016-1, for development activities and the potential hazards to pilots from glint and glare from photovoltaic (PV) systems placed in the vicinity of public and military use airports. HDOT-HWY requested more information about multi-modal routes, particularly the location of any pedestrian bridges over state roadways. The DLNR mentioned development abiding by the National Flood Insurance Program. Comments from the UHWO and the OP probed deeper calling for changes to the policy assumptions behind the TOD Plan.

The significant comments by UHWO include:

- 1) Removing the campus lands outside the ½ mile radius of the Kualakai rail transit station from TOD Special District consideration.

DPP Response: *The DPP recommended all of the UHWO property be inside the TOD Special District boundary but in deference to the UHWO request to follow the UHWO Planned Review Use (PRU) boundary along the southwest portions of the property and stay within the ½ mile radius.*

- 2) A request for allowing maximum flexibility in land use in anticipation of development of their lands outside the TOD Special District boundary.

DPP Response: *The DPP maintains that “up-zoning” for the maximum land use flexibility is a benefit of TOD Special District designation and therefore, recommends maintaining the current underlying zoning if outside the TOD Special District.*

- 3) Opinion that TOD Special District permits are not required for a PRU area, as the PRU takes precedence over the TOD Special District requirements.

DPP Response: *In addressing the relationship between the two regulatory mechanisms, the DPP was recommending a way to streamline the review process, while not compromising the ability for TOD. The DPP feels this has merit and added a sixth bullet to the section “Next Steps”, that reads: Continue to work on simplifying oversight and design review of master-planned areas and reduce redundancies or conflicts between*

master plans in PRU areas or Development agreements and TOD Special District requirements.

- 4) Concern about whether referencing Road D as a “main street” incurred additional regulations. The UHWO envisions Road D to be an internal tree-lined pedestrian friendly connector between their Innovation District and the lower portion of their property with some commercial, but primarily residential development on both sides. The UHWO suggested that providing street names to the maps to better locate the specific roads discussed in the TOD Plan would be helpful.

DPP Response: *Modifications to the Plan were made to reflect the suggestions made by Chancellor Benham.*

- 5) The designation of key streets in the TOD Plan. The UHWO prefers that Road D not be designated as a key street and disagree that Kualakai Parkway and Farrington Highway are designated as key streets. The UHWO suggests that buildings on Non-Campus Lands along Road D, should be oriented to Road D, when appropriate.

DPP Response: *The DPP maintains that building orientation should be toward the street, and to address Kualakai Parkway without turning away from it, the TOD Plan recommends that greenways with multi-use paths will facilitate the transition buildings to the arterial road allowing them to face Kualakai Parkway. Maintenance and “back-of-house” activities then can be accessed by internal streets and service roads. If such an internal street network is applied, this statement is not needed.*

The significant comments by the State OP include:

- 1) OP is concerned that the maximum heights for State parcels—above the base or as-of-right height—would only be granted as bonus height in exchange for community benefits such as affordable housing. OP strongly believes that State lands should be allowed the maximum height limit as-of-right or be exempt from City imposition of required community benefits for the additional bonus height. The planned use of State lands already serves a public purpose, either through the public facilities and services provided, affordable housing being provided, or the use of lease revenues to fund agency missions to native Hawaiian beneficiaries or protect and manage natural resource lands and systems.

DPP Response: *The DPP acknowledges the public purpose of various State agencies in fulfilling their mission to serve native Hawaiian beneficiaries but maintains the application of a community benefit bonus should be applied uniformly for private as well as public sector development.*

- 2) Streamlining the implementation of approved master plan projects in TOD areas that are currently subject to PRU permitting and additional TOD Special District requirements to eliminate multiple review and approval

processes at various stages of development. This comment is similar to the UHWO's Comment No. 16.

DPP Response: *The DPP feels this has merit and added a sixth bullet to the section "Next Steps", that reads: Continue to work on simplifying oversight and design review of master-planned areas and reduce redundancies or conflicts between master plans in Planned Review Use areas or Development agreements and TOD Special District requirements.*

- 3) The treatment of linear urban parks and greenway be expanded to include an urban linear park amenity with both Puuwai Park and Kualakai Park/Kaloi Gulch Diversion Channel. The Kaloi Gulch Diversion Channel also offers an opportunity to be activated and reprogrammed into a publicly accessible space.

DPP Response: *With the completion of the shared-use path now being undertaken by the DTS to fill the gaps in the existing path along the diamond head side of Kualakai Parkway between the Farrington Highway and Keahumoa Parkway, rail transit service above, and development alongside it, this channel will be difficult to ignore. Additional improvements such as footbridges across, and pedestrian trails alongside it, offer access and possible gathering space at key locations to turn this open space amenity into a community asset.*

- 4) Adding a separate map of the hierarchy of streets and street network to provide a clearer picture of street treatment and multi-modal transportation system envisioned in the rail transit station areas. Discussion should include a description of what is meant by a key street or main street in the context these terms are used to implement the TOD Plan. Providing street names to the maps to better locate the specific roads discussed in the TOD Plan was also suggested.

DPP Response: *Modifications to the Plan were made to reflect the suggestions made by Director Evans.*

- 5) Statements that building frontages on UHWO Non Campus Lands face inward and away from Kualakai Parkway is inconsistent with the urban design principles contained in the TOD Plan.

DPP Response: *The DPP recognized this inconsistency especially since Kualakai Parkway is designated as a key street. To address Kualakai Parkway without turning away from it, the TOD Plan recommends that greenways with multi-use paths will facilitate the transition buildings to the arterial road allowing them to face Kualakai Parkway. Maintenance and "back-of-house" activities then can be accessed by internal streets and service roads. Businesses will especially benefit from having the front facades of their stores or offices visible from the highway.*

- 6) Concern that the initial section on Phasing and Implementation Strategy in the TOD Plan implied a definite strategy and schedule for TOD Plan implementation.

DPP Response: *The purpose of this section was to show that there are action items in both the short, medium, and long term. The phasing discussed also shows a development evolution as the market expands and land values rise around the rail transit stations. Modifications were made to this section to reflect this purpose.*

The remainder of the State agency comments were general clarifications, corrections, and organizational suggestions to enhance the document. Some included small edits or corrections of a non-substantive nature. The full comment and City response and where adjustments were made in the TOD Plan is provided in the PRD Comment Matrix attached with report.

D. Community Aspirations

Each of the rail transit stations will be developed to serve different purposes, include different uses and attract a different mix of residents and visitors. Linking together a diverse collection of unique destinations will maximize the benefit of the rail transit system to the riders by giving them a wider choice of destinations, commercial and business centers, and area attractions to visit. All three rail transit station areas will include transit plazas at the station entrances.

These rail transit stations will not only be connected by the elevated rail line but also by a 100-foot wide “greenway,” otherwise known as Puuwai Park that crosses through the Hoopili community below the elevated rail line. The Kaloī Gulch Diversion Channel also offers an opportunity to be activated and reprogrammed into a publicly accessible space. The completion of the shared-use path planned for construction by the DTS along the diamond head side of Kualakai Parkway will fill in the gaps of the existing path between the Hoomohala and Keahumoa Parkway and extend it mauka to Farrington Highway. The new path, rail transit service above, and new development alongside the channel could be the impetus to convert it into a greenway corridor. Additional improvements such as footbridges across, and use of the access road alongside the channel will offer access and possible gathering spaces at key locations to turn, the “Kaloī Greenway”, into a community open space and recreational asset. Rail transit station areas will also integrate neighborhood open spaces in certain areas. Additional recommendations specific to each station are listed below.

Honouliuli Rail Transit Station - The Honouliuli rail transit station area will be a “local, mixed-use village.” It will be a neighborhood center as well as a destination on both the transit line and the greenway:

- Temporary surface, park-and-ride lot at the rail transit station until full rail transit operations are completed;
- Puuwai Park, a 100-foot wide greenway underneath the elevated rail line, which buffers the rail line and adjacent Punohu Street (mauka side of the elevated rail line) from adjacent land uses (primarily commercial but includes an elementary school);
- Promote an active “main street” character and “festival street” adjacent to the rail transit station that can be closed for special community events;

- “Key street” designation for several blocks of streets in the immediate vicinity of the rail transit station. Farrington Highway through the Honouliuli rail transit station area is also recommended as a key street (see Proposed Rail Transit Station Area Land Use Plan for the Honouliuli Rail Transit Station in Chapter V):
- High- to medium-density, mixed-use development, including affordable housing, surrounding the rail transit station:
- Lower-density, mixed-use development on the periphery of the TOD area; and
- Employment center at the Hoopili Business Park.

Keoneae Rail Transit Station - The Keoneae rail transit station will be the “campus gateway” for the UHWO. The area surrounding the Keoneae station will be a destination for people from all over Oahu including faculty, students, workers, shoppers and residents. This station will draw ridership from Makakilo, Kapolei West, Ko Olina and the Waianae Coast:

- Elevated pedestrian station walkway crossing Kualakai Parkway;
- Interim park-and-ride mauka of Hoomohala Avenue and west of Kualakai Parkway;
- Bus transfer facility and 1,000 space permanent park-and-ride facility wrapped by street-fronting commercial space, mauka of Hoomohala Avenue and diamond head of Kualakai Parkway;
- Kualakai Parkway, Farrington Highway, Hoomohala Avenue (on both sides of Kualakai Parkway), two blocks of Kauluakoko Street, and one block of Hookulaaia Street (see Proposed Rail Transit Station Area Land Use Plan in Chapter VI);
- Higher-density, mixed-use development adjacent to the rail transit station on the Hoopili side of Kualakai Parkway;
- New internal tree-lined pedestrian-friendly connector (Road D) perpendicular to Hoomohala Avenue, on the UHWO side of Kualakai Parkway to connect UHWO’s Innovation District to the lower (makai) portion of UHWO property;
- Medium-density, mixed-use development, including affordable housing, on the UHWO side of Kualakai Parkway;
- A “festival street” block of Hookulaaia Street between Kauluakoko and Kamolehonua Streets that can be closed for special community events; and
- Employment centers on UHWO campus and business park and retail center development.

Kualakai Rail Transit Station - The Kualakai rail transit station will be a “community use” station. It will draw ridership from Ewa, Kalaeloa, and Ewa Beach including users of the Kroc Community Center while serving as a major bus transfer area and park and ride location:

- Safe, convenient pedestrian connections across and alongside Kualakai Parkway to access DHHL neighborhoods on both sides of the Parkway, as well as to UHWO;
- Park-and-ride lot or lots consisting of 900 spaces to support the use of the transit system for residents from Ewa, Kalaeloa, Ewa Beach, and Waianae;

- Active community uses compatible with the Kroc Center, East Kapolei Elementary and Honouliuli Middle School as well as the residential uses along Keahumoa Parkway;
- Medium- to lower-density, mixed-use development, including affordable housing, west of Kualakai Parkway; and
- Key street designation for Kualakai Parkway and Keahumoa Parkway in the rail transit area.

E. Major Plan Recommendations

The TOD Plan recommends changes to existing development standards to support a more intensive land use pattern. Most of the zoning is in place for UHWO and Hoopili. To encourage development of the DLNR and DHHL lands, mixed-use apartment, business, and light industrial is proposed. The more intensive mixed-uses will be closest to where the roadway and transit networks can support them such as along Farrington Highway and at intersections along Kualakai Parkway.

In addition to changes to the zoning districts, the TOD Plan recommends providing additional building height and development density bonuses to developers that provide CBs. A CBs bonus leverages a project's development potential to incentivize improvements that meet a community's needs, goals and objectives. It may also pay for much needed infrastructure improvements.

The TOD Plan also makes general recommendations regarding the phasing of development. This phasing will be crucial in synchronizing development to ensure the delivery of services and amenities for this emerging community are provided in a coordinated and efficient manner. Some funding strategies are also covered.

F. Compliance with City Plans and Regulations

1. The General Plan (amended October 3, 2002); Resolution 02-205, CD1. In addition to compliance with Ordinance 09-4, the TOD Plan is consistent with the adopted General Plan. Specifically, it conforms to the following objectives and policies:

a. Population

“Objective C To establish a pattern of population distribution that will allow the people of Oahu to live and work in harmony.”

“Policy 2 Encourage development within the secondary urban center of Kapolei and the Ewa and Central Oahu 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.”

The East Kapolei TOD Plan envisions creating a medium to high density pattern of residential, retail, office, institutional/campus, and industrial development. Higher density development will be closest to the rail transit stations and advances the policy of developing the Kapolei/Ewa region as the secondary urban center on Oahu.

b. Economic Activity

“Objective G To bring about orderly economic growth on Oahu.”

“Policy 2 Permit the moderate growth of business centers in the urban-fringe areas.”

The TOD Plan envisions moderate growth relative to the Primary Urban Center but anticipates a dynamic mixed-use town center at Honouliuli rail transit station and a robust university campus environment at the Keoneae rail transit station. Kualakai rail transit station will be anchored by the Kroc Center as a community focal point. Across Kualakai Parkway, the UHWO Non-Campus Lands are envisioned to become a lively residential neighborhood and employment center. The draft report, “*State Transit-Oriented Development (TOD) Planning and Implementation for the Island of Oahu*” (Report), released in January 2020 by the State Office of Planning, on behalf of the Hawaii Interagency Council for Transit-Oriented Development, provides an estimate of the magnitude of this growth. Over the course of roughly the next 40 years, the Report estimates that the East Kapolei area will experience growth in the range of approximately 18,000 new housing units and over 11 million square feet of commercial and industrial uses, due in large part to TOD in the East Kapolei rail transit station areas. According to the Planning Research Branch of the DPP, the number of jobs in the East Kapolei area is projected to be about 21,000 by 2040.

c. Natural Environment

“Objective B To preserve and enhance the natural monuments and scenic views of Oahu for the benefit of both residents and visitors.”

“Policy 2 Protect Oahu’s scenic views, especially those seen from highly developed and heavily traveled areas.”

“Policy 3 Locate roads, highways, and other public facilities and utilities in areas where they will least obstruct important views of the mountains and the sea.”

It is the intent of the TOD Plan to preserve and enhance scenic views and natural landmarks such as Puu Palailai, Puu Makakilo, distant views of Diamond Head, Honouliuli Stream, and the Koolau and Waianae mountain ranges. The TOD Plan recommends buildings and open space be configured to take advantage of these view opportunities from certain vantage points and view corridors.

d. Housing

“Objective A To provide decent housing for all the people of Oahu at prices they can afford.”

“Policy 3 Encourage innovative residential development which will result in lower costs, added convenience and privacy, and the more efficient use of streets and utilities.”

“Policy 7 Provide financial and other incentives to encourage the private sector to build home for low- and moderate-income residents.”

“Policy 13 Encourage the provision of affordable housing designed for the elderly and the handicapped.”

TOD, by its very nature, encourages the more efficient use of streets and utilities by its compact design of mixed-uses in a pedestrian-friendly, walkable environment. Seamless connections that promote multi-modalism can mean narrower road surfaces for vehicles but ample space for walking and bicycling. One of the central principles in the TOD Plan is to promote a variety of housing choices for a diverse mix of residents which includes seniors, students, and other types of households. For TOD Special District projects seeking bonus height or density, or both, the provision of affordable dwelling units should be considered as a priority when determining commensurate CBs.

“Objective C To provide the people of Oahu with a choice of living environments which are reasonably close to employment, recreation, and commercial centers and which are adequately served by public utilities.”

“Policy 3 Encourage residential development near employment centers.”

“Policy 4 Encourage residential development in areas where existing roads, utilities, and community facilities are not being used to capacity.”

The TOD Plan envisions the transformation of the area around the three rail transit stations into a complete community that will benefit from proximity to the recreational opportunities provided by the Kroc Center, and the community facilities, the open spaces, and parks at Hoopili. UHWO and the evolving town centers and commercial opportunities generated from transit access will also provide employment opportunities for nearby residents.

e. Transportation and Utilities

“Objective A To create a transportation system which will enable people and goods to move safely, efficiently, and at a reasonable cost; serve all people, including the poor, the elderly, and the physically handicapped; and offer a variety of attractive and convenient modes of travel.”

“Policy 2 Provide transportation services to people living within the Ewa, Central Oahu, and Pearl City-Hawaii Kai corridors primarily through a mass transit system including exclusive right-of-way rapid transit and feeder-bus components as well as through the existing highway system with limited improvements as may be appropriate.”

“Policy 7 Promote the use of public transportation as a means of moving people quickly and efficiently, of conserving energy, and of guiding urban development.”

“Policy 8 Make available transportation services to people with limited mobility: the young, the elderly, the handicapped, and the poor.”

The use of future rail transit service and public transportation, as well as other non-vehicular forms of travel, is the impetus behind formulating this TOD Plan. With a bus transit center planned for the Keoneae rail transit station and bus pull-out areas at the Kualakai and Honouliuli rail transit stations, area bus routes will ‘feed’ into the three rail transit stations. Farrington Highway widening from its current 2 lanes to 4 lane is appropriate to serve vehicular travel although transportation planners have called for right-of-way sufficient for up to 6 lane should it ever be needed in the future. Improved bikeways and pedestrian walkways envisioned in TOD Plan will enhance accessibility for those living and working in the East Kapolei. The promotion of public transportation and other modes of non-vehicular travel for all residents and visitors, regardless of income and mobility is the hallmark of the TOD Plan.

“Objective D To maintain transportation and utility systems which will help Oahu continue to be a desirable place to live and visit.”

“Policy 2 Use the transportation and utility systems as a means of guiding growth and the pattern of land use on Oahu.”

TOD for each of the rail transit station areas is a formidable means for guiding future growth in East Kapolei. Implementing this TOD Plan will guide the pattern of land use around each of the rail transit stations to promote walkable, active streetscapes and usable open space within a mixed-use environment.

2. Proposed Revised Oahu General Plan (December 2017). The Planning Commission (the Commission) has recommended approval of a draft revision of the General Plan. The Proposed Revised General Plan was re-introduced on February 13, 2020, as Resolution 20-044 and awaits City Council action. The TOD Plan adheres to the Proposed Revised Oahu General Plan’s objectives and policies, as highlighted by topic below.

a. Population

“Objective B To establish a pattern of population distribution that will allow the people of Oahu to live, work, and play in harmony.”

“Policy 2 Encourage development within the secondary urban center at Kapolei and the Ewa and Central Oahu 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.”

b. Economic Activity

“Objective G To bring about orderly economic growth on Oahu.”

“Policy 2 Permit the moderate growth of business centers in the urban-fringe areas.”

c. Natural Environment

“Objective B To preserve and enhance the natural landmarks and scenic views of Oahu for the benefit of both residents and visitors as well as future generations.”

“Policy 2 Protect Oahu’s scenic views, especially those seen from highly developed and heavily traveled areas.”

“Policy 3 Locate and design public facilities, infrastructure, and utilities to minimize the obstruction of scenic views.”

d. Housing and Communities

“Objective A To ensure a balanced mix of housing opportunities and choices for all residents at prices they can afford.”

“Policy 3 Encourage innovative residential development which will result in lower costs, the sustainable use of resources, the more efficient use of land and infrastructure, greater convenience and privacy, and a distinct community identity.”

“Policy 7 Provide financial and other incentives to encourage the private sector to build homes for low- and moderate-income residents.”

“Policy 12 Promote higher-density, mixed-use development where appropriate, including rail transit-oriented development, to increase the supply of affordable and market homes convenient to jobs, shops, and public transit.”

“Policy 13 Encourage the production and maintenance of affordable rental housing, ohana housing, and accessory dwelling units.”

“Objective C To provide residents with a choice of living environments which are reasonably close to employment, recreation, and commercial centers and which are adequately served by transportation networks and public utilities.”

“Policy 3 Encourage the co-location of residential development and employment centers with commercial, educational, social, and recreational amenities in the development of desirable communities.”

“Policy 4 Encourage residential development in suburban areas where existing roads, utilities, and other community facilities are not being used to capacity, and in urban areas where higher densities can be readily accommodated.”

“Policy 5 Support mixed-use development and higher-density redevelopment in areas surrounding future rail transit stations.”

e. Transportation and Utilities

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

“Policy 2 Provide multi-modal transportation services to people living within the Ewa corridors primarily through a mass transit system including exclusive right-of-way rapid transit and feeder-bus components as well as through the existing highway system.”

“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 alternative modes of transit and transit-oriented development to reduce automobile dependency and increase multi-modal travel.”

“Policy 7 Design street networks to incorporate greater roadway and pathway connectivity.”

“Policy 8 Make transportation services safe and accessible to people with limited mobility: the young, elderly, disabled and those with limited incomes.”

f. Energy

“Objective B To conserve energy through more efficient management of its use and through more energy-efficient technologies.”

“Policy 4 Promote the development of a multi-modal transportation system that minimizes fossil fuel consumption and greenhouse gas emissions.”

g. Physical Development and Urban Design

“Objective F To create and maintain attractive, meaningful, and stimulating environments throughout Oahu.”

“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.”

“Policy 8 Design public street networks to be safe and accessible for users of all ages and abilities, to accommodate multiple modes of travel, to be visually attractive and to support ecological processes.”

The TOD Plan conforms to the 2017 Proposed Revised Oahu General Plan in much the same way as the currently adopted General Plan by pursuing the objectives and policies related to population, economic activity, the natural environment, housing and communities, and transportation and utilities for the East Kapolei area and

broader Ewa region. With the current proposed TOD Plan draft, one can see with the coming of rail transit, how much TOD and its attendant principles, such as connectivity, mixed-use development, and multi-modal transportation has permeated the narrative in the General Plan document and will contribute to the island's energy and physical development and urban design strategies. The TOD Plan will be a guiding mechanism for TOD around each of the rail transit station areas, consistent with TOD principles, and consistent with the current and proposed General Plan.

- 3. The Ewa Development Plan (DP), Ordinance 13-26, CD1.** Adopted on July 22, 2013, the Ewa DP is intended to guide public policy, infrastructure investment, and land use decision-making for the region over the next 25 years. The TOD Plan is consistent with the Ewa DP in the following ways.

Ewa's Role in Oahu's Development Pattern

Consistent with the provisions of the Oahu General Plan, Ewa provides a second urban center with its nucleus in the City of Kapolei and job centers in resort areas, industrial areas, and the UHWO. Development of the UHWO campus is expected to serve 7,600 students and employ 1,040 staff and faculty by 2025. Elements of the vision that provide jobs means an increasing share of Leeward Oahu residents will not have to commute to downtown Honolulu. Rail and bus transit servicing the area will provide convenient access for those who still work in or wish to visit downtown. Growth in Ewa will mean community building, including East Kapolei (DHHL East Kapolei, UHWO, and Hoopili) that supports walking, biking, and transit use and provide a variety of housing types from affordable units and starter homes to larger multi-family and single-family units. The communities around each of the rail transit stations incorporate principles and guidelines to preserve historic and cultural values, establish open space and greenway networks, and create an identifiable, distinct and easily accessible "main street", town center or neighborhood center which may include a mixture of residential and small-scale community-related commercial development.

Specifically, the TOD Plan conforms to the following policies and guidelines of the Ewa DP:

- 1) Achieves the desired compactness and character of development needed to promote use of rail transit at each of the three rail transit station areas by promoting medium density residential (25-90 units per acre), mixed-use commercial development within a ¼-mile of the rail transit stations gradually decreasing in density (10-30 units per acre for multi-family, 5-12 units per acre for single-family or duplexes) the further one gets from the rail transit station.
- 2) Establishes either a village center, town center, or "main street" as the center or focal point in each community around the three rail transit stations emphasizing pedestrian and transit access to and within these centers.
- 3) The UHWO intends to develop its Non-Campus Lands with mixed residential and commercial uses (University Village) with an orientation that supports accessibility by all modes of transportation to the two rail transit stations within proximity of the campus (Kualakai and Keoneae rail transit stations).

- 4) Advocates for the design of transit-oriented streets to accommodate mass transit service and supports different modes of transportation that ultimately connect to the three rail transit stations so that at least 85 percent of all residents are within a five-minute (or ¼-mile) walking distance of an existing or potential bus route or transit stop.
- 5) Recommends housing for a wide variety of income groups (students, elderly, and low-income) supporting the requirement that 30 percent of the housing units in new residential developments be provided for low to low-to-moderate income groups.
- 6) Emphasizes that each station area has its own identity and that the boundaries identifying neighborhoods are distinctive through the use of natural features, street patterns, landscaping, building form, and siting.
- 7) Creates more livable neighborhoods where people can gather to shop, dine, or play in a compact, walkable environment served by multiple modes of transportation options.
- 8) Creates more vibrant and convenient neighborhoods, assuring compatibility of building forms and uses, creating street connections and providing a smooth transition between town centers and adjacent residential areas.
- 9) Makes the streets more pedestrian friendly with attractive street-side environments by orienting buildings to the pedestrian with storefronts facing the street and placed close to the sidewalk with parking and service areas behind the buildings. These guidelines are implemented through the TOD Special District regulations in the LUO.

In summary, the TOD Plan envisions increased density of residents, businesses, and services near the Kualakai, Keoneae, and Honouliuli rail stations creating livable and vibrant neighborhoods that can rely on rail and bus transit. This broader TOD framework is consistent with the Ewa DP, however, minor revisions to amend the Ewa DP with respect to building height and development density along with some inconsistent terminology are necessary in order for the TOD Plan to align more succinctly with the Ewa DP. The proposed amendments are being processed concurrently with this effort and will be filed under a separate report.

G. Next Steps

The TOD Plan identifies opportunities for new development, orderly growth, and improved accessibility around the rail transit stations. Following the adoption of this TOD Plan, the addition of the East Kapolei portion of the TOD Special District around the three rail transit stations will follow. The TOD Special District is designed to supplement or modify the underlying zoning district regulations to promote TOD (e.g., parking requirements are relaxed), while providing for 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, particularly along designated “key streets” which are expected to handle the most pedestrian and business activity.

Concurrent with the creation of a TOD Special District, the DPP will be initiating zoning map changes of single-use zone districts to mixed-use zone districts where appropriate. The zone changes will expand the types of allowable uses and are intended to stimulate development activity (in addition to the rail transit system) around the rail transit stations.

Additionally, the acceleration of critical infrastructure improvements is needed to support TOD and leverage CBs. The State Office of Planning, on behalf of the Hawaii Interagency Council for Transit-Oriented Development, undertook a comprehensive review of needed infrastructure in East Kapolei. Prepared by PBR Hawaii, Inc., the initial findings in the draft report, "*State Transit-Oriented Development (TOD) Planning and Implementation for the Island of Oahu*", were released in January 2020. According to the preliminary estimates in this report, the total estimated infrastructure needed over the next 30 years approaches \$2.5 billion dollars (2019 dollars). The range of these physical improvements includes road and intersection improvements, transit facilities and shared-use path extensions, storm and sanitary sewers, water lines and system upgrades, electric upgrades, and new schools. Close coordination of capital improvement projects among various public and private entities is ongoing and needs to continue in order for East Kapolei to realize its full TOD potential. Utilizing available financing tools, if established, could help cover some of this capital outlay.

ENCLOSURE 4

ORDINANCE 09-4



A BILL FOR AN ORDINANCE

RELATING TO TRANSIT-ORIENTED DEVELOPMENT.

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

SECTION 1. Findings and Purpose.

The council finds that Honolulu has initiated a major mass transit project that has the potential to fundamentally reshape the form and character of Honolulu. The council has selected a fixed guideway system and the Locally Preferred Alternative ("LPA") for the project under Ordinance 07-01.

A vital part of the mass transit project is the opportunity to develop and redevelop key areas of Honolulu to provide additional housing and work opportunities in our growing island. These efforts will allow the city to continue its goal of directing new growth to designated areas while "keeping the country, country." Appropriate transit-oriented development ("TOD") land use regulations along the alignment and around the rapid transit stations will be crucial for these efforts and goals.

It has been consistently noted about successful TOD programs of other cities that community-based input is an important element of TOD programs, and that one specific set of regulations cannot adequately address TOD needs and opportunities across all transit stations. Therefore, to assure that Honolulu will have a successful TOD program, 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.

This TOD planning and implementation process will implement the Oahu General Plan and applicable regional development plans. Specifically, it will help stem urban sprawl across the city's agricultural and open space lands; encourage the development of livable, walkable communities; and increase transit ridership, thereby promoting the economic, social, and environmental well-being of the city.

With the potential for such a significant and positive change in development patterns, it is crucial that proper planning guidance be given, well before the transit stations are constructed. This will allow for timely community input and to put into place appropriate regulations for TOD before redevelopment occurs.

The council, therefore, finds that to protect the public interest and welfare, the Land Use Ordinance is to be amended to provide guidance on how to determine zoning



A BILL FOR AN ORDINANCE

regulations for areas around each transit station. The planning process shall be open, inclusive and visionary, and shall strive to increase the quality of life through rejuvenated community character, preservation and enhancement of historic, cultural, scenic, natural and other community resources and landmarks, while understanding the relationship between zoning, financing, and real estate market dynamics.

Pursuant to this ordinance, the council will establish special districts around rapid transit stations, to be known as Transit-Oriented Development Zones, to foster more livable communities that take advantage of the benefits of transit: specifically, reducing transportation costs for residents, businesses, and workers. While taking advantage of more efficient use of land, TOD can provide more walkable, healthier, economically vibrant communities, safe bicycling environments, convenient access to daily household needs as well as special events, and enhancement of neighborhood character, while increasing transit ridership. However, TOD should avoid loss of existing affordable housing and gentrification of communities.

SECTION 2. Section 13-9.3, Revised Ordinances of Honolulu 1990, as amended, is repealed.

[Sec. 13-9.3 Transit oriented development ordinance.

As used in this article, "transit oriented development ordinance" ("TOD ordinance") means an amendment to the land use ordinance regulating development at and around transit stations. The TOD ordinance shall:

- (1) Enable a mix of land uses;
- (2) Enable higher densities;
- (3) Eliminate or reduce minimum off-street parking requirements for such development;
- (4) Encourage travel by rail transit, buses, walking, bicycling, and other nonautomobile forms of transport;
- (5) Encourage development of a mixture of market-rate and affordable housing;
- (6) Encourage public-private partnerships in such development;



A BILL FOR AN ORDINANCE

- (7) Utilize form-based zoning, exemptions, or other alternatives from existing development regulations, and utilize other incentives to encourage such development;
- (8) Encourage activity at a defined community center; and
- (9) Encourage public input in the design of each transit station so each station reflects unique community design themes, history, or landmarks.]”

SECTION 3. Chapter 21, Article 9, Revised Ordinances of Honolulu 1990, as amended, is amended by adding a new Section 21-9.100 and accompanying Sections 21-9.100-1, -2, -3, and -4, to read as follows:

“Sec. 21-9.100 Transit-oriented development (TOD) special districts.”

- (a) The purpose of this section is to establish a procedure for the establishment of special districts known as TOD Zones around rapid transit stations to encourage appropriate transit-oriented development.
- (b) The regulations applicable to a TOD Zone shall be in addition to underlying zoning district and, if applicable, special district, regulations, and may supplement and modify the underlying regulations. Where a transit station is located within or adjacent to an existing special district, the TOD Zone provisions may be incorporated in the existing special district provisions. If any regulation pertaining to a TOD Zone conflicts with any underlying zoning district or special district regulation, the regulation applicable to the TOD Zone shall take precedence.
- (c) As used in this section:

“TOD” means transit-oriented development.

“TOD Development Regulations” means the regulations establishing the permitted uses and structures and development standards within a TOD Zone, which shall be established by the council by ordinance, pursuant to the provisions of this section. TOD Development Regulations shall be specific to each TOD Zone and may include both zone and sub-zone specific provisions.

“TOD Zone” means the parcels of land around a rapid transit station subject to the TOD Development Regulations. Generally, the TOD Zone shall include the parcels of land where any portion of each parcel is within 2,000 feet of a transit station, provided



A BILL FOR AN ORDINANCE

that for any such parcel, the entire parcel must be within one mile of the transit station; provided further that the council, by ordinance, may include or exclude any parcel from the TOD Zone either upon its own initiation or upon written request of the director.

Sec. 21-9.100-1 **Creation of TOD Development Regulations.**

For each TOD Zone, a set of TOD Development Regulations shall be created to foster and encourage transit-oriented development and redevelopment of such TOD Zone. The TOD Development Regulations shall include the minimum requirements in Section 21-9.100-4, and may include any other provisions, incentives and restrictions.

Prior to January 1, 2010, the TOD Development Regulations for each TOD Zone may be based on a neighborhood plan that addresses transit-oriented development ("neighborhood TOD plan"). The plans may include more than one station, and may address other community concerns and opportunities. On or after January 1, 2010, the council may initiate proposed ordinances establishing a TOD Zone and TOD Development Regulations applicable thereto where no neighborhood TOD plan has been adopted; provided, however, that there shall be a recognition that the use of neighborhood TOD plans shall be the preferred way to create TOD Development Regulations for each TOD Zone and amendments to the Development Regulations should be considered upon the completion of a neighborhood TOD plan.

Sec. 21-9.100-2 **Neighborhood TOD plans.**

- (a) For each TOD Zone, the department shall prepare a neighborhood TOD plan which serves as the basis for the creation or amendment of a TOD Zone and the TOD Development Regulations applicable thereto. Each neighborhood TOD plan shall address, at minimum, the following:
- (1) The general objectives for the particular TOD Zone in terms of overall economic revitalization, neighborhood character, and unique community historic and other design themes. Objectives shall summarize the desired neighborhood mix of land uses, general land use intensities, circulation strategies, general urban design forms, and cultural and historic resources that form the context for TOD.
 - (2) Recommend parcels to be included in the TOD Zone, taking into account natural topographic barriers, extent of market interest in redevelopment, and the benefits of transit including the potential to increase transit ridership.



A BILL FOR AN ORDINANCE

- (3) Recommended zoning controls, including architectural and community design principles, open space requirements, parking standards, and other modifications to existing zoning requirements, or the establishment of new zoning precincts, as appropriate, including density incentives. Prohibition of specific uses shall be considered. Form-based zoning may be considered.
- (4) Preservation of existing affordable housing and potential opportunities for new affordable housing, and as appropriate, with supportive services.
- (5) Avoid gentrification of the community.
- (6) General direction on implementation of the recommendations, including the phasing, timing and approximate cost of each recommendation, as appropriate, and new financing opportunities that should be pursued.
- (b) The process of creating neighborhood TOD plans shall be inclusive, open to residents, businesses, landowners, community organizations, government agencies, and others.
- (c) The process shall consider population, economic, and market analyses and infrastructure analyses, including capacities of water, wastewater, and roadway systems. Where appropriate, public-private partnership opportunities shall be investigated.
- (d) The neighborhood TOD plan shall be consistent with the applicable regional development plan.
- (e) To the extent practical, the neighborhood TOD plan shall be consistent with any applicable special area plan or community master plan, or make recommendations for revisions to these plans.
- (f) The neighborhood TOD plan shall be submitted to the council and approval of the plan shall be by council resolution, with or without amendments.

Sec. 21-9.100-3 Processing of proposed ordinances establishing TOD Zones and the TOD Development Regulations applicable thereto.

- (a) If the council approves a neighborhood TOD plan, with or without amendments, the director shall, within 120 days after the approval, submit to the planning



A BILL FOR AN ORDINANCE

commission a proposed ordinance establishing a TOD Zone for the applicable neighborhood and the TOD Development Regulations applicable thereto.

- (b) If the council, pursuant to Section 21-9.100-1, initiates a proposed ordinance establishing a TOD Zone and the TOD Development Regulations applicable thereto where no neighborhood TOD plan has been adopted, the director shall, within 120 days after adoption of the resolution initiating the ordinance, submit to the planning commission a report accompanied by the proposed ordinance and any alternative ordinance proposed by the director. The provisions of Chapter 2, Article 24, relating to council proposals to amend the zoning ordinances and the processing thereof by the department, shall not apply to council proposals to establish a TOD Zone and the TOD Development Regulations applicable thereto.

The director may request, and the council may approve, a 60-day extension of the deadline to submit a report and proposed ordinance to the planning commission under the following procedure:

- (1) Within the existing deadline, the director shall submit to the council a request for an extension of the deadline and an interim report describing the status of the director's processing of the council proposal and the reasons that additional time is needed for processing.
- (2) The council may approve or deny the proposed extension by adoption of a committee report. If the council fails to take final action on the proposed extension within 45 days after receipt of the director's request, or the existing deadline, whichever occurs first, the extension shall be deemed denied.
- (3) If an extension of the deadline is approved by the council, the director may thereafter request subsequent extensions of the deadline in accordance with the procedure described above.

Sec. 21-9.100-4 TOD Development Regulations minimum requirements.

The TOD Development Regulations for each TOD Zone shall include, but not be limited to, the following provisions:

- (a) Allowances for a mix of land uses, both vertically and horizontally, including affordable housing.



A BILL FOR AN ORDINANCE

- (b) Density and building height limits that may be tied to the provision of community amenities, such as public open space, affordable housing, and community meeting space.
- (c) Elimination or reduction of the number of required off-street parking spaces, including expanded allowances for joint use of parking spaces.
- (d) Design provisions that encourage use of rapid transit, buses, bicycling, walking, and other non-automobile forms of transport that are safe and convenient.
- (e) Guidelines on building orientation and parking location, including bicycle parking.
- (f) Identification of important neighborhood historic, scenic, and cultural landmarks, and controls to protect and enhance these resources.
- (g) Design controls that require human-scale architectural elements at the ground and lower levels of buildings.
- (h) Landscaping requirements that enhance the pedestrian experience, support station identity, and complement adjacent structures.
- (i) Incentives and accompanying procedures, which may include minimum standards and financial incentives, to encourage appropriate and necessary transit-oriented development."

SECTION 4. Section 2-24.1, Revised Ordinances of Honolulu 1990, as amended, is amended to read as follows:

"Sec. 2-24.1 Applicability.

This article shall apply to council proposals to revise or amend:

- (1) The general plan;
- (2) A development plan;
- (3) The zoning ordinances[;], except as otherwise provided by Section 21-9.100-3(b); and
- (4) The subdivision ordinance."



A BILL FOR AN ORDINANCE

SECTION 5. Section 21-9.20-6, Revised Ordinances of Honolulu 1990, as amended, is amended to read as follows:

"Sec. 21-9.20-6 Conflicting regulations.

If any regulation pertaining to the special districts conflicts with any provision contained within Article 3, the more restrictive regulation shall take precedence[.]; provided, however, that this section shall not apply to TOD Development Regulations enacted pursuant to Section 21-9.100 and accompanying Sections 21-9.100-1, -2, -3, and -4, which shall take precedence in the event of conflict with any underlying Article 3 provision or special district regulation."

SECTION 6. Ordinance material to be repealed is bracketed. New 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 bracketed materials, or the underscoring.



A BILL FOR AN ORDINANCE

SECTION 7. This ordinance shall take effect upon its approval.

INTRODUCED BY:

Barbara Marshall (BR)

DATE OF INTRODUCTION:

February 14, 2008
Honolulu, Hawaii

Councilmembers

APPROVED AS TO FORM AND LEGALITY:

Don L. Kistner
Deputy Corporation Counsel

APPROVED this 25th day of March, 2009.

Mufi Hannemann
MUFU HANNEMANN, Mayor
City and County of Honolulu

CITY COUNCIL
CITY AND COUNTY OF HONOLULU
HONOLULU, HAWAII
CERTIFICATE

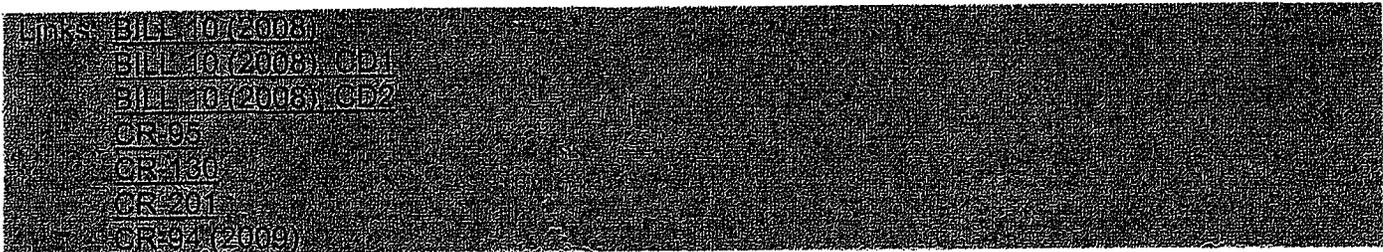
ORDINANCE 09 - 4

BILL 10 (2008), CD2
(ADMINISTRATION)

Introduced: 02/14/08 By: BARBARA MARSHALL (BR)

Committee: TRANSPORTATION &
PLANNING

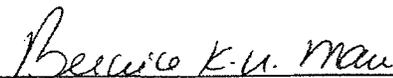
Title: A BILL FOR AN ORDINANCE RELATING TO TRANSIT-ORIENTED DEVELOPMENT.



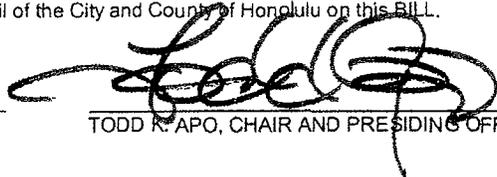
COUNCIL	02/20/08	BILL PASSED FIRST READING AND REFERRED TO THE COMMITTEE ON EXECUTIVE MATTERS.				
	APO Y	CACHOLA Y	DELA CRUZ Y	DJOU Y	GARCIA E	
	KOBAYASHI Y	MARSHALL Y	OKINO Y	TAM Y		
EXECUTIVE MATTERS	04/02/08	CR-95 - BILL REPORTED OUT OF COMMITTEE FOR PASSAGE ON SECOND READING AS AMENDED IN CD1 FORM.				
COUNCIL	04/16/08	CR-95 ADOPTED AND BILL PASSED SECOND READING AS AMENDED (BILL 10 (2008), CD1)				
	APO Y	CACHOLA Y	DELA CRUZ Y	DJOU Y	GARCIA Y	
	KOBAYASHI Y	MARSHALL E	OKINO Y	TAM Y		
EXECUTIVE MATTERS	04/23/08	CR-130 - BILL REPORTED OUT OF COMMITTEE FOR SCHEDULING OF A PUBLIC HEARING. (Current deadline for Council action: 5/13/08. 90-day extension of time requested)				
PUBLISH	04/23/08	SECOND READING NOTICE PUBLISHED IN THE HONOLULU STAR BULLETIN.				
PUBLISH	04/26/08	PUBLIC HEARING NOTICE IN THE HONOLULU STAR BULLETIN.				
COUNCIL/PUBLIC HEARING	05/07/08	CR-130 ADOPTED, PUBLIC HEARING CLOSED AND REFERRED TO THE COMMITTEE ON EXECUTIVE MATTERS. (90-day extension of time granted. Deadline for Council action: 8/11/08)				
	APO Y	CACHOLA Y	DELA CRUZ Y	DJOU Y	GARCIA Y	
	KOBAYASHI Y	MARSHALL Y	OKINO Y	TAM Y		
EXECUTIVE MATTERS	05/14/08	BILL DEFERRED IN COMMITTEE.				
EXECUTIVE MATTERS	06/25/08	CR-201 - BILL DEFERRED IN COMMITTEE (Current deadline for Council action: 8/11/08. 120-day extension requested)				
COUNCIL	07/23/08	CR-201 ADOPTED (120-day extension of time granted. Deadline for council action: 12/9/08)				
	APO Y	CACHOLA Y	DELA CRUZ Y	DJOU Y	GARCIA Y	
	KOBAYASHI Y	MARSHALL Y	OKINO Y	TAM Y		

EXECUTIVE MATTERS	07/30/08	BILL DEFERRED IN COMMITTEE.
EXECUTIVE MATTERS	09/03/08	BILL DEFERRED IN COMMITTEE.
EXECUTIVE MATTERS	10/1/08	BILL DEFERRED IN COMMITTEE.
COUNCIL	12/03/08	120-DAY EXTENSION OF TIME GRANTED. DEADLINE FOR COUNCIL ACTION: 04/08/09
	APO Y	CACHOLA Y DELA CRUZ Y DJOU Y GARCIA Y
	KOBAYASHI Y	MARSHALL E OKINO Y TAM Y
	01/05/09	CC-002(09) BILL RE-REFERRED FROM EXECUTIVE MATTERS COMMITTEE TO TRANSPORTATION AND PLANNING COMMITTEE.
TRANSPORTATION AND PLANNING	02/12/09	BILL DEFERRED IN COMMITTEE.
		NOTE: COUNCILMEMBER BARBARA MARSHALL PASSED AWAY ON SUNDAY, FEBRUARY 22, 2009. THE COUNCIL CONTINUES TO OPERATE IN ACCORDANCE WITH THE 9 MEMBERS IT IS ENTITLED TO PURSUANT TO SECTION 3-102, REVISED CHARTER OF THE CITY AND COUNTY OF HONOLULU 1973, AS AMENDED.
TRANSPORTATION AND PLANNING	03/05/09	CR-94 (2009) – BILL REPORTED OUT OF COMMITTEE FOR PASSAGE ON THIRD READING AS AMENDED IN CD2 FORM.
COUNCIL	03/18/09	CR-94 (2009) ADOPTED AND BILL PASSED THIRD READING AS AMENDED (BILL10 (2008), CD2).
	APO Y	BAINUM Y CACHOLA Y DELA CRUZ Y DJOU Y
	GARCIA Y	OKINO Y TAM Y

I hereby certify that the above is a true record of action by the Council of the City and County of Honolulu on this BILL.



 BERNICE K. N. MAU, ACTING CITY CLERK



 TODD R. APO, CHAIR AND PRESIDING OFFICER

ENCLOSURE 5

**PUBLIC MEETING PRESENTATION SLIDES
AND NEIGHBORHOOD BOARD
MEETING MINUTES**



East Kapolei Neighborhood Transit Oriented Development (TOD) Plan Update

PUBLIC MEETING

DEPARTMENT OF PLANNING & PERMITTING

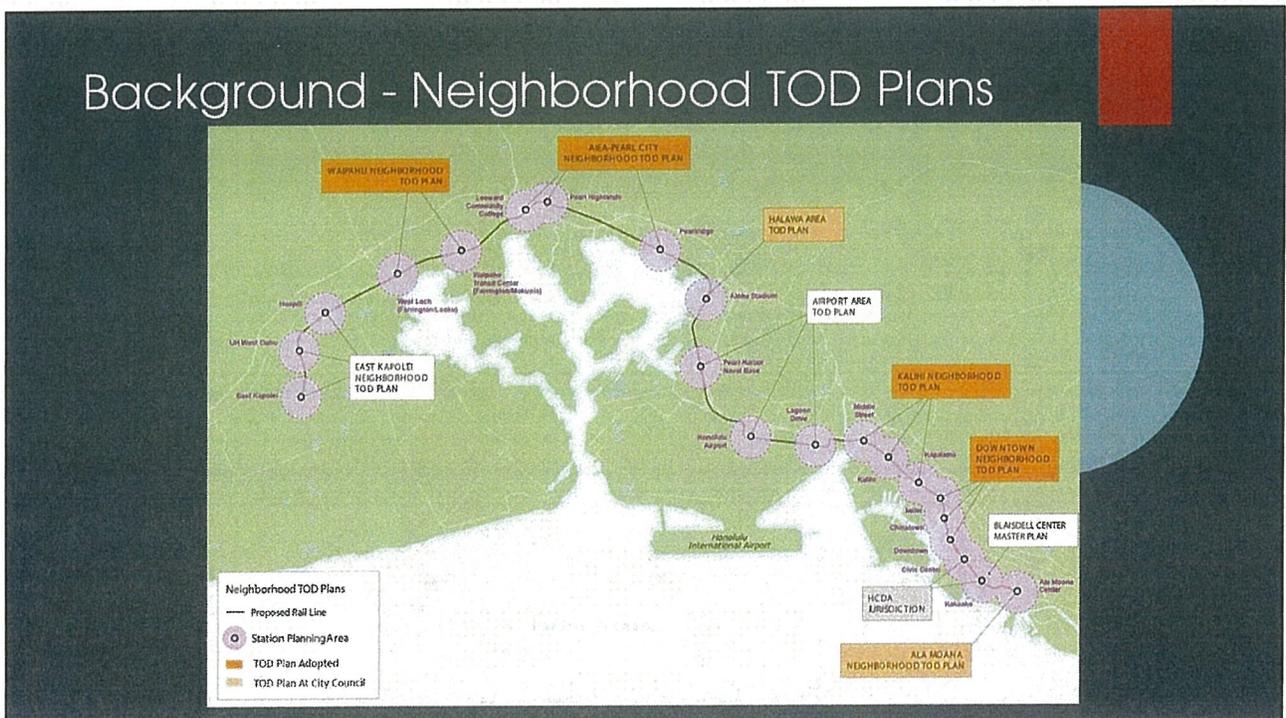
NOVEMBER 21, 2019

TONIGHT'S AGENDA

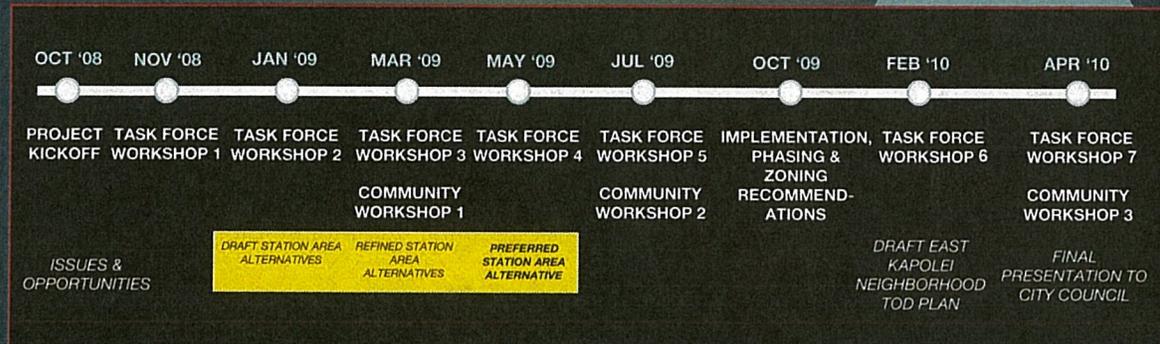
- ▶ Introductions/Acknowledgements
- ▶ Background
- ▶ Current Update
- ▶ Next Steps
- ▶ Q&A



Live Poll (provide link/bain info here)

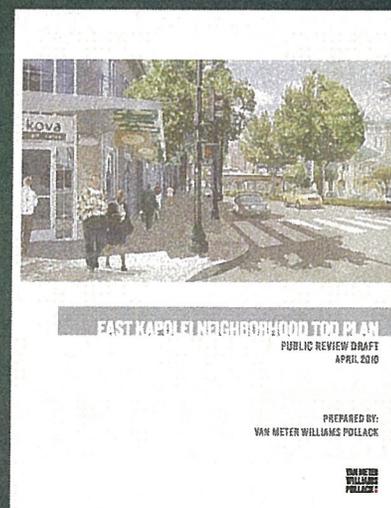


Background - The East Kapolei Neighborhood TOD Plan started in October 2008



Background - Public Review Draft # 1 (2010)

- ▶ Topics Covered: Plan principles, Station visions, Proposed land use, Zoning recommendations, Phasing and financing options
- ▶ Input from 3 community workshops
- ▶ Older version of TOD rules:
 - ▶ TOD and TIZ ("transit influenced zone")
 - ▶ Permitted and non-permitted uses
- ▶ Does not include planned or proposed developments after 2010





Background - Changes since the 2010 Draft

- ▶ Development and Land Use
- ▶ Kroc Center
- ▶ DHHH developments (Kānehili, Ka Makana Ali'i, DHHH East Kapolei II, etc.)
- ▶ Ko'olea'ula
- ▶ University of Hawai'i - West O'ahu
- ▶ Ho'opili

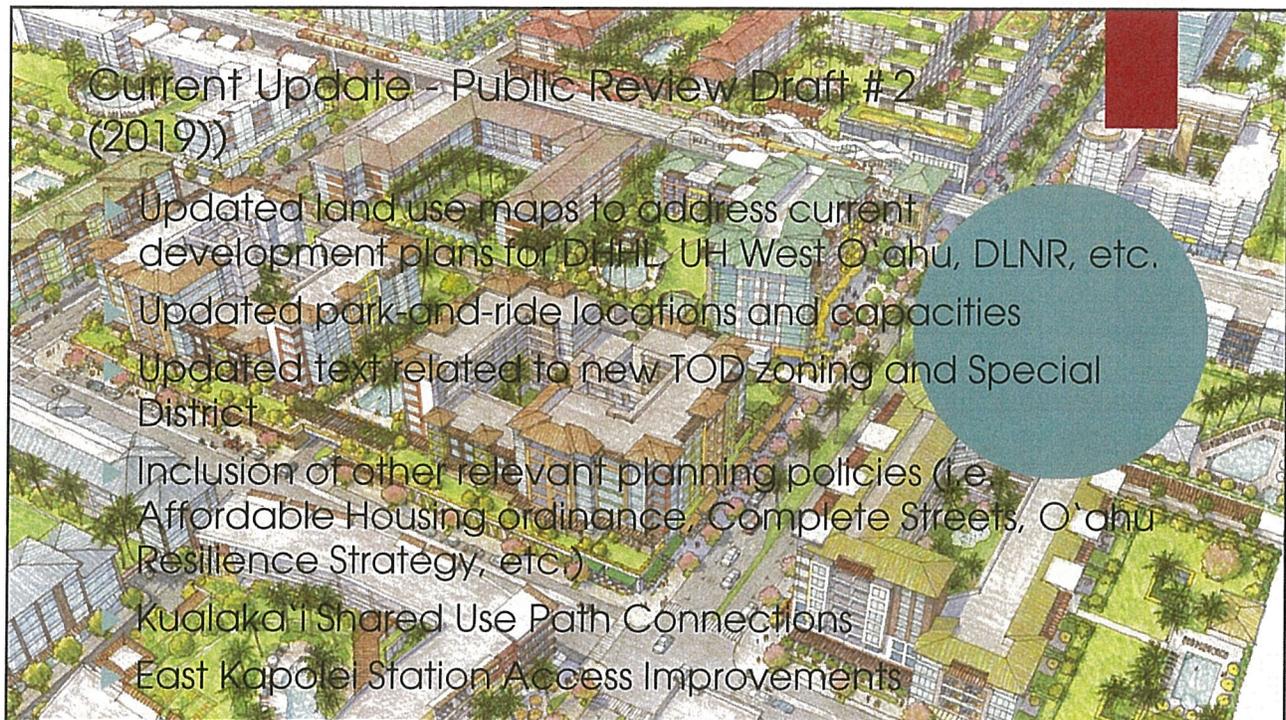


Background - Changes since the 2010 Draft

- ▶ City and County of Honolulu advances in planning:
 - ▶ Adoption of TOD Zoning & TOD Special District Design Guidelines
 - ▶ Honolulu Complete Streets program
 - ▶ Affordable Housing Ordinance (18-10)
 - ▶ Oahu Resilience Strategy

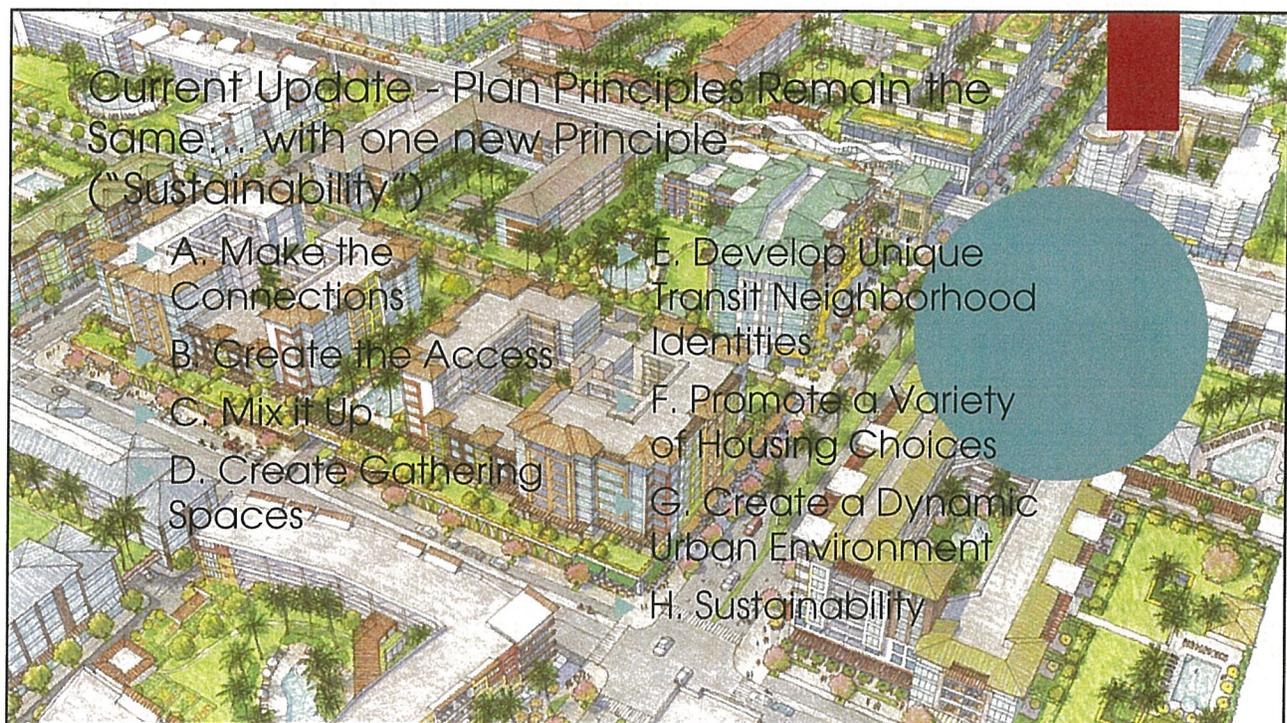
DESIGN GUIDELINES

TRANSIT-ORIENTED DEVELOPMENT SPECIAL DISTRICT



Current Update - Public Review Draft #2 (2019))

- Updated land use maps to address current development plans for DLHL, UH West O'ahu, DLNR, etc.
- Updated park-and-ride locations and capacities
- Updated text related to new TOD zoning and Special District
- Inclusion of other relevant planning policies (i.e. Affordable Housing ordinance, Complete Streets, O'ahu Resilience Strategy, etc.)
- Kualaka'i Shared Use Path Connections
- East Kapolei Station Access Improvements



Current Update - Plan Principles Remain the Same... with one new Principle ("Sustainability")

- A. Make the Connections
- B. Create the Access
- C. Mix it Up
- D. Create Gathering Spaces
- E. Develop Unique Transit Neighborhood Identities
- F. Promote a Variety of Housing Choices
- G. Create a Dynamic Urban Environment
- H. Sustainability

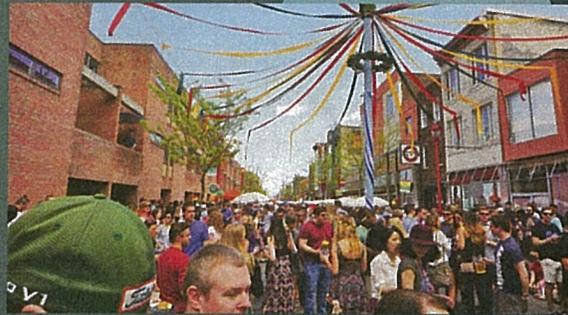
Plan Principles: Make the Connections



Plan Principles: Create the Access



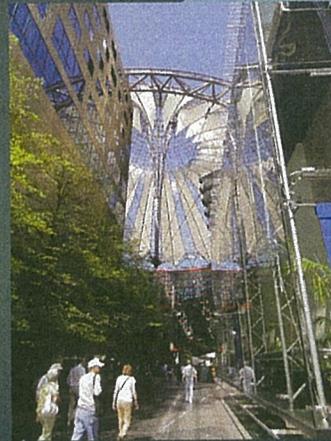
Plan Principles: Mix it Up



Plan Principles: Create Gathering Spaces



Plan Principles: Develop Unique Transit Neighborhood Identities



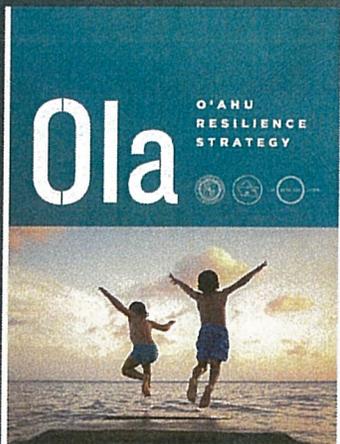
Plan Principles: Promote a Variety of Housing Choices



Plan Principles: Create A Dynamic Urban Environment



Current Update - Plan Principles: Sustainability



VS1

Current Update - Station Area Plans - Shared Visions

Overall Structure

- ▶ Diverse, Mixed-Use, Compact Development
- ▶ Uses that activate station areas, day and night (retail, clinics, libraries, restaurants, residential)
- ▶ Pedestrian friendly

Connectivity & Circulation

- ▶ More access points onto Kualaka'i Parkway
- ▶ Create "grid" street network
- ▶ Shorter or smaller street blocks
- ▶ Mid-block crossings
- ▶ Safe, comfortable pedestrian connections
- ▶ Encourage multi-modes of transportation
- ▶ Easy transfer between modes of transportation
- ▶ Multi-use path connecting stations

Current Update - Station Area Plans - Shared Visions

Parks & Open Space

- ▶ Contains a series of semi-private and public open spaces
- ▶ Connect parks with trails and "complete streets"

Land Use & Urban Form

- ▶ Diverse, mixed-use, compact development
- ▶ Taller buildings at station area, stepping down to 2 - 4 stories
- ▶ Active uses on the ground floor (retail, clinics, libraries)

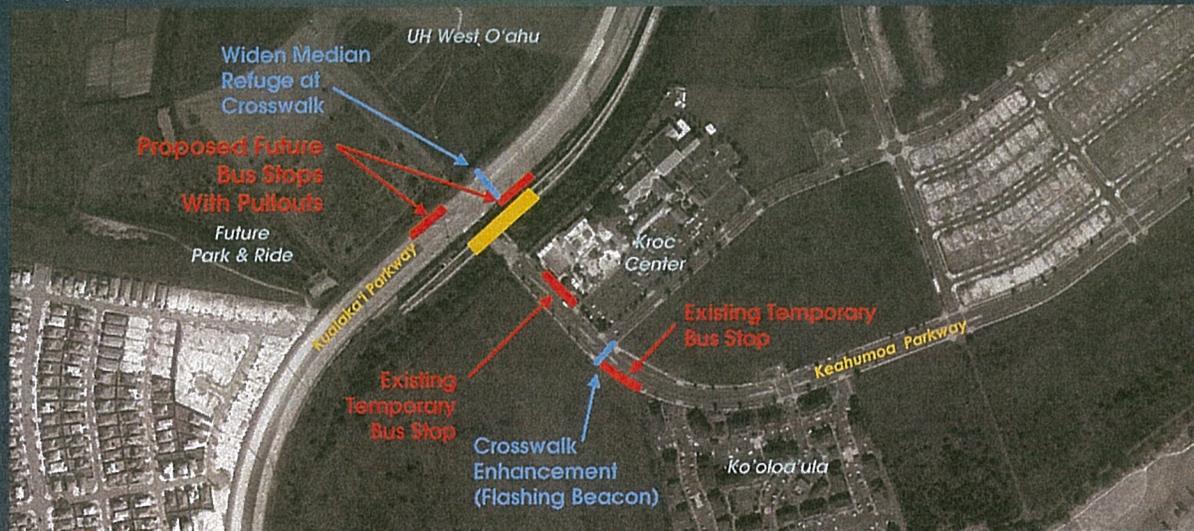
Slide 19

VS1 UPDATE THIS AND FOLLOWING 5 SLIDES PER DPP'S
REVISIONS TO EKNTODP TEXT
Vincent Shigekuni, 11/11/2019

Current Update - Kualaka'i (East Kapolei) Station Area Plan – Summary of Recommendations

- ▶ Active uses along Keahumoa Parkway
- ▶ Bus transfer and park and ride facility that will promote the use of the transit system for residents from 'Ewa, Kalaeloa, 'Ewa Beach, and Wai'anae
- ▶ Pedestrian connections across Kualaka'i Parkway to provide access to DHHH neighborhoods on the west side of the Parkway, as well as to UHWO
- ▶ Medium density, mixed-use development west of Kualaka'i Parkway

Kualaka'i (East Kapolei) Station Access Improvements



Kualaka'i Shared Use Path Connections

- Segment 1:
3,700 ft., Ho'opili to
Farrington Hwy.
- Segment 2:
1,100 ft., south of
Kroc Center



Map Data: Google, DigitalGlobe 2018

Current Update - Keone'ae (UH West O'ahu) Station Area Plan - Summary of Recommendations

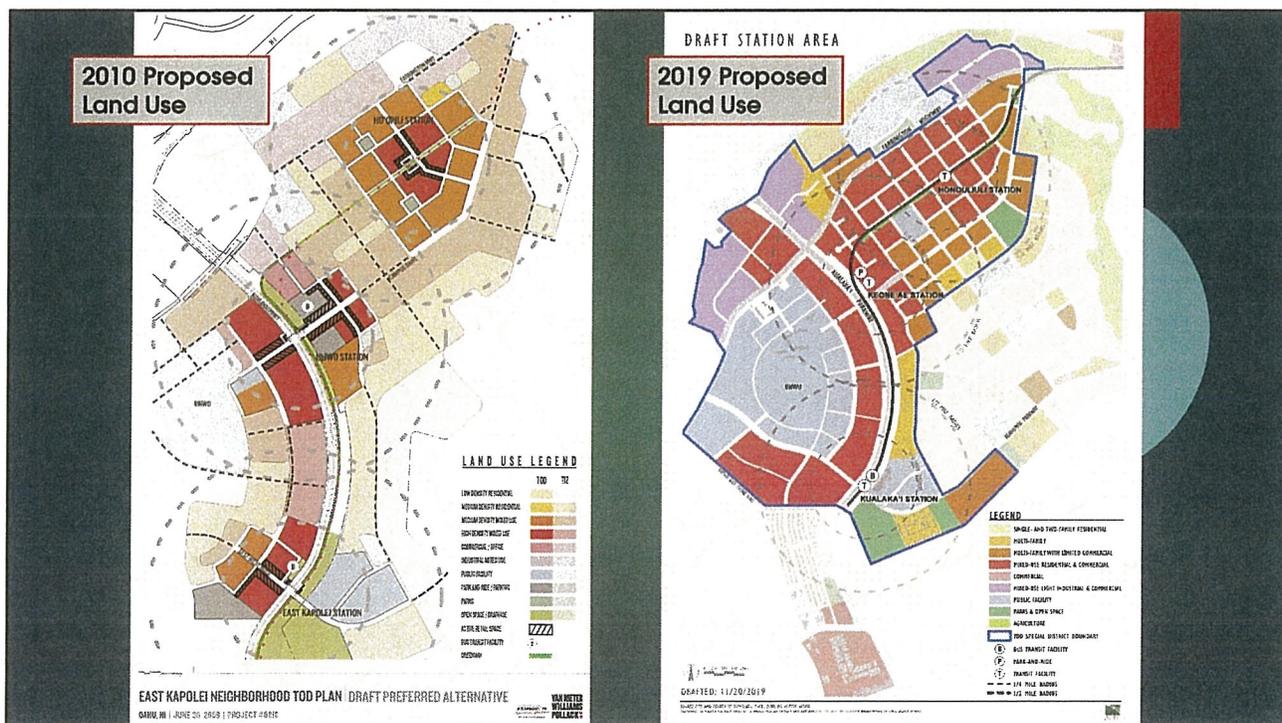
- ▶ Elevated pedestrian station walkway crossing Kualaka'i Parkway
- ▶ Active uses along Ho'omohala Avenue (formerly Campus Drive) on both sides of Kualaka'i Parkway
- ▶ New Main Street (Road D) perpendicular to Ho'omohala Avenue one block diamond head of station on the UH-West O'ahu (UHWO) side of Kualaka'i Parkway
- ▶ Bus transfer facility mauka of Ho'omohala Avenue and diamond head of Kualaka'i Parkway

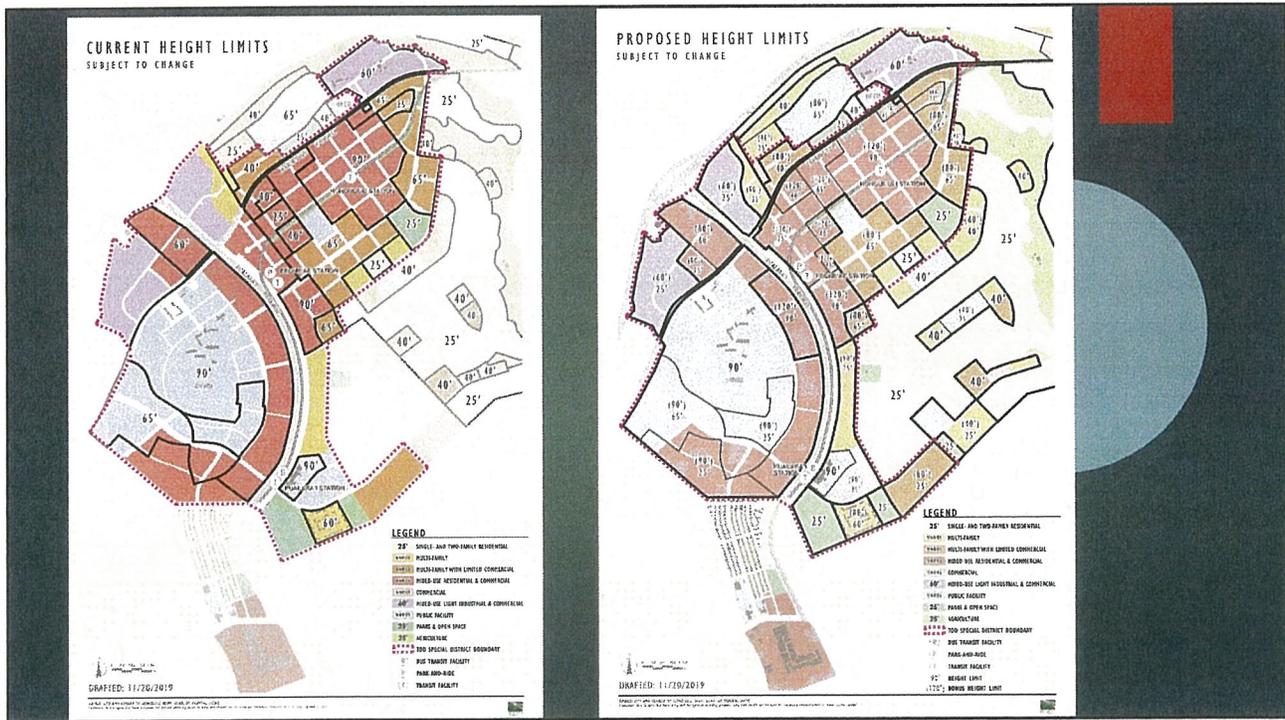
Current Update - Keone'ae (UH West O'ahu) Station Area Plan – Summary of Recommendations

- ▶ Permanent park-and-ride on mauka side of Ho'omohala Avenue diamond head of Kualaka'i Parkway
- ▶ Higher-density, mixed-use development adjacent to station on the Ho'opili side
- ▶ Medium-density, mixed-use development on the UHWO side respecting the landmark UHWO Library Tower
- ▶ Connections to Festival Street within Ho'opili

Current Update - Honouliuli (Ho'opili) Station Area Plan – Summary of Recommendations

- ▶ Promote an active Main Street that connects the station to Ho'omohala Avenue (formerly Campus Drive)
- ▶ High to medium density, mixed-use development surrounding the station
- ▶ Lower density, mixed-use development on the periphery of the TOD area
- ▶ Temporary park-and-ride at the station





Next Steps

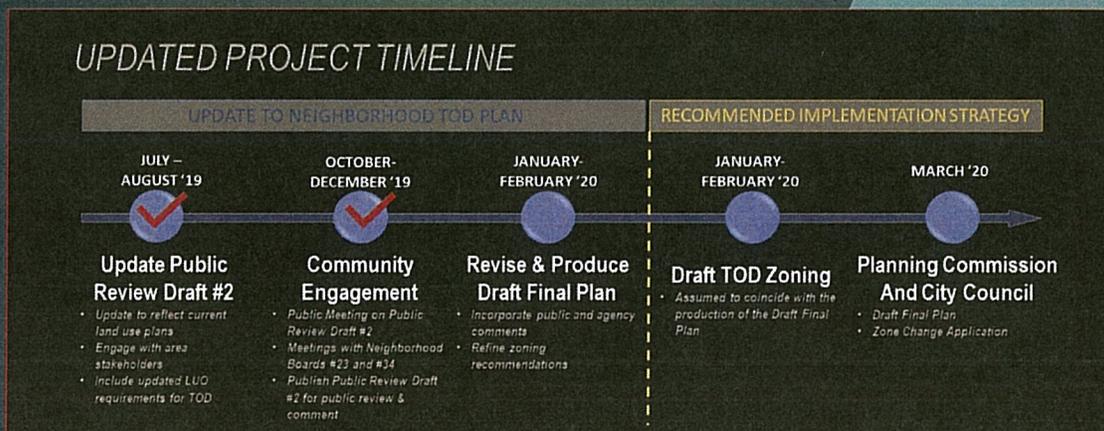
- ▶ Present zone changes and necessary amendments to the 'Ewa DP to the Planning Commission and the City Council for updated building density and heights, where applicable
- ▶ Implement TOD zoning recommendations and creation of the TOD Special District

Next Steps

- ▶ Complete rail access projects
- ▶ Work with State DOT, HART, DTS and other City agencies to plan for the greenway under the elevated rail
- ▶ Coordinate timely infrastructure improvements necessary for development, especially as it complements TOD

Next Steps - Updated Timeline

- ▶ Pick up from previous efforts with more current land use and policy information

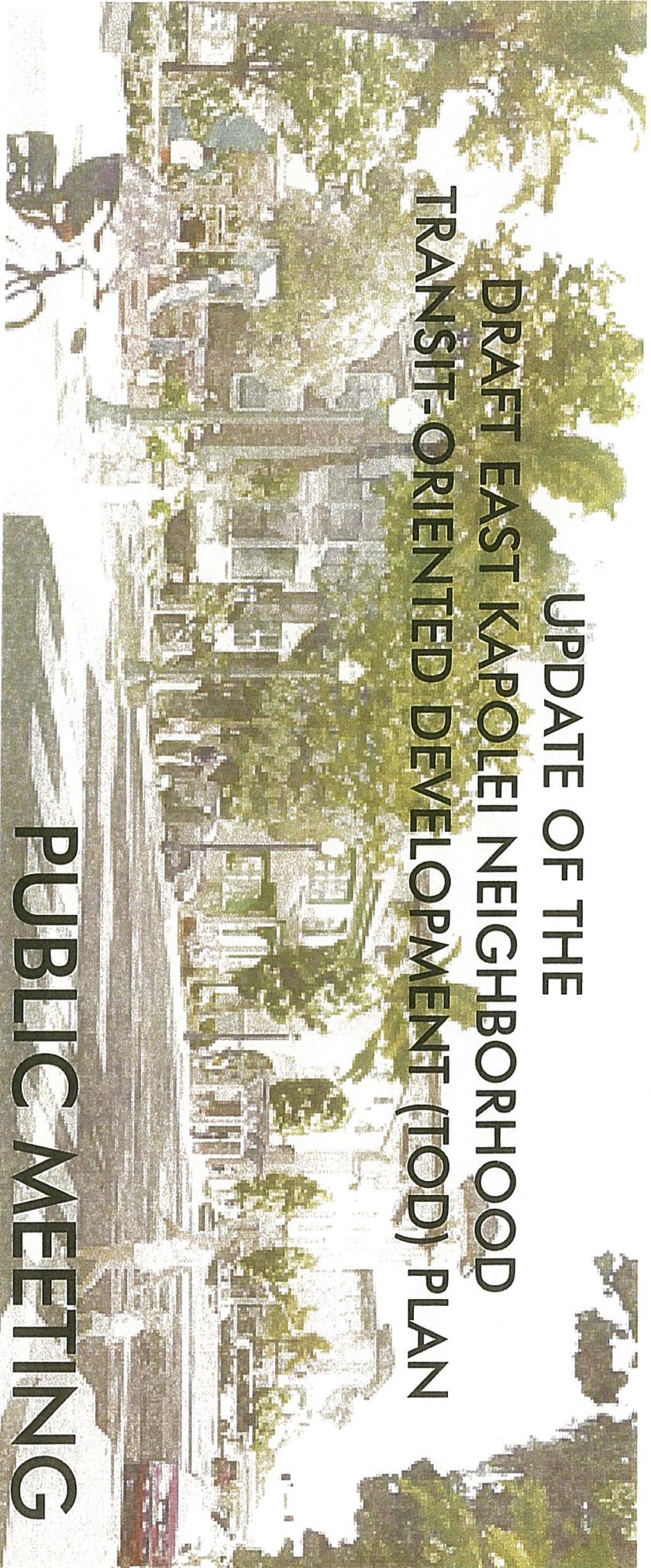


Next Steps - Review and Comment on the Updated Draft

- ▶ Public Review Draft # 2: will be made available on DPP's website here:
www.honolulu.gov/tod/neighborhood-tod-plans/dpp-tod-east-kapolei
- ▶ Project Website
- ▶ Online Commenting
 - ▶ Online Comment Form (SmartComment)
 - ▶ Online Survey

Contact for more information:

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CITY & COUNTY OF HONOLULU
FKRAINTZ@HONOLULU.GOV
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UPDATE OF THE
DRAFT EAST KAPOLEI NEIGHBORHOOD
TRANSIT-ORIENTED DEVELOPMENT (TOD) PLAN

PUBLIC MEETING

Come learn about updates to the 2011 Draft
East Kapolei Neighborhood TOD Plan
and offer your comments.

Thursday, November 21, 6:30 - 8:30 p.m.
Kroc Center Hawaii'i, Ballroom
91-3257 Kualaka'i Parkway, Ewa Beach 96706

Light refreshments will be provided.

For more information, visit: www.honolulu.gov/tod

Contact: Franz Krainitz, Department of Planning and Permitting
fkraintz@honolulu.gov, (808) 768-8046

If you require special assistance, auxiliary aid and/or service to participate in this event, please call 768-8000 or email your request to info@honoluludpp.org at least three business days prior to the event.



EWA NEIGHBORHOOD BOARD NO. 23

NEIGHBORHOOD COMMISSION • 925 DILLINGHAM BOULEVARD, SUITE 160 • HONOLULU, HAWAII, 96817
PHONE (808) 768-3710 • FAX (808) 768-3711 • INTERNET <http://www.honolulu.gov/nco>

DRAFT REGULAR MEETING MINUTES THURSDAY, FEBRUARY 13, 2020 EWA BEACH PUBLIC LIBRARY

CALL TO ORDER: Chair Tynanes called the meeting to order at 7:00 p.m. **A quorum was established with eight (8) members present.** Note - This 11-member Board requires six (6) members to establish a quorum and to take official Board action.

Board Members Present – Penelope Parnes, John Rogers, Lynn Robinson-Onderko, Kathleen Foote, John Clark III, Amanda Rathbun, Mitchell Tynanes and Jason Locke.

Board members absent –David Aki, Mikaela Callahan and Sam Puletasi.

Guests – Captain Jay Hokama (Honolulu Fire Department-HFD), Captain Mike Lambert, Captain Stason Tanaka, Lieutenant Darin Evangelista (Honolulu Police Department-HPD), Corporal Roland Pagan (Ewa Weed and Seed-W&S), Tonya Miller (Senator Mike Gabbard's Office), Michael Colon (Mayor Kirk Caldwell's Representative), Mark Watanabe, (Councilmember Ron Menor's Office), Louis Galdeira (Councilmember Pine's Office), Oryn Nakamura (Board of Water Supply – BWS), Franz Kraintz (Department of Planning and Permitting-DPP), Pamela Witty-Oakland, Darrell Young (Department of Community Services-DCS), Senator Kurt Fevella (Senator Kurt Fevella's Office), Philmund Lee, Representative Rida Cabanilla (Representative Rida Cabanilla's Office), Leroy Lui (808 Clean Ups), Steve Vendt (Hawaiian Railway Society-HRS), Lisa Enanoria (Haseko Homes), Nicky Winter (Alea Bridge), Andrew Tomlinson (J5 Partners), Alex Gaos, Kevin Rathbun, Mike Plowman, Karen Luke, Fid Limani, Dorothy Tuttle, A.G. Garcia, Alan Garcia, Charles Stutz, David Alcos, Peter Anguay (Residents and Guests), Naomi Hanohano (Neighborhood Commission Office).

Moment of Silence: Chair Tynanes asked for a moment of silence to honor fallen HPD Officers Enriquez and Kalama

Rules of speaking: Vice Chair Robinson-Onderko read the rules of speaking.

Introductions – The Board members introduced themselves.

PUBLIC SAFETY REPORTS:

Honolulu Fire Department (HFD) – Captain Hokama reported the following:

- **January 2020 Statistics:** There were 2 Wild land/Brush fires, 2 Nuisance fires and 11 Activated Alarms (no fire). There were 90 medical emergencies, 2 Motor Vehicle Collision with a Pedestrian, 4 Motor Vehicle Crash/Collision and 2 Hazardous Materials Incidents.
- **HFD Safety Tip:** Candle Safety - Candles are open flames which can lead to home fires and deaths. Follow these tips to use candles responsibly:
 - Extinguish candles before leaving the room or going to sleep. Avoid using candles in bedrooms and other sleeping spaces.
 - Keep candles at least 12 inches away from flammable objects. Use candle holders for stability.
 - Do not let candles burn all the way down, extinguish them before they reach the candle holder.
 - Never use candles if oxygen tanks are used in the home.
 - Do not use candles during power outages, use flashlights or battery-powered lanterns.
 - Consider using flameless candles.
 - Never leave children alone with candles. Keep lighters and matches out of children's reach.

Honolulu Police Department (HPD) District 8 –Lieutenant Evangelista and Captain Tanaka reported the following for the Ewa Beach area:

- **January 2020 Statistics for Ewa:** There were 7 motor vehicle thefts, 7 burglaries, 40 other thefts and 4 Unauthorized Entry into Motor Vehicle (UEMV). There were a total of 1655 calls for service in the Ewa Beach area.
- **Moment of Silence:** Lieutenant Evangelista thanked everyone for the moment of silence.
- **HPD Safety Tip:** Preventing UEMVs – Car thefts are a crime of opportunity, many times thieves are pulling at car

doors just to see if it will open. Make sure you lock your doors and do not leave any valuables in plain sight like purses, computers or any bags that may encourage a thief to break into the car. Park in well-lit areas and use the alarm if you have one.

Questions, comments, concerns followed:

1. **Stolen Papers:** Board member Clark noted an incident of a UEMV of someone he knows and was told that the only thing that was stolen was the vehicle's registration paper and an insurance card and expressed his concern about the information could be used for identity theft. Lieutenant Evangelista noted that is a common complaint for UEMVs but many times the thieves are looking for the "title" or ownership paper because many people leave their ownership paper in the vehicle. Lieutenant Evangelista noted that he has not aware of an identity theft problem associated with thieves stealing insurance cards or registration papers.
2. **Gun Violence Concern:** Board member Foote asked if someone from another state who is not allowed to register a gun in that state comes to Hawaii, will he be allowed to register a gun here. Lieutenant Evangelista noted that anyone who relocates to Hawaii with a firearm would need to register it locally but he could not answer the question about someone who is turned down in another state. Lieutenant Evangelista noted he will follow up and report back.

Ewa Weed and Seed (W&S) – Corporal Roland Pagan reported:

- **Statistics for January 2020:** Pagan noted that there were 889 citations by W&S Officers which includes 97 speeding, 631 miscellaneous infractions and 161 parking violations.
- **Oneula/Hau Bush Stored Property Ordinance (SPO):** W&S Officers participated in the SPOs on Tuesday, January 7, 2020 where two (2) tons of trash was removed and again on Friday, January 16, 2020 where another 2.1 tons of trash was removed.
- **Ewa Makai Cyber Safety/Cyber Bullying Presentations:** W&S Officers participated in 2 presentations at the school.
- **Ohana Food Distribution:** Food will be distributed on Friday, March 27, 2020 at the Boys and Girls Club Hale Pono Clubhouse starting at 3:00 p.m. where they will be serving seniors first. For more information, call 689-4182. Volunteers are needed to separate and handout the food.
- **Kupuna Health and Safety Fair:** The fair will be held on Friday, April 3, 2020 at Ewa Mahiko Park. Registration will begin at 8:15 a.m. Pre-registration is required and seats are limited. Register early to reserve a seat by calling 376-7005 or email galeb@weedandseedhi.org. This fair is free for Kupuna and lunch will be provided.
- **Junior Bowling Program:** This is a six (6) week youth mentoring program with law enforcement officers. Sign-ups will be starting soon. For more information, call 376-7005 or email galeb@weedandseedhi.org.
- **Olelo:** Corporal Pagan asked if the monthly Board meetings be available on Olelo prior to the next meeting.
- **Abandoned Vehicles:** Corporal Pagan noted the use of the 311 App to report abandoned vehicles is good but noted the ongoing problem of tow companies being unable to pick up the cars because their tow yards are full.

Questions, comments, concerns followed:

1. **Speed Trailer Wanted:** Resident Peter Anguay noted a speeding problem on Fort Weaver Road near the Tsunami Warning Center and asked if a speed trailer could be placed on Fort Weaver Road to discourage speeding vehicles as they are leaving the area. Corporal Pagan noted he will work on that.
2. **Booth:** Resident Fid Limani thanked Corporal Pagan and W&S Officers for having a booth at Ewa Makai Middle School where her children were able to get ID cards.
3. **Crime Statistics Down:** Chair Tynanes noted that the crime statistics are down and asked if the night closure of Oneula Beach Park could have an effect. Corporal Pagan noted that the night closure hours has just started but HPD hopes that it will help. Corporal Pagan noted that the Crime Reduction Unit (CRU) has been working hard to make some substantial arrests at the Park which could account for the reduction and with the park closure hours in affect, it is easier for officers to remove people from the park.
4. **Hau Bush Closure:** Board member Clark asked if there is anything the public can do to assist HPD in enforcing the park closure hours. Corporal Pagan noted it helps if the community can call 911 to report anyone in the park after hours because a cattle gate has yet to be installed. Corporal Pagan also noted that homeless encampments can be reported on the 311 App also.
5. **Phone Number:** Senator Fevella noted the phone number for the Deputy Director of Customer Services Department (CSD) Randy Leong is 768-4304 and encourages the community to communicate their concerns about the abandoned vehicle problem and renewal of the contract of the same tow company. Corporal Pagan noted a concern about an abandoned vehicle near the entrance of Oneula Beach Park.

BOARD ADMINISTRATION AND PLANNING:

Treasurer's Report - Treasurer Rogers reported a remaining balance of \$ 131.43.

Approval of Thursday, January 9, 2020 Regular Meeting Minutes – Clark moved and Parnes seconded the motion to

approve the Thursday, January 9, 2020 regular meeting minutes as presented. The motion was passed unanimously by a vote of 8-0-0 (Aye: Tynanes, Clark, Foote, Rathbun, Parnes, Rogers, Robinson-Onderko, and Locke. Nay: none, Abstain: none).

RESIDENTS'/COMMUNITY CONCERNS/COMMUNITY PUBLIC ANNOUNCEMENTS:

1. **Bill 59:** Resident Alicia noted the passing of Council Bill 59 which allows the Hawaiian Humane Society (HHS) to euthanize animals within 48 hours if they do not have identification and five (5) days if they do. Alicia noted her concern about the Bill and noted that her company "Poi Dogs and Popoki" has started a program offering to microchip any animal for five (5) dollars. Alicia noted that her company loses one (1) dollar for each chip also noting that HHS already euthanizes 70% of all animals received by the shelter.
2. **Reformat Meeting:** Resident Alex Gaos asked if the agenda could be reformatted to allow special presentations earlier in the meeting.
3. **Department of Planning and Permitting (DPP) Request:** Resident Mark Davis Jr. noted he was told by DPP that he has to announce at the Neighborhood Board Meeting his intention to expand the group childcare facility that his wife operates out of their home from six (6) children to 12 children to obtain a conditional use permit (CUP) minor. Davis noted they are already operating the childcare facility at their home in Ewa Villages but just wants to expand to allow more children. Davis noted that there is no impact to traffic in the neighborhood because they live on an uncongested street, the earliest drop off is 7:00 a.m. and their driveway can accommodate up to six (6) cars. Senator Fevella noted that Mr. Davis could be on the agenda for a presentation for the next Board meeting.
4. **Meetings:** Board member Rogers announced several public meetings which could affect Ewa residents including meetings regarding the Ewa Development Plan, the Farrington Highway Corridor Project and the Storm water Utility Project.
5. **Fort Weaver Road Repaving:** Board member Rogers noted the HDOT has informed him that the repaving project will be delayed until March or April 2020.
6. **Other Announcements:** Board member Rogers noted the monthly clean-up effort at Kapapahu Park and a Bicycle Ride hosted by the Hawaii Bicycling League (HBL).
7. **Easter Bash:** Board member Locke announced the Annual Ewa Beach Lions Club Easter Bash.
8. **Concerns:** Board member Clark noted that he is passing on some concerns from community members such as the playground equipment being in disrepair at Geiger Park and some concerns about grass cutting at some of the parks. Board member Locke noted that he was informed that the playground equipment at Geiger will be repaired but he does not know when.
9. **Resolution:** Board member Clark noted an article in the area newspaper about Councilmember Menor's proposal for a contraflow lane on Fort Weaver Road going north to Kunia Road.
10. **Traffic Light Timing:** Resident A.G. Garcia noted a concern with the traffic light timing at the intersection of Renton Road and Fort Weaver Road because the light is very short for those coming out of Renton Road and asked if a traffic study could be done. Chair Tynanes asked Garcia to fill out a community concerns form.

GOVERNMENT OFFICIALS:

Marine Corps Base Hawaii (MCBH) – Community Relations Officer Danny Hayes was not present. No report.

Mayor's Representative Michael Colon noted he will be late to the meeting. Hearing no objections, Chair Tynanes deferred the report to later in the meeting.

Councilmember Kymberly Pine – Louis Galdeira distributed a newsletter and highlighted:

- **Letter:** Galdeira read Councilmember Pine's letter to the community which highlighted the need to increase the minimum wage and concerns for the public's safety because of the increase of violent crimes.
- **Safety Town Hall Meetings:** Councilmember Pine will hold two (2) safety meetings for the community, the first will be held at Kapolei Hale and the second will be held at Nanakuli Library. The meetings will have multiple speakers including Michael Kitchens of Stolen Stuff Hawaii, Corporal Roland Pagan of HPD's weed and seed division, Steve McLaughlin – self-defense expert and Belinda Danielson from the State of Hawaii, Department of Health (DOH) Adult Mental Health Division.
- **Council Budget:** Galdeira noted that Councilmember Pine is working on the budget for Fiscal Year 2020 and if someone has a request please call or email him with their request. His contact information is on the front of the newsletter or they can email Councilmember Pine directly at kpine@honolulu.gov.

Questions, comments, concerns followed:

1. **Crosswalk:** Board member Clark noted his concern with the crosswalk on Papipi Road and when will it be installed. Clark asked if the delay has anything to do with the complete streets plans. Galdeira noted that could be answered by the Mayor's Representative.
2. **Follow Up to Letter:** Resident David Alcos asked about a letter from Councilmember Pine to the Department of

Parks and Recreation (DPR) about the work planned for Oneula Beach Park. Galdeira noted the response from the DPR was that would need to be a "Special Management Area" (SMA) Project and Councilmember Pine would have to find money in the budget to pay for it to start the process. Alcos also asked if Councilmember Pine makes a request to DPR can they not honor her request. Galdeira noted the issue is being taken up in the Ewa Parks Committee meetings and though the Council makes the legislation and budget, it is up to the Mayor and the department head if they will do the project.

Councilmember Ron Menor – Mark Watanabe distributed a newsletter and highlighted:

- Ewa Base Yard Relocation Resolution: Watanabe noted that the Resolution will not be heard. The Department of Environmental Services (ENV) informed Councilmember Menor that they have withdrawn their request to relocate the yard.
- Council Budget: Watanabe noted that Councilmember Menor is also working on his budget and is looking for requests from the community. Please contact their office with your request.

Questions, comments, concerns followed: Project Suggestions: Board member Clark asked what types of projects could be requested as a Capital Improvement Project (CIP). Watanabe noted several suggestions such as a dog park or playground equipment.

Board of Water Supply (BWS) – Oryn Nakamura was not present. Chair Tynanes read the report.

- Main Breaks: There was one (1) break for the month of January 2020
 - On Thursday, January 2, 2020 at 91-2119 Kamakana Street

Department of Education (DOE) – No representative was present. No report available.

Governor David Ige's Representative – Brooke Wilson referred to the February 2020 Capitol Connection and noted:

- Corona Virus Update: There are no confirmed cases of the virus in Hawaii but they are monitoring one (1) person who recently returned from the Hubai province and is in quarantine. The individual does not have any symptoms of the virus but he will remain in quarantine for the full 14 days. State officials continue to monitor the situation of the Hawaii residents who are stuck on the Diamond Princess Cruise Ship. Lieutenant Governor Green has spoken to the Hawaii resident who contracted the virus and is now recovering.

Questions, comments, concerns followed: Research: Board member Clark noted that 70,000 to 80,000 people die from the flu every year and could Wilson discuss the differences between different viruses. Wilson noted the flu kills one (1) person out of every 1,000 people who contracts it, the SARS virus kills eight (8) out of every 1,000 of people who contracts it and the corona virus kills 2.5 out of every 1,000 people who contracts it especially the elderly and those with a compromised immune system.

Senator Kurt Fevella – Senator Fevella distributed a hand out and reported:

- Bills: Senator Fevella noted some bills that he is working on during this legislative session such as a Senate Bill 3026 concerning the problem with the Kapilina Beach Homes residents with their electric bill problems.
- Walk: Senator Fevella noted an upcoming community walk happening on Saturday, May 9, 2020, more information will be forthcoming.
- Delineators: Senator Fevella noted being informed by HDOT that delineators will be installed on Geiger Road by the Foodland Market Shopping Center to prevent cars from turning left out of the center.
- Ilima Intermediate School Bus Stop: Senator Fevella noted he will be working on a resolution with the principal of the school to request the bus stop be removed in front of the school because it is a safety hazard for the students.
- Funds Released: Senator Fevella noted that \$5.8 million has been released for improvement projects at Ilima Intermediate School.
- Vaping: Senator Fevella noted a bill going through the health committee regarding the Vaping epidemic by young people who does not realize how dangerous vaping is to their health.

Questions, comments, concerns followed:

1. Thank You's: Vice Chair Robinson-Onderko thanked Senator Fevella for the first time homebuyer initiative. Board member Rogers Senator Fevella for SB 2994 regarding highway safety.
2. Support for Study: Resident Gaos asked about the study to dig a tunnel under Pearl Harbor for an alternative route out of Ewa Beach. Senator Fevella noted that study was introduced by Representative Rida Cabanilla many years ago and is now being seriously considered by the HDOT.
3. Passed Committee: Resident Kevin Rathbun noted that he testified in person at the Capitol in favor of the study for the tunnel and it passed out of the committee by a unanimous vote. It was noted that Vice Chair Robinson-Onderko

submitted written testimony in favor of the study. Vice Chair Robinson-Onderko noted that it is a feasibility study to determine if the project is possible or not and the State can decide to go forward with the project or "put it to rest".

4. Traffic Calming Wanted: Chair Tynanes requested raised crosswalks on North Road and traffic calming measures for Kehue Street. Senator Fevella noted that he is working on resolutions for various traffic calming measures around the community and is working with HDOT for funding for the projects.

Senator Mike Gabbard – Tonya Miller distributed a newsletter and reported:

- 99 Bills: Miller noted that Senator Gabbard introduced 99 Bills this legislative session.
- Future Farmers of America (FFA): Senator Gabbard recognized eight (8) of the Waipahu Intermediate School FFA students who placed in the FFA Annual Convention.
- Invasive Species Briefing: Senator Gabbard held an informational briefing to bring more aware to the problem of invasive species in Hawaii and how the state is planning to eradicate the problem.
- Listen Story: Senator Gabbard will have his first "Listen Story" for 2020 on Saturday, February 29, 2020.
- Public Access Room (PAR): Miller explained what the PAR is and how the public can use the room.

Questions, comments, concerns followed: PAR: Board member Clark asked what the PAR is. Miller noted that Hawaii and Alaska are the only states that have a PAR and is open to the public where anyone can get help to engage with the legislature on whatever your concerns are.

Representative Ty Cullen – No representative present. No report given.

Representative Bob McDermott – Andrea Motuifi reported that Representative McDermott could not attend tonight's meeting due to a scheduling conflict but will take concerns from the community.

Questions, comments, concerns followed:

1. Letter: Resident Mike Plowman thanked Representative McDermott for sending a letter to the Hawaii Congressional Delegation requesting an Environmental Impact Statement (EIS) for the Puuloa Shoreline Project.
2. North Road Funds: Board member Clark asked what the "North Road Funds" are being used for noting all the different owners of North Road. Motuifi noted she will follow up and reach out to the transportation committee.

Representative Rida Cabanilla - Representative Cabanilla was not present.

UNFINISHED BUSINESS:

Resolution Regarding Fort Weaver Road Improvements – Board member Rogers noted he drafted a Resolution to help support the Holomua Students who made a presentation at the Board's October 2019 meeting suggesting improvements to Fort Weaver Road. Rogers noted that the group placed first in a competition where they used the same presentation. Rogers also noted that Councilmember Menor introduced Resolution 19-228 which was adopted by the City Council which asked for improvements to Fort Weaver Road that the students suggested. Rogers then noted that he wanted to also pass a similar resolution to support the students and he did introduce the resolution at the last board meeting and had made copies available to the public. Rogers read the Resolution Header being as: Urging the Department of Transportation Services to Work with the State Department of Transportation as Necessary to Implement Pedestrian-Friendly Improvements to the Shared Use Path on Fort Weaver Road.

Discussion as follows: Board member Clark asked for a copy of the Resolution. Resident Plowman noted that he stands in favor of this resolution.

Rogers moved and Robinson-Onderko seconded to adopt the Resolution Urging the Department of Transportation Services to Work with the State Department of Transportation as Necessary to Implement Pedestrian-Friendly Improvements to the Shared Use Path on Fort Weaver Road. The motion was passed unanimously by a vote of 8-0-0 (Aye: Tynanes, Clark, Foote, Rathbun, Parnes, Rogers, Robinson-Onderko, and Locke. Nay: none, Abstain: none).

Screening Board Presentations – Board member Parnes noted this item was discussed at the January 9, 2020 meeting but Chair Tynanes was not at the meeting so action on this item was deferred to the February 12, 2020 meeting. Parnes noted the reason for screening presentations is to prevent the problem of too many "lengthy or important" presentations on the same agenda and a way to prevent scheduling presentations that could simply be handled during the "community announcements" portion of the meeting. Parnes suggested that a committee be formed to make a "template" of a guideline that those who want to make presentations must follow.

Clark moved and Parnes seconded the motion to create a committee with Board members Clark and Parnes to make a template of a guideline that those who want to make presentations must follow. The motion was passed unanimously by a vote of 8-0-0 (Aye: Tynanes, Clark, Foote, Rathbun, Parnes, Rogers, Robinson-Onderko, and Locke. Nay: none, Abstain: none).

Mayor's Representative Michael Colon arrived at the meeting. Hearing no objections, Chair Tynanes allowed Colon to give his report.

Mayor Kirk Caldwell's Representative - Michael Colon reported:

- Extending the No Parking at Laulaunui Street: Colon noted that the City will be extending the No Parking Zone at Laulaunui Street near Queens Hospital West and he has a diagram available for anyone who wants to take a look.
- Department of Planning and Permitting (DPP) Announcement: Colon read the announcement regarding "Right Size Parking" and all Board members received a copy.

Follow up from January 2020:

- Bill 11: Board member Rogers request that the Mayor releases the funds for Bill 11 (related to Kapapahu Park). Mayor's Office Response: Bill 11 (2019) does not include any funding for Kapapahu Park. It relates to bikeway improvements and West Loch bike path restoration. Colon noted he will follow up on this concern.
- Varona Village: Senator Fevella is still concerned that the Department of Land Management (DLM) is not managing Varona Village properly and says that the City is responsible for cutting the Grass and the clean-up of the properties. DLM response: A letter dated December 20, 2019 was sent to Senator Fevella in response to his previous complaint regarding Varona Village. The Department of Hawaiian Home Lands (DHHL) has acknowledged that clean-up of their large lot is their responsibility pursuant to their agreement with Honolulu Authority for Rapid Transportation (HART). DLM is responsible to cut back overgrowth within Varona Village. Hawaiian Properties, Ltd. and DLM - Asset Management Division had a meeting on January 22, 2020, to discuss the next steps for cutting back the grass around the vacant lots near occupied homes. Colon noted he has a copy of the letter and a map that shows responsibility for the properties.
- Pearl City Refuse Yard Relocation: Senator Fevella is upset because he says the Department of Environmental Services (ENV) is moving forward with relocating the Pearl City Refuse Yard to Ewa and not coming to the community board for comments. ENV response: As was announced during the ENV presentation at the January 2020 Ewa Neighborhood Board meeting, the Pearl City Refuse Collection Yard is not going to be relocated to the Hono'ulu'uli Wastewater Treatment Plant. Should ENV propose future changes to the Hono'ulu'uli Waste Water Treatment Plant facility beyond those presented at the last meeting we will present them to the Ewa Neighborhood Board. In addition, we will keep the Board updated on progress of upgrades on the treatment plant property.
- Ewa Convenience Center: Board member Foote asked if the hours at the Ewa convenience center can be shifted (open later and close later on some days) since people usually work during the hours it is open and can't go. She also referenced the long lines during the holidays. ENV response: The Ewa Convenience Center is open 7:00 a.m. to 6:00 p.m. seven (7) days per week except for Christmas and New Year's Days. This is essentially all daylight hours and the Center does not have lights to support nighttime operations. Activity at Convenience Centers is traditionally high from November to February resulting in longer lines. Temporary closures occur when roll-off bins are full and drop off must be suspended until the bins are picked up and replaced with empty bins.
- Missing & Damaged signs in Ocean Pointe/Kamakana: Neighborhood Security Watch (NSW) coordinator Todd Levine noted damaged signs at Kaiwawalo Street and Waipaa Street and a missing "No Parking" sign on Keone'ula Boulevard by the golf course bridge (see pictures below). Department of Transportation Services (DTS) response: Specific locations identified; DTS defers to the Department of Facilities Maintenance (DFM). Please follow up with DFM.
- Papipi Road Crosswalk: Board Member Clark raised concern that the crosswalks going across Papipi Road was supposed to be completed at the end of the year 2019. He asked when the project would be finished. Also, in relation to the Papipi Rd. crosswalk, Board member Parnes asked for updates on the Complete Streets plan. DTS response: There is no funding currently available to implement the more capital-intensive recommendations in the 2016 Complete Streets Study. However, we are working with the Blue Zones project to identify a potential Complete Streets Quick Build project near a Kapolei-Ewa school. There is potential for this project to implement pedestrian crossing improvements fronting Ewa Beach Elementary School.
- Commuter Ferry: Board member Aki asked if there are any plans to restart the commuter ferry service from Ewa to town. DTS response: Commuter ferry service is not included in Oahu's long range transportation plan.
- Homeless Problem at Ewa Beach Park and Ewa Beach Community Park: Resident Dale Newcomb noted a problem with the homeless who has taken over these parks and noted that he does call 911 when he sees them doing illegal activities but HPD does not respond. HPD response: District 8 (Ewa/Kapolei/Waianae) Community Policing Team (CPT) officers checked on these parks and were able to assist two (2) individuals to relocate to the

Homeless Outreach Navigation for the Unsheltered (HONU) Project. Officers also arrested two (2) other individuals for warrants. CPT Officers will continue to monitor the area and address concerns. If there is no response after calling 911 for assistance, please call back and request to meet with a supervisor. Office of Housing (HOU) response: Please keep in mind that as long as the parks are open, they are available to everyone in the public. If you witness illegal activity, please continue to call 911. HOU will request for the local outreach provider to continue reaching out to those in the area which is US Vets for Ewa and with HONU being up and running, homeless individuals may be more open to accepting the help being offered. We also encourage the use of the 311 app to report non-emergency needs including any issues involving homelessness. Community engagement and activation of the park are key to keeping our parks open to everyone. Also, please discourage people from providing food and other supplies to those who are unsheltered. People who want to help should connect with local providers. More guidance is available at:

http://www.honolulu.gov/rep/site/ohou/ohou_docs/New_HOU_10_Ways_Pamphlet_Final_One_Side.pdf

- Oneula Beach Park keeper: Councilmember Pine mentioned the need for a dedicated park keeper and crew assigned to Oneula Beach Park. DPR response: Thank you for your suggestion, we will take this into consideration when more staff becomes available.

Questions, comments, concerns followed:

1. Not Satisfied: Board member Clark noted that he is not satisfied with the answer regarding the crosswalk and expressed his concern about students crossing the street without a crosswalk.
2. Proactive: Chair Tynanes noted that it seemed easy for Michael Colon to identify the problems that are brought up by the community but it takes a long time for the City to address the concerns and feels that someone has to die or get seriously injured before any action is taken. Chair Tynanes noted that the Board wants to be proactive to prevent any incidents.

8:26 p.m. Vice Chair Robinson-Onderko exited the meeting. There are seven (7) Board members present.

PRESENTATIONS:

AT&T Small Cell Sites – J5 Partners – Andrew Tomlinson noted that AT&T will be installing small cell sites placed on light poles around the Ewa Beach area to provide better coverage in heavily congested areas to fill in the gaps for service between large cell site towers. Tomlinson provided pictures of what the small cell antennas will look like and also a map of the proposed sites.

Questions, comments, concerns followed:

1. Ewa Dead Zones: Board member Parnes noted being an AT&T customer and has been having problems with her coverage for many years. Tomlinson suggested Parnes visit an AT&T store to report the problem and noted the small cells will help with coverage.
2. Sharing and 5G: Board member Rogers asked if these small cells will be shared with other providers and will this help to implement the 5G technology. Tomlinson noted the small cells they are installing will be only for AT&T and hopefully could lead to 5G someday.
3. Range: Board member Clark asked what is the range of the small cells. Tomlinson noted that the range of each small cell is an approximate 1200 foot radius and the cells are low powered to just fill in the gaps between the large antennas.
4. Iroquois Point: Board member Foote noted that she does not see Iroquois Point on the coverage map. Tomlinson agreed that Iroquois Point is not on the map for a small cell but that can change depending on the data.
5. Ongoing Coverage Problems: Resident Fid Limani noted an ongoing problem with AT&T coverage at her home for over a year and no one has ever gotten back to her and asked if there is a way to get a refund because she cannot use her phone. Limani also asked if Cricket is part of AT&T. Limani also asked if radar from the nearby base could be interfering with the coverage. Tomlinson confirmed that Cricket is part of AT&T and that is why AT&T is installing the small cells and hopefully some large cells to improve coverage but could not answer her question about the radar but also noted that AT&T does have coverage on the military base.
6. Please Come Back: Chair Tynanes requested that J5 Partners come back to the Board meeting as the project progresses to update the community.

Public Review Draft of the update to the East Kapolei Transit Oriented Development (TOD) Plan – Urban Planner Franz Krantz noted that this is an update to a presentation that was given a few months of the plan before rail operations start and also noted that they have been working on this project for the last 10 or 11 years but the plan was put on hold until UH West Oahu, Ho'opili and DHHL had started their projects. Krantz noted that the draft plan has been done and since Friday, January 10, 2020 the public review draft has been available on the City and County of Honolulu website for comments for the 45 day period which ends on Tuesday, February 25, 2020. Krantz noted

the rail stations will have park and rides for commuters to park and ride the rail into the Aloha Stadium area and eventually into Honolulu. Kraitz also noted that the Ewa area is one (1) of the top three (3) areas for TOD such as mixed use developments where you have housing and commercial developments so residents do not need to have a car and can walk to stores, doctors, restaurants and entertainment and also can walk to the rail station to catch the rail if they have to go farther. Kraitz noted that \$200 million will be invested in the area for infrastructure. Kraitz also noted an amendment to the 2010 Ewa Development Plan and noted that meeting will be held on Thursday, February 20, 2020 at the DHHL headquarters. A public hearing regarding the plan is tentatively planned for Wednesday, April 1, 2020.

Questions, comments, concerns followed:

1. Incorrect Information: Board member Parnes noted receiving a letter regarding the plan but noted that the links are incorrect and asked that the website be updated with the correct link to view the plans. Kraitz asked what link is given on the letter but suggested that the plan is also available on the City and County of Honolulu website but will follow up.
2. Incentives for Businesses: Board member Clark if the project is having problems getting business for the development plans and if incentives are needed. Kraitz noted that it helps to have a plan in place to show developers and businesses who may be interested in TOD.
3. Kroc Center Meeting: Board member Foote noted attending the TOD meeting at the Kroc Center and the concern she had is what is the current height allowance and what is the proposed height allowance. Kraitz noted the current height is 90 feet and the proposed height is 120 feet but it the market will probably dictate the height.
4. Open House: Board member Rogers noted he enjoyed going to the train open house at Leeward College (LCC) but asked if future open houses could be held at the Ewa Rail stations. Kraitz noted that the open house was held at LCC because of its proximity to the Rail Operations Center.
5. Charging Stations: Board member Foote asked how many charging stations for Electric Vehicles (EV) will there be at the rail stations. Kraitz was unable to answer that question but noted that the Mayor is dedicated to sustainability.
6. Cars: Resident Gaos asked if cars are factored in to TOD. Kraitz noted that the plan is to encourage alternative types of development which is more pedestrian friendly but acknowledged that people will always have cars.

Homeless Outreach Navigation for Unsheltered Persons (HONU) – Department of Community Services (DCS) Director Pamela Witty-Oakland and HPD Captain Mike Lambert distributed a handout and noted hearing the concern with the homeless in the community. Director Witty-Oakland noted that the HONU project is currently located at the Waipahu Cultural Garden Park and introduced Captain Lambert to give more information about the project.

- o How will it help: With on-site navigation staff that serve as a bridge between officers and existing shelter services, this will streamline the process and provide regularly updated information for shelter availability. The partnership of DCS, HPD and service providers, the Center plans to provide many services on site including medical care, mental health and substance abuse counseling, housing, hygiene, laundry and transportation services. The center can also coordinate additional services such as Identification card replacements, veterinary care for pets, and meals. There are no shelters on Oahu who stays open 24 hours a day/seven (7) days a week but HPD and HONU does.
- o Reclaiming Parks and Sidewalks: HONU works to help reclaim public spaces for the public by getting the homeless the services they need and getting them into shelters.
- o Successes: Captain Lambert noted the Waipahu Community asked if HONU could stay longer noting a homeless encampment that are no longer there. Director Witty-Oakland noted that since the HONU opened in Waipahu, 209 people has been served, 127 to shelters and 1 into permanent housing, some do choose to leave on their own.
- o Wants Input: Captain Lambert noted that they want the community's input of when they would like to see the officers stationed at the center to make the community feel safe.
- o Site: The site chosen for Ewa is on City land at the old Ewa mill site between Ewa Mahiko Park and Friendship Park behind the HPD storage warehouse. The site will be approximately 100 feet by 100 feet where the tents for the Navigation Center will be set up in a circular configuration. The longest that a center will be in a community is 90 days.

Questions, comments, concerns followed:

1. Mobil: Board member Clark asked if this is a mobil induction site that rotates around Oahu and is the staff permanent employees. Captain Lambert noted that the center is staffed 24/7 by City employees and outreach professionals with security provided by HPD. Captain Lambert also noted that the HONU provides a place for someone to stay until an appropriate shelter opens, for example a shelter that will accept a dog if the homeless person will not go into a shelter without their pet.

2. Referrals: Board member Clark asked how the center will get their clients. Captain Lambert noted that HPD does outreach to homeless individuals in parks and other public areas to offer them shelter before they violate the law by being in the park after closure hours.
3. Oneula Homeless: Board member Parnes noted the homeless at Oneula Beach Park that moves to Nimitz Beach during park closure hours and asked can they go to the Waipahu site or do they need to wait for the Ewa site to open. Captain Lambert noted that the enforcement efforts is generally focused near the center but anyone can come to the shelter from anywhere on the island.
4. Pearl Harbor Bike Path Homeless Encampment: Board member Rogers noted a problem with a large homeless encampment along the bike path and asked what obstacles are preventing HPD from going and clearing the area. Captain Lambert noted the bike path falls under different jurisdictions and HPD does not have the right of entry agreements with the State and the Navy. Captain Lambert also noted that HPD is presently focused on the Waipahu and Neal Blaisdell Park areas and Rogers should be seeing improvements along the bike path soon.
5. Services: Resident Kevin Rathbun asked what services are provided to encourage the clients to get out of the homeless cycle. Captain Lambert noted that primary goal of the HONU is to keep the clients sheltered until they can get the mental health or addiction services they need.
6. Secured: Chair Tynanes asked if the center will be secured or will it be just an open area with tents. Captain Lambert noted that the HONU is secured with fencing.
7. When for Ewa: Board member Rogers asked when the center is planned to move to Ewa noting that he heard that the center just recently moved to Moiliili. Captain Lambert noted the success of the program has made the need to move the center quicker than anticipated and does not want to waste the HONU resources being stuck in an area that may not need it. Director Witty-Oakland noted that they want to reach out to communities early to allow them time to get used to the idea in case the center needs to be moved earlier than anticipated.

Puuloa Gun Range Shoreline Stabilization Project – Resident Mike Plowman did a power point presentation noting his concern about the lack of an Environmental Impact Statement (EIS) for the Shoreline Hardening Project work being done by Marine Corp Base Hawaii (MCBH) at the Puuloa Rifle Training Facility (PRTF).

- o Plowman noted that the USMC release a Finding of No Significant Impact or a FONSI for this project.
- o MCBH addressed erosion issues of PRTF's fast land in 1998, and a successful restoration of vegetation, which included irrigation, was completed in the year 2000. This restoration functioned until about 2014, when increasing erosion led to a steepening of the slope and undermining of approximately 90% of the vegetation.
- o PRTF has experienced SIGNIFICANT impact to the shoreline since completion of the Iroquois Point beach hardening project in 2013.
- o Erosion/Accretion events in Ewa Beach are more significant since the Iroquois Point hardening. Will a project of more than a half mile have more or less of a significant impact?
- o The PRTF Environmental Assessment (EA) evaluated nothing west of their fence line. MCBH found no significant impact due to the west to east near shore current.
- o The State Department of Land and Natural Resources (DLNR) does not support the project.
- o Why do an EIS? Strong evidence of significant impact exists, there can be public scoping and a rigorous evaluation of alternatives.
- o The link to the full presentation is Ewa Shoreline Hardening
- o Plowman noted he had a petition with 1605 signatures asking for an EIS and wrote a draft resolution for the Board to consider.

Questions, Comments, Concerns:

1. Wants a Copy: Board member Foote asked for a copy of the presentation.
2. Representative Case: Board member Rogers asked if Representative Case's office is doing anything about this. Plowman noted that Representative Case was briefed by the USMC and seemed satisfied with the project.
3. Not funded: Board member Parnes noted that this project has not been funded yet. Plowman noted that the 2021 budget will be debated soon.
4. Senator Schatz: Resident Karen Luke asked what the response was to the letter sent by Senator Schatz to the USMC. Plowman noted the response from the USMC was a one (1) page letter restating their plans for the project.
5. Long Dune: Resident Scott Geyer noted that the area name is Puuloa which means "long dune" but expressed his concern with shoreline erosion because of the groin and feels this project will destroy the coral.
6. Sub-committee wanted: Resident Gaos expressed his concerns with the project and asked that a subcommittee be formed to look into the project further.
7. What is wanted: Representative Rida Cabanilla asked what Plowman wanted to be the result of his presentation. Plowman noted that he wants a full EIS done noting a conversation with Senator Schatz's representative who told him that a Resolution from the Board would help his office to request an EIS.

COMMITTEE REPORTS:

- Education – Chair Clark – Ewa Beach Elementary School's new Principal is Shane Greenland, former Vice Principal of James Campbell High School.
- Parks – Co-Chairs Rogers and Parnes – The next Parks Committee meeting is February 19, 2020 at 7:00 p.m. at Ewa Beach Public Library. Parnes recommends that everyone reads the January 19, 2020 parks committee meeting minutes that had answers from the DPR Director who attended the meeting. Parnes encouraged everyone to attend the upcoming meeting. Parnes also noted that the parks committee wants to add two (2) members to their committee.

Parnes moved and Rogers seconded the motion to add residents David Alcos and Shaylan Arneho to the Ewa Neighborhood Board Parks committee. The motion was passed unanimously by a vote of 7-0-0 (Aye: Tynanes, Clark, Foote, Rathbun, Parnes, Rogers, and Locke. Nay: none, Abstain: none).

- Transportation – Chair Aki – Was not present. No report
- Oahu Metropolitan Planning Organization (OMPO) Citizen's Advisory – Chair Rogers noted that OMPO recently completed the Central Oahu Plan study which now available on the OMPO website. Chair Rogers recommends that everyone take a look at the plan.
- Public Safety/Community Outreach – Chair Robinson-Onderko- No report
- Economic Development – Chair Clark noted that they are waiting for an updated report from Haseko Development.
 - Haseko Update - No report

Announcement:

- **Next Regular Board Meeting:** Next Regular Meeting is scheduled for Thursday, March 12, 2020 at 7:00 p.m. at Ewa Beach Public Library 91-950 North Road, Ewa Beach, HI 96706.
- **Olelo:** Regular Board meetings are broadcasted every first Sunday at 6:00 p.m. and every second and fourth Friday at 10:00 a.m. on Olelo digital channel 49.

ADJOURNMENT: The meeting was adjourned at 9:43 p.m.

Submitted by: Naomi Hanohano, Neighborhood Assistant
Reviewed by: Neighborhood Assistant



EWA NEIGHBORHOOD BOARD NO. 23

NEIGHBORHOOD COMMISSION • 925 DILLINGHAM BOULEVARD, SUITE 160 • HONOLULU, HAWAII, 96817
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DRAFT REGULAR MEETING MINUTES THURSDAY, NOVEMBER 14, 2019 EWA BEACH PUBLIC LIBRARY

CALL TO ORDER: Chair Pro Tem Mitchell Tynanes called the meeting to order at 7:02 p.m. **A quorum was established with eight (8) members present.** Note - This 11-member Board requires six (6) members to establish a quorum and to take official Board action.

Board Members Present – Penelope Parnes, John Rogers, Sam Puletasi (arrived at 7:12 p.m.), Lynn Robinson-Onderko, Kathleen Foote, Mikaela Callahan, John Clark III, Amanda Rathbun, Mitchell Tynanes and Jason Locke (appointed).

Board members absent – David Aki.

Guests – Captain David Shubert (Honolulu Fire Department-HFD), Lieutenant Kent Fernandez, Lieutenant Darin Evangelista, Acting Major Stason Tanaka (Honolulu Police Department-HPD), Officer Roland Pagan (Ewa Weed and Seed-W&S), Rock Riggs (Senator Mike Gabbard's Office), Michael Colon (Mayor Kirk Caldwell's Representative), Mark Watanabe (Councilmember Ron Menor's Office), Louis Galdeira (Councilmember Pine's Office), Christopher Bonilla (Ilima Intermediate School), Geanine Keaunui, Senator Kurt Fevella (Senator Kurt Fevella's Office), Philmund Lee, Representative Rida Cabanilla (Representative Rida Cabanilla's Office), Eileen Gawrys (Domestic Violence Action Center-DVAC), Anthony Chance (808 Clean Ups), Danny Hayes (MCBH), Steve Vendt (Hawaiian Railway Society-HRS), Lisa Enanoria (Haseko Homes), Nicky Winter (Alea Bridge), Elizabeth Dixon, Alex Gaos, Jon Yoshimura, Kathleen Davenport, Kevin Rathbun, Vickie Kau, Garnett Howard, Mike Plowman, Karen Luke, Fid Limani, (Residents and Guests), Naomi Hanohano (Neighborhood Commission Office).

Rules of speaking: Vice Chair Robinson-Onderko read the rules of speaking.

Introductions – The Board members introduced themselves.

PUBLIC SAFETY REPORTS

Honolulu Fire Department (HFD) – Captain Shubert reported the following:

- October 2019 Statistics: There was 1 Nuisance fire and 3 Activated Alarms (no fire). There were 91 medical emergencies, 1 Motor Vehicle Collision with a Pedestrian, 5 Motor Vehicle Collisions and 3 Hazardous Materials Incidents.
- Fire Safety Tip for November 2019: Thanksgiving Cooking Safety
Thanksgiving Day is the peak day for home cooking fires followed by Christmas Eve, Day and Thanksgiving Eve. In 2016, US fire departments responded to an estimated 1570 home cooking fires on Thanksgiving Day. Unattended cooking was by far the leading contributing factor in cooking fires and fire deaths. Cooking equipment was involved in almost half of all reported home fires and injuries and is the second leading cause of home fire deaths. Since Thanksgiving dinner is the highlights of this holiday, fire safety in the kitchen is a big concern. Here are some Thanksgiving fire safety tips:
 - Stay in the kitchen when you are cooking. Do not leave the stove unattended.
 - Set a timer as a reminder to check on the food being cooked.
 - The HFD discourages the use of outdoor gas fueled turkey fryers which can lead to devastating burns, destruction of property and other injuries.
 - Keep children and pets at least three (3) feet away from the cooking area.

If there is any doubt about extinguishing a small fire, get out of the house and call 911. Close the door behind you to help contain the fire.

- Follow up from Thursday, October 10, 2019: The question was asked what to do if a person is witnessed discharging a pollutant into a storm drain. HFD response: Note the date, time, location, license plate number or company logo and report the violation to the Environmental Concern line at 768-3300 or after hours or weekends, Call 911.

Honolulu Police Department (HPD) District 8 –Lieutenant Evangelista, Lieutenant Fernandez and Captain Tanaka reported the following for the Ewa Beach area:

- October 2019 Statistics for Ewa: There were 9 motor vehicle thefts, 13 burglaries, 39 other thefts and 11 Unauthorized Entry into Motor Vehicle (UEMV). There were a total of 1715 calls for service in the Ewa Beach area.

7:12 p.m. Board member Puletasi arrived to the meeting. There are now 9 Board members in attendance.

Questions, comments, concerns followed:

1. Homeless Outreach and Navigation for the Unsheltered (HONU): Board member Rogers noted the HONU program that will be starting in Waipahu and how would that affect Oneula Beach Park. Captain Tanaka noted that HONU is a diversion program that assists the homeless to receive services from care providers by setting up temporary tents in different neighborhoods. Captain Tanaka noted that he is not sure how it would affect the Ewa Beach area and where it will be set up next but it is still a pilot program and it is a complaint driven.
2. Tents only: Board member Foote asked if the tents will be there for 90 days and not the homeless. Captain Tanaka confirmed that the tents will be at the site for 90 days which will help the homeless receive whatever services that is needed to get them into housing.
3. Homeless Encampment: Resident Doris Cole asked what residents can do when they see a homeless encampment starting near their homes. Lieutenant Fernandez noted that his patrol officers cannot do anything about a homeless unless they are committing a crime. Lieutenant Fernandez suggested that the 311 app can help in this situation.
4. Fireworks and Abandoned Vehicles: Chair Tynanes noted that Kalaeloa is getting more abandoned vehicles by the wastewater treatment plant and noted his concern with illegal fireworks that is already starting in Ewa. Lieutenant Evangelista noted that a resident can call 911 to report the illegal activity but an officer must see the person lighting the firework or have a witness who are willing to testify. Lieutenant Fernandez noted that District 8 assigned plain clothes officers last year who did issue citations and will repeat that again this year.

Ewa Weed and Seed (W&S) – Corporal Roland Pagan reported:

- Statistics for October 2019: Pagan noted that there were 984 citations by W&S officers which includes 28 speeding, 698 miscellaneous infractions and 258 parking violations.
- Parking Complaints: Pagan noted that it is illegal to put cones or trash cans in front of homes to reserve parking stalls. HPD has been confiscating the items and issuing citations. Pagan noted that the City is working hard to clear abandoned vehicles so more parking will be available.
- Fireworks: Pagan noted to call 911 when you see someone lighting illegal fireworks and do not post videos on social media.
- Homeless Encampment Concern: Pagan noted his phone number is 723-8437.
- Community Events: Officers participated in community events such as the Safer Communities Fair with the U.S. Attorney General's Office and a Coffee with a Cop event at the Laulani McDonalds. Officers also completed another Stored Property Ordinance (SPO) clean up at Oneula Beach Park where 2.01 tons of trash was removed.
- Other Assignment: Due to the ongoing Kahuku Windmill protests occurring in the Kalaeloa area, the officers were assigned to the Civil Affairs Unit at these protests for public safety and their work schedules were adjusted to working overnight hours that resulted in the officers not being able to participate in other activities or community requests such as posting officers at the area schools at their crosswalks.

BOARD ADMINISTRATION AND PLANNING:

Treasurer's Report: Treasurer Rogers reported a remaining balance of \$ 232.71 at the end of October 2019.

Approval of Thursday, October 10, 2019 Regular Meeting Minutes – **Rogers moved and Robinson-Onderko seconded the motion to approve the Thursday, October 10, 2019 minutes as presented. The motion was passed unanimously by a vote of 9-0-0 (Aye: Callahan, Clark, Foote, Rathbun, Parnes, Puletasi, Rogers, Robinson-Onderko and Tynanes. Nay: none, Abstain: none).**

Filling of one (1) At-Large Vacancy – Chair Tynanes asked if anyone in the audience would like to fill the vacancy. Jason Locke stood up and noted that he would like to fill the vacancy. Locke noted that he was a former Board member, is a member of the Ewa Beach Lions Club, does community clean ups, coaches youth sports and works at Ewa Makai Middle School. No one else stood for the vacancy. Chair Tynanes asked if anyone would like to nominate Jason Locke.

Clark nominated Jason Locke to fill the At-Large Vacancy and Rathbun seconded the nomination. The nomination passed unanimously by a vote of 9-0-0 (Aye: Callahan, Clark, Foote, Rathbun, Parnes, Puletasi, Rogers, Robinson-Onderko and Tynanes. Nay: none, Abstain: none).

The Neighborhood Assistant gave the Oath of Office to new Board member Jason Locke. There are now 10 Board members in attendance.

Letter to the Hawaii Department of Transportation (HDOT) regarding the Fort Weaver Road Repaving/Restriping Project – Board member Rogers noted that he had drafted a letter to the HDOT regarding the Fort Weaver Road Repaving/Restriping project noting that he had learned that HDOT will soon be doing a repaving and restriping project without considering any complete streets suggestion for Fort Weaver Road. Rogers noted that it would be good to incorporate some complete street and vision zero suggestion such as bike lanes during the restriping. Chair Tynanes asked for a motion to approve the letter to be sent to the HDOT.

Rogers moved and Clark seconded the motion to send a letter to the HDOT regarding the Fort Weaver Road Repaving/Restriping Project. The motion was passed unanimously by a vote of 10-0-0 (Aye: Callahan, Clark, Foote, Rathbun, Parnes, Puletasi, Rogers, Robinson-Onderko, Locke and Tynanes. Nay: none, Abstain: none).

Presentation by the Ilima Intermediate School Students – The students of the Ilima Intermediate wanted to come to the Board to share some community concerns including low wages, high housing costs and traffic in the Ewa Beach area. A student noted that the median income of a family in Ewa Beach is \$90,069.00 which is what a single person needs to make in Hawaii to be comfortable, and a family of four (4) should be making at least \$160,000.00. The student also noted that a family living on \$90,000.00 has to make a lot of sacrifices in order to survive which she feels is unfair and asks the Board to bring this subject up to area legislators. Another student reported on the problems with traffic in Ewa Beach where only 18% of residents use public transportation and the average commute time is 46 minutes. The student also noted that it would help the community to have more alternatives to commuting such as rail and knows that traffic concerns are important to the Board based on previous minutes that she read. Another student spoke about her personal experience seeing her parents struggling with the high cost of housing and trying to support their family, she also noted that there are students at Ilima Intermediate School that are homeless. Several students noted that they are members of the Ilima Intermediate Activists Club which is concerned about climate change and gave a power point presentation on climate activism. The students attended several rallies and events about climate change and also appeared on Olelo Television. Chair Tynanes thanked the students for coming to the Board and for advocating for the future.

Move Agenda Item – Chair Tynanes asked if the agenda could be taken out of order to move up Agenda item 7.1 to before Government Officials to allow Lieutenant Governor Josh Green to make his presentation about the Kalaeloa Kauhale Project.

Rogers moved and Robinson-Onderko seconded the motion to move up Agenda item 7.1 to before Government Officials. The motion was passed unanimously by a vote of 10-0-0 (Aye: Callahan, Clark, Foote, Rathbun, Parnes, Puletasi, Rogers, Robinson-Onderko, Locke and Tynanes. Nay: none, Abstain: none).

RESIDENTS'/COMMUNITY CONCERNS/COMMUNITY PUBLIC ANNOUNCEMENTS:

1. Environmental Impact Statement (EIS) Wanted: Resident Mike Plowman noted his concern about the planned shore line work at the Puuloa Gun Range by the Marine Corps. Plowman noted that work has been done previously without an Environmental Impact Statement (EIS) and some beach loss and problems that has resulted. Plowman asked the Board to request an EIS be done prior to any shoreline work.
2. Petition: Resident Karen Luke noted that she has a petition opposing the shore line project proceeding before an EIS is done. Luke requested that the Board support and sign the petition.
3. Field and Park Concerns: Resident David Alcos noted his concern with the condition of the football field at James Campbell High School (JCHS) not being maintained after it was recently redone three (3) years ago. Alcos noted that there are weeds growing on half of the field and questioned if the groundskeepers has the knowledge to properly maintain the grass. Alcos also noted his concern about the maintenance of the public parks in Ewa Beach in general noting that the Department of Parks and Recreation (DPR) crew only spends two (2) hours a day on the ten acre Oneula Beach Park. Alcos noted that the community could help to maintain the park because there does not seem to be any dedicated park personnel.
4. Leeward and Pearl Harbor Bike ways: Board member Rogers announced that the Leeward Bike way is ready to be worked on and the project is going out to bid and the Pearl Harbor Bike Path activation project meeting is being on Monday, November 18, 2019 at 5:00 p.m. at the Neal Blaisdell Park in Pearl City. This meeting is to brain storm ideas on how to improve the bike path.
5. Kapapahu Park: Board member Rogers noted the monthly clean-up will take place on Saturday, November 16, 2019 from 9:00 a.m. to 12:00 p.m. and pizza will be served after the clean-up.
6. Ewa Beach Community Park: Resident Sam Biles expressed his concern about the condition of Ewa Beach Community Park noting a problem with flooding in an area of the park that made his dog sick and feels that the general condition of the park is unacceptable. Biles noted that there is only one (1) water fountain for the whole

park. Board member Parnes invited Biles to the upcoming Parks committee meeting.

7. Gratitude: Board member Clark noted that November is National Gratitude month and thanked the community for attending the Board meeting.
8. Change of Lanes: Board member Clark brought a photograph of the exit of Makai Middle School that had recently been restriped to change the flow of the traffic of the cars exiting the school. Clark thanked all those who worked to get the change done including former Senator Jon Yoshimura.
9. Haseko Report: Board member Clark requested that Haseko does a monthly report to the Board regarding the planned resort development. Chair Tynanes noted that the Haseko is an agenda item under the Economic Development Committee report.
10. Damaged Traffic Pole: Board member Locke noted his concern about a damaged traffic signal light in front of Ewa Makai Middle School and feels it is a safety concern.
11. Oneula Clean Up: Board member Locke noted that the next Ewa Beach Lions Club beach clean-up effort will be on Saturday, November 30, 2019 from 8:00 a.m. to 10:00 a.m. all supplies will be provided.
12. Ewa Beach Parade: Senator Fevella announced the Ewa Beach Lions Club annual parade will be held on December 21, 2019. To apply for the parade or for more information, go to the Ewa Beach Lions website. Senator Fevella noted that they are working on a Christmas Concert following the parade from 12:00 p.m. to 4:00 p.m. which will feature entertainment from and outside the community. Senator Fevella recommends that the attendees bring sunscreen and a mat to sit on.

Kalaeloa Kauhale Project – Lieutenant Governor Josh Green and Home Aid Executive Director Nani Medeiros made a presentation regarding homelessness in Hawaii. Lieutenant Governor Green noted that he still works as an emergency room physician and sees the problem from a doctor's perspective. Lieutenant Governor Green noted that there are 15,000 people each year that seeks assistance from the State and the average lifespan of a homeless individual is 53 years old. Lieutenant Governor Green also noted that 3.6% percent of the population uses 61% of Medicaid funding because they are the ones who end up in emergency rooms for conditions that are preventable through regular checkups. Lieutenant Governor Green noted that when a homeless individual is provided shelter, costs to the State drops 43%. Lieutenant Governor Green noted the danger that the mentally ill homeless individuals pose to the general community that is why the state spends a great deal of time focusing on solutions to the homeless problem in Hawaii. Lieutenant Governor Green noted all that is needed to assist a lot of the chronic homeless is just a simple shelter and that is why the state is building the Kauhale Project in Kapolei. The Kauhale will have tiny homes to shelter the homeless and provide basic services. Lieutenant Governor Green noted that they came to the Board for their input about the project. Lieutenant Governor Green explained that the project will have 39 tiny houses at a cost of \$20,000.00 per house and be located next to the US Vets facility. More Kauhales are planned for other communities. Lieutenant Governor Green noted that private development companies are partnering with Home Aid and will pay for eight (8) to 12 tiny houses and the public housing authority will be funding an additional 24 houses and the Carpenters Union has been providing free labor so the cost to taxpayers is minimal. The goal is to have community gardens, work opportunities and housing opportunities. Lieutenant Governor Green noted that they would like to start the project within the next few weeks. Nani Medeiros noted that Home Aid is a 501c3 non-profit that was created in 2015 by builders and developers to address the issue of homelessness. Home Aid's housing program provides free or extremely discounted services to homeless service providers. Since 2016, Home Aid has completed eight (8) housing projects for different service providers such as IHS, Mental Health Kokua and others who were able to save \$.98 on the dollar for their projects. Medeiros noted for this Kauhale Project they have gone to developers such as Gentry, Castle & Cooke, Stanford Carr and others to ask them to donate a house and have 11 companies who said yes to the project so far including two (2) companies who has agreed to donate more than one (1) house each. Medeiros also noted that the site for the project already has infrastructure so they can start right away and service providers are already there. Lieutenant Governor Green noted a meeting earlier that day with US Vets and others involved in the project.

Questions, comments, concerns followed:

1. Who will it serve: Board member Parnes asked who will be offered services first or is there a way to provide preference to the homeless who has ties to the Ewa community. Lieutenant Governor Green noted that the Ewa Kauhale would be designated for Ewa people because they are planning on doing a Kauhale in every community and are very cognizant to the needs of the community it serves. Lieutenant Governor Green also noted this program wants to provide the best services to the neediest individuals in the region at the least cost to taxpayers.
2. Community Garden: Vice Chair Robinson-Onderko noted that she is very excited about community gardens and feels there should be no new development done that does not have a garden and thanked Lieutenant Governor Green and his staff for caring about the community.
3. Social Media: Vice Chair Robinson-Onderko noted that she would like to help by posting information on this project on social media and likes the idea that this is a community effort. Lieutenant Governor Green noted that community input is very important and gave his contact information to the community noting that this is the first project and has 11 more Kauhales planned.
4. Working with Others: Board member Clark asked if Home Aid is working with other non-profits on this project. Nani

Medeiros noted that the non-profits that were mentioned earlier in the presentation were organizations that Home Aid has already completed projects with. Lieutenant Governor Green noted that they are working with others such as HPD to make sure enforcement is available, clinicians from a local non-profit health care service to provide good health care to the residents and addiction services. Lieutenant Governor Green also noted that they are working with the higher levels of Government to obtain some Medicaid resources to help fund some of this project.

5. **Support:** Resident Biles asked the Board to support this project.
6. **Singles:** Board member Foote asked if this project is for single people or families and how will the people be selected. Lieutenant Governor Green noted that this project is planned for single people and will work with agencies like US Vets to recommend people for this project.
7. **Rent:** Resident Alex Gaos noted that projects like this has been done in the mainland for a long time and asked about retention level of these projects and questioned how these residents will pay rent because of addictions and other issues. Lieutenant Governor Green noted that the retention level is 82% consistently and the average rent that will be expected from the resident is \$225 monthly and depending on the project, residents may be able to enter a works program or do other things to be able to stay there.
8. **Connection to Services:** Resident Eileen Gawrys asked how these people will be connected to the community noting bad sidewalks in the area with poor lighting which is a safety concern and the poor conditions of the bus stops. Gawrys also asked where the nearest hurricane shelter to the project is. Lieutenant Governor Green noted that he is not sure about the nearest hurricane shelter is but there is a bus stop and when the project is up and running with the basic infrastructure intact, discussions can be made regarding improving the sidewalks or making the bus stops better.
9. **Bus Stop and Rent:** Senator Fevella noted the location of the project is near Tamura's which has a bus stop that already serves residents from other shelters. Senator Fevella also noted that homeless veterans do have a monthly income that can help them pay their rent instead of using it for other reasons.
10. **Other Concerns:** Resident Biles asked what type of community garden is planned and questioned how shelter residents will be able to afford the bus. Biles noted he appreciates the concern for homeless veterans but there are other homeless in the community that should be considered first who may not know about this project. Lieutenant Governor Green noted that the word usually spreads by word of mouth when people sees these homes being built and will inquire about the project but there is outreach, social media and other ways to spread the information which always has more applicants than homes available. Lieutenant Governor Green noted that this project will be half for veterans and half for others and they will let the shelter management decide on what type of garden would be suited to the project to hopefully provide healthy food to the residents. Nani Medeiros noted the residents can make their own garden or have a community garden to draw the residents out of their homes. Senator Fevella noted that community organizations such as the Lion's Club are already spreading the word during their monthly cleanup efforts and other outreach.
11. **How to Help:** Resident David Alcos asked how community members who may have trade experience help and if there will be any opportunities to work on weekends for those who work normal week day hours. Lieutenant Governor Green noted that any help would be appreciated and Nani Medeiros from Home Aid would be the best person to contact and since most of the work is being done pro-bono, there are a lot of volunteers who can only work on weekends.
12. **EIS:** A resident asked how an EIS and permitting can be done so quickly for this project. Lieutenant Governor Green noted that this project is under Governor Ige's emergency proclamation that can fast track environment assessments and the permitting process and is working with professionals who are very good at what they do.

GOVERNMENT OFFICIALS;

Marine Corps Base Hawaii (MCBH) – Community Relations Officer Danny Hayes introduced Lieutenant Colonel Poka who is with the USMC Environmental Unit and reported:

- **Puuloa Gun Range Berm Project:** This is a current project that started a month ago where the Marine Corps is removing lead from the berms as a normal periodic maintenance project done every three (3) to five (5) years.
- **Puuloa Gun Range Shoreline Stabilization Project:** Lieutenant Colonel Poka noted the history and importance of the range for not only military but also for local and federal law enforcement training. Lieutenant Colonel Poka noted the problem with the safety measures of the berms are being affected by erosion which is happening all across the state and most of Ewa Beach. Lieutenant Colonel Poka noted this project is in the pre-decisional phase and Pursuant to the Council on Environmental Quality Regulations implementing the National Environmental Policy Act (NEPA), the United States Marine Corps (USMC) provides notice that a Finding of No Significant Impact (FONSI) has been prepared, based on an Environmental Assessment (EA), for the proposed shoreline stabilization at Puuloa Range Training Facility, Oahu, Hawaii. The FONSI considers findings from consultations conducted pursuant to Section 106 of the National Historic Preservation Act, Section 7 of the Endangered Species Act, and the Essential Fish Habitat (EFH) provisions of the Magnuson-Stevens Fishery Conservation and Management Act, regarding potential impacts of the proposed project upon cultural resources, endangered species, and essential fish habitat. Lieutenant Colonel Poka noted that after the analysis, if the finding is that it is of no significant impact then only an

EA will be required but if the finding is that there is significant impact than an EIS must be done that will take approximately three (3) to (4) years and at a cost of several million dollars. Lieutenant Colonel Poka showed pictures of where the proposed work will be done at the gun range noting that the sheet piles will be placed above the high water line 20 feet deep into the ground where only 12 inches will be showing which will be vegetated along with the other berms. Lieutenant Colonel Poka reported consulting with the State Historic Preservation Office which found no affects, US Fish and Wildlife Service and National Oceanic and Atmospheric Administration (NOAA) who found it was not likely to affect any local wildlife and the State Coastal Management Office which determined that this project will not have any effects on shoreline erosion. Lieutenant Colonel Poka did note that there was a public comment period that was advertised in the Honolulu Star Advertiser and the EA and FONSI was and is still available on the USMC website and no comments were received within the 15 day standard comment period.

- Iroquois Point Groins: Lieutenant Colonel Poka noted that Iroquois Point groins were installed in 2013 which was studied to see the effects of the groin on coastal erosion which has stabilized over the years. The results of the study was incorporated into the EA for this project.
- Transparency: Lieutenant Colonel Poka noted that the Marine Corps does their best to provide transparency to the community about these projects.

Questions, comments, concerns followed:

1. Thanks for Explanation: Board member Clark thanked Lieutenant Colonel Poka for taking his time to come the Board meeting to speak about the project.
2. Looked at Document: Board member Foote noted that she read the document on the website and it cleared up many questions that she had about the project but asked if the coastal erosion continues, than more of the sheet pile will be visible in the future and why doesn't the Marine Corp install groins to prevent erosion in that area. Lieutenant Colonel Poka confirmed that it will but is not sure how much of the sheet pile will be exposed. Lieutenant Colonel Poka also noted that installation of a groin was one of the alternatives of this project but NOAA found that it will have an impact offshore.
3. Relocate Range: Resident Alcos asked why the range cannot be relocated inland where there is available open space which is already owned by the military. Lieutenant Colonel Poka noted that the USMC does not own that land but will take the information from Alcos and follow up.
4. Did not inform the Community: Senator Fevella noted that the Marines should have come to the Board meeting to inform the community before posting the public comment period in the newspaper.
5. Tidal Flow: Senator Fevella noted his concern about the tidal flow in Ewa being affected by work that was done by the Marine Corp and others. Senator Fevella also noted that the tidal flow in Ewa does not flow in the Diamond Head direction.
6. Has Alternatives: Resident Plowman noted that alternative two (2) for the project was not listed and this project is not in compliance with the EFH. Plowman also questioned the direction of the tidal flow that was stated noting that a Diamond Head flow is a rarity. Lieutenant Colonel Poka noted that he will have to research the direction of the current and he is unable to speak about other properties.

US Senator Brian Schatz Representative - Kathy Bryant was not present. No report available.

Mayor Kirk Caldwell's Representative - Michael Colon reported:

- Old Fort Weaver Road Bus Stop Removals: Colon noted that some of the bus stops will be removed effective Sunday, December 1, 2019 based on only one (1) positive feedback to the bus rider survey.
- Follow up from October 2019:
- Speeding and excessive noise on Geiger Road: Resident Al Montero reported speeding and illegal exhaust noises along Geiger Road (cross street Launahale) which endangers users of Geiger Road and Geiger Park. HPD response: Officers made checks of Geiger Road from Thursday, October 24, 2019 through Wednesday, October 30, 2019 at various times of the day and did not observe any speeding or other violations. HPD will continue to monitor the area and take the appropriate enforcement action.
- Kids fighting at the Ewa Beach Burger King parking lot: Resident Mayra Leon reported an increase of school kids fighting. HPD response: There have been several times when large crowds of teens are gathering in the parking lot, but when HPD asks the Burger King management if they want us to clear out the lot the management says, no. They relay that the teens are customers and consume their products so they do not want HPD to have them leave. Since this is private property, HPD does not have the legal right to tell students to leave in an effort to prevent what may occur. HPD is communicating with surrounding schools and businesses to address this issue.
- Grass cutting in Verona Village: Senator Fevella noted that ALL of Verona Village needs to be cut and is not satisfied with the work already done. Senator Fevella feels the remaining grass is still a fire hazard. The Department of Land Management (DLM) response: The DLM's Asset Management Division, is working with our Managing Agents to obtain competitive bids to cut back the vacant lots and irreparable homes near the occupied homes in Verona Village. The vast and overgrown area in between Verona Village and Kapolei Parkway is under another Department

and would need to have them provide their response. DLM has one (1) bid quote that was submitted, but would like to wait for more bids for competitive pricing. Deadline for the additional quotes is Thursday, November 14, 2019.

- Wants a meeting: Senator Fevella requested a meeting with the Department of Transportation Services (DTS) Director. DTS response: A meeting is currently scheduled for Friday, November 22, 2019.
- Tree Concern: Respectfully requesting that the tree be cut down located at City and County's premises situated in front of my residence at 91-XXX Akaholo Street. When in season, the fruits drops in my front yard leaving dark stain colored marks and also its leaves. The tree is old and sways too much when windy and becomes a potential hazard/danger to anyone around it especially the children playing. DPR response: The City fern tree at 91-XXX Akaholo Street in Ewa Beach was inspected on Monday, October 7, 2019. This tree was included in a tree maintenance contract and work was completed on Thursday, September 26, 2019. No additional tree work is warranted. It is natural for trees to drop their leaves, seeds, pods, flowers, etc. during prevailing winds and seasonal cycles. It is the City's goal to preserve as many trees as possible; however, trees that are dead, dying, diseased, or damaged may be removed for public safety. The Department of Urban Forestry (DUF) supervisor did not find any condition that would compromise the tree's health or stability. Tree removal is not warranted.

Questions, comments, concerns followed:

1. Bill 11: Board member Rogers noted that in September 2018 the Ewa Neighborhood Board No. 23 approved a resolution to restore the Kapapahu Shoreline Park Bike Path and Bridge and requests that Mayor Caldwell release the funds that was allocated for the project.
2. DLM not Managing: Senator Fevella noted that he does not understand the response about "bids" for the grass cutting at Verona Village noting the contractors only cut a few feet of grass and none of the grass near the homes were cut. Senator Fevella again expressed his concern about the health and safety hazards because of the overgrown grass and request Mayor Caldwell come to see the condition of Verona Village.
3. Disappointed: Resident Biles noted that he is disappointed with the response from HPD regarding the kids fighting at the Burger King noting that he has had to break up several fights in Ewa Beach Community Park and request that HPD officers come out of their cars when they see kids fighting or vandalizing the Park.

Councilmember Kymberly Pine – Louis Galdeira distributed a newsletter and highlighted:

- Contact: Galdeira noted that his contact information is on the first page of the newsletter.
- Letter: Galdeira read Councilmember Pine's Letter to the Ewa Beach community.

Questions, comments, concerns followed:

1. Papipi Road Crosswalk: Board member Clark noted that DTS promised to install the crosswalk at Papipi Road and Kapolei Parkway by the end of 2019. A resident also asked about the crosswalk because she and her kids crosses Papipi Road every day. Galdeira noted that DTS is on fifth phase of a five (5) year plan that started in 2014 that includes the installation of that crosswalk and other traffic calming measures that is planned to be completed by the end of 2019 and he will speak to the resident off-line.

Councilmember Ron Menor – Mark Watanabe distributed a newsletter and noted:

- Follow up from October 2019 meeting concern:
- Bill 55: This Bill authorizes the DTS to set up a pilot program authorizing high school students to receive free bus passes to attend off-campus or after-school internship opportunities. The pilot program is strongly supported by the Campbell/Kapolei School Complex and will benefit students in Ewa Beach.
- Resolution 19-218: Councilmember Menor introduced this resolution by request of Holomua Elementary School students who worked on a project to get the community to use the multi-use path along Fort Weaver Road. This resolution urges DTS to work with the State Department of Transportation (HDOT) to implement pedestrian friendly improvements along Fort Weaver Road. This resolution passed out of committee.
- Real ID: Watanabe gave a handout to the Board members regarding the Real ID/Gold Star program and left more on the information table for community members.

Questions, comments, concerns followed:

1. Refuse Yard Relocation: Board member Parnes asked about a Resolution to relocate and construct a new refuse collection yard in Ewa noting her concern about the growth of Ewa and the yard being located near to homes. Parnes noted that the community has not been briefed on this resolution. Watanabe will follow up on this resolution.
2. Elderly Village Concern: Senator Fevella asked if there is any update on the planned affordable housing project next to the Elderly Village noting that he has been emailing Councilmember Menor's office and was told that the project has not gone out to bid yet. Senator Fevella asked that Councilmember Menor follow up with DLM and advocate for the senior residents. Chair Tynanes request that this concern is also submitted in the Mayor's Rep Report since it is a City project.

Board of Water Supply (BWS) – Oryn Nakamura was not present. The Neighborhood Assistant read the report.

- Main Breaks: There were two (2) breaks for the month of October 2019
 - Sunday, October 6, 2019 at 91-526 Ewa Beach Road
 - Monday, October 14, 2019 at 91-495 Pupu Street.
- General Water Announcements: Meter Reading Equipment Replacement Project

Over the next year, starting in January 2020, the Board of Water Supply (BWS) has contracted Royal Contracting Company to replace a part of its automated meter reading equipment in water meter boxes across Oahu. The BWS has been gradually replacing them over the last two (2) years and this project will accelerate that effort and, when finished, will notably increase drive-by meter reading rates and make the process more efficient. The BWS has contracted Royal Contracting Company to install the new transponders and EKNA Services, Inc., as the construction managers. The project tasks include: Notifying area customers one (1) to two (2) weeks prior to the work. Most meters are in the public right-of-way. For meter boxes on private property, arranging with the customer in advance to access the box. At the meter box, exchanging the old device for a new one, about 15–20 minutes per meter. Perform Quality Assurance/Quality Control work to ensure transponders are operating correctly. Work will be done seven days a week, from 7:30 a.m. to 10:30 p.m., except on state highways where work is allowed only from 7:30 a.m. to 3:30 p.m. Water service will not be disrupted. Please note we are not replacing the meters, only a part in the meter box. The BWS will post project information on its website at boardofwatersupply.com, as well as on social media – Facebook, Twitter, and Next Door -- for customers to check on work in their area. No customer shall be asked for any type of payment by any BWS employee or contractor for this project. If customers spot suspicious activity or have questions about the project, they can contact the BWS via: Phone at 748-6500, 7:45 a.m. to 10:30 p.m., daily, including weekends. IMPORTANT - - If calling before 7:45 a.m. or after 10:30 p.m., please leave your name and phone number so that we may return your call. You can email at contactus@hbws.org.
- 2020 Water Conservation Calendars: The BWS 2020 Calendars are available on the information table.
- Red Hill Meeting: The Environmental Protection Agency (EPA) and the State Department of Health (DOH) are holding a public meeting on Tuesday, November 19, 2019 at 6:00 p.m. at Moanalua Middle School.

Department of Education (DOE) – No representative was present. No report available.

Governor David Ige's Representative – Brooke Wilson gave her report earlier in the meeting. The Neighborhood Assistant noted that no Capitol Connection was issued for the month of November 2019 but a combined Capitol Connection will be issued for the months November and December 2019.

Senator Kurt Fevella – Senator Fevella distributed a hand out and reported:

- Town Hall meeting: Senator Fevella's next Town Hall meeting will be Monday, November 25 2019 at 7:00 p.m. at Asing Community Park conference room.
- Kapilina Beach Homes: Senator Fevella noted a recent meeting with residents about the many problems in the community.
- Burger King: Senator Fevella noted that Burger King Management reached out to the Lions Club about the problems with the kids fighting in their parking lot and was given suggestions that they did not follow. Senator Fevella noted that McDonalds hired private security guards and there will be a meeting with himself, HPD, Securitas and Burger King Management. Senator Fevella also noted that he will inform the Board members of when the meeting will be if they want to attend.
- Verona Village: Senator Fevella noted that Verona Village is in a crisis where over 80 families are still living there from when the plantation was still open and is very disappointed with the DLM.
- Traffic Concerns: Senator Fevella noted his concerns with the traffic problems at Kolowaka Drive and Keaunui Drive because of the continuing building of homes in Ewa Beach and asked Board members to make their concerns known to the City Administration.
- No Meeting: Senator Fevella noted a request to meet with Environmental Services (ENV) Director Kahikina about the relocation of the refuse yard which was denied. Senator Fevella noted that Ewa is having projects forced on the community by the City with no community feedback.
- Hono'ulu'uli Road: Senator Fevella noted his concern that the Ho'opili Development will exit from Hono'ulu'uli Road onto Fort Weaver Road which will only add to the traffic congestion.

Questions, comments, concerns followed:

1. Report Wanted: Board member Clark thanked Senator Fevella for bringing up the topic of development and noted that he will be contacting his office to formally request a presentation from Haseko Homes about their upcoming plans for development.
2. Verona Village Development: Board member Rogers asked if Peter Savio is still interested in developing Verona Village. Senator Fevella noted that the DLM is a new department and does not know how to proceed to develop Verona Village and has not heard from Mr. Savio for six (6) months.

3. Letter: Resident Gaos noted that he had written a letter to Representative Cabanilla to take up the issue of a tunnel to alleviate traffic and asked if there are any plans or strategy by the Board to improve the traffic out of Ewa Beach. Senator Fevella noted a recent meeting with HDOT personnel who told him that they will be coming out to Ewa Beach soon to work on the Fort Weaver Road traffic issues and also noted that HDOT Highways Director Ed Sniffen will try to attend his next town hall meeting. Senator Fevella noted that he will let the Board know if Mr. Sniffen will be able to attend his meeting on Monday, November 25, 2019 at Asing Park.
4. Resolution for Verona Village: Board member Rogers asked Senator Fevella to draft a resolution asking for improvements for Verona Village for the Board to pass. Senator Fevella agreed to work on a resolution.

Senator Mike Gabbard – Rock Riggs distributed a newsletter and reported:

- 2020 Legislative Session: The session will begin on Wednesday, January 15, 2020. Senator Gabbard is interested in your ideas for bills or if you would like to offer suggestions for changes or improvements in how our state government operates. You can submit some bullet points and we will take it from there. The deadline for introducing new bills is usually one (1) week after session starts.
- Real ID: Senator Gabbard would like to remind everyone that as of Thursday, October 1, 2020 you will need a REAL-ID compliant driver's license or state ID in order to pass TSA check points at airports in order to fly and also to access federal buildings and military bases. For more details, check out the City's Department of Customer Service (CSD) website at www.honolulu.gov/csd.

Questions, comments, concerns followed: Puuloa Shoreline Project: Resident Plowman asked if Senator Gabbard's office has any perspective regarding the project. Riggs noted that their office has reached out to the DLNR who directed them to the Coastal Zone Management Office who is taking a look at the EA for this project.

Representative Ty Cullen – No representative present. No report given.

Representative Bob McDermott – Representative McDermott distributed his hand out and reported:

- New Office Manager: Representative McDermott introduced his new Office Manager Andria Motulite.
- North Road: Representative McDermott noted that after some legal research an argument could be made to the Navy or the City and County of Honolulu because it has been used as a public road for over 50 years that the Golf Course is not the only one who is responsible for maintaining the road. Representative McDermott noted that he will be working with Golf Course attorneys to get the City or Navy to take over the road.
- Town Hall Meetings: Representative McDermott noted meeting with Kapilina residents to discuss electrical issues and offered their office for information and dispute resolution hub. Representative McDermott noted that his office asked HECO, NAVFAC, and the management companies to come to the property to check the lines. Representative McDermott also noted his office is assisting the residents by taking their concerns and sending it to the proper entity for answers which is then mailed to the residents.

Questions, comments, concerns followed: Kapilina Shoreline Erosion Concern: Board member Parnes noted an email that was sent to his office regarding a question about the erosion. Representative McDermott noted that his office is having the carpet changed so he did not receive the email but will get back to Board member Parnes.

Representative Rida Cabanilla – Representative Cabanilla distributed a handout and reported:

- Town Hall Meeting: Representative Cabanilla noted that she will be hosting her own Town Hall meeting on Wednesday, November 20, 2019 from 6:30 p.m. to 8:30 p.m. at Ewa Beach Elementary School Cafeteria where she invited legislative leadership to attend. Representative Cabanilla noted that it is important that the house leadership will be attending because the House of Representatives is in charge of the State's budget.
- Voting: Representative Cabanilla stressed the importance of voting noting that communities with a higher voter turnout gets more attention and funding from the government.
- Net Metering: Representative Cabanilla noted that she wants residents to get paid by HECO if they produce more energy than they use which will benefit many Ewa Beach residents.
- 2020 Legislative Session: The session will begin on Wednesday, January 15, 2020. Representative Cabanilla asked if anyone has any suggestions for this session, please contact her office.

Questions, comments, concerns followed:

1. Bring Ideas: Board member Clark asked what type of ideas residents would need to bring to the Town Hall Meeting. Representative Cabanilla noted any ideas would be welcomed especially about money for Capital Improvement Projects (CIP) in Ewa.
2. Needs Assessment: Vice Chair Robinson-Onderko asked if there was a need assessment done in the community yet and has she reached out to schools administrators to see what type of funding they need. Representative Cabanilla noted that the Department of Education (DOE) has changed and the schools administrators make their

request to the department and she just supports their requests.

Representative Stacelynn Eli – No representative present. No report.

NEW BUSINESS:

Resolution from the Domestic Violence Action Center (DVAC) – It was noted that this resolution was read at the October 2019 Board meeting and each Board member received a copy and copies were available to the public.

Clark moved and Robinson-Onderko seconded the motion to support the Resolution from the Domestic Violence Action Center. The motion was passed unanimously by a vote of 10-0-0 (Aye: Callahan, Clark, Foote, Rathbun, Parnes, Puletsi, Rogers, Robinson-Onderko, Locke and Tynanes. Nay: none, Abstain: none).

PRESENTATIONS:

Kalaeloa Kauhale Project Homelessness in Hawaii – This item was moved up to earlier in the agenda.

Alea Bridge, Homeless Services Provider to Region 3 – Nicky Winter, Operations Manager

- Started: January 2016 in one of the founder's living room by a small group of people.
- Mission Statement: Empowering people in need to achieve self-sufficiency through genuine compassion and innovative, community-based solutions.
- Vision: Reducing homelessness on Oahu through the delivery of quality comprehensive services and effective partnerships.
- New Region: Alea Bridge is the primary outreach providers to Region 5 which includes Mililani, Wahiawa and the North Shore. Alea Bridge has expanded to Region 3 which includes Waipahu, Kapolei and Ewa.
- What's in Store for 2019-2020:
 - 2019 Fourth Quarter – Afterhours operation extension, master lease programs (Central Oahu, North Shore), resource and navigation center.
 - 2020 First Quarter – Street outreach expansion, homeless prevention and rapid rehousing extension and tenant-based rental assistance.
 - 2020 Second Quarter – Exploring collaboration with the DOE, DOH, and workforce development programs.
 - 2020 Third Quarter – Working on transitional and permanent housing solutions.

10:00 p.m. The Neighborhood Assistant left the meeting. Additional minutes were taken by Secretary Parnes.

East Kapolei Neighborhood Transit Oriented Development (TOD) Plan – City and County of Honolulu (C&C), Department of Planning and Permitting (DPP) - The DPP is conducting a community meeting on the East Kapolei TOD Plan – public meeting is 11/21 at 6:30 at the Kroc Center, Kapolei. The TOD is a land use plan; development will be compact, mixed-use development centered around the rail stops. The first draft of the plan was accomplished 10 years ago – much has changed in that time (Kroc Center, UH West Oahu not yet built was plan was drafted) an update to the plan is in progress. DPP also met with the Kapolei Neighborhood Board and informational postcards were sent to the major landowners. Information and updates can be accessed via www.honolulu.gov/DPP/TOD. Current planned improvements include connections between Farrington Highway and Kualaka'i Parkway and a bus pull out area by the Kroc Center. There will be three (3) East Kapolei rail stations. The TOD process started in 2008, public meetings were held in 2009 and 2010. A draft plan was released to the public in 2010. There have been significant changes to the area since 2010; rail construction started in 2012. There was a major change to the land use plan – more public facilities (UHWO expanded its campus, 5 new public schools due to Ho'opili. A review draft of the updated plan will be available late December 2019

Committee Reports:

- Education – no update
- Parks – next Parks Committee meeting is 11/21 at 7PM at Ewa Makai Middle School. DPR Director will be attending the January meeting; questions for DPR will be collected during the November meeting and forwarded to the DPR director in advance of the January meeting.
- Transportation – no update.
- OMPO- update deferred to January meeting.
- Public Safety/Public Outreach – remember to “like” the Ewa Neighborhood Board Facebook page
- Economic Development – Chair Clark

- Haseko Update: Lisa Enanoria briefed that there are no current updates and that Haseko will provide notice when there is an update. Board Member Clark stated that Haseko should have capitalized on the meeting's large turnout to deliver an overview of the baseline plan. Lisa Enanoria answered that all current information is available via the Haseko website and a monthly newsletter, Tradewinds, provides updates and discusses the build plan (which has been previously briefed to the community).

Announcement:

- **Next Regular Board Meeting:** Next Regular Meeting is scheduled for Thursday, January 9, 2020 at 7:00 p.m. at Ewa Beach Public Library 91-950 North Road, Ewa Beach, HI 96706. The Ewa Board will take a recess for the month of December 2019.
- **Olelo:** Regular Board meetings are broadcasted every first Sunday at 6:00 p.m. and every second and fourth Friday at 10:00 a.m. on Olelo digital channel 49.

ADJOURNMENT: The meeting was adjourned at 10:17 p.m.

Submitted by: Naomi Hanohano, Neighborhood Assistant
Reviewed by: Neighborhood Assistant



MAKAKILO/KAPOLEI/HONOKAI HALE NEIGHBORHOOD BOARD NO. 34

NEIGHBORHOOD COMMISSION • 925 DILLINGHAM BOULEVARD, SUITE 160 • HONOLULU, HAWAII, 96817
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DRAFT REGULAR MEETING MINUTES **WEDNESDAY, JANUARY 22, 2020** **KAPOLEI HALE – CONFERENCE ROOM A**

CALL TO ORDER: Chair Legal recognized a moment of silence for the Honolulu Police Department Officers that perished in the line of duty. Chair Legal called the meeting to order at 7:00 p.m. **Quorum was established with eight (8) members present.** Note – This nine (9) member board requires five (5) members to establish quorum and take official Board action.

Board Members Present: Jack Legal, Scot Stensrud, Thad Spreg, Moon Kahele, Kioni Dudley, Mike Frank, Robert Helsham, Troy Cullen, and Mick Ferreira (Arrived at 7:05 p.m.).

Board Members Absent: None.

Guests: Deputy Director Tim Hiu, Department of Planning and Permitting; Meg Turner (Senator Mike Gabbard's Office), Seana Fanega (Representative Stacelynn Eli's Representative), Patrice Tanna (Senator Maile Shimabukuro's Representative); Louis Galdera (Councilmember Kymberly Pine's Representative), Rian Adachi (Board of Water Supply), Lieutenant Evangelista (Honolulu Police Department), Captain Johnathan Ting (Honolulu Fire Department); Frank Krintz and D. Wong (Department of Planning and Permitting); Pat Lee (Hawaii Authority for Rapid Transit); Victor Flint (Naval Facilities Engineering Command), Francine Murray (Hawai'i Community Development Authority); Vincent Shigekuni (PBR Hawai'i & Associates); Tracy Tonaki (D.R. Horton); Frank Genadio, Maeda Timson, Mike Frank, Elizabeth Dixon, Vickie Parker Kam, Alexis Brisette, and Alex Puou (Residents); Christopher Naylor (Neighborhood Commission Office). **Note: Name was not included if not legible or on the guest attendance sheet.**

ROLE CALL: Naylor carried out a roll call. Quorum was established with eight (8) members present.

ELECTION OF OFFICERS

First Vice Chair: Stensrud **MOVED** and Kahele **SECONDED** the Motion to appoint Second Vice Chair Spreg to First Vice Chair.

Discussion followed: **Vice Chairs:** Dudley noted that Emeritus Chair Souza made a Second Vice Chair to give both sides a voice and stated his opposition to the motion.

The MOTION to appoint Second Vice Chair Spreg to First Vice Chair PASSED by ROLL CALL VOTE; (6-2-0). (**Aye:** Cullen, Spreg, Legal, Helsham, Stensrud, and Kahele; **Nay:** Frank and Dudley; **Abstain:** None.)

CITY MONTHLY REPORTS

Honolulu Fire Department (HFD): No representative was present; no report was given.

Honolulu Police Department (HPD): Lieutenant Evangelista was present; the following report was given:

- **December 2019 Statistics (Kapolei):** There were 20 motor vehicle thefts, 16 burglaries, 70 thefts, and 62 Unauthorized Entries into Motor Vehicles (UEMV) in the Kapolei region. There were 2408 total calls to service.
- **Department Introduction:** Lieutenant Evangelista wished the community a Happy New Years and introduced Major Trinidad, Captain Tanaka, and Corporal Pegan. Lieutenant Evangelista thanked the community for their thoughts and prayers for the recent deaths of HPD officers.

Questions and comments followed: **Appreciation:** Cullen thanked HPD for being professional while on duty.

Hearing no objections, Chair Legal returned to Agenda Topic: Honolulu Fire Department (HFD):

Ferreira entered the meeting at 7:05 p.m.; nine (9) members present.

Honolulu Fire Department (HFD): Captain Coughlin was present; the following report was given:

- **December 2019 Statistics:** There were two (2) structure fires, four (4) wildfires, five (5) nuisance fires, 15 activated alarms, 175 medical emergencies, 12 motor vehicle crashes/collisions, and three (3) hazard materials incidents.
- **Safety Tip: Candle Safety:** Candles may be pretty to look at, but they are a cause of home fires and home fire deaths. Remember, a candle is an open flame, which means that it can easily ignite anything that can burn. Extinguish all candles before leaving the room or going to bed. Avoid using candles at least 12 inches away from anything that can burn. Use candle holders that are sturdy and will not tip over easily. Do not burn a candle all the way down; extinguish the flame before it gets too close to the holder or container. Never use candles if oxygen is used in the home. Do not use candles during a power outage. Use flashlights or battery-powered lanterns for lighting. Think about using flameless candles in your home. They look and smell like real candles. Never leave a child alone in the room with a burning candle. Keep matches and lighters up high and out of children's reach.

Mayor Kirk Caldwell's Representative: Deputy Director of the Department of Planning and Permitting (DPP), Tim Hiu was present; the following report was given:

- **Appreciation:** Deputy Director Hiu recognized the HPD for their efforts in the line of duty.
- **Speed Table/Humps:** The Department of Transportation Services (DTS) reported area residents of Palailai Street have recently contacted the DTS regarding their speeding concerns along Palailai Street. The DTS is still in the process of collecting speed data to complete their investigation. The DTS will inform the neighborhood board of their findings by June 2020.
- **Mayor Caldwell's Memorial Day Poster Contest:** Mayor Caldwell is having a Memorial Day Poster Conference that ends on Friday, January 24, 2020. Contest winners will be celebrated across various media and will be invited to participate in the lei presenting ceremony at the National Memorial Cemetery of the Pacific (Punchbowl) on Memorial Day.
- **Land Use Ordinances (LUO):** Deputy Director Hiu noted that there is additional information about LUO draft bill can be found online at <https://www.honolulu.gov/ocs/roh/193-site-ocs-cat/975-roh-chapter-21.html>.

Questions and comments followed:

1. **Kapolei Community Park:** Stensrud asked for a follow up on Kapolei Community Park play apparatus being replaced or repaired. A resident noted that the play apparatus needs new signs and lights for safety.
2. **Crosswalks:** Kahele asked for a list of crosswalk priorities from the DTS.

Hearing no objections, Chair Legal moved to Agenda Topic: Board of Water Supply (BWS):

Board of Water Supply (BWS): Rian Adachi was present; the following report was disseminated to the Board:

- **Main Breaks:** There was one (1) main break on Tuesday, December 31, 2019.
- **General Water Announcements: Meter Reading Equipment Replacement Project:** The BWS has contracted Royal Contracting Company to replace meter transponder units in water meter boxes across Oahu. The BWS has been gradually replacing them and, when finished, this project will increase the efficiency of automated meter reading process: notifying area customers one (1) to two (2) weeks prior to the work; for meter boxes on private property, arranging with the customers in advance to access the box; at the meter box, exchanging the old device for a new one (1), about a 15 to 20 minutes per meter, perform quality assurance/quality control work to ensure transponders are operating correctly. Work will be done seven (7) days a week from 7:30 a.m. until 10:30 p.m., except on state highways where work is allowed only from 7:30 a.m. until 3:30 p.m. Information about this project will be posted on BWS's website and social media. No customer shall be asked for any type of payment by any BWS employee or contractor for this project. If customers spot suspicious activity or have questions about the project, they can contact BWS via phone at (808) 748-6500, between 7:45 a.m. until 10:30 p.m., or via email at contactus@hbws.org, between 7:45 p.m. until 4:30 p.m. Monday through Friday.

Spreg exited the meeting at 7:20 p.m.; eight (8) members present.

Honolulu Authority for Rapid Transportation (HART): Pat Lee was present and wished the community a Happy New Years; the following report was given:

- **Public Outreach:** HART plans for an extensive outreach program to the area to keep both residents and businesses fully informed of the work schedules and other important information on construction activities and construction moves through Kalihi. HART will be holding a Community Train Day at the Halaulani station at Leeward Community College (LCC) on Saturday, February 8, 2020 from 10:00 a.m. to 3:00

p.m. Parking for the event is free at LCC. The public can view the train and get a first glimpse at the train station.

- **Introductory Service:** And finally, HART and the City are working together to prepare for an initial opening of passenger service of the Honolulu rail system prior to launching full service. The City's DTS will be in charge of operating and maintaining the rail system along with the bus and the handivan. Train testing is underway in preparation for Introductory Service, which will be between the Kualaka'i Station (East Kapolei) and the Halawa Station (Aloha Stadium) is targeted to start by the end of this year. This would include nine stations from Kapolei near the Kroc Center, through Waipahu, Pearl City and Aiea, and include stops serving University of Hawai'i West Oahu (UHWO), LCC, Pearlridge Mall and the Aloha Stadium.
- **Poster Contest:** The annual HART Poster Contest is underway, and it is open to all Oahu high school students in 9th to 12th grades attending public, charter, private or home school. Posters are due on Friday, March 13, 2020. Entries may be mailed or dropped off at the Honolulu Authority for Rapid Transportation (HART) at 1099 Alakea Street 17th Floor, Honolulu, HI 96813. Entries may also be dropped off at any Hawaii Public Library on Oahu between Monday, February 24, 2020 and Friday, March 13, 2020.
- **Contact Information:** For more information, please visit the HART website at www.honolulutransit.org, you can call the project hotline at 566-2299 or email a question to info@honolulutransit.org.

Questions and comments followed: **Interim Service:** Dudley asked if there will be bus service from Aloha Stadium towards Pearl Harbor. Lee noted that DTS would better answer this. Lee noted that Shimmick-Traylor-Granite (STG) needs to complete their contract before more sections can be opened.

Spreg joined the meeting at 7:25 p.m.; nine (9) members present.

Oahu Metropolitan Planning Organization (OMPO): Frank Genadio gave the following report:

- **OMPO Citizen Advisory Committee (CAC) Update:** Genadio reported that the OMPO Executive Director has accepted the completed Transportation Study. Genadio noted that OMPO is researching the possibility of realigning Kamehameha Highway near Makaha Beach. Genadio noted that OMPO has had discussion about changing their meeting time and location. Genadio stated that there will be at least one (1) meeting held at Kapolei Hale annually. Genadio noted the discussions about a new bridge across the Ala Wai Canal and stated that the community is still able to comment on the OMPO documents. Please submit your public testimony at <https://www.oahumpo.org/get-involved/public-review-and-comment/>.

APPROVAL OF MINUTES: Helsham MOVED and Cullen SECONDED the APPROVAL of the December 2019 Meeting Minutes as AMENDED. Hearing no objections; the December 2019 Meeting Minutes were APPROVED as AMENDED by UNANIMOUS CONSENT; (9-0-0). (Aye: Cullen, Frank, Dudley, Legal, Helsham, Spreg, Stensrud, Kahele, and Ferreira; Nay: None; Abstain: None.)

Helsham MOVED and Ferreira SECONDED the MOTION to APPROVE the December 2019 Transportation Committee Minutes as written. Hearing no objections; the December 2019 Transportation Committee Meeting Minutes were APPROVED as AMENDED by UNANIMOUS CONSENT; (9-0-0). (Aye: Cullen, Frank, Dudley, Legal, Helsham, Spreg, Stensrud, Kahele, and Ferreira; Nay: None; Abstain: None.)

COMMUNITY/BOARD CONCERNS AND ANNOUNCEMENTS

- **Senate Bill (SB) 2731:** Breckberg asked the community to take initiative towards the passing of SB 2731 in order to protect the community from future hurricane hazards. Frank asked and Breackberg noted that the community should submit individual emails to get a better response. Breckberg noted the need to have community support to pass the bill. Kahele noted his concerns for community safety during emergencies. Ferreira noted that the bill would allow for the community would be able to gain shelter from private property during specific emergency events. Breckberg noted that the community would only be safe within a concrete building.

STATE REPORTS

Governor David Ige: No representative was present; no report was given. Dudley noted the importance of having a Governor's Representative at Neighborhood Board Meetings and stated the need to have Governor Ige to answer questions in regards to hurricane safety.

Hawai'i Department of Transportation (HDOT): No representative was present; no report was given.

Senator Mike Gabbard: Meg Turner was present, disseminated a handout; gave the following report.

- Legislative Session: Turner noted that the legislative session has begun and noted that Thursday, January 23, 2020 will be the deadline for introducing legislation. Turner noted that Senator Gabbard is attempting to pass many bills and stated that many bills are being reintroduced during the biennium.
- Committees: Turner noted that Senator Gabbard will be the Chair of the Agriculture Committee for the fourth year. Turner noted that Senator Gabbard has been cooperating with many different committees during the 2020 session.

Questions and comments followed:

1. Pueo Bills: Dudley asked if Senator Gabbard will reconsider his position on supporting Pueo Bills that the Board has previously supported unanimously.
2. Veteran Aid: Vincenti thanked Senator Gabbard for supporting three (3) bills in regards to veteran aid.
3. Hurricane Safety: Frank asked for Gabbard's views on hurricane safety and Turner noted their efforts to pass a hurricane safety bill over the last two (2) years. Turner noted that sending emails to elected officials can be effective in garnering support. Chair Legal noted his support for sending emails to legislators.

Senator Maile Shimabukuro: No representative was present; no report was given.

State Representative Sharon Har: Reyes was present; the following report was given:

- Legislative Session: Reyes thanked the community for attending their opening ceremony festivities.
- Transportation Funds: Reyes reported that 1.6 million dollars have been released for the improvement to the Waieka Street onramp and over a million dollars for the improvements to Fort Barrette Road.
- Talk Story: On Saturday, March 14, 2020 there will be a mid-session Talk Story hosted by Representative Har from 9:00 a.m. until 10:00 a.m.

Questions and comments: Pay Differentials: A teacher asked if Representative Har can comment on pay differentials and increases.

State Representative Ty Cullen: Representative Cullen was not present, his monthly report was disseminated.

State Representative Stacelynn Eli: No representative was present; no report was given.

Hawaii Community Development Authority (HCDA): No representative was present; their report was disseminated to the Board.

BOARD BUSINESS

Verizon Wireless Presentation: O'Connor-Phelps was present; the following report was given:

- Project Details: O'Connor-Phelps noted that they are requesting public comment on their project. O'Connor-Phelps noted that more residents are turning to cellular phone coverage instead of traditional landlines and stated Verizon's plans to expand coverage to manage the growing need for cellular service. O'Connor-Phelps noted that AT&T has completed a similar project in the region. O'Connor-Phelps noted that the property owner has requested that their cellular antenna is installed on a newly proposed property.

Questions and comments followed: Location: Dudley asked and O'Connor-Phelps noted that AT&T would need to choose a different location for their antenna too due to the property owner. Stensrud noted that this location is within the Ewa Neighborhood Board No. 23 and Chair Legal supported the claim. Kahele asked if the antenna could be placed on an existing building and O'Connor-Phelps noted that the location is determined by cellular coverage. Kahele asked and O'Connor-Phelps noted that the antenna would be for cellular and data coverage.

Hearing no objections, Chair Legal returned to Agenda Topic: Councilmember Pine:

Councilmember Kymberly Pine: Councilmember Pine was present; the following report was given.

- Board Appreciation: Councilmember Pine thanked the Board for volunteering their time. Councilmember Pine congratulated Chair Legal on being the president of the Real Estate Association.
- Transportation Committee: Councilmember Pine noted that the Transportation Committee will be hearing the concerns of the community on Thursday, January 23, 2020 and stated that Resolution 19-318 will be heard. Councilmember Pine noted that the resolution is aimed at improving roadways within the Kapolei region.

- Joint Traffic Management Center: Councilmember Pine noted that the Joint Traffic Management Center has opened and stated that this will place all traffic mitigation services under one (1) roof. Councilmember Pine noted that this will assist in mitigating future traffic.
- Four-day Work Week: Councilmember Pine stated that she is studying the effect of utilizing a four-day 40 hour work week and noted that it could lead to an increase of 40 percent in productivity.
- Laying of Wreaths: Councilmember Pine noted that there will be a laying of wreaths for the two (2) HPD officers that lost their lives. Councilmember Pine thanked emergency personnel for their services.

Questions and comments followed:

1. Vehicle Congestion Tax: Helsham asked about a vehicle congestion tax and Councilmember Pine noted that residents on the Leeward coast would be affected the most by these taxes. Councilmember Pine noted her opposition to the tax due to it unfairly affecting the Leeward coast.
2. Resolution 19-318: Ferreira thanked Councilmember Pine for her resolution and stated that the community can still submit testimony on the resolution. Ferreira noted that additional community support would assist in passing the resolution.
3. Makakilo Extension Project: Genadio asked if the Department of Transportation Services (DTS) or RM Towill Corporation will attend the February 2020 Neighborhood Board Meeting. Councilmember Pine noted her attempts to have representative attend Board meetings and stated that there is tension due to people opposing the project. Spreg noted his support of Genadio's request.

Cullen exited the meeting at 8:06 p.m.; eight (8) members present.

Hearing no objections, Chair Legal returned to Agenda Topic: Board Business:

Prince Kuhio Parade – Leonani Puailihau (Council for Native Hawaiian Advancement): The following report was given:

- Parade Update: The Prince Kuhio Day Parade will be held on Thursday, March 26, 2020 and will begin at Kapolei City Hall.

Questions and comments followed: Project Details: Dudley noted that the parade is a good idea and stated that it would be good for the community. Chair Legal asked and the representative noted that the parade was previously held in Waikiki. Chair Legal asked and the representative noted that Hawaiian Civic Clubs participate in the event. Chair Legal asked and the representative noted that there will be an event held on the Ka Makana Ali'i property. Kahele noted the effort needed to bring the event to Kapolei and stated that he would assist with the process. Helsham asked how people can participate and the representative noted that they can register to participate on their website. Stensrud asked if the parade will create any other community impact and the representative noted that it would only effect the Kapolei Parkway region.

Review and Comments on the Transit Oriented Development (TOD) Plan – Franz Kraintz, Department of Planning and Permitting (DPP): Kraintz was present; the following report was given:

- Transit Oriented Development (TOD) Plan Update: Kraintz noted the DPP's efforts to update the East Kapolei Neighborhood TOD plan and stated that it is in the 45-day public review process. Kraintz noted that the plan update includes the new developments occurring in the vicinity of the rail stations at East Kapolei, the University of Hawaii West Oahu (UHWO), and Hoopili. TOD brings mixed land uses in a more compact and denser development pattern that encourages a more walkable environment. Kraintz noted that mixed-use zoning will include taller building heights closer to the rail stations and taper off further away from the stations. Kraintz noted as the UHWO student base grows they will need to expand their services. Kraintz noted that the creation of the TOD special district will coincide with the update of the TOD Plan and minor amendments to the Ewa Development Plan are needed to support the TOD Plan and guide overall development in the TOD Plan area. Kraintz stated they intend to have a draft for the Planning Commission by March or April 2020. Kraintz encouraged the community to examine the draft and provide any needed comments by Tuesday, February 25, 2020.

Questions and comments followed: Plan Details: Kam noted her concerns with the changes in zoning heights due to the heights nearly doubling. Kam asked when the community can comment on the plan and Kraintz noted that they are proposing a height of 120 feet to retain Kapolei as the second urban center. Kraintz noted that there would only be height increases allowed if the contractors would give the community incentives for the increase. Spreg noted that the plan should be called developer oriented transportation and stated that the plan is developer focused. Stensrud noted his concerns with the lack of open green space and stated the need to have adequate active park space. Kraintz noted that the plans would include open plazas and corridors for the region. Stensrud

noted the need to have sports fields and facilities in the region. Stensrud noted his concerns about increasing residents without increasing the amount of parks. Dudley noted that the region has the best agricultural lands in the world and stated the need to consolidate housing in order to save farmlands. Dudley noted his concerns with building near the UHWO region. Kraitz stated that 90 feet is the base height near the system and noted that the zone heights become shorter the further away you are from the system. Dudley asked why there are plans being accepted for four (4) story buildings along the system and Kraitz noted that the buildings are based off the market. Kraitz noted that there may be future feasibility for large buildings in the region. Dudley noted that there are plans within the update that would build upon lands that the Board has supported for Pueo reserve lands. Dudley asked and Kraitz noted that the public commenting period ends on Tuesday, February 25, 2020. Kraitz noted their plans to propose their final plan on Wednesday, March 18, 2020. Genadio noted that the plans previously included high rises and stated his suggestion to build high rises near UHWO in an attempt to save agricultural land. Genadio asked what happened to a residents cap within the region and stated that the plan would make traffic worse. Genadio noted that the plan is being completed backwards and asked what the limitations on residents are. Kraitz noted that D.R. Horton has provisions to reserve some agricultural land but stated that there is no 500 acre plot. Kraitz does not believe that the residents' level has been changed. A resident asked and Kraitz stated that the building would be rented at either 80 or 60 percent Average Median Income (AMI). Frank asked and Kraitz noted that the plan has not been approved and still needs to go through the planning commission.

Naval Air Museum Barbers Point Wrongful Eviction Brief – Brad Hayes: No representative was present; no report was given.

P3 Monument Report - Board Discussion (Possible Board Action of whether or not to continue appointing a representative to the P3 Monument Committee; if the Board decides to send a representative to the P3 Committee, then the Board acts to appoint the representative):

- Board Report: Chair Legal read the P3 Committee report for the community and noted that Board members cannot speak outside of meetings on Board topics due to Sunshine Law. Chair Legal noted the Board support for the project but stated that the Board did not create their own committee for this project. Spreg noted that Capelouto's Board membership ended in June 2019. Chair Legal noted that the Board must decide whether they will to continue with this project's committee. Genadio noted that Capelouto was not a committee member or the committee chair. Spreg noted that the committee could request Board representation.

Helsham MOVED for the Board to continue to their participation with the Barber's Point Memorial Committee. The MOTION FAILED TO HEAR A SECOND.

Dudley MOVED and Frank SECONDED the MOTION for the BOARD to no longer participate in the Barber's Point Memorial committee and have the committee report in July 2020.

Discussion followed:

1. Board Participation: Dudley noted that the Board should withdraw from the project committee but asked that they only step-back until they are given a completion date for the project. Helsham asked what the Board members should do with the community and Vincente stated the desire to make the project a memorial for the community. Vincente noted his desire to compete the project.
2. Committee Report: Vincente opposed the report given by Capelouto and noted that the monument is safe and restored. Vincente noted that need to follow proper protocol for the release of the monument and its components. Vincente noted that a Board member was meant to sit upon the committee. Vincente noted the need to have an eight-way permit for the project. Vincente noted that on Monday, January 6, 2020, he received approval from the HCDA to speak with the director of the Kalaeloa Airport. Vincente noted previous written reports from 2019 and noted his dedication to bring the monument back to the region. Moore stated that the Board previously supported bringing the monument to the region back in May 2018. Moore noted the need to have a Board member on the committee and stated that Jeff Sawyer is the Airport Manager. Moore noted previous promises to return the memorial to a safe location and stated that it is named the Naval Air Station Barber's Point Memorial. Dudley suggested that the Board withdraw from the committee and have Vincente report back in July 2020. Ferreira thanked Vincente for his report.

The MOTION for the BOARD to no longer participate in the Barber's Point Memorial committee and have the committee report in July 2020 PASSED by ROLL CALL VOTE; (6-2-1). (Aye: Cullen, Frank, Dudley, Legal, Spreg, and Kahele; Nay: Helsham and Stensrud; Abstain: Ferreira.)

TREASURER'S REPORT: Helsham reported an expenditure of \$24.01 with a remaining balance of \$316.12.

COMMITTEE REPORT:

- Transportation Committee: Ferreira noted the Wednesday, January 29, 2020 meeting for the Transportation Committee and stated that Senator Gabbard has introduced a bill requesting a study to replace the Kalaeloa Tower. Ferreira noted that they are attempting to get a Federal Aviation Administration (FAA) grant money for the project.

ANNOUNCEMENTS

- Next Scheduled Meeting –The November 2019 Regular Board Meeting will be recessed. The next scheduled board meeting will be held on Wednesday, February 26, 2020 at Makakilo Community Park at 7:00 p.m.

Chair Legal adjourned the meeting at 9:17 p.m.

Submitted by: Chris Naylor, Neighborhood Assistant
Reviewed by: Lindon Valenciano, Public Relations Officer



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DRAFT REGULAR MEETING MINUTES WEDNESDAY, OCTOBER 23, 2019 KAPOLEI HALE – CONFERENCE ROOM A

CALL TO ORDER: Chair Legal called the meeting to order at 7:00 p.m. **Quorum was established with six (6) members present.** Note – This nine (9) member board requires five (5) members to establish quorum and take official Board action.

Board Members Present: Jack Legal, Scot Stensrud, Thad Spreg, Moon Kahele, Mick Ferreira, Kioni Dudley, Mike Frank (Appointed at the meeting), and Robert Helsham (Arrived at 7:18 p.m.)

Board Members Absent: Troy Cullen.

Guests: Deputy Director Tim Hiu, Department of Information Technology; Kim Ryan (Congressman Ed Case's Office); Rock Riggs (Senator Mike Gabbard's Office), Seana Fanega (Representative Stacelynn Eli's Representative), Patrice Tanna (Senator Maile Shimabukuro's Representative); Louis Galdera (Councilmember Kymberly Pine's Representative), Rian Adachi (Board of Water Supply), Lieutenant Evangelista (Honolulu Police Department), Captain Johnathan Ting (Honolulu Fire Department); Frank Krintz and D. Wong (Department of Planning and Permitting); Pat Lee (Hawaii Authority for Rapid Transit); Victor Flint (Naval Facilities Engineering Command), Francine Murray (Hawai'i Community Development Authority); Vincent Shigekuni (PBR Hawai'i & Associates); Tracy Tonaki (D.R. Horton); Frank Genadio, Maeda Timson, Mike Frank, Elizabeth Dixon, Vickie Parker Kam, Alexis Brisette, and Alex Puou (Residents); Christopher Naylor (Neighborhood Commission Office). **Note: Name was not included if not legible or on the guest attendance sheet.**

ROLE CALL: Naylor carried out a roll call. Quorum was established with six (6) members present.

ELECTION OF OFFICERS

First Vice Chair: Ferreira **MOVED** and Kahele **SECONDED** the Motion to defer the Election of First Chair until December 2019. Hearing no objections, the **MOTION PASSED** by **UNANIMOUS CONSENT, (6-0-0)**. (Aye: Legal, Dudley, Spreg, Stensrud, Kahele, and Ferreira; Nay: None; Abstain: None.)

FILLING OF VACANCY: Dudley nominated Mike Frank to fill the At-Large vacancy. Frank introduced himself to the community.

Hearing no objections, Chair Legal called for the vote. Frank was **NOMINATED** to fill the At-Large Vacancy by **UNANIMOUS CONSENT, (6-0-0)**. (Aye: Legal, Dudley, Spreg, Stensrud, Kahele, and Ferreira; Nay: None; Abstain: None.)

Chair Legal called for a five (5) minute recess at 7:06 p.m.

Frank read the Oath of Office at 7:08 p.m.

Chair Legal called the meeting back to order at 7:10 p.m.

Frank joined the meeting at 7:10 p.m.; seven (7) members present.

CITY MONTHLY REPORTS

Honolulu Fire Department (HFD): Firefighter Dana Bjorn was present; the following report was given:

- **September 2019 Statistics (Kapolei):** There was one (1) structure fire, one (1) brush/wildland fire, two (2) nuisance fires, one (1) cooking fire, 12 activated alarms, 57 medical emergencies, and two (2) motor vehicle crashes/collisions.
- **September 2019 Statistics (Makakilo):** There was one (1) activated alarm, 45 medical emergencies, and two (2) motor vehicle crashes/collisions.
- **September 2019 Statistics (East Kapolei):** There were three (3) brush/wildland fires, one (1) cooking fire, five (5) activated alarms, 68 medical emergencies, and three (3) motor vehicle crashes/collisions.
- **Safety Tip: Halloween Safety:** When selecting a costume, stay away from long, trailing fabric, as it may be a trip hazard or attach to an object and cause a fall. If you create your own costume, select materials that will

not be easily ignited if it comes into contact with heat or flame. If your child is wearing a mask, ensure the eye holes are large enough so they can see out. Provide children with flashlights for lighting or glow sticks as part of their costume. It is safest to use a flashlight or battery-operated candle in a jack-o-lantern. The HFD discourages the use of candles.

Helsham entered the meeting at 7:18 p.m.; eight (8) members present.

Honolulu Police Department (HPD): Lieutenant Evangelista was present; the following report was given:

- September 2019 Statistics (Kapolei): There were 12 motor vehicle thefts, two (2) burglaries, 35 thefts, and 12 Unauthorized Entries into Motor Vehicles (UEMV) in the Kapolei region. There were 1278 total calls to service.

Questions and comments followed:

1. No Vending Signs: Ferreira asked if anyone has been contacting the vendors about their illegal vending and HPD asked residents to call 911 to report these incidents.
2. Speed Enforcement: Kamaaha Avenue: Stensrud asked if speeding enforcement along Kamaaha Avenue could be implemented between 6:00 a.m. and 7:00 a.m. Stensrud stated that this creates a safety concern for the pedestrians and keiki of the region. HPD will inform the Community Policing Team (CPT) to install speed enforcement trailers along the roadway. HPD noted that they will attempt to enforce the region between their cases. Stensrud noted that many drivers do not stop for pedestrians at marked crosswalks. Chair Legal noted that the installation of speed humps has been effective in deterring speeding in Waianae. Chair Legal asked if something similar could be installed near Kapolei's schools. Kahele asked if a radio or social media Public Service Announcement (PSA) could be used to ask drivers to slow down. Ferreira noted that the Transportation Committee is speaking about speed tables near schools and noted that they would need the City and County of Honolulu to fund these projects.
3. Right of Way: Timson asked whom has the right of way at the intersection of Makakilo Drive and Palailai Street. HPD noted that cars making the right turn coming down Makakilo Drive have the right of way while making the turn. HPD noted that people making the left turn on Makakilo Drive onto Palailai Street have the right of way but must yield to crossing vehicles. HPD noted that all drivers must stay within their lanes.
4. Assault: Frank asked about an incident involving a knife Friday, October 18, 2019. HPD noted that the suspect was arrested for robbery.

Mayor Kirk Caldwell's Representative: Deputy Director of the Department of Information Technology (DIT), Tim Hiu was present; the following report was given:

- Kapolei Parkway: The Department of Transportation Services (DTS) will be contacting Aki about the problem areas.
- Improperly Zoned Property: The Budget & Fiscal Services (BFS) noted that the Gowans have retained an attorney, who inquired on this matter with the City in March 2019. Corporation Council (COR) deputy Lee Aagsalud already responded to the inquiry and opined that the Gowans are not legally entitled to the dedication for tax years 2018 and 2019. This opinion was not challenged by the Gowans' attorney. Any further contact by and between the Gowans and the City should be done through the attorneys.
- Kapolei District Park: A work order has been submitted for the broken water fountains at Kapolei District Park.
- Kapolei Community Park: A work order has been submitted for the broken playground equipment at the Kapolei Community Park. The Department of Parks and Recreation (DPR) thanks the community for their interests in their parks.

Questions and comments followed:

1. Damaged Systems: Stensrud asked if DPR personnel report damaged systems for repairs and Deputy Director Hiu will report back.
2. Sea Level Rise: Dudley raised concerns about taxpayers having to pay for the needed repairs to infrastructure due to sea level rise. Dudley noted that regions not affected by sea level rise should not have to pay for these repairs.
3. City Council Meetings: Chair Legal asked if Mayor Caldwell attends City Council meetings and Deputy Director Hiu noted that a representative or Department administrator attends meetings when requested. Chair Legal noted that a Mayor's representative should attend all City Council meetings.
4. Speed Humps: Deputy Director Hiu noted speed humps are effective in deterring speeding.

Councilmember Kymberly Pine: Louis Galdeira was present; the following report was given.

- Contact Information: Galdeira asked that he be contacted at lgaldera@honolulu.gov or by phone at 768-5089 with any questions or concerns for Councilmember Pine.
- Regional Crosswalks: Councilmember Pine is currently drafting a resolution urging Mayor Caldwell to restore and install additional crosswalks within the region.
- Kapolei Schools: Councilmember Pine has been asking for speed mitigation systems near the Kapolei Schools. Their response has been heard by HPD and sent to the Kapolei Neighborhood Board Transportation Chair, Ferreira.
- Closure of Parks: Councilmember Pine has sent a letter to HPD Chief Ballard, urging HPD to enforce closure hours at parks with posted closure hours within Leeward Oahu.

Questions and comments followed:

1. Pedestrian Safety Systems: Dudley asked if lighted pedestrian control systems are being considered and Galdeira noted that a traffic study would better determine the system used. Dudley asked and Galdeira noted that a resolution could be helpful in determining the community's chosen control system. Kahele asked how crosswalk systems' installations are prioritized and Galdeira will report back.
2. Bill 51 "Keep Hawai'i, Hawai'i": Chair Legal asked about Bill 51, the "Keep Hawai'i, Hawai'i" Bill, and if there has been any pushback. Galdeira noted that they are attempting to be culturally sensitive with the Bill and stated that Bill 51 is currently passing through its second reading.

Board of Water Supply (BWS): Rian Adachi was present; the following report was disseminated to the Board:

- Main Breaks: There were no main breaks in August 2019.
- Imagine a Day without Water: Wednesday, October 23, 2019: The Board of Water Supply (BWS), City and County of Honolulu's Department of Environmental Services (ENV), Facility Maintenance (DFM) and Office of Climate Change, Sustainability and Resiliency (CCSR) are working together to encourage Oahu residents to Imagine A Day Without Water on Wednesday, October 23, 2019. This one-day national observance aims to educate people about the importance of water in their lives and to raise awareness about the need to invest in water infrastructure. Join us on Wednesday, October 23, 2019 from 11:00 a.m. to 1:00 p.m. at Tamarind Park or Kapolei Hale. Visitors will play games, win prizes, and receive educational handouts. Participants can also enter our social media photo contest by posting a picture that illustrates a Day Without Water. The grand prize winner will select either a 35 or 55-gallon rain barrel or an unthirsty plant with a bag of Granulite Brand fertilizer and an eco-friendly basil planter. For more information about the event and photo contest, please visit the BWS' website at www.boardofwatersupply.com/oahuwater or pick up a flyer before you leave this evening.
- Board of Water Supply Facilities Tour Program: The Board of Water Supply (BWS) offers public education programs to help the community understand and learn about our water resources. One (1) of our outreach programs include "group tours" of the Halawa Xeriscape Garden (60 persons maximum) and Waihe'e Tunnel (30 persons maximum). The Halawa Xeriscape Garden is located in Halawa Valley's Central Park Industrial Area and promotes outdoor water conservation. The Waihe'e Tunnel Tour will awaken your senses with a walk inside the 1,500-foot dike tunnel that provides water to Windward Oahu. These tours are scheduled to start on Sunday, December 15, 2019 and are available by appointment only. Please register by calling 808-748-5041 or email tours@hbws.org. Provided tonight is a handout containing information about the BWS Facilities Tour Program.
- Update of Red Hill Tank Status: There was a public hearing held on Tuesday, October 15, 2019 on the Red Hill Fuel Storage System. The Navy is proposing a "double-wall equivalency", monitoring, or removal of fuel by 2045. The BWS is advocating for actual double-wall containment in 10 years or relocation of the tanks. Adachi noted that the BWS is requesting that the Navy move to a potentially less dangerous region. The Navy claimed that their non-destructive testing methods are reliable, however BWS review of the same test results indicate it is unreliable 50% of the time. Adachi noted that the testing of the tanks are unreliable due to the sheer size of them.

Questions and comments followed:

1. Waihe'e Tunnel Tour: Dudley asked and Adachi noted that the Waihe'e Tunnel Tour is a walking tour. Adachi noted that the tour walks through the dyke collection system.
2. Water Usage: Frank asked if less water could be used to maintain the highway and City and County of Honolulu roads. Frank noted that there is too much runoff while watering the medians. Adachi asked that the appropriate Departments be contacted for this concern.
3. Red Hill Fuel Storage System: Helsham asked if any fuel leaked into the aquifers and Adachi noted that 27,000 gallons of fuel leaked two (2) years ago which started this process. Adachi noted that the facility is

still fully operational. Helsham asked if the system is still leaking and Adachi noted that they are unsure due to no foolproof system for testing. Chair Legal asked and Adachi noted that the storage system would be moved to a location that is not by an aquifer. Adachi noted that he does not know any proposed locations and stated that the Navy may not use an above ground system due to the possibility of attacks. Adachi noted that the proposed changes could cost billions of dollars but would help guarantee that the system is under Underground Storage Tanks (UST) guidelines. Adachi noted that this would be to a scale that no UST has been done before. Helsham detailed the immense size of the tanks and noted the vast size of the system if it were built above ground. Adachi noted that they could accept a truly monitored system. Chair Legal asked if Congress has assisted with the health issues from the fuel leak and Adachi will report back. Adachi noted that the federal government is attempting to have Hawai'i find its own solution for the issue. Flint noted that the Navy does have a permit to operate and stated that they have regulations that they must follow. Flint noted that Congress is involved but does not do anything without authorization. Flint noted that the Navy use both destructive and non-destructive testing methods on the tanks' lining. Flint noted that they only use destructive testing when needed. Flint noted that the Navy is looking at six (6) options and stated that the difference in plans is billions of dollars. Flint noted that the Navy is attempting to ensure that all their projects are the safest and most financially prudent. Flint noted that they are attempting to spend half a billion dollars on the project in the next five (5) years. Flint noted that they could potentially power the City and County of Honolulu in case of emergency. Flint noted that no fuel equals no water. Flint stated that Red Hill's systems are within the City and County of Honolulu safety plans. Flint stated that they are attempting to find a solution of close the system by 2045. Flint asked that the community contact the Navy with any questions about the project. Flint noted that the system was designed by Hawai'i's people to work without power. Flint stated that they are monitoring the fuel spill with monitoring systems and asked that the community contact him with any questions about the Red Hill Fuel Storage Systems.

Spreg exited the meeting at 7:54 p.m.; seven (7) members present.

Honolulu Authority for Rapid Transportation (HART): Pat Lee was present; the following report was given:

- October 2019 Report: Rail Update: If you think traffic is bad on Oahu, a number of recent national studies prove that you are correct. One (1) study (Insurify, a website that compares auto insurance rates) ranks Honolulu as having the 9th worst traffic among cities in the US with a congestion level of 28% and average commute time of 29.1 minutes. Another study done by the Texas A&M Transportation Institute, found that the average Oahu driver spends 64 hours — or more than two (2) and half days — in congestion each year, which is up from 53 hours of congestion annually in 2009, and 29 hours annually in 1989. This study estimates that congestion costs the average Oahu commuter \$1,260 a year, including an additional 29 gallons of gas. Multiplied by all Oahu's drivers that translates to \$689 million in congestion costs annually and 15.7 million gallons of wasted fuel. And it gets worse for those who live farther from urban Honolulu. Another study of Oahu commuters shows that the number of people who spend 90 minutes or more each way commuting to work grew by almost 82% over the last decade, even as the total workforce increased by 10.5%. These drivers, called "super commuters", are spending three (3) hours or more commuting to and from their jobs each and every day. And an accident or bad weather can extend their travel times even more. Commute times have an effect on everything from the job market to housing, as people who cannot afford to live in the higher priced homes in Honolulu's urban core move farther away to Ewa, Kapolei, Central or Leeward Oahu, where homes have lower median prices. But the trade-off is much longer commuting and more time lost on the road which could be spent doing other, more productive or enjoyable things. Once up and running, rail will provide a safe, reliable, and efficient transportation option for commuting which will become an important component of the city's public transit system, serving the needs of the people of Honolulu. The travel time for rail between Kapolei and Ala Moana Center will be 42 minutes, including stops at each station. Transit oriented development along the rail line would also increase affordable housing opportunities for island residents who would also have easy access to public transportation for commuting to and from work, to schools, shopping or other activities.
- Contact Information: For more information, please visit the HART website at www.honolulutransit.org, you can call the project hotline at 566-2299 or email a question to info@honolulutransit.org.

Oahu Metropolitan Planning Organization (OMPO): Frank Genadio gave the following report:

- OMPO Citizen Advisory Committee (CAC) Update: Genadio noted an OMPO member survey has been reported to the CAC. The study of options for early input into the Federal Fiscal Year 2021 Overall Work Program. These studies are federally required to support transportation projects and integrated systems. Genadio questioned the absence in the latter study of the area from Waipio through Kapolei since traffic for the Leeward Coast is on the same roadways, and was supported for its inclusion in the study by Wai'anae

Coast Neighborhood Board No. 24 member Tim Riley. The impression from OMPO is that enough is being done in the Kapolei area.

Spreg rejoined the meeting at 8:09 p.m.; eight (8) members present.

APPROVAL OF MINUTES: Stensrud MOVED and Ferreira SECONDED the APPROVAL of the July 2019 and September 2019 Meeting Minutes as AMENDED. Hearing no objections; the July 2019 and September 2019 Meeting Minutes were APPROVED as AMENDED by UNANIMOUS CONSENT; (8-0-0). (Aye: Frank, Dudley, Legal, Helsham, Spreg, Stensrud, Kahele, and Ferreira; Nay: None; Abstain: None.)

Amendments are as follows:

- **July 2019:** On page 6, under Determination of Board Recess Schedule; it should read, " **Spreg moved and Dudley seconded that the Makakilo Neighborhood Board No 34 recess their November 2019 Regular Meeting and move their December 2019 Regular meeting to Wednesday, December 4, 2019. Hearing no objections, the MOTION PASSED by UNANIMOUS CONSENT, (9-0-0). (Aye: Yadao, Cullen, Dudley, Spreg, Legal, Helsham, Stensrud, Kahele, and Ferreira; Nay: None; Abstain: None.)**"
- **September 2019:**
 - On page 1, under Guests; it should read, " Deputy Director Tim Hiu, Department of Information Technology."
 - On page 8, under Holiday Race Series- Michelle Wimberley; it should read, " Wimberley and Spreg are both members of the Island Pacific Academy (IPA) Parent Teacher Association (PTA)."

COMMUNITY/BOARD CONCERNS AND ANNOUNCEMENTS

- Kahuku Windfarms: Timson raised concerns about Kahuku Windfarm and asked that the community not allow this to happen in Palehua. Timson noted that there is a setback in the Public Utilities Commission (PUC) due to an improper bidding process being followed. Timson noted that the community should research the cultural significance of Palehua and stated that a 500 foot turbine would destroy the Leeward coastline. Ferreira noted that Camp Palehua will start having monthly hikes and asked that the community visit the region to witness what the windfarms would destroy. Davenport noted her concerns with the use of old data within the windfarm reports to the community and Board. Davenport noted that there is a lack of validity to the system being placed on Palehua.
- Scoping Request for Kahe Gathering Station Battery Energy Storage Project: Chair Legal asked that the community contact the Hawaiian Electric Company (HECO) with any concerns about the Kahe Gathering Station Battery Energy Storage Project. Please contact makena@psi-hi.com or call (808) 550-4538 with any concerns about the project.

STATE REPORTS

Governor David Ige: Robert Yu was present; he gave the following report:

- Congratulations: Yu congratulated Frank on his appointment to the Neighborhood Board.
- Vision for Sustainability: Yu noted Governor Ige's priority to stop sending millions of dollars out of state and start investing in Hawai'i's communities. Hawai'i needs to learn how to use a combination of traditional farming, technology for higher yields, and public-private partnerships for larger capital investments.
- Affordable housing: Governor Ige believes that there is enough acreage from former plantation lands for both agricultural and housing needs.
- New Aloha Stadium Entertainment District (NASED): Funds for the NASED were released in July 2019 and asked that the community submit their comments by Thursday, November 7, 2019 at NASED@hawaii.gov.
- Capitol Connection: The Capitol Connection is online at <https://governor.hawaii.gov/category/capitol-connection/>.

Questions and comments followed:

1. Hurricane Shelters: Dudley asked if Governor Ige will take the lead in building hurricane shelters due to the recent category four (4) and five (5) storm systems in the region. Yu will report back. Dudley noted that buildings in Hawai'i just need to be retrofitted to category five (5) safety regulations.
2. Affordable Housing: Chair Legal noted that income restrictions should be designed specifically for the Hawai'i market due to the unique costs needed to live within Hawai'i. Yu will report back.

Senator Mike Gabbard: Senator Gabbard's Representative, Rock Riggs, disseminated a handout and gave the following report.

- Reverse Job Fair: Riggs noted that there will be a Reverse Job Fair on Tuesday, October 29, 2019 from 9:00 a.m. until 12:00 p.m. at the Hawai'i State Capitol. Please contact (808) 636-3309 or mgray@honolulu.gov for more information about the event.
- Blood Drives: Riggs disseminated a list of upcoming blood drives; please visit <https://www.bbh.org/> for more information about upcoming blood drives in your region.

Senator Maile Shimabukuro: Senator Shimabukuro's Chief of Staff, Keahi Renaud, disseminated a handout and gave the following report:

- Wai'anae Coast Emergency Access Road (WCEAR): There was a WCEAR community meeting held on Thursday, October 3, 2019 at the Nanakuli High and Intermediate School Cafeteria. The gathering consisted of a large representation of HPD, HFD, US Navy, and elected officials engaging in full discussions on how to better utilize and update the protocol criteria for the Wai'anae Coast Emergency Access Road. Senator Shimabukuro believes that there still remains a number of protocol implementation and staffing issues which are being addressed legally and logistically.
- Hawai'i State Department of Land and Natural Resources (DLNR): The DLNR and National Oceanic Atmospheric Administration (NOAA) are confirming the severe and widespread coral bleaching event predicted by NOAA to already be occurring along reefs across the state. They are asking for six (6) simple steps to be taken in order to reduce any additional stress on coral during the current bleaching event:
 - Take Home Tips:
 - Avoid touching, standing, or resting on reef.
 - Use sunscreen free of oxybenzone and octinoxate.
 - Anchor in sandy areas or with mooring buoys.
 - Keep anchor chains off the reef.
 - Prevent pollution from car washing, oil changes, and etcetera.
 - Preserve and protect reef-friendly fish: parrot fish (uhu), surgeonfish, and sea urchin.
- Hawaiian Affairs Committee Informational Briefing: There will be a Senate Hawaiian Affairs Committee Informational Briefing on Monday, November 4, 2019. The meeting will be held from 1:30 p.m. until 4:30 p.m. at the State Capitol Auditorium.
- Census 2020: There will be a Census 2020 information meeting held on Saturday, November 2, 2019 from 2:30 p.m. until 3:30 p.m. at the Kapolei Public Library.
- Online Report: Please visit <https://21maile.com/> for a copy of her digital report.

State Representative Sharon Har: Reyes, Representative Har's representative was present; the following report was given:

- Kapolei Parkway: Reyes reported that the new Starbucks on Kapolei Parkway has opened.

Questions and comments followed: Kapolei Target: Dudley noted his desire that the Kapolei Target does not charge for parking similar to the Kailua Target.

State Representative Ty Cullen: Representative Cullen was not present, his monthly report was disseminated.

State Representative Stacelynn Eli: Representative Eli's representative, Senna Fanega was present; the following report was given:

- Palehua Windfarms: Fanega noted that Representative Eli has submitted resolutions in opposition of the Palehua Windfarm Project.

Questions and comments followed: Palehua Windfarm Resolution: Dudley asked and Fanega noted that the Resolution was adopted and signed by Governor Ige on Monday, April 22, 2019.

Hawaii Community Development Authority (HCDA): Francine Murray was not present; her report was disseminated to the Board.

BOARD BUSINESS

City Council Bill 25 – Elimination of Gas Water Heaters from New Home Construction/Renovations: No representatives were present; no report was given.

East Kapolei Neighborhood Transit Oriented Development (TOD) Plan: Franz Kraitz, City & County Department of Planning and Permitting (DPP) was present; the following presentation was given:

- Plan Details: Kraitz noted that the DPP has been managing the permits for the rail over the past 10 years and stated that the East Kapolei TOD includes the three (3) furthest west stations. The TOD plans will assist with DHHL and other community services within west Oahu. Kraitz noted that there have been major changes made to the TOD regions over the past 10 years. The 2019 TOD plan has better activation and utilization within the TOD regions. The DPP is expected to complete their new TOD plans by March 2020. More information can be found at <http://www.honolulu.gov/tod/neighborhood-tod-plans/dpp-tod-east-kapolei.html>
- Public Meeting: The DPP will be having a public meeting in conjunction with the Ewa Neighborhood Board No 23 on Thursday, November 21, 2019 at the Kroc Center Ballroom from 6:30 p.m. until 8:30 p.m. The meeting is meant for the community to receive an update and discuss the Draft East Kapolei Neighborhood TOD.

Questions and comments followed:

1. Building Canopy: Genadio asked about the status of the high rise developments within the region and Kraitz noted that the TOD is meant to concentrate density around the rail. Kraitz noted that the max height is 90 feet around the system. Kraitz noted that they are taking the opportunity to concentrate housing density. Chair Legal asked how many apartment towers would be built on location and Kraitz noted that this number would be market driven. Chair Legal asked and Kraitz stated that no future Environmental Impact Study (EIS) would be needed.
2. Opposition: Dudley noted his opposition to Ho'opili and stated that the project is being built over the best agriculture land on the island. Dudley noted the need for more agriculture land to assist with Hawai'i's future population issues. Dudley noted that there is no plans for parking along the TOD region and stated that need for overhead pedestrian bridges. Kraitz noted that there will be parking along the rail line and stated that there would be a parking area on the Wai'anae side of the Kapolei station. Spreg noted his opposition to the project. Spreg stated that it should be called Developer Oriented Transit and not TOD.
3. Vendors: Kahele asked whom would be vending the stations and Kraitz noted their attempts to integrate the vendors of the stations with the needs of the people. Kraitz noted that they are attempting to design walk friendly communities that residents will not need to use their cars within.
4. Vehicle Use: Chair Legal asked and Kraitz noted that there are attempts to increase the amount of rail usage by decreasing car usage. Chair Legal noted attempts to use parking regions as living space due to the lack of housing within the region. Kraitz noted that there is a Cooke Street development that has zero (0) stalls on location.

TREASURER'S REPORT: Helsham reported an expenditure of \$51.34 with a remaining balance of \$367.35.

COMMITTEE REPORT:

- Transportation Committee: Ferreira read the Transportation Committee report and stated that they will be hearing a resolution at their December 2019 Committee Meeting.

ANNOUNCEMENTS

- Next Scheduled Meeting –The November 2019 Regular Board Meeting will be recessed. The next scheduled board meeting will be held on Wednesday, December 4, 2019 at Makakilo Community Park at 7:00 p.m.
- Transportation Committee Meeting: The Transportation Committee Meeting Schedule is posted within their meeting minutes from September 2019.

Chair Legal adjourned the meeting at 9:11 p.m.

Submitted by: Chris Naylor, Neighborhood Assistant
Reviewed by: Jackson Coley, Public Relations Officer

ENCLOSURE 6

**SUBMITTED COMMENTS ON THE
PUBLIC REVIEW DRAFT**

Kraintz, Franz

From: Frank Genadio <outlook_C461EE66584A6056@outlook.com> on behalf of Frank Genadio
Sent: Sunday, January 26, 2020 12:47 AM
To: Kraintz, Franz
Subject: Comments on TOD Plan
Attachments: A Czar's Solution SB Commentary 8-27-09 - Copy.doc

TO: Franz Kraintz, Department of Planning and Permitting
FROM: Frank Genadio, Member of NB#34 Transportation Committee
SUBJECT: East Kapolei Neighborhood TOD Plan, Public Review Draft #2, Jan. 2020
DATE: January 26, 2020

General Comments:

Overall, I found this to be an excellent document, well organized and written, and easily readable by those of us without planning backgrounds. The graphics and illustrations also enhance the readers' comprehension. To assist future readers, I suggest that a Glossary be added prior to the Executive Summary.

The plan follows the concepts embodied in "Smart Growth" and advocated by city planning experts like Jim Charlier. Elements of the draft also reminded me of a 2008 study, "Exploring Hawai'i's Transit Oriented Future," prepared by graduate students from the University of Hawai'i School of Architecture under the guidance of Professor Janine Shinoki Clifford, which was briefed to members of D.R. Horton's Ho'opili Task Force. Perhaps some of them now serve on the DPP staff or are employed by one of your contractors.

My attached commentary, published in the Honolulu Star-Bulletin in August 2009, called for real high-rise development in East O'ahu as an effort to save 500 acres for farmland. The expanded concept I briefed to members of the Ho'opili Task Force (who expressed no interest) had two rings of high-rises centered on an even higher (350-foot) transit terminal for the UHWO rail station. There still may be time to develop real high-rises and save acreage for farming. With your plan for the UHWO area looking pretty firm, perhaps the buildings could be sited on both sides of Kualaka'i Parkway in the TOD Special District between the first two rail stations. I would still suggest the rings concept, with the central terminal bringing in revenue "earmarked" for rail operations and maintenance (O&M). As of this writing, there are no plans for any subsidization of rail by any developer who will reap huge (financial) benefits from proximity to rail stations—a major oversight by city and rail officials. I do not know if that can be rectified by a new plan for Special District fees applied within the TOD or Transit Influence Zone (TIZ); however, I recommend its "exploration."

Specific Comments:

The need for rezoning DHHL land from AG-1 (even though DHHL seems to do what it wants to, exempt from zoning) raises a question. There is nothing in the plan and I have seen no reference elsewhere about just how many homes DHHL plans to build in the area. Despite being outside the scope of the TOD plan, residents on DHHL land will impact traffic in the area so it would be useful to learn the number and configuration of DHHL homes.

Changing height limits: While I favor increasing the height limits by amending the 'Ewa Development Plan, as requested by D.R. Horton, will the developer seek an increase in the number of currently approved residences

(i.e., 11,750) allocated for Ho'opili? If not, will there be a complementary increase in "green space" amongst its 1,560 acres (since there will be more "build up" rather than "build-out")?

Reference is made to the Keone'ae station drawing ridership from Makakilo. That ridership would be boosted by the extension of Makakilo Drive and its connection to Kualaka'i Parkway. It should be noted that the extension was an approved project in the 2001 Transportation for O'ahu Plan—long before any of the arteries in the Ho'opili-UHWO area were listed anywhere. Perhaps DPP can assist in bringing this long needed (only 4,000 linear feet) roadway to fruition. It has become a "sore point" with (the now 21,000+) Makakilo residents currently having to "fall in" behind drivers heading to H-1 from East O'ahu.

The draft indicates a temporary park-and-ride lot for the Honouliuli rail station of 344-571 stalls, with later reference to its removal as TOD is attracted to the area. When rail meetings were held in the area years ago, several people (including me) recommended increasing both the number of lots as well as the number of stalls per lot. I seriously doubt that park-and-rides will be "underutilized" in the future unless the city continues its efforts to force—rather than persuade—drivers to not use their POVs. My recommendation is that the TOD plan create a permanent 500-space park-and-ride lot for the Honouliuli station. At some point, city and rail officials will set the parameters for park-and-ride lots. My recommendation would be for making the lots secure and the parking charge minimal, perhaps a few dollars to help cover costs—with the caveat that a rail "smart card" is used for the charge. A significant fine for illegal parking would be levied if an actual rail fare is not applied to that card on the specific day of travel.

Furthermore, I suggest that all park-and-ride lots be covered and their roofs used for emplacement of photovoltaic (PV) panels, with the generated electricity used for rail station operations—since the stations' current roof design does not favor solar collection. (NOTE: I previously recommended the use of series-connected PV panels on the rail guideway's makai side noise mitigation walls to generate electricity for rail operations.)

Air Installation Compatible Use Zone: This is relevant to my suggestion for high-rise development (i.e., Is such building precluded?). The AICUZ, I think, deals more with aviation operations' impact on developing communities than the safety of such operations. Before I wrote about high-rises in East O'ahu, I checked with any potential impact on (then known as) Honolulu International Airport-Hickam AFB operations. I was assured that the approach patterns for the airport were well above the height of any buildings in the UHWO area. I also doubt that Kalaeloa flight operations would be impacted so suggest that the AICUZ be further discussed with the FAA and U.S. Coast Guard officials. Please note the proximity of high-rises to many airports; perhaps Lindbergh Airport in San Diego is a good example.

Off-street Parking: There is a current trend toward residential "micro-units" and auxiliary dwelling units with very little square footage (i.e., not enough to require one or more off-street parking spaces). If these units proliferate in the area, a shortage of on-street parking is likely to be the result because micro-unit and ADU occupants will probably have at least one POV. DPP planners should work with developers on covenants that drastically limit housing units with square footage less than the one-space requirement (i.e., 800 square feet).

Festival Streets and Gathering Places: This is an excellent concept for Kapolei—if it is ever to become "the second city." Cultural facilities are essential. I continue to refer to our area as "the primary suburb" as it lacks "character." Again, I refer you to the UH study of Ho'opili. The use of the large vacant lot on the makai side of the Kapolei Walmart was suggested to our council member and a member of the Kapolei Chamber of Commerce a few years ago as a center of live activity (Charlier's "third place" other than home and work). I used The Villages in Florida as an example. At that time there were three town squares in The Villages and they are now working on a fourth center. Nothing came of my suggestion (and the closest example, Kapolei Commons, falls short of expectations).

Affordable Housing: Just a follow-up to the general comment. High-rises on the 'Ewa Plain, which make more sense "TOD-wise" than their siting in Kaka'ako, can accommodate both market price and affordable units. As an example, ocean view, outer-ring apartments would be larger and market price while mountain view or smaller inner-ring apartments would be affordable. Bonus density would enable top floor penthouses.

One correction: On page 92, the 0.5% GET is shown as effective to December 31, 2020. The (twice extended) GET for rail development is in effect through December 31, 2030. GET collections are NOT to be used for rail O&M, projected (at the moderate level) to be about \$136 million per year for the 20-mile alignment. In fact, federal funds also cannot be used for O&M for a municipality the size of Honolulu; unless future legislative changes are made, fares will cover 27-33% of costs, with local taxpayers making up the difference.

I hope that my input is of some use although I do not expect to see the drastic changes proposed above being adopted—such as the term "high-rise" suddenly appearing in the 'Ewa Development Plan. Mahalo for reading this and Aloha.

2020/EZ06-177
1808818

HONOLULU FIRE DEPARTMENT

CITY AND COUNTY OF HONOLULU

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

KIRK CALDWELL
MAYOR



2020 JAN 28 AM 10:48
DEPT OF PLANNING
AND PERMITTING
CITY & COUNTY OF HONOLULU

MANUEL P. NEVES
FIRE CHIEF
LIONEL CAMARA JR.
DEPUTY FIRE CHIEF

January 24, 2020

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

ATTN: RAYMOND YOUNG, PLANNER VI
COMMUNITY ACTIONS PLAN BRANCH

FROM: JASON SAMALA, ASSISTANT CHIEF

SUBJECT: EAST KAPOLEI NEIGHBORHOOD TRANSIT-ORIENTED
DEVELOPMENT PLAN PUBLIC REVIEW DRAFT UPDATE

In response to your letter dated January 10, 2020, regarding the abovementioned subject, the Honolulu Fire Department (HFD) reviewed the submitted information and requires that the following be complied with:

1. Fire department access roads shall be provided such that any portion of the facility or any portion of an exterior wall of the first story of the building is located not more than 150 feet (46 meters) from fire department access roads as measured by an approved route around the exterior of the building or facility. (National Fire Protection Association [NFPA] 1; 2012 Edition, Section 18.2.3.2.2.)

A fire department access road shall extend to within 50 feet (15 meters) of at least one exterior door that can be opened from the outside and that provides access to the interior of the building. (NFPA 1; 2012 Edition, Section 18.2.3.2.1.)

2. A water supply approved by the county, capable of supplying the required fire flow for fire protection, shall be provided to all premises upon which facilities or buildings, or portions thereof, are hereafter constructed, or moved into or within the county. When any portion of the facility or building is in excess of 150 feet (45,720 millimeters) from a water supply on a fire apparatus access road, as measured by an

approved route around the exterior of the facility or building, on-site fire hydrants and mains capable of supplying the required fire flow shall be provided when required by the AHJ [Authority Having Jurisdiction]. (NFPA 1; 2012 Edition, Section 18.3.1, as amended.)

3. The unobstructed width and unobstructed vertical clearance of a fire apparatus access road shall meet county requirements. (NFPA 1; 2012 Edition, Sections 18.2.3.4.1.1 and 18.2.3.4.1.2, as amended.)
4. New stationary energy storage systems shall be installed in accordance with NFPA 855; 2020 Edition, NFPA 1; 2012 Edition, Chapter 52, and any other applicable standards and codes.
5. Any impact to the HFD's response capabilities affected by density increases should be addressed.
6. Submit civil drawings to the HFD for review and approval.

Should you have questions, please contact Battalion Chief Wayne Masuda of our Fire Prevention Bureau at 723-7151 or wmasuda@honolulu.gov.



JASON SAMALA
Assistant Chief

JS/WM:bh

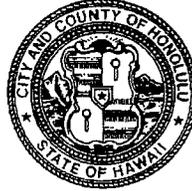
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DEPARTMENT OF PARKS & RECREATION

CITY AND COUNTY OF HONOLULU

1000 Uluohia Street, Suite 309, Kapolei, Hawaii 96707
Phone: (808) 768-3003 • Fax: (808) 768-3053
Website: www.honolulu.gov

2020 FEB -4 PM 2:28
SEPT OF PLANNING
AND PERMITTING
KIRK CALDWELL
MAYOR & COUNTY OF HONOLULU



MICHELE K. NEKOTA
DIRECTOR

JEANNE C. ISHIKAWA
DEPUTY DIRECTOR

January 28, 2020

MEMORANDUM

TO: Kathy K. Sokugawa, Acting Director
Department of Planning and Permitting

FROM: Michele K. Nekota, Director
Department of Parks and Recreation

SUBJECT: East Kapolei Neighborhood Transit-Oriented Development Plan
Public Review Draft Update

We have reviewed the draft report update for the above-noted project and have the following comments:

1. We understand our comments may be too specific and detailed for a review of a planning document which is conceptual in content. However, it is important that we take this opportunity to inform future developers of the requirements of the Division of Urban Forestry (DUF), Department of Parks and Recreation, prior to the preparation of their project plans. Knowledge of this information during the design phase and submitting schematic plans for early review by DUF will ensure a quicker and smoother plan review process for subsequent plan submittals. Delivery of preliminary plans instead of schematic plans by the developer for initial DUF review may result in extensive revisions, higher costs, and delays in project and permit approvals. As such, include this DUF review letter as an attachment to the final public review report.
2. In December 2017, Mayor Caldwell signed the US Conference of Mayor's Climate Protection Agreement to fight climate change and combat global warming. He committed the City and County of Honolulu (City) to planting 100,000 trees by 2025 and achieving 35% urban tree canopy coverage by 2035. To accomplish the Mayor's initiative to meet these goals, it is imperative that the City take every opportunity to increase tree plantings. We ask for your support and that of your staff to ensure that the developer finds ways to increase the street tree, park tree, and open space area tree plantings for the East Kapolei Neighborhood TOD project.

3. As stated in the City and County of Honolulu, Department of Planning and Permitting (DPP) Standards and Procedures for the Planting of Street Trees (July 1999), Part 1, Section No. 1-4, Tree Spacing. A minimum of 1 street tree for every 50 feet of street frontage for new residential projects, and a minimum of 1 street tree for every 40 feet of street frontage for commercial and industrial projects. A 50-parcel lot subdivision will require 50 street trees, but evenly spaced throughout the subdivision and not in aggregated groupings (unless approved by DUF).
4. DUF will review the street tree plans; however, if it is determined that the plans do not meet DPP's criteria, the plans shall be rejected by DUF. To alleviate the concern, the Landscape Architect Consultant shall prepare schematic design plans showing the street tree locations and then distribute the plans to the Engineer Consultant and Architect Consultant to integrate and design the overhead/underground utility lines, buildings, and other street infrastructure around the street trees. Submit these street tree plans to the Urban Design Branch of DPP for their and DUF's review and comment.
5. The Landscape Architect Consultant shall refer to the development's Street Tree Master Plan as approved (signature approval) by the Urban Design Branch of DPP in the preparation of the schematic street tree plans.
6. For Park Dedication projects, City owned and maintained open space areas, such as greenways, contact Lynette Kishimoto, Acting District Manager, District III, Park Maintenance and Recreation Services (PMRS), Department of Parks and Recreation, at 675-6033, for review and comment. Marginal and unusable (steep slopes, unbuildable) land that has poor drainage, utility easements (underground and overhead) designed for bioremediation and stormwater runoff collection, requires major grading and earthwork improvements, and high construction costs will be rejected.
7. In previous discussions, PBR Hawaii, the Landscape Architect Consultant, concurred that the Hoopili Home Owners Association (HHOA) will be responsible for maintaining the trees, including pruning, and irrigation system, to include payment for water and electricity as required for the street and landscape buffer trees. As such, please document this agreement in the HHOA's Condition, Covenants, and Restrictions. We requested that a letter confirming this agreement be sent to Stanley T. Oka, Urban Forestry Administrator, Division of Urban Forestry, Department of Parks and Recreation, at 3902 Paki Avenue, Honolulu, Hawaii 96815. DUF will provide a copy to the Chief of Urban Design Branch of DPP for record keeping and filing. To date, DUF has not received the requested letter from Hoopili Developer.

Kathy K. Sokugawa
January 28, 2020
Page 3

Attached is a copy of the March 4, 2016 letter from Michele K. Nekota, Director of Parks and Recreation, to George I. Atta, then Director of DPP, for your information and use.

Should you have any questions, please contact David Kumasaka, Landscape Architect III of DUF at 971-7151.

MKN:jr
(800108)

Attachment

cc: Brandon Au, DUF
David Kumasaka, DUF

DEPARTMENT OF PARKS & RECREATION
CITY AND COUNTY OF HONOLULU

1000 Uluohia Street, Suite 300, Kapolei, Hawaii 96707
Phone: (808) 768-3003 • Fax: (808) 768-3053
Website: www.honolulu.gov

KIRK CALDWELL
MAYOR



MICHELE K. NEKOTA
DIRECTOR

JEANNE C. ISHIKAWA
DEPUTY DIRECTOR

March 4, 2016

MEMORANDUM

TO: George I. Atta, FAICP, Director
Department of Planning and Permitting

FROM: Michele K. Nekota
Director

A handwritten signature in black ink, appearing to read "Michele K. Nekota", is written over the printed name and title.

SUBJECT: Hoopili Draft Urban Design Plan (HUDP) – Request for Comments

We have reviewed the on-line draft report for the above-noted project as received from the Department of Planning and Permitting (DPP) and are providing the following comments:

1. On March 7, 2016, at the DUF Conference Room, Vanessa Yanagawa, Project Manager, Land Division of D.R. Horton – Schuler Division and Scott Murakami, Landscape Architect and Planner of PBR Hawaii, will do a presentation on the draft HUDP and proposed Street Tree Master Plan.
2. Please find attached a copy of DUF's plan review comments on the Hoopili Development Phase 1, Backbone Roadway Improvements Street Trees, Kapolei, 2015/CP -283 Project.

Additional DUF comments to Note Nos. 7 and 8: In previous discussions, PBR Hawaii, the Landscape Architect Consultant, concurred that the Hoopili Home Owners Association (HHOA) will be responsible for maintaining the trees, including pruning, and the irrigation system, to include payment for water and electricity as required for the street and landscape buffer trees. As such, please document this agreement in HHOA's Conditions, Covenants and Restrictions. A letter confirming this agreement shall be written to Stanley T. Oka, Urban Forestry Administrator, Division of Urban Forestry (DUF), of the Department of Parks and Recreation, at 3902 Paki Avenue, Honolulu, Hawaii 96815. DUF will provide a copy to Anthony X. Ching, Chief of the Urban Design

Memo to George I. Atta, Director
March 4, 2016
Page 2

Branch, Department of Planning and Permitting, for their record keeping and filing.

3. For residential projects, DPP requires a minimum of 1 street tree for every 50 feet of street frontage and for commercial and industrial projects, a minimum of 1 street tree for every 40 feet of street frontage.

To accomplish this, it is recommended that the street trees be first located on the plans with the overhead/underground utility lines and other street infrastructure, such as pedestrian crossings, driveways, street lights, traffic signs and signals designed around the street trees. This would ensure that the "sense of place" and tree-lined streets as described in 4.10.1 Street Tree chapter would be achieved. Without locating the trees on the plan first, it would be difficult to meet DPP's tree planting requirements. A visit to any of the residential subdivisions in West Oahu would attest to this.

4. Is the developer intending to contract grow the street trees to ensure their availability, in terms of quantity, quality, and size?
5. Will the landscaped areas be watered with a non-potable water system?
6. After the March 7, 2016 presentation by representatives of D.R. Horton and PBR Hawaii, DUF will be able to provide additional comments to the draft HUDP.

Should you have any questions, please contact David Kumasaka, Landscape Architect III of DUF, Department of Parks and Recreation, at 971-7151.

STO:ch
(643058)

Attachments

cc: Brandon Au, DUF
David Kumasaka, DUF

#1



Collector: Web Link 1 (Web Link)
Started: Friday, February 07, 2020 12:53:55 PM
Last Modified: Friday, February 07, 2020 1:15:07 PM
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Page 1

- Q1** Which age category do you fall in? **55-73**
- Q2** Where on O'ahu do you live? **'Ewa (Ko'Oolina to 'Ewa Gentry/'Ewa Beach)**
- Q3** Did you previously participate in the Draft East Kapolei Neighborhood TOD Plan (2008-2010)? **Yes**
- Q4** If you live in East Kapolei, did you move into this planning area after 2010? **Not Applicable**
- Q5** Where on O'ahu do you work or go to school? **'Ewa (Ko'Oolina to 'Ewa Gentry/'Ewa Beach)**
- Q6** How do you typically commute to work, school, or for other activities? Select all that apply.
Drive alone,
Bus,
Bike,
Walk
- Q7** Which 3 Plan Principles are the most important to you?
Create Gathering Places (create public spaces that enhance the neighborhood and are free and inviting for all users)
,
Develop Unique Transit Neighborhoods (provide for the unique development needs of each station area that also acknowledge the area's local conditions and history)
,
Sustainability (encourage the use of multi-modal transportation and efficient use of space and resources to reduce energy use, waste, and pollution)

Q8 Please rank the importance of the following uses to be within walking distance of any of the East Kapolei rail stations.

Affordable Housing	2
Job Opportunities	4
Schools and Childcare	8
Social and Government Services	7
Dining and Shopping	5
Healthcare	6
Recreation/Community Centers	3
Park-and-Ride Facilities	1

Q9 For you and your family, what other services, or facilities not yet mentioned (near the rail stations) would make this a more complete community?

Bike Storage, Shaded picnic areas close to rail station

Q10 Please rank your preference for higher height limits around the station areas as an exchange for more Community Benefits Bonuses (e.g. additional affordable housing, community amenities, park space, child/senior care facilities, etc.)

From 9 to 12 stories	1
From 9 to 15 stories	2
From 9 to 20 stories	3
9 stories is high enough	4

Q11 Are there any land uses discussed that you think are not appropriate for this area? **Respondent skipped this question**

Q12 Do you have any other comments that were not addressed in this survey? (Please provide a brief explanation.) **Respondent skipped this question**

2020/EL05-287
18/5545

DAVID Y. IGE
GOVERNOR



JADE T. BUTAY
DIRECTOR

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

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

IN REPLY REFER TO:
DIR 0044
STP 8.2845

February 11, 2020

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

2020 FEB 11 PM 6:01
DEPT OF PLANNING AND PERMITTING
CITY & COUNTY OF HONOLULU

Attention: Franz Kraintz

Dear Ms. Sokugawa:

Subject: East Kapolei Neighborhood Transit-Oriented Development (TOD) Plan
Public Review Draft Update
Kapolei, Oahu, Hawaii

The Hawaii Department of Transportation (HDOT) understands that the City and County of Honolulu, Department of Planning and Permitting (DPP) has updated the 2010 East Kapolei Neighborhood TOD Plan to address substantial changes in land use, policy direction, and strategies.

HDOT has reviewed the subject TOD plan update and has the following comments:

Airports Division (HDOT-A)

1. The closest point of the proposed project area is approximately 1.46 miles from Kalaeloa Airport (JRF). All projects within five miles from Hawaii State airports are advised to read the Technical Assistance Memorandum (TAM) for guidance with development and activities that may require further review and permits. The TAM can be viewed at this link: http://files.hawaii.gov/dbedt/op/docs/TAM-FAA-DOT-Airports_08-01-2016.pdf.
2. The closest point of the proposed project area is approximately 1.96 miles 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 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 the submittal can be found at the following website:
<https://oeaaa.faa.gov/oeaaa/external/portal.jsp>.

3. 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 noise contour, residents will be subjected to repeated aircraft noise events throughout the day. For these reasons, the East Kapolei Transit-Oriented Development shall grant an avigation and noise easement to HDOT-A for the subject development, pursuant to the Airport Zoning Act, Hawaii Revised Statutes, Section 262-11.
4. Due to the proximity of the airport to the project location, there is a potential for fumes, smoke, vibrations, odors, etc., that may result from aircraft operations over the proposed development.
5. Chapter 3 discusses the plan principles and sustainability. Although the use of solar panels is not mentioned, be aware that photovoltaic (PV) systems located in or near the approach path of aircrafts, can create a hazardous condition for pilots because of possible glint and glare reflected from the PV 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-A and/or FAA.

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 PV system shall be prepared to immediately mitigate the RFI hazard upon notification by the HDOT-A and/or FAA.

Highways Divisions (HDOT-HWY)

1. HDOT has and will continue to work with agencies and developers to support sustainable development that reduces traffic congestion and maximizes the safety of all users of State highways.
2. We note that Section I. D. Next Steps, Item 3. is consultation with HDOT and other agencies regarding a multi-use path. We recommend the next version of the TOD Plan include a conceptual overlay of the multimodal pathways within the TOD on the station area land use plan figures. These figures are to be shown at sufficient scale to show existing and planned key pedestrian, bicycle routes and bus stations. If there are gaps in the routes, then propose routes that would support TOD street standards and plan

principles. These maps would provide overall connectivity context for future consultation.

3. We are specifically interested to know the “conceptual” current thinking regarding multimodal routes that would involve the State highways right-of-way. This would include the locations of the pedestrian bridges over state roadways identified in the plan. HDOT welcomes the opportunity to discuss them in the context of an overall multimodal plan that supports the TOD design standards and policies.
4. Identify the jurisdiction of State roadways on all figures.
5. Include a location map that shows the East Kapolei TOD Special District Boundary, the Honolulu Rail Transit Project, and the locations of the land use changes listed in Section I.B. Changes Influencing the Update.

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

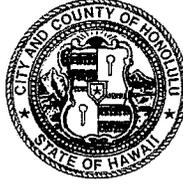
Sincerely,



JADE T. BUTAY
Director of Transportation

POLICE DEPARTMENT
CITY AND COUNTY OF HONOLULU

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



KIRK CALDWELL
MAYOR

OUR REFERENCE EO-TS

February 12, 2020

MEMORANDUM

TO: Kathy K. Sokugawa, Acting Director
Department of Planning and Permitting

ATTENTION: Raymond Young, Acting Chief, Community Action Plans Branch

FROM: Allan T. Nagata, Assistant Chief, Support Services Bureau

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

This is in response to your agency's memorandum of January 10, 2020, requesting comments on the proposed plan.

There is no information presented in this plan for the Honolulu Police Department (HPD) to comment regarding the impact it would have on police operations or services. However, the HPD would like to address public safety as it relates to emergency and law enforcement response for the proposed rail system, including transit stations. In the future, the HPD would like to be included when specific projects or sections of the rail project are planned or discussed with the stakeholders in the area.

If there are any questions, please call Major Joseph Trinidad of District 8 (Kapolei) at 723-8400.

Thank you for the opportunity to review this plan.


Allan T. Nagata
Assistant Chief
Support Services Bureau

2020/02/14 - 323
1817329

2020 FEB 14 PM 1:47
DEPT OF PLANNING
AND PERMITTING
CITY & COUNTY OF HONOLULU

JOHN D. McCALL
CLYDE K. HO
DEPUTY CHIEFS

Kraintz, Franz

From: McPherson, Nancy M <nancy.m.mcpherson@hawaii.gov>
Sent: Wednesday, February 12, 2020 6:17 PM
To: Kraintz, Franz
Cc: Ing, Darrell H
Subject: Feedback from Beneficiaries on TOD in Kauluokaha'i
Attachments: Ka'uluokaha'i TOD BC PPT_VPS slides.pdf

Aloha Franz — Darrell Ing of our Land Development Division forwarded your interest in any pertinent outcomes of the Beneficiary Consultation meeting on ideas for TOD in Kauluokaha'i (E. Kapolei II), Increment A that we held on January 22. I am still processing the data from the meeting, but in general, the interest in TOD concepts per se was somewhat low, as evidenced by a relatively low turnout (28). About half were lessees and half were applicants on the waiting list. We got a number of comments and questions that are unique to Hawaiian Homes, such as why we are doing planning for TOD/rentals when people are waiting for their homestead lots, how much longer is it going to take to award more lots in Kauluokaha'i, why are the new homes so expensive, are all the rentals going to be for native Hawaiians and only low income, etc. There were some questions and comments about uses on DHHL lands in Kalaeloa, and the need for a community center in Kauluokaha'i.

I will try my best to attend the meeting on the 20th, so I can field those kinds of DHHL-specific questions if they come up.

The only real TOD-related comments were:

- Where is the parking for the people from West Side, Kapolei etc. for the rail? Need a Park-n-Ride at the rail station.

We did a mini-visual preference survey (see attached slides — I didn't have the best examples but ran out of time — would like to beef this up and do it again with bike paths, roundabouts, complete streets etc.) and the kinds of feedback we got were along these lines:

Slide #1 — Townhouse

- Overall, the townhouse style was the most preferred, and it was a toss-up between Example A and Example B, although I felt many folks liked the Ko'oloa'ula townhouse example, which they may have driven by one or twice

Slide #2 — Apartment

- Medium density apartments were the least preferred
- Four-story, mixed use apartment buildings are too dense — the buildings will block the

wind/air Slide #3 — Kupuna Housing

- Any kupuna housing should be only single story
- Provide multi-generational family units

My main take-aways from this meeting were:

- For our applicants, securing a homestead lease is their main goal, but because what's being offered is often out of their price range, they will consider rentals until we can offer something more affordable or their purchasing power increases, preferring nothing more dense than townhouses
- Many of our beneficiaries will be coming to the East Kapolei or possibly the UHWO stations from the Kapolei area and the Waianae Coast to ride the rail to work and school, and are expecting a park-n-ride facility.
- There is not a lot of awareness about TOD principles, Complete Streets, Safe Routes to School, Vision Zero etc., probably because most folks may have never experienced a TOD-oriented community, although we are gradually getting one here on O'ahu in Kaka'ako. Our beneficiaries tend to be pragmatic and more concerned with how they are going to pay their mortgage or rent along with their other bills related to energy and vehicles, rather than aesthetics, urban design and the lifestyle advantages of getting out of their cars and living in a denser, more walkable neighborhood with access to transit.

- This may also be due to the fact that historically, homestead communities have tended to be lower density single family (with the possible exception of Papakolea), and that is the model most families are familiar with, although we have been able to increase densities to a degree in the Kapolei area, Kalawahine, and the newer sections of Waimanalo. We do get complaints about not enough on-street parking and too-narrow streets, though. It may just be really hard to visualize a medium- to high-density, mixed use, rental community on Hawaiian Home Lands, because it's such a big shift. There also has been some controversy over the rental housing project in Nanakuli at the Nanakuli Village Center, because some of the rentals are being leased to non-Hawaiians.

I hope this is helpful. Let me know if I can be of additional assistance.

Ke aloha no, Nancy
Nancy McPherson
Planner & DHHL Liaison
Lanal & Kalaupapa
DHHL Planning Office
P.O. Box 1879, Honolulu, HI 96805
(808) 620-9519 I (808) 620-9559 Fax

E hahai i ke ala o ka hana pa`akiki.
Pursue the path of challenging work.

MEMORANDUM

TO: Franz Kraintz, Planner, Community Planning Branch

FROM: Noelle Cole, Acting Branch Chief, Policy Planning Branch
Katherine B. Hernandez, Planner, Policy Planning Branch

DATE: February 13, 2020

SUBJECT: Comments – East Kapolei Neighborhood Transit-Oriented Development Plan

The Policy Planning Branch has reviewed the East Kapolei Neighborhood TOD Plan PRD #2 and offers the following comments.

While the East Kapolei Neighborhood Transit-Oriented Development Plan (EK TOD Plan) is proposing heights currently above the maximum limit prescribed by the 'Ewa Development Plan ('Ewa DP), the vision and principles are generally in line with the vision, policies, and guidelines set for in the 'Ewa DP and both the current O'ahu General Plan and the Proposed Revised O'ahu General Plan that is currently with City Council.

The 'Ewa DP is currently in a department initiated amendment process in order to support the proposed increased height limits and land uses in the EK TOD Plan as the department finds they do not conflict with the 'Ewa DP's vision and guidelines.

Revisions to the language around the following topics may assist the EK TOD Plan in smoother implementation process, better express and implement the vision of the 'Ewa DP and the recent Mayor's Directive 18-2 and the adopted Honolulu Climate Commission's Climate Change Brief.

Park-and-Ride Facilities

The proposed 'Ewa DP Amendment removes reference to each rail transit station area including a park-and-ride facility. At the same time, we believe the park-and-ride-facilities included in the EK TOD Plan's Summary of Recommendations (p.4) are valuable additions to the rail transit stations at the western terminus of the elevated rail transit line. However, when discussing these park-and-ride facilities in the Overall Structure or the Connectivity and Circulation section of each rail transit station area (p. 41 46, 53), there is relatively detailed descriptions of the facilities, such as the number of parking stalls that will be available, but inconsistency in designating whether or not the facility itself is temporary. Clarifying language regarding whether or not these are temporary in the rail station area sections is necessary so as not to create false expectations amongst the general public.

Climate Change and Sea Level Rise

Currently, the section addressing Flooding & Sea Level Rise (p. 13) is correct in saying that the proposed plan area is not impacted by Sea Level Rise due to climate change as modeled by the 3.2' Sea Level Rise Exposure Area (SLR-XA), which is the recommended current planning

benchmark. However, the discussion makes no mention of the 6' SLR-XA, which is the long term planning benchmark. As the development and growth of the EK TOD Plan area is long-ranging, discussion of the 6' SLR-XA should be included.

The EK TOD Plan is also silent on other impacts of climate change. It could include discussion on ways development and infrastructure in the plan area will work to mitigate or adapt to the potential impacts, such as those outlined in the Climate Change Brief, adopted by the City Climate Change Commission on June 5, 2018.

One such example of where it can be discussed outside of a separate section is the Zoning Recommendations, E. Green Street (p. 76). The section's current discussion around the positive benefits of Green streets can be tied into how the plan is addressing climate change.

Public Views

The 'Ewa DP discusses frequently the importance of preserving significant public views throughout its various sections. We acknowledge that the EK TOD Plan does indicate that it intends to preserve and enhance scenic views and natural landmarks in the rail transit station area (p. 8). We recommend that the section be renamed to include the word "views" so as to truly align with the policies outlined in the 'Ewa DP that work to "retain visual landmarks, significant public views and vistas" (p. 2-22)). The 'Ewa DP discusses frequently its vision for open space to be one way that significant public views will be maintained and it also discusses how these public views, elaborated further on p. 3-18, can be important culture resources. We suggest this language be incorporated into the EK TOD Plan so that the TOD Special District can be developed with these elements in mind.

The EK TOD Plan TOD Special District section (p. 58), could also include language on how the establishment of building and sites will take into account public views and vistas. This would further align the EK TOD Plan with the 'Ewa DP's outlined Key Elements (p. 5-10) that guide the implementation of Project Master Plan as well as provide direction for the TOD Special District regulations to put forth criteria that could include view plane studies.

Additional Comments

We offer the follow comments in reference to acronyms and minor clarifications:

1. A list of acronyms, primarily to identify State and City agencies, would be useful for those reading the EK TOD Plan. Though the Implementation Matrix (p.86) identifies the Lead and Supporting agencies with both their acronym and full department name, it is not a comprehensive list of State and City agencies discussed in the EK TOD Plan.
2. P.2, paragraph 1, sentence 1 – Correct the direction of the 'okinas in the station names.
3. P.2, paragraph 3, sentence 4 – Is the University of Hawai'i discussed here meant to be the University of Hawai'i at West O'ahu (UHWO)?
4. P.3, paragraph 2, sentence 2 – If the University of Hawai'i referred to on p. 2 is not meant to be UHWO, then this sentence should introduce the acronym of UHWO as it has not been used prior to this sentence.
5. P.6, Item 3 – In this instance, the Department of Transportation Services acronym, DTS, should be used after use of the agency name.
6. P. 8, paragraph 1, sentence 3 – Referring to the rail transit station areas as TOD rail transit station areas is redundant and we suggest the acronym be removed.

7. P.10, paragraph 1, sentence 6 – BMX-3 Community Business Mixed Use District, currently the U is not capitalized.
8. P. 15, paragraph 5, sentence 1 – The sentence would be more precise to say that the UHWO campus was created with the passage of Ordinance 08-30, as the institution already existed and was being hosted at Leeward Community College.
9. P. 20, Project Timeline – The graphic should be updated to reflect a Planning Commission and City Council target of April '20.
10. P. 46, paragraph 1, sentence 2 – The sentence currently references a rail transit stop, however for consistency throughout the EK TOD Plan, this should say “rail transit station.”
11. P. 66, paragraph 4, sentence 3 – The sentence currently refers to “Uber/Lyft” as one such mode to reduce parking requirements. We suggest not referencing private companies in any City plans to prevent the appearance of endorsement. The sentence can instead refer to their services as “rideshare.”
12. P. 71-72, The Auto Travel Corridor, sentence 4 – In this instance, the Department of Design and Construction acronym, DDC, should be used after use of the agency name.

BOARD OF WATER SUPPLY

CITY AND COUNTY OF HONOLULU
630 SOUTH BERETANIA STREET
HONOLULU, HI 96843
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Manager and Chief Engineer

ELLEN E. KITAMURA, P.E.
Deputy Manager and Chief Engineer *ml*

2020 FEB 20 PM 2:00
DEPT OF PLANNING
AND PERMITTING
CITY & COUNTY OF HONOLULU

February 19, 2020

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

ATTN: FRANZ KRAINTZ

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

SUBJECT: LETTER DATED JANUARY 10, 2020, REQUESTING COMMENTS ON THE EAST KAPOLEI NEIGHBORHOOD TRANSIT-ORIENTED DEVELOPMENT PLAN PUBLIC REVIEW DRAFT UPDATE

The existing potable and nonpotable/recycled water system are generally adequate to accommodate the water requirements for most Transit-Oriented-Development (TOD) areas. However, individual developments may be required to make infrastructure improvements within the transit station areas due to aged and undersized water mains. The sizing of the pipelines within new transit station area roadways will be determined at the time of the developments are submitted for approval.

The availability of potable and nonpotable/recycled water will be confirmed when the building permit applications are submitted for approval. When water is made available, the applicant will be required to pay the applicable Water System Facilities Charges. The construction drawings should be submitted for Board of Water Supply (BWS) review and approval.

The East Kapolei, UH West Oahu, and Ho'opili Transit Stations require coordination with the master developers who have been and will be installing new potable and recycled water systems in these areas. Water master plans for new water infrastructure requires BWS review and approval prior to our approval of roadway construction drawings.

BWS Rules and Regulations require the use of nonpotable water for the irrigation of large landscaped areas if a suitable supply is available. The use of nonpotable water for proposed TOD facilities in the areas served by BWS nonpotable and recycled water systems should be coordinated with BWS. The East Kapolei, UH West Oahu, and Ho'opili TOD facilities are required to use R-1 recycled water from the BWS Honouliuli Water Recycling Facility.

In order to use recycled water, the user shall comply with Chapter 11-62, Hawaii 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 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 Recycled Water Service Agreement 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 Recycled Water Service Agreement. 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 nonpotable water services.

The BWS Water System Facilities Charges (WSFC) will not be applicable to the irrigation service because BWS does not currently have established impact fees associated with the R-1 recycled water system.

Ms. Kathy Sokugawa
February 19, 2020
Page 3

For more information regarding connecting to the BWS R-1 recycled water, please contact the Water Conservation Branch of our Water Resources Division.

Water conservation measures are recommended 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.

High-rise buildings with booster pumps will be required to install water hammer arrestors or expansion tanks to reduce pressure spikes and potential main breaks in our water system.

Proposed mixed use developments are required to install separate domestic water meters and laterals serving the residential and non-residential spaces.

BWS may waive the WSFC and new meter cost for qualified on-site affordable or homeless dwelling units, up to 500 dwellings units per year, on a first-come first-served basis. The waivers will be granted when the building permit is submitted for approval. To qualify, the dwelling units must be certified as either affordable or homeless dwelling units by the appropriate agency of the City and County of Honolulu and the certification must be provided when the building permit application is submitted for BWS review and approval. For non-qualifying units, the applicant will be required to pay our WSFC for resource development, transmission and daily storage.

The on-site fire protection requirements should be coordinated with the Fire Prevention Bureau of the Honolulu Fire Department.

If you have any questions, please contact Robert Chun, Project Review Branch of our Water Resources Division, at 748-5443.

Justin Menina

Overall, in comparison to the 2010 East Kapolei TOD Plan, the proposed 2020 East Kapolei TOD Plan is a noted and much-needed improvement. In particular, I am quite happy to see more emphasis is placed on higher density within a wider area surrounding each rail station. Furthermore, an increased emphasis on sustainable infrastructure such as retention basins in public parks is to be lauded.

My only concern is I would like to see how dedicated bike lanes are further developed. On Iwikuamoo St, while dedicated bike lanes have been developed, they are neither fully incorporated into the surrounding streets (being on the main thoroughfare) and are not truly safe. In fostering and encouraging increased bike usage, it is paramount that dedicated, protected bike lanes such as those along King Street should be developed wherever possible. As a student who recently came back from a semester studying abroad in Copenhagen, Denmark, a leading city in cycling usage (with fairly flat terrain similar to that of the Ewa Plains) I strongly believe in the potential Hoopili has in developing alternative and sustainable transportation modes that complement, if not encourage rail usage.

#2



Collector: Web Link 1 (Web Link)
Started: Monday, February 24, 2020 9:20:16 PM
Last Modified: Monday, February 24, 2020 9:27:25 PM
Time Spent: 00:07:08
IP Address: 75.85.29.231

Page 1

- | | |
|---|---|
| Q1 Which age category do you fall in? | Respondent skipped this question |
| Q2 Where on O'ahu do you live? | 'Ewa (Ko'Oolina to 'Ewa Gentry/'Ewa Beach) |
| Q3 Did you previously participate in the Draft East Kapolei Neighborhood TOD Plan (2008-2010)? | No |
| Q4 If you live in East Kapolei, did you move into this planning area after 2010? | Not Applicable |
| Q5 Where on O'ahu do you work or go to school? | Primary Urban Center (Pearl City to Kahala) |
| Q6 How do you typically commute to work, school, or for other activities? Select all that apply. | Bus,
Bike,
Walk |
| Q7 Which 3 Plan Principles are the most important to you? | Create Gathering Places (create public spaces that enhance the neighborhood and are free and inviting for all users)
,
Create a Dynamic Urban Environment (promote the integration of mixed-uses that create walkable, lively, pedestrian-focused environments)
,
Sustainability (encourage the use of multi-modal transportation and efficient use of space and resources to reduce energy use, waste, and pollution) |

Q8 Please rank the importance of the following uses to be within walking distance of any of the East Kapolei rail stations.

Affordable Housing	1
Job Opportunities	2
Schools and Childcare	3
Social and Government Services	6
Dining and Shopping	4
Healthcare	7
Recreation/Community Centers	5
Park-and-Ride Facilities	8

Q9 For you and your family, what other services, or facilities not yet mentioned (near the rail stations) would make this a more complete community?

Dedicated and protected bike lanes such as those along King Street are paramount.

Q10 Please rank your preference for higher height limits around the station areas as an exchange for more Community Benefits Bonuses (e.g. additional affordable housing, community amenities, park space, child/senior care facilities, etc.)

From 9 to 12 stories	2
From 9 to 15 stories	1
From 9 to 20 stories	4
9 stories is high enough	3

Q11 Are there any land uses discussed that you think are not appropriate for this area?

Heavy industrial zoning would not be desirable.

Q12 Do you have any other comments that were not addressed in this survey? (Please provide a brief explanation.)

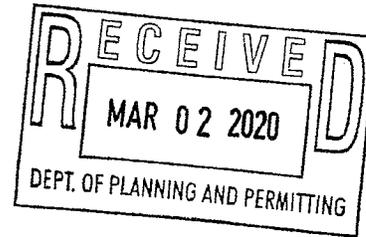
Respondent skipped this question



UNIVERSITY
of HAWAI'I®
WEST O'AHU

Planning and Facilities

2020/E06-450



February 25, 2020

DEPT. OF PLANNING AND PERMITTING
 CITY & COUNTY OF HONOLULU
 505 KALANIANA'OLANA BLVD
 HONOLULU, HI 96813

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

Dear Ms. Sokugawa

RE: East Kapolei Neighborhood TOD Plan – Public Review Draft #2 (January 2020)

Thank you for the opportunity to comment on the subject Public Review Draft #2 (PRD). The University of Hawaii-West Oahu (UHWO) is excited about the transit-oriented development (TOD) potential surrounding the two rail stations along Kualaka'i Parkway, and how it will support the development of the University of Hawaii (UH) land (500 acres) and the success of our university. Our comments are as follows:

1. Page 4, Section C.2. Summary of Recommendations -
 - Keone'ae Rail Transit Station Area – The UHWO concurs with the designation of Ho'omohala Avenue (Road B) as a key street as it will serve as an important connection for campus transit riders. We question the reference to the perpendicular Road D as a "main street" and whether associated regulations are being considered. We envision Road D as an internal tree-lined pedestrian-friendly connector between our Innovation District and the lower portion of our property, with some commercial, but primarily residential development on both sides. As presented on Figure 3 (Proposed Rail Transit Station Area Land Use Plan), the UHWO concurs that Road D not have a Key Street designation.
 - Keone'ae Rail Transit Station Area – It is not clear as to how new development will respect the UHWO Library Tower, which is a visual landmark for the East Kapolei community.
2. Page 6, D. Next Steps, first paragraph – since the listed actions are to be led by the City, delete "and local property owners".
3. Page 16, II. Project Overview & Existing Conditions. C. Unilateral Agreements (UAs) – The statement regarding the Plan Review Use permit and the advantages and disadvantages of a TOD special district should be further explained.

91-1001 Farrington Highway
 Kapolei, Hawai'i 96707
 Telephone: (808) 689-2535
 Fax: (808) 689-2541

An Equal Opportunity/Affirmative Action Institution

4. Page 29, III. Plan Principles E. Develop Unique Rail Transit Station Area Identities –
 - Keone‘ae Rail Transit Station. Replace the penultimate sentence with “The Non-Campus Lands are proposed as a mixed-use community to complement and support the UHWO campus and to provide amenities for the surrounding neighborhood.”
 - Kualaka‘i Rail Transit Station. Consider adding “and other surrounding uses such as the campus and Non-Campus Lands of UHWO.”
5. Page 30, III. Plan Principles F. Promote a Variety of Housing Choices, second paragraph – Replace “Student housing” with “Campus housing”.
6. Page 35, IV. Plan Overview Figure 3, Proposed Rail Transit Station Area Land Use Plan and Page 45, VI. Keone‘ae Rail Station Area Plan Figure 5, Keone‘ae Rail Transit Station Area Land Use Plan -
 - General Comment – For all graphics, it may be useful to label the roads mentioned such as Ho‘omohala Avenue, Road D on UHWO Campus, Keahumoa Parkway (proposed extension through UHWO), etc.
 - TOD Special District Boundary – The UHWO prefers that the TOD boundary encompass only the lands within the ½-mile radii from the rail stations. However, based on discussions with the Department of Planning and Permitting, their preference is to include the campus in the TOD boundary to ensure that future development consider basic TOD principles. UHWO also understands that campus projects would be reviewed for compliance with the approved PRU and be exempt from TOD Special District application requirements. With this understanding, the UH/UHWO is proposing to adjust the TOD boundary to be more consistent with the UHWO PRU boundary along the south-west portions of the property and the roughly ½-mile radius around the Kualaka‘i Station (see attached).
 - Land Uses – The UHWO is in the process of updating its Long Range Development Plan which will inform decision-making on campus capital investments and the development of the larger 500-acre property. The current concept plan proposes broad uses across the 500 acres in anticipation of development, while allowing adequate flexibility for market-driven and other changes. Therefore, the UH/UHWO is proposing to extend the Mixed-Use Residential & Commercial (red) zone south of the future Keahumoa Parkway to Farrington Highway (see attached). This includes those parcels identified as Multifamily with Limited Commercial, Multifamily, and Public Facility-makai of the Future Keahumoa Parkway.
 - Land Uses - Hawaii International Tokai College and the HECO substation along Farrington Highway should be assigned land use colors.

- Farrington Highway and Kualaka'i Parkway are illustrated as Key Streets, yet it appears that these designations are not mentioned in the text of the PRD. In fact, the Land Use & Urban Form sections recommend that buildings face inwardly "and away from Kualaka'i Parkway". While we understand the desire to create a pedestrian-friendly and active street scape along Kualaka'i Parkway, the required road widening and noise mitigation setbacks would preclude a typical key street (main street) environment. To address Kualaka'i Parkway without turning away from it, the LRDP is considering incorporating greenways with multi-use paths that will serve to better transition buildings to the arterial road. Therefore, we do not support the Key Street designations for Farrington Highway and Kualaka'i Parkway, however, we support the designation of Ho'omohala Road (Road B) as a Key Street.
7. Page 46. VI. Keone'ae Rail Station Area Plan. A. Overall Structure, second paragraph – Replace "designated" with "proposed".
 8. Page 48, VI. Keone'ae Rail Station Area Plan. C. Parks & Open Space - The text "On the UHWO campus, plans call for a Village Green and a large open space called the "Great Lawn" which is recommended in the TOD Plan to be open to the public" needs updating. The Great Lawn is now an existing campus component, and while there will be open spaces provided on both the campus and Non-Campus Lands, a specific "Village Green" is not being referenced at this time.
 9. Page 49 and 56, Section VI. Keone'ae Rail Station Area Plan D, and VII. Kualaka'i Rail Transit Station Area Plan, D. Land Use & Urban Form – The statement on Page 49 reads: "Building frontages should face the street, except for along "Road D" on UHWO's Non-Campus Lands which will be inwardly focused (away from Kualaka'i Parkway), with primary entrances and building facades facing towards pedestrian-oriented streets." The statement on Page 56 in Land Use & Urban Form states "Buildings should be oriented toward the street although buildings on UHWO's Main Street ("Road D) will face this street, rather than Kualaka'i Parkway." For consistency and clarity, we suggest the wording above be replaced with the following wording: "For the Non-Campus Lands along "Road D," buildings should be oriented to "Road D", when appropriate."
 10. Page 53, Section VII. Kualaka'i Rail Transit Station Area Plan, B. Connectivity and Circulation – Add "temporary" before 900-space, surface park-and-ride lot for the Kualaka'i rail transit station... Also, for the statement that reads: "In recent years, the HART has approached the UHWO creating 3 separate, 300-space lots and relocating them to sites adjacent to a future road planned between Farrington Highway and Kualaka'i Parkway that will intersect with Keahumoa Parkway." We suggest using more general statements in light of on-going discussions to work toward a solution for the temporary park-and-ride.
 11. Page 55, Section VII. Kualaka'i Rail Transit Station Area Plan, C. Parks & Open Space - We suggest the following changes for the second paragraph that begins: "On the UHWO side of the Kualaka'i rail transit station area...." delete "adjacent to the DHHL Kanehili subdivision. The park will serve as the southern terminus of the Kalo'i Greenway."

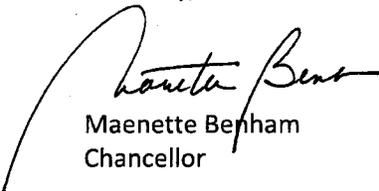
12. Page 59, VIII. Zoning Recommendations B.1. Applicability - The paragraph on the top of the page should be revised. We suggest the following language: "TOD Special District permits will not be required for a PRU area, as the PRU takes precedence over the Special District requirements."

The second paragraph regarding the statement "However, the UDPs should not be eliminated because they may cover additional land outside the TOD Special District boundary..." we suggest the following change "However, careful consideration and review should be given to eliminate the UDPs because...."

13. Page 61, VIII. Zoning Recommendations B.6. Maximum Building Heights – The stated vantage points and view corridors are not depicted on the PRD maps, and should be considered in conjunction with these maximum height determinations. At the Kualaka'i station, the UH supports an increase of building height within ¼ mile of the station, allowing development to extend to 120 feet with the bonus height limit.
14. Page 66, VIII. Zoning Recommendations 8. Affordable Housing Requirement, last paragraph – The language should be revised to reflect that the unilateral agreement for UH/UHWO applies to lands near both the Kualaka'i and Keone'ae stations.

Should you have any questions, please feel free to contact Bonnie Arakawa, Director of Planning and Facilities at 689-2539.

Sincerely,



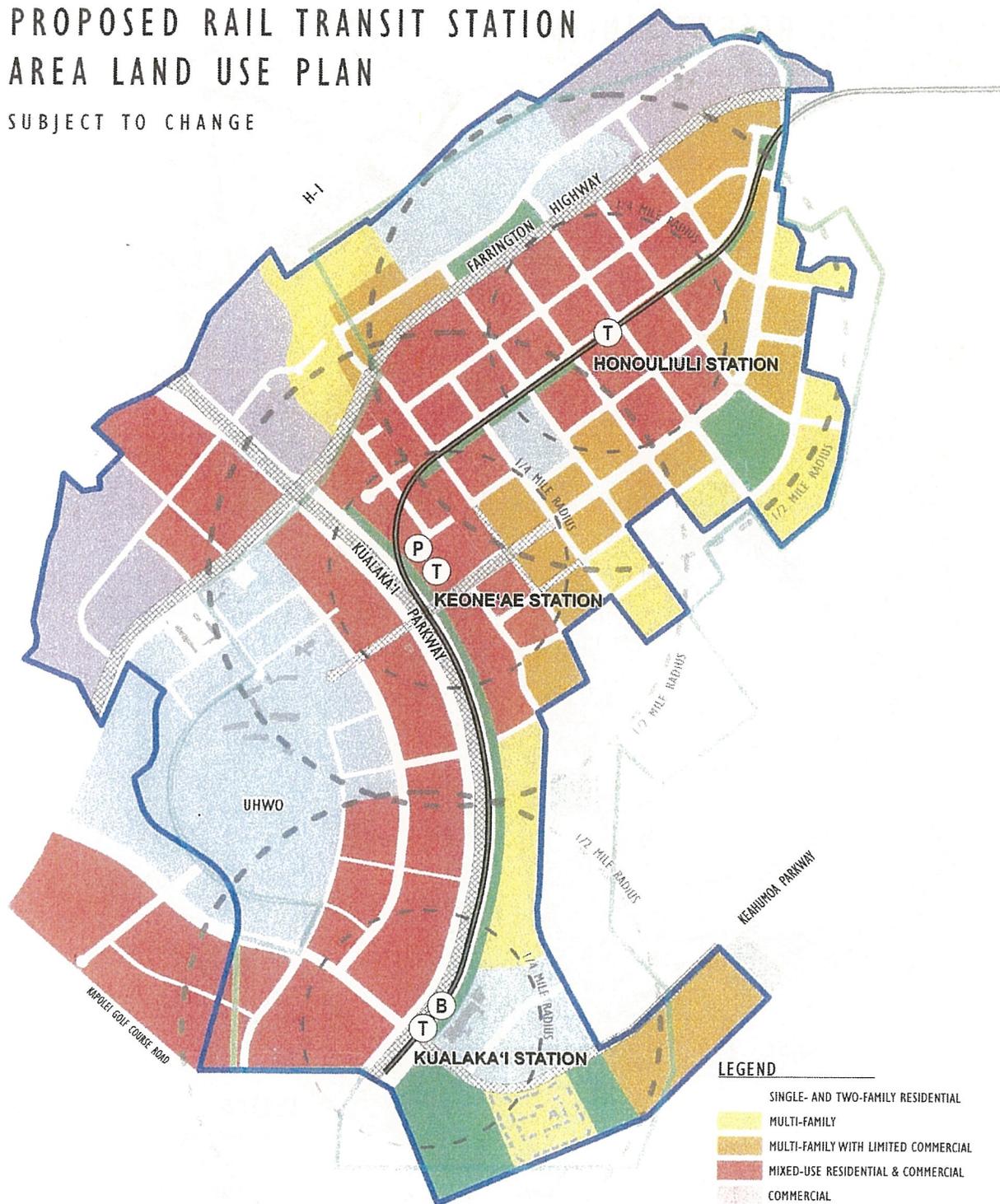
Maenette Benham
Chancellor

cc: PBR Hawaii, Inc.
UH Office of Strategic Development and Partnerships

Attachment

PROPOSED RAIL TRANSIT STATION AREA LAND USE PLAN

SUBJECT TO CHANGE



- LEGEND**
- SINGLE- AND TWO-FAMILY RESIDENTIAL
 - MULTI-FAMILY
 - MULTI-FAMILY WITH LIMITED COMMERCIAL
 - MIXED-USE RESIDENTIAL & COMMERCIAL
 - COMMERCIAL
 - MIXED-USE LIGHT INDUSTRIAL & COMMERCIAL
 - PUBLIC FACILITY
 - PARKS & OPEN SPACE
 - AGRICULTURE
 - TOD SPECIAL DISTRICT BOUNDARY
 - 2010 PROPOSED TOD BOUNDARY
 - KEY STREET
 - (B) BUS TRANSIT FACILITY
 - (P) PARK-AND-RIDE
 - (T) TRANSIT FACILITY
 - - - 1/4 MILE RADIUS
 - 1/2 MILE RADIUS

UHWO Requested Changes
to TOD Land Use Plan
Date: February 2020

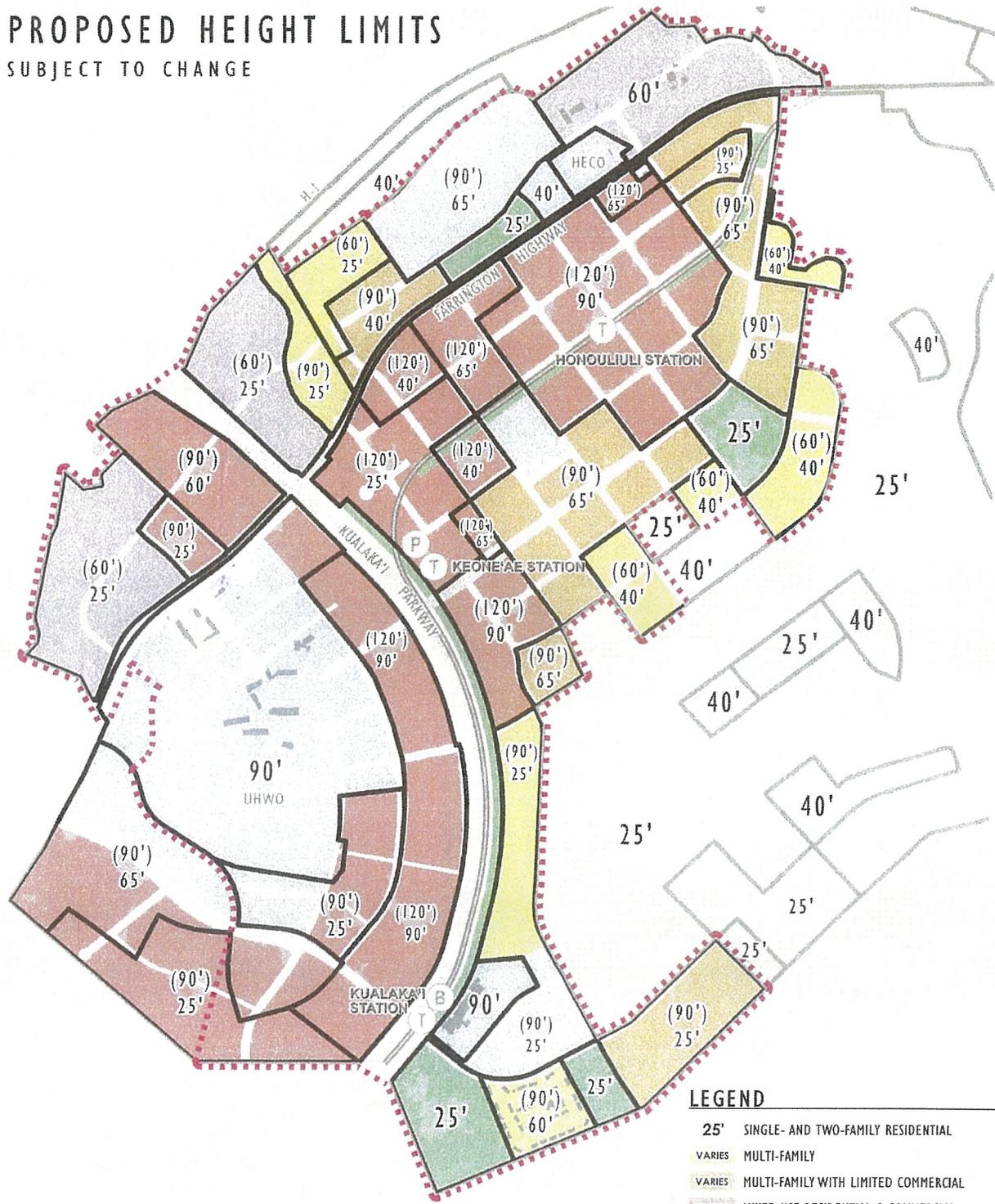
DRAFTED: 2/21/2020

SOURCE: CITY AND COUNTY OF HONOLULU, OFFICE OF URBAN DESIGN
Disclaimer: This graphic has been prepared for general informational purposes only, and should not be used for any other purpose without the express written consent of the City and County of Honolulu.

FIGURE 3 

PROPOSED HEIGHT LIMITS

SUBJECT TO CHANGE



UHWO Requested Changes to TOD Heights & Land Use
Date: February 2020

LEGEND

- 25' SINGLE- AND TWO-FAMILY RESIDENTIAL
- VARIABLES MULTI-FAMILY
- VARIABLES MULTI-FAMILY WITH LIMITED COMMERCIAL
- VARIABLES MIXED-USE RESIDENTIAL & COMMERCIAL
- VARIABLES COMMERCIAL
- 60' MIXED-USE LIGHT INDUSTRIAL & COMMERCIAL
- VARIABLES PUBLIC FACILITY
- 25' PARKS & OPEN SPACE
- 25' AGRICULTURE
- TOD SPECIAL DISTRICT BOUNDARY
- P BUS TRANSIT FACILITY
- ⊙ PARK-AND-RIDE
- T TRANSIT FACILITY
- 90' HEIGHT LIMIT
- (120') BONUS HEIGHT LIMIT

DRAFTED: 2/21/2020

SOURCE: CITY AND COUNTY OF HONOLULU, BIRL, DENR, DR. FLORENCE MARINO
Disclaimer: The graphics have been prepared for present planning purposes only and should not be used for regulatory interpretation or other financial matters.

FIGURE 7



DAVID Y. IGE
GOVERNOR OF HAWAII



RECEIVED

SUZANNE D. CASE
CHAIRPERSON
BOARD OF LAND AND NATURAL RESOURCES
COMMISSION ON WATER RESOURCE
MANAGEMENT

20 FEB 25 P6:12

STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
LAND DIVISION
POST OFFICE BOX 621
HONOLULU, HAWAII 96809
DEPARTMENT OF PLANNING
AND PERMITTING
CITY & COUNTY OF HONOLULU

January 15, 2020

LD 0077

MEMORANDUM

TO: **DLNR Agencies:**
 Div. of Aquatic Resources
 Div. of Boating & Ocean Recreation
 Engineering Division
 Div. of Forestry & Wildlife
 Div. of State Parks
 Commission on Water Resource Management
 Office of Conservation & Coastal Lands
 Land Division – Oahu District
 Historic Preservation (via email: DLNR.Intake.SHPD@hawaii.gov)

FROM: *fr* Russell Y. Tsuji, Land Administrator *RS*
SUBJECT: **East Kapolei Neighborhood Transit-Oriented Development (TOD) Plan, Public Review Draft Update**
LOCATION: East Kapolei, Island of Oahu
APPLICANT: **Department of Planning & Permitting, City and County of Honolulu**

Transmitted for your review and comment is information on the above-referenced project. The subject **TOD Plan** is available for public review on the City and County of Honolulu's Department of Planning and Permitting website at www.honoluluodpp.org under "**News**" **Announcements**. A direct link to the **TOD Plan** is at:

http://www.honoluluodpp.org/Portals/0/pdfs/TOD/EK_TOD_Plan_PRD2.pdf

Please submit any comments to Land Division by **February 20, 2020**. If no response is received by this date, we will assume your agency has no comments. If you have any questions about this request, please contact Barbara Lee at 587-0453 or at barbara.j.lee@hawaii.gov. Thank you.

- () We have no objections.
- () We have no comments. *at this time.*
- () Comments are attached.

Signed:

Patti E. Miyasaka

Print Name:

PATTI E. MIYASAKA

Date:

1/30/2020

Attachments
Cc: Central Files

DAVID Y. IGE
GOVERNOR OF HAWAII



RECEIVED

SUZANNE D. CASE
CHAIRPERSON
BOARD OF LAND AND NATURAL RESOURCES
COMMISSION ON WATER RESOURCE
MANAGEMENT

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STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
LAND DIVISION
DEPT OF PLANNING
AND PERMITTING
CITY AND COUNTY OF HONOLULU

POST OFFICE BOX 621
HONOLULU, HAWAII 96809

February 25, 2020

LD 0077

City and County of Honolulu
Department of Planning and Permitting
Attention: Franz Kraintz
650 South King Street, 7th Floor
Honolulu, HI 96813

via email: fkraintz@honolulu.gov

Dear Sirs:

SUBJECT: East Kapolei Neighborhood Transit-Oriented Development (TOD) Plan, Public Review Draft Update; Kualakai/East Kapolei, Keonaeae/University of Hawaii-West Oahu, and Honouliuli/Hoopili Rail Transit Stations, Island of Oahu

Thank you for the opportunity to review and comment on the subject project. The Land Division of the Department of Land and Natural Resources (DLNR) distributed copies of your request to DLNR's various Divisions for their review and comments.

Enclosed are responses from our (a) Engineering Division, (b) Land Division—Oahu District. Should you have any questions about the attached comments, please feel free to contact Barbara Lee at (808) 587-0453 or barbara.j.lee@hawaii.gov. Thank you.

Sincerely,

A handwritten signature in black ink, appearing to read "Russell Y. Tsuji".

Russell Y. Tsuji
Land Administrator

Enclosure(s)
cc: Central Files

RECEIVED
DEPARTMENT OF LAND AND NATURAL RESOURCES
ENGINEERING DIVISION

20 FEB 25 P 6:12

LD/Russell Y. Tsuji

Ref: East Kapolei Neighborhood Transit-Oriented Development (TOD) Plan,
Public Review Draft Update

Location: East Kapolei, Island of Oahu

Applicant: Department of Planning & Permitting, City and County of
Honolulu

COMMENTS

The rules and regulations of the National Flood Insurance Program (NFIP), Title 44 of the Code of Federal Regulations (44CFR), are in effect when development falls within a Special Flood Hazard Area (high risk areas). State projects are required to comply with 44CFR regulations as stipulated in Section 60.12. Be advised that 44CFR reflects the minimum standards as set forth by the NFIP. Local community flood ordinances may stipulate higher standards that can be more restrictive and would take precedence over the minimum NFIP standards.

The owner of the project property and/or their representative is responsible to research the Flood Hazard Zone designation for the project. Flood Hazard Zones are designated on FEMA's Flood Insurance Rate Maps (FIRM), which can be viewed on our Flood Hazard Assessment Tool (FHAT) (<http://gis.hawaiiinfip.org/FHAT>).

If there are questions regarding the local flood ordinances, please contact the applicable County NFIP coordinating agency below:

- Oahu: City and County of Honolulu, Department of Planning and Permitting (808) 768-8098.
- Hawaii Island: County of Hawaii, Department of Public Works (808) 961-8327.
- Maui/Molokai/Lanai: County of Maui, Department of Planning (808) 270-7253.
- Kauai: County of Kauai, Department of Public Works (808) 241-4896.

Signed: _____

GARY S. CHANG, CHIEF ENGINEER

Date: _____

1/24/21

DAVID Y. IGE
GOVERNOR OF HAWAII



LD 147
RECEIVED

SUZANNE D. CASE
CHAIRPERSON
BOARD OF LAND AND NATURAL RESOURCES
COMMISSION ON WATER RESOURCE
MANAGEMENT

20 FEB 25 P6:12

STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
LAND DIVISION
POST OFFICE BOX 621
HONOLULU, HAWAII 96809
DEPT OF PLANNING
AND PERMITTING
CITY & COUNTY OF HONOLULU

January 15, 2020

MEMORANDUM

LD 0077

TO: **DLNR Agencies:**
 Div. of Aquatic Resources
 Div. of Boating & Ocean Recreation
 Engineering Division
 Div. of Forestry & Wildlife
 Div. of State Parks
 Commission on Water Resource Management
 Office of Conservation & Coastal Lands
 Land Division – Oahu District
 Historic Preservation (via email: *DLNR.Intake.SHPD@hawaii.gov*)

RECEIVED
LAND DIVISION
JAN 30 AM 10:52
STATE OF HAWAII

FROM: *fr* Russell Y. Tsuji, Land Administrator *RS*
SUBJECT: **East Kapolei Neighborhood Transit-Oriented Development (TOD) Plan, Public Review Draft Update**
LOCATION: East Kapolei, Island of Oahu
APPLICANT: **Department of Planning & Permitting, City and County of Honolulu**

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http://www.honoluluodpp.org/Portals/0/pdfs/TOD/EK_TOD_Plan_PRD2.pdf

Please submit any comments to Land Division by **February 20, 2020**. If no response is received by this date, we will assume your agency has no comments. If you have any questions about this request, please contact Barbara Lee at 587-0453 or at barbara.j.lee@hawaii.gov. Thank you.

- We have no objections.
- We have no comments.
- Comments are attached.

Signed: *Cary S. Chang*

Print Name: Cary S. Chang, Chief Engineer

Date: 1/29/20

Attachments
Cc: Central Files



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

OFFICE OF FACILITIES AND OPERATIONS

2020 FEB 26 AM 9:31
DEPT OF PLANNING
AND PERMITTING
CITY & COUNTY OF HONOLULU

February 21, 2020

Raymond Young
City and County of Honolulu
Department of Planning and Permitting
Attention: Franz Kraitz
650 South King Street, 7th Floor
Honolulu, Hawaii 96813

Re: East Kapolei Neighborhood Transit-Oriented Development Plan Public Review Draft #2

Dear Mr. Young:

The Hawaii State Department of Education (HIDOE) has the following comments on the East Kapolei Neighborhood Transit-Oriented Development Plan (TOD) Public Review Draft #2 (PRD).

General

On January 16, 2020 the Hawaii State Board of Education approved renaming East Kapolei Middle School (EKMS) to Honouliuli Middle School. All references to EKMS in the PRD should be replaced to reflect the new name.

Section 8.B.7 Community Benefits Bonus

Section 8.B.7 identifies space for HIDOE schools as a possible community benefit bonus. Possible Community includes.

The HIDOE understands that this list is for illustrative purposes. However, we do have concerns that this may cause confusion with the Leeward Oahu School Impact Fee. It should be made clear that this community benefit bonus is separate from the school impact fee requirements.

Section 8.B.12 Minimum Common Open Space

Section 8.B.12 identifies HIDOE schools as open spaces that will act as a destination point for residents, students, and visitors.

The HIDOE priority is the safety and security of students, staff, and faculty. Access to school grounds will be regulated by each school.

Section IX.C.6 Impact Fee and Capacity Charges

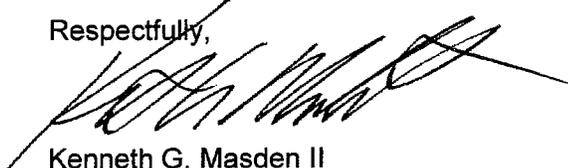
Section IX.C identifies HIDOE's school impact fees as an example of an existing impact fee within the TOD.

Raymond Young
February 21, 2020
Page 2

To provide clarity, the HIDOE recommends adding the following language prior to the last sentence; "A similar process is required to establish state impact fees." In the last sentence, the Leeward District should be replaced with the "Leeward Oahu School Impact Fee District that includes East Kapolei."

Thank you for the opportunity to comment. Should you have questions, please contact Robyn Loudermilk, Acting Land Use Planner, Facilities Development Branch, Planning Section, at 784-5093 or via email at robyn.loudermilk@k12.hi.us.

Respectfully,



Kenneth G. Masden II
Public Works Manager
Planning Section

KGM:rl

2020/EL06-402
1820882

DEPARTMENT OF EMERGENCY MANAGEMENT
CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET • HONOLULU, HAWAII 96813
PHONE: (808) 723-8960 • FAX: (808) 768-1492

2020 FEB 25 AM 9:50

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



HIROKAZU TOIYA
DIRECTOR

JENNIFER M. WALTER
DEPUTY DIRECTOR

February 24, 2020

TO: Franz Kraintz, Planner IV
Department of Planning and Permitting

FROM: Hirokazu Toiya, Director
Department of Emergency Management

SUBJECT: East Kapolei Neighborhood Transit-Oriented Development Plan Public Review
Draft Update

Thank you for the opportunity to review the East Kapolei Neighborhood Transit-Oriented Development Plan. While we have no specific comments on the plan, we look forward to working with stakeholders in the future to address emergency management related issues for the community. Some potential opportunities include installation of outdoor warning sirens, multi-purpose facilities that can serve as hurricane evacuation shelters, and open spaces that can serve as tsunami evacuation assembly areas.

Should you have any questions on this matter, please contact Crystal van Beelen at 723-8956 or cvanbeelen@honolulu.gov.

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2020 FEB 27 PM 12:26
DEPT OF PLANNING
AND PERMITTING
CITY & COUNTY OF HONOLULU
KIRK CALDWELL
MAYOR

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU

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



WES FRYSZTACKI
DIRECTOR

JON Y. NOUCHI
DEPUTY DIRECTOR

TP1/20-800491

February 27, 2020

MEMORANDUM

TO: Kathy K. Sokugawa, Acting Director
Department of Planning and Permitting

ATTN: Franz Kraintz, Planner
Department of Planning and Permitting
Community Planning Branch

FROM: Wes Frysztacki, Director
Department of Transportation Services (DTS)

SUBJECT: East Kapolei Neighborhood Transit-Oriented Development Plan Public
Review Draft Update

In response to your letter dated December 27, 2019, we have the following comments.

1. General Comments.

- a. Page 6 (Next Steps), Item No. 3. This project is a DTS project that is already underway and planned for construction in the near future.
- b. Page 6 (Next Steps), Item No. 5. We recommend making this a general/long-term goal. Premature completion of the environmental review process could be problematic if construction is delayed.
- c. Page 20. This timeline contains unmet milestones. We recommend updating the timeline.

Kathy K. Sokugawa, Acting Director
February 27, 2020
Page 2

- d. Page 57 and 58. The title of Chapter VIII (Zoning Recommendations) seems incorrect since there is a lot in this chapter on Street Standards, which is not a zoning issue. Consider a more specific section heading since the current section and chapter title are identical.
 - e. Page 74. These older subdivision cross sections do not match the intent of the text of the plan (e.g., narrow 5 foot sidewalks, standard bike lanes, etc.). We recommend removing these cross-sections and working DTS to develop updated cross sections.
 - f. Page 76. Buffered or parking-protected bike lanes are preferred rather than standard bike lanes.
2. **Complete Streets Design Elements.** At grade marked pedestrian crossings should follow the recommended treatments provided in the Honolulu Complete Streets Design Manual regardless if they are an interim treatment or not.

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

2000/EL06-505
1827699



OFFICE OF PLANNING STATE OF HAWAII

DAVID Y. IGE
GOVERNOR

MARY ALICE EVANS
DIRECTOR
OFFICE OF PLANNING

235 South Beretania Street, 6th Floor, Honolulu, Hawaii 96813
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DTS20200427170ED

OFFICE OF PLANNING
STATE OF HAWAII
CITY AND COUNTY OF HONOLULU
MAR 10 AM 9:50

March 5, 2020

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

Attention: Mr. Franz Kraitz

Dear Ms. Sokugawa:

Subject: East Kapolei Neighborhood Transit-Oriented Development Plan,
Public Review Draft #2

The Office of Planning (OP) received the Department of Planning and Permitting's (DPP) request to comment on the subject plan, which updates the Public Review Draft prepared in 2010. OP appreciates that the Public Review Draft #2 incorporates transit-oriented development (TOD) projects being planned for State lands in the East Kapolei, and we strongly support the provisions for the adoption of the TOD Special District as delineated in Public Review Draft #2 and proposed zoning designations.

OP has reviewed the Public Review Draft #2 and offers the following comments for your consideration.

1. **TOD Special District and Proposed Zoning.** OP strongly supports the inclusion of State lands within the TOD Special District delineated in Plan maps and figures, as well as the mixed-use zoning proposed for parcels owned by the University of Hawaii West Oahu (UHWO) and the Departments of Land and Natural Resources (DLNR) and Hawaiian Home Lands (DHHL), which have been identified as TOD projects in the *State Strategic Plan for Transit-Oriented Development* (Revised August 2018). This alignment of City TOD plans and land use designations with State TOD priorities will greatly facilitate the realization of TOD on these State parcels for the State and its development partners.
2. **Increased Density.** OP supports increasing density in East Kapolei, especially in proximity to TOD station areas. With limited productive agricultural lands on Oahu and the public cost of extending public infrastructure, it is critical that our limited urban lands are better utilized, particularly along the rail corridor, and have more than enough density to accommodate the housing needs of Oahu residents and

enable the vertical integration of uses to create mixed-use urban communities. Increased density directly benefits State and private landowners through the increased development potential of their lands and underpins achievement of the TOD Plan Principles.

3. **Executive Summary, Next Steps.** OP wholeheartedly supports the items in Next Steps, as well as further action to implement these next steps. DPP action to prepare the TOD zoning recommendations and TOD Special District designation is essential to State realization of its TOD project goals. OP, as co-chair of the Hawaii Interagency Council for Transit-Oriented Development (TOD Council), will continue to support TOD Council efforts to coordinate and collaborate on infrastructure investments needed to support State TOD in the East Kapolei area. Consideration should be given to adding an action that would examine how to streamline implementation of approved long-range master plans that are currently subject to Plan Review Use permitting procedures. This is discussed further in a subsequent comment.
4. **Proposed Height Limits and Bonus Heights, Zoning Recommendations, 6. Maximum Building Heights, and Figure 7, pages 61-63.** OP supports the proposed bonus height limits for State lands in Figure 7. However, OP is concerned that these maximum heights for State parcels—above the base or as-of-right height—would only be granted as bonus height in exchange for community benefits such as affordable housing. **OP strongly believes that State lands should be allowed the maximum height limit as-of-right or be exempt from City imposition of required community benefits for the additional bonus height. The planned use of State lands already serves a public purpose, either through the public facilities and services provided, affordable housing being provided, or the use of lease revenues to fund agency missions to serve Native Hawaiian beneficiaries or protect and manage natural resource lands and systems.**
5. **Comments related to Text, Maps, and Organization**
 - a. **Executive Summary, B. Changes Influencing this Update, page 3.** Should the *TOD Special District Design Guidelines* be added to the bulleted list?
 - b. **Project Overview, C. Unilateral Agreements, page 15.** We suggest titling this section, “Zoning Agreements”, “Approved Master Plans,” “Approved Development,” or similar. The Unilateral Agreement (UA) is just the instrument to memorialize agreements made about implementation of approved master plans.

- c. **Project Overview, page 16, first paragraph and Zoning Recommendations, Applicability, page 59.** These paragraphs introduce and discuss the issue of additional TOD reviews and TOD District requirements that UHWO campus lands might be subject to, in addition to Plan Review Use permitting. **OP strongly urges that DPP takes steps to explore means, such as suggested on page 59, by which the implementation of master planned projects in TOD areas can be streamlined** to eliminate multiple review and approval processes at various stages of development. OP recommends that this be included as part of the Next Steps in implementation listed in the Executive Summary. The City of Fremont, California has implemented a master plan approval process that streamlines permitting approvals based on an accepted master plan that meets adopted performance standards, which may serve as a model for these kinds of reviews.
- d. **Project Overview, page 16, last paragraph.** This paragraph should state broader support from State and private landowners for more intensive use and higher height limits around the Honouliuli and Keoneae rail stations.
- e. **Plan Principles, D. Create Gathering Places, Linear Urban Parks, page 27.** The treatment of linear urban parks and greenways here and in other parts of the plan should be more complete. The text and accompanying map graphics should discuss both the Puuwai Park and the opportunity for a multi-use path and greenway along the Kualakai Parkway/Kaloi Gulch corridor. OP recommends the Plan include a long-term goal of creating an urban linear park amenity along the Kaloi Gulch drainage that allows more active use of this open space with access and gathering spaces at key locations.
- f. **Figures 4-6.** The addition of street names on the station area plan maps would be helpful for the reader to locate specific roads discussed in the text.
- g. **Keoneae Rail Station Area Plan, pages 46-47.** This section, particularly Section A, should expand on the potential of TOD on the DLNR lands to provide a more balanced picture of the TOD Plan potential at this station. Reference to TOD on DLNR lands should be included in the second paragraph on page 47.
- h. **Keoneae and Kualakai Rail Station Area Plans, D. Land Use & Urban Form, pages 49 and 58, and page 73.** The statements that would exclude building frontages on UHWO Non-Campus Lands from facing the street—by allowing them to face inward and away from Kualakai Parkway—is inconsistent with the urban design principles contained in the Plan. This could promote long expanses of blank or inactive frontage along the parkway, rather than creating a more active and varied streetscape along this corridor.
- i. **Kualakai Rail Station Area Plan, C. Land Use & Urban Form, page 55.** The reference to a “Kaloi Greenway” should be made at the beginning of this section.

- j. **Zoning Recommendations, 10. Street Standards, pages 70-77.** This section seems more like guidance than standards that would be applied in permitting. This section could be moved to the Plan Overview chapter, which could keep the Zoning Recommendations focused on applicable standards.
- k. **Transit-Oriented Community Street Network, pages 70-74 and D. Bicycle Circulation, page 76.** These sections could be used in the Plan Overview chapter to describe and illustrate the preferred street network and multi-modal transportation system envisioned for the Plan area. The draft Plan refers to Key Streets, Main Streets, and Avenues, as well as various roads (e.g., Hoomohala Avenue, Road D, etc.), of which only Key Streets are mapped. Some clarification of how Key Streets and Main Streets and Avenues are used in the Plan Area would be helpful. Are shared streets being considered in the Plan Area? In some ways they can also function as Festival Streets, discussed on page 72.

A separate map of the hierarchy of streets and street network for the Plan area, with streets referenced in the text labeled on the map, would provide a much clearer picture of street treatment in the Plan area. Proposed bike circulation and multi-use paths and greenways could be added either to the street network map or to the Parks Map in Figure 8.

The general discussion of greenways, open space, and parks on pages 75 and 79, with Figure 8, might also be moved to Plan Overview to provide a general framework for greenspace and recreational corridors proposed for the Plan area.

- l. **Street Standards, C. Puuwai Park, page 75.** OP recommends a more general title for this section, such as “Greenways and Open Space Network,” “Greenways Corridors,” etc. to ensure that it provides a more complete picture of all the greenway corridors and assets being proposed for the Plan area. For consistency, “Kaloï Greenway” should be used in this discussion and this greenway mapped on Figure 8 to indicate the City’s desire for a greenway amenity along Kualakai Parkway.
- m. **Chapter title, Phasing and Implementation Strategy.** OP recommends using the 2010 Draft title, simply “Planning and Implementation,” since there is no formal strategy in the Plan.
- n. **Phasing & Implementation, A. Phasing Scenarios, page 82.** The statement, “The TOD Plan is phased in such a way,” implies that there is a phasing schedule for East Kapolei TOD Plan implementation. Restatement will avoid confusion on this matter.
- o. **Phasing & Implementation, C. Common Funding Tools, page 87.** OP recommends a more general title for this section, such as “Financing Infrastructure for Development,” since the section discusses more than tools.

Ms. Kathy Sokugawa
March 5, 2020
Page 5

- p. **7. Payment in Lieu of Taxes and Tax Increment Financing, page 91.** In the second paragraph, OP recommends deletion of the phrase, "One type of PILOT often used on the U.S. mainland is known as." This is an inaccurate: tax increment financing is not a form of PILOT.
- q. **Commas in a series.** The document should be consistent in use of commas before the conjunction in a series.

Thank you for the opportunity to convey our support of the East Kapolei TOD Plan and to provide comments on the Public Review Draft #2. Please contact Ruby Edwards or Rodney Funakoshi, of our Land Use Division, if you have any questions or comments.

Mahalo,

A handwritten signature in black ink that reads "Mary Alice Evans". The signature is written in a cursive, flowing style.

Mary Alice Evans
Director

Kraintz, Franz

Subject: FW: FW: DR Horton Comments

From: Tracy S Tonaki <TSTonaki@drhorton.com>

Sent: Monday, March 16, 2020 4:51 PM

To: Brittany Wheatman <bwheatman@pbrhawaii.com>; Vincent Shigekuni <vshigekuni@pbrhawaii.com>; Mike Jones (mike@hiseasllc.com) <mike@hiseasllc.com>

Subject: RE: Hoopili Street Names

Without freaking Franz out with my very late comments, here are a couple of thoughts:

Page 67 – references parking minimums and maximums. I have concerns about setting parking maximums. I know the EKTODNP establishes concepts with the LUO amendments spelling out the details. Should we just wait to see what the “maximum” details are in the LUO draft amendment?

Page 69 – Idea of shared/district bike parking to align with idea/concept of shared car parking. The current LUO bike parking requirements are pretty hefty.

Page 79 – Minimum Open Space, can you tell me if this 35% min open space requirement for developments over 30 units comes from another code?

Page 82 – Allow surface parking within the first 40-ft as part of “Phasing”? Temp surface parking lots which are convenient can be used strategically to draw people for retail uses. Ie parking lot between Auahi St and Ala Moana Blvd was successful prior to it being phased out for Howard Hughes future tower development.

Your thoughts?

Tracy
808-782-4109

D·R·HORTON
America's Builder
HAWAII

April 9, 2020

Ms. Kathy Sokugawa
Acting Director
Department of Planning & Permitting
650 South King Street, 7th Floor
Honolulu, Hawaii 96813
Attn: Franz Kraintz

SUBJECT: East Kapolei Neighborhood TOD Plan – Comments

Dear Ms. Sokugawa,

Thank you very much for your Department's commitment to updating the East Kapolei Neighborhood TOD Plan (EKNTODP). The staff involved, under Franz Kraintz's leadership, have demonstrated a strong commitment to completing the update, particularly given the challenges presented by COVID-19.

DR Horton is supportive of many of the aspects of the draft EKNTODP update, we find the concepts to be very thoughtful and articulated. At this time, we respectfully submit two comments for review and consideration. Some of our comments may be more pertinent under the Land Use Ordinance (LUO) amendment draft that we understand will follow the EKNTODP and thus, we reserve the right to provide further comments upon the availability of the LUO amendment draft for review.

Comment #1: *Figure 6 Street Hierarchy Map identifying Farrington Highway as a "key street"*

We have strong reservations about identifying the portion of Farrington Highway fronting Ho'opili as a "key street" and request that the designation be removed from this section of Farrington Highway. We note that City Council Ordinance 17-54 defined "key streets" as:

"Key streets" means streets within a TOD special district that are most vital to facilitating a walkable, vibrant, economically active neighborhood in the direct vicinity of the rail station. Certain development standards will apply only to those lots fronting a designated key street..."

Analyzing the “key streets” definition as it relates to Ho’opili, we offer the following reservations:

- A. Farrington Highway is considered a principal arterial roadway that serves to move vehicles between and through cities and towns. As a regional roadway, it is considered an alternative East-West traffic corridor to H1 Freeway. When improved, Farrington Highway is anticipated to have a 140-foot wide right-of-way that accommodates four traffic lanes initially, and up to six lanes at full build out with speed limits projected to be 35 mph. Since the right-of-way design is being maximized primarily for regional vehicular movement, street parking and direct access into adjacent parcels will be prohibited. We believe these design factors are not conducive to an active pedestrian environment and could compromise safety along this principal arterial roadway.
- B. Farrington Highway is not in direct vicinity of either the Keone’ae or the Honouliuli Rail Transit Stations. The draft EKTODP update already identifies “keys streets” immediately surrounding both rail stations within a two-block radius. These streets are connector roadways that serve to facilitate walkability and economic neighborhood activity to and from the rail transit stations. Unlike Farrington Highway, these connector roadways are designed with multi-use pathways and bike lanes to safely balance access and mobility, thus appropriately fulfilling the definition of a “key street”.

Comment #2: Section VIII.B.3 Permitted Land Uses

We strongly support the expansion of permitted uses within apartment mixed use (AMX) districts to encourage a diverse mix of businesses around rail transit stations, consistent with the “Mix It Up” TOD Plan principle. DR Horton has built both Live-Work and commercial units within AMX districts at the master planned communities of Mehana (Kapolei) and Ho’opili. There is much interest from buyers to operate businesses, such as wedding cake catering and animal clinics, that would bring vibrancy to a neighborhood. Based on our experience and buyer feedback, we request the inclusion of the uses highlighted in green on the attached Land Use Ordinance Table 21-3 Master Use Table (Exhibit A) as permitted uses within AMX zoned land within the TOD Special District.

Thank you very much for your time and consideration. If you have any questions, please do not hesitate to contact me at (808) 782-4109 or ttonaki@drhorton.com

Sincerely,



Tracy Tonaki
Senior Vice President

Attachment

TA E 21-3 MASTER USE TABLE

In the event of any conflict between the text of this Chapter and the following table, the text of the Chapter shall control. The following table is not intended to cover the Waikiki Special District; please refer to Table 21-9.6(A).

KEY
 Ac = Special accessory use subject to standards in Article 5
 Cm = Conditional Use Permit-minor subject to standards in Article 5; no public hearing required (see Article 2 for exceptions)
 C = Conditional Use Permit-major subject to standards in Article 5; public hearing required
 P = Permitted Use
 P/c = Permitted use subject to standards in Article 5
 PRU = Plan Review Use

USES (Note: Certain uses are defined in Article 10.)	ZONING DISTRICTS																					
	P-2	AG-1	AG-2	Country	R-20, R-10	R-7.5, R-5, R-3.5	A-1	A-2	A-3	AMX-1	AMX-2	AMX-3	Resort	B-1	B-2	BMX-3	BMX-4	I-1	I-2	I-3	IMX-1	
Zoos	C	C	C																			
COMMERCE AND BUSINESS																						
Amusement and recreation facilities, indoor																						
Automobile sales and rentals, including sales and distribution of automobile parts and supplies																						
Bars, nightclubs, taverns																						
Business services																						
Cabarets																						
Catering establishments																						
Convenience stores																						
Dance or music schools																						
Data processing facilities																						
Drive-thru facilities																						
Eating establishments																						
Financial institutions																						
Home improvement centers																						
Home occupations	Ac	Ac	Ac	Ac	Ac	Ac	Ac	Ac	Ac	Ac	Ac	Ac	Ac	Ac	Ac	Ac	Ac	Ac	Ac	Ac	Ac	Ac
Laboratories, medical																						
Laboratories, research																						
Medical clinics																						
Neighborhood grocery stores																						
Office buildings	Cm	Cm	Cm	Cm	Cm	Cm	Cm	Cm	Cm	Cm	Cm	Cm	Cm	Cm	Cm	Cm	Cm	Cm	Cm	Cm	Cm	Cm
Offices, accessory																						
Off-site joint development																						
Personal services																						
Photographic processing																						
Photography studios																						

change to P/c

TABLE 21-3 MASTER USE TABLE

In the event of any conflict between the text of this Chapter and the following table, the text of the Chapter shall control. The following table is not intended to cover the Waikiki Special District; please refer to Table 21-9.6(A).

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USES (Note: Certain uses are defined in Article 10.)	ZONING DISTRICTS																					
	P-2	AG-1	AG-2	Country	R-20, R-10	R-7.5, R-5, R-3.5	A-1	A-2	A-3	AMX-1	AMX-2	AMX-3	Resort	B-1	B-2	BMX-3	BMX-4	I-1	I-2	I-3	IMX-1	
Repair establishments, minor	C	C	C											P	P	P	P	P	P	P	P	P
Resource extraction																						
Salvage, scrap and junk storage and processing																					Cm	
Storage yards																					P/c	
Warehousing																					P	
Waste disposal and processing	C		C																		Cm	
Wholesale and retail establishments dealing primarily in bulk materials delivered by or to ship, or by ship and truck in combination																						
Wholesaling and distribution																						P
OUTDOOR RECREATION																						
Amusement facilities, outdoor, not motorized																						
Amusement facilities, outdoor, motorized																						Cm
Golf courses	PRU																					
Marina accessories	P/c																					Cm
Recreation facilities, outdoor	Cm		Cm	Cm																		P/c
SOCIAL AND CIVIC SERVICE																						
Art galleries and museums	P		Cm																			P ²
Cemeteries and columbaria																						
Colleges, business			C	Cm	Cm	Cm	Cm	Cm	Cm	Cm	Cm	Cm	Cm									
Day-care facilities			PRU	PRU	PRU	PRU	PRU	PRU	PRU	PRU	PRU	PRU	PRU									P
Hospitals	PRU	PRU	PRU	PRU	PRU	PRU	PRU	PRU	PRU	PRU	PRU	PRU	PRU									PRU
Meeting facilities			Cm	Cm	Cm	Cm	Cm	Cm	Cm	Cm	Cm	Cm	Cm									P
Prisons	PRU	PRU	PRU	PRU	PRU	PRU	PRU	PRU	PRU	PRU	PRU	PRU	PRU									PRU
Public uses and structures	P	P	P	P	P	P	P	P	P	P	P	P	P									P
Schools, 1 st - 5 th																						P

change to P/c

TABLE 21-3 MASTER USE TABLE

In the event of any conflict between the text of this Chapter and the following table, the text of the Chapter shall control. The following table is not intended to cover the Waikiki Special District; please refer to Table 21-9.6(A).

KEY: Ac = Special accessory use subject to standards in Article 5
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ZONING DISTRICTS																							
USES (Note: Certain uses are defined in Article 10.)	P-2	AG-1	AG-2	Country	R-20, R-10	R-7, 5, R-5, R-3, 5	A-1	A-2	A-3	AMX-1	AMX-2	AMX-3	Resort	B-1	B-2	BMX-3	BMX-4	I-1	I-2	I-3	IMX-1		
	Cm	Cm	Cm	C	C	C	C	C	C	Cm	Cm	Cm	Cm	Cm	Cm	Cm	Cm	Cm	Cm	Cm	Cm	Cm	
	Cm	Cm	Cm	Cm	Cm	Cm	Cm	Cm	Cm	Cm	Cm	Cm	Cm	Cm	Cm	Cm	Cm	Cm	Cm	Cm	Cm	Cm	
	Where a proposed use is not specifically listed above, the director shall review the proposed use and, based on its characteristics and its similarity to the uses listed above, shall determine the regulatory requirements for that use.																						
	¹ Commercial use subject to special density controls (see Table 21-3.3 and Section 21-3.90-1(c)(4)).																						
	² Commercial use subject to special density controls (see Table 21-3.5 and Section 21-3.140-1(c)).																						
	(Added by Ord. 99-12; Am. Ord. 00-09, 01-12, 02-63, 03-37, 07-14, 07-15, 09-26, 10-19, 13-10, 15-41)																						

MISCELLANEOUS

Historic structures, use of

Joint development

Where a proposed use is not specifically listed above, the director shall review the proposed use and, based on its characteristics and its similarity to the uses listed above, shall determine the regulatory requirements for that use.

¹Commercial use subject to special density controls (see Table 21-3.3 and Section 21-3.90-1(c)(4)).

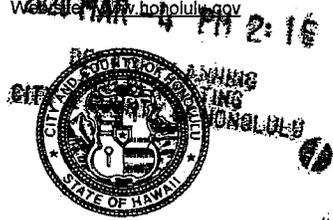
²Commercial use subject to special density controls (see Table 21-3.5 and Section 21-3.140-1(c)).

(Added by Ord. 99-12; Am. Ord. 00-09, 01-12, 02-63, 03-37, 07-14, 07-15, 09-26, 10-19, 13-10, 15-41)

2020/EL09-46/
1825396

DEPARTMENT OF DESIGN AND CONSTRUCTION
CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 11TH FLOOR
HONOLULU, HAWAII 96813
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KIRK CALDWELL
MAYOR

MARK YONAMINE, P.E.
DIRECTOR

HAKU MILLES, P.E.
DEPUTY DIRECTOR

March 3, 2020

MEMORANDUM

TO: Kathy Sokugawa, Acting Director
Department of Planning and Permitting

FROM: ~~For~~ Mark Yonamine, P.E., Director

SUBJECT: East Kapolei Neighborhood Transit-Oriented Development Plan

Thank you for the opportunity to review and comment. The Department of Design and Construction does not have any comments at this time.

Should you have any further questions, please call me at 768-8480.

ENCLOSURE 7

PUBLIC REVIEW DRAFT
COMMENTS MATRIX

EAST KAPOLEI NEIGHBORHOOD TRANSIT-ORIENTED DEVELOPMENT (TOD) PLAN - PUBLIC REVIEW DRAFT #2 COMMENT MATRIX

Last Updated: 7/8/2020

No.	Commenter	Department/ Agency	Comment Date	Category	Comments	Response	Revisions to PRD Draft - additions/insertions into the Draft Final TOD Plan are <i>italicized in red</i> .
1	Frank Genadio	Makakilo-Kapolei-Honokai-Hale Neighborhood Board #34/Transportation Committee	January 26, 2020 via e-mail	Organization	<p>1. Overall, I found this to be an excellent document, well organized and written, and easily readable by those of us without planning backgrounds. The graphics and illustrations also enhance the readers' comprehension. To assist future readers, I suggest that a Glossary be added prior to the Executive Summary.</p>	List of acronyms was added.	YES. A list of acronyms is added.
				Heights/Land Use	<p>2. The plan follows the concepts embodied in "Smart Growth" and advocated by city planning experts like Jim Charlier. Elements of the draft also reminded me of a 2008 study, "Exploring Hawai'i's Transit Oriented Future," prepared by graduate students from the University of Hawai'i School of Architecture under the guidance of Professor Janine Shinoki Clifford, which was briefed to members of D.R. Horton's Ho'opili Task Force. Perhaps some of them now serve on the DPP staff or are employed by one of your contractors.</p> <p>A commentary of mine, published in the Honolulu Star-Bulletin in August 2009, called for real high-rise development in East O'ahu as an effort to save 500 acres for farmland. The expanded concept I briefed to members of the Ho'opili Task Force (who expressed no interest) had two rings of high-rises centered on an even higher (350-foot) transit terminal for the UHWO rail station. There still may be time to develop real high-rises and save acreage for farming. With your plan for the UHWO area looking pretty firm, perhaps the buildings could be sited on both sides of Kualaka'i Parkway in the TOD Special District between the first two rail stations. I would still suggest the rings concept, with the central terminal bringing in revenue "earmarked" for rail operations and maintenance (O&M). As of this writing, there are no plans for any subsidization of rail by any developer who will reap huge (financial) benefits from proximity to rail stations—a major oversight by city and rail officials. I do not know if that can be rectified by a new plan for Special District fees applied within the TOD or Transit Influence Zone (TIZ); however, I recommend its "exploration."</p>	The Decision and Order by the Land Use Commission for Hoopili required 251 acres be devoted to urban agriculture of which 159 acres will be civic (commercial) farms, 8 acres of community gardens, and 84 acres of Steward Farms (home gardens).	NO. But thank you for the information. It appears there has been a lot of commentary on this over the years.
				DHHL Plans/Traffic	<p>3. The need for rezoning DHHL land from AG-1 (even though DHHL seems to do what it wants to, exempt from zoning) raises a question. There is nothing in the plan and I have seen no reference elsewhere about just how many homes DHHL plans to build in the area. Despite being outside the scope of the TOD plan, residents on DHHL land will impact traffic in the area so it would be useful to learn the number and configuration of DHHL homes.</p>	According to the Community Planning and Engineering Division within the DHHL, about 1,000 single-family lots and 67 acres for low-density apartments are proposed across the DHHL lands in the vicinity of the Kualakai and Keoneae rail transit stations. This is subject to change and DHHL should be consulted for the latest number and configuration of residential units in these areas.	NO. There are approved Roadway Master Plans in this area supported by Traffic Impact Analysis Reports.

Density/Land Uses	4. Changing height limits: While I favor increasing the height limits by amending the 'Ewa Development Plan, as requested by D.R. Horton, will the developer seek an increase in the number of currently approved residences (i.e., 11,750) allocated for Ho'opili? If not, will there be a complementary increase in "green space" amongst its 1,560 acres (since there will be more "build up" rather than "build-out")?	At this time, there has been no indication that the number of approved residential units is planned to increase and the Hoopili UDP and TOD Special District regulations will guide green and open space requirements.	NO.
Roadways/Connectivity	Reference is made to the Keone'ae station drawing ridership from Makakilo. That ridership would be boosted by the extension of Makakilo Drive and its connection to Kualaka'i Parkway. It should be noted that the extension was an approved project in the 2001 Transportation for O'ahu Plan—long before any of the arteries in the Ho'opili-UHWO area were listed anywhere. Perhaps DPP can assist in bringing this long needed (only 4,000 linear feet) roadway to fruition. It has become a "sore point" with (the now 21,000+) Makakilo residents currently having to "fall in" behind drivers heading to H-1 from East O'ahu.	Is there progress or update of the timetable?	NO. Outside scope of this TOD Plan although it may factor into the regional roadway circulation network.
Park and Ride	5. The draft indicates a temporary park-and-ride lot for the Honouliuli rail station of 344-571 stalls, with later reference to its removal as TOD is attracted to the area. When rail meetings were held in the area years ago, several people (including me) recommended increasing both the number of lots as well as the number of stalls per lot. I seriously doubt that park-and-rides will be "underutilized" in the future unless the city continues its efforts to force—rather than persuade—drivers to not use their POVs. My recommendation is that the TOD plan create a permanent 500-space park-and-ride lot for the Honouliuli station. At some point, city and rail officials will set the parameters for park-and-ride lots. My recommendation would be for making the lots secure and the parking charge minimal, perhaps a few dollars to help cover costs—with the caveat that a rail "smart card" is used for the charge. A significant fine for illegal parking would be levied if an actual rail fare is not applied to that card on the specific day of travel.	Only a 5-year temporary agreement.	NO.
Park and Ride/PV	6. Furthermore, I suggest that all park-and-ride lots be covered and their roofs used for emplacement of photovoltaic (PV) panels, with the generated electricity used for rail station operations—since the stations' current roof design does not favor solar collection. (NOTE: I previously recommended the use of series-connected PV panels on the rail guideway's makai side noise mitigation walls to generate electricity for rail operations.)	Covered under other city regulations. Under the Sustainability principle on page 32 of the PRD, adding <i>"use of renewable energy technologies"</i> ... added.	YES. Revised the second paragraph of sub-chapter, H. Sustainability, of chapter, III. Plan Principles, to read in the Draft Final TOD Plan: Sustainable practices to address environmental stewardship, especially related to building and design include: (in bullet form) reducing impervious surfaces, <i>using green infrastructure to absorb and treat more stormwater</i> , planting of <i>more street trees along both sides of the street, within street medians, in parks, and open space areas, using drought-tolerant plants and xeriscape landscaping; incorporating overall energy efficiency by using renewable sources and technologies, utilizing water conservation measures such as non-potable water for irrigation and efficient irrigation systems such as a drip system; and promoting</i> transportation options that reduce fossil fuel consumption.
AICUZ	7. Air Installation Compatible Use Zone (AICUZ): This is relevant to my suggestion for high-rise development (i.e., is such building precluded?). The AICUZ, I think, deals more with aviation operations' impact on developing communities than the safety of such operations. Before I wrote about high-rises in East O'ahu, I checked with any potential impact on (then known as) Honolulu International Airport-Hickam AFB operations. I was assured that the approach patterns for the airport were well above the height of any buildings in the UHWO area. I also doubt that Kalaeloa flight operations would be impacted so suggest that the AICUZ be further discussed with the FAA and U.S. Coast Guard officials. Please note the proximity of high-rises to many airports; perhaps Lindbergh Airport in San Diego is a good example.	Revise the AICUZ discussion on page 53 to include such a limitation could restrict multi-storied projects resulting from a change of zoning as well and the plan could make a recommendation for future discussions with the FAA and HDOT - Airports for getting the AICUZ removed.	YES. Revised the penultimate sentence of the second paragraph in sub-chapter, B. Connectivity and Circulation, of chapter, VII. Kualakai Rail Transit Station Area Plan for the Draft Final TOD Plan to read: Such restrictions on the location <i>may not</i> compromise the ability to build a multi-story park-and-ride facility in the future, <i>as "government services" (and cultural activities, auditoriums, concert halls, nature exhibits, outdoor music shells, amphitheaters, recreational activities, resorts and group camps, parks and other cultural entertainment and recreation) are allowable.</i> The AICUZ Easement Area 5 Map also provides the estimated permitted elevations of any new structure above mean sea level (MSL). As an example, the Area 5 Map shows a point within the TOD Special District where the existing elevation is 80 MSL with a permitted elevation of 385 feet MSL.

Off-street Parking/ADU	8. Off-street Parking: There is a current trend toward residential “micro-units” and auxiliary dwelling units with very little square footage (i.e., not enough to require one or more off-street parking spaces). If these units proliferate in the area, a shortage of on-street parking is likely to be the result because micro-unit and ADU occupants will probably have at least one POV. DPP planners should work with developers on covenants that drastically limit housing units with square footage less than the one-space requirement (i.e., 800 square feet).	ADUs require one off-street parking space.	NO.
Cultural facilities	9. Festival Streets and Gathering Places: This is an excellent concept for Kapolei—if it is ever to become “the second city.” Cultural facilities are essential. I continue to refer to our area as “the primary suburb” as it lacks “character.” Again, I refer you to the UH study of Ho’opili. The use of the large vacant lot on the makai side of the Kapolei Walmart was suggested to our council member and a member of the Kapolei Chamber of Commerce a few years ago as a center of live activity (Charlier’s “third place” other than home and work). I used The Villages in Florida as an example. At that time there were three town squares in The Villages and they are now working on a fourth center. Nothing came of my suggestion (and the closest example, Kapolei Commons, falls short of expectations).	Comments recently made on the Hawaii State Veterans project in The Villages of Kapolei concerning improvements consistent with urban and TOD design principles.	NO.
Affordable Housing	10. Affordable Housing: Just a follow-up to the general comment. High-rises on the ‘Ewa Plain, which make more sense “TOD-wise” than their siting in Kaka’ako, can accommodate both market price and affordable units. As an example, ocean view, outer-ring apartments would be larger and market price while mountain view or smaller inner-ring apartments would be affordable. Bonus density would enable top floor penthouses.	Driven by developer experience and market forces.	NO.
GET	11. One correction: On page 92, the 0.5% GET is shown as effective to December 31, 2020. The (twice extended) GET for rail development is in effect through December 31, 2030. GET collections are NOT to be used for rail O&M, projected (at the moderate level) to be about \$136 million per year for the 20-mile alignment. In fact, federal funds also cannot be used for O&M for a municipality the size of Honolulu; unless future legislative changes are made, fares will cover 27-33% of costs, with local taxpayers making up the difference.	Noted.	YES. Section, 9. General Excise Tax (GET) Surcharges, of sub-chapter, F. Funding Sources, in chapter, IX. Development Implementation, the second sentence was revised to read in the Draft Final TOD Plan: The City first enacted this surcharge adopting a 0.5% surcharge from January 1, 2007 to December 31, 2020. <i>It has been twice extended putting it in effect until December 31, 2030 and is to be used for rail construction and not for future rail operations and maintenance.</i>

2	Jason Samala, Assistant Chief	Honolulu Fire Department	1/24/2020 via letter	Access roads	1. Fire department access roads shall be provided such that any portion of the facility or any portion of an exterior wall of the first story of the building is located not more than 150 feet (46 meters) from fire department access roads as measured by an approved route around the exterior of the building or facility. (National Fire Protection Association [NFPA] 1; 2012 Edition, Section 18.2.3.2.2.) A fire department access road shall extend to within 50 feet (15 meters) of at least one exterior door that can be opened from the outside and that provides access to the interior of the building. (NFPA 1; 2012 Edition, Section 18.2.3.2.1.)	All projects are required to meet or exceed all applicable city, state, and federal fire codes.	YES. A new sub-chapter titled, <i>E. Responsible Agencies and Strategic Partners</i> , is added to chapter, IX. <i>Development</i> Implementation, in the Draft Final TOD Plan. The last sentence of the 5th paragraph of new section, <i>1. Intent</i> , in sub-chapter, <i>E. Responsible Agencies and Strategic Partners</i> , reads in the Draft Final TOD Plan: <i>Public spaces and infrastructure provided by private entities will also need to be constructed in accordance with City, State, and Federal standards, charges, and fees (Water Service Facilities Charges and new meter cost may be waived if certified for either affordable or homeless dwelling units) in order to be dedicated to and maintained by the City</i> . Under new section, <i>4. City Agencies</i> , of sub-chapter, <i>E. Responsible Agencies and Strategic Partners</i> , a bullet reads in the Draft Final TOD Plan: <i>Providing additional funding for City services such as police and fire protection when resources for additional personnel and equipment become available at the time projects are completed</i> . Under new section, <i>5. Private Developers</i> , of sub-chapter, <i>E. Responsible Agencies and Strategic Partners</i> , a bullet reads in the Draft Final TOD Plan: <i>New development and construction adhering to all City, State, and federal standards, charges, and fees (Water Service Facilities Charges and new meter cost may be waived if certified for either affordable or homeless dwelling units)</i> .
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Water supply	<p>2. A water supply approved by the county, capable of supplying the required fire flow for fire protection, shall be provided to all premises upon which facilities or buildings, or portions thereof, are hereafter constructed, or moved into or within the county. When any portion of the facility or building is in excess of 150 feet (45,720 millimeters) from a water supply on a fire apparatus access road, as measured by an approved route around the exterior of the facility or building, on-site fire hydrants and mains capable of supplying the required fire flow shall be provided when required by the AHJ [Authority Having Jurisdiction]. (NFPA 1; 2012 Edition, Section 18.3.1, as amended.)</p>	<p>All projects are required to meet or exceed all applicable city, state, and federal fire codes.</p>	<p>YES. A new sub-chapter, titled <i>E. Responsible Agencies and Strategic Partners</i>, is added to chapter, IX. <i>Development</i> Implementation, in the Draft Final TOD Plan. The last sentence of the 5th paragraph of new section, <i>1. Intent</i>, in sub-chapter, <i>E. Responsible Agencies and Strategic Partners</i>, in the Draft Final TOD Plan reads: <i>Public spaces and infrastructure provided by private entities will also need to be constructed in accordance with City, State, and Federal standards, charges, and fees (Water Service Facilities Charges and new meter cost may be waived if certified for either affordable or homeless dwelling units) in order to be dedicated to and maintained by the City.</i> Under new section, <i>4. City Agencies</i>, of sub-chapter, <i>E. Responsible Agencies and Strategic Partners</i>, a bullet reads in the Draft Final TOD Plan: <i>Providing additional funding for City services such as police and fire protection when resources for additional personnel and equipment become available at the time projects are completed.</i> Under new section, <i>5. Private Developers</i>, of sub-chapter, <i>E. Responsible Agencies and Strategic Partners</i>, a bullet reads in the Draft Final TOD Plan: <i>New development and construction adhering to all City, State, and federal standards, charges, and fees (Water Service Facilities Charges and new meter cost may be waived if certified for either affordable or homeless dwelling units).</i></p>
Access roads	<p>3. The unobstructed width and unobstructed vertical clearance of a fire apparatus access road shall meet county requirements. (NFPA 1; 2012 Edition, Sections 18.2.3.4.1.1 and 18.2.3.4.1.2, as amended.)</p>	<p>All projects are required to meet or exceed all applicable city, state, and federal fire codes.</p>	<p>YES. A new sub-chapter titled, <i>E. Responsible Agencies and Strategic Partners</i>, is added to chapter, IX. <i>Development</i> Implementation, in the Draft Final TOD Plan. The last sentence of the 5th paragraph of new section, <i>1. Intent</i>, of sub-chapter, <i>E. Responsible Agencies and Strategic Partners</i>, reads in the Draft Final TOD Plan: <i>Public spaces and infrastructure provided by private entities will also need to be constructed in accordance with City, State, and Federal standards, charges, and fees (Water Service Facilities Charges and new meter cost may be waived if certified for either affordable or homeless dwelling units) in order to be dedicated to and maintained by the City.</i> Under new section, <i>4. City Agencies</i>, of sub-chapter, <i>E. Responsible Agencies and Strategic Partners</i>, a bullet reads in the Draft Final TOD Plan: <i>Providing additional funding for City services such as police and fire protection when resources for additional personnel and equipment become available at the time projects are completed.</i> Under new section, <i>5. Private Developers</i>, of sub-chapter, <i>E. Responsible Agencies and Strategic Partners</i>, a bullet reads in the Draft Final TOD Plan: <i>New development and construction adhering to all City, State, and federal standards, charges, and fees (Water Service Facilities Charges and new meter cost may be waived if certified for either affordable or homeless dwelling units).</i></p>
Energy storage systems	<p>4. New stationary energy storage systems shall be installed in accordance with NFPA 855; 2020 Edition, NFPA 1; 2012 Edition, Chapter 52, and any other applicable standards and codes.</p>	<p>All projects are required to meet or exceed all applicable city, state, and federal fire codes.</p>	<p>YES. A new sub-chapter titled, <i>E. Responsible Agencies and Strategic Partners</i>, is added to chapter, IX. <i>Development</i> Implementation, in the Draft Final TOD Plan. The last sentence of the 5th paragraph of new section, <i>1. Intent</i>, in sub-chapter, <i>E. Responsible Agencies and Strategic Partners</i>, to read in the Draft Final TOD Plan: <i>Public spaces and infrastructure provided by private entities will also need to be constructed in accordance with City, State, and Federal standards, charges, and fees (Water Service Facilities Charges and new meter cost may be waived if certified for either affordable or homeless dwelling units) in order to be dedicated to and maintained by the City.</i> Under new section, <i>4. City Agencies</i>, in sub-chapter, <i>E. Responsible Agencies and Strategic Partners</i>, a bullet reads in the Draft Final TOD Plan: <i>Providing additional funding for City services such as police and fire protection when resources for additional personnel and equipment become available at the time projects are completed.</i> Under new section, <i>5. Private Developers</i>, of sub-chapter, <i>E. Responsible Agencies and Strategic Partners</i>, a bullet reads in the Draft Final TOD Plan: <i>New development and construction adhering to all City, State, and federal standards, charges, and fees (Water Service Facilities Charges and new meter cost may be waived if certified for either affordable or homeless dwelling units).</i></p>

				Coordination with HFD	5. Any impact to the HFD's response capabilities affected by density increases should be addressed.	Plans for any new projects, renovations, or reconstruction where an increase in density will impact HFD's response will be submitted to HFD for review and approval. A requirement of the building permit process.	YES. A new sub-chapter, titled <i>E. Responsible Agencies and Strategic Partners</i> , is added to chapter, IX. <i>Development</i> Implementation, in the Draft Final TOD Plan. The last sentence of the 5th paragraph of new section, <i>1. Intent</i> , reads: <i>Public spaces and infrastructure provided by private entities will also need to be constructed in accordance with City, State, and Federal standards, charges, and fees (Water Service Facilities Charges and new meter cost may be waived if certified for either affordable or homeless dwelling units) in order to be dedicated to and maintained by the City.</i> Under new section, <i>4. City Agencies</i> , of sub-chapter, <i>E. Responsible Agencies and Strategic Partners</i> , a bullet reads in the Draft Final TOD Plan: <i>Providing additional funding for City services such as police and fire protection when resources for additional personnel and equipment become available at the time projects are completed.</i> Under new section, <i>5. Private Developers</i> , of sub-chapter, <i>E. Responsible Agencies and Strategic Partners</i> , a bullet reads in the Draft Final TOD Plan: <i>New development and construction adhering to all City, State, and federal standards, charges, and fees (Water Service Facilities Charges and new meter cost may be waived if certified for either affordable or homeless dwelling units).</i>
				Coordination with HFD	6. Submit civil drawings to the HFD for review and approval.	Plans for any new projects, renovations, or reconstruction will be submitted to HFD for review and approval. A requirement of the building permit process.	YES. A new sub-chapter titled, <i>E. Responsible Agencies and Strategic Partners</i> , is added to chapter, IX. <i>Development</i> Implementation, in the Draft Final TOD Plan. The last sentence of the 5th paragraph of new section, <i>1. Intent</i> , of sub-chapter, <i>E. Responsible Agencies and Strategic Partners</i> , reads in the Draft Final TOD Plan: <i>Public spaces and infrastructure provided by private entities will also need to be constructed in accordance with City, State, and Federal standards, charges, and fees (Water Service Facilities Charges and new meter cost may be waived if certified for either affordable or homeless dwelling units) in order to be dedicated to and maintained by the City.</i> Under new section, <i>4. City Agencies</i> , of sub-chapter, <i>E. Responsible Agencies and Strategic Partners</i> , a bullet reads in the Draft Final TOD Plan: <i>Providing additional funding for City services such as police and fire protection when resources for additional personnel and equipment become available at the time projects are completed.</i> Under new section, <i>5. Private Developers</i> , of sub-chapter, <i>E. Responsible Agencies and Strategic Partners</i> , a bullet reads in the Draft Final TOD Plan: <i>New development and construction adhering to all City, State, and federal standards, charges, and fees (Water Service Facilities Charges and new meter cost may be waived if certified for either affordable or homeless dwelling units).</i>
3	Don Fujii	Department of Planning and Permitting/Civil Engineering Branch (CEB)	2/6/2020 via email	Water Quality Compliance	1. Any development and land disturbing activities (as defined in Section 20-3-3 of the C & C Administrative Rules, Title 20, Department of Planning and Permitting, Chapter 3, Rules Relating to Water Quality) shall comply with the Rules Relating to Water Quality (see attached pdf).	This is more of a requirement at the time of building permits. Any plan document would expect compliance with applicable city, county, state, and federal laws.	YES. A new sub-chapter titled, <i>E. Responsible Agencies and Strategic Partners</i> , is added to chapter, IX. <i>Development</i> Implementation, in the Draft Final TOD Plan. The last sentence of the 5th paragraph of new section, <i>1. Intent</i> , of sub-chapter, <i>E. Responsible Agencies and Strategic Partners</i> , reads in the Draft Final TOD Plan: <i>Public spaces, streets, and other infrastructure provided by private entities will also need to be constructed in accordance with all City, State, and federal standards, charges, and fees (Water Service Facilities Charges and new meter cost may be waived if certified for either affordable or homeless dwelling units) in order to be dedicated to and maintained by the City.</i>
				Clarification - stormwater	2. Section VIII.B.10.E., page 76, (Green Streets): a) Second Bullet: Stormwater is not designed to be directed to the sewer system. b) Sixth Bullet: Stormwater is not designed to be directed to the sewer system, and therefore would have no impact on "...demand on the City's sewer collection system and the cost of constructing expensive pipe systems ..."	The narrative was intended to capture the overall benefits of what Green Streets can do but the City doesn't allow stormwater into the sanitary sewer system.	YES. Section, 5. Green Streets, of sub-chapter, B. Zoning Recommendations, of chapter, VIII. Zoning Recommendations, in the PRD was relocated into sub-chapter, <i>G</i> . Street Standards, of chapter, IV. Plan Overview in the Draft Final TOD Plan. The second bullet was revised to read in the Draft Final TOD Plan: Reduce basement flooding, sewer backups, sewer overflows to Pearl Harbor <i>and island shorelines</i> and delete the sixth bullet to remove any reference that implies storm water goes into the sanitary sewer system.
				Clarification - setbacks	3. Section VIII.B.11, page 78, (Yard Setbacks): Outdoor dining and cafes in the public sidewalk right-of-way should not unduly interfere with the public use of the sidewalk area, which is for the exclusive use of pedestrian traffic.	Projects with outdoor dining and cafes would be reviewed to ensure they do not unduly interfere with the public use of the sidewalk area. Will revise text to add this caveat.	YES. In section, 10. Yard Setbacks, of sub-chapter, B. Zoning Recommendations, of chapter, VIII. Zoning Recommendations, the second sentence of the second bullet is revised to read: It is recommended that outdoor dining and cafes be <i>built into the overall building design and utilize their</i> front yards to create an active, vibrant pedestrian environment <i>rather than rely on any private</i> use of the sidewalk area.

4 Michelle Nekota Department of Parks and Recreation(DPR) 1/28/2020 via letter Overview

1. We understand our comments may be too specific and detailed for a review of a planning document which is conceptual in content. However, it is important that we take this opportunity to inform future developers of the requirements of the Division of Urban Forestry (DUF), Department of Parks and Recreation, prior to the preparation of their project plans. Knowledge of this information during the design phase and submitting schematic plans for early review by DUF will ensure a quicker and smoother plan review process for subsequent plan submittals. Delivery of preliminary plans instead of schematic plans by the developer for initial DUF review may result in extensive revisions, higher costs, and delays in project and permit approvals. As such, include this DUF review letter as an attachment to the final public review report.

Both the Hoopili and UH West Oahu have Street Master Plans at least shown along the major thoroughfares and the DPP continues to review for compliance with Standards and Procedures for the Planting of Street Trees (July 1999) during the building permit review phase of all projects. A footnote to the Hoopili UDP mentions comparable trees approved by the DPR may be substituted as needed.

YES. Revised the second paragraph of sub-chapter, H. Sustainability, of chapter, III. Plan Principles, to read in the Draft Final TOD Plan to read: Sustainable practices to address environmental stewardship, especially related to building and design include: (in bullet form) reducing impervious surfaces, *using green infrastructure to absorb and treat more stormwater*, planting of more *street trees along both sides of the street, within street medians, in parks, and open space areas*, *using drought-tolerant plants and xeriscape landscaping; incorporating overall energy efficiency by using renewable sources and technologies, utilizing water conservation measures such as non-potable water for irrigation and efficient irrigation systems such as a drip system*; and *promoting* transportation options that reduce fossil fuel consumption. Revised the third sentence of the The Landscape and Furniture Zone bullet in section, 2. TOD Street Characteristics, of sub-chapter, G. Street Standards, in chapter, IV. Plan Overview to read in the Draft Final TOD Plan: The landscape buffer should include street trees *per the Standards and Procedures for the Planting of Street Trees (July 1999)* and other landscape features at the pedestrian level. The cross section street profiles on page 74 of the PRD are revised to show street trees on both sides of the street in the Draft Final TOD Plan.

Tree planting

2. In December 2017, Mayor Caldwell signed the US Conference of Mayor's Climate Protection Agreement to fight climate change and combat global warming. He committed the City and County of Honolulu (City) to planting 100,000 trees by 2025 and achieving 35% urban tree canopy coverage by 2035. To accomplish the Mayor's initiative to meet these goals, it is imperative that the City take every opportunity to increase tree plantings. We ask for your support and that of your staff to ensure that the developer finds ways to increase the street tree, park tree, and open space area tree plantings for the East Kapolei Neighborhood TOD project.

Noted.

YES. Revised the title of the section, 6. Flooding and Sea Level Rise, in sub-chapter, A. Background Context and Existing Conditions, of chapter, II. Project Overview and Existing Conditions, to read in the Draft Final TOD Plan: *Climate Change and Flooding*. Added new sentences to the end of the second paragraph of section, 6. *Climate Change and Flooding*, of sub-chapter, C. Summary of Recommendations, in chapter, II. Project Overview and Existing Conditions, to read in the Draft Final TOD Plan: *The TOD Plan encourage more low-impact development (LID) features that provide on-site retention/detention for flooding or larger rainfall events, such as infiltration basins and trenches, vegetated bioretention basins, permeable pavement and pavers, and vegetated swales, biofilters, and buffer strips. The City is actively pursuing the formation of a stormwater utility, which would impose fees for impervious area and further incentivize the use of green infrastructure and LID solutions in new and redevelopment.* Added a third paragraph to this section to read: *Increasing temperatures as a result of climate change necessitate the more shade trees to promote a pleasant pedestrian environment. In December 2017, Mayor Caldwell signed the US Conference of Mayor's Climate Protection Agreement to fight climate change and combat global warming committing to plant 100,000 trees across O'ahu by 2025 and increasing urban tree canopy coverage to 35 percent by 2035. This commitment is further exemplified in the requirements of the UHWO and Hoopili Street Tree Plans, the Honolulu Complete Streets Design Manual, the DPP's Standards and Procedures for the Planting of Street Trees (July 1999), and the TOD Special District Design Guidelines. Resilient design features such as green infrastructure, LID, water reuse, cool roofs, energy efficiency, and heat-mitigating materials should be integrated into new and proposed development and infrastructure projects.*

Tree planting standards

3. As stated in the City and County of Honolulu, Department of Planning and Permitting (DPP) Standards and Procedures for the Planting of Street Trees (July 1999), Part 1, Section No. 1-4, Tree Spacing. A minimum of 1 street tree for every 50 feet of street frontage for new residential projects, and a minimum of 1 street tree for every 40 feet of street frontage for commercial and industrial projects. A 50-parcel lot subdivision will require 50 street trees, but evenly spaced throughout the subdivision and not in aggregated groupings (unless approved by DUF).

DPP continues to review for compliance with Standards and Procedures for the Planting of Street Trees (July 1999) during the building permit review phase of all projects.

YES. A new sub-chapter titled, *E. Responsible Agencies and Strategic Partners*, is added to chapter, IX. Development Implementation, in the Draft Final TOD Plan. The last sentence of the 5th paragraph of section, 1. Intent, reads: *Public spaces, streets, and other infrastructure provided by private entities will also need to be constructed in accordance with all City, State, and federal standards, charges, and fees (Water Service Facilities Charges and new meter cost may be waived if certified for either affordable or homeless dwelling units) in order to be dedicated to and maintained by the City.*

Tree plans & agency review	4. DUF will review the street tree plans; however, if it is determined that the plans do not meet DPP's criteria, the plans shall be rejected by DUF. To alleviate the concern, the Landscape Architect Consultant shall prepare schematic design plans showing the street tree locations and then distribute the plans to the Engineer Consultant and Architect Consultant to integrate and design the overhead/underground utility lines, buildings, and other street infrastructure around the street trees. Submit these street tree plans to the Urban Design Branch of OPP for their and DUF's review and comment.	Noted.	YES. A new sub-chapter titled, <i>E. Responsible Agencies and Strategic Partners</i> , is added to chapter, IX. <i>Development</i> Implementation, in the Draft Final TOD Plan. The last sentence of the 5th paragraph of section, <i>1. Intent</i> , of sub-chapter, <i>E. Responsible Agencies and Strategic Partners</i> , to read in the Draft Final TOD Plan: <i>Public spaces, streets, and other infrastructure provided by private entities will also need to be constructed in accordance with all City, State, and federal standards, charges, and fees (Water Service Facilities Charges and new meter cost may be waived if certified for either affordable or homeless dwelling units) in order to be dedicated to and maintained by the City.</i>
Tree plans & agency review	5. The Landscape Architect Consultant shall refer to the development's Street Tree Master Plan as approved (signature approval) by the Urban Design Branch of OPP in the preparation of the schematic street tree plans.	Noted. Street Tree Master Plans are also included in both the UHWO and Hoopili Urban Design Plans.	NO. No additional verbiage needed.
Park dedication	6. For Park Dedication projects, City owned and maintained open space areas, such as greenways, contact Lynette Kishimoto, Acting District Manager, District III, Park Maintenance and Recreation Services (PMRS), Department of Parks and Recreation, at 675-6033, for review and comment. Marginal and unusable (steep slopes, unbuildable) land that has poor drainage, utility easements (underground and overhead) designed for bioremediation and stormwater runoff collection, requires major grading and earthwork improvements, and high construction costs will be rejected.	Noted.	NO. No additional verbiage needed.
Hoopili landscaping	7. In previous discussions, PBR Hawaii, the Landscape Architect Consultant, concurred that the Hoopili Home Owners Association (HHOA) will be responsible for maintaining the trees, including pruning, and irrigation system, to include payment for water and electricity as required for the street and landscape buffer trees. As such, please document this agreement in the HHOA's Condition, Covenants, and Restrictions. We requested that a letter confirming this agreement be sent to Stanley T. Oka, Urban Forestry Administrator, Division of Urban Forestry, Department of Parks and Recreation, at 3902 Paki Avenue, Honolulu, Hawaii 96815. DUF will provide a copy to the Chief of Urban Design Branch of OPP for record keeping and filing. To date, DUF has not received the requested letter from Hoopili Developer.	Noted.	This is outside the realm of the TOD Plan.

5	Web Survey Response #1 - Anonymous	Citizen	February 7, 2020 - On-Line	1. Age - 55-73. Live in Ewa. Participated in the 2010 EKNTOD Plan effort. Works in Ewa. Commutes and travels by driving alone, bus, bike, and walking. The 3 Plan Principles most important: 1) Create Gathering Places, 2) Develop Unique Transit Neighborhoods, and 3) Sustainability. Most important land uses within walking distance of any of the EK rail transit stations: 1) Park and Ride Facilities; 2) Affordable Housing; 3) Recreation/Community Centers; 4) Job Opportunities; 5) Dining and Shopping ; 6) Healthcare; 7) Social and Government Services; and 8) Schools and Childcare. Would like to see discussion of bike storage, shaded picnic areas close to the rail stations. Ranking Preference of higher building height limits around rail transit stations: 1) 9-12 stories; 2) 9-15 stories; 3) 9-20 stories; and 4) 9 stories is high enough.	Thank you for taking the survey and providing your answers. Expanded discussion of need for bike facilities in Chapter IV - Plan Overview, Section A.7.B - Bike Circulation and Facilities.	YES. Expanded discussion of bike facilities in chapter, VIII. Zoning Recommendations, section B.10.B, of the PRD and moved it to chapter, IV. Plan Overview, under section, <i>G.2</i> . TOD Street Characteristics of the Draft Final TOD Plan, with title: Bike <i>Circulation and</i> Facilities.
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1. The closest point of the proposed project area is approximately 1.46 miles from Kalaeloa Airport (JRF). All projects within five miles from Hawaii State airports are advised to read the Technical Assistance Memorandum (TAM) for guidance with development and activities that may require further review and permits. The TAM can be viewed at this link: [hap ://files .hawai i.gov/dbedt/op/docs/TAM-FAA-DOT-Airports 08-01-2016.pdf](http://files.hawaii.gov/dbedt/op/docs/TAM-FAA-DOT-Airports-08-01-2016.pdf).

2. The closest point of the proposed project area is approximately 1.96 miles 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 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 the submittal can be found at the following website: [https ://oeaaa.faa.gov/oeaaa/external/portal.j sp](https://oeaaa.faa.gov/oeaaa/external/portal.jsp).

3. 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 noise contour, residents will be subjected to repeated aircraft noise events throughout the day. For these reasons, the East Kapolei Transit-Oriented Development shall grant an avigation and noise easement to HDOT-A for the subject development, pursuant to the Airport Zoning Act, Hawaii Revised Statutes, Section 262-11.

4. Due to the proximity of the airport to the project location, there is a potential for fumes, smoke, vibrations, odors, etc., that may result from aircraft operations over the proposed development.

5. Chapter 3 discusses the plan principles and sustainability. Although the use of solar panels is not mentioned, be aware that photovoltaic (PV) systems located in or near the approach path of aircrafts, can create a hazardous condition for pilots because of possible glint and glare reflected from the PV 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-A and/or FAA. 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 PV system shall be prepared to immediately mitigate the RFI hazard upon notification by the HDOT-A and/or FAA.

Noted, developers will be advised to consult with the HDOT-A in order to comply with the FAA TAM.

Noted, developers will be advised to consult with the HDOT-A in order to comply with FAA Form 7460-1.

There already is an avigation and noise easement for the Air Installation Compatibility Use Zone (AICUZ) subject to this requirement.

Noted.

PV panels if added to the Sustainability principle will include a statement acknowledging coordination required with the HDOT-A or FAA.

YES. A new sub-chapter titled, *E. Responsible Agencies and Strategic Partners* , is added to chapter, IX. *Development* Implementation, in the Draft Final TOD Plan. Under new section, *2. Federal Agencies* , and section, *3. State Agencies* , of sub-chapter, *E. Responsible Agencies and Strategic Partners* , a bullet reads in the Draft Final TOD Plan: *Maintenance and review by the FAA of the AICUZ boundary and other safeguards towards development and activities within 5 miles of State-operated airports. Should market shifts or changes in the tactical presence at the Kalaeloa Airport by commercial aviation or by the US Coast Guard (Air Station Barbers Point) change flight patterns or where technological improvements no longer require an avigation and noise easement, perhaps the FAA would consider vacating the easement and reducing the extent of the AICUZ.* Another bullet in these sections reads in the Draft Final TOD Plan: *Coordination with the FAA on any specific construction or alteration projects within 20,000 feet of any public use or military airport and/or involving any potential impacts from proposed solar-energy facilities in the vicinity of the rail transit stations.*

YES. A new sub-chapter titled, *E. Responsible Agencies and Strategic Partners* , is added to chapter, IX. *Development* Implementation, in the Draft Final TOD Plan. Under new section, *2. Federal Agencies* , and new section, *3. State Agencies* , of sub-chapter, *E. Responsible Agencies and Strategic Partners* , a bullet reads in the Draft Final TOD Plan: *Coordination with the FAA on any specific construction or alteration projects within 20,000 feet of any public use or military airport and/or involving any potential impacts from proposed solar-energy facilities in the vicinity of the rail transit stations.*

YES. A new sub-chapter titled, *E. Responsible Agencies and Strategic Partners* , is added to chapter, IX. *Development* Implementation, in the Draft Final TOD Plan. Under new section, *2. Federal Agencies* , and new section, *3. State Agencies* , of sub-chapter, *E. Responsible Agencies and Strategic Partners* , a bullet reads in the Draft Final TOD Plan: *Maintenance and review by the FAA of the AICUZ boundary and other safeguards towards development and activities within 5 miles of State-operated airports. Should market shifts or changes in the tactical presence at the Kalaeloa Airport by commercial aviation or by the US Coast Guard (Air Station Barbers Point) change flight patterns or where technological improvements no longer require an avigation and noise easement, perhaps the FAA would consider vacating the easement and reducing the extent of the AICUZ.* Another bullet in these sections reads in the Draft Final TOD Plan: *Coordination with the FAA on any specific construction or alteration projects within 20,000 feet of any public use or military airport and/or involving any potential impacts from proposed solar-energy facilities in the vicinity of the rail transit stations.*

NO. This is outside the realm of the TOD Plan but your concern will be passed along through other means.

YES. A new sub-chapter titled, *E. Responsible Agencies and Strategic Partners* , is added to chapter, IX. *Development* Implementation, in the Draft Final TOD Plan. Under new section, *2. Federal Agencies* , and new section, *3. State Agencies* , of sub-chapter, *E. Responsible Agencies and Strategic Partners* , a bullet reads in the Draft Final TOD Plan: *Coordination with the FAA on any specific construction or alteration projects within 20,000 feet of any public use or military airport and/or involving any potential impacts from proposed solar-energy facilities in the vicinity of the rail transit stations.* A bullet under section, *5. Private Developers* , of sub-chapter, *E. Responsible Agencies and Strategic Partners* , reads in the Draft Final TOD Plan: *New development and construction adhering to all City, State, and federal standards, charges, and fees.*

			Support	1. HDOT has and will continue to work with agencies and developers to support sustainable development that reduces traffic congestion and maximizes the safety of all users of State highways.	Thank you for the supportive comment.	YES. A new sub-chapter titled, <i>E. Responsible Agencies and Strategic Partners</i> , is added to chapter, IX. <i>Development</i> Implementation, in the Draft Final TOD Plan. Under new section, <i>3. State Agencies</i> , of sub-chapter, <i>E. Responsible Agencies and Strategic Partners</i> , a bullet in the Draft Final TOD Plan states: <i>Ensure safe and convenient pedestrian access to stations across Kualaka'i Parkway including consideration of above-grade crossing where feasible.</i>	
			Clarification	2. We note that Section I. D. Next Steps, Item 3. is consultation with HDOT and other agencies regarding a multi-use path. We recommend the next version of the TOD Plan include a conceptual overlay of the multimodal pathways within the TOD on the station area land use plan figures. These figures are to be shown at sufficient scale to show existing and planned key pedestrian, bicycle routes and bus stations. If there are gaps in the routes, then propose routes that would support TOD street standards and plan principles. These maps would provide overall connectivity context for future consultation.	Noted.	YES. New maps showing the conceptual overlay of multi-modal pathways are included and can also be found in the UHWO and Hoopili Urban Design Plans.	
			Clarification	3. We are specifically interested to know the "conceptual" current thinking regarding multimodal routes that would involve the State highways right-of-way. This would include the locations of the pedestrian bridges over state roadways identified in the plan. HDOT welcomes the opportunity to discuss them in the context of an overall multimodal plan that supports the TOD design standards and policies.	Noted.	YES. A new sub-chapter titled, <i>E. Responsible Agencies and Strategic Partners</i> , is added to chapter, IX. <i>Development</i> Implementation, in the Draft Final TOD Plan. Under new section, <i>3. State Agencies</i> , of sub-chapter, <i>E. Responsible Agencies and Strategic Partners</i> , a bullet in the Draft Final TOD Plan states: <i>Ensure safe and convenient pedestrian access to stations across Kualaka'i Parkway including consideration of above-grade crossing where feasible.</i>	
			Clarification	4. Identify the jurisdiction of State roadways on all figures.	Noted.	YES. Roadway names will be added to the maps.	
			Clarification	5. Include a location map that shows the East Kapolei TOD Special District Boundary, the Honolulu Rail Transit Project, and the locations of the land use changes listed in Section I.B. Changes Influencing the Update.	Noted.	YES. A new exhibit, Figure 1 - Major Developments, will serve as a location map showing the rail transit line and stations and the new developments that have occurred	
7	Lisa Imata	Department of Planning and Permitting/Development Plans & Zone Change Branch (DPZCB)	February 11, 2020 via internal memo	Clarification	1. Various Revisions to the Unilateral Agreement section, Section II.C on page 15 of the PRD.	Edits and input were welcomed.	YES. Revisions to the text were provided by the DPZCB. Too long and complicated to convey clearly here.
8	Scott Gushi	Department of Planning and Permitting/Wastewater Branch (WWB)	February 12, 2020 via e-mail	Clarification	1. The TOD Plan should coordinate the proposed development with the Ho'opili, UHWO, and East Kapolei Sewer Master Plans to take into account the anticipated wastewater demands.	Is expected but will add new section to the Plan.	YES. A new sub-chapter titled, <i>E. Responsible Agencies and Strategic Partners</i> , is added to chapter, IX. <i>Development</i> Implementation, in the Draft Final TOD Plan. Under new section, <i>1. Intent</i> , of sub-chapter, <i>E. Responsible Agencies and Strategic Partners</i> , the following paragraph is added to the Draft Final TOD Plan that reads: <i>Regional wastewater capacity has been determined from the wastewater master plans provided by developers. Capacity of the Kapolei and Makakilo Interceptors is based on approved master plan. DLNR currently does not have reserved sewer capacity through the Makakilo Interceptor line and the Honouliuli Wastewater Treatment Plant. Any additional system capacity needed due to new development or an increase in density will require new master plan to be submitted and possible system upgrades.</i>
9	Alan T. Nagata, Assistant Chief	Support Services Bureau, Honolulu Police Department, City and County of Honolulu	February 12, 2020 by United States Postal Service		1. There is no information presented in this plan for the Honolulu Police Department (HPD) to comment regarding the impact it would have on police operations or services. However, the HPD would like to address public safety as it relates to emergency and law enforcement response for the proposed rail system, including transit stations. In the future, the HPD would like to be included when specific projects or sections of the rail project are planned or discussed with the stakeholders in the area.	Additional funding for City services such as police protection will be requested when the resources for additional personnel and equipment resources become available at the time projects are completed.	YES. A new sub-chapter titled, <i>E. Responsible Agencies and Strategic Partners</i> , is added to chapter, IX. <i>Development</i> Implementation, in the Draft Final TOD Plan. Under new section, <i>4. City Agencies</i> , of sub-chapter, <i>E. Responsible Agencies and Strategic Partners</i> , the acknowledgement that 'social infrastructure', i.e., police, fire, emergency services, and schools, is also a part of TOD by adding a bullet that reads in the Draft Final TOD Plan: <i>Providing additional funding for City services such as police and fire protection when resources for additional personnel and equipment become available at the time projects are completed.</i>

10	Nancy McPhearson, Planner	Land Development Division, Department of Hawaiian Homelands	February 12, 2020 via e-mail	Housing Density	<p>1. Overall, the townhouse style the most preferred housing density. Many like the Ko'oloa'ula townhouse example. Medium density was least preferred. Four-story, mixed-use apartment buildings are too dense - the buildings will block the wind/air. Any kupuna housing should be only single story and provide for multi-generational family units.</p>	<p>Thanks for the feedback. Medium-density housing is emphasized, however, it is likely to be further away from the station but still within easy walking distance. Also the guiding principle in the TOD Plan, Promote A Variety of Housing Choices, reflects these needs throughout all of the community.</p>	NO. Revisions not needed.
					<p>2. Securing a homestead lease is the main goal of beneficiaries but they are often out of their price range so renting is more affordable.</p>	<p>Thank you for your comment. One of the guiding principles of the TOD Plan, Promote A Variety of Housing Choices, includes affordable housing. The City's Affordable Housing Requirement mandates affordable housing in all new developments. If affordable housing is chosen to provide community benefits to receive bonus density or height, then additional affordable units above this affordable housing requirement are provided.</p>	NO. Already discussed in the TOD Plan.
					<p>3. Many of our beneficiaries will be coming to the East Kapolei or possibly the UHWO stations from the Kapolei area and the Waianae Coast to ride the rail to work and school, and are expecting a park-n-ride facility.</p>	<p>Thank you for your comment. The description and location of the park-n-ride facilities at both the Kualaka'i, Keone'ae, and Honouliuli rail transit stations are identified in the TOD Plan.</p>	NO. Not needed at this time.
					<p>4. There is not a lot of awareness about TOD principles, Complete Streets, Safe Routes to School, Vision Zero etc., probably because most folks may have never experienced a TOD-oriented community, although we are gradually getting one here on O'ahu in Kaka'ako. Our beneficiaries tend to be pragmatic and more concerned with how they are going to pay their mortgage or rent along with their other bills related to energy and vehicles, rather than aesthetics, urban design and the lifestyle advantages of getting out of their cars and living in a denser, more walkable neighborhood with access to transit.</p>	Thank you for the comment.	NO. Not at this time.
					<p>5. This may also be due to the fact that historically, homestead communities have tended to be lower density single family (with the possible exception of Papakolea), and that is the model most families are familiar with, although we have been able to increase densities to a degree in the Kapolei area, Kalawahine, and the newer sections of Waimanalo. We do get complaints about not enough on-street parking and too-narrow streets, though. It may just be really hard to visualize a medium- to high-density, mixed use, rental community on Hawaiian Home Lands, because it's such a big shift. There also has been some controversy over the rental housing project in Nanakuli at the Nanakuli Village Center, because some of the rentals are being leased to non-Hawaiians.</p>	Thank you for your comment and insight.	NO. Not at this time.

11	Lance Watanabe	Department of Planning and Permitting/Traffic Review Branch (TRB)	February 13, 2020 via e-mail	Support	1. TRB has no comments in particular to the current version of the TOD Plan. We look forward to working with the surrounding land owners to incorporate the needed roadway infrastructure to support the TOD Plan and vision.	Thank you for your support and time to review the Public Review Draft of the TOD Plan.	NO. None needed at this time.
12	Noelle Cole, Branch Chief and Katherine B. Hernandez, Planner	Policy Planning Branch, Planning Division, Department of Planning and Permitting, City and County of Honolulu	February 13, 2020 via Internal memo	Park and Rides	The proposed 'Ewa DP Amendment removes reference to each rail transit station area including a park-and-ride facility. At the same time, we believe the park-and-ride-facilities included in the EK TOD Plan's Summary of Recommendations (p.4) are valuable additions to the rail transit stations at the western terminus of the elevated rail transit line. However, when discussing these park-and-ride facilities in the Overall Structure or the Connectivity and Circulation section of each rail transit station area (p. 41 46, 53), there is relatively detailed descriptions of the facilities, such as the number of parking stalls that will be available, but inconsistency in designating whether or not the facility itself is temporary. Clarifying language regarding whether or not these are temporary in the rail station area sections is necessary so as not to create false expectations amongst the general public.	Will add clarifying language. Thank you.	Yes. Revised the last two sentences of the last paragraph of sub-chapter, B. Connectivity and Circulation, in chapter, V. Honouliuli Rail Transit Station Area Plan, to read in the Draft Final TOD Plan: This Park-and-Ride is expected to serve commuters from the greater 'Ewa region until <i>removed when</i> the rail transit line has been extended to the Ala Moana Center <i>estimated to be by 2025. It should be noted that high popularity and usage of this temporary park and ride may make it difficult for the private landowner to remove in the future</i> . Re-worded the second sentence of the first paragraph in sub-chapter, A. Overall Structure, in chapter, VI. Keoneae Rail Transit Station Area Plan to read in the Draft Final TOD Plan: Although the actual rail transit <i>station</i> is located across Kualaka'i Parkway, <i>an interim 300-space surface park and ride lot and "touchdown" facility to access the rail transit station is located on the UHWO Non-Campus Lands (proposed University Village site)</i> . The touchdown will be connected by an elevated pedestrian walkway over Kualakai Parkway allowing for safe, easy access to the rail transit station. <i>Diamond head of Kualaka'i Parkway, a permanent 1,000 space park-and-ride and bus transfer center is planned on the land mauka of Ho 'omohala Avenue</i> . R e-worded the first sentence of the second paragraph of sub-chapter, B. Connectivity and Circulation, in chapter, VII. Kualakai Rail Transit Area Plan to read in the Draft Final TOD Plan: A <i>temporary</i> 900-space, surface park-and-ride lot planned for the Kualaka'i rail transit station will be located on the UHWO side of Kualaka'i Parkway. Re-worded the third sentence of the second paragraph of this sub-chapter to read in the Draft Final TOD Plan: <i>However, recent discussions between HART and UHWO have not resulted in a determination of the final location or configuration of this temporary park-and ride</i> .
		Climate Change and Sea Level Rise			Currently, the section addressing Flooding & Sea Level Rise (p. 13) is correct in saying that the proposed plan area is not impacted by Sea Level Rise due to climate change as modeled by the 3.2' Sea Level Rise Exposure Area (SLR-XA), which is the recommended current planning benchmark. However, the discussion makes no mention of the 6' SLR-XA, which is the long term planning benchmark. As the development and growth of the EK TOD Plan area is long-ranging, discussion of the 6' SLR-XA should be included. The EK TOD Plan is also silent on other impacts of climate change. It could include discussion on ways development and infrastructure in the plan area will work to mitigate or adapt to the potential impacts, such as those outlined in the Climate Change Brief, adopted by the City Climate Change Commission on June 5, 2018. One such example of where it can be discussed outside of a separate section is the Zoning Recommendations, E. Green Street (p. 76). The section's current discussion around the positive benefits of Green streets can be tied into how the plan is addressing climate change.	Will add discussion of 6' SLR-XA, as the long term planning benchmark and other impacts of climate change.	YES. Revised the title of the section, 6. Flooding and Sea Level Rise, in sub-chapter, A. Background Context and Existing Conditions, of chapter, II. Project Overview and Existing Conditions, to read in the Draft Final TOD Plan: <i>Climate Change and Flooding</i> . Revised the first sentence of the first paragraph of that section to read in the Draft Final TOD Plan: On July 16, 2018, Honolulu Mayor Kirk Caldwell issued Directive No. 18-2 to all City departments, agencies, and their consultants <i>to consider climate change and sea level rise in all City and County plans, programs, and capital improvement projects, and to apply planning benchmarks assuming there will be 3.2 to 6 feet of sea level rise (SLR) by the end of this century</i> . Added this sentence to the end of the second paragraph in this section to read in the Draft Final TOD Plan: <i>The TOD Plan encourages more LID features that provide on-site retention/detention for flooding or larger rainfall events such as infiltration basins and trenches, vegetated bioretention basins, permeable pavement and pavers, and vegetated swales, biofilters, and buffer strips. The City is actively pursuing the formation of a stormwater utility which would impose fees for impervious area and further incentivize the use of green infrastructure and LID solutions in new and redevelopment</i> . Add new paragraph after the second paragraph in this section to read in the Draft Final TOD Plan: <i>Increasing temperatures as a result of climate change necessitate the more shade trees to promote a pleasant pedestrian environment. In December 2017, Mayor Caldwell signed the US Conference of Mayor's Climate Protection Agreement to fight climate change and combat global warming committing to plant 100,000 trees across O 'ahu by 2025 and increasing urban tree canopy coverage to 35 percent by 2035. This commitment is further exemplified in the requirements of the UHWO and Ho 'opili Street Tree Plans, the Honolulu Complete Streets Design Manual, the DPP's Standards and Procedures for the Planting of Street Trees (July 1999), and TOD Special District Design Guidelines. Resilient design features such as green infrastructure, low-impact development (LID), water reuse, cool roofs, energy efficiency, and heat-mitigating materials should be integrated into new and proposed development and infrastructure projects</i> .

Open Space and Preservation of Natural and Cultural Resources including Public Views	The 'Ewa DP discusses frequently the importance of preserving significant public views throughout its various sections. We acknowledge that the EK TOD Plan does indicate that it intends to preserve and enhance scenic views and natural landmarks in the rail transit station area (p. 8). We recommend that the section be renamed to include the word "views" so as to truly align with the policies outlined in the 'Ewa DP that work to "retain visual landmarks, significant public views and vistas" (p. 3-22)). The 'Ewa DP discusses frequently its vision for open space to be one way that significant public views will be maintained and it also discusses how these public views, elaborated further on p. 3-18, can be important cultural resources. We suggest this language be incorporated into the EK TOD Plan so that the TOD Special District can be developed with these elements in mind. The EK TOD Plan TOD Special District section (p. 58), could also include language on how the establishment of building and sites will take into account public views and vistas. This would further align the EK TOD Plan with the 'Ewa DP's outlined Key Elements (p. 5-10) that guide the implementation of Project Master Plan as well as provide direction for the TOD Special District regulations to put forth criteria that could include view plane studies.	Currently, areas surrounding the three rail transit stations are highly visible from surrounding roadways and properties. Even with the ongoing development of Hoopili, the UHWO campus, the Kroc Center, and DHHL properties, the majority of the lands are either fallow or being cultivated. That is quickly changing of course, as planned development represented in this TOD plan will likely obstruct some of these views. Limiting heights, tower spacing, and maintaining open space are strategies that can help preserve and views and enhance cultural awareness. On page 58, these are citations from the LUO Section 21-9.100.6 on TOD objectives, so cannot add language without about protecting public views with building site and design needs to go elsewhere.	YES. Revised the section title, 3. Scenic <i>Views</i> and Natural Landmarks. Revised this section under sub-chapter, A. Background Context and Existing Conditions, of chapter, II. Project Overview and Existing Conditions, to read in the Draft Final TOD Plan: <i>The most prominent view in the East Kapolei area is the Wai'anae Mountain range, particularly the large-scale ridgeline residential development, Makakilo during both days and nights. Distant views of the Ko'olau Mountain range, Diamond Head, and downtown Honolulu are also visible from various vantage points within the rail station areas. The closest natural landmarks are Pu'u Kapolei, Pu'u Pālailai, Pu'u Makakilo, and Honouliuli, Kalo'i, and Hunehune Gulches. Other visual landmarks in the East Kapolei area include the UHWO Library Tower and the H RTP rail line itself. Views of natural features, heritage resources, and other landmarks, and view corridors between significant landmarks, can be important cultural resources.</i> Insert a new sentence after the first sentence of the new section, A. <i>Land Use Summary</i> , in chapter, IV. Plan Overview, to read in the Draft Final Plan: <i>At a minimum, the TOD Plan includes the provisions required under Section 21-9.100-4 of the LUO.</i> Revised the next, or now the third sentence of this paragraph to read in the Draft Final TOD Plan: The TOD Plan focuses higher density mixed-use development <i>of retail and office space along with affordable and rental housing</i> around each station in order to create highly walkable and diverse village centers. Add new sentence at the end of the new section titled, C. <i>Connectivity, in chapter, IV. Plan Overview</i> to read in the Draft Final TOD Plan: <i>Important neighborhood historic, scenic, and cultural landmark resources will be protected and enhanced as necessary offering opportunities to create community gathering places. Two new sections were added to chapter, IV. Plan Overview, titled, D. Design Elements, E. Tower Guidelines, and F. Important Views and Vistas, that provide policies to protect views.</i>
Clarification	1. A list of acronyms, primarily to identify State and City agencies, would be useful for those reading the EK TOD Plan. Though the Implementation Matrix (p.86) identifies the Lead and Supporting agencies with both their acronym and full department name, it is not a comprehensive list of State and City agencies discussed in the EK TOD Plan.	A list of acronyms was provided.	YES. A list of all acronyms is now provided.
Correction	2. P.2, paragraph 1, sentence 1 – Correct the direction of the 'okinas in the station names.	Those were missed.	YES. These were corrected as needed.
Clarification	3. P.2, paragraph 3, sentence 4 – Is the University of Hawai'i discussed here meant to be the University of Hawai'i at West O'ahu (UHWO)?	The UH Board of Regents makes these decisions on behalf of UHWO.	NO. Use of the UH acronym is correct in this instance.
Clarification	4. P.3, paragraph 2, sentence 2 – If the University of Hawai'i referred to on p. 2 is not meant to be UHWO, then this sentence should introduce the acronym of UHWO as it has not been used prior to this sentence.	This is referring to the UHWO campus facility itself, so context is correct. UHWO was spelled out on page two.	NO. The context and acronym are appropriately placed.
Correction	5. P.6, Item 3 – In this instance, the Department of Transportation Services acronym, DTS, should be used after use of the agency name.	Noted. Will add to page 6 and on page 86 with it spelled out in the footnote below Table 5.	YES. The acronym (<i>DTS</i>) was added after the Department of Transportation Services.
Correction	6. P. 8, paragraph 1, sentence 3 – Referring to the rail transit station areas as TOD rail transit station areas is redundant and we suggest the acronym be removed.	Agree.	YES. The TOD acronym was removed.
Correction	1. P.10, paragraph 1, sentence 6 – BMX-3 Community Business Mixed Use District, currently the U is not capitalized.	It is a typo.	YES. The word use is now capitalized.
Clarification	2. P. 15, paragraph 5, sentence 1 – The sentence would be more precise to say that the UHWO campus was created with the passage of Ordinance 08-30, as the institution already existed and was being hosted at Leeward Community College.	Thanks for the clarification.	YES. Revised the first sentences of the second paragraph in sub-chapter, C. Unilateral Agreements, of chapter, II. Project Overview and Existing Conditions, to read in the Draft Final TOD Plan: <i>The zoning of the current UHWO campus site</i> was created with the passage of Ordinance No. 08-30. <i>The re-zoned property is situated in</i> two areas: the area for the UHWO campus itself, and the other, for the UHWO 'Non-Campus Lands', anticipated to be conveyed to a private developer.

Correction	3. P. 20, Project Timeline – The graphic should be updated to reflect a Planning Commission and City Council target of April '20.	Yes, the timeline has shifted to April since the PRD went out for RFC.	YES. The date of anticipated public hearing before the Planning Commission was changed from March to <i>May/June 2020</i> .
Correction	4. P. 46, paragraph 1, sentence 2 – The sentence currently references a rail transit stop, however for consistency throughout the EK TOD Plan, this should say “rail transit station.”	Noted.	YES. The word 'stop' was changed to ' <i>station</i> ' in the second sentence of the first paragraph of sub-chapter, A. Overall Structure, in chapter, VI. Keoneae Rail Transit Area Station for the Draft Final TOD Plan. Another instance of this was found on page 83 of the PRD and corrected to read ' <i>station</i> ' in the first sentence of the second paragraph of the section, Phase 2, in sub-chapter, C. TOD Development Phasing, of chapter, IX. Development Implementation, in the Draft Final TOD Plan.
Correction	5. P. 66, paragraph 4, sentence 3 – The sentence currently refers to “Uber/Lyft” as one such mode to reduce parking requirements. We suggest not referencing private companies in any City plans to prevent the appearance of endorsement. The sentence can instead refer to their services as “rideshare.”	Noted. Good point.	YES. Reference to 'Uber/Lyft' was changed to ' <i>rideshare services</i> '.
Correction	6. P. 71-72, The Auto Travel Corridor, sentence 4 – In this instance, the Department of Design and Construction acronym, DDC, should be used after use of the agency name.	It is only mentioned once in the text but the acronym is used in the Implementation Table (Table 5) on page 86 with it spelled out in the footnote below Table 5.	YES. Added the acronym (<i>DDC</i>) after the Department of Design and Construction.

13	Ernest Y.W. Lau, P.E., Manager and Chief Engineer	Board of Water Supply, City and County of Honolulu	February 19, 2020 letter via United States Postal Service	Notifications	<p>1. Individual developments may be required to make infrastructure improvements within the transit station areas due to aged and undersized water mains. The sizing of the pipelines within new transit station area roadways will be determined at the time the developments are submitted for approval.</p> <p>2. The availability of potable and nonpotable/recycled water will be confirmed when the building permit applications are submitted for approval. When water is made available, the applicant will be required to pay the applicable Water System Facilities Charges. The construction drawings should be submitted for Board of Water Supply (BWS) review and approval.</p> <p>3. The Kualaka'i, Keone'ae, and Honouliuli rail transit stations require coordination with the master developers who have been and will be installing new potable and recycled water systems in these areas. Water master plans for new water infrastructure requires BWS review and approval prior to our approval of roadway construction drawings.</p> <p>4. BWS Rules and Regulations require the use of nonpotable water for the irrigation of large landscaped areas if a suitable supply is available. The use of nonpotable water for proposed TOD facilities in the areas served by BWS nonpotable and recycled water systems should be coordinated with BWS. The East Kapolei, UH West Oahu, and Ho'opili TOD facilities are required to use R-1 recycled water from the BWS Honouliuli Water Recycling Facility.</p>	<p>Water Master Plans (WMP) need to be submitted to BWS to determine the adequacy of the water system.</p> <p>The availability of potable and nonpotable/recycled water will be determined at the Building Permit stage. When water is made available, the applicant will pay the prevailing Water System Facilities Charges.</p> <p>Water Master Plans (WMP) need to be submitted to BWS to determine the adequacy of the water system to provide water and fire protection to Water System standards.</p> <p>It is expected that all new development will meet all City, State, and Federal requirements for dealing with non-potable water.</p>	<p>YES. A new sub-chapter titled, <i>E. Responsible Agencies and Strategic Partners</i>, is added to chapter, IX. <i>Development</i> Implementation, in the Draft Final TOD Plan. A bullet in new section, <i>4. City Agencies</i>, of sub-chapter, <i>E. Responsible Agencies and Strategic Partners</i>, reads in the Draft Final TOD Plan: <i>Increasing water (potable and non-potable), sewer, and storm water capacity, to allow development at TOD intensities. The sizing of pipelines will be determined at the time the developments are submitted for approval.</i></p> <p>YES. A new sub-chapter titled, <i>E. Responsible Agencies and Strategic Partners</i>, is added to chapter, IX. <i>Development</i> Implementation of the Draft Final TOD Plan. A bullet in new section, <i>4. City Agencies</i>, reads in the Draft Final TOD Plan: <i>Increasing water (potable and non-potable), sewer, and storm water capacity, to allow development at TOD intensities. The sizing of pipelines will be determined at the time the developments are submitted for approval.</i> The fifth paragraph of new section, <i>1. Intent</i>, of sub-chapter, <i>E. Responsible Agencies and Strategic Partners</i>, includes the following sentence in the Draft Final TOD Plan: <i>Public spaces and infrastructure provided by private entities will also need to be constructed in accordance with all City, State, and federal standards, charges, and fees in order to be dedicated to and maintained by the City.</i></p> <p>YES. A new sub-chapter titled, <i>E. Responsible Agencies and Strategic Partners</i>, is added to chapter, IX. <i>Development</i> Implementation, of the Draft Final TOD Plan. The fifth paragraph of new section, <i>1. Intent</i>, of sub-chapter, <i>E. Responsible Agencies and Strategic Partners</i>, includes the following sentence in the Draft Final TOD Plan: <i>TOD development will require coordination among master developers responsible for installing potable and recycled water systems in the region. Use of non-potable water will be required for irrigation of a large landscaped area, if a suitable supply is available. TOD in the three rail transit station areas will be required to use R-1 recycled water from the BWS Honouliuli Water Recycling Facility for this purpose.</i></p> <p>YES. A new sub-chapter titled, <i>E. Responsible Agencies and Strategic Partners</i>, is added to chapter, IX. <i>Development</i> Implementation, of the Draft Final TOD Plan. The fifth paragraph of new section, <i>1. Intent</i>, of sub-chapter, <i>E. Responsible Agencies and Strategic Partners</i>, includes the following sentence in the Draft Final TOD Plan: <i>TOD development will require coordination among master developers responsible for installing potable and recycled water systems in the region. Use of non-potable water will be required for irrigation of a large landscaped area, if a suitable supply is available. TOD in the three rail transit station areas will be required to use R-1 recycled water from the BWS Honouliuli Water Recycling Facility for this purpose.</i></p>
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5. In order to use recycled water, the user shall comply with Chapter 11-62, Hawaii 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.

It is expected that all new development will meet all City, State, and Federal requirements for dealing with non-potable water.

YES. A new sub-chapter titled, *E. Responsible Agencies and Strategic Partners*, is added to chapter, IX. *Development* Implementation, of the Draft Final TOD Plan. The following bullet is in the new section, *5. Private Developers*, of sub-chapter, *E. Responsible Agencies and Strategic Partners*, in the Draft Final Plan: *New development and construction adhering to all City, State, and federal standards, charges, and fees.*

6. The availability of recycled water will be confirmed when the Recycled Water Service Agreement 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 Recycled Water Service Agreement 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.

It is expected that when a developer enters into a Recycled Water Service Agreement and construction plans have been approved, the availability of recycled water will be confirmed and all applicable costs will be paid. All new development will meet all City, State, and Federal requirements for dealing with non-potable water.

NO. Inclusion of these terms of a contractual agreement is outside the scope of the TOD Plan but as stated elsewhere, it is expected that developers will meet all applicable governmental standards.

7. A water meter will be required for recycled water service. Meter sizing and installation shall be coordinated with the BWS as described in the Recycled Water Service Agreement. 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.

It is expected that a developer will coordinate all the meter sizing and installation of the project's recycled water service prior to submitting for building permits and obtaining the necessary easements, permits, and clearances and preparing any construction plans for connection to the BWS recycled water system.

NO. Inclusion of the terms of a contractual agreement and meter sizing requirements is outside the scope of the TOD Plan but as stated elsewhere, it is expected that developers will meet all applicable governmental standards.

8. 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.

Thanks for the information.

NO. Comment has more to do with the contractual arrangement between developer and BWS.

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

Existing BWS requirement.

A new sub-chapter titled, *E. Responsible Agencies and Strategic Partners*, is added to chapter, IX. *Development* Implementation of the Draft Final TOD Plan. The following bullet was added to new section, *5. Private Developers*, of sub-chapter, *E. Responsible Agencies and Strategic Partners*, to read in the Draft Final TOD Plan: *New development and construction adhering to all City, State, and federal standards, charges, and fees.*

10. The BWS Water System Facilities Charges (WSFC) will not be applicable to the irrigation service because BWS does not currently have established impact fees associated with the R-1 recycled water system. For more information regarding connecting to the BWS R-1 recycled water, please contact the Water Conservation Branch of our Water Resources Division.

Thanks for providing this information.

NO. No revisions needed.

11. Water conservation measures are recommended 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.

At essence of Sustainability includes water conservation measures.

YES. The second paragraph of sub-chapter, H. Sustainability, of chapter, III. Plan Principles, is revised to read in the Draft Final TOD Plan: Sustainable practices to address environmental stewardship, especially related to building and design include: (in bullet-like form) reducing impervious surfaces; *using green infrastructure to absorb and treat more stormwater*; planting of more trees *along both sides of the street, in street medians, in parks, and open space areas*; *using drought tolerant plants and xeriscape landscaping*; *incorporating overall energy efficiency by using renewable sources and technologies*; *utilizing water conservation measures such as utilization of nonpotable water for irrigation and efficient irrigation systems such as a drip system*; and *promoting* transportation options that reduce fossil fuel consumption.

12. High-rise buildings with booster pumps will be required to install water hammer arrestors or expansion tanks to reduce pressure spikes and potential main breaks in our water system.

Code Requirement.

NO. This is too technical and code specific to add to the TOD Plan.

13. Proposed mixed use developments are required to install separate domestic water meters and laterals serving the residential and non-residential spaces.

Code Requirement.

NO. This is too technical and code specific to add to the TOD Plan.

14. BWS may waive the WSFC and new meter cost for qualified on-site affordable or homeless dwelling units, up to 500 dwellings units per year, on a first-come first-served basis. The waivers will be granted when the building permit is submitted for approval. To qualify, the dwelling units must be certified as either affordable or homeless dwelling units by the appropriate agency of the City and County of Honolulu and the certification must be provided when the building permit application is submitted for BWS review and approval. For non-qualifying units, the applicant will be required to pay our WSFC for resource development, transmission and daily storage.

Appreciate BWS helping deal with the affordable housing crisis and homelessness on Oahu.

YES. A new sub-chapter titled, *E. Responsible Agencies and Strategic Partners*, is added to chapter, IX. *Development* Implementation, of the Draft Final TOD Plan. The following phrase was added to a bullet in the new section, *5. Private Developers*, of sub-chapter, *E. Responsible Agencies and Strategic Partners*, that reads in the Draft Final TOD Plan: *New development and construction adhering to all City, State, and federal standards, charges, and fees (Water Service Facilities Charges and new meter cost may be waived if certified for either affordable or homeless dwelling units)*. The Water Service Facilities Charge reference was also added to the last paragraph of section, *1. Intent*, of sub-chapter, *E. Responsible Agencies and Strategic Partners*, that reads in the Draft Final TOD Plan: *Public spaces and infrastructure provided by private entities will also need to be constructed in accordance with all City, State, and federal standards, charges, and fees (Water Service Facilities Charges and new meter cost may be waived if certified for either affordable or homeless dwelling units) in order to be dedicated to and maintained by the City.*

15. The on-site fire protection requirements should be coordinated with the Fire Prevention Bureau of the Honolulu Fire Department.

It is expected that all new development will meet all City, State, and Federal requirements for dealing with non-potable water.

YES. A new sub-chapter, *E. Responsible Agencies and Strategic Partners*, is added to chapter, IX. *Development* Implementation, of the Draft Final TOD Plan. The following bullet in new section, *5. Private Developers*, of sub-chapter, *E. Responsible Agencies and Strategic Partners*, reads in the Draft Final TOD Plan: *New development and construction adhering to all City, State, and federal standards, charges, and fees.*

14 Justin Menina Student ##### Support

1. Overall, in comparison to the 2010 East Kapolei TOD Plan, the proposed 2020 East Kapolei TOD Plan is a noted and much-needed improvement. In particular, I am quite happy to see more emphasis is placed on higher density within a wider area surrounding each rail station. Furthermore, an increased emphasis on sustainable infrastructure such as retention basins in public parks is to be lauded.

Your comment is appreciated.

NO. Not at this time.

				More Protected Bike Lanes	2. My only concern is I would like to see how dedicated bike lanes are further developed. On Iwikuamoo St, while dedicated bike lanes have been developed, they are neither fully incorporated into the surrounding streets (being on the main thoroughfare) and are not truly safe. In fostering and encouraging increased bike usage, it is paramount that dedicated, protected bike lanes such as those along King Street should be developed wherever possible. As a student who recently came back from a semester studying abroad in Copenhagen, Denmark, a leading city in cycling usage (with fairly flat terrain similar to that of the Ewa Plains) I strongly believe in the potential Hoopili has in developing alternative and sustainable transportation modes that complement, if not encourage rail usage.	Thank you for taking the survey and providing your answers. The Hoopili Urban Design Plan shows a network of bike lanes, sharrows, and multi-use paths on the major streets and connectors in the community. These bike facilities have been finalized and to change would create other issues like redoing the traffic study, subdivision applications, etc. An expanded discussion of need for bike facilities in Chapter IV - Plan Overview, Section A.7.B - Bike Circulation and Facilities.	YES. Combined the sections of Bike Facilities in chapter, VIII. Zoning Recommendations, section, B. Zoning Recommendations, section, 10.B. TOD Street Characteristics with section, 10.D Bicycle Circulation, of the PRD, and moved it to chapter, IV. Plan Overview, as sub-chapter, <i>G.2</i> . TOD Street Characteristics in the Draft Final TOD Plan, with title: Bike <i>Circulation and</i> Facilities.
15	Web Survey Response #2 - Anonymous	Citizen	February 24, 2020 - On-Line		1. Lives in Ewa. Did not participate in the 2010 EKNTOD Plan effort. Works in PUC. Commutes and travels by bus, bike, and walking. The 3 Plan Principles most important to them: 1) Created Gathering Places, 2) Create a Dynamic Environment, and 3) Sustainability. Most important land uses within walking distance of any of the EK rail transit stations: 1) Affordable Housing; 2) Job Opportunities; 3) Schools and Childcare; 4) Dining and Shopping; 5) Recreation/Community Centers; 6) Social and Government Services; 7) Healthcare; and 8) Park and Ride Facilities. Would like to see dedicated and protected bike lanes such as on King Street are paramount. Their ranking Preference of higher building height limits around rail transit stations: 1) 9-15 stories; 2)9-12 stories; 3) 9 stories is high enough, and 4) 9-20 stories. Land use they would least like to see - heavy industrial.	Thank you for taking the survey and providing your answers.	NO. Not at this time.
16	Maenette Benham, Chancellor	Office of the Chancellor, University of Hawaii, State of Hawaii	February 25, 2020 via e-mail and letter	Classification of Roads, Key Street, and protecting views of the UHWO Library Tower	1. Keone'ae Rail Transit Station Area —The UHWO concurs with the designation of Ho'omohala Avenue (Road B) as a key street as it will serve as an important connection for campus transit riders. We question the reference to the perpendicular Road D as a "main street" and whether associated regulations are being considered. We envision Road D as an internal tree-lined pedestrian-friendly connector between our Innovation District and the lower portion of our property, with some commercial, but primarily residential development on both sides. As presented on Figure 3 (Proposed Rail Transit Station Area Land Use Plan), the UHWO concurs that Road D not have a Key Street designation. It is not clear as to how new development will respect the UHWO Library Tower, which is a visual landmark for the East Kapolei community.	The high level of pedestrian day and night-time activities along Road D envisioned in the UHWO Urban Design Plan (UDP) suggested a "main street-like" atmosphere. However, that may conjure up different design standards than what is presented in the UHWO UDP. On page 73, Section 10.B., Street Standards, there is mention that it is possible more key streets will be designated as development progresses.	YES. In section, 2. Keoneae Rail Transit Area, of sub-chapter, C. Summary of Recommendations, in chapter I. Executive Summary remove reference to "main street" and replace with <i>tree-lined, pedestrian friendly connector street in the sixth bullet</i> . In the newly titled section, 3. Scenic Views and Natural Landmarks, in sub-section A. Background Context and Existing Conditions, of chapter, II. Project Overview and Existing Conditions, this section was revised to read in the Draft Final TOD Plan: <i>The most prominent view in the East Kapolei area is the Wai'anae Mountain range, particularly the large-scale ridgeline residential development, Makakilo during both days and nights. Distant views of the Ko'olau Mountain range, Diamond Head, and downtown Honolulu are also visible from various vantage points within the rail station areas. The closest natural landmarks are Pu'u Kapolei, Pu'u Pālailai, Pu'u Makakilo, and Honouliuli, Kalo'i, and Hunehune Gulches. Other visual landmarks in the East Kapolei area include the UHWO Library Tower and the H RTP rail line itself.</i> Views of natural features, heritage resources, and other landmarks, and view corridors between significant landmarks, can be important cultural resources. A new section in Chapter IV. Plan Overview, titled, F. Important Views and Vistas was added to the Draft Final TOD Plan to read: <i>Important Views and Vistas: The two preceding sections offer guidelines for protecting important views and vistas. Since the area surrounding the three rail transit stations is predominantly flat, the most prominent view is the Wai'anae Mountain range, particularly the large-scale ridgeline residential development, Makakilo during both days and nights. Distant views of the Ko'olau Mountain range, Diamond Head, and downtown Honolulu are also visible from various vantage points within the rail station areas. The closest natural landmarks are Pu'u Kapolei, Pu'u Pālailai, Pu'u Makakilo, and Honouliuli, Kalo'i, and Hunehune Gulches. Other visual landmarks in the East Kapolei area include the UHWO Library Tower and the H RTP rail line itself. It is the intent of the TOD Plan to preserve and enhance scenic views and natural landmarks in the rail transit station areas. Mauka-makai view corridors, panoramic and significant landmark views, and views of natural features should be identified and preserved by limiting heights, spacing between buildings, and abundant open space features.</i>
				Correction	2. Page 6, D. Next Steps, first paragraph —since the listed actions are to be led by the City, delete "and local property owners".	Noted.	YES. Delete reference to local property owners.

	3. Page 16, sub-chapter C, Unilateral Agreements (UAs), of Chapter II, Project Overview & Existing Conditions, the statement regarding the Plan Review Use permit and the advantages and disadvantages of a TOD special district should be further explained.	This section was reworked and that statement no longer applies.	YES. A paragraph was added to sub-chapter, C. Unilateral Agreements, in the Draft Final TOD Plan that reads: <i>The UA conditions associated with the Non-Campus Lands stipulates that the UH create an affordable housing program, a park master plan for the dedication of parks, a non-potable water master plan to construct a non-potable water system on the property, a transportation master plan and roadway master plan, an urban design plan, a wastewater master plan, and other assorted improvements for the Non-Campus Lands. There is consideration that both the TOD Plan and Special District, as well as the City's Affordable Housing Requirements (AHR) could effectively substitute some, most, or all of the conditions of the UA to guide the future development of the Non-Campus Lands.</i> This sentence begins the next paragraph in that section that reads: <i>The UHWO campus area is also subject to the PRU permit (Resolution 08-140) conditions in addition to applicable UA conditions of Ordinance 08-30.</i>
Correction	4. Page 29, sub-chapter E, Develop Unique Rail Transit Station Area Identities, of Chapter III, Plan Principles, Keone'ae Rail Transit Station, replace the penultimate sentence with "The Non-Campus Lands are proposed as a mixed-use community to complement and support the UHWO campus and to provide amenities for the surrounding neighborhood." Consider adding "and other surrounding uses such as the campus and Non-Campus Lands of UHWO."	This first sentence was taken from page 3-5 of the UHWO UDP. The second sentence is duly noted.	YES. Revised the penultimate sentence under the Keoneae Rail Transit Station section in sub-chapter, E. Develop Unique Rail Transit Station Area Identities, of chapter, III. Plan Principles, to read in the Draft Final TOD Plan: <i>The Non-Campus Lands are proposed as a mixed-use community to complement and support the UHWO campus and to provide amenities for the surrounding neighborhood.</i> Under the Kualakai Rail Transit Station section of sub-chapter, E. Develop Unique Rail Station Area Identities, chapter, III. Plan Principles, the last sentence was revised to read in the Draft Final TOD Plan: It will draw ridership from 'Ewa, Kalaeloa, 'Ewa Beach, and Kapolei, including users of the Salvation Army Kroc Center, and other surrounding uses such as the <i>campus and</i> Non-Campus Lands of UHWO.
Correction	5. Page 30, sub-chapter F, Promote a Variety of Housing Choices, of Chapter III. Plan Principles, second sentence, replace "Student housing" with "Campus housing".	Noted.	YES. In sub-chapter, F. Promote a Variety of Housing choices, of chapter, III. Plan Principles, replaced student housing with <i>campus</i> housing in the second sentence for the Draft Final TOD Plan.
Road Names on Map	6. Page 35, IV. Plan Overview Figure 3, Proposed Rail Transit Station Area Land Use Plan and Page 45, VI. Keone'ae Rail Station Area Plan Figure 5, Keone'ae Rail Transit Station Area Land Use Plan: General Comment - For all graphics, it may be useful to label the roads mentioned such as Ho'omohala Avenue, Road D on UHWO Campus, Keahumoa Parkway (proposed extension through UHWO), etc.	Noted.	YES. Road names were added to all the Figures.
Adjust TOD Special District Boundaries	6. Page 35, IV. Plan Overview Figure 3, Proposed Rail Transit Station Area Land Use Plan and Page 45, VI. Keone'ae Rail Station Area Plan Figure 5, Keone'ae Rail Transit Station Area Land Use Plan: TOD Special District Boundary —The UHWO prefers that the TOD boundary encompass only the lands within the 1/2-mile radii from the rail stations. However, based on discussions with the Department of Planning and Permitting, their preference is to include the campus in the TOD boundary to ensure that future development consider basic TOD principles. UHWO also understands that campus projects would be reviewed for compliance with the approved PRU and be exempt from TOD Special District application requirements. With this understanding, the UH/UHWO is proposing to adjust the TOD boundary to be more consistent with the UHWO PRU boundary along the south-west portions of the property and the roughly 1/2-mile radius around the Kualaka'i Station (see attached).	The DPP recommended all of the UHWO property be inside the TOD Special District boundary to ensure maximum land use flexibility for UHWO and Non Campus Lands development. However, in deference to the UHWO request to follow the UHWO Planned Review Use boundary along the southwest portions of the property and stay within the ½ mile radius, the DPP will revise the maps in the TOD Plan that show TOD Special District boundaries.	YES. Revised the TOD Special District boundaries on all Figures as applicable.

Extending the Mixed-Use Residential and Commercial District	6. Page 35, IV. Plan Overview Figure 3, Proposed Rail Transit Station Area Land Use Plan and Page 45, VI. Keone'ae Rail Station Area Plan Figure 5, Keone'ae Rail Transit Station Area Land Use Plan: Land Uses —The UHWO is in the process of updating its Long Range Development Plan which will inform decision-making on campus capital investments and the development of the larger 500-acre property. The current concept plan proposes broad uses across the 500 acres in anticipation of development, while allowing adequate flexibility for market-driven and other changes. Therefore, the UH/UHWO is proposing to extend the Mixed-Use Residential & Commercial (red) zone south of the future Keahumoa Parkway to Farrington Highway (see attached). This includes those parcels identified as Mult-Family with Limited Commercial, Mult-Family, and Public Facility-makai of the Future Keahumoa Parkway.	The UHWO proposes that campus lands outside the ½ mile radius of the Kualakai rail transit station be removed from TOD Special District consideration. The DPP also maintains that “up-zoning” for the maximum land use flexibility is a benefit of TOD Special District designation and therefore, recommends maintaining the current underlying zoning.	YES. Rendered the UHWO land uses now outside the TOD Special District opaque to reflect the underlying zoning on all Figures as applicable.
Color code the Tokai College and HECO substation	6. Page 35, IV. Plan Overview Figure 3, Proposed Rail Transit Station Area Land Use Plan and Page 45, VI. Keone'ae Rail Station Area Plan Figure 5, Keone'ae Rail Transit Station Area Land Use Plan: Land Uses- Hawaii International Tokai College and the HECO substation along Farrington Highway should be assigned land use colors.	Noted.	YES. Color-coded Tokai College and the HECO substation along Farrington Highway on all Figures.
Designation of Key Streets	6. Page 35, IV. Plan Overview Figure 3, Proposed Rail Transit Station Area Land Use Plan and Page 45, VI. Keone'ae Rail Station Area Plan Figure 5, Keone'ae Rail Transit Station Area Land Use Plan: Farrington Highway and Kualaka'i Parkway are illustrated as Key Streets, yet it appears that these designations are not mentioned in the text of the PRD. In fact, the Land Use & Urban Form sections recommend that buildings face inwardly "and away from Kualaka'i Parkway". While we understand the desire to create a pedestrian-friendly and active street scape along Kualaka'i Parkway, the required road widening and noise mitigation setbacks would preclude a typical key street (main street) environment. To address Kualaka'i Parkway without turning away from it, the LRDP is considering incorporating greenways with multi-use paths that will serve to better transition buildings to the arterial road. Therefore, we do not support the Key Street designations for Farrington Highway and Kualaka'i Parkway, however, we support the designation of Ho'omohala Road (Road B) as a Key Street.	Noted. Farrington Highway and Kualaka'i Parkway are included in the discussion of Key Streets in the PRD on page 73. Figures 3, 4, and 5 will be revised to show all the recommended key streets in the rail transit station areas.	YES. Revised Figures 4, 6, 7, 8, 9, and 10 to show all key streets.
Clarification	7. Page 46. VI. Keone'ae Rail Station Area Plan. A. Overall Structure, second paragraph —Replace "designated" with "proposed".	Noted. Thank you for the clarification.	YES. In sub-chapter, A. Overall Structure, of chapter, VI. Keoneae Rail Station Area Plan, the first sentence of the second paragraph of the PRD was revised to read in the Draft Final TOD Plan: Mauka of the Keone'ae rail transit station, near the intersection of Kualaka'i Parkway and Farrington Highway, rail transit will serve UHWO's Innovation District, an area <i>proposed</i> as a global think tank, promoting a synergy between academia and industry.
Clarification of the Village Green as an Open Space Feature	8. Page 48, VI. Keone'ae Rail Station Area Plan. C. Parks & Open Space - The text "On the UHWO campus, plans call for a Village Green and a large open space called the "Great Lawn" which is recommended in the TOD Plan to be open to the public" needs updating. The Great Lawn is now an existing campus component, and while there will be open spaces provided on both the campus and Non-Campus Lands, a specific "Village Green" is not being referenced at this time.	Noted. Thank you for the clarification.	YES. In sub-chapter, C. Parks and Open Space, of chapter, VI. Keoneae Rail Transit Station Area Plan, the second sentence of the first paragraph of the PRD was revised to read in the Draft Final TOD Plan: On the UHWO campus <i>and Non-Campus Lands , open spaces will be provided</i> and a large open space called the “Great Lawn” is recommended in the TOD Plan to be open to the public. As an organizing element for the campus <i>and Non-Campus Land, the Great Lawn</i> will serve as a major activity node for university events.

Clarification of how buildings on Road D should face the street.

9. Page 49 and 56, Section VI. Keone'ae Rail Station Area Plan D, and VII. Kualaka'i Rail Transit Station Area Plan, D. Land Use & Urban Form —The statement on Page 49 reads: "Building frontages should face the street, except for along "Road D" on UHWO's Non-Campus Lands which will be inwardly focused (away from Kualaka'i Parkway), with primary entrances and building facades facing towards pedestrian-oriented streets." The statement on Page 56 in Land Use & Urban Form states "Buildings should be oriented toward the street although buildings on UHWO's Main Street ("Road D) will face this street, rather than Kualaka'i Parkway." For consistency and clarity, we suggest the wording above be replaced with the following wording: "For the Non-Campus Lands along "Road D," buildings should be oriented to "Road D", when appropriate."

The DPP recognizes this inconsistency especially since Kualakai Parkway is designated as a key street, building orientation should be toward the street. Initially, the TOD Plan identified that building frontages were more likely to face Road D on campus and thus better support more vibrant street there rather than Kualakai Parkway. However, to address Kualakai Parkway without turning away from it, the TOD Plan recommends that greenways with multi-use paths will facilitate the transition between buildings and the arterial road allowing them to face Kualakai Parkway. Maintenance and "back-of-house" activities then can be accessed by internal streets and service roads.

YES. In sub-chapter, D. Land Use and Urban Form, of chapter, VI. Keoneae Rail Transit Station Area Plan, the second paragraph of the PRD was revised to read in the Draft Final TOD Plan: *The TOD Plan envisions a series of key streets in the vicinity of the Keone'ae rail transit station to facilitate a walkable, vibrant, economically active neighborhood where active ground-floor uses are supported by medium to higher-density residential development. Residential uses should provide for a diversity of housing types, incomes, and family sizes (except for campus student housing) within close proximity to each other. Kualaka'i Parkway, Farrington Highway, Ho'omohala Street (on both sides of Kualaka'i Parkway), two blocks of Kauluakoko Street, and one block of Hookulaaia Street (this is a Festival Street as well which lends itself to regular closure for community market events and street festivals) are designated as key streets in this rail station area. The desire is to create a pedestrian-friendly and active streetscape. While Kualaka'i Parkway and Farrington Highway might not conjure up an image of a typical key or main street environment, incorporating greenways with multi-use paths along these roads, will provide additional open space that can serve to better transition buildings from the roadway and allow them to face them. Maintenance and other back-of-house activities can then be accessed by internal streets and service roads. Businesses will especially benefit from having the front of their stores or offices visible from these roadways.* Buildings and open space should also be configured to take advantage of public amenities and view opportunities of the Waianae and Ko'olau mountain ranges. Such orientation should respect the prevailing trade-wind pattern as well as the site's other environmental conditions in order to capitalize on opportunities for alternative energy and natural solutions.

9. Continued.

YES. Revised the second paragraph of sub-chapter, D. Land Use and Urban Form, of chapter, VII. Kualakai Parkway, to read in the Draft Final TOD Plan: *To facilitate a walkable, vibrant, economically active neighborhood, the TOD Plan designates Kualaka'i Parkway and Keahumoa Parkway as key streets. Residential uses will provide for a diversity of housing types, incomes, and family sizes in relatively close proximity to each other. Building orientation should be toward the street and generally observe a uniform setback in order to create a continuous facade. Greenways with multi-use paths along Kualakai Parkway can transition buildings from the roadway and allow them to face the road allowing maintenance and other back-of-house activities to be accessed by internal streets and service roads. Businesses will especially benefit from having the front of their stores or offices visible from the roadways.*

9. Continued.

YES. Expand the locational description of key streets in section, 2. TOD Street Characteristics, in new sub-chapter, G. Street Standards, of chapter, IV. Plan Overview, to read in the Draft Final TOD Plan: *Sections of Kualaka'i Parkway and Keahumoa Parkway are designated key streets in the Kualaka'i rail transit station area. Portions of Kualaka'i Parkway, Farrington Highway, Ho'omohala Avenue, (on both sides of Kualaka'i Parkway), two blocks of Kauluakoko Street (one block both mauka and makai of Hoomohala Avenue), and one block of Hookulaaia Street (this block is also designated a Festival Street to close for community market events and street festivals) are designated as key streets in the Keone'ae rail station area. At the Honouliuli rail transit station area, four blocks of Kamaliemua Street extending mauka from Hoomohala Avenue to Farrington Highway (one block between Punohu and Puapuaa Streets is designated a Festival Street to close for community market events and street festivals), three blocks of Kamalياهو Street between Lalahiwa Street and Farrington Highway, and three blocks of Puapuaa, Punohu, and Lalahiwa Streets between Lonomeha and Iwikuamoo Streets. It should be noted, where two key streets intersect, one key street is selected for primary building frontage orientation. In this situation at the Honouliuli rail transit station, the TOD Plan recommends Kamaliemua and Kamalياهو take key street priority. At the Keoneae rail transit station, Hoomohala Avenue and Hookulaaia Streets are recommended to take priority as the primary key streets. Key streets are shown on Figures 4, 8, 9, and 10.*

Park-and-ride lots at the Kualaka'i rail transit station.	10. Page 53, Section VII. Kualaka'i Rail Transit Station Area Plan, B. Connectivity and Circulation — Add "temporary" before 900-space, surface park-and-ride lot for the Kualaka'i rail transit station... Also, for the statement that reads: "In recent years, the HART has approached the UHWO creating 3 separate, 300-space lots and relocating them to sites adjacent to a future road planned between Farrington Highway and Kualaka'i Parkway that will intersect with Keahumoa Parkway." We suggest using more general statements in light of on-going discussions to work toward a solution for the temporary park-and-ride.	Noted. Thank you for the clarification.	YES. Revise the first sentence of the second paragraph of sub-chapter, B. Connectivity and Circulation, in chapter, VII. Kualakai Rail Transit Station Area, to read in the Draft Final TOD Plan: A <i>temporary</i> 900-space, surface park-and-ride lot for the Kualaka'i rail transit station will be located on the UHWO side of Kualaka'i Parkway. Revise the third sentence of the second paragraph of sub-chapter, B. Connectivity and Circulation, of chapter, VII. Kualakai Rail Transit Station Area Plan, to read in the Draft Final TOD Plan: <i>However, recent discussions between HART and UHWO has not resulted in a determination of the final location or configuration of this temporary park-and ride.</i>
Location of Location of Park on the Non-Campus Lands	11. Page 55, Section VII. Kualaka'i Rail Transit Station Area Plan, C. Parks & Open Space - We suggest the following changes for the second paragraph that begins: "On the UHWO side of the Kualaka'i rail transit station area..." delete "adjacent to the DHHL Kanehili subdivision. The park will serve as the southern terminus of the Kalei Greenway."	Noted. The location of the community park still is to be determined.	YES. Revise the first sentence of the second paragraph of sub-chapter, C. Parks And Open Space, in chapter, VII. Kualakai Rail Transit Station Area Plan, to read in the Draft Final TOD Plan: <i>On the UHWO side of the Kualaka'i rail transit station area, a community park is proposed in the makai portion of the Non-Campus Lands.</i>
PRU versus TOD Special District Regulations	12. Page 59, VIII. Zoning Recommendations B.1. Applicability, the paragraph on the top of the page should be revised. We suggest the following language: "TOD Special District permits will not be required for a PRU area, as the PRU takes precedence over the Special District requirements."	In addressing the relationship between the two regulatory mechanisms, the DPP was recommending a way to streamline the review process, while not compromising the ability for TOD. This is something that has been identified and discussed with the agencies, but with no real solution yet. Adding a goal/action in Next Steps about continuing to work to simplify oversight/design review (of master-planned areas) and reduce redundancies/conflicts between master plans (in PRUs or DAs) and TOD SD requirements has merit.	YES. In the sub-chapter, D. Next Steps, of chapter, 1. Executive Summary, added a sixth bullet to the Draft Final TOD Plan that reads: <i>Continue to work on simplifying oversight and design review of master-planned areas and reduce redundancies or conflicts between master plans in Planned Review Use areas or Development agreements and TOD Special District requirements.</i> In sub-chapter, C. Unilateral Agreements, of chapter, II. Project Overview and Existing Conditions, added this sentence to the end of the fourth paragraph in the Draft Final TOD Plan: <i>In light of the many regulatory mechanisms that interrelate on one property, it may with worth exploring a means to reduce redundancies or conflicts between master plans in Planned Review Use areas or Development agreements and TOD Special District requirements.</i>
Overlap of Urban Design Plan criteria	12. Page 59, VIII. Zoning Recommendations B.1. Applicability, the second paragraph regarding the statement "However, the UDPs should not be eliminated because they may cover additional land outside the TOD Special District boundary..." we suggest the following change "However, careful consideration and review should be given to eliminate the UDPs because...."	Seen more as a clarifying language so as not to preclude some needed adjustments to avoid regulation overlap.	YES. In chapter, VIII. Zoning Recommendations, sub-chapter, B. Zoning Recommendations, section, 1. Applicability, the second paragraph ends with the sentence in the Draft Final TOD Plan: <i>However, careful consideration and review should be given to eliminate the UDPs because they may cover additional land outside the TOD Special District boundary depending on phasing and/or content not covered by the Special District regulations.</i>

				Proposed building heights and protection of view planes and corridors	13. Page 61, VIII. Zoning Recommendations B.6. Maximum Building Heights, the stated vantage points and view corridors are not depicted on the PRD maps, and should be considered in conjunction with these maximum height determinations. At the Kualaka'i rail transit station, the UH supports an increase of building height within 1/4 mile of the station, allowing development to extend to 120 feet with the bonus height limit.	More study is required to ascertain what vantage points there are to maintain view planes and corridors. Can only make a general statement at this time and rely on policy that they will be preserved and protected once known.	Revised the section title, 3. Scenic <i>Views</i> and Natural Landmarks. Revised this section under sub-chapter, A. Background Context and Existing Conditions, of chapter, II. Project Overview and Existing Conditions to read in the Draft Final TOD Plan: <i>The most prominent view in the East Kapolei area is the Wai'anāe Mountain range, particularly the large-scale ridgeline residential development, Makakilo during both days and nights. Distant views of the Ko'olau Mountain range, Diamond Head, and downtown Honolulu are also visible from various vantage points within the rail station areas. The closest natural landmarks are Pu'u Kapolei, Pu'u Pālailai, Pu'u Makakilo, and Honouliuli, Kalo'i, and Hunehune Gulches. Other visual landmarks in the East Kapolei area include the UHWO Library Tower and the H RTP rail line itself. Views of natural features, heritage resources, and other landmarks, and view corridors between significant landmarks, can be important cultural resources.</i> Insert a new sentence after the first sentence of the new section, <i>A. Land Use Summary</i> , in chapter, IV. Plan Overview, of the Draft Final TOD Plan that reads: <i>At a minimum, the TOD Plan includes the provisions required under Section 21-9.100-4 of the LUO.</i> Revised the next, or now the third sentence of this paragraph to read: <i>The TOD Plan focuses higher density mixed-use development of retail and office space along with affordable and rental housing around each station in order to create highly walkable and diverse village centers.</i> Add new sentence at the end of the new section titled, C. Connectivity, in chapter, IV. Plan Overview to read: <i>Important neighborhood historic, scenic, and cultural landmark resources will be protected and enhanced as necessary offering opportunities to create community gathering places.</i> Two new sections were added to chapter, IV. Plan Overview, titled, <i>D. Design Elements, E. Tower Guidelines, and F. Important Views and Vistas</i> that provide policies to protect views.
				UAs exist at all three rail transit stations, not two.	14. Page 66, VIII. Zoning Recommendations 8. Affordable Housing Requirement, last paragraph, the language should be revised to reflect that the unilateral agreement for UH/UHWO applies to lands near both the Kualaka'i and Keone'ae stations.	Noted. Covers all three stations not just two.	YES. In chapter, VIII. Zoning Recommendations, sub-chapter B. Zoning Recommendations, section, 8. Affordable Housing Requirement, the last sentence of the last paragraph was revised to read in the Draft Final TOD Plan: <i>The UAs for UHWO and Hoopili include all of the three rail transit station areas.</i>
17	Patti E. Miyashiro, Land Division via Russell Y. Tsuji, Land Administrator	Land Division of the Department of Land and Natural Resources, State of Hawaii	February 25, 2020 via e-mail and letter		1. No Comments at this time.	Thank you for taking the time to review the PRD.	NO. Not at this time.
18	Carty S. Chang, Chief Engineer via Russell Y. Tsuji, Land Administrator	Engineering Division of the Department of Land and Natural Resources, State of Hawaii	February 25, 2020 via e-mail and letter	National Flood Insurance Program (NFIP)	1. The rules and regulations of the National Flood Insurance Program (NFIP), Title 44 of the Code of Federal Regulations (44CFR), are in effect when development falls within a Special Flood Hazard Area (high risk areas). State projects are required to comply with 44CFR regulations as stipulated in Section 60.12. Be advised that 44CFR reflects the minimum standards as set forth by the NFIP. Local community flood ordinances may stipulate higher standards that can be more restrictive and would take precedence over the minimum NFIP standards. The owner of the project property and/or their representative is responsible to research the Flood Hazard Zone designation for the project. Flood Hazard Zones are designated on FEMA's Flood Insurance Rate Maps (FIRM), which can be viewed on our Flood Hazard Assessment Tool (FHAT) (http://gis.hawaiiinfip.org/FHAT).	Noted. Thank you for providing information about the NFIP.	YES. A new sub-chapter, E. Responsible Agencies and Strategic Partners, is added to chapter, IX. <i>Development</i> Implementation, of the Draft Final TOD Plan. The following bullet in new section, <i>5. Private Developers</i> , of sub-chapter, <i>E. Responsible Agencies and Strategic Partners</i> , was added to the Draft Final TOD that reads: <i>New development and construction adhering to all City, State, and federal standards, charges, and fees (Water Service Facilities Charges and new meter cost may be waived if certified for either affordable or homeless dwelling units).</i> Also a bullet in new section, <i>2. Federal agencies</i> , of the sub-chapter, <i>E. Responsible Agencies and Strategic Partners</i> , reads in the Draft Final TOD Plan: <i>Oversight and regulatory control of the NFIP (FEMA).</i>
19	Kenneth G. Masden II, Public Works Manager	Planning Section, Office of Facilities and Operations, Department of Education, State of Hawaii	February 21, 2020 via letter	Middle School name change.	1. On January 16, 2020 the Hawaii State Board of Education approved renaming East Kapolei Middle School (EKMS) to Honouliuli Middle School. All references to EKMS in the PRD should be replaced to reflect the new name.	Noted. Thank you for providing the new name of the school.	YES. In chapter, VII. Kualakai Rail Transit Station Area Plan, sub-chapter, D. Land Use and Urban Form, replaced the name of East Kapolei Middle School with <i>Honouliuli</i> Middle School in the Draft Final TOD Plan.

Clarification on school impact fees versus community benefits bonus	2. Section 8.B.7 identifies space for HIDOE schools as a possible community benefit bonus. The HIDOE understands that this list is for illustrative purposes. However, we do have concerns that this may cause confusion with the Leeward Oahu School Impact Fee. It should be made clear that this community benefit bonus is separate from the school impact fee requirements.	Unclear how a development bonus received in return for a community benefit is confused with an impact fee.	YES. In chapter, VIII. Zoning Recommendations, sub-chapter, B. Zoning Recommendations, section, 7. Community Benefits Bonus, a footnote denoted by two asterisks (**) was added to the 'Spaces for DOE Schools' heading in the left-hand column that reads in the Draft Final TOD Plan: **The community benefit bonus is separate from the Leeward Oahu School Impact Fee requirements.
Control of Access on School Ground	3. Section 8.B.12 identifies HIDOE schools as open spaces that will act as a destination point for residents, students, and visitors. The HIDOE priority is the safety and security of students, staff, and faculty. Access to school grounds will be regulated by each school.	Noted and acknowledge that HIDOE priority is the safety and security of students, staff, and faculty.	YES. In chapter, VIII. Zoning Recommendations, sub-chapter, B. Zoning Recommendations, section, 11. Minimum Common Open Space, removed the last two paragraphs and replaced it with the following paragraph in the Draft Final TOD Plan: The predominant form of new open spaces within each TOD rail transit station area would be urban plazas adjacent to the rail transit station, and in conjunction with redeveloped and new buildings. Specific open space and park recommendations are described in chapters V, VI, and VII. Planned parks in the community are shown on Figure 5. Private residential, commercial, and mixed-use development should be encouraged to incorporate publicly accessible pocket parks and plazas, possibly in exchange for additional density, height, or other incentives.
Clarification on school impact fees and correct name of Impact Fee District	4. Section IX.C.6. identifies HIDOE's school impact fees as an example of an existing impact fee within the TOD. To provide clarity, the HIDOE recommends adding the following language prior to the last sentence; "A similar process is required to establish state impact fees." In the last sentence, the Leeward District should be replaced with the "Leeward Oahu School Impact Fee District that includes East Kapolei."	Noted. Thank you for the clarification.	YES. in chapter, IX. Development Implementation, under sub-chapter, F. Infrastructure Funding Sources, section, 6. Impact Fees and Capacity Charges, added a new sentence prior to the last sentence that reads in the Draft Final TOD Plan: A similar process is required to establish state impact fees for schools. Revised the last sentence of that paragraph to read: At the state level, the DOE charges an impact fee on new residential development in the Leeward Oahu School Impact Fee District that includes East Kapolei.

20 Hirokazu Toiya, Director	Department of Emergency Management, City and County of Honolulu	February 24, 2020 via Internal Memo	Emergency Management Opportunities	1. While we have no specific comments on the plan, we look forward to working with stakeholders in the future to address emergency management related issues for the community. Some potential opportunities include installation of outdoor warning sirens, multi-purpose facilities that can serve as hurricane evacuation shelters, and open spaces that can serve as tsunami evacuation assembly areas.	Noted. Thank you for the offer to work with community stakeholders in the future to address emergency management related issues.	YES. A new sub-chapter, E. Responsible Agencies and Strategic Partners , was added to chapter, IX, Development Implementation of the Draft Final TOD Plan. A bullet under new section, 4. City Agencies , of sub-chapter, E. Responsible Agencies and Strategic Partners , reads in the Draft TOD Plan: Providing emergency shelters for protection and sanctuary in the event of hurricanes, tsunamis, flood hazards, and other natural disasters on the local community. In addition, it is expected that all new buildings will be built to meet applicable national, state, and local building codes. Outdoor Warning Siren coverage to be reviewed and approved only after meeting all federal, state, and local standards. Requests for additional City emergency evacuation planning and management funding will be made when resources become available at the time projects are completed. (DEM)
21 Wes Frysztacki, Director	Department of Transportation Services, City and County of Honolulu	February 27, 2020 via internal memo	Multi-use Path	1a. Page 6 (Next Steps), Item No. 3. This project is a DTS project that is already underway and planned for construction in the near future.	Noted. Thank you for the Department's ongoing efforts to complete this step. It is recognized that this more a near term step since a lot of progress has been made.	YES. In chapter, I. Executive Summary, sub-chapter, D. Next Steps, a new sentence was added to the end of Item 3 in the Draft Final TOD Plan that reads: The project is underway and planned for construction in the near future.
	Farrington Highway widening			1b. Item No. 5. We recommend making this a general/long-term goal. Premature completion of the environmental review process could be problematic if construction is delayed.	Noted. Thanks for the clarification.	NO. It may be a longer term project but it is a next step.
	Milestone Timeline			1c. Page 20. This timeline contains unmet milestones. We recommend updating the timeline.	By the time, the draft final goes to the City Council, the milestones will be complete.	YES. The graphic showing the Updated Project Timeline in sub-chapter, D. Process, in chapter, II. Project Overview and Existing Conditions, was revised in the Draft Final TOD Plan to more accurately reflect the timing of reaching each milestone.

Street Standards	1d. Page 57 and 58. The title of Chapter VIII (Zoning Recommendations) seems incorrect since there is a lot in this chapter on Street Standards, which is not a zoning issue. Consider a more specific section heading since the current section and chapter title are identical.	Thank you for the recommendation. It will receive a separate sub-chapter.	YES. A section, 10. Street Standards, of sub-chapter, B. Zoning Recommendations, in chapter, VIII. Zoning Recommendations was relocated as, G. Street Standards , to chapter, IV. Plan Overview, in the Draft Final TOD Plan.			
Street Cross Sections	1e. Page 74. These older subdivision cross sections do not match the intent of the text of the plan (e.g., narrow 5 foot sidewalks, standard bike lanes, etc.). We recommend removing these cross-sections and working DTS to develop updated cross sections.	Having these roadway sections in this sub-chapter does not reflect TOD Street Characteristics and upon review are not cited in the text.	YES. Remove the roadway cross-sections from section, 2. TOD Street Characteristics, of sub-chapter, G. Street Standards, of chapter, IV. Plan Overview.			
Protected Bike Lanes	1f. Buffered or parking-protected bike lanes are preferred rather than standard bike lanes.	Indeed this is true for the comfort of bicyclists, however, the Hoopili Roadway Master Plan with bicycle facilities has already been approved. The facilities include multi-use paths which may be just as safe as protected bike lanes. Where protected bike lanes can be added or incorporated into future projects will be encouraged as appropriate.	YES. Combined the sections of Bike Facilities in chapter, VIII. Zoning Recommendations, section, B. Zoning Recommendations, section, 10.B. TOD Street Characteristics with section, 10.D Bicycle Circulation, of the PRD, and moved it to chapter, IV. Plan Overview, as sub-chapter, G.2. TOD Street Characteristics , in the Draft Final TOD Plan, with a new title: Bike Circulation and Facilities . A sub-section (i.) was revised to add separated cycle tracks, or protected bicycle lanes and buffered bike lanes (painted divider between the bike and travel lanes) providing physical separation from automobiles to the Draft Final TOD Plan.			
	2. At-grade marked pedestrian crossings should follow the recommended treatments provided in the Honolulu Complete Streets Design Manual regardless if they are an interim treatment or not.	Noted. The TOD Plan does not imply that interim or temporary at-grade crossings will be less than treatments provided by the Honolulu Complete Streets Design Manual.	NO. Not at this time.			
22 Mary Alice Evans, Director	Office of Planning, State of Hawaii	3/5/2020	TOD SD/Zoning	1. TOD Special District and Proposed Zoning. OP strongly supports the inclusion of State lands within the TOD Special District delineated in Plan maps and figures, as well as the mixed-use zoning proposed for parcels owned by the University of Hawaii West Oahu (UHWO) and the Departments of Land and Natural Resources (DLNR) and Hawaiian Home Lands (DHHL), which have been identified as TOD projects in the State Strategic Plan for Transit-Oriented Development (Revised August 2018). This alignment of City TOD plans and land use designations with State TOD priorities will greatly facilitate the realization of TOD on these State parcels for the State and its development partners.	The DPP intends to draft TOD plans that maximize the development potential near all three rail transit stations. We are pleased this aligns with State TOD priorities.	YES. Per the comments on the PRD by the UHWO, the TOD Special District boundaries were modified on the UHWO campus properties to exclude some Non-Campus Lands. All Figures were revised as necessary in the Draft Final TOD Plan to reflect UHWO's recommendation.
Increased Density	2. Increased Density. OP supports increasing density in East Kapolei, especially in proximity to TOD station areas. With limited productive agricultural lands on Oahu and the public cost of extending public infrastructure, it is critical that our limited urban lands are better utilized, particularly along the rail corridor, and have more than enough density to accommodate the housing needs of Oahu residents and enable the vertical integration of uses to create mixed-use urban communities. Increased density directly benefits State and private landowners through the increased development potential of their lands and underpins achievement of the TOD Plan Principles.	We agree. Thank you for your comments.	NO. No not at this time.			

Next Steps	<p>3. Executive Summary, Next Steps. OP wholeheartedly supports the items in Next Steps, as well as further action to implement these next steps. DPP action to prepare the TOD zoning recommendations and TOD Special District designation is essential to State realization of its TOD project goals. OP, as co-chair of the Hawaii Interagency Council for Transit-Oriented Development (TOD Council), will continue to support TOD Council efforts to coordinate and collaborate on infrastructure investments needed to support State TOD in the East Kapolei area. Consideration should be given to adding an action that would examine how to streamline implementation of approved long-range master plans that are currently subject to Plan Review Use permitting procedures. This is discussed further in a subsequent comment.</p>	<p>This is something that has been identified and discussed with the agencies, but with no real solution yet. Adding a goal/action in Next Steps about continuing to work to simplify oversight/design review (of master-planned areas) and reduce redundancies/conflicts between master plans (in PRUs or DAs) and TOD SD requirements has merit.</p>	<p>YES. A sixth bullet was added to sub-chapter, D. Next Steps, to chapter, I. Executive Summary, in the Draft Final TOD Plan that reads: <i>Continue to work on simplifying oversight and design review of master-planned areas and reduce redundancies or conflicts between master plans in planned review use areas or development agreements and TOD Special District requirements.</i></p>
Heights/Zoning	<p>4. Proposed Height Limits and Bonus Heights, Zoning Recommendation, Maximum Building Heights, and Figure 7, pages 61-63. OP supports the proposed bonus height limits for State lands in Figure 7. However, OP is concerned that these maximum heights for State parcels—above the base or as-of-right height—would only be granted as bonus height in exchange for community benefits such as affordable housing. OP strongly believes that State lands should be allowed the maximum height limit as-of-right or be exempt from City imposition of required community benefits for the additional bonus height. The planned use of State lands already serves a public purpose, either through the public facilities and services provided, affordable housing being provided, or the use of lease revenues to fund agency missions to serve Native Hawaiian beneficiaries or protect and manage natural resource lands and systems.</p>	<p>The DPP maintains that private developers should provide CBs unless it's for publicly owned projects, like say university offices or tech facilities, clinics etc in the TOD areas. The idea that CBs should be waived for large tracts of state lands as long as the lease revenue goes for some kind of public purpose is innovative.</p>	<p>NO. Not at this time. This requires more discussion. Concerns remain if that means no extra affordable housing, minimal open space, and less connectivity improvements. One possibility is through the master plan and UA-type agreement which specifies the amount of affordable housing, the location and size of parks, and streetscapes and connectivity designs. So essentially the overall CB package is defined at the start and then the award maximum height and density.</p>
Text/Maps/Organizational	<p>5.a. Executive Summary, B. Changes Influencing this Update, page 3. Should the TOD Special District Design Guidelines be added to the bulleted list?</p> <p>5.b. Project Overview, C. Unilateral Agreements, page 15. We suggest titling this section, "Zoning Agreements", "Approved Master Plans," "Approved Development," or similar. The Unilateral Agreement (UA) is just the instrument to memorialize agreements made about implementation of approved master plans.</p> <p>5.c. Project Overview, page 16, first paragraph and Zoning Recommendations, Applicability, page 59. These paragraphs introduce and discuss the issue of additional TOD reviews and TOD District requirements that UHWO campus lands might be subject to, in addition to Plan Review Use permitting. OP strongly urges that DPP takes steps to explore means, such as suggested on page 59, by which the implementation of master planned projects in TOD areas can be streamlined to eliminate multiple review and approval processes at various stages of development. OP recommends that this be included as part of the Next Steps in implementation listed in the Executive Summary. The City of Fremont, California has implemented a master plan approval process that streamlines permitting approvals based on an accepted master plan that meets adopted performance standards, which may serve as a model for these kinds of reviews.</p> <p>5.d. Project Overview, page 16, last paragraph. This paragraph should state broader support from State and private landowners for more intensive use and higher height limits around the Honouliuli and Keoneae rail stations.</p>	<p>Good point.</p> <p>It is the conditions within the Unilateral Agreement that implement the plans. Not sure that changing the title effectively clarifies the point being made.</p> <p>In addressing the relationship between the two regulatory mechanisms, the DPP was recommending a way to streamline the review process, while not compromising the ability for TOD. This is something that has been identified and discussed with the agencies, but with no real solution yet. Adding a goal/action in Next Steps about continuing to work to simplify oversight/design review (of master-planned areas) and reduce redundancies/conflicts between master plans (in PRUs or DAs) and TOD SD requirements has merit.</p> <p>You are correct. Other landowners have expressed support for more intensive use and higher height limits. Thank you for pointing out the omission.</p>	<p>YES. Add a bullet to sub-chapter, B. Changes Influencing This Update, in chapter, I. Executive Summary, in the Draft Final TOD Plan that reads: <i>Formulation of TOD Special District Design Guidelines</i></p> <p>NO. Not at this time.</p> <p>YES. A sixth bullet was added to sub-chapter, D. Next Steps, to chapter, I. Executive Summary, in the Draft Final TOD Plan that reads: <i>Continue to work on simplifying oversight and design review of master-planned areas and reduce redundancies or conflicts between master plans in Planned Review Use areas or Development agreements and TOD Special District requirements.</i> A sentence was added to the end of the fourth paragraph in sub-chapter, C. Unilateral Agreement, of chapter, II. Project Overview and Existing Conditions, that reads in the Draft Final TOD Plan: <i>In light of the many regulatory mechanisms that interrelate on one property, it may be worth exploring a means to reduce redundancies or conflicts between master plans in Planned Review Use areas or Development agreements and TOD Special District requirements.</i></p> <p>YES. The first sentence in the last paragraph of sub-chapter, C. Unilateral Agreement, in chapter, II. Project Overview and Existing Conditions, was revised for the Draft Final TOD Plan to read: As the TOD Plan is being updated, <i>there has been broad support from the State and private landowners have expressed support for more intensive use and higher height limits particularly around the Honouliuli and Keone'ae rail transit stations.</i></p>

5.e. Plan Principles, D. Create Gathering Places, Linear Urban Parks, page 27. The treatment of linear urban parks and greenways here and in other parts of the plan should be more complete. The text and accompanying map graphics should discuss both the Puuwai Park and the opportunity for a multi-use path and greenway along the Kualakai Parkway/Kaloi Gulch corridor. OP recommends the Plan include a long-term goal of creating an urban linear park amenity along the Kaloi Gulch drainage that allows more active use of this open space with access and gathering spaces at key locations.

Yes, this was overlooked in light of short-term constraints but more acceptable in a long-term vision.

YES. Revised the title of section, Linear Urban Park, in sub-chapter, D. Create Gathering Places, of chapter, III. Plan Principles to read in the Draft Final TOD Plan: Linear Urban Park and Greenways, and added the following sentences to that section: *The Kaloi Gulch Diversion Channel also offers an opportunity to be activated and reprogrammed into a publicly accessible space. The completion of the shared-use path planned for construction by the DTS along the diamond head side of Kualakai Parkway will fill in the gaps of the existing path between the Hoomohala and Keahumoa Parkway and extend it mauka to Farrington Highway. The new path, rail transit service above, and new development alongside the channel could be the impetus to convert it into a greenway corridor. Additional improvements such as footbridges across, and use of the access road alongside the channel will offer access and possible gathering spaces at key locations to turn, the "Kaloi Greenway", into a community open space and recreational asset.*

5.f. Figures 4-6. The addition of street names on the station area plan maps would be helpful for the reader to locate specific roads discussed in the text.

Yes, these will be added.

YES. Revised all the Figures to show important roads in the rail transit stations.

5.g. Keoneae Rail Station Area Plan, pages 46-47. This section, particularly Section A, should expand on the potential of TOD on the DLNR lands to provide a more balanced picture of the TOD Plan potential at this station. Reference to TOD on DLNR lands should be included in the second paragraph on page 47.

The last sentence of the second paragraph of page 46 alludes to State landholdings but since master plans have not been adopted at this time, the DPP did not want to commit the DLNR to any specific land use pattern or internal street network.

YES. Added a sentence to the end of the second paragraph of sub-chapter, A. Overall Structure, in chapter, VI: Keoneae Rail Transit Station to read in the Draft Final TOD Plan: Likewise, key State landholdings *of the DLNR mauka of Farrington Highway at this intersection* are planned for industrial mixed use, business employment opportunities and affordable housing sites. *As an employment center, employers and workers will benefit by convenient transit service and non-vehicular facilities between the rail stations and if they live elsewhere on the island enjoy additional employment opportunities.*

5.h. Keoneae and Kualakai Rail Station Area Plans, D. Land Use & Urban Form, pages 49 and 58, and page 73. The statements that would exclude building frontages on UHWO Non-Campus Lands from facing the street—by allowing them to face inward and away from Kualakai Parkway—is inconsistent with the urban design principles contained in the Plan. This could promote long expanses of blank or inactive frontage along the parkway, rather than creating a more active and varied streetscape along this corridor.

The DPP recognizes this inconsistency especially since Kualakai Parkway is designated as a key street. Building orientation should be toward the street. Initially, the TOD Plan identified that building frontages were more likely to face Road D on campus and thus better to support more vibrant street activity there rather than Kualakai Parkway.

YES. In sub-chapter, D. Land Use and Urban Form, of chapter, VI. Keoneae Rail Transit Station Area Plan, the second paragraph was revised to read in the Draft Final TOD Plan as follows: The TOD Plan *envisions a series of key streets in the vicinity of the Keoneae rail transit station to facilitate a walkable, vibrant, economically active neighborhood where* active ground-floor uses *are* supported by medium to higher-density residential development. Residential uses should provide for a diversity of housing types, incomes, and family sizes (except for campus student housing) within close proximity to each other. *Kualaka'i Parkway, Farrington Highway, Ho'omohala Avenue (on both sides of Kualaka'i Parkway), two blocks of Kauluakoko Street, and one block of Hookulaaia Street (this is a Festival Street as well which lends itself to regular closure for community market events and street festivals) are designated as key streets in this rail station area. The desire is to create a pedestrian-friendly and active streetscape. While Kualaka'i Parkway and Farrington Highway might not conjure up an image of a typical key or main street environment, by incorporating greenways with multi-use paths along these roads, this open space can serve to better transition buildings from the roadway and allow them to face them. Maintenance and other back-of-house activities can be then be accessed by internal streets and service roads.* Businesses will especially benefit from having the front of their stores or offices visible from these roadways. Buildings and open space should also be configured to take advantage of public amenities and view opportunities of the Waianae and Ko'olau mountain ranges. Such orientation should respect the prevailing trade-wind pattern as well as the site's other environmental conditions in order to capitalize on opportunities for alternative energy and natural solutions.

5.h. Continued

YES. In sub-chapter, D. Land Use and Urban Form, of chapter, VII. Kualakai Rail Transit Station Area Plan, add a new paragraph that reads in the Draft Final TOD Plan as follows: *To facilitate a walkable, vibrant, economically active neighborhood, the TOD Plan designates Kualaka'i Parkway and Keahumoa Parkway as key streets. Residential uses will provide for a diversity of housing types, incomes, and family sizes in relatively close proximity to each other. Building orientation should be toward the street, and generally observe a uniform setback in order to create a continuous facade. Greenways with multi-use paths along Kualaka'i Parkway can transition buildings from the roadway and allow them to face the road allowing maintenance and other back-of-house activities to be accessed by internal streets and service roads. Businesses will especially benefit from having the front facades of their stores or offices visible from the highway.*

5.h. Continued

Expand the locational description of key streets in section, 2. TOD Street Characteristics, in sub-chapter, G. Street Standards, of chapter, IV. Plan Overview, to read in the Draft Final TOD Plan: *Sections of Kualaka'i Parkway and Keahumoa Parkway are designated key streets in the Kualaka'i rail transit station area. Portions of Kualaka'i Parkway, Farrington Highway, Ho'omohala Avenue, (on both sides of Kualaka'i Parkway), two blocks of Kauluakoko Street (one block both mauka and makai of Hoomohala Avenue), and one block of Hookulaia Street (this block is also designated a Festival Street to close for community market events and street festivals) are designated as key streets in the Keone'ae rail station area. At the Honouliuli rail transit station area, four blocks of Kamaliemua Street extending mauka from Hoomohala Avenue to Farrington Highway (one block between Punohu and Puapuaa Streets is designated a Festival Street to close for community market events and street festivals), three blocks of Kamalياهوpe Street between Lalahiwa Street and Farrington Highway, and three blocks of Puapuaa, Punohu, and Lalahiwa Streets between Lonomeha and Iwikuamoo Streets. It should be noted, where two key streets intersect, one key street is selected for primary building frontage orientation. In this situation at the Honouliuli rail transit station, the TOD Plan recommends Kamaliemua and Kamalياهوpe take key street priority. At the Keoneae rail transit station, Hoomohala Avenue and Hookulaia Streets are recommended to take priority as the primary key streets.* Key streets are shown on Figures 4, 8, 9, and 10.

5.i. Kualakai Rail Station Area Plan, C. Land Use & Urban Form, page 55. The reference to a "Kaloi Greenway" should be made at the beginning of this section.

Would the DLNR be open to exploring necessary improvements to the Kaloi Gulch Diversion Channel into the Kaloi Greenway in exchange for the upzoning they will receive?

YES. Revised the first sentence of sub-chapter, C. Parks and Open Space, in chapter VI. Keoneae Rail Transit Station Area Plan, to read in the Draft Final TOD Plan: *The combination of transforming the Kalo'i Gulch Diversion Channel into a bonafide passive recreational greenway and completion of the multi-use path between the Keone'ae and Kualaka'i rail transit stations will serve as a linear park and corridor of open space.* This sentence is also added to the second paragraph of sub-chapter, C. Parks and Open Space, in chapter, VII. Kualakai Rail Transit Station Area Plan.

5.j. Zoning Recommendations, 10. Street Standards, pages 70-77. This section seems more like guidance than standards that would be applied in permitting. This section could be moved to the Plan Overview chapter, which could keep the Zoning Recommendations focused on applicable standards.

This was pointed out by DTS as well.

YES. A new sub-chapter titled, **G. Street Standards**, was added to chapter, IV. Plan Overview, in the Draft Final TOD Plan.

5.k. Transit-Oriented Community Street Network, pages 70-74 and D. Bicycle Circulation, page 76. These sections could be used in the Plan Overview chapter to describe and illustrate the preferred street network and multi-modal transportation system envisioned for the Plan area. The draft Plan refers to Key Streets, Main Streets, and Avenues, as well as various roads (e.g., Hoomohala Avenue, Road D, etc.), of which only Key Streets are mapped. Some clarification of how Key Streets and Main Streets and Avenues are used in the Plan Area would be helpful. Are shared streets being considered in the Plan Area? In some ways they can also function as Festival Streets, discussed on page 72.

Most, if not, of all the street networks for Hoopili, UHWO, and DHHL are contained in their approved urban design plans or roadway master plans. We understand the UHWO is still seeking approval for their Long-Range Development Plan so that is still in draft form. this is now referenced in the TOD plan.

YES. A new sub-chapter titled, **G. Street Standards**, was added to chapter, IV. Plan Overview, in the Draft Final TOD Plan.

<p>5k. Continued. A separate map of the hierarchy of streets and street network for the Plan area, with streets referenced in the text labeled on the map, would provide a much clearer picture of street treatment in the Plan area. Proposed bike circulation and multi-use paths and greenways could be added either to the street network map or to the Parks Map in Figure 8.</p>	<p>Yes, these are missing and could pull from the Hoopili, UHWO, and DHHL are contained in their approved urban design plans or roadway master plans.</p>	<p>YES. A street hierarchy, pedestrian connectivity, and bicycle circulation map is added to the Draft Final TOD Plan.</p>
<p>5k. Continued. The general discussion of greenways, open space, and parks on pages 75 and 79, with Figure 8, might also be moved to Plan Overview to provide a general framework for greenspace and recreational corridors proposed for the Plan area.</p>	<p>Noted. These do not belong in the Zoning Recommendations Section of the Plan</p>	<p>YES. Relocated the entire section, 10. Street Standards, of sub-chapter, B. Zoning Recommendations, in chapter, VIII. Zoning Recommendations of the PRD, to chapter, IV. Plan Overview, as sub-chapter, G. Street Standards in the Draft Final TOD Plan.</p>
<p>5.l. Street Standards, C. Puuwai Park, page 75. OP recommends a more general title for this section, such as "Greenways and Open Space Network," "Greenways Corridors," etc. to ensure that it provides a more complete picture of all the greenway corridors and assets being proposed for the Plan area. For consistency, "Kalo'i Greenway" should be used in this discussion and this greenway mapped on Figure 8 to indicate the City's desire for a greenway amenity along Kualakai Parkway.</p>	<p>Noted. Impression was to focus on this identified greenway and although Kalo'i Gulch Diversion Channel is alluded to, the discussion should be expanded to include long-term improvements to this channel as a recreational or open space amenity.</p>	<p>YES. Relocated section, 10.C. Puuwai Park - The Greenway Corridor, of sub-chapter, B. Zoning Recommendations, in chapter, VIII. Zoning Recommendations, to chapter, IV. Plan Overview, retitling it as section, 4. Greenway Corridors, in sub-chapter, G. Street Standards to read as follows in the Draft Final TOD Plan: Pu'uwai Park, the greenway corridor is a 100-foot wide planned linear corridor that extends <i>ewa-diamond head</i> along the rail transit line <i>from</i> the TOD core area surrounding the Honouliuli rail transit station. The area below and adjacent to the rail transit line should also include a paved <i>shared</i>-use (bicycle and pedestrian) path along with community gardens, small trees, flowers, landscaping and areas for public art. As the greenway corridor ends at the edge of the Ho'opili community, <i>it is recommended</i> that it connect <i>to the shared</i>-use path <i>planned for construction by the DTS</i> along the diamond head side of Kualakai Parkway <i>to fill in the gaps of the existing</i> path <i>between the Hoomohala Avenue and Keahumoa Parkway and will extend it mauka to Farrington Highway. The shared</i>-use path, <i>coupled with the Kalo'i Gulch Diversion Channel</i>, will lengthen this <i>recommended</i> greenway corridor past the Keone'ae rail transit station and down to the Kualaka'i rail transit station and Salvation Army Kroc Center. <i>The repurposing of the Kalo'i Gulch Diversion Channel into a publicly accessible space will lengthen the greenway corridor past the Keone'ae rail transit station and down to the Kualaka'i rail transit station and Salvation Army Kroc Center. The new shared-use path, rail transit service above, and new development alongside the channel could be the impetus for conversion of this channel into a more meaningful open space amenity. With additional access points to the community and gathering spaces at key locations, the "Kalo'i Greenway" will become veritable community open space and recreational asset.</i></p>
<p>5.m. Chapter title, Phasing and Implementation Strategy. OP recommends using the 2010 Draft title, simply "Planning and Implementation," since there is no formal strategy in the Plan.</p>	<p>Noted.</p>	<p>YES. Revised the title of chapter IX to: Development Implementation.</p>
<p>5.n. Phasing & Implementation, A. Phasing Scenarios, page 82. The statement, "The TOD Plan is phased in such a way," implies that there is a phasing schedule for East Kapolei TOD Plan implementation. Restatement will avoid confusion on this matter.</p>	<p>Since not all objectives of the East Kapolei Neighborhood TOD Plan and Special District can be completed at the same time, a phased approach can allow for the full extent of the TOD Plan to roll out over the short-, medium-, and long-term development of the district. That said, this chapter needs to be re-worked to complete the discussion.</p>	<p>YES. In the re-titled chapter, IX. Development Implementation, new sub-chapters, A. Overall Structure, B. Infrastructure, and E. Responsible Agencies and Strategic Partners, were added to complete the discussion of this chapter for the Draft Final TOD Plan. Sub-chapter, A. Phasing Scenarios, was re-titled to, C. TOD Development Phasing, and sub-chapter, C. Common Funding Tools, was re-titled, F. Infrastructure Funding Sources, in the Draft Final TOD Plan. Sub-chapter, B. Implementation Strategies becomes re-titled as sub-chapter, D. Responsible Agencies, in the chapter reorganization for the Draft Final TOD Plan.</p>
<p>5.o. Phasing & Implementation, C. Common Funding Tools, page 87. OP recommends a more general title for this section, such as "Financing Infrastructure for Development," since the section discusses more than tools.</p>	<p>Noted.</p>	<p>YES. Re-titled sub-chapter, C. Common Funding Tools, to, F. Infrastructure Funding Sources, for the Draft Final TOD Plan.</p>

5.p. 7. Payment in Lieu of Taxes and Tax Increment Financing, page 91. In the second paragraph, OP recommends deletion of the phrase, "One type of PILOT often used on the U.S. mainland is known as." This is an inaccurate: tax increment financing is not a form of PILOT.

It is staff's career experience utilizing TIF for projects on the mainland that there can be a PILOT to the other taxing districts that also derive their revenues from property and sales taxes to receive some of the tax increment they are not getting from new development. This recognizes the taxing districts still have to provide services yet they are not getting revenues to do so. So the PILOT is a mechanism for them to get a partial amount of the revenues while the remainder goes towards paying off any debt incurred to cover the project development costs.

YES. Remove this sentence in that it is misleading. There can be a PILOT with TIF but it is not a type of TIF.

5.q. Commas in a series. The document should be consistent in use of commas before the conjunction in a series.

Noted.

YES. As necessary.

23 Tracy Tonaki D.R. Horton 3/16/2020 Parking

1. Page 67 – references parking minimums and maximums. I have concerns about setting parking maximums. I know the EKTODNP establishes concepts with the LUO amendments spelling out the details. Should we just wait to see what the "maximum" details are in the LUO draft amendment?

There are no parking maximums in the TOD SD regs and this section suggests it as a possible tool in the TOD SD regulations toolbox. Establishing a maximum in the TOD Plan will give LUPD something to lean on when establishing a parking maximum in a permit. The Max can be tailored to each plan area, which is more useful than a single maximum island-wide. Typical maxes are 125-150% of the minimum when there is one, or 100% is the most dense in transit served areas. Research by the LUPD showed a max would not be very useful because very few projects exceeded 125% of the requirement. That said, having them as a tool in certain cases to reduce parking where appropriate, would be helpful and a maximum was intended more as a recommended suggestion. It is unclear at this time whether this will be part of the new parking requirements.

NO. Much more research is required. Would have to see how eliminating the minimum parking requirements produces the desired effect, once Bill 2 (2020) is adopted.

	<p>2. Page 69 – Idea of shared/district bike parking to align with idea/concept of shared car parking. The current LUO bike parking requirements are pretty hefty.</p>	<p>The current LUO bike parking requirements do support TOD principles and goals for a modal split less dependent on SOVs. The number of off-street bike parking spaces would still have to meet the current LUO requirements in a shared/district parking facility intended for vehicles. The concept of shared or district parking is not a tool to reduce the amount provided. If a district parking site were considered for bike parking to serve many nearby uses, the distance should be limited because people already biked there, they shouldn't also have to walk .25 miles after biking.</p>	<p>NO. Not needed at this time.</p>
	<p>3. Page 79 – Minimum Open Space, can you tell me if this 35% min open space requirement for developments over 30 units comes from another code?</p>	<p>This was taken directly from the 2010 EKNTOD Plan Public Review Draft. The LUO already designates an amount of open space for each zone district per Article 3 of the LUO.</p>	<p>YES. The last two paragraphs of section, 12. Minimum Common Open Space, of sub-chapter, B. Zoning Recommendation, of chapter, VIII. Zoning Recommendations were removed for the Draft Final TOD Plan and replaced with the following paragraph: <i>The predominant form of new open spaces within each TOD rail transit station area would be urban plazas adjacent to the rail transit station, and in conjunction with redeveloped and new buildings. Specific open space and park recommendations are described in Chapter V, VI, and VII. Planned parks in the community are shown on Figure 8. Private residential, commercial, and mixed-use development should be encouraged to incorporate publicly accessible pocket parks and plazas, possibly in exchange for additional density, height, or other incentives.</i></p>
<p>Temporary Surface Parking</p>	<p>4. Page 82 – Allow surface parking within the first 40-ft as part of “Phasing”? Temp surface parking lots which are convenient can be used strategically to draw people for retail uses. The parking lot between Auahi St and Ala Moana Blvd was successful prior to it being phased out for Howard Hughes future tower development.</p>	<p>Surface parking is allowed in the first 40 feet (Bill 2 (2020) pending before City Council proposes to reduce this standard to 25 feet) with a Special District Permit in the TOD District now. Many developments might be put on hold if "temporary" parking is determined to be a successful interim use and is made permanent. This would create auto-oriented neighborhoods rather than pedestrian-oriented ones.</p>	<p>NO. Not at this time.</p>

23a	Tracy Tonaki	D.R. Horton	4/9/2020 via letter	Key Street	1. Reservation about designating Farrington Highway a key street because it is considered a principal arterial, not located near the rail transit stations and therefore does lend itself to the design and layout considerations of a key street.	The DPP maintains that by not making this a key street, the design with widening will make it become auto-dominated. With the planned high school adjacent to it, every precaution needs to be made to make this a pedestrian-friendly, safe, and comfortable corridor.	NO. No, not at this time.
				Permitted Land Uses	2. Strongly support the expansion of permitted land uses within the apartment mixed use (AMX) districts to encourage a diverse mix of businesses around rail transit stations, consistent with the Mix-It Up principle.	We agree but this may be done with the LUO overhaul. Your comments have been sent to the consultant.	NO. At this time, expansion of the permissible uses can be considered for recommendation during the zone change process of this planning effort.
24	Alex Beatty - Planner	Land Use Permits Division, Department of Planning and Permitting, City and County of Honolulu	3/17/2020, marked up hard copy of PRD	Key Street	1. Pages 35 and 39, Figures 3 and 4 - No key street at the Honouliuli rail transit station	More were added after PRD was issued	YES. Key streets in the vicinity of the Honouliuli rail transit station were added to Figures 4, 6, 7, 8, 9, and 10.
				Screening of parking garages with habitable spaces	2. Pages 43, 49, and 56. In each of the Rail Transit Station Area Plans under Land Use and Urban Form, add that parking for cars should be screened with habitable spaces.	Good point. Thank you.	YES. In the sub-chapter, D. Land Use and Urban Form, of chapters V., VI., and VII. concerning the rail transit station area plans, the following sentence has been added to each in the Draft Final TOD Plan: <i>Parking garages or parking podiums should be screened or wrapped on the street side with habitable dwelling units or commercial spaces.</i>
				Parking	3. Page 66, Parking Requirements - Should reflect Bill 2 (2020) where the DPP is proposing to eliminate parking minimums in Kapolei and parts of Ewa. Consider focusing on providing a maximum parking recommendation.		YES. In section, 9. Parking Requirements, of sub-chapter, B. Zoning Recommendations, in chapter, VIII. Zoning Recommendations, the first two sentence of the first paragraph were revised for the Draft Final TOD Plan to read: Off-street parking requirements in the TOD Special District are specified in the LUO Section 21-9.100-8 c (1). <i>Bill 2 (2020) was recently introduced by the DPP where in dense urban areas or master planned communities out in Kapolei and parts of Ewa (East Kapolei), minimum parking requirements will be eliminated. Eliminating parking minimums allows developers to determine the right amount of parking for each project so they can explore creative options for meeting their project's needs.</i> The TOD Plan supports the <i>elimination of</i> the required number of off-street parking spaces in order to reflect lower auto ownership <i>and increased transit usage</i> in the TOD Special District <i>while allowing developers to adjust their project's to the TOD lifestyle.</i>
				Parking Maximums	4. Make a more certain recommendation on creating a parking maximum for the purpose of SDD permits.	Would require more study that is beyond the scope of this study.	NO. Would have to see how eliminating the minimum parking requirements produces the desired effect, once Bill 2 (2020) is adopted.
25	Mark Yonamine, P.E. Director	Department of Design and Construction, City and County of Honolulu	3/4/2020 via letter	No Comments.	No Comments at This Time.	Thanks for taking the time to review.	NO. Not at this time.

26	Katia Balassiano,AICP - Division Chief/Elizabeth Krueger - Branch Chief	Land Use Permits Division, Department of Planning and Permitting, City and County of Honolulu	4/20/2020 via e-mail	Community Benefits Bonus	1. Page 6. In additions to changes to the zoning, the TOD Plan recommends providing additional bonuses to developers that participate in providing community benefits. A community benefits bonus leverages a project's development potential to incentivize improvements that meet a community's needs, goals, and objectives. It may also pay for much needed infrastructure improvements. KB - It's more like this: in order to obtain certain bonuses, community benefits will be required. Also, most infrastructure improvements do not count as a community benefit, and are simply required to accommodate additional density, etc.	Good clarification. I think we're trying to say the same thing but this seems more clear. Infrastructure in this sense was loosely regarded to include other things in the public realm such as streetscape and possibly road or intersection improvements and public open space.	YES. In section, 3. Kualakai Rail Transit Station Area, of sub-chapter, C. Summary of Recommendations, of chapter, I. Executive Summary, revised the second full paragraph after the bullet points to read: In addition to changes to the zoning, the TOD Plan recommends providing additional bonuses to developers that participate in providing community benefits. A community benefits bonus leverages a project's development potential to incentivize improvements that meet a community's needs, goals, and objectives. <i>In order to obtain these certain bonuses, community benefits will be required.</i>
				Applicability of waivers for DHHL	2. Page 12. State agencies may request a waiver from local zoning regulations, particularly if their mission is to develop their lands on behalf of statutorily designated beneficiaries and for public purpose. If their lands are leased or sold for private development, local zoning control is in full effect. Does this pertain to DHHL? DHHL is not subject to County zoning and need not apply for waivers.	Important distinction for this agency.	YES. In section, 5. Land Use Designations, of sub-chapter, A. Background Context and Existing Conditions, of chapter, II. Project Overview and Existing Conditions, added a new sentence after the second sentence in the second paragraph to read: <i>The one exception is the DHHL which is statutorily exempt from County zoning and need not apply for waivers.</i>
				Community Benefits Bonus	3. Page 84. The use of a community benefits bonus (CBB) is one of several development policies that should be used both to shape the growth and development in the East Kapolei TOD Neighborhood rail transit station areas and to realize community values and goals. It's not a policy, but a regulatory tool.	Noted. Thanks for the clarification.	YES. In section, 7. Community Benefits Bonus, of sub-chapter, B. Zoning Recommendations, of chapter, VIII. Zoning Recommendations, the first sentence is revised to read: The use of a community benefits bonus (CBB) is one of several development <i>regulatory tools</i> that should be used both to shape the growth and development in the East Kapolei TOD Neighborhood rail transit station areas and to realize community values and goals.
				Outdoor Dining in the Front Yard rather than use of Public Sidewalk	4. Page 90. It is recommended that outdoor dining and cafes be allowed in both public sidewalk/right-of-way and the TOD Special District within the front yards in order to encourage an active, vibrant pedestrian environment, so long as outdoor dining and cafes do not unduly interfere with the public use of the sidewalk area. Recommend that dining not be allowed in the ROW. "ROW" includes the street. Also, this approach would require a lot of thought – will the City begin leasing such space, to whom, how? How to determine "unduly interference?" Instead,they should be encouraged to build outdoor dining into their overall design, rather than depending on us to allow it in the ROW later.	Good point. Thank you. We think the phrase here was to make sure the outdoor dining was out to the roadway ROW which includes the sidewalk. There is no need for the City to allow the private sector to use the public realm for such purposes when, as you allude, outdoor dining spaces can and should be incorporated into the design of building frontages of new development since they are allowed in the front yard and abut the public ROW.	YES. In section, 10. Yard Setbacks, of sub-chapter, B. Zoning Recommendations, of chapter, VIII. Zoning Recommendations, the second sentence of the second bullet is revised to read: It is recommended that outdoor dining and cafes be <i>built into the overall building design and utilize their</i> front yards to <i>create</i> an active, vibrant pedestrian environment <i>rather than rely on any private</i> use of the sidewalk area.
27	Renee Espiau, Complete Streets Administrator	Department of Transportation Services, City and County of Honolulu	4/21/2020 via e-mail	Use LUO for fence descriptions	5. Page 91. Small transparent fences should be allowed to help delineate public and private space within the front yards. What's a transparent fence? Recommend that LUO terms are used. See text from Waikiki SD for guidance on fences.	Thank you for pointing that out and offering the suggestion of the Waikiki Special District.	YES. In section, 10. Yard Setbacks, of sub-chapter, B. Zoning Recommendations, of chapter, VIII. Zoning Recommendations, the second sentence of the third bullet is revised to read: <i>A planter or hedge or wall or fence consisting of open material, preferably wrought iron, or lattice work but not chain link</i> should be allowed to help delineate public and private space <i>at the front yard edge.</i>
				Timeline Too Optimistic	1. Be careful about adding updates and milestones that are too specific because they quickly become outdated, requiring frequent updates.	Noted.	YES. Will generalize as much as possible with an adoption date more like, TBD - To Be Determined.
				Older Subdivision Standards for Roadway Cross-Sections	2. The older street cross sections shown on page 74 of the PRD (which we are planning to update soon) do not match the intent of the text of the plan (e.g., narrow sidewalks, standard bike lanes, etc.). You may not want to show the existing ones because we know we don't like certain elements. It should be noted that we now try to use buffered or parking-protected bike lanes wherever possible rather than standard bike lanes. Recommend removing the cross-sections from the Draft Final EKNTOD Plan.	Having these roadway sections in this sub-chapter does not reflect TOD Street Characteristics and upon review are not cited in the text.	YES. Remove the roadway cross-sections from section, 2. TOD Street Characteristics, of sub-chapter, G. Street Standards, of chapter, IV. Plan Overview.
			4/22/2020 via e-mail	Too Specific Action Items. Will Quickly Need to Be Updated.	3. Short and Long-Range Action Steps are too specific and likely to be out-of-date within 6 months.	Noted.	NO. Since there is no time-line associated with the action items in sub-chapter, D. Next Steps, of chapter, 1. Executive Summary, there is little hazard to leaving as is.



July 24, 2020

The Honorable Arthur Challacombe, Chair
Planning Commission
City & County of Honolulu
650 South King Street, 7th Floor
Honolulu, Hawaii 96813

SUBJECT: East Kapolei Neighborhood Transit-Oriented Development Plan – Draft Final
Ewa Development Plan (2013) - Proposed Amendments

Aloha Chair Challacombe and Members of the Planning Commission,

Mahalo for the opportunity to submit testimony on behalf of D.R. Horton, offering comments to the Draft Final of the East Kapolei Neighborhood Transit-Oriented Development Plan (TOD Plan) and the proposed amendments to the Ewa Development Plan (DP).

First and foremost, I would like to thank the Department of Planning and Permitting (DPP) for its commitment to updating both documents. The staff involved, under Franz Kraintz's leadership, have demonstrated a strong commitment to completing the update, especially given the challenges presented by the coronavirus pandemic.

D.R. Horton's Background

D.R. Horton is one of Hawaii's largest home builders that has been providing affordable housing, "first time buyer" and "first time step up" homes for Hawaii's families throughout Oahu for over forty years. Our largest land holding is the Hoopili master planned community, identified as a major development within the TOD Plan area. Since D.R. Horton acquired the property in 2006, we have shepherded Hoopili through community visioning, State and City entitlements, infrastructure master plans, community planning, civil and building permitting, all the way through to construction.

On July 19, 2017, the D.R. Horton team proudly and gratefully presented house keys to the first family to move into Hoopili. Since then, we have continued to invest, build and move Hawaii's families into their new homes. By September 2020 we will have approximately 1000 families calling Hoopili home.

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By January 2021, Hoopili will open:

- its first community center with meeting rooms and pool,
- its first dog park,
- its first Festival Street that can be closed off for pedestrian friendly community events,
- its second playground park,
- its fifth mini park,
- its very own rotatable complex of soccer fields, and
- a short-term temporary park & ride to encourage nearby residents to ride the rail

D.R. Horton's commitment to Hoopili is deep and strong as we continue to actively plan, design and invest in the community and its build out. We are projecting that within the next five years, over 3000 families and counting will call Hoopili home.

D.R. Horton's Support:

D.R. Horton offers our strong support, with comments, for the approval of the TOD Plan and DP Amendment. Given we are currently designing and building on ten development parcels located within the proposed TOD Plan area, we are eager to implement the thoughtful concepts and principles of both documents that will bring its vision to life.

D.R. Horton's Comments:

We respectfully submit the following comments for your review and consideration. Some of our comments may be more pertinent under the subsequent Land Use Ordinance (LUO) amendment draft and thus, we reserve the right to provide further comments upon the availability of the LUO amendment draft for review.

1. Section IV (G) (1) – Transit-Oriented Community Street Network:

The TOD Plan is recommending four street connections between Hoopili and the Department of Land and Natural Resources (DLNR) that are currently not included in Hoopili's approved roadway master plan. We have strong reservations about the inclusion of these additional required roadways within Hoopili as this unilateral reallocation of residential zoned land to roadways was not contemplated during the infrastructure master planning approval process nor the traffic analysis approval process that we completed with the City. Additionally, D.R. Horton and DLNR are currently discussing a land exchange involving these lands that could affect the ultimate design of this area. Thus, D.R. Horton requests that these four roadway connections be deleted from the TOD Plan.

**2. Section IV (G) (2) Bullet 8 – TOD Street Characteristics, Key Streets:
Section V (D) – Land Use and Urban Form:**

We have strong reservations about identifying the portion of Farrington Highway fronting Ho‘opili as a “key street” and request the designation be removed. We note that City Council Ordinance 17-54 defined “key streets” as:

"Key streets" means streets within a TOD special district that are most vital to facilitating a walkable, vibrant, economically active neighborhood in the direct vicinity of the rail station. Certain development standards will apply only to those lots fronting a designated key street..."

Based on the “key streets” definition, we offer the following reservations as it relates to Ho‘opili:

- a. The widening of Farrington Highway is currently underway by the State Department of Transportation. It is being designed as a 140-foot wide right-of-way accommodating four traffic lanes initially, and up to six lanes at full build out. Speed limits are projected to be 35 mph. Since the right-of-way design is being maximized primarily for regional vehicular movement, street parking and direct access into adjacent parcels will be prohibited. We believe these design factors are not conducive to an active pedestrian environment and could compromise safety along this arterial roadway.
- b. Farrington Highway is not in the direct vicinity of either the Keone‘ae or the Honouliuli Rail Transit Stations. The TOD Plan already identifies “keys streets” immediately surrounding both rail stations within a two-block radius. These streets are connector roadways that serve to facilitate walkability and economic neighborhood activity to and from the rail transit stations. Unlike Farrington Highway, these connector roadways are designed with multi-use pathways and bike lanes to safely balance access and mobility, thus appropriately fulfilling the definition of a “key street”.

3. Section V (B) – Connectivity and Circulation:

We would like to note for the record that the temporary park and ride adjacent to the Honouliuli Rail Transit Station is located on D.R. Horton owned land. It is a short-term commitment to provide interim transit parking until the Honolulu Authority for Rapid Transit (HART) completes its 1000 car permanent park and ride facility located on DLNR land just East of the Keone‘ae Transit Station. This temporary park and ride will be removed at the end of this short-term commitment at which time the parcel will be available for full development.

4. Section VIII (B) (3) – Permitted Land Uses:

We strongly support the TOD Plan’s intent to align permitted and prohibited uses within the TOD Plan area with those set forth under the existing BMX-3 community business mixed use district. Expansion of permitted uses, particularly within apartment mixed use (AMX) districts located within the TOD Plan area, will encourage a diverse mix of businesses around rail transit stations, consistent with the “Mix It Up” TOD Plan principle. DR Horton has built both Live-Work and commercial condominium units within AMX districts at the master planned communities of Mehana (Kapolei) and Ho’opili (East Kapolei). There is strong interest from buyers to operate businesses such as, but not limited, to wedding cake catering, animal clinics, schools and offices. We believe these types of uses will bring vibrancy to a neighborhood. Based on our experience and strong buyer feedback, we request that the permitted uses in AMX districts located within the TOP Plan area mirror permitted uses within the current BMX-3 district.

5. Section VIII (B) (8) – Affordable Housing Requirement (AHR):

D.R. Horton is concerned with the last paragraph in this section, as it could be interpreted that Hoopili, which already has a Unilateral Agreement (UA) in place, would not be able to use affordable housing as a Community Benefit Bonus. This is especially concerning if we have the opportunity to provide affordable housing above and beyond D.R. Horton’s UA requirement.

6. Section VIII (B) (9) – Parking Requirements:

D.R. Horton does not agree that setting parking maximums will result in right sizing of parking requirements. Parking demand is driven by the homebuyer and commercial markets. If market demand for parking subsides over time, as the areas’ multimodal/alternative transportation network matures, then the reduction of parking needed for successful development will naturally follow suit. Setting parking maximums prematurely will artificially cap parking needs, create an imbalance in supply and demand and stifle the healthy build out of the TOD Plan.

7. Sections Requiring a Balanced Approach:

- Section II (A) (6) – Climate Change and Flooding**
- Section IV (D) (1) (V) – Reduce Visual Impact of Parking**
- Section IV (G) (5) – Green Streets**
- Section VIII (B) (9) – Parking Requirements**

These Sections reference the need for the TOD Plan to address growing concerns over climate change and sustainability. While D.R. Horton absolutely agrees it is critical for an island state like Hawaii to address and mitigate the impacts of climate change, we also believe the lack of housing, particularly affordable housing, is another critical issue facing our State and hampering the ability for our local families to remain in Hawaii. Proposing solutions for one must not be at the expense

of the other. As the City moves forward with drafting the subsequent LUO amendment, we strongly request that a balanced approach between sustainability for the future and housing affordability today be implemented so we can move the needle on both fronts together.

Finally, we are proud to have been involved in the East Kapolei Neighborhood TOD Plan from its inception. We are also excited to be developing the only TOD neighborhood project from the ground up and are grateful for the experience we have gained from doing so.

Thank you very much for your time and consideration. If you have any questions, please do not hesitate to contact me at (808) 782-4109 or ttonaki@drhorton.com.

Sincerely,



Tracy Tonaki
Senior Vice President



OFFICE OF PLANNING STATE OF HAWAII

DAVID Y. IGE
GOVERNOR

MARY ALICE EVANS
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August 18, 2020

Mr. Arthur D. Challacombe, Chair
Planning Commission
City and County of Honolulu
650 South King Street, 7th Floor
Honolulu, Hawaii 96813

Chair Challacombe and Commission Members:

Subject: Written Testimony for Planning Commission Hearing, August 19, 2020,
Agenda Item 1, East Kapolei Neighborhood Transit-Oriented Development Plan

The State Office of Planning (OP), as the lead State agency for TOD and as co-chair of the Hawaii Interagency Council for Transit-Oriented Development (TOD Council), strongly supports the Draft Final East Kapolei Neighborhood Transit-Oriented Plan (East Kapolei TOD Plan), which incorporates transit-oriented development (TOD) projects being planned for State lands in the East Kapolei TOD Plan Area. We also strongly support the provisions for the adoption of the TOD Special District as delineated in the Draft Final TOD Plan and the proposed zoning designations.

OP directs your attention to Enclosure 6 of the Director's Report for this Item that contains OP's full comments on the Public Review Draft #2, many of which have been addressed by the Draft Final. We wish to summarize and supplement our main comments and concerns.

- 1. Support for inclusion of planned State TOD projects and increased density.** OP strongly supports the inclusion of State lands within the TOD Special District, as well as the mixed-use zoning proposed for parcels owned by the University of Hawaii West Oahu (UHWO) and the Departments of Land and Natural Resources (DLNR) and Hawaiian Home Lands (DHHL), which have been identified as TOD projects in the *State Strategic Plan for Transit-Oriented Development* (Revised August 2018).

OP also strongly supports increasing density in East Kapolei, especially in proximity to TOD station areas. With limited productive agricultural lands on Oahu and the public cost of extending public infrastructure, it is critical that our limited urban lands are intensively utilized, particularly along the rail corridor, and provide more than enough density to accommodate the housing needs of Oahu residents and enable the vertical integration of uses to create mixed-use urban communities.

This alignment of City TOD plans and land use designations with State TOD priorities will not only greatly facilitate the realization of TOD on these State parcels for the State and its development partners, but will also promote transit ridership and facilitate the creation of dense, walkable TOD communities in this area.

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2. **Proposed Height Limits and Bonus Heights, Zoning Recommendations.** OP supports the increased height limits for lands proposed for mixed-use in the Draft Final Plan. However, OP recommends amending Item 6. Maximum Building Heights, in the Zoning Recommendations (which currently allows up to 120 feet height) to allow height limits up to 150 feet, as is provided in the City of Kapolei, for lands designated for mixed-use within a quarter-mile of the transit stations. This would increase the financial viability of a higher percent of affordable housing units in mixed-use, mixed-income projects and increase the number of residents and customers in proximity to rail.

OP Recommendation No.1: Amend Zoning Recommendations, Section VIII.B.6 on page 80 to allow maximum heights up to 150 feet.

In addition, OP recommends that State lands should be allowed the maximum height limit as-of-right—or be exempt from City-imposed community benefits required for the bonus height—as planned use of State lands, by its nature, typically perform some kind of public purpose. OP does not concur with the Department of Planning and Permitting’s (DPP) response in Enclosure 3 that the application of a community benefit bonus should be applied uniformly to public as well as private sector development. This is particularly troublesome when the public project is of an institutional nature and does not lend itself to the community benefits being contemplated or is an affordable housing project for which the required community benefits would jeopardize the financial feasibility of the project. Having the maximum height limit as of right enables State and City project developers to help address the public subsidy that a public project’s non-revenue generating uses/elements require. DPP guidance on the kinds of community benefits desired in particular areas would be a more effective means of incorporating desired community amenities in the planning and implementation of public TOD projects.

OP Recommendation No.2: Amend Zoning Recommendations, Section VIII.B.7 on page 83 to exempt State lands from the community benefits bonus requirements for obtaining bonus height and density.

3. **Farrington Highway Widening.** In Section G. Street Standards, on page 47, Farrington Highway is referred to as a “principal arterial” along with Kualakai Parkway. OP disagrees with this characterization in the Plan. With the planned widening of Farrington Highway, it is extremely important that the widened highway fully embrace multi-modal TOD connectivity and not be designed for high vehicular capacity and moderate speed.

Farrington Highway has been designated as a key street in the Plan, and elsewhere in the Plan there is considerable discussion of the importance of ensuring that key streets like Farrington Highway retain a pedestrian-friendly and active streetscape with buildings orienting themselves to these roadways. It is essential that the improved Farrington Highway does not become an unwelcome and unsafe barrier to pedestrian and non-vehicular uses along Farrington Highway, particularly Diamond Head of Kualakai

Parkway. The one half-mile convenient walking distance radii from two rail stations extend mauka across Farrington Highway to encompass the planned East Kapolei High School and major planned State residential-commercial developments mauka of the Highway.

OP Recommendation No. 3: Revise the description and typology of Farrington Highway not as a “principal arterial” but as an Avenue for Complete Streets and multi-modal connectivity.

On page 100 of Chapter IX, Development Implementation, there is reference to the expansion of Farrington Highway from a four-lane configuration to a six-lane configuration at buildout. OP opposes allowing Farrington Highway to be widened to six lanes. Rather, the 120- to 140-foot right-of-way could and should be reduced and designed to provide dedicated bicycle and pedestrian ways and other Complete Streets features within the widened roadway. In addition, multi-lane roundabouts should be considered at the intersection of Kualakai Parkway and Farrington Highway and in the vicinity of the access roads serving the planned East Kapolei High School, whose students will need to cross Farrington Highway from the makai Hoopili and State developments.

OP recognizes that there could be lower levels of service for vehicular traffic in out years. However, the success of both transit and TOD relies on safe, convenient, and walkable access to and from transit stations and the dense, mixed-use communities built at or around the stations—as well as the quality and pedestrian scale of the urban environment and urban form within this public realm. If our shared goals are to promote transit use, a modal shift to active transportation, and walkable, livable communities, then it is clearly not in the public interest to have Farrington Highway become a physical barrier for residents, students, and visitors of these TOD communities.

OP Recommendation No. 4: Limit the future widening of Farrington Highway from the Kapolei Golf Course to Fort Weaver Road to a maximum of four (4) lanes. Revise the text on page 100 in Chapter IX Development Implementation as follows:

- Coordinating with the HDOT regarding the widening of Farrington Highway, **providing a maximum of four (4) lanes as the permanent configuration, with dedicated bike ways and pedestrian ways, and considering multi-lane roundabouts at key intersections including at Kualakai Parkway and at the East Kapolei High School.** ~~initially to four lanes with turn lanes, along with right-of-way sufficient to expand to six lanes with turn lane plus sidewalks and bike lanes at build-out.~~ (DDC/DTS)

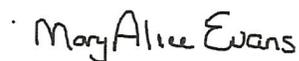
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- 4. Next Steps.** OP wholeheartedly supports next steps that include preparation and action on the TOD zoning recommendations and TOD Special District designation by the Department of Planning and Permitting, which would facilitate TOD project implementation. We are also appreciative of any City efforts to consider ways to simplify and streamline permitting of State projects pursuant to approved long-range master plans like that of the University of Hawaii West Oahu campus that are currently subject to Plan Review Use permitting procedures.

OP will continue to encourage and support TOD Council efforts to coordinate and collaborate on infrastructure investments needed to support TOD in the East Kapolei area.

Thank you for the opportunity to provide these comments for this Agenda Item.

Mahalo,



Mary Alice Evans
Director

c: Jade Butay, Department of Transportation