COUNTY'S EXHIBITS AND WITNESS LIST
A03-738 GENTRY INVESTMENT PROPERTIES
(Oahu)

DEPARTMENT OF PLANNING AND PERMITTING
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET • HONOLULU, HAWAII 96813
TELEPHONE: (808) 523-4414 • FAX: (808) 527-6743 • INTERNET: www.co.honolulu.hi.us

ORIGINAL

JEREMY HARRIS
MAYOR

ERIC G. CRISPIN, AIA
DIRECTOR

BARBARA KIM STANTON
DEPUTY DIRECTOR

2003/GEN-19 (TH)

July 9, 2003

Mr. Anthony J. H. Ching, Executive Director
Land Use Commission
Department of Business, Economic Development & Tourism
P.O. Box 2359
Honolulu, Hawaii 96804-2359

LAND USE COMMISSION
STATE OF HAWAII
2003 JUL -9 A 10: 15

Dear Mr. Ching:

Land Use Commission Docket No. A03-738, Gentry Investment Properties

In preparation for the Land Use Commission hearings scheduled for July 10, 11, 24, and 25, 2003, enclosed please find our Second Amended List of Witnesses and Exhibits. This Second Amended List of Witnesses and Exhibits replaces our previous Lists of Witnesses and Exhibits submitted on June 6 and July 3, 2003.

Should you have any questions, please contact Tim Hata of our staff at 527-6070.

Sincerely yours,

Barbara Kim Stanton

ERIC G. CRISPIN, AIA
Director of Planning and Permitting

EGC:js

p:/DivFunction/Slu/A03-738 Gentry Ewa Makai/exhibit.doc

Enclosure

LAND USE COMMISSION

DOCKET NO./PETITIONER: A03-738/Gentry Investment Properties

ORIGINAL

LAND USE COMMISSION
STATE OF HAWAII
2003 JUL -9 P 1:40

PARTY: Department of Planning & Permitting, City & County of Honolulu

Second Amended List of Witnesses - 7/9/03

NAME/ORGANIZATION/POSITION (List in Order of Appearance)	TO BE QUALIFIED AS AN EXPERT IN:	SUBJECT MATTER	WRITTEN TESTIMONY (Yes or No)	EXHIBIT NUMBER (S)	LENGTH OF DIRECT
Eric G. Crispin, AIA Director, Department of Planning & Permitting (DPP) or Representative		DPP Testimony	Yes	1-9	5 min
Dennis Nishimura, Chief Wastewater Branch, DPP		Adequacy of wastewater collection system	No		5 min
Tessa Ching, Civil Engineer DPP		Adequacy of wastewater collection system	No		5 min
Department of Transportation Services Representative		Consistency with City transportation policies and goals	No	10	5 min
Barry R. Usagawa, Principal Executive, Water Resource Unit Board of Water Supply		Adequacy of potable water facilities	No	11	5 min
Jack Pobuk Department of Environmental Services		Adequacy of Honouliuli Wastewater Treatment Plant (WWTP)	No	12	5 min
John Lee, Acting Chief Refuse Division Department of Environmental Services		Solid waste	No		5 min
William Liu, Section Head Wastewater Division Department of Design & Construction		Adequacy of wastewater facilities	No		5 min

LAND USE COMMISSION

DOCKET NO./PETITIONER: A03-738/Gentry Investment Properties

ORIGINAL

PARTY: Department of Planning & Permitting, City & County of Honolulu

Second Amended List of Witnesses - 7/9/03

NAME/ORGANIZATION/POSITION (List in Order of Appearance)	TO BE QUALIFIED AS AN EXPERT IN:	SUBJECT MATTER	WRITTEN TESTIMONY (Yes or No)	EXHIBIT NUMBER (S)	LENGTH OF DIRECT
Jay Hamai, Assistant Chief Wastewater Division Department of Design & Construction		Adequacy of wastewater facilities	No		5 min

LAND USE COMMISSION

LAND USE COMMISSION
STATE OF HAWAII
2003 JUL -9 P 1:40

DOCKET NO./PETITIONER: A03-738/Gentry Investment Properties

ORIGINAL

PARTY: Department of Planning & Permitting, City & County of Honolulu

Second Amended List of Exhibits - 7/9/03

EXHIBIT NUMBER	DESCRIPTION	PARTY: OBJECTIONS	ADMIT
1	Department of Planning & Permitting's Testimony		
2	Objectives B and C of the City's General Plan		
3	General Plan Development Pattern (Map)		
4	Selected Policies and Guidelines for the Ewa Development Plan		
5	Ewa Development Plan Open Space Map		
6	Ewa Development Plan Urban Land Use Map		
7	Ewa Development Plan Public Facilities Map		
8	Ewa Development Plan Phasing Map		

LAND USE COMMISSION

ORIGINAL

DOCKET NO./PETITIONER: A03-738 Gentry Investment Properties

PARTY: Department of Planning & Permitting, City & County of Honolulu

Second Amended List of Exhibits - 7/9/03

EXHIBIT NUMBER	DESCRIPTION	PARTY: OBJECTIONS	ADMIT
9	Ordinance 02-52 Relating to Impact Fees for Traffic and Roadway Improvements		
10	Department of Transportation Services' Position Paper		
11	Board of Water Supply's Comments regarding Docket No. A03-738		
12	Department of Environmental Services' Statement regarding the Adequacy of Wastewater Facilities		

Exhibit 1

BEFORE THE LAND USE COMMISSION
OF THE STATE OF HAWAII

ORIGINAL

In the Matter of the Petition of GENTRY INVESTMENT PROPERTIES To Reclassify Approximately 283 Acres of Land from the Agricultural District to the Urban District at Ewa, Oahu, Hawaii Tax Map Key Nos.: 1-9-010:007 and 1-9-1-069:005	))))))))))	Docket NO. A03-738 (Ewa Gentry Makai) TESTIMONY OF THE DEPARTMENT OF PLANNING AND PERMITTING; CERTIFICATE OF SERVICE

LAND USE COMMISSION
STATE OF HAWAII
03 JUL -9 P 1:40

TESTIMONY
OF THE DEPARTMENT OF PLANNING AND
PERMITTING, CITY AND COUNTY OF HONOLULU

The Department of Planning and Permitting, City and County of Honolulu (hereinafter referred to as "DPP") supports the Petition of GENTRY INVESTMENT PROPERTIES (hereinafter referred to as the "Petitioner") to reclassify approximately 283 acres of land from the Agricultural District to the Urban District.

Based on a review of the documents and materials submitted by the Petitioner, the Department has determined the following:

1. The Petitioner's proposed project is consistent with the City's General Plan. The Petitioner's request is consistent with the General Plan's population policy that encourages development within the secondary urban center at Kapolei and the Ewa urban fringe areas to relieve development pressures in rural areas and to meet housing needs not readily provided in the Primary Urban Center. The proposed project is located in the Ewa urban fringe area identified in the General Plan and is proposing to develop single family homes and town homes which are not readily available in the Primary Urban Center.

2. The project, as presented by the Petitioner, is consistent with the general policies and guidelines in the Ewa Development Plan regarding land use and residential development. The Ewa Development Plan supports a land use policy of "Low and Medium Density Residential" for the area lands included in the petition.

3. An Environmental Impact Statement is required for this project, which is currently being processed by the Department.

The DPP and representatives from the Departments of Transportation Services, Environmental Services, Design and Construction, and Board of Water Supply are available to answer questions.

This testimony does not address all aspects, concerns or potential conditions with regard to this development. Following the Commission's hearings on this matter, conditions may be recommended as part of "Proposed Findings of Fact, Conclusions of Law and Decision and Order," in accordance with Section 15-15-82 of the Commission's Rules.

DEPARTMENT OF PLANNING AND PERMITTING
CITY AND COUNTY OF HONOLULU

for ERIC G. CRISPIN, AIA
Director of Planning and Permitting
July 3, 2003

p:/DivFunction/Slu/A03738 Gentry Ewa Makai/DPPtest.doc

ORIGINAL

Objective B
To plan for future population growth.

Policy 1
Allocate efficiently the money and re- sources of the City and County in order to meet the needs of Oahu's anticipated future population.

Policy 2
Provide adequate support facilities to accommodate future growth in the number of visitors to Oahu.

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

LAND USE COMMISSION
STATE OF HAWAII
2003 JUL -9 P 1:40

Policy 1
Facilitate the full development of the primary urban center.

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.

Policy 3
Manage physical growth and development in the urban-fringe and rural areas so that:

a. An undesirable spreading of development is prevented; and
b. Their population densities are consistent with the character of development and environmental qualities desired for such areas.

Policy 4 (Amended, Resolution 02-205, CD1)
Direct growth according to Policies 1, 2, and 3 above by providing land development capacity and needed infrastructure to seek a 2025 distribution of Oahu's residential population as follows:

Distribution of Residential Population

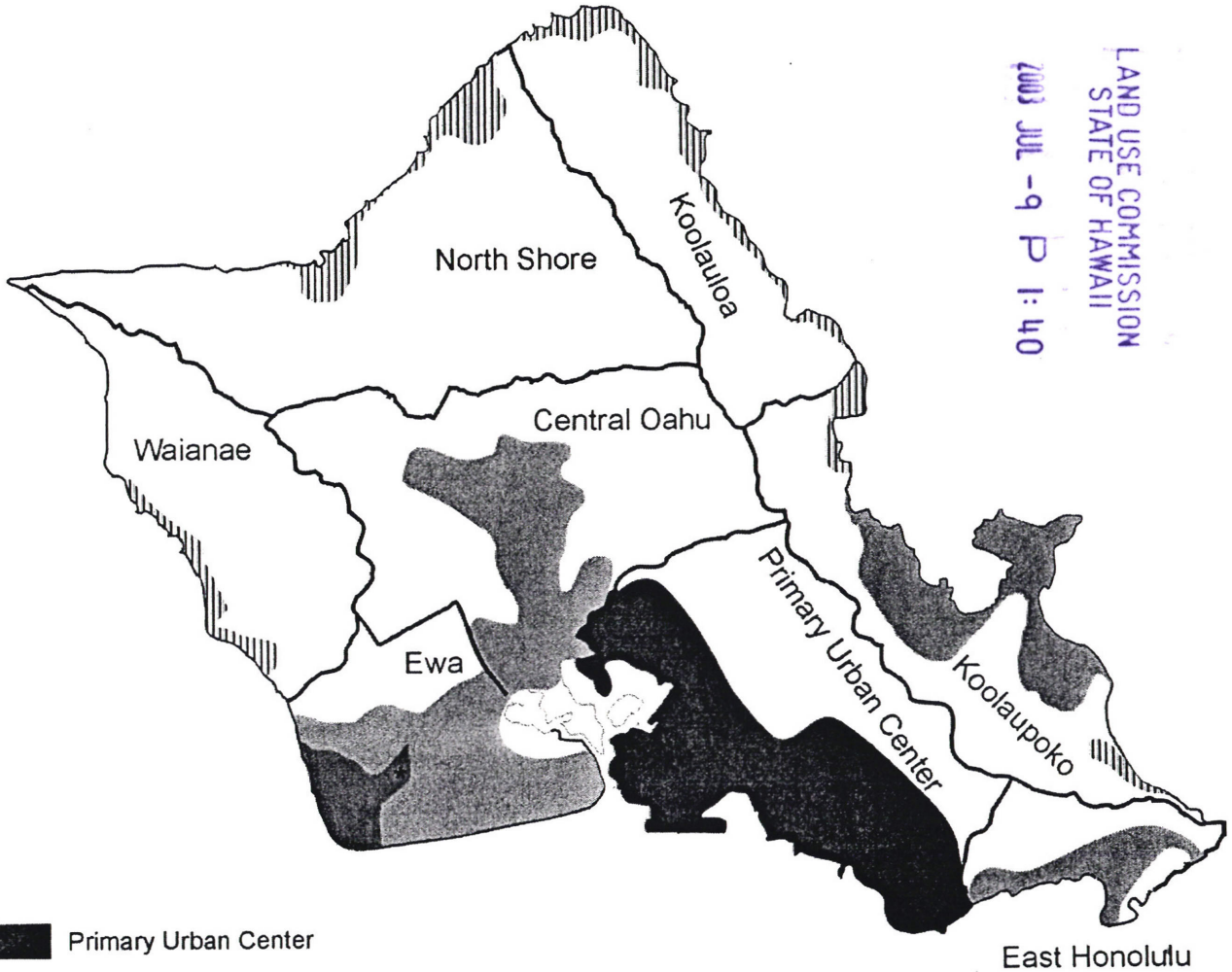
LOCATION	% SHARE OF 2025 ISLANDWIDE POPULATION
Primary Urban Center	46.0%
Ewa	13.0%
Central Oahu	17.0%
East Honolulu	5.3%
Koolaupoko	11.6%
Koolauloa	1.4%
North Shore	1.7%
Waianae	4.0%
	100.0%

Exhibit 3

ORIGINAL

General Plan Development Pattern

LAND USE COMMISSION
STATE OF HAWAII
2003 JUL -9 P 1:40



Primary Urban Center

Secondary Urban Center

Urban - Fringe

Rural

Return to Table of Contents

ORIGINAL

Separate identities should be created for existing and planned communities by utilizing concepts such as open space, architectural design concepts, streetscape treatments and landscaping which also is linked to the regional open space and greenway network.

LAND USE COMMISSION
STATE OF HAWAII
2003 JUL 9 P 1:40

Communities Designed to Reduce Automobile Usage

Ewa will be developed with a transportation system which provides easy access to transit, uses traffic calming design, and encourages people to walk and bike, reducing the need for use of the automobile.

High density housing and commercial development will be built along a **rapid transit corridor** extending from the City of Kapolei to Waipahu. The high density residential and commercial uses centered at nodes along the corridor will support efficient use of buses and other forms of mass transit along the corridor, allowing some residents to minimize automobile use.

Sufficient land will be reserved in the corridor so that an at-grade separated rapid transit system could be developed on the corridor at some point in the future. (An at-grade separated system would **not** be elevated and would have its own exclusive right-of-way.)

Adequate Infrastructure to Meet the Needs of New and Existing Development

Public agencies and private developers will work together to create adequate infrastructure to meet the needs of the residential and working population of the area. Current deficiencies in roads, schools, and parks will be addressed, and new developments will not be approved until availability of key infrastructure can be guaranteed. Public-private mechanisms for financing infrastructure will be developed to support concurrent development of infrastructure.

Public agencies' planning for infrastructure need will be guided by where the Development Plan indicates residential and commercial development should occur first. See the discussion of Phasing in Section 2.2.10.

Return to text

TABLE 2.2: PHASING OF EWA DEVELOPMENT[1]

Project Area	Housing Units	Land Area (Gross Acres) Resid.	Resort	Comm.	Ind.	Total
Phase I (1997 – 2005)[2]						
Previously Approved						
Barbers Point Harbor					114	114
City of Kapolei	2,000	118		370		488
Ewa by Gentry	5,387	554			13	567
Ewa Marina	4,850	500	40	82	38	660
Ewa Villages	1,760	182				182
Kapolei Business Park					1,020	1,020
Kapolei Knolls	418	72				72
Kapolei Mauka	750	50		14		64
Kapolei Shopping Center				55		55
Ko'Olina	8,700	354	85	100		539
Makaiwa Hills	1,066	354		30		384
Makakilo	2,706	808		7		815
Villages of Kapolei	4,020	283		36		319
TOTAL	31,657	3,275	125	694	1,185	5,279
Proposed Projects						
DHHL	1,600	200				200
East Kapolei (Schuler)	4,000	350		10		350
Fairways Residential	900	100				100
HFDC (State Land Bank)	4,000	750				750
Laulani Commercial				20	30[5]	50
Laulani Residential	1,100	150				150
Makakilo Extension	200	100				100
CUMULATIVE TOTAL	43,400	4,900	130	720	1,220	7,000
Phase II (2006 – 2015)[3]						
East Kapolei (Schuler)	4,000	350		10		350
HFDC (State Land Bank)	3,700	300		20[6]		350
Kapolei East (Campbell)	2,000	500		50		550
Kapolei LDA	500	50				50
Kapolei North	1,200	150				150
Makaiwa Hills	2,000	1,300				1,300
CUMULATIVE TOTAL	56,700	7,550	130	800	1,220	9,700
Phase III (2016 and beyond)[4]						
Kapolei East (Campbell)	6,300	300				300
Kapolei LDA	1,300	50				50
CUMULATIVE TOTAL	64,300	7,950	130	800	1,220	10,050

NOTES:

(1) For proposed projects in all phases, housing units are rounded to the nearest 100; residential and total acreage to the nearest 50; all other acreage to the nearest 10. Parts may not sum to totals shown due to rounding.

(2) Lands included in the first phase of development (1997 – 2005) would be eligible for processing zoning changes and other development applications starting with adoption of the Plan.

For previously approved projects, acreages shown refer to the entire project area (including areas already built) whereas housing units exclude units built before July 1994.

(3) Lands in the second phase of development (2006 – 2015) would be eligible for processing zoning changes and other development applications far enough in advance so that housing construction could begin in 2006.

(4) Lands in the third phase of development (2016 and beyond) would be eligible for processing zoning changes and other development applications far enough in advance so that housing construction could begin in 2016.

(5) Intended for service–oriented light industrial use rather than heavy industrial.

(6) Intended for neighborhood commercial use rather than office commerical.

3.6.3 EXISTING AND PLANNED RESIDENTIAL COMMUNITIES

This section provides general policies and guidelines for the development of new communities and the expansion or renovation of existing communities.

3.6.3.1 General Policies

The following general policies may be applied to the expansion or renovation of existing residential communities, as well as to new communities.

Overall Density. To achieve the desired compactness and character of development in planned residential communities, the housing density of the aggregate area zoned for residential use (including the streets) should be in the range of 10 to 15 units per acre. (This average does not include areas zoned for commercial or industrial use.)

Table 3.2 gives an overview of the density and height guidelines for planned and existing residential developments. Conceptual locations for low, medium, and high density residential development are shown on the Urban Land Use Map in Appendix A and in maps of specific developments in Exhibits 3.3, 3.5, and 3.6. See Section 3.6.3.3 for further discussion of the Urban Land Use Map.

Higher Density Housing Along the Transit Corridor. To promote use of mass transit, higher-density residential use should be developed along a major rapid transit corridor linking Kapolei with Waipahu and Primary Urban Center communities to the east. High-Density Residential and Commercial uses should be developed at six transit nodes, which would cover a one-quarter-mile radius around major transit stops. Areas along the rapid transit corridor should have housing densities of 25 units per acre, and greater densities are expected within the transit nodes.

Physical Definition of Neighborhoods. The boundaries of neighborhoods should be made evident through the use of street patterns, landscape or natural features, and building form and siting. The focus of neighborhood activity should be on the local street or a common pedestrian right-of-way or recreation area.

TABLE 3.2: DENSITY AND HEIGHT GUIDELINES BY RESIDENTIAL DENSITY CATEGORY		
Residential Category	**Density** (Housing Units)	**Building Height**
Low Density	5-12/acre	not over two stories
Medium Density	10-30/acre	not over three stories
High Density	25-90/acre	not over 90 ft [1]
[1] Building heights up to 150 feet allowed in City of Kapolei and Ko Olina.		

Compatible Mix of Building Forms. There should be a variety of housing types and densities to avoid visual monotony and accommodate a variety of housing needs, but without sharp contrasts between the exterior appearance of adjacent housing areas.

Transit-Oriented Streets. Street patterns and rights-of-way should be designed to accommodate mass transit service and make it convenient to access for as many households as possible.

Pedestrian and Bicycle Travel. Pedestrian and bicycle travel should be encouraged, particularly to reach neighborhood destinations such as schools, parks and convenience stores.

Integration of Linear Corridors. Physical and visual connections between communities should be encouraged through the creative design of transportation and utility corridors and drainage systems.

Provision of Community Facilities. Land should be provided for community facilities including churches, community centers, and elderly and child care centers.

3.6.3.2 Guidelines

Guidelines to implement the general policies are provided below.

Low Density Residential

Low Density Residential areas consist of one and two-story single-family attached and/or detached dwellings with individual entries.

Density

- Density should be 5 to 12 units per acre, typical of residential zoning districts and allowing the application of optional design standards for Clusters and Planned Unit Developments.

Building Height

- In general, buildings should not exceed two stories, although the height may vary according to required flood elevation, slope, and roof form.

Site Design

- The site design for small-lot developments should avoid monotonous rows of garages and driveways along neighborhood street frontages by employing features such as varied building setbacks and shared driveways.

Building Form

- Buildings should provide visual interest and individual identity by using varied roof forms, exterior colors and finishes, building orientation, floor plans and architectural details.

Medium Density Residential

Medium Density Residential areas consist of two- and three-story townhouse or low-rise apartment buildings. Dwelling units may have common entries, but buildings are typically non-elevator structures.

Density

- Density should be 10 to 30 units per acre.

Height

- In general, buildings should not exceed three stories above grade. Maximum building heights should allow for pitched roof forms.

Building Form

- Building form, orientation, location of entries and landscape screening should be employed to maintain a sense of residential scale and provide greater privacy and individual identity for housing units.

Compatibility

- Building scale, roof form and the quality of materials should be compatible with those of adjacent low-density residential areas.

High Density Residential

High Density Residential developments take the form of multi-story apartment buildings. They may be located in mixed-use zones, with the ground floor or lower floors occupied by retail and service commercial uses.

Location

- In general, high-density residential buildings would be located in large planned residential communities, adjacent to major collector streets, commercial or civic centers.

- High Density Residential is intended to be the predominant form of housing in and near the City of Kapolei and around transit nodes on the planned rapid transit corridor between Waipahu and Kapolei.

Density

- Allowable building density should accommodate 25 to 90 units per acre.

Height

- Building heights should not exceed 150 feet in the City of Kapolei and the Ko Olina Resort and 90 feet elsewhere. Taller building heights are intended to allow higher densities, create variation in the city-scape, [and] give a visual sign of transit nodes, and identify the City of Kapolei's importance as a regional center.

Architectural Character

- The building scale, roof form and the quality of materials may reflect a more urban character.

Height Setbacks

- Building height setbacks and landscaping should be employed to reduce the direct visibility of taller buildings from lower density residential areas and from the streetfront. Lower building elements may directly abut the streetfront.

Circulation System

Master-planned projects should each have a circulation plan, or "circulation element" in their Project Master Plan (see Chapter 5).

Transit Routes and Facilities

- The circulation plan should define the hierarchy of streets within the project and its relationship to the surrounding transportation network.

- The circulation plan should also indicate existing and proposed bus routes and specific measures to accommodate efficient transit service for as many households as possible.

- The rights-of-way along transit routes should make provisions for bus shelters, bus pull-outs, and, if applicable, park-and-ride facilities and/or future transit stations.

Pedestrian and Bicycle Routes and Facilities

- The circulation plan should indicate any principal pedestrian and bicycle paths that are physically separated from roadways.

- Street intersections along these separated paths should have a narrow curb radius and include special signage and paving to encourage safe and convenient pedestrian and bicycle crossings.

- Interior pedestrian/bicycle routes may be provided as an alternative to paved sidewalks along local streets.

- Most residences should be within a five-minute (or one-quarter mile) walking distance of a proposed bus route, unless localized topographic conditions make such a requirement impractical.

Landscape Treatment

- Conceptual street tree plans should be indicated in the circulation plan.

- Entries to the community should be identified with special landscape treatment.

- The rights-of-way for major arterials and major collector streets should be designed as landscaped parkways, complete with a landscaped median strip, landscaped sidewalk, and bikeways. Major arterials should have separate bike paths, and major collectors should have bike lanes. Suggested width for major arterials, including right-of-way and planting strips, is 120 feet wide and for major collectors is 100 feet wide.

- Canopy trees should be planted to shade the sidewalk/bikepath areas.

- Landscape treatment along the edges of the project should be appropriate for the natural setting and designed to provide continuity and transition from adjacent developed areas.

3.6.3.3 Relation to Urban Land Use Map

Residential areas are shown on the Ewa Urban Land Use Map in Appendix A as follows:

Low- and Medium-Density Residential. Areas with this designation should be zoned as a residential or a low-density apartment district, subject to appropriate

siting considerations and the General Policy for "Overall Density" provided above in Section 3.6.3.1.

High-Density Residential. Areas with this designation should be zoned predominantly for medium- to high-density apartment use. Mixed use, with retail activities at the ground level, is encouraged.

The following uses are not specifically designated on the Urban Land Use Map but are allowed in all residential areas: neighborhood commercial centers, elementary schools, parks, churches, community centers, elderly care centers, child care centers, fire stations, and other public facility and utility uses serving the area.

All residential developments should be compatible with Aircraft Approach and Clear Zones for Honolulu International Airport (and Barbers Point Naval Air Station if airport operations continue after return to civilian use).

3.6.3.4 Relation to Zoning

Table 3.3 provides guidelines for the zoning that may be appropriate to each of the land use designations indicated in the revised Development Plan.

It is intended for use as a reference which would permit modification or creation of Land Use Ordinance zoning categories and land use regulations in response to changing conditions without needing to amend the Development Plan.

3.7 NON-RESIDENTIAL DEVELOPMENT

This section provides general policies, planning principles and guidelines for the non-residential development, including planned commercial retail centers, Ko Olina Resort, industrial centers, Kalaeloa (Barbers Point Naval Air Station), Pearl Harbor Naval Base (West Loch), and the University of Hawaii West Oahu.

3.7.1 PLANNED COMMERCIAL RETAIL CENTERS

This section provides general policies, planning principles and guidelines for the development of commercial retail centers in Ewa.

3.7.1.1 General Policies

Planned commercial centers, outside of the City of Kapolei, should provide retail shopping and services for the Ewa residential communities in which they are located. These centers differ from commercial areas within towns such as Waipahu or the City of Kapolei because they are typically managed as a unit with shared parking and center management.

Commercial centers outside of the City of Kapolei should concentrate commercial uses in central locations instead of in continuous commercial strips along arterial roads. Pedestrian and transit access to and within the centers should be emphasized.

Definitions. Four types of commercial centers can be defined based on size and function:

- **Neighborhood Commercial Center** (5-10 acres or less, typically located within or adjacent to residential area, up to 100,000 square feet [sq. ft.] of floor area);

- **Community Commercial Center** (10-30 acres, typically located on an arterial highway or at the intersection of two major collector streets, up to 250,000 sq. ft. of floor area);

- **Major Community Commercial Center** (up to 50 acres, located in communities which are not near an urban center, up to 500,000 sq. ft. of floor area); and

- **Regional Commercial Center** (more than 50 acres, located with frontage on a major arterial highway and access from freeway interchange, more than 500,000 sq. ft. of floor area).

No Major Community Commercial Centers or Regional Commercial Centers are indicated for Ewa outside of the City of Kapolei since the City of Kapolei is intended to provide for regional shopping needs.

Neighborhood Commercial Center. Neighborhood Commercial Centers can be located within any residential community, and should be reviewed and approved as part of development of master planned residential communities or redevelopment of existing communities. Neighborhood Commercial Centers have frontage on at least one collector street, and may have up to 100,000 sq.ft. of floor area, which is leased to tenants such as grocery stores, sundries stores and other services and shops catering to common household needs.

Single commercial establishments, such as convenience stores or "Mom and Pop" stores, or groupings of stores smaller than five acres in size also fall within this category, provided that they are appropriately located and will not contribute to the evolution of a commercial strip.

Community Commercial Center. This type of center principally serves the community in which it is located, providing for basic shopping and service needs on a larger scale than the neighborhood center. Community Commercial Centers may contain up to 250,000 sq.ft. of floor area, and major attractions typically include a large grocery store, a drug store, and/or a department store. The other, smaller tenants in the center are largely dependent on the effectiveness of the major tenants to draw customers. The Kapolei Shopping Center is an example of this type of commercial center.

Locations for existing and planned Community Commercial Centers at Ewa Beach, Laulani, Kapolei East (near the intersection of Farrington Highway and the North-South Road), Villages of Kapolei, Makaiwa Hills and Ko Olina Marina are shown on the Urban Land Use Map in Appendix A.

Office uses should not be a principal use in Ewa Community Commercial Centers. Offices which provide services to the local community may be included in the centers, but the emphasis should be on retail uses. In Ewa, developments primarily oriented to office uses should be located in the City of Kapolei.

3.7.1.2 Planning Principles

Planning principles for retail centers vary according to the size of the commercial center and the purpose it serves. The following planning principles apply to Neighborhood and Community Commercial Centers:

- **Mix of Uses.** Planned commercial centers should be dedicated primarily to retail uses and to office uses that provide services to the surrounding community. Residential uses may also be incorporated in such commercial centers.

- **Appropriate Scale.** The building mass of a commercial center should be in keeping with its urban and natural setting.

- **Compatible Style.** The architectural character of commercial centers should respect the surrounding urban and natural features, particularly when located adjacent to a residential area or significant natural or historic feature. Neighborhood commercial centers should reflect a residential architectural character.

- **Accessibility.** Commercial centers should incorporate site design and facilities to promote pedestrian, bicycle and transit access. Pedestrian and bicycle access is more important for smaller, neighborhood centers, while transit access is more significant for community centers.

These planning principles should be applied to the expansion or renovation of existing commercial centers, as well as to new centers.

- The OR&L right-of-way should be reserved for a bikeway and historic railroad train service for theme rides between Ko Olina, Kapolei, and Waipahu.

Landscape Treatment

- Generous landscaped open spaces should be provided throughout the resort area to promote tropical beauty and provide visual relief and a feel of spaciousness.

- Landscaping should provide continuity between residential, resort, marina, and commercial areas and the recreational areas at the shoreline, parks, and golf courses.

- Landscaping should enhance and preserve view corridors and provide privacy, screening, shade and temperature control.

3.7.3 INDUSTRIAL CENTERS

This section provides general policies, planning principles, and guidelines for development of industrial centers and industrial uses in Ewa.

3.7.3.1 General Policies

Industrial centers in Ewa include the Barbers Point Industrial Area and Honouliuli Industrial Area. Industrial activity should also be permitted at other dispersed industrial areas, as noted below.

As an alternative to industrial uses, a commercial, cultural or recreational entertainment attraction may be permitted in the area fronting the OR&L Historic Railway, provided that the use is designed to enhance the viability of the operation of the railway for historic theme rides, strengthen the linkage between the Ko Olina Resort and the City of Kapolei and proceed with a strong community based planning process.

Barbers Point Industrial Area

Barbers Point Industrial Area includes Campbell Industrial Park, Barbers Point Deep Draft Harbor, Kenai Industrial Park, and Kapolei Business Park. It should continue to grow as one of Oahu and the State's most important industrial areas. It is the site of the State's largest heavy industrial area (Campbell Industrial Park) and an important industrial harbor and fuel transfer point.

The future industrial and transportation uses of Barbers Point Naval Air Station (BPNAS) will be determined by the Barbers Point Redevelopment Commission. The northern parts of Kapolei Business Park and any BPNAS lands designated for industrial use should provide for light industrial uses as a transition between heavy industry at Campbell Industrial Park and the City of Kapolei.

An additional electrical power generating plant could be constructed at the Barbers Point Industrial Area, possibly taking advantage of cogeneration opportunities with other industrial activities. The 138 kilovolt transmission corridor running from the Barbers Point Industrial Area to Waiau could accommodate additional load on the existing poles.

Honouliuli Industrial Area

Honouliuli should remain a smaller industrial area, used primarily for wastewater treatment. It includes 13 acres of land in the Ewa by Gentry project which is designated for light industrial use. A power generation facility may be included if it is dependent on wastewater treatment operations and can be designed so that it is generally not visible from nearby major public rights-of-way, residential areas, and commercial areas.

The Honouliuli Wastewater Treatment Plant should be expanded to accommodate additional growth in the region as well as to provide additional facilities for higher levels of wastewater treatment. The City should acquire an additional 60 acres to accomplish this.

Other Industrial Areas

Service-oriented industrial uses should be allowed throughout the region as noted below. Uses requiring larger lots should be located in Campbell Industrial Park. Small-lot uses, including automobile repair shops, contractor's yards, and businesses serving residential and commercial areas, should be allowed to locate near the City of Kapolei in the Kapolei Business Park and on any industrial lands which may be designated within Barbers Point Naval Air Station.

The **Hawaiian Electric Company generating plant** in Kahe Valley should remain the largest source of electrical power on Oahu. The plant could be expanded which would take advantage of available land area, cooling system capacity, and power transmission lines.

The **industrial area planned for the western edge of Ewa Marina** should accommodate marine haul-out facilities, repair shops, and related small boat industrial uses.

3.7.3.2 Planning Principles

The general policies for industrial centers are supported by the following planning principles:

- **Appropriate Scale.** The visibility of large building volumes and tall building or machinery elements from resort areas, residential areas, commercial and civic districts, and parks should be minimized through site planning and landscaping.

4.1.5 BIKEWAY SYSTEM

The **Kapolei Area Bikeway Plan**, published by Campbell Estate in 1991, establishes a comprehensive bikeway network to serve the Ewa Plain. The network would include 56 miles of bikeway facilities, including bike paths (separated from the roadway), bike lanes (four- to six-foot lanes) and bike routes (shared curbside vehicle lane, with minimum 12-foot width).

The **Kapolei Area Bikeway Plan** (KABP) is part of the **City of Kapolei Urban Design Plan**, which was adopted by the City Council in 1995. The KABP covers all of Ewa except for military bases in the area. Elements of the KABP have been adopted by the State Department of Transportation as part of the State bikeway plan, **Bike Plan Hawaii** (1994). This Plan includes all the projects found either in the KABP or the **State's Bike Plan Hawaii**.

As shown in Exhibit 4.1, major bike paths should run along the OR&L right-of-way and Kapolei Parkway and along the North-South Road and Fort Weaver Road. Bikeways should be incorporated in other major roadways, and there should be an extensive network of bike lanes within the City of Kapolei and Kapolei Villages.

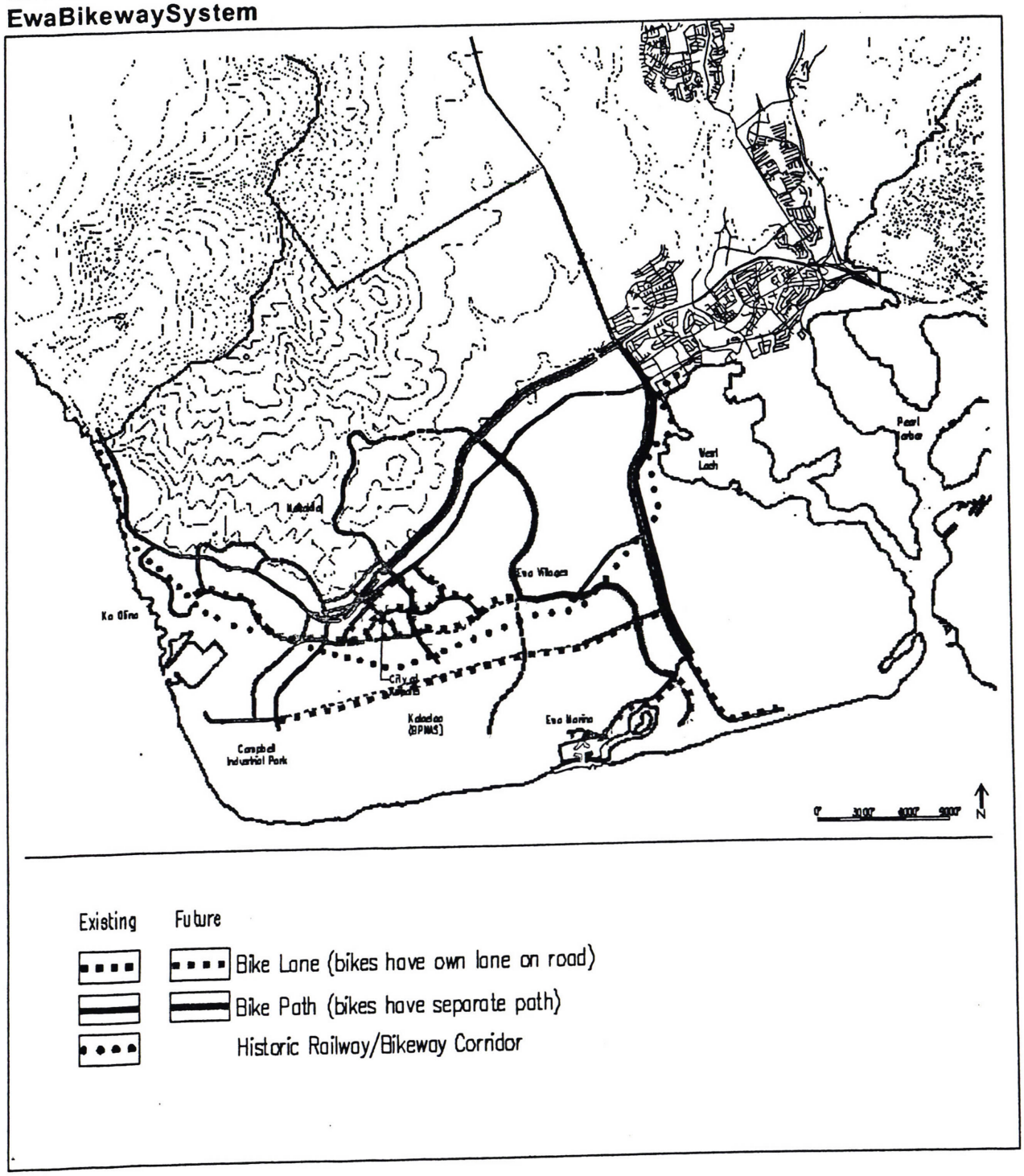
4.1.6 GENERAL POLICIES

The following general transportation systems policies support the vision for development of Ewa.

Adequate Access and Services. Before zoning approval is given for new residential and commercial development in Ewa, the Department of Transportation Services should either: (1) indicate that adequate transportation access and services can be provided with existing facilities and systems, or (2) recommend conditions that should be included as part of the zone change approval in order to assure adequacy.

Exhibi t 4.1

EwaBikewaySystem



Transportation System Functions. To support Ewa's role as the site for the Secondary Urban Center and a major growth area for new residential and employment development, its transportation system should:

- Provide adequate access between residences and jobs, shopping, and recreation centers in Ewa as development occurs;

- Provide improved access to and from adjacent areas, especially Central Oahu; and

- Provide adequate capacity for major peak-hour commuting to work in the Primary Urban Center. (Although the share of residents who will both live and work in Ewa is projected to increase from 17% to 44% by 2020, a majority of residents will still commute to jobs outside the region.)

Improved Linkages. Additional routes, as noted in Section 4.1.3 of this Plan, should be created between the various parts of the region, including to and across BPNAS after it is returned to civilian control.

Reduction in Automobile Use. Reliance on the private passenger vehicle should be reduced by:

- Provision of circulation systems with separated pedestrian and bicycle paths and convenient routes for public transit service,

- Use of more traditional "grid" patterns for street systems in new development areas to facilitate bus routes and encourage pedestrian travel,

- Provision of supporting facilities and amenities for pedestrian, bicycle, and public transit use. The use of bike trails, bicycle racks at commercial centers, bicycle storage facilities at employment centers as well as bus shelters at bus stops will be encouraged.

- Acquisition of a dedicated rapid transit right-of-way prior to development, and support for high-density and high-traffic land uses along the rapid-transit corridor, especially within a quarter-mile of centers of the transit nodes, subject to City Council approval of any system.

4.1.7 PLANNING PRINCIPLES

Because of its generally even, gradually sloping terrain, Ewa offers decided advantages for transportation.

- It provides an opportunity to create multiple linkages and routes between the various parts of the region. This advantage is enhanced by the planned closing of the Barbers Point Naval Air Station, which will return the area to civilian use and thereby allow for increased road linkages to and across former Naval Air Station lands.

- The terrain allows for relatively less expensive development of a dedicated transit right-of-way. The flat terrain also increases the feasibility of constructing a rapid transit system on that right-of-way.

- Both the terrain and the sunny, low rainfall climate enhance bicycling as an alternative form of transportation as well as for recreation. An improved environment for bicycling and walking also improves the potential for high transit ridership. (See the discussion of the **Kapolei Area Bikeway Plan** above in Sec. 4.1.5.)

The **Solid Waste Integrated Management (SWIM) Plan** prepared by the Department of Public Works and adopted by the City Council in 1995 identified existing landfills which could be expanded and potential sites for developing new landfills to provide new capacity. The Waimanalo Gulch was identified as having potential for expansion. Ewa sites for new landfills identified in the Plan included the mauka part of Kahe Valley, a site within the West Loch Magazine Blast Zone, and a site in East Kapolei.

4.5.1 GENERAL POLICIES

The East Kapolei site identified in the **SWIM Plan** should not be developed as a landfill. It is in an area planned for residential use and is adjacent to the University of Hawaii West Oahu campus.

Siting and/or expansion of sanitary landfills should be analyzed and approved based on islandwide studies and siting evaluations.

4.6 DRAINAGE SYSTEMS

Low-lying parts of the Ewa Plain are subject to flooding during intense rainstorms. Flood control has typically been provided for urbanized areas through the development of concrete-lined channels to convey stormwaters to the ocean.

Discharge of floodwaters to the ocean, however, is a major source of non-point source pollution of nearshore waters, negatively affecting coral growth, fish populations and use of the shoreline for swimming, surfing, and other types of ocean recreation.

The federal government has initiated a major program to reduce non-point-source pollution, mandating response by the State and the counties. The City requires retention/detention facilities adequate for a two-year frequency/24-hour duration storm to be provided on site, but the required capacity is only for the amount of stormwater generated on site. In many watersheds, however, undeveloped mountain areas generate

a disproportionately large share of the total stormflow, and no party is responsible for mitigating the environmental impact.

Concrete-lined drainage channels have other negative environmental impacts, including disruption of lateral shoreline access, beach erosion downdrift of channel mouths, and visual blight.

Drainage improvements are planned for:

- A major new system to drain Makaiwa Hills, Kapolei Business Park, and the industrial areas closest to the Barbers Point Deep Draft Harbor;
- Expansion of the channel at the western edge of BPNAS to provide additional capacity for the City of Kapolei;
- A system to drain the West Loch Drainage Basin, serving Ewa by Gentry and development in East Kapolei; and
- A system to drain the Kaloi Gulch Drainage Basin.

The **Makaiwa Hills system** will have detention basins mauka of the H-1 Freeway and a 120-foot-wide concrete-lined channel to convey stormwaters to an ocean outlet just south of Barbers Point Harbor. It is being constructed by Campbell Estate. The Estate is also funding the expansion of the **existing channel on the western boundary of the Barbers Point Naval Air Station**.

Drainage improvements in the **West Loch Drainage Basin** must be constructed to handle stormwater runoff from existing and proposed projects located in the basin. These projects include the City's West Loch residential project, Phase I of the Ewa by Gentry residential project, and the proposed East Kapolei master-planned community project.

The drainage plans for Phase I of the Ewa by Gentry East project call for a grass-lined drainage channel running immediately east of the project's boundary. The channel would

terminate at a detention basin that will be immediately makai of the Honouliuli National Wildlife Refuge. During heavy rainstorms, stormwater runoff exceeding the capacity of the detention basin would be directed around the wildlife refuge for discharge into Pearl Harbor's West Loch.

The **Kaloi Gulch Drainage Basin** is one of the larger drainage basins in the region. It encompasses an area of approximately 7,140 acres, and has a peak design flow of approximately 11,500 cfs (cubic feet per second). Historically, the drainage pattern in this basin has flowed from the Waianae mountain range above Makakilo through the Kaloi Gulch toward the ocean terminating on Haseko's Ewa Marina property. Floodwaters typically spread out in sheet flows through the sugar cane fields below Farrington Highway.

Drainage flow through the Kaloi Gulch basin, however, has been constrained by the elevation of the OR&L right-of-way which forms a man-made barrier that impedes stormwater runoff. Because of this constraint, stormwater flows have been forced into a narrow drainage culvert between Tenney and Varona Villages in the Ewa Villages. During periods of heavy rainstorms, this has caused flooding in the Tenney and Varona Villages area.

The Ewa Villages and Ewa by Gentry projects are handling drainage within their projects through the development of golf courses. The golf courses provide detention and retention of storm waters and will adequately meet the Department of Public Works' drainage and environmental requirements for stormwater runoff.

Other proposed urban development projects in the basin, including the University of Hawaii West Oahu and the Ewa Marina project have not yet received City approval for their drainage master plans.

The drainage system serving the **Villages of Kapolei**, which consists of golf course retention and disposal of stormwater into injection wells and a large ditch near the Barbers Point Naval Air Station boundary, may need to be augmented in the future.

A proposal is being considered by the Barbers Point Redevelopment Commission which would create a drainage system through the Barbers Point Naval Air Station lands for waters from both the Villages of Kapolei and Kaloi Gulch drainage basins.

See Exhibit 4.2 for the location of Ewa Drainage Basins.

4.6.1 GENERAL POLICIES

Drainage system design should emphasize control and minimization of non-point source pollution and the retention and/or detention of storm water on-site and in appropriate open space and wetland areas.

Storm water should be viewed as a potential irregular source of water for recharge of the aquifer which should be retained for absorption rather than quickly moved to coastal waters.

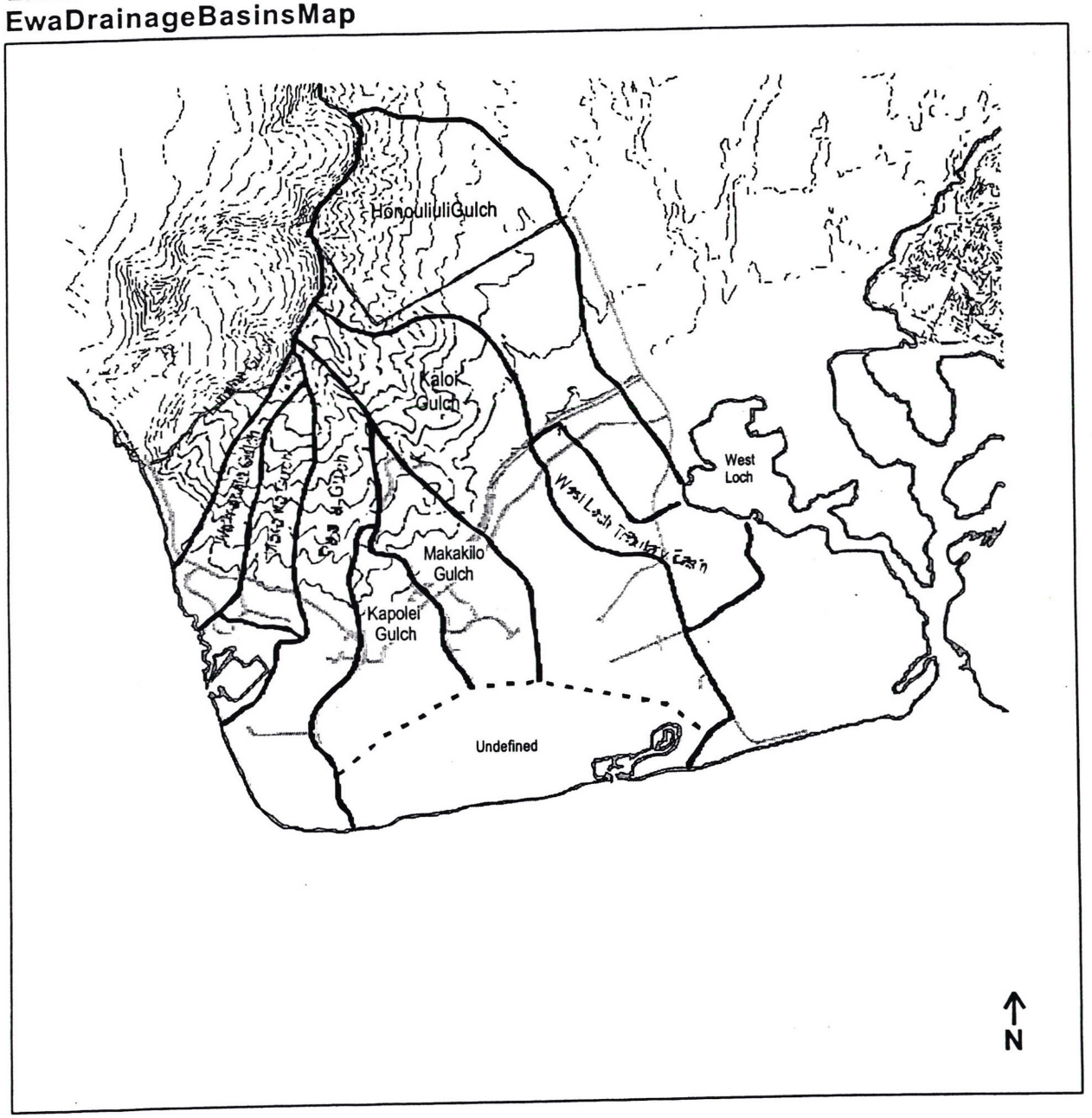
Natural and man-made vegetated drainageways and retention basins should be the preferred solution to drainage problems wherever they could promote water recharge, help control non-point source pollutants, and provide passive recreation benefits.

4.6.2 PLANNING PRINCIPLES

Principles to guide the development of Ewa drainage systems include:

- **Retention and Detention.** Public and private agencies should employ methods of retaining or detaining storm water for gradual release into the ground as the preferred strategy for management of storm water. Where feasible, any open space, including parking lots, landscaped areas, mini and community parks, and public and private golf courses should be used to detain or infiltrate storm water flows to reduce their volume and runoff rates and the amounts of sediments and pollutants transported.

Exhibit4.2
EwaDrainageBasinsMap



- **Relation to the Regional Open Space Network.** To the extent possible, the developers should integrate planned improvements to the drainage system into the regional open space network by emphasizing the use of retention basins, creation of passive recreational areas, and recreational access for pedestrians and bicycles.

  Natural gulches on the slopes of the Waianae Range foothills which are within the Urban Growth Boundary should be preserved as part of the open space network.

The following principles apply specifically to development within the Kaloi Gulch drainage basin.

- **Key Role of Ewa Marina.** The City supports timely development of the Ewa Marina as a key element needed to mitigate drainage impacts in the Kaloi Gulch watershed during major storms. The marina's role as a storm water storage and detention basin has been acknowledged and included in previously approved environmental impact statements and land use approvals for projects in the Kaloi Gulch watershed.

- **Relation to the Ewa Village Master Plan and Other Previously Approved Developments in the Basin.** Solutions to handling drainage problems on lands above Ewa Villages must be compatible with the drainage design of the **Ewa Villages Master Plan** and other developments in the Kaloi Gulch drainage basin which have already been approved. The Ewa Villages drainage design assumes that runoff will not exceed existing levels received from sugar cane fields north of the golf course, will enter the Ewa Villages golf course water retention areas through a number of dispersed channels, and will not be at velocities which would scour out the golf course water retention areas.

4.7 SCHOOL FACILITIES

Statewide, the State Department of Education (DOE) faces an enormous shortfall in funding to meet projected needs for new classrooms. As a result, the DOE is asking for developer "fair- share" contributions, exploring alternative school financing options such as lease/purchase agreements, and seeking to increase the number of schools operating year-round and with multi-tracking or double shifts.

As shown in Table 4.3, the DOE has projected a need by 2020 for nine new elementary schools, two new intermediate schools, and at least one new high school in Ewa. An additional high school will be needed after 2020. (Needs estimates could change if estimates of housing production and density or schools operations policies and funding are revised.)

Conceptual locations of two new intermediate schools and two new high schools are shown on the Public Facilities Map in Appendix A. Elementary schools are not mapped because their sites are of community rather than regional concern and should be determined as part of a master planning and design process. Sites have been reserved for two of the elementary schools, one intermediate school, and one high school. (Minimum site size for elementary schools is eight acres, for intermediate schools is 18 acres, and for high schools is 50 acres.)

4.7.1 GENERAL POLICIES

The State Department of Education should review and recommend on the adequacy of school facilities, either at existing schools or at new school sites to be made available when the development is completed.

Developers should pay their fair share of all costs needed to insure provision of adequate school facilities for the children living in their developments.

TABLE 4.3: PLANNED SCHOOLS IN THE EWA DEVELOPMENT PLAN AREA		
School	**Site Reserved**	**Opening Date**
Elementary Schools		
Kapolei [1]	X	1994
Ewa Gentry	X	1996
Ewa Marina [2]		2000-2003
Makaiwa Hills or Ko Olina [2]		2003-2015
East Kapolei [2]		2003-2015
East Kapolei II [2]		2003-2015
Kaloi I (State Land Bank) [2]		N.D.
Kaloi II [2]		N.D.
Kaloi III [2]		N.D.
Kaloi IV [2]		N.D.
Site undetermined		N.D.
Intermediate/High School		
Kapolei Intermediate	X	1999 [3]
East Kapolei Intermediate [2]		N.D.
Kapolei High [2]	X	2000 [3]
East Kapolei High [2]		N.D.

NOTES:

1 First Increment completed.

2 No legislative appropriation as of 1995.

3 Pending future appropriations.

N.D. Not Determined.

As a result, elements of the Master Plan covering lands in phases which are not included in the current Zone Change Application should be considered only conceptual and intended to serve only as a working guide for future development. Changes to these parts of the Master Plan can be made by the developer at any time without requiring approval by the City.

If the Master Plan has been revised in planning for a subsequent phase of the project, an updated version of the Master Plan should be submitted with the zone change application for that phase. No new Environmental Assessment or Master Plan review should be required unless there has been a major alteration in the project vision and land uses from that proposed in the original Master Plan.

5.4.3 ADEQUATE FACILITIES REQUIREMENT

All projects requesting zone changes shall be reviewed to determine if adequate public facilities and infrastructure will be available to meet the needs created as a result of the development. Level of Service Guidelines to define adequate public facilities and infrastructure requirements will be established during the Capital Improvement Program.

In order to guide development and growth in an orderly manner as required by the City's **General Plan**, zoning and other development approvals for new developments should be approved only if the responsible City and State agencies indicate that adequate public facilities and utilities will be available at the time of occupancy or if conditions the functional agency indicates are necessary to assure adequacy are otherwise sufficiently addressed.

The Department of Planning and Permitting will review and summarize any individual agency's findings regarding public facilities and utilities adequacy which are raised as part of the EA/EIS process. The Department of Planning & Permitting will address these findings and any additional agency comments submitted as part of the agency review of the zone change application and recommend conditions that

should be included in the Unilateral Agreement or Development Agreement to insure adequacy of facilities.

5.4.4 ZONING APPLICATION REVIEW

Zoning applications which do not involve a significant zone change will be reviewed by the Department for consistency with the **General Plan**, the Ewa Development Plan, and any applicable Special Area Plan provisions as part of the Zone Change application review.

The Director will recommend either approval, approval with changes, or denial, within the prescribed period as set forth in ROH Section 21-2.40, and the Director's written review of the application shall address the consistency or inconsistency of the project with the **General Plan**, the Ewa Development Plan and shall become part of the zone change report which will be sent to the Planning Commission and the City Council.

5.4.5 UNILATERAL AGREEMENTS

Before the enactment of an ordinance for a zone change, conditions may be imposed on the applicant's use of the property. These conditions are set forth in the applicant's Unilateral Agreement which is recorded with the Bureau of Conveyances and/or the Land Court so that the conditions set forth in the agreement run with the land and bind all subsequent owners of the property.

The Director of Planning and Permitting proposes conditions initially in a report to the Planning Commission which evaluates the requested zone change and recommends approval. As part of the Department's review of the proposed zone change, the Director may recommend conditions that should be included in the applicant's Unilateral Agreement. The Directorr will evaluate the proposed project for consistency with the Ewa Development Plan vision and recommend conditions to insure that the project supports the Development Plan policies, principles, and guidelines. In addition, Project Master Plans submitted for large projects at the time of the

zone change application should be referenced as a working guide in the Unilateral Agreement.

5.4.6 DEVELOPMENT AGREEMENTS

Before the enactment of an ordinance for a zone change, the City and the applicant may negotiate a Development Agreement with the applicant. The Development Agreement sets forth mutually acceptable contractual conditions agreed upon by the City and the applicant at the time of the adoption of an ordinance for a zoning change. The Development Agreement conditions are recorded with the Bureau of Conveyances and/or the Land Court so that the conditions of the agreement run with the land and bind all subsequent owners of the property.

Development agreements negotiated by the City Council shall be consistent with the Development Plan vision for Ewa and may incorporate key conditions which are necessary to implement the Development Plan vision.

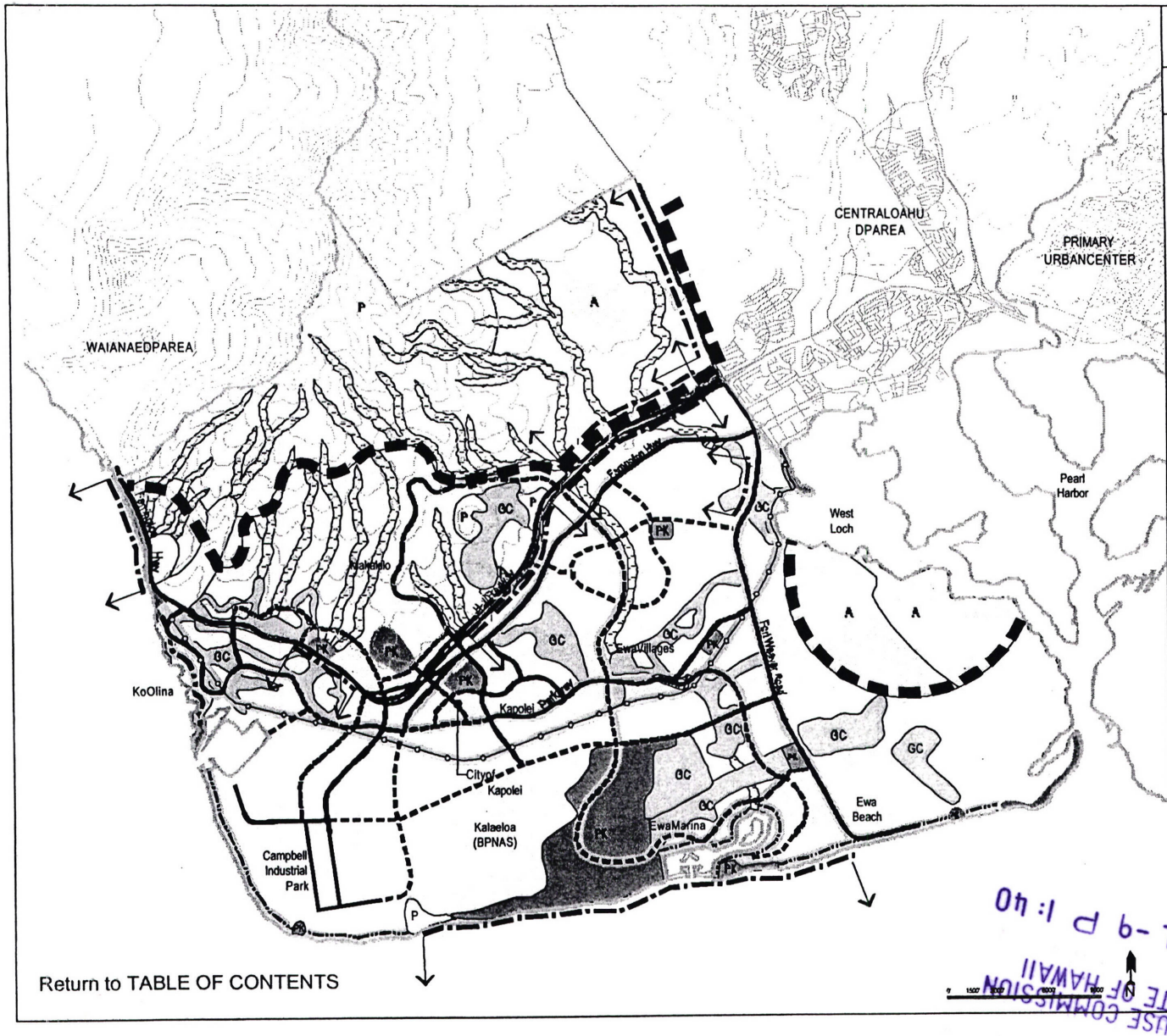
5.5 ANNUAL CIP REVIEW

Annually, the Director of DPP will work jointly with the Director of Budget and Fiscal Services and the City agencies to review all projects in the City's Capital Improvement Program (CIP) budget for conformance to the purposes of the **General Plan**, the Ewa Development Plan, and other Development Plans, any applicable Special Area Plan provisions, and the appropriate Functional Plans. The Director of DPP will make a written report of findings in the budget submittal to the Council.

Public review of how projects in the City's CIP budget help accomplish the vision of the Ewa Development Plan should be a high priority. Public review should be encouraged both in the screening of agency CIP budget proposals in the preliminary draft CIP Budget (which is available in November), in review of projects included in the Draft CIP Budget (typically completed sometime in January or February), and in the City Council's formal public review and CIP Budget adoption processes.

EWA DEVELOPMENT PLAN

Open Space Map



P	PreservationAreas
A	AgriculturalAreas
PK	Regional, District,Shoreline andNatureParks
GC	GolfCourses
	Natural Drainageways/Gulches
	PanoramicViews
	HistoricRailway/BikewayCorridor
	ShorelineAccess
	UrbanAreas
	UrbanGrowthBoundary

EXISTING	FUTURE	
		Highways,Arterialand MajorCollectorStreets
		LandscapedBoulevard/ Greenway

PlanningDepartment
City&CountyofHonolulu
August 1997

LAND USE COMMISSION
STATE OF HAWAII
2003 JUL -9 P 1:40

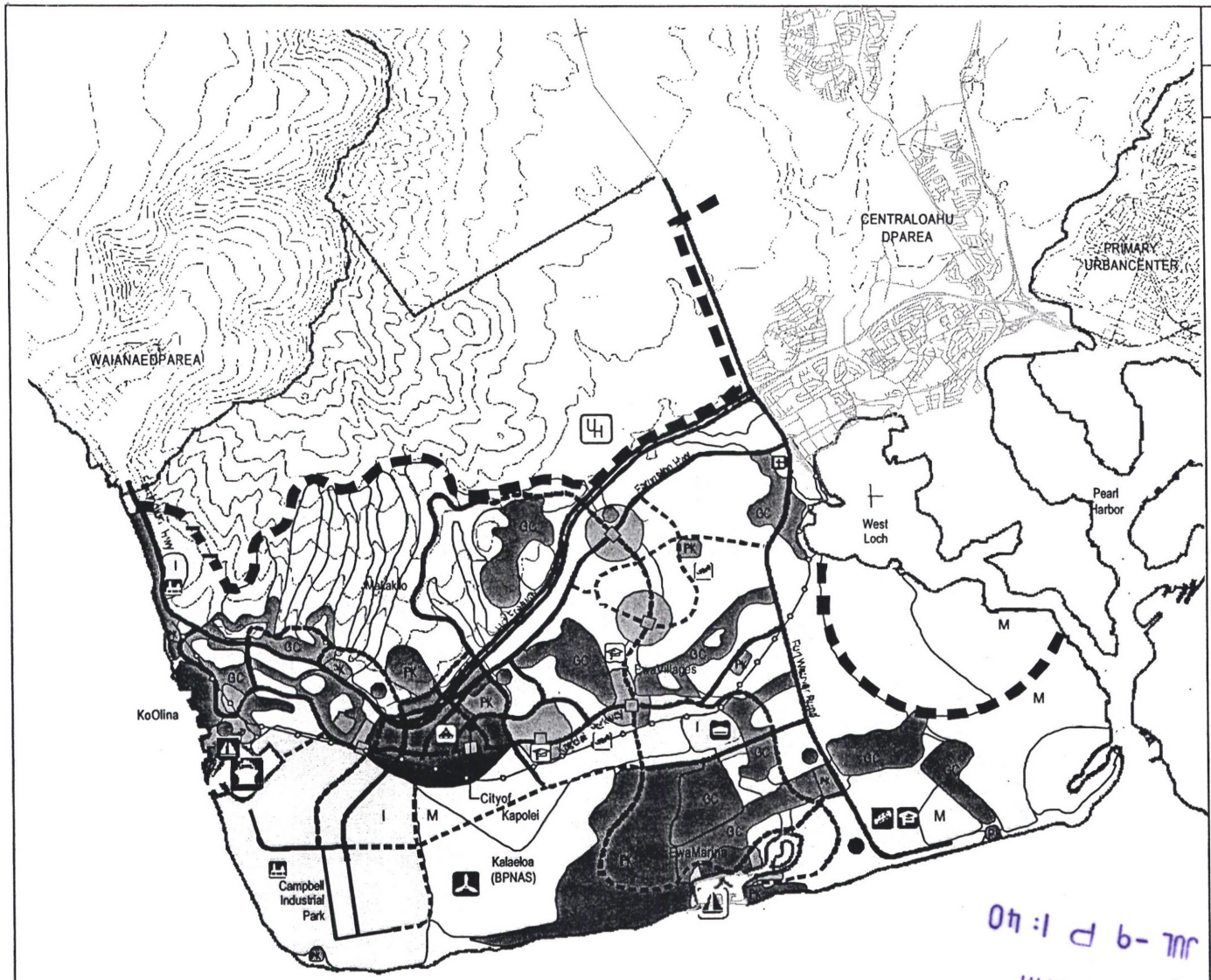
ORIGINAL

Exhibit 5

Return to TABLE OF CONTENTS

EWA DEVELOPMENT PLAN

Urban Land Use Map



LowandMediumDensityResidential
HighDensityResidential
CommunityCommercialCenter
CityofKapolei(HighDensityResidentialandCommercial)
Resort/RecreationArea
Industrial
Military
PublicInstitution
AgriculturalandPreservation
ParksandGolfCourses
TransitNode(HighDensityResidentialandCommercial)
UrbanGrowthBoundary

EXISTING FUTURE

Civic Center
Electric PowerPlant
Wastewater T.P.
IntermediateSchool
HighSchool
U.H. West Oahu
Hospital
Small BoatMarina
CommercialHarbor
Airfield
Highways, Arterial & Major Streets
Historic Railway

PlanningDepartment
City&CountyofHonolulu
August 1997

LAND USE COMMISSION
STATE OF HAWAII
2003 JUL -9 P 1:40

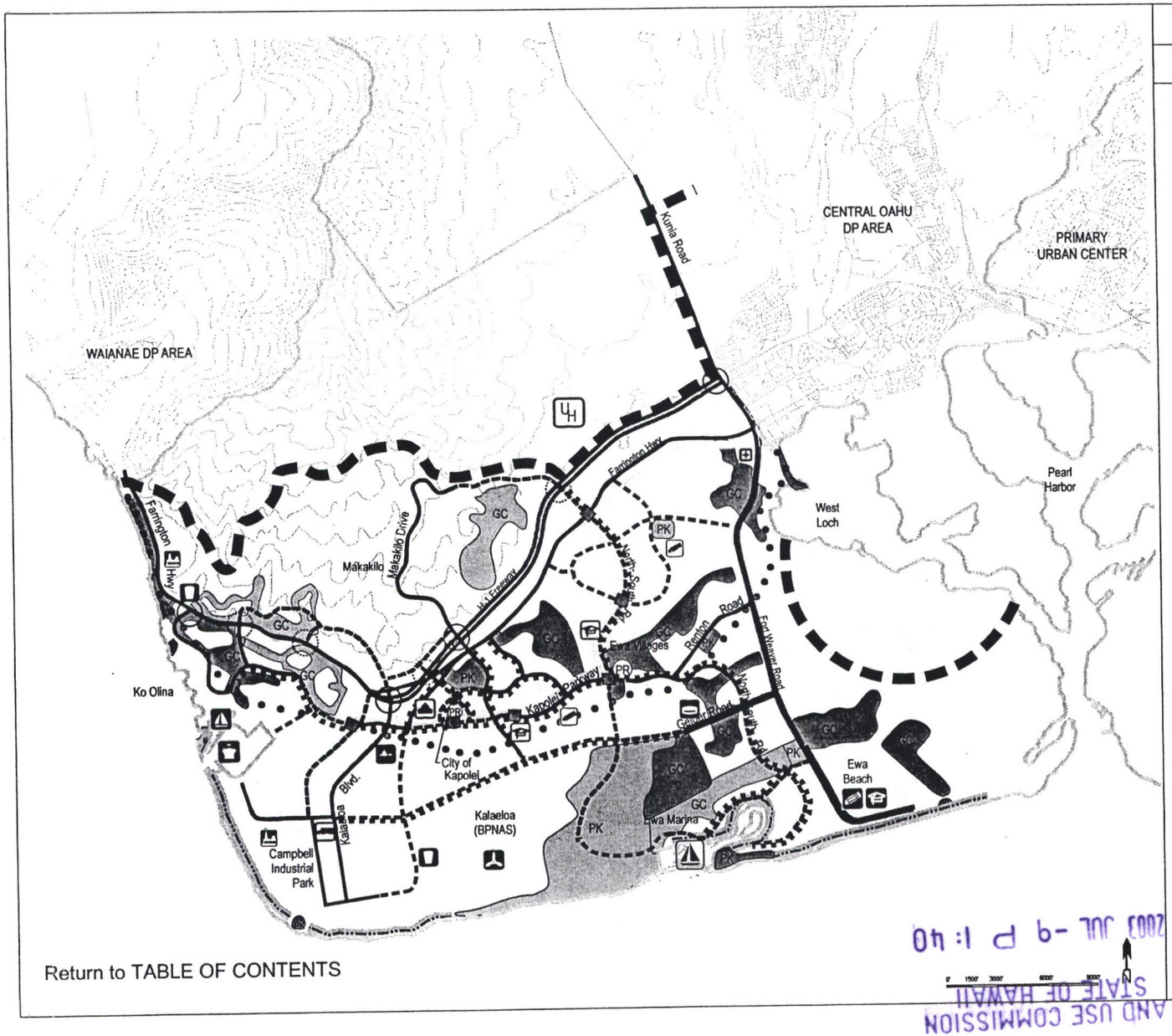
ORIGINAL

Exhibit 6

Return to TABLE OF CONTENTS

EWA DEVELOPMENT PLAN

Public Facilities Map



Urban Area
Urban Growth Boundary
Non-Urban Area

EXISTING	FUTURE	
		Highways, Arterial & Major Collector Streets
		Grade Separated Interchange
		Transit Corridor
		Transit Node
		Historic Railway/Bikeway Corridor
		Park and Ride Site
		HOV (High Occupancy Vehicle) Lane
		Bike Lane
		Bike Path
PK/GC	PK/GC	Parks and Golf Courses
		Shoreline Access
		Airfield
		Commercial Harbor
		Civic Center
		Electric Power Plant
		Wastewater T.P.
		Intermediate School
		High School
		U.H. West Oahu
		Hospital
		Small Boat Marina
		Corporation Yard
		Landfill
		Desalinization Plant

Planning Department
City & County of Honolulu
August 1997

2003 JUL -9 P 1:40
LAND USE COMMISSION
STATE OF HAWAII

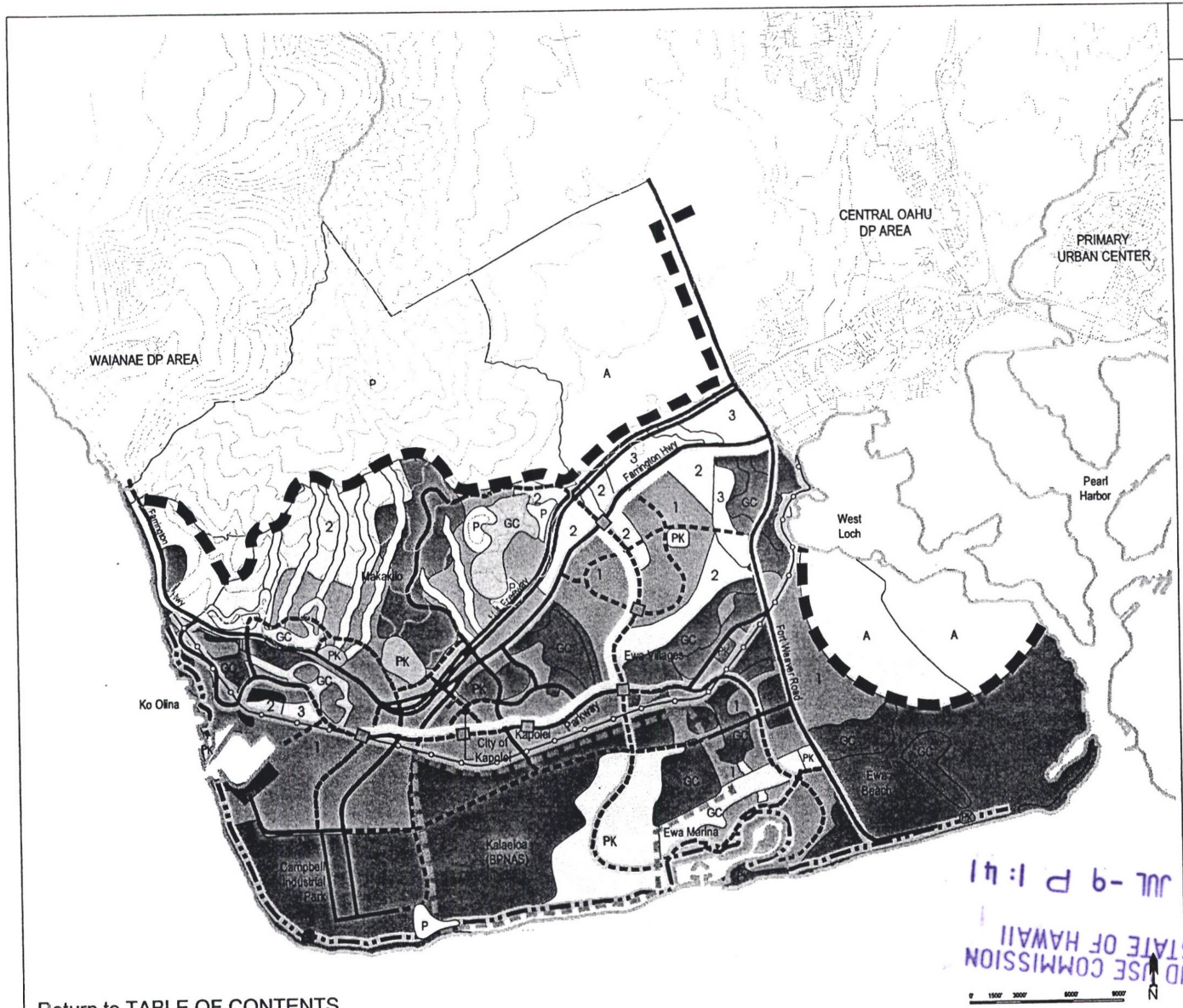
Return to TABLE OF CONTENTS

Exhibit 7

ORIGINAL

EWA DEVELOPMENT PLAN

Phasing Map



P	Preservation Areas
A	Agricultural Areas
	Existing Urban Areas
1	Urban Expansion 1997 - 2005
2	Urban Expansion 2006 - 2015
3	Urban Expansion 2016 and Beyond
	Special Areas
	Urba
	Transit Corridor
	Transit Node
	Historic Railway
	Shoreline Access

EXISTING	FUTURE	
	GC	Golf Courses
	PK	Parks
		Highways, Arterial and Major Collector Streets
		Landscaped Boulevard/ Greenway

Planning Department
City & County of Honolulu
August 1997

LAND USE COMMISSION
STATE OF HAWAII
2003 JUL -9 P 1:41

ORIGINAL

Exhibit 8

Return to TABLE OF CONTENTS

Exhibit 9

ORIGINAL

CITY COUNCIL

CITY AND COUNTY OF HONOLULU
HONOLULU, HAWAII

ORDINANCE 02-52

BILL 52 (2002), CD1

A BILL FOR AN ORDINANCE

RELATING TO IMPACT FEES FOR TRAFFIC AND ROADWAY IMPROVEMENTS IN EWA.

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

SECTION 1. Purpose. The General Plan, the Ewa Development Plan, and the Ewa Highway Master Plan recognize that the Ewa region will experience continued growth and development of resort, commercial, industrial and residential uses of land. The Ewa Highway Master Plan anticipates a population of over 100,000 residents by the year 2010. For purposes of this chapter, the Ewa region includes all of the Ewa Development Plan area plus the community of Village Park and all phases of Royal Kunia. These latter projects impact traffic along the H-1 corridor and have always been a part of the Ewa Highway Master Plan.

It is recognized that present and future development of the Ewa region will place severe burdens on existing public arterial roads that are heavily used and are at or near capacity levels. The City and County of Honolulu has determined that in order to maintain an acceptable level of road service and to preserve the quality of life in the area, additional funding resources are required and there is need for a system of assessing, on a pro-rata share basis, a portion of the reasonably anticipated costs of improving or expanding the capacity of Ewa roadway and traffic facilities necessitated by new land development activity within the Ewa region.

This chapter is intended to promote the public health, safety and welfare of the existing and new residential, tourist and commercial population of the Ewa region. This goal will be achieved by providing additional resources for roadway and traffic improvements and by providing a fair and equitable method of sharing the growth-related costs incurred for road and traffic

'02 NOV 1 AM 11:10
CITY & COUNTY OF HONOLULU
LAND USE COMMISSION
STATE OF HAWAII
2003 JUL 9 P 1:41

OCS00618.B02

capacity improvements made necessary by expanded population levels and increased economic activity as provided for under the General Plan, Ewa Development Plan, and the Ewa Highway Master Plan.

It is also the intent of this chapter that the impact fee structure imposed herein be reasonable, understandable and adaptable to changes in policies and conditions.

Many landowners and developers in the Ewa region have Unilateral Agreement conditions attached to their project zoning ordinances that require participation in regional highway improvement programs and/or implementation of certain off-site regional roadway project improvements. The six regional roadway projects are set forth in Table __-1.2.

SECTION 2. The Revised Ordinances of Honolulu 1990, as amended, is amended by adding a new chapter to be appropriately designated by the revisor of ordinances and to read as follows:

"Chapter __.

IMPACT FEES FOR TRAFFIC AND ROADWAY IMPROVEMENTS IN EWA

Article 1. General Provisions

Sec. __-1.1 Purpose.

This chapter sets forth a regulatory scheme for the assessment and collection of impact fees to be borne on a pro-rata share basis by landowners, developers, homebuilders, and others who directly contribute to expanding the population and increasing economic activity in the Ewa region through new land development activities. This chapter is intended to recover only a portion of the governmental expenditures related to growth and implements the Ewa Development Plan and the Ewa Highway Master Plan. .

Sec. __-1.2 Definitions.

For the purposes of this chapter, unless it is plainly evident from the context that a different meaning is intended:

"Applicant" means an individual, partnership, corporation, trust or agent having the requisite authority, who has applied to the City and County of Honolulu for a building permit.

"Building" or "structure" shall have the same meaning as defined in the uniform building code as adopted and amended in Chapter 16.

"Building permit" means an official document or certificate issued by the City authorizing the construction of any building or structure.

"Ewa region" means the geographical area defined in the Ewa Development Plan, plus the entire Royal Kunia and Village Park areas. The Village Park area is described by the following Tax Map Key Plats: 9-4-104, -106, -107, -113, -114, -120, -124, -131, -132, -133, -134, and -135; and by the following Tax Map Key Nos: 9-4-002: 014 and 028. The Royal Kunia area is described by the following Tax Map Key Plats: 9-4-136, -137, -146, -148, -149, -152, -153, -154, -155, -156, -157, -163, -164, -165; and by the following Tax Map Key Nos.: 9-4-002: 049, 050, 064, 066, 068, 001, 052, 070, and 071.

"Ewa Highway Impact Fee Program" refers collectively to (i) the July 3, 2002 report entitled "Ewa Highway Impact Fee Program," prepared by Kaku Associates, Inc., for the State of Hawaii Department of Transportation ("DOT"), which includes the Ewa Highway Master Plan and which was submitted as Miscellaneous Communication No. 1965 (2002) to the City Council, as supplemented by (ii) the letter from Kaku Associates, Inc., to the Chair of the Council's Zoning Committee, submitted as Miscellaneous Communication No. 2440 (2002) to the City Council, and as further supplemented by (iii) the "Proportionate Share Study of the Ewa Highway Impact Fee Program" by SMS Research,

dated October 2, 2002, and submitted as Miscellaneous Communication No. 2590 (2002) to the City Council.

"Ewa Highway Master Plan" refers collectively to the August 28, 2001 report from Kaku Associates, Inc., to the Director of the DOT on the Ewa Highway Master Plan/Year 2010 Highway Plan, as modified by the May 31, 2002 report from Kaku Associates, Inc., to the Director of the DOT on the Ewa Highway Master Plan, both of the aforesaid reports being included as part of Miscellaneous Communication No. 1965 (2002) to the City Council. The Year 2010 Highway Improvement Plan contained in the Ewa Highway Master Plan sets forth the six regional roadway projects improvements that form the basis for this impact fee ordinance.

"Ewa Highway Master Plan Impact Fees" are the charges imposed on new land development that are designed to fund a pro-rata share of the cost of traffic and roadway improvements set out and contained in the Ewa Highway Master Plan.

"Hotel" or "transient vacation unit" are buildings or structures that are designed or intended for temporary human habitation. The types of hotel or transient vacation unit identified in this chapter shall have the same meaning as in Section 21-10.1.

"New land development" means the carrying out of any building activity or the making of any material change in the use or appearance of any structure or land that attracts or produces vehicular trip(s) over and above that produced or attracted by the existing use of the land.

"Square feet" are computed by determining the total floor area of a non-residential structure or building under roof, with all of the same exclusions as set forth in the definition of "floor area" contained in Section 21-10.1.

"Trip" or "vehicular trip" means a one-way movement of vehicular travel from an origin point (one trip end) to a destination point (the other trip end). For the purposes of this chapter, trip shall have the meaning that it has in commonly

accepted traffic engineering practice and that is substantially the same as that definition in the previous sentence.

"Trip generation" means the attraction or production of trips caused by a given new land development.

Sec. __-1.3 Impact fees.

(a) Ewa Highway Master Plan Impact Fees shall be charged and assessed for all new land development activities that require a building permit in the Ewa Region, except as otherwise provided in Section __-1.10(a). Ewa Highway Master Plan Impact Fees shall be assessed in accordance with Section __-1.6, and shall be paid to the City and County of Honolulu prior to the issuance of any building permit.

(b) No building permit shall be issued if an Ewa Highway Master Plan Impact Fee is due and the Ewa Highway Master Plan Impact Fee has not been paid.

Sec. __-1.4 Conformity with the Ewa development plan and the Ewa highway master plan.

Section 4.1 of the Ewa Development Plan, adopted by Ordinance No. 97-49, as amended, lists the highway improvements needed to be built in order to accommodate the planned growth in Ewa. The roadways identified in the Ewa Highway Master Plan are consistent with and implement Section 4.1 of the Ewa Development Plan. The Ewa Highway Master Plan is hereby approved and adopted by the City and County of Honolulu. This Plan contains the Year 2010 Highway Improvement Plan which lists a set of roadway improvements that are necessary in order to accommodate the anticipated development of the Ewa region with adequate roadway improvements while protecting the health, safety and general welfare of the public.

The Ewa Highway Master Plan Impact Fees set forth in Section __-1.6 are in conformity with the Ewa Highway Master Plan and are an essential component of implementing this plan.

Sec. __-1.5 Ewa highway impact fee program.

The Ewa Highway Impact Fee Program is hereby approved as the "needs assessment study" required for enactment of this chapter and for purposes of HRS Sections 46-141 through 46-148. The Ewa Highway Impact Fee Program is comprised of the following parts:

(a) Ewa Region Development Forecasts. The land use development forecasts for the Ewa region through 2010 are shown in Table __-1.1.

Table __-1.1
Ewa Region Development Forecasts through 2010

	Units (square feet for Non Residential)
Residential	
SF Residential Dwelling Unit	7,640
MF Residential Dwelling Unit	7,640
Non Residential	
Retail	938,100
Office	852,200
Industrial/Other	3,475,200
Hotel	1,100
Timeshare	1,000

(b) Roadway Master Plan for Ewa. The estimated cost of Ewa Highway Master Plan improvements for the Ewa region is shown in Table __-1.2.

Table __-1.2
Ewa Region Highway Improvement Program
Estimated Cost of Improvements

FACILITY	SEGMENT	IMPROVEMENT	COST ESTIMATE
H-1	Kapolei Interchange	New ramps, bridges	$ 25,910,000
H-1	Makakilo Interchange	Extend ramp, new ramp	10,170,000
		Subtotal	$ 36,080,000
Fort Barrette Road	Farrington to Franklin D. Roosevelt Ave	Widen to 4 lanes	10,500,000
Fort Weaver Road	Farrington Hwy to North Road	Widen to 6 lanes	33,500,000
Kapolei Parkway	Ko Olina to Kalaeloa Blvd	New 4-lane roadway	14,400,000
	Kamokila Blvd to Fort Barrette Rd	New 4-lane roadway	10,400,000
	Kapolei Pkwy Bridge to North-South Rd	New 4-lane roadway	3,400,000
	North-South Road to Puamaeole	New 4-lane roadway	14,000,000
	Puuloa Road to Keoneula Blvd	New 2-lane roadway	3,600,000
	Keonuela Blvd to Kaileolea Dr	New 2-lane roadway	2,424,000
	Kaimalie St to Papipi Rd	New 2-lane roadway	860,400
		Subtotal	$ 49,084,400
North-South Road	H-1 to Kapolei Parkway	New 4-lane roadway New Interchange	64,800,000
		GRAND TOTAL	$193,964,400

Based upon the Ewa Highway Master Plan, the Ewa Highway Impact Fee Program, the Oahu Regional Transportation (Top 2025) Plan, the Ewa Development Plan, and other policy considerations, the portion of the estimated cost of Ewa Highway Master Plan improvements attributable to new development and to be collected by this impact fee ordinance is $38,792,880.

(c) Vehicular Trip Forecasts. The forecasted new vehicular trips, per hour, for the Ewa region are shown in Table __-1.3.

Table __-1.3
Ewa Region Trip Generation Estimate for New Development

Land Use (1,000 square feet for Non Residential; units for Residential, Hotel and Timeshare)	Units (Increment 2002 to 2010)	Trip Generation Rate		Trip Generation	
		AM Peak	PM Peak	AM Peak	PM Peak
Residential					
SF Residential Dwelling Unit	7,640	0.78	0.52	5,959	3,973
MF Residential Dwelling Unit	7,640	0.52	0.362	3,973	2,766
Non Residential					
Retail	938	0.62	2.25	582	2,111
Office	852	1.23	1.18	1,048	1,006
Industrial/Other	3,475	0.7	0.73	2,433	2,537
Hotel	1,100	0.34	0.37	374	407
Timeshare	1,000	0.17	0.185	170	185
Total				14,539	12,985

Sec. __-1.6 Ewa highway master plan impact fees.

Ewa Highway Master Plan Impact Fees shall be based on the following factors:

(a) Impact of New Development. The measure of impact is the number of predicted vehicular trips generated by the new land development activity. The authority for the trip generation rates to be used in the calculation of vehicle trips is Table _-1.3 of Section _-1.5.

(b) Assessment of Cost. A schedule for determining Ewa Highway Master Plan Impact Fees is hereby established. The fee rates by land use type are shown in Table __-1.4.

Table __-1.4
Impact Fees by Land Use

CATEGORY	LAND USE	IMPACT FEE	
		AMOUNT	UNIT
Residential	Single Family	$1,836	Per Dwelling Unit
	Multi-Family	1,245	Per Dwelling Unit
Non Residential	Hotel	$1,003	Per Unit
	Timeshare	501	Per Unit
	Retail	4,053	Per 1,000 square feet
	Office	3,403	Per 1,000 square feet
	Industrial/Other	2,019	Per 1,000 square feet

The department of planning and permitting shall compute and collect Ewa Highway Master Plan Impact Fees from applicants before issuance of building permits. The director of planning and permitting shall establish by rule such procedures as may be necessary to carry out the department's responsibilities under this section.

(c) Interpretation of Fee Schedule. If the type of land use that is the subject of an application is in doubt, the applicant may request an interpretation from the department of planning and permitting as to the appropriate type of land development being undertaken and the applicable Ewa Highway Master Plan Impact Fees that would be due. This interpretation may be appealed by following the procedures set out in Section __-1.8.

(d) Expansion of a Building or Structure. In the event of an expansion of a building or structure, Ewa Highway Master Plan Impact Fees due would be the net positive difference between the Ewa Highway Master Plan Impact Fees that would be due for the expanded building or structure and that which would have been due for the original building if constructed currently.

(e) Change of Use. In the event of a change of use of a building or structure, Ewa Highway Master Plan Impact Fees due would be the net positive difference between the Ewa Highway Master Plan Impact Fees that would be due for the new use of the building or structure and that which would have been due for the original use if constructed currently.

(f) Mixed Use. When a single building or structure will contain more than one type of land use, the Ewa Highway Master Plan Impact Fees due will be based on the amount of space devoted to each type.

(g) Retail, Office, and Industrial/Other Impact Fees. Impact fees for land uses that are listed in units of 1,000 square feet in Table __-1.4 shall be computed by dividing the per-1,000-square-feet amount of the land use impact fee by 1,000 and then multiplying this amount by the actual square footage of the land use.

(h) Revisions to the Ewa Highway Master Plan. The director of transportation services, in consultation with the director of planning and permitting and the state director of

transportation, shall review the Ewa Highway Master Plan once every five years in terms of land uses, densities, highway improvements, and changes in costs and make appropriate changes thereto. This review and revision shall include consultation and input from the Ewa region developers. The cost of this review may be funded out of the impact fees collected under this ordinance. Based upon this review of the Ewa Highway Master Plan, the directors may recommend to the city council that the impact fee program contained in this chapter be modified by amending this ordinance. As a matter of policy, the share of the costs attributable to new development for highway projects in the Ewa region and payable by impact fees shall remain in roughly the same proportion as the proportion set forth in this chapter.

(i) Compliance with Unilateral Agreement Conditions. The enactment of this ordinance constitutes compliance with the various Unilateral Agreement conditional zoning conditions attached to project zoning conditions requiring participation in the implementation, funding, and construction of the six regional transportation projects contained in the Ewa Highway Master Plan, or similar requirements to address regional transportation impacts in the Ewa area. Upon issuance of a building permit, the requirements for participation in the implementation, funding, and construction of the six regional transportation projects contained the Ewa Highway Master Plan, or similar requirements to address regional transportation impacts in the Ewa area, shall be satisfied with respect to the development covered by that building permit. Any on-site or project-specific improvements, apart from those set forth in the Ewa Highway Master Plan, remain subject to the requirements of the specific Unilateral Agreement conditions.

Sec. __-1.7 Ewa highway improvement trust fund or account.

(a) The Department of Budget and Fiscal Services shall create a special trust fund, or interest-bearing account in the

General Trust Fund or other appropriate fund, which shall serve as the exclusive depository of all funds collected as Ewa Highway Master Plan Impact Fees pursuant to this chapter.

(b) All funds collected as Ewa Highway Master Plan Impact Fees shall promptly be deposited into and held in the special trust fund or account until expended or encumbered pursuant to this chapter. All interest earnings on the balances in the special trust fund or account shall be retained and used for the same purposes as Ewa Highway Master Plan Impact Fees.

(c) All funds deposited into the special trust fund or account are to be used exclusively for traffic and roadway improvements set out and contained in the Year 2010 Highway Improvement Plan contained in the Ewa Highway Master Plan, as that plan may be amended, and not for any other purpose, except that the city shall receive two percent of all funds deposited, deducted upon deposit, as reimbursement for the cost of administering this chapter.

(d) Funds collected as Ewa Highway Master Plan Impact Fees shall be made available to either the State of Hawaii for state highway or traffic improvements, or the city for city highway or traffic improvements, provided that the improvements are contained in the Year 2010 Highway Improvement Plan contained in the Ewa Highway Master Plan.

Sec. __-1.8 Hearing and appeal procedures.

The applicant may contest the amount of the impact fee assessed by petitioning the director of the department of planning and permitting for a declaratory ruling pursuant to the practices and procedures of the department. The petition must be submitted by the developer within 15 days of notification of the fee amount. Payment of the fee amount will not be a waiver of the applicant's right to request a declaratory ruling from the director. The declaratory ruling shall be considered a final decision and order by the department.

Sec. __-1.9 Refund of fees.

(a) The fees collected pursuant to this chapter, less the administrative costs set forth in Section __-1.7(c), shall be refunded to the applicants in the following situations, provided that the procedures set forth in subsection (b) shall be complied with:

(1) If they have not been spent or encumbered within six years from the date collected; or

(2) If the building permit is revoked or withdrawn and no work was initiated thereunder.

(b) (1) The applicant shall petition the department of planning and permitting for the refund within the following time periods:

(A) For situations described in subsection (a)(1), within one year following the end of the sixth year from the date on which the fee was collected; or

(B) For situations described in subsection (a)(2), within 30 days of the revocation or withdrawal of the building permit.

(2) The form of the petition shall be prescribed by the department of planning and permitting. The petition shall contain such information as the department deems necessary to establish that the petitioner is eligible for a refund.

(3) Within one month from the date of receipt of a petition for refund, the department of planning and permitting shall advise the petitioner of the status of the request for refund. For the purposes of this section, fees collected shall be deemed to be spent or encumbered on the basis of the first fee in shall be

the first fee out. In other words, the first money placed in the special account shall be the first money taken out of that account when withdrawals have been made.

Sec. __-1.10 Exemptions and credits.

(a) The following shall be exempted from payment of the Ewa Highway Master Plan Impact Fee:

(1) Alterations or expansion of an existing residential dwelling unit where no additional dwelling or living units are created and the use is not changed;

(2) The construction of accessory buildings or structures, as defined in Section 21-10.1, that will not increase the number of external vehicular trips beyond those produced or attracted by the primary buildings or structures;

(3) The replacement of an existing building or structure with a new building or structure of the same size and use that will not increase the number of external vehicular trips beyond those produced or attracted by the original buildings or structures;

(4) Facilities that are part of water, sewer, electrical, telecommunication, or roadway system infrastructure and that do not attract or produce vehicular trips. This includes but is not limited to utility installations, as defined in Section 21-10.1, that do not have regular on-site employees; and

(5) Mass transit centers or stops that promote a reduction in commuting by private vehicles.

(b) The following credits shall be applied to payment of the Ewa Highway Master Plan Impact Fee:

(1) In lieu of paying the Ewa Highway Master Plan Impact Fee, a landowner or developer may elect to construct all or a portion of one of the Ewa Highway Master Plan Year 2010 Highway Improvements set forth in Section __-1.5(b). If a landowner or developer does elect to construct all or a portion of one of the Ewa Highway Master Plan Year 2010 Highway Improvements, then the landowner or developer shall receive a credit against Ewa Highway Master Plan Impact Fees equal to the Estimated Cost set forth in Section__-1.5(b) or a pro-rata share thereof depending upon the portion of the improvement constructed. If a developer elects to oversize all or a portion of one of the Ewa Highway Master Plan Year 2010 Highway Improvements, the developer shall receive a credit against Ewa Highway Master Plan Impact Fees equal to the developer's actual cost of constructing the improvement if the oversized improvement subsequently is identified as a needed improvement in an Ewa Highway Master Plan revision undertaken pursuant to Section __-1.6(h). The credits received by a landowner or developer pursuant to this section may be transferred by the holder to other landowners or developers.

(2) Credit for construction costs given to the landowner or developers may be repaid by the City from future new land development activities.

SECTION 3. This ordinance shall take effect upon its approval.

INTRODUCED BY:

John DeSoto

Duke Bainum

DATE OF INTRODUCTION:

May 23, 2002

Honolulu, Hawaii

Councilmembers

APPROVED AS TO FORM AND LEGALITY:

Deputy Corporation Counsel

APPROVED this 30th day of October, 2002.

JEREMY HARRIS, Mayor
City and County of Honolulu

(OCS/101002/mg)

CITY COUNCIL
CITY AND COUNTY OF HONOLULU
HONOLULU, HAWAII
CERTIFICATE

ORDINANCE 02-52

BILL 52 (2002)

INTRODUCTION DATE: MAY 23, 2002

INTRODUCED BY: CHAIR JOHN DESOTO

		AYE	NO	A/E
1ST READING DATE: 5/29/02 REMARKS: Felix/Okino – Bill passed 1st reading and referred to Policy. – 8. Exc.: Okino. – 1. CC-149-02 – Re-referred to Zoning.	BAINUM	X		
	BUNDA	X		
	CACHOLA	X		
	DeSOTO	X		
	FELIX	X		
	HOLMES	X		
	KOBAYASHI	X		
	OKINO			E
	YOSHIMURA	X		
	TOTAL	8	0	1
2ND READING DATE: 9/25/02 DRAFT: COMMITTEE REPORT: ZCR-384 PUBLIC HEARING DATE: 9/25/02 REMARKS: Bainum/Felix – Bill passed 2nd reading. – 8. Excused: Yoshimura. – 1. Public hearing held concurrently, closed and referred to Zoning.	BAINUM	X		
	BUNDA	X		
	CACHOLA	X		
	DeSOTO	X		
	FELIX	X		
	HOLMES	X		
	KOBAYASHI	X		
	OKINO	X		
	YOSHIMURA			E
	TOTAL	8	0	1
3RD READING DATE: 10/16/02 DRAFT: CD1 COMMITTEE REPORT: ZCR-463 REMARKS: Bainum/Felix – Bill passed 3rd reading, as amended. – 9.	BAINUM	X		
	BUNDA	X		
	CACHOLA	X		
	DeSOTO	X		
	FELIX	X		
	HOLMES	X		
	KOBAYASHI	X		
	OKINO	X		
	YOSHIMURA	X		
	TOTAL	9	0	0

Referred to: POLICY; ZONING
Reference:

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.

Genevieve G. Wong
GENEVIEVE G. WONG, CITY CLERK

JOHN DeSOTO, CHAIR AND PRESIDING OFFICER

Exhibit 10

ORIGINAL

Petition For State Land Use District Boundary Amendment
Gentry Ewa Makai East, 115 Acres (TMK: 9-1-010:007)
Gentry Ewa Makai West, 168 Acres (TMK: 9-1-069)

Department of Transportation Services
Position Paper

LAND USE COMMISSION
STATE OF HAWAII
2003 JUL -9 P 1:45

Urban growth in the Ewa Development Plan area has been developing at a rapid pace over the past few years. Census data and other Department of Planning and Permitting (DPP) information indicate that it is one of the fastest growing areas of the island. Traffic generated by this rapidly growing region has created significant traffic congestion and has strained the roadway systems.

The City's General Plan has a key policy for encouraging development in a "secondary urban center" in Ewa that would contribute to relieve the traffic that occurs during daily peak periods to the primary urban center. While that policy is being implemented principally through the development of residential growth in Ewa, there has not been a corresponding growth of jobs and other "attractors" that would make traffic in Ewa more "localized."

There have been a number of transportation studies conducted for the Ewa region in the recent past including the Transportation For Oahu (TOP 2025) Plan by the Oahu Metropolitan Planning Organization (OMPO) and the State Department of Transportation's (SDOT) Ewa Highway Master Plan (year 2010).

Further as part of the City's long-term transportation plan and strategy for the Ewa region, DTS has proposed a Bus Rapid Transit (BRT) system that would provide a mass transit alternative for Ewa residents between Kapolei and downtown Honolulu/UH.

The department offers the following positions for the proposed amendment.

- DTS had previously offered comments to the petitioner's Draft Environmental Impact Statement (DEIS) that included a wide range of transportation related concerns. To date, the petitioner has not responded to the department. The petitioner should comprehensively address and work with the department in ensuring that the project will not exacerbate the current traffic congestion experienced during traffic peak hours.

- The petitioner cited the City's proposed BRT system as an "Unresolved Issue" in it's DEIS. The City had previously informed the petitioner of the system and would expect that the petitioner would support the City's system as a viable transit alternative for existing and future residents of Ewa Gentry. In addition, the petitioner should work with the City in examining methods that could help accelerate the development of the BRT system in Ewa.

- The key existing and proposed major roadways in the Ewa region are within the jurisdiction of the SDOT. These include: the H-1 Freeway, Fort Weaver Road, Farrington Highway, Fort Barrette Road and the planned North-South Road. The TOP 2025 and the Ewa Highway Master Plan include a program and implementation timetable for improving, constructing, and/or adding additional capacity to these roadways. The petitioner should support these proposed improvements and seek to support and work with the SDOT in implementing these planned improvements in the Ewa region including if necessary, the availability of rights-of-way (i.e. Fort Weaver Road) to add additional capacity or improvements.

- The traffic congestion problem along Fort Weaver Road during peak hours is due to capacity issues and cannot be mitigated by traffic signalization measures. The department supports the recommendations of the TOP 2025 and Ewa Highway Master Plan that propose the widening of Fort Weaver Road by SDOT to 6 lanes.

- The petitioner should state that it will comply with ROH Ordinance 02-52, related to a traffic impact fee program for Ewa and will contribute their "fair share" to future roadway improvements in the Ewa region.

LAND USE COMMISSION
STATE OF HAWAII
2007 JUN -9 P 3:

Exhibit 11

ORIGINAL

BOARD OF WATER SUPPLY

CITY AND COUNTY OF HONOLULU
630 SOUTH BERETANIA STREET
HONOLULU, HI 96843

2003 MAY 28 PM 1 47

DEPT OF PLANNING
AND PERMITTING
CITY & COUNTY OF HONOLULU

JEREMY HARRIS, Mayor

EDDIE FLORES, JR., Chairman
CHARLES A. STED, Vice Chairman
JAN M.L.Y. AMII
HERBERT S.K. KAOPUA, SR.
DAROLYN H. LENDIO

BRIAN K. MINAAI, Ex-Officio

CLIFFORD S. JAMILE
Manager and Chief Engineer

DONNA FAY K. KIYOSAKI
Deputy Manager and Chief Engineer

May 20, 2003

TO: MR. ERIC CRISPIN, AIA, DIRECTOR
DEPARTMENT OF PLANNING AND PERMITTING

ATTN: TIM HATA

FROM: BU for CLIFFORD S. JAMILE, MANAGER AND CHIEF ENGINEER

SUBJECT: YOUR MEMO DATED MAY 12, 2003 REGARDING THE PETITION FOR AMENDMENT TO THE STATE LAND USE DISTRICT BOUNDARY AMENDMENT, DOCKET NO. A03-738, GENTRY EWA MAKAI EAST, 115 ACRES (9-1-010: 007); GENTRY EWA MAKAI WEST, 168 ACRES (9-1-069: 005)

2003 JUL -9 P 1:41

LAND USE COMMISSION
STATE OF HAWAII

We have no objections to the proposed State Land Use District Boundary Amendment petition for the Gentry Ewa Makai development. Our previous comments to the Department of Business, Economic Development and Tourism, dated April 17, 2003, are still applicable (see attached).

If you have any questions, please contact Keith Ishinaga at 748-5945.

Attachment

(4/17)

BOARD OF WATER SUPPLY

CITY AND COUNTY OF HONOLULU
630 SOUTH BERETANIA STREET
HONOLULU, HI 96843

JEREMY HARRIS, Mayor

EDDIE FLORES, JR., Chairman
CHARLES A. STED, Vice-Chairman
JAN M.L.Y. AMII
HERBERT S.K. KAOPUA, SR.
DAROLYN H. LENDIO

RODNEY K. HARAGA, Ex-Officio
LARRY J. LEOPARDI, Ex-Officio

CLIFFORD S. JAMILE
Manager and Chief Engineer

DONNA FAY K. KIYOSAKI
Deputy Manager and Chief Engineer

April 17, 2003

Mr. Theodore Liu, Director
Office of Planning
Department of Business, Economic
Development and Tourism
State of Hawaii
P. O. Box 2359
Honolulu, Hawaii 96804

Dear Mr. Liu:

Subject: Your Letter Dated March 31, 2003 Regarding the Petition for Amendment to the State Land Use District Boundaries, Petition A03-738/Gentry Investment Properties, Ewa Makai Project, Ewa, Oahu, Hawaii, TMK: 9-1-10: 7 (Ewa Makai-East) and TMK: 9-1-69: 5 (Ewa Makai-West), 283 Acres, Ref. No. P-10027

Thank you for the opportunity to review the petition for amendment to the State Land Use District Boundary. We have no objections to the petition and have the following proposed plans and comments:

1. The developer will be required to install the water system improvements to serve the proposed projects. The construction drawings should be submitted for our approval to ensure conformance with the approved master plan.

2. The availability of additional water will be confirmed when the building permit or construction plans are approved. When water is made available, the applicant will be required to pay our Water System Facilities Charges for resource development, transmission, and daily storage.

3. Once the nonpotable water demands have been determined, the developer should contact our Business Development Unit for nonpotable water availability.

If you have any questions, please call Keith Ishinaga at 748-5945.

Very truly yours,

Barry Usagawa
for CLIFFORD S. JAMILE
Manager and Chief Engineer

KI:eva
cc: Customer Care - Project Review
G. Kuo

03-0274

Exhibit 12

ORIGINAL

DEPARTMENT OF ENVIRONMENTAL SERVICES
CITY AND COUNTY OF HONOLULU
1000 ULUOHIA STREET, SUITE 308, KAPOLEI, HI 96707
(808) 692-5159, fax: (808) 692-5113

Jeremy Harris
Mayor

Frank J. Doyle, P.E.
Director

PRO 03-29

July 2, 2003

LAND USE COMMISSION
STATE OF HAWAII
2003 JUL -9 P 1:41

MEMORANDUM

TO: ERIC G. CRISPIN, DIRECTOR
DEPARTMENT OF PLANNING AND PERMITTING

FROM: FRANK J. DOYLE, DIRECTOR,
DEPARTMENT OF ENVIRONMENTAL SERVICES

SUBJECT: GENTRY EWA MAKAI EAST AND WEST,
PETITION FOR STATE LAND USE DISTRICT BOUNDARY AMENDMENT,
DOCKET NO.: A03-738, TMK'S: 9-1-010:007 AND 9-1-069:005

Regarding the subject proposed developments, Gentry Ewa Makai East and Gentry Ewa Makai West, the City's wastewater collection system is adequate to handle the flow indicated by the Sewer Master Plan for Ewa Makai – West approved by the Dept. of Planning and Permitting on November 29, 1999. The Sewer Master Plan for Ewa Makai – East is currently under review. At this time, there does not appear to be any inadequacy with the City's wastewater collection system in being able to handle the proposed flows.

A project to expand the solids handling capacity of the Honouliuli Wastewater Treatment Plant is currently in design, and is expected to be completed in 2006. When completed, the treatment plant will be fully adequate to handle the flows from the proposed developments.

For other questions or information, please call Jack Pobuk, Program Coordinator, at 692-5727.

ORIGINAL

CERTIFICATE OF SERVICE

I hereby certify that a copy of our Second Amended List of Witnesses and Exhibits of the Department of Planning and Permitting was served upon the following by either hand delivery, State or City Messenger, or depositing the same, postage prepaid, in the U.S. Postal Service.

Anthony J. H. Ching, Executive Director Land Use Commission Leiopapa A Kamehameha Building State Office Tower, Room 406 235 Beretania Street Honolulu, Hawaii 96813	Hand Delivery
John Chang, Esq. Deputy Attorney General Hale Auhau, Third Floor 425 Queen Street Honolulu, Hawaii 96813	State Messenger
Toshimasa Hosoda Senior Vice President Gentry Homes Ltd. P.O. Box 295 Honolulu, Hawaii 96809-0295	U.S. Postal Service
Debra Luning Gentry Investment Properties, Ltd. 560 North Nimitz Highway Honolulu, Hawaii 96817	U.S. Postal Service
Matsubara, Lee & Kotake A Law Corporation 888 Mililani Street, 8th Floor Honolulu, Hawaii 96813	U.S. Postal Service
Office of Planning Department of Business, Economic Development & Tourism State of Hawaii P.O. Box 2359 Honolulu, Hawaii 96804	State Messenger
David Z. Arakawa, Esq. Corporation Counsel City and County of Honolulu 530 South King Street Honolulu, Hawaii 96813	City Messenger

LAND USE COMMISSION
STATE OF HAWAII
2003 JUL -9 P 1:40

Planning Commission City and County of Honolulu c/o Department of Planning and Permitting 650 South King Street, 7th Floor Honolulu, Hawaii 96813	Hand Delivery
The Estate of James Campbell 1001 Kamokila Boulevard Kapolei, Hawaii 96707	U.S. Postal Service
Hawaiian Electric Company 900 Richards Street Honolulu, Hawaii 96813	U.S. Postal Service
Oahu Sugar Company, Ltd. c/o Amfac Land Company, Ltd. 700 Bishop Street, Suite 501 Honolulu, Hawaii 96813	U.S. Postal Service
Clifford S. Jamile Manager and Chief Engineer Board of Water Supply City and County of Honolulu 630 South Beretania Street Honolulu, Hawaii 96813	City Messenger
Cheryl D. Soon, Director Department of Transportation Services City and County of Honolulu 650 South King Street Honolulu, Hawaii 96813	City Messenger
Timothy E. Steinberger, Director Department of Design and Construction City and County of Honolulu 650 South King Street Honolulu, Hawaii 96813	City Messenger

Frank Doyle, Director Department of Environmental Services City and County of Honolulu 650 South King Street Honolulu, Hawaii 96813	City Messenger
Seibu, Inc. 100 Holomoana Street Honolulu, Hawaii 96815	U.S. Postal Service
Haseko (Ewa), Inc. 820 Mililani Street, Suite 820 Honolulu, Hawaii 96813	U.S. Postal Service
Linnel T. Nishioka, Esq. Randall K. Ishikawa, Esq. Oshima Chun Fong & Chung 841 Bishop Street, Suite 400 Honolulu, Hawaii 96813	U.S. Postal Service
Hawaii Prince Hotel Waikiki Corporation 100 Holomoana Street Honolulu, Hawaii 96815	U.S. Postal Service
J. Douglas Ing, Esq. Terri Y. Kondo, Esq. Brian A. Kang, Esq. Watanabe Ing Kawashima & Komeiji LLP 999 Bishop Street, 23rd Floor Honolulu, Hawaii 96813	U.S. Postal Service

DATED: Honolulu, Hawaii this 9th day of July 2003.

for ERIC G. CRISPIN, AIA, DIRECTOR
Department of Planning and Permitting
City and County of Honolulu

EGC:js

p:/DivFunction/Slu/A03-738 Gentry Ewa Makai/A03738cs4.doc

DEPARTMENT OF PLANNING AND PERMITTING
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET • HONOLULU, HAWAII 96813
TELEPHONE: (808) 523-4414 • FAX: (808) 527-6743 • INTERNET: www.co.honolulu.hi.us

ORIGINAL

JEREMY HARRIS
MAYOR

ERIC G. CRISPIN, AIA
DIRECTOR

BARBARA KIM STANTON
DEPUTY DIRECTOR

2003/GEN-19 (TH)

LAND USE COMMISSION
STATE OF HAWAII
2003 JUL -3 P 3: 06

July 3, 2003

Mr. Anthony J.H. Ching, Executive Director
Land Use Commission
Department of Business, Economic Development & Tourism
P.O. Box 2359
Honolulu, Hawaii 96804-2359

Dear Mr. Ching:

Land Use Commission Docket No. A03-738, Gentry Investment Properties

In preparation for the Land Use Commission hearings scheduled for July 10, 11, 24 and 25, 2003, enclosed please find our Amended List of Witnesses and Amended List of Exhibits.

Should you have any questions, please contact Tim Hata of our staff at 527-6070.

Sincerely yours,

for ERIC G. CRISPIN, AIA
Director of Planning and Permitting

EGC:js

Enclosures

p:/DivFunction/Slu/A03738 Gentry Ewa Makai/amendlst.doc

LAND USE COMMISSION

DOCKET NO./PETITIONER: A03-738/Gentry Investment Properties

ORIGINAL

PARTY: Department of Planning & Permitting, City and County of Honolulu

Amended List of Exhibits - 7/3/03

EXHIBIT NUMBER	DESCRIPTION	PARTY: OBJECTIONS	ADMIT
1	Department of Planning & Permitting's Testimony		
2	Board of Water Supply's comments regarding Docket No. A03-738		
3	Department of Environmental Services' statement regarding the adequacy of wastewater facilities		

2003 JUL -3 P 3:06
LAND USE COMMISSION
STATE OF HAWAII

LAND USE COMMISSION

DOCKET NO./PETITIONER: A03-738/Gentry Investment Properties

PARTY: Department of Planning & Permitting, City and County of Honolulu

ORIGINAL

Amended List of Witnesses - 7/3/03

LAND USE COMMISSION
STATE OF HAWAII
2003 JUL -3 P 3:06

NAME/ORGANIZATION/POSITION (List in Order of Appearance)	TO BE QUALIFIED AS AN EXPERT IN:	SUBJECT MATTER	WRITTEN TESTIMONY (Yes or No)	EXHIBIT NUMBER (S)	LENGTH OF DIRECT
Eric G. Crispin, AIA Director, Department of Planning & Permitting (DPP) or Representative		DPP Testimony	Yes	1	5 min
Dennis Nishimura, Chief Wastewater Branch, DPP		Adequacy of wastewater collection system	No		5 min
Tessa Ching, Civil Engineer DPP		Adequacy of wastewater collection system	No		5 min
Department of Transportation Representative		Consistency with City transportation policies and goals	No		5 min
Barry A. Usagawa, Principal Executive, Water Resource Unit Board of Water Supply		Adequacy of potable water facilities	No	2	5 min
Jack Pobuk Department of Environmental Services		Adequacy of Honouliuli Wastewater Treatment Plant (WWTP)	No	3	5 min
John Lee, Acting Chief Refuse Division Department of Environmental Services		Solid waste	No		5 min
William Liu, Section Head Wastewater Division Department of Design & Construction		Adequacy of wastewater facilities	No		5 min

LAND USE COMMISSION

DOCKET NO./PETITIONER: A03-738/Gentry Investment Properties

PARTY: Department of Planning & Permitting, City and County of Honolulu

Amended List of Witnesses - 7/3/03

NAME/ORGANIZATION/POSITION (List in Order of Appearance)	TO BE QUALIFIED AS AN EXPERT IN:	SUBJECT MATTER	WRITTEN TESTIMONY (Yes or No)	EXHIBIT NUMBER (S)	LENGTH OF DIRECT
Jay Hamai, Assistant Chief Wastewater Division Department of Design & Construction		Adequacy of wastewater facilities	No		5 min

Exhibit 1

BEFORE THE LAND USE COMMISSION
OF THE STATE OF HAWAII

ORIGINAL

In the Matter of the Petition of GENTRY INVESTMENT PROPERTIES To Reclassify Approximately 283 Acres of Land from the Agricultural District to the Urban District at Ewa, Oahu, Hawaii Tax Map Key Nos.: 1-9-010:007 and 1-9-1-069:005	))))))))))	Docket NO. A03-738 (Ewa Gentry Makai) TESTIMONY OF THE DEPARTMENT OF PLANNING AND PERMITTING; CERTIFICATE OF SERVICE

LAND USE COMMISSION
STATE OF HAWAII
2003 JUL -3 P 3: 00

TESTIMONY
OF THE DEPARTMENT OF PLANNING AND
PERMITTING, CITY AND COUNTY OF HONOLULU

The Department of Planning and Permitting, City and County of Honolulu (hereinafter referred to as "DPP") supports the Petition of GENTRY INVESTMENT PROPERTIES (hereinafter referred to as the "Petitioner") to reclassify approximately 283 acres of land from the Agricultural District to the Urban District.

Based on a review of the documents and materials submitted by the Petitioner, the Department has determined the following:

1. The Petitioner's proposed project is consistent with the City's General Plan. The Petitioner's request is consistent with the General Plan's population policy that encourages development within the secondary urban center at Kapolei and the Ewa urban fringe areas to relieve development pressures in rural areas and to meet housing needs not readily provided in the Primary Urban Center. The proposed project is located in the Ewa urban fringe area identified in the General Plan and is proposing to develop single family homes and town homes which are not readily available in the Primary Urban Center.

2. The project, as presented by the Petitioner, is consistent with the general policies and guidelines in the Ewa Development Plan regarding land use and residential development. The Ewa Development Plan supports a land use policy of "Low and Medium Density Residential" for the area lands included in the petition.

3. An Environmental Impact Statement is required for this project, which is currently being processed by the Department.

The DPP and representatives from the Departments of Transportation Services, Environmental Services, Design and Construction, and Board of Water Supply are available to answer questions.

This testimony does not address all aspects, concerns or potential conditions with regard to this development. Following the Commission's hearings on this matter, conditions may be recommended as part of "Proposed Findings of Fact, Conclusions of Law and Decision and Order," in accordance with Section 15-15-82 of the Commission's Rules.

DEPARTMENT OF PLANNING AND PERMITTING
CITY AND COUNTY OF HONOLULU

for ERIC G. CRISPIN, AIA
Director of Planning and Permitting
July 3, 2003

p:/DivFunction/Slu/A03738 Gentry Ewa Makai/DPPtest.doc

Exhibit 2

BOARD OF WATER SUPPLY

CITY AND COUNTY OF HONOLULU
630 SOUTH BERETANIA STREET
HONOLULU, HI 96843

2003 MAY 28 PM 1 47

DEPT OF PLANNING
and PERMITTING
CITY & COUNTY OF HONOLULU

JEREMY HARRIS, Mayor

EDDIE FLORES, JR., Chairman
CHARLES A. STED, Vice Chairman
JAN M.L.Y. AMII
HERBERT S.K. KAOPUA, SR.
DAROLYN H. LENDIO

BRIAN K. MINAAI, Ex-Officio

CLIFFORD S. JAMILE
Manager and Chief Engineer

DONNA FAY K. KIYOSAKI
Deputy Manager and Chief Engineer

May 20, 2003

TO: MR. ERIC CRISPIN, AIA, DIRECTOR
DEPARTMENT OF PLANNING AND PERMITTING

ATTN: TIM HATA

FROM: BU for CLIFFORD S. JAMILE, MANAGER AND CHIEF ENGINEER

SUBJECT: YOUR MEMO DATED MAY 12, 2003 REGARDING THE PETITION FOR AMENDMENT TO THE STATE LAND USE DISTRICT BOUNDARY AMENDMENT, DOCKET NO. A03-738, GENTRY EWA MAKAI EAST, 115 ACRES (9-1-010: 007); GENTRY EWA MAKAI WEST, 168 ACRES (9-1-069: 005)

2003 JUL -3 P 3:07

LAND USE COMMISSION
STATE OF HAWAII

We have no objections to the proposed State Land Use District Boundary Amendment petition for the Gentry Ewa Makai development. Our previous comments to the Department of Business, Economic Development and Tourism, dated April 17, 2003, are still applicable (see attached).

If you have any questions, please contact Keith Ishinaga at 748-5945.

Attachment

(4/17)

BOARD OF WATER SUPPLY

CITY AND COUNTY OF HONOLULU
630 SOUTH BERETANIA STREET
HONOLULU, HI 96843

JEREMY HARRIS, Mayor

EDDIE FLORES, JR., Chairman
CHARLES A. STED, Vice-Chairman
JAN M.L.Y. AMII
HERBERT S.K. KAOPUA, SR.
DAROLYN H. LENDIO

RODNEY K. HARAGA, Ex-Officio
LARRY J. LEOPARDI, Ex-Officio

CLIFFORD S. JAMILE
Manager and Chief Engineer

DONNA FAY K. KIYOSAKI
Deputy Manager and Chief Engineer

April 17, 2003

Mr. Theodore Liu, Director
Office of Planning
Department of Business, Economic
Development and Tourism
State of Hawaii
P. O. Box 2359
Honolulu, Hawaii 96804

LAND USE COMMISSION
STATE OF HAWAII
2003 JUL -3 P 3:57

Dear Mr. Liu:

Subject: Your Letter Dated March 31, 2003 Regarding the Petition for Amendment to the State Land Use District Boundaries, Petition A03-738/Gentry Investment Properties, Ewa Makai Project, Ewa, Oahu, Hawaii, TMK: 9-1-10: 7 (Ewa Makai-East) and TMK: 9-1-69: 5 (Ewa Makai-West), 283 Acres, Ref. No. P-10027

Thank you for the opportunity to review the petition for amendment to the State Land Use District Boundary. We have no objections to the petition and have the following proposed plans and comments:

1. The developer will be required to install the water system improvements to serve the proposed projects. The construction drawings should be submitted for our approval to ensure conformance with the approved master plan.

2. The availability of additional water will be confirmed when the building permit or construction plans are approved. When water is made available, the applicant will be required to pay our Water System Facilities Charges for resource development, transmission, and daily storage.

3. Once the nonpotable water demands have been determined, the developer should contact our Business Development Unit for nonpotable water availability.

If you have any questions, please call Keith Ishinaga at 748-5945.

Very truly yours,

Barry Usagawa
for CLIFFORD S. JAMILE
Manager and Chief Engineer

KI:eva
cc: Customer Care - Project Review
G. Kuo

03-0274

Exhibit 3

DEPARTMENT OF ENVIRONMENTAL SERVICES
CITY AND COUNTY OF HONOLULU
1000 ULUOHIA STREET, SUITE 308, KAPOLEI, HI 96707
(808) 692-5159, fax: (808) 692-5113

Jeremy Harris
Mayor

Frank J. Doyle, P.E.
Director

PRO 03-29

July 2, 2003

MEMORANDUM

TO: ERIC G. CRISPIN, DIRECTOR
DEPARTMENT OF PLANNING AND PERMITTING

FROM: FRANK J. DOYLE, DIRECTOR,
DEPARTMENT OF ENVIRONMENTAL SERVICES

LAND USE COMMISSION
STATE OF HAWAII
2003 JUL -3 P 3:07

SUBJECT: GENTRY EWA MAKAI EAST AND WEST,
PETITION FOR STATE LAND USE DISTRICT BOUNDARY AMENDMENT,
DOCKET NO.: A03-738, TMK'S: 9-1-010:007 AND 9-1-069:005

Regarding the subject proposed developments, Gentry Ewa Makai East and Gentry Ewa Makai West, the City's wastewater collection system is adequate to handle the flow indicated by the Sewer Master Plan for Ewa Makai – West approved by the Dept. of Planning and Permitting on November 29, 1999. The Sewer Master Plan for Ewa Makai – East is currently under review. At this time, there does not appear to be any inadequacy with the City's wastewater collection system in being able to handle the proposed flows.

A project to expand the solids handling capacity of the Honouliuli Wastewater Treatment Plant is currently in design, and is expected to be completed in 2006. When completed, the treatment plant will be fully adequate to handle the flows from the proposed developments.

For other questions or information, please call Jack Pobuk, Program Coordinator, at 692-5727.

CERTIFICATE OF SERVICE

I hereby certify that a copy of the Amended List of Witnesses and Amended List of Exhibits of the Department of Planning and Permitting was served upon the following by either hand delivery, State or City Messenger, or depositing the same, postage prepaid, in the U.S. Postal Service.

Anthony J. H. Ching, Executive Director
Land Use Commission
Leiopapa A Kamehameha Building
State Office Tower, Room 406
235 Beretania Street
Honolulu, Hawaii 96813

Hand Delivery

ORIGINAL

LAND USE COMMISSION
STATE OF HAWAII
2003 JUL -3 P 3: 07

John Chang, Esq.
Deputy Attorney General
Hale Auhau, Third Floor
425 Queen Street
Honolulu, Hawaii 96813

State Messenger

Toshimasa Hosoda
Senior Vice President
Gentry Homes Ltd.
P.O. Box 295
Honolulu, Hawaii 96809-0295

U.S. Postal Service

Debra Luning
Gentry Investment Properties, Ltd.
560 North Nimitz Highway
Honolulu, Hawaii 96817

U.S. Postal Service

Matsubara, Lee & Kotake
A Law Corporation
888 Mililani Street, 8th Floor
Honolulu, Hawaii 96813

U.S. Postal Service

Office of Planning
Department of Business, Economic Development & Tourism
State of Hawaii
P.O. Box 2359
Honolulu, Hawaii 96804

State Messenger

David Z. Arakawa, Esq. Corporation Counsel City and County of Honolulu 530 South King Street Honolulu, Hawaii 96813	City Messenger
Planning Commission City and County of Honolulu c/o Department of Planning and Permitting 650 South King Street, 7th Floor Honolulu, Hawaii 96813	Hand Delivery
The Estate of James Campbell 1001 Kamokila Boulevard Kapolei, Hawaii 96707	U.S. Postal Service
Hawaiian Electric Company 900 Richards Street Honolulu, Hawaii 96813	U.S. Postal Service
Oahu Sugar Company, Ltd. c/o Amfac Land Company, Ltd. 700 Bishop Street, Suite 501 Honolulu, Hawaii 96813	U.S. Postal Service
Clifford S. Jamile Manager and Chief Engineer Board of Water Supply City and County of Honolulu 630 South Beretania Street Honolulu, Hawaii 96813	City Messenger
Cheryl D. Soon, Director Department of Transportation Services City and County of Honolulu 650 South King Street Honolulu, Hawaii 96813	City Messenger
Timothy E. Steinberger, Director Department of Design and Construction City and County of Honolulu 650 South King Street Honolulu, Hawaii 96813	City Messenger

Frank Doyle, Director Department of Environmental Services City and County of Honolulu 650 South King Street Honolulu, Hawaii 96813	City Messenger
Seibu, Inc. 100 Holomoana Street Honolulu, Hawaii 96815	U.S. Postal Service
Haseko (Ewa), Inc. 820 Mililani Street, Suite 820 Honolulu, Hawaii 96813	U.S. Postal Service
Linnel T. Nishioka, Esq. Randall K. Ishikawa, Esq. Oshima Chun Fong & Chung 841 Bishop Street, Suite 400 Honolulu, Hawaii 96813	U.S. Postal Service
Hawaii Prince Hotel Waikiki Corporation 100 Holomoana Street Honolulu, Hawaii 96815	U.S. Postal Service
J. Douglas Ing, Esq. Terri Y. Kondo, Esq. Brian A. Kang, Esq. Watanabe Ing Kawashima & Komeiji LLP 999 Bishop Street, 23rd Floor Honolulu, Hawaii 96813	U.S. Postal Service

DATED: Honolulu, Hawaii this 3rd day of July 2003.

for ERIC G. CRISPIN, AIA, DIRECTOR
Department of Planning and Permitting
City and County of Honolulu

EGC:js

p:/DivFunction/Slu/A03-738 Gentry Ewa Makai/A03738cs3.doc

DEPARTMENT OF PLANNING AND PERMITTING
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET • HONOLULU, HAWAII 96813
TELEPHONE: (808) 523-4414 • FAX: (808) 527-6743 • INTERNET: www.co.honolulu.hi.us

ORIGINAL

JEREMY HARRIS
MAYOR

ERIC G. CRISPIN, AIA
DIRECTOR

BARBARA KIM STANTON
DEPUTY DIRECTOR

2003/GEN-19 (TH)

LAND USE COMMISSION
STATE OF HAWAII
2003 JUN -6 P 3:41

June 6, 2003

Mr. Anthony J.H. Ching, Executive Officer
Land Use Commission
Department of Business, Economic Development & Tourism
P.O. Box 2359
Honolulu, Hawaii 96804-2359

Dear Mr. Ching:

Land Use Commission Docket No. A03-738, Gentry Investment Properties

Thank you for your letter of May 29, 2003 notifying us of the Land Use Commission's prehearing conference on June 12, 2003. Enclosed please find our List of Witnesses and List of Exhibits for the subject petition to reclassify approximately 283 acres of land at Ewa, Oahu, Hawaii from the Agricultural District to the Urban District.

Should you have any questions, please contact Tim Hata of our staff at 527-6070.

Sincerely yours,

ERIC G. CRISPIN, AIA
Director of Planning and Permitting

EGC:js

Enclosures

p:/DivFunction/Slu/A03-738Gentry Ewa Makai/prehearing.doc

ORIGINAL

LAND USE COMMISSION

LAND USE COMMISSION
STATE OF HAWAII

2003 JUN -6 P 3:41

DOCKET NO./PETITIONER: A03-738/Gentry Investment Properties

PARTY: Department of Planning & Permitting, City & County of Honolulu

LIST OF WITNESSES

NAME/ORGANIZATION/POSITION (List in Order of Appearance)	TO BE QUALIFIED AS AN EXPERT IN:	SUBJECT MATTER	WRITTEN TESTIMONY (Yes or No)	EXHIBIT NUMBER (S)	LENGTH OF DIRECT
Eric G. Crispin, AIA Director, Department of Planning & Permitting (DPP)	Land Use Planning	Consistency with City Land Use Policies	No	1-8	15 min.
And/Or DPP Representative					
Cheryl Soon, Director Department of Transportation Services (DTS)	Transportation Planning	Consistency with City Transportation Policies and Goals			15 min.
And/Or DTS Representative					

ORIGINAL

LAND USE COMMISSION

LAND USE COMMISSION
STATE OF HAWAII

2003 JUN -6 P 3:41

DOCKET NO./PETITIONER: A03-738/Gentry "nvestment Properties

PARTY: Department of Planning & Permitting, City & County of Honolulu

LIST OF EXHIBITS

EXHIBIT NUMBER	DESCRIPTION	PARTY: OBJECTIONS	ADMIT
1	Objectives B and C of the City's General Plan		
2	General Plan Development Pattern (Map)		
3	Selected Policies and Guidelines for the Ewa Development Plan		
4	Ewa Development Plan Open Space Map		
5	Ewa Development Plan Urban Land Use Map		
6	Ewa Development Plan Public Facilities Map		
7	Ewa Development Plan Phasing Map		
8	Ordinance 02-52 Relating to Impact Fees for Traffic and Roadway Improvements		

ORIGINAL

LAND USE COMMISSION
STATE OF HAWAII
2003 JUN -6 P 3:41

Objective B

To plan for future population growth.

Policy 1

Allocate efficiently the money and re- sources of the City and County in order to meet the needs of Oahu's anticipated future population.

Policy 2

Provide adequate support facilities to accommodate future growth in the number of visitors to Oahu.

Objective C

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

Policy 1

Facilitate the full development of the primary urban center.

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.

Policy 3

Manage physical growth and development in the urban-fringe and rural areas so that:

a. An undesirable spreading of development is prevented; and
b. Their population densities are consistent with the character of development and environmental qualities desired for such areas.

Policy 4 (Amended, Resolution 02-205, CD1)

Direct growth according to Policies 1, 2, and 3 above by providing land development capacity and needed infrastructure to seek a 2025 distribution of Oahu's residential population as follows:

Distribution of Residential Population

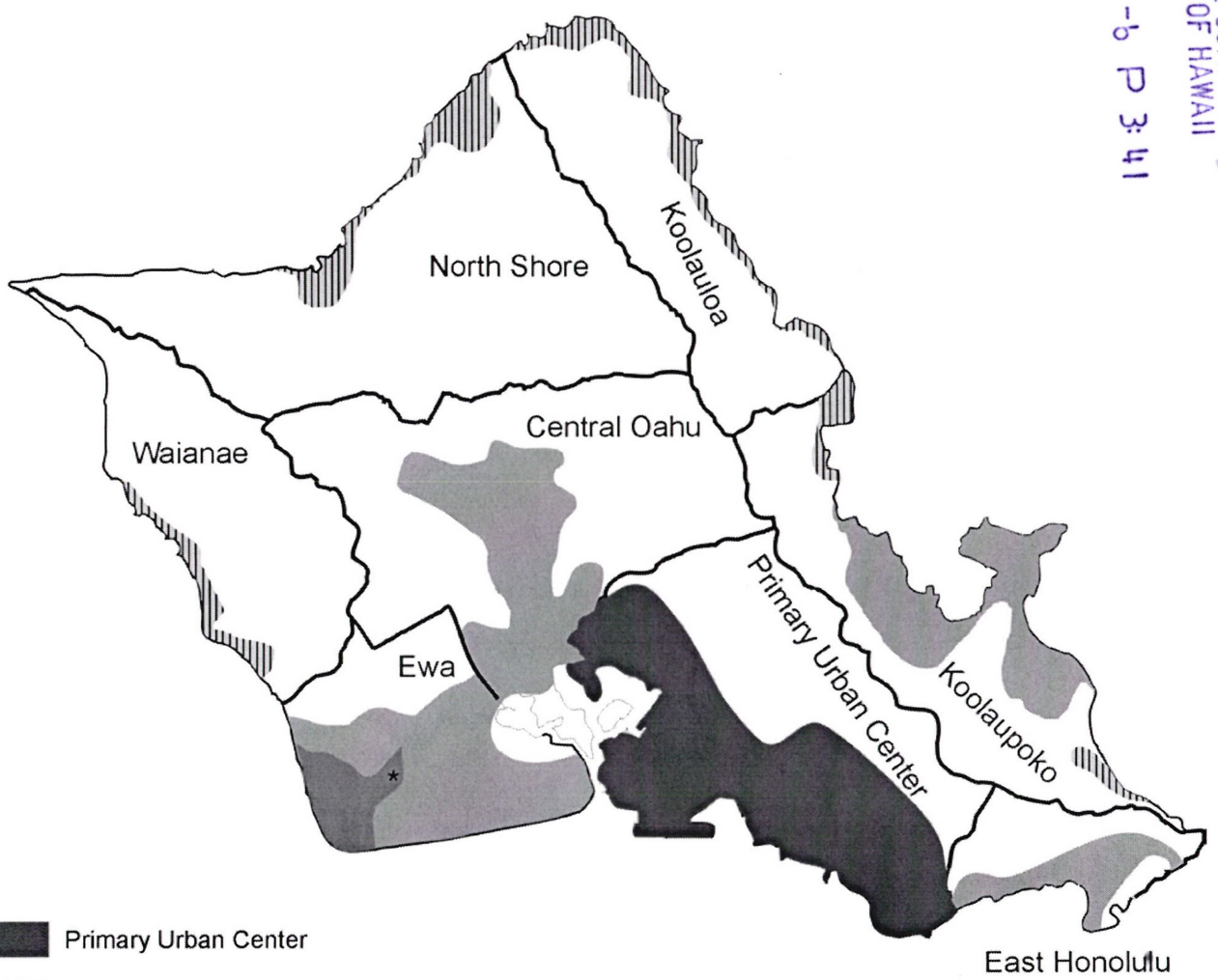
LOCATION	% SHARE OF 2025 ISLANDWIDE POPULATION
Primary Urban Center	46.0%
Ewa	13.0%
Central Oahu	17.0%
East Honolulu	5.3%
Koolaupoko	11.6%
Koolauloa	1.4%
North Shore	1.7%
Waianae	4.0%
	100.0%

Exhibit 2

ORIGINAL

General Plan Development Pattern

LAND USE COMMISSION
STATE OF HAWAII
2003 JUN -6 P 3:41



Primary Urban Center

* Secondary Urban Center

Urban - Fringe

Rural

Return to Table of Contents

ORIGINAL

Separate identities should be created for existing and planned communities by utilizing concepts such as open space, architectural design concepts, streetscape treatments and landscaping which also is linked to the regional open space and greenway network.

LAND USE COMMISSION
STATE OF HAWAII
2003 JUN 6 P 3: 41

Communities Designed to Reduce Automobile Usage

Ewa will be developed with a transportation system which provides easy access to transit, uses traffic calming design, and encourages people to walk and bike, reducing the need for use of the automobile.

High density housing and commercial development will be built along a **rapid transit corridor** extending from the City of Kapolei to Waipahu. The high density residential and commercial uses centered at nodes along the corridor will support efficient use of buses and other forms of mass transit along the corridor, allowing some residents to minimize automobile use.

Sufficient land will be reserved in the corridor so that an at-grade separated rapid transit system could be developed on the corridor at some point in the future. (An at-grade separated system would **not** be elevated and would have its own exclusive right-of-way.)

Adequate Infrastructure to Meet the Needs of New and Existing Development

Public agencies and private developers will work together to create adequate infrastructure to meet the needs of the residential and working population of the area. Current deficiencies in roads, schools, and parks will be addressed, and new developments will not be approved until availability of key infrastructure can be guaranteed. Public-private mechanisms for financing infrastructure will be developed to support concurrent development of infrastructure.

Public agencies' planning for infrastructure need will be guided by where the Development Plan indicates residential and commercial development should occur first. See the discussion of Phasing in Section 2.2.10.

Return to text

TABLE 2.2: PHASING OF EWA DEVELOPMENT[1]

Project Area	Housing Units	Land Area (Gross Acres) Resid.	Resort	Comm.	Ind.	Total
Phase I (1997 – 2005)[2]						
Previously Approved						
Barbers Point Harbor					114	114
City of Kapolei	2,000	118		370		488
Ewa by Gentry	5,387	554			13	567
Ewa Marina	4,850	500	40	82	38	660
Ewa Villages	1,760	182				182
Kapolei Business Park					1,020	1,020
Kapolei Knolls	418	72				72
Kapolei Mauka	750	50		14		64
Kapolei Shopping Center				55		55
Ko'Olina	8,700	354	85	100		539
Makaiwa Hills	1,066	354		30		384
Makakilo	2,706	808		7		815
Villages of Kapolei	4,020	283		36		319
TOTAL	**31,657**	**3,275**	**125**	**694**	**1,185**	**5,279**
Proposed Projects						
DHHL	1,600	200				200
East Kapolei (Schuler)	4,000	350		10		350
Fairways Residential	900	100				100
HFDC (State Land Bank)	4,000	750				750
Laulani Commercial				20	30[5]	50
Laulani Residential	1,100	150				150
Makakilo Extension	200	100				100
CUMULATIVE TOTAL	**43,400**	**4,900**	**130**	**720**	**1,220**	**7,000**
Phase II (2006 – 2015)[3]						
East Kapolei (Schuler)	4,000	350		10		350
HFDC (State Land Bank)	3,700	300		20[6]		350
Kapolei East (Campbell)	2,000	500		50		550
Kapolei LDA	500	50				50
Kapolei North	1,200	150				150
Makaiwa Hills	2,000	1,300				1,300
CUMULATIVE TOTAL	**56,700**	**7,550**	**130**	**800**	**1,220**	**9,700**
Phase III (2016 and beyond)[4]						
Kapolei East (Campbell)	6,300	300				300
Kapolei LDA	1,300	50				50
CUMULATIVE TOTAL	**64,300**	**7,950**	**130**	**800**	**1,220**	**10,050**

NOTES:

(1) For proposed projects in all phases, housing units are rounded to the nearest 100; residential and total acreage to the nearest 50; all other acreage to the nearest 10. Parts may not sum to totals shown due to rounding.

(2) Lands included in the first phase of development (1997 – 2005) would be eligible for processing zoning changes and other development applications starting with adoption of the Plan.

For previously approved projects, acreages shown refer to the entire project area (including areas already built) whereas housing units exclude units built before July 1994.

(3) Lands in the second phase of development (2006 – 2015) would be eligible for processing zoning changes and other development applications far enough in advance so that housing construction could begin in 2006.

(4) Lands in the third phase of development (2016 and beyond) would be eligible for processing zoning changes and other development applications far enough in advance so that housing construction could begin in 2016.

(5) Intended for service–oriented light industrial use rather than heavy industrial.

(6) Intended for neighborhood commercial use rather than office commerical.

3.6.3 EXISTING AND PLANNED RESIDENTIAL COMMUNITIES

This section provides general policies and guidelines for the development of new communities and the expansion or renovation of existing communities.

3.6.3.1 General Policies

The following general policies may be applied to the expansion or renovation of existing residential communities, as well as to new communities.

Overall Density. To achieve the desired compactness and character of development in planned residential communities, the housing density of the aggregate area zoned for residential use (including the streets) should be in the range of 10 to 15 units per acre. (This average does not include areas zoned for commercial or industrial use.)

Table 3.2 gives an overview of the density and height guidelines for planned and existing residential developments. Conceptual locations for low, medium, and high density residential development are shown on the Urban Land Use Map in Appendix A and in maps of specific developments in Exhibits 3.3, 3.5, and 3.6. See Section 3.6.3.3 for further discussion of the Urban Land Use Map.

Higher Density Housing Along the Transit Corridor. To promote use of mass transit, higher-density residential use should be developed along a major rapid transit corridor linking Kapolei with Waipahu and Primary Urban Center communities to the east. High-Density Residential and Commercial uses should be developed at six transit nodes, which would cover a one-quarter-mile radius around major transit stops. Areas along the rapid transit corridor should have housing densities of 25 units per acre, and greater densities are expected within the transit nodes.

Physical Definition of Neighborhoods. The boundaries of neighborhoods should be made evident through the use of street patterns, landscape or natural features, and building form and siting. The focus of neighborhood activity should be on the local street or a common pedestrian right-of-way or recreation area.

TABLE 3.2: DENSITY AND HEIGHT GUIDELINES BY RESIDENTIAL DENSITY CATEGORY		
Residential Category	**Density** (Housing Units)	**Building Height**
Low Density	5-12/acre	not over two stories
Medium Density	10-30/acre	not over three stories
High Density	25-90/acre	not over 90 ft [1]
[1] Building heights up to 150 feet allowed in City of Kapolei and Ko Olina.		

Compatible Mix of Building Forms. There should be a variety of housing types and densities to avoid visual monotony and accommodate a variety of housing needs, but without sharp contrasts between the exterior appearance of adjacent housing areas.

Transit-Oriented Streets. Street patterns and rights-of-way should be designed to accommodate mass transit service and make it convenient to access for as many households as possible.

Pedestrian and Bicycle Travel. Pedestrian and bicycle travel should be encouraged, particularly to reach neighborhood destinations such as schools, parks and convenience stores.

Integration of Linear Corridors. Physical and visual connections between communities should be encouraged through the creative design of transportation and utility corridors and drainage systems.

Provision of Community Facilities. Land should be provided for community facilities including churches, community centers, and elderly and child care centers.

3.6.3.2 Guidelines

Guidelines to implement the general policies are provided below.

Low Density Residential

Low Density Residential areas consist of one and two-story single-family attached and/or detached dwellings with individual entries.

Density

- Density should be 5 to 12 units per acre, typical of residential zoning districts and allowing the application of optional design standards for Clusters and Planned Unit Developments.

Building Height

- In general, buildings should not exceed two stories, although the height may vary according to required flood elevation, slope, and roof form.

Site Design

- The site design for small-lot developments should avoid monotonous rows of garages and driveways along neighborhood street frontages by employing features such as varied building setbacks and shared driveways.

Building Form

- Buildings should provide visual interest and individual identity by using varied roof forms, exterior colors and finishes, building orientation, floor plans and architectural details.

Medium Density Residential

Medium Density Residential areas consist of two- and three-story townhouse or low-rise apartment buildings. Dwelling units may have common entries, but buildings are typically non-elevator structures.

Density

- Density should be 10 to 30 units per acre.

Height

- In general, buildings should not exceed three stories above grade. Maximum building heights should allow for pitched roof forms.

Building Form

- Building form, orientation, location of entries and landscape screening should be employed to maintain a sense of residential scale and provide greater privacy and individual identity for housing units.

Compatibility

- Building scale, roof form and the quality of materials should be compatible with those of adjacent low-density residential areas.

High Density Residential

High Density Residential developments take the form of multi-story apartment buildings. They may be located in mixed-use zones, with the ground floor or lower floors occupied by retail and service commercial uses.

Location

- In general, high-density residential buildings would be located in large planned residential communities, adjacent to major collector streets, commercial or civic centers.

- High Density Residential is intended to be the predominant form of housing in and near the City of Kapolei and around transit nodes on the planned rapid transit corridor between Waipahu and Kapolei.

Density

- Allowable building density should accommodate 25 to 90 units per acre.

Height

- Building heights should not exceed 150 feet in the City of Kapolei and the Ko Olina Resort and 90 feet elsewhere. Taller building heights are intended to allow higher densities, create variation in the city-scape, [and] give a visual sign of transit nodes, and identify the City of Kapolei's importance as a regional center.

Architectural Character

- The building scale, roof form and the quality of materials may reflect a more urban character.

Height Setbacks

- Building height setbacks and landscaping should be employed to reduce the direct visibility of taller buildings from lower density residential areas and from the streetfront. Lower building elements may directly abut the streetfront.

Circulation System

Master-planned projects should each have a circulation plan, or "circulation element" in their Project Master Plan (see Chapter 5).

Transit Routes and Facilities

- The circulation plan should define the hierarchy of streets within the project and its relationship to the surrounding transportation network.

- The circulation plan should also indicate existing and proposed bus routes and specific measures to accommodate efficient transit service for as many households as possible.

- The rights-of-way along transit routes should make provisions for bus shelters, bus pull-outs, and, if applicable, park-and-ride facilities and/or future transit stations.

Pedestrian and Bicycle Routes and Facilities

- The circulation plan should indicate any principal pedestrian and bicycle paths that are physically separated from roadways.

- Street intersections along these separated paths should have a narrow curb radius and include special signage and paving to encourage safe and convenient pedestrian and bicycle crossings.

- Interior pedestrian/bicycle routes may be provided as an alternative to paved sidewalks along local streets.

- Most residences should be within a five-minute (or one-quarter mile) walking distance of a proposed bus route, unless localized topographic conditions make such a requirement impractical.

Landscape Treatment

- Conceptual street tree plans should be indicated in the circulation plan.

- Entries to the community should be identified with special landscape treatment.

- The rights-of-way for major arterials and major collector streets should be designed as landscaped parkways, complete with a landscaped median strip, landscaped sidewalk, and bikeways. Major arterials should have separate bike paths, and major collectors should have bike lanes. Suggested width for major arterials, including right-of-way and planting strips, is 120 feet wide and for major collectors is 100 feet wide.

- Canopy trees should be planted to shade the sidewalk/bikepath areas.

- Landscape treatment along the edges of the project should be appropriate for the natural setting and designed to provide continuity and transition from adjacent developed areas.

3.6.3.3 Relation to Urban Land Use Map

Residential areas are shown on the Ewa Urban Land Use Map in Appendix A as follows:

Low- and Medium-Density Residential. Areas with this designation should be zoned as a residential or a low-density apartment district, subject to appropriate

siting considerations and the General Policy for "Overall Density" provided above in Section 3.6.3.1.

High-Density Residential. Areas with this designation should be zoned predominantly for medium- to high-density apartment use. Mixed use, with retail activities at the ground level, is encouraged.

The following uses are not specifically designated on the Urban Land Use Map but are allowed in all residential areas: neighborhood commercial centers, elementary schools, parks, churches, community centers, elderly care centers, child care centers, fire stations, and other public facility and utility uses serving the area.

All residential developments should be compatible with Aircraft Approach and Clear Zones for Honolulu International Airport (and Barbers Point Naval Air Station if airport operations continue after return to civilian use).

3.6.3.4 Relation to Zoning

Table 3.3 provides guidelines for the zoning that may be appropriate to each of the land use designations indicated in the revised Development Plan.

It is intended for use as a reference which would permit modification or creation of Land Use Ordinance zoning categories and land use regulations in response to changing conditions without needing to amend the Development Plan.

3.7 NON-RESIDENTIAL DEVELOPMENT

This section provides general policies, planning principles and guidelines for the non-residential development, including planned commercial retail centers, Ko Olina Resort, industrial centers, Kalaeloa (Barbers Point Naval Air Station), Pearl Harbor Naval Base (West Loch), and the University of Hawaii West Oahu.

3.7.1 PLANNED COMMERCIAL RETAIL CENTERS

This section provides general policies, planning principles and guidelines for the development of commercial retail centers in Ewa.

3.7.1.1 General Policies

Planned commercial centers, outside of the City of Kapolei, should provide retail shopping and services for the Ewa residential communities in which they are located. These centers differ from commercial areas within towns such as Waipahu or the City of Kapolei because they are typically managed as a unit with shared parking and center management.

Commercial centers outside of the City of Kapolei should concentrate commercial uses in central locations instead of in continuous commercial strips along arterial roads. Pedestrian and transit access to and within the centers should be emphasized.

Definitions. Four types of commercial centers can be defined based on size and function:

- **Neighborhood Commercial Center** (5-10 acres or less, typically located within or adjacent to residential area, up to 100,000 square feet [sq. ft.] of floor area);

- **Community Commercial Center** (10-30 acres, typically located on an arterial highway or at the intersection of two major collector streets, up to 250,000 sq. ft. of floor area);

- **Major Community Commercial Center** (up to 50 acres, located in communities which are not near an urban center, up to 500,000 sq. ft. of floor area); and

- **Regional Commercial Center** (more than 50 acres, located with frontage on a major arterial highway and access from freeway interchange, more than 500,000 sq. ft. of floor area).

No Major Community Commercial Centers or Regional Commercial Centers are indicated for Ewa outside of the City of Kapolei since the City of Kapolei is intended to provide for regional shopping needs.

Neighborhood Commercial Center. Neighborhood Commercial Centers can be located within any residential community, and should be reviewed and approved as part of development of master planned residential communities or redevelopment of existing communities. Neighborhood Commercial Centers have frontage on at least one collector street, and may have up to 100,000 sq.ft. of floor area, which is leased to tenants such as grocery stores, sundries stores and other services and shops catering to common household needs.

Single commercial establishments, such as convenience stores or "Mom and Pop" stores, or groupings of stores smaller than five acres in size also fall within this category, provided that they are appropriately located and will not contribute to the evolution of a commercial strip.

Community Commercial Center. This type of center principally serves the community in which it is located, providing for basic shopping and service needs on a larger scale than the neighborhood center. Community Commercial Centers may contain up to 250,000 sq.ft. of floor area, and major attractions typically include a large grocery store, a drug store, and/or a department store. The other, smaller tenants in the center are largely dependent on the effectiveness of the major tenants to draw customers. The Kapolei Shopping Center is an example of this type of commercial center.

Locations for existing and planned Community Commercial Centers at Ewa Beach, Laulani, Kapolei East (near the intersection of Farrington Highway and the North-South Road), Villages of Kapolei, Makaiwa Hills and Ko Olina Marina are shown on the Urban Land Use Map in Appendix A.

Office uses should not be a principal use in Ewa Community Commercial Centers. Offices which provide services to the local community may be included in the centers, but the emphasis should be on retail uses. In Ewa, developments primarily oriented to office uses should be located in the City of Kapolei.

3.7.1.2 Planning Principles

Planning principles for retail centers vary according to the size of the commercial center and the purpose it serves. The following planning principles apply to Neighborhood and Community Commercial Centers:

- **Mix of Uses.** Planned commercial centers should be dedicated primarily to retail uses and to office uses that provide services to the surrounding community. Residential uses may also be incorporated in such commercial centers.

- **Appropriate Scale.** The building mass of a commercial center should be in keeping with its urban and natural setting.

- **Compatible Style.** The architectural character of commercial centers should respect the surrounding urban and natural features, particularly when located adjacent to a residential area or significant natural or historic feature. Neighborhood commercial centers should reflect a residential architectural character.

- **Accessibility.** Commercial centers should incorporate site design and facilities to promote pedestrian, bicycle and transit access. Pedestrian and bicycle access is more important for smaller, neighborhood centers, while transit access is more significant for community centers.

These planning principles should be applied to the expansion or renovation of existing commercial centers, as well as to new centers.

- The OR&L right-of-way should be reserved for a bikeway and historic railroad train service for theme rides between Ko Olina, Kapolei, and Waipahu.

Landscape Treatment

- Generous landscaped open spaces should be provided throughout the resort area to promote tropical beauty and provide visual relief and a feel of spaciousness.

- Landscaping should provide continuity between residential, resort, marina, and commercial areas and the recreational areas at the shoreline, parks, and golf courses.

- Landscaping should enhance and preserve view corridors and provide privacy, screening, shade and temperature control.

3.7.3 INDUSTRIAL CENTERS

This section provides general policies, planning principles, and guidelines for development of industrial centers and industrial uses in Ewa.

3.7.3.1 General Policies

Industrial centers in Ewa include the Barbers Point Industrial Area and Honouliuli Industrial Area. Industrial activity should also be permitted at other dispersed industrial areas, as noted below.

As an alternative to industrial uses, a commercial, cultural or recreational entertainment attraction may be permitted in the area fronting the OR&L Historic Railway, provided that the use is designed to enhance the viability of the operation of the railway for historic theme rides, strengthen the linkage between the Ko Olina Resort and the City of Kapolei and proceed with a strong community based planning process.

Barbers Point Industrial Area

Barbers Point Industrial Area includes Campbell Industrial Park, Barbers Point Deep Draft Harbor, Kenai Industrial Park, and Kapolei Business Park. It should continue to grow as one of Oahu and the State's most important industrial areas. It is the site of the State's largest heavy industrial area (Campbell Industrial Park) and an important industrial harbor and fuel transfer point.

The future industrial and transportation uses of Barbers Point Naval Air Station (BPNAS) will be determined by the Barbers Point Redevelopment Commission. The northern parts of Kapolei Business Park and any BPNAS lands designated for industrial use should provide for light industrial uses as a transition between heavy industry at Campbell Industrial Park and the City of Kapolei.

An additional electrical power generating plant could be constructed at the Barbers Point Industrial Area, possibly taking advantage of cogeneration opportunities with other industrial activities. The 138 kilovolt transmission corridor running from the Barbers Point Industrial Area to Waiau could accommodate additional load on the existing poles.

Honouliuli Industrial Area

Honouliuli should remain a smaller industrial area, used primarily for wastewater treatment. It includes 13 acres of land in the Ewa by Gentry project which is designated for light industrial use. A power generation facility may be included if it is dependent on wastewater treatment operations and can be designed so that it is generally not visible from nearby major public rights-of-way, residential areas, and commercial areas.

The Honouliuli Wastewater Treatment Plant should be expanded to accommodate additional growth in the region as well as to provide additional facilities for higher levels of wastewater treatment. The City should acquire an additional 60 acres to accomplish this.

Other Industrial Areas

Service-oriented industrial uses should be allowed throughout the region as noted below. Uses requiring larger lots should be located in Campbell Industrial Park. Small-lot uses, including automobile repair shops, contractor's yards, and businesses serving residential and commercial areas, should be allowed to locate near the City of Kapolei in the Kapolei Business Park and on any industrial lands which may be designated within Barbers Point Naval Air Station.

The **Hawaiian Electric Company generating plant** in Kahe Valley should remain the largest source of electrical power on Oahu. The plant could be expanded which would take advantage of available land area, cooling system capacity, and power transmission lines.

The **industrial area planned for the western edge of Ewa Marina** should accommodate marine haul-out facilities, repair shops, and related small boat industrial uses.

3.7.3.2 Planning Principles

The general policies for industrial centers are supported by the following planning principles:

- **Appropriate Scale.** The visibility of large building volumes and tall building or machinery elements from resort areas, residential areas, commercial and civic districts, and parks should be minimized through site planning and landscaping.

4.1.5 BIKEWAY SYSTEM

The **Kapolei Area Bikeway Plan**, published by Campbell Estate in 1991, establishes a comprehensive bikeway network to serve the Ewa Plain. The network would include 56 miles of bikeway facilities, including bike paths (separated from the roadway), bike lanes (four- to six-foot lanes) and bike routes (shared curbside vehicle lane, with minimum 12-foot width).

The **Kapolei Area Bikeway Plan** (KABP) is part of the **City of Kapolei Urban Design Plan**, which was adopted by the City Council in 1995. The KABP covers all of Ewa except for military bases in the area. Elements of the KABP have been adopted by the State Department of Transportation as part of the State bikeway plan, **Bike Plan Hawaii** (1994). This Plan includes all the projects found either in the KABP or the **State's Bike Plan Hawaii**.

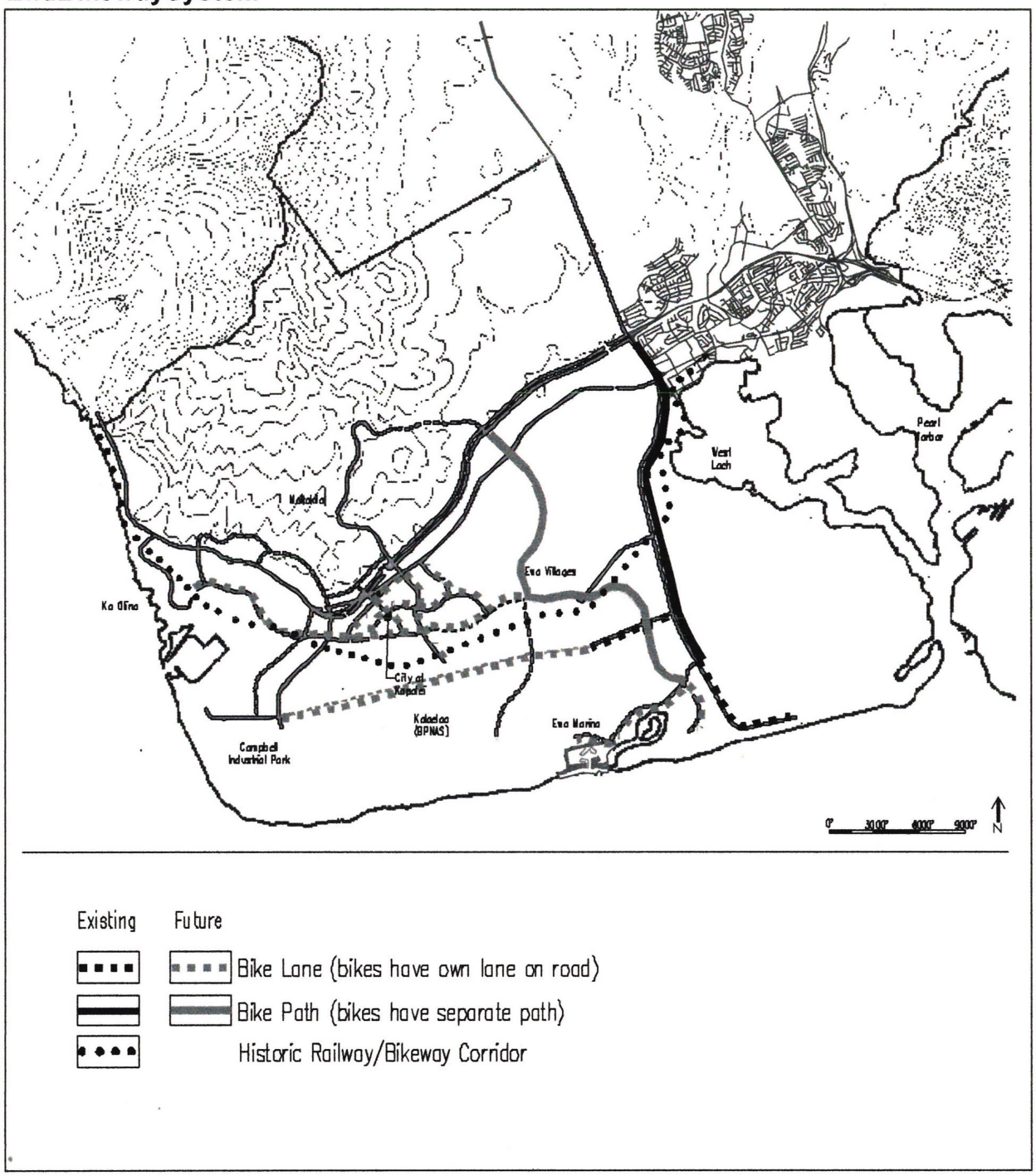
As shown in Exhibit 4.1, major bike paths should run along the OR&L right-of-way and Kapolei Parkway and along the North-South Road and Fort Weaver Road. Bikeways should be incorporated in other major roadways, and there should be an extensive network of bike lanes within the City of Kapolei and Kapolei Villages.

4.1.6 GENERAL POLICIES

The following general transportation systems policies support the vision for development of Ewa.

Adequate Access and Services. Before zoning approval is given for new residential and commercial development in Ewa, the Department of Transportation Services should either: (1) indicate that adequate transportation access and services can be provided with existing facilities and systems, or (2) recommend conditions that should be included as part of the zone change approval in order to assure adequacy.

Exhibi t 4.1
EwaBikewaySystem



Transportation System Functions. To support Ewa's role as the site for the Secondary Urban Center and a major growth area for new residential and employment development, its transportation system should:

- Provide adequate access between residences and jobs, shopping, and recreation centers in Ewa as development occurs;

- Provide improved access to and from adjacent areas, especially Central Oahu; and

- Provide adequate capacity for major peak-hour commuting to work in the Primary Urban Center. (Although the share of residents who will both live and work in Ewa is projected to increase from 17% to 44% by 2020, a majority of residents will still commute to jobs outside the region.)

Improved Linkages. Additional routes, as noted in Section 4.1.3 of this Plan, should be created between the various parts of the region, including to and across BPNAS after it is returned to civilian control.

Reduction in Automobile Use. Reliance on the private passenger vehicle should be reduced by:

- Provision of circulation systems with separated pedestrian and bicycle paths and convenient routes for public transit service,

- Use of more traditional "grid" patterns for street systems in new development areas to facilitate bus routes and encourage pedestrian travel,

- Provision of supporting facilities and amenities for pedestrian, bicycle, and public transit use. The use of bike trails, bicycle racks at commercial centers, bicycle storage facilities at employment centers as well as bus shelters at bus stops will be encouraged.

- Acquisition of a dedicated rapid transit right-of-way prior to development, and support for high-density and high-traffic land uses along the rapid-transit corridor, especially within a quarter-mile of centers of the transit nodes, subject to City Council approval of any system.

4.1.7 PLANNING PRINCIPLES

Because of its generally even, gradually sloping terrain, Ewa offers decided advantages for transportation.

- It provides an opportunity to create multiple linkages and routes between the various parts of the region. This advantage is enhanced by the planned closing of the Barbers Point Naval Air Station, which will return the area to civilian use and thereby allow for increased road linkages to and across former Naval Air Station lands.

- The terrain allows for relatively less expensive development of a dedicated transit right-of-way. The flat terrain also increases the feasibility of constructing a rapid transit system on that right-of-way.

- Both the terrain and the sunny, low rainfall climate enhance bicycling as an alternative form of transportation as well as for recreation. An improved environment for bicycling and walking also improves the potential for high transit ridership. (See the discussion of the **Kapolei Area Bikeway Plan** above in Sec. 4.1.5.)

The **Solid Waste Integrated Management (SWIM) Plan** prepared by the Department of Public Works and adopted by the City Council in 1995 identified existing landfills which could be expanded and potential sites for developing new landfills to provide new capacity. The Waimanalo Gulch was identified as having potential for expansion. Ewa sites for new landfills identified in the Plan included the mauka part of Kahe Valley, a site within the West Loch Magazine Blast Zone, and a site in East Kapolei.

4.5.1 GENERAL POLICIES

The East Kapolei site identified in the **SWIM Plan** should not be developed as a landfill. It is in an area planned for residential use and is adjacent to the University of Hawaii West Oahu campus.

Siting and/or expansion of sanitary landfills should be analyzed and approved based on islandwide studies and siting evaluations.

4.6 DRAINAGE SYSTEMS

Low-lying parts of the Ewa Plain are subject to flooding during intense rainstorms. Flood control has typically been provided for urbanized areas through the development of concrete-lined channels to convey stormwaters to the ocean.

Discharge of floodwaters to the ocean, however, is a major source of non-point source pollution of nearshore waters, negatively affecting coral growth, fish populations and use of the shoreline for swimming, surfing, and other types of ocean recreation.

The federal government has initiated a major program to reduce non-point-source pollution, mandating response by the State and the counties. The City requires retention/detention facilities adequate for a two-year frequency/24-hour duration storm to be provided on site, but the required capacity is only for the amount of stormwater generated on site. In many watersheds, however, undeveloped mountain areas generate

a disproportionately large share of the total stormflow, and no party is responsible for mitigating the environmental impact.

Concrete-lined drainage channels have other negative environmental impacts, including disruption of lateral shoreline access, beach erosion downdrift of channel mouths, and visual blight.

Drainage improvements are planned for:

- A major new system to drain Makaiwa Hills, Kapolei Business Park, and the industrial areas closest to the Barbers Point Deep Draft Harbor;

- Expansion of the channel at the western edge of BPNAS to provide additional capacity for the City of Kapolei;

- A system to drain the West Loch Drainage Basin, serving Ewa by Gentry and development in East Kapolei; and

- A system to drain the Kaloi Gulch Drainage Basin.

The **Makaiwa Hills system** will have detention basins mauka of the H-1 Freeway and a 120-foot-wide concrete-lined channel to convey stormwaters to an ocean outlet just south of Barbers Point Harbor. It is being constructed by Campbell Estate. The Estate is also funding the expansion of the **existing channel on the western boundary of the Barbers Point Naval Air Station**.

Drainage improvements in the **West Loch Drainage Basin** must be constructed to handle stormwater runoff from existing and proposed projects located in the basin. These projects include the City's West Loch residential project, Phase I of the Ewa by Gentry residential project, and the proposed East Kapolei master-planned community project.

The drainage plans for Phase I of the Ewa by Gentry East project call for a grass-lined drainage channel running immediately east of the project's boundary. The channel would

terminate at a detention basin that will be immediately makai of the Honouliuli National Wildlife Refuge. During heavy rainstorms, stormwater runoff exceeding the capacity of the detention basin would be directed around the wildlife refuge for discharge into Pearl Harbor's West Loch.

The **Kaloi Gulch Drainage Basin** is one of the larger drainage basins in the region. It encompasses an area of approximately 7,140 acres, and has a peak design flow of approximately 11,500 cfs (cubic feet per second). Historically, the drainage pattern in this basin has flowed from the Waianae mountain range above Makakilo through the Kaloi Gulch toward the ocean terminating on Haseko's Ewa Marina property. Floodwaters typically spread out in sheet flows through the sugar cane fields below Farrington Highway.

Drainage flow through the Kaloi Gulch basin, however, has been constrained by the elevation of the OR&L right-of-way which forms a man-made barrier that impedes stormwater runoff. Because of this constraint, stormwater flows have been forced into a narrow drainage culvert between Tenney and Varona Villages in the Ewa Villages. During periods of heavy rainstorms, this has caused flooding in the Tenney and Varona Villages area.

The Ewa Villages and Ewa by Gentry projects are handling drainage within their projects through the development of golf courses. The golf courses provide detention and retention of storm waters and will adequately meet the Department of Public Works' drainage and environmental requirements for stormwater runoff.

Other proposed urban development projects in the basin, including the University of Hawaii West Oahu and the Ewa Marina project have not yet received City approval for their drainage master plans.

The drainage system serving the **Villages of Kapolei**, which consists of golf course retention and disposal of stormwater into injection wells and a large ditch near the Barbers Point Naval Air Station boundary, may need to be augmented in the future.

A proposal is being considered by the Barbers Point Redevelopment Commission which would create a drainage system through the Barbers Point Naval Air Station lands for waters from both the Villages of Kapolei and Kaloi Gulch drainage basins.

See Exhibit 4.2 for the location of Ewa Drainage Basins.

4.6.1 GENERAL POLICIES

Drainage system design should emphasize control and minimization of non-point source pollution and the retention and/or detention of storm water on-site and in appropriate open space and wetland areas.

Storm water should be viewed as a potential irregular source of water for recharge of the aquifer which should be retained for absorption rather than quickly moved to coastal waters.

Natural and man-made vegetated drainageways and retention basins should be the preferred solution to drainage problems wherever they could promote water recharge, help control non-point source pollutants, and provide passive recreation benefits.

4.6.2 PLANNING PRINCIPLES

Principles to guide the development of Ewa drainage systems include:

- **Retention and Detention**. Public and private agencies should employ methods of retaining or detaining storm water for gradual release into the ground as the preferred strategy for management of storm water. Where feasible, any open space, including parking lots, landscaped areas, mini and community parks, and public and private golf courses should be used to detain or infiltrate storm water flows to reduce their volume and runoff rates and the amounts of sediments and pollutants transported.

Exhibit4.2
EwaDrainageBasinsMap

- **Relation to the Regional Open Space Network**. To the extent possible, the developers should integrate planned improvements to the drainage system into the regional open space network by emphasizing the use of retention basins, creation of passive recreational areas, and recreational access for pedestrians and bicycles.

  Natural gulches on the slopes of the Waianae Range foothills which are within the Urban Growth Boundary should be preserved as part of the open space network.

The following principles apply specifically to development within the Kaloi Gulch drainage basin.

- **Key Role of Ewa Marina**. The City supports timely development of the Ewa Marina as a key element needed to mitigate drainage impacts in the Kaloi Gulch watershed during major storms. The marina's role as a storm water storage and detention basin has been acknowledged and included in previously approved environmental impact statements and land use approvals for projects in the Kaloi Gulch watershed.

- **Relation to the Ewa Village Master Plan and Other Previously Approved Developments in the Basin**. Solutions to handling drainage problems on lands above Ewa Villages must be compatible with the drainage design of the **Ewa Villages Master Plan** and other developments in the Kaloi Gulch drainage basin which have already been approved. The Ewa Villages drainage design assumes that runoff will not exceed existing levels received from sugar cane fields north of the golf course, will enter the Ewa Villages golf course water retention areas through a number of dispersed channels, and will not be at velocities which would scour out the golf course water retention areas.

4.7 SCHOOL FACILITIES

Statewide, the State Department of Education (DOE) faces an enormous shortfall in funding to meet projected needs for new classrooms. As a result, the DOE is asking for developer "fair- share" contributions, exploring alternative school financing options such as lease/purchase agreements, and seeking to increase the number of schools operating year-round and with multi-tracking or double shifts.

As shown in Table 4.3, the DOE has projected a need by 2020 for nine new elementary schools, two new intermediate schools, and at least one new high school in Ewa. An additional high school will be needed after 2020. (Needs estimates could change if estimates of housing production and density or schools operations policies and funding are revised.)

Conceptual locations of two new intermediate schools and two new high schools are shown on the Public Facilities Map in Appendix A. Elementary schools are not mapped because their sites are of community rather than regional concern and should be determined as part of a master planning and design process. Sites have been reserved for two of the elementary schools, one intermediate school, and one high school. (Minimum site size for elementary schools is eight acres, for intermediate schools is 18 acres, and for high schools is 50 acres.)

4.7.1 GENERAL POLICIES

The State Department of Education should review and recommend on the adequacy of school facilities, either at existing schools or at new school sites to be made available when the development is completed.

Developers should pay their fair share of all costs needed to insure provision of adequate school facilities for the children living in their developments.

TABLE 4.3: PLANNED SCHOOLS IN THE EWA DEVELOPMENT PLAN AREA		
School	**Site Reserved**	**Opening Date**
Elementary Schools		
Kapolei [1]	X	1994
Ewa Gentry	X	1996
Ewa Marina [2]		2000-2003
Makaiwa Hills or Ko Olina [2]		2003-2015
East Kapolei [2]		2003-2015
East Kapolei II [2]		2003-2015
Kaloi I (State Land Bank) [2]		N.D.
Kaloi II [2]		N.D.
Kaloi III [2]		N.D.
Kaloi IV [2]		N.D.
Site undetermined		N.D.
Intermediate/High School		
Kapolei Intermediate	X	1999 [3]
East Kapolei Intermediate [2]		N.D.
Kapolei High [2]	X	2000 [3]
East Kapolei High [2]		N.D.

NOTES:

[1] First Increment completed.

[2] No legislative appropriation as of 1995.

[3] Pending future appropriations.

N.D. Not Determined.

As a result, elements of the Master Plan covering lands in phases which are not included in the current Zone Change Application should be considered only conceptual and intended to serve only as a working guide for future development. Changes to these parts of the Master Plan can be made by the developer at any time without requiring approval by the City.

If the Master Plan has been revised in planning for a subsequent phase of the project, an updated version of the Master Plan should be submitted with the zone change application for that phase. No new Environmental Assessment or Master Plan review should be required unless there has been a major alteration in the project vision and land uses from that proposed in the original Master Plan.

5.4.3 ADEQUATE FACILITIES REQUIREMENT

All projects requesting zone changes shall be reviewed to determine if adequate public facilities and infrastructure will be available to meet the needs created as a result of the development. Level of Service Guidelines to define adequate public facilities and infrastructure requirements will be established during the Capital Improvement Program.

In order to guide development and growth in an orderly manner as required by the City's **General Plan**, zoning and other development approvals for new developments should be approved only if the responsible City and State agencies indicate that adequate public facilities and utilities will be available at the time of occupancy or if conditions the functional agency indicates are necessary to assure adequacy are otherwise sufficiently addressed.

The Department of Planning and Permitting will review and summarize any individual agency's findings regarding public facilities and utilities adequacy which are raised as part of the EA/EIS process. The Department of Planning & Permitting will address these findings and any additional agency comments submitted as part of the agency review of the zone change application and recommend conditions that

should be included in the Unilateral Agreement or Development Agreement to insure adequacy of facilities.

5.4.4 ZONING APPLICATION REVIEW

Zoning applications which do not involve a significant zone change will be reviewed by the Department for consistency with the **General Plan**, the Ewa Development Plan, and any applicable Special Area Plan provisions as part of the Zone Change application review.

The Director will recommend either approval, approval with changes, or denial, within the prescribed period as set forth in ROH Section 21-2.40, and the Director's written review of the application shall address the consistency or inconsistency of the project with the **General Plan**, the Ewa Development Plan and shall become part of the zone change report which will be sent to the Planning Commission and the City Council.

5.4.5 UNILATERAL AGREEMENTS

Before the enactment of an ordinance for a zone change, conditions may be imposed on the applicant's use of the property. These conditions are set forth in the applicant's Unilateral Agreement which is recorded with the Bureau of Conveyances and/or the Land Court so that the conditions set forth in the agreement run with the land and bind all subsequent owners of the property.

The Director of Planning and Permitting proposes conditions initially in a report to the Planning Commission which evaluates the requested zone change and recommends approval. As part of the Department's review of the proposed zone change, the Director may recommend conditions that should be included in the applicant's Unilateral Agreement. The Directorr will evaluate the proposed project for consistency with the Ewa Development Plan vision and recommend conditions to insure that the project supports the Development Plan policies, principles, and guidelines. In addition, Project Master Plans submitted for large projects at the time of the

zone change application should be referenced as a working guide in the Unilateral Agreement.

5.4.6 DEVELOPMENT AGREEMENTS

Before the enactment of an ordinance for a zone change, the City and the applicant may negotiate a Development Agreement with the applicant. The Development Agreement sets forth mutually acceptable contractual conditions agreed upon by the City and the applicant at the time of the adoption of an ordinance for a zoning change. The Development Agreement conditions are recorded with the Bureau of Conveyances and/or the Land Court so that the conditions of the agreement run with the land and bind all subsequent owners of the property.

Development agreements negotiated by the City Council shall be consistent with the Development Plan vision for Ewa and may incorporate key conditions which are necessary to implement the Development Plan vision.

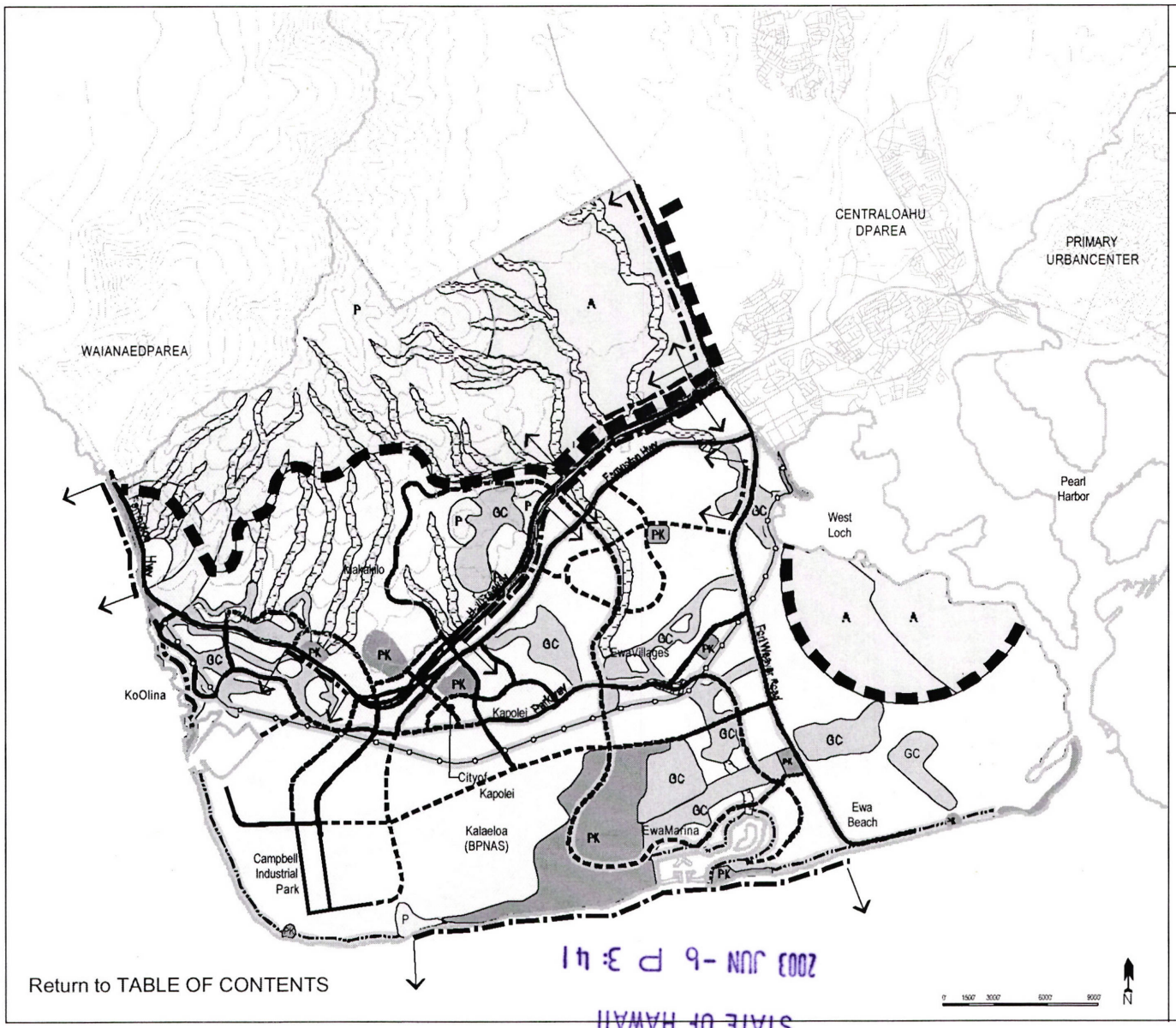
5.5 ANNUAL CIP REVIEW

Annually, the Director of DPP will work jointly with the Director of Budget and Fiscal Services and the City agencies to review all projects in the City's Capital Improvement Program (CIP) budget for conformance to the purposes of the **General Plan**, the Ewa Development Plan, and other Development Plans, any applicable Special Area Plan provisions, and the appropriate Functional Plans. The Director of DPP will make a written report of findings in the budget submittal to the Council.

Public review of how projects in the City's CIP budget help accomplish the vision of the Ewa Development Plan should be a high priority. Public review should be encouraged both in the screening of agency CIP budget proposals in the preliminary draft CIP Budget (which is available in November), in review of projects included in the Draft CIP Budget (typically completed sometime in January or February), and in the City Council's formal public review and CIP Budget adoption processes.

EWA DEVELOPMENT PLAN

Open Space Map



- P — PreservationAreas
- A — AgriculturalAreas
- PK — Regional, District,Shoreline andNatureParks
- GC — GolfCourses
- Natural Drainageways/Gulches
- PanoramicViews
- HistoricRailway/BikewayCorridor
- ShorelineAccess
- UrbanAreas
- UrbanGrowthBoundary

EXISTING	FUTURE
	Highways,Arterialand MajorCollectorStreets
	LandscapedBoulevard/ Greenway

PlanningDepartment
City&CountyofHonolulu
August 1997

Exhibit 4

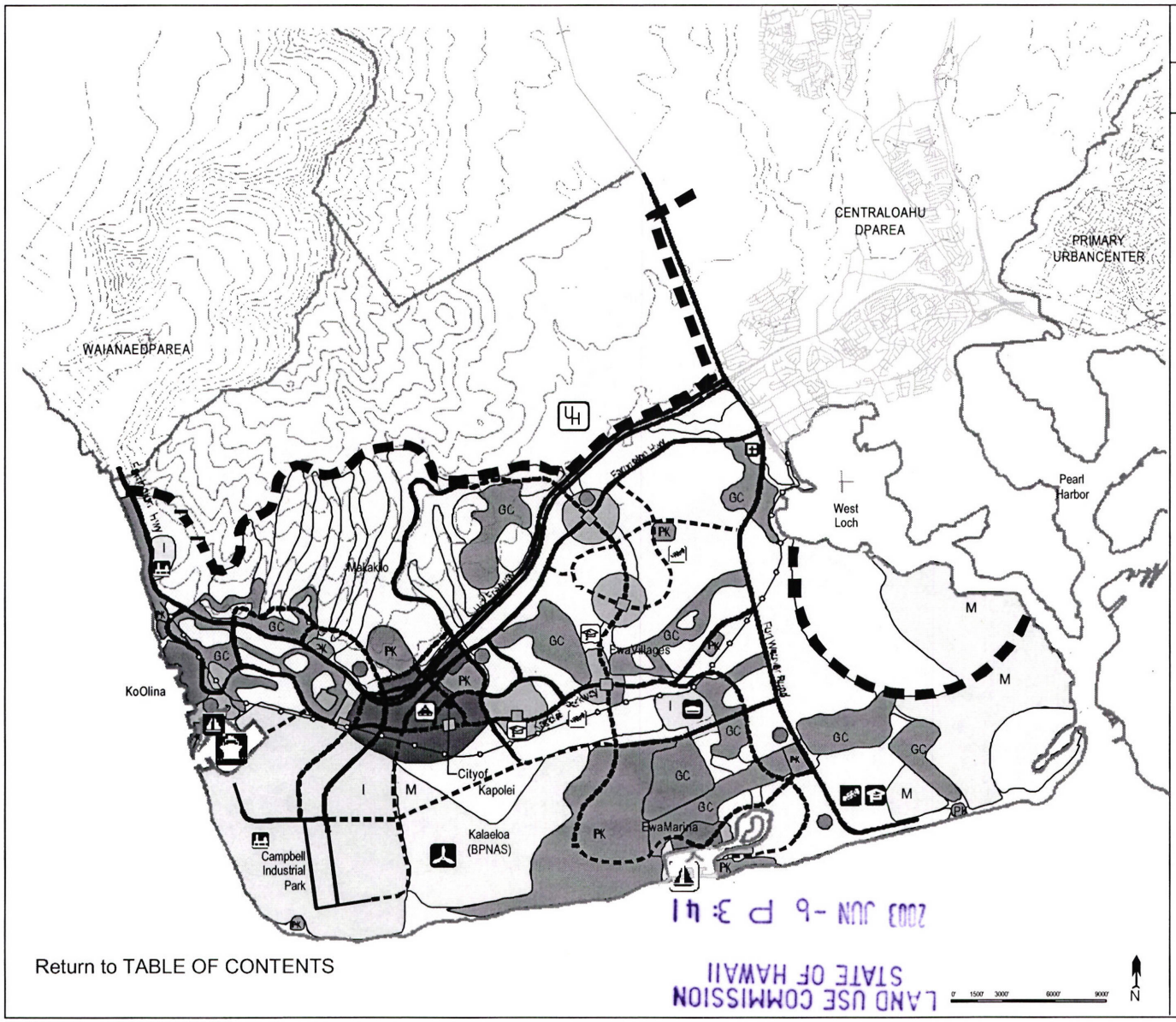
ORIGINAL

LAND USE COMMISSION
STATE OF HAWAII
2003 JUN -6 P 3:41

Return to TABLE OF CONTENTS

EWA DEVELOPMENT PLAN

Urban Land Use Map



- LowandMediumDensityResidential
- HighDensityResidential
- CommunityCommercialCenter
- CityofKapolei(HighDensityResidentialandCommercial)
- Resort/RecreationArea
- Industrial
- Military
- PublicInstitution
- AgriculturalandPreservation
- ParksandGolfCourses
- TransitNode(HighDensityResidentialandCommercial)
- UrbanGrowthBoundary

EXISTING FUTURE

- Civic Center
- Electric PowerPlant
- Wastewater T.P.
- IntermediateSchool
- HighSchool
- U.H. West Oahu
- Hospital
- Small BoatMarina
- CommercialHarbor
- Airfield
- Highways, Arterial & Major Streets
- Historic Railway

PlanningDepartment
City&CountyofHonolulu
August 1997

Return to TABLE OF CONTENTS

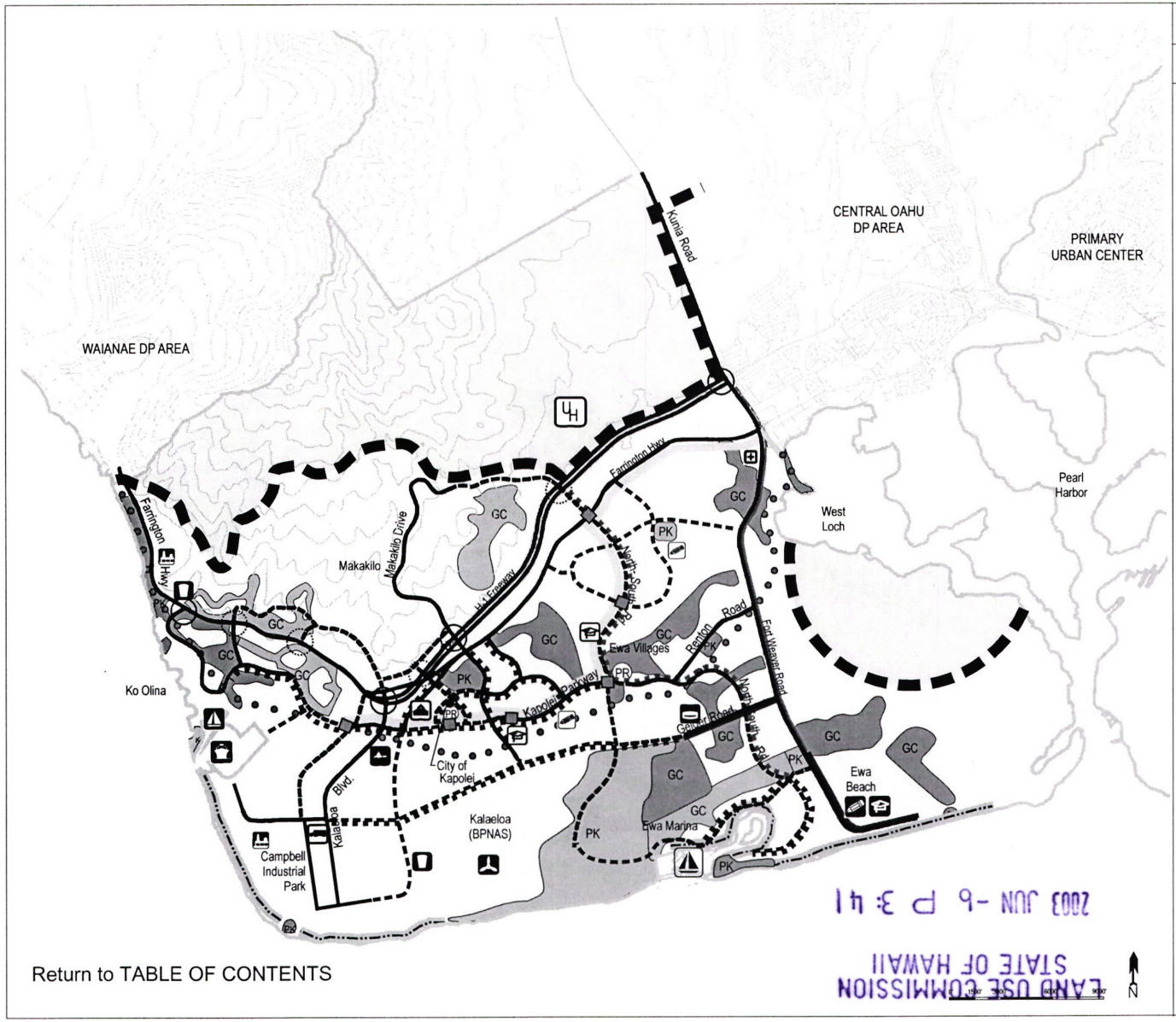
LAND USE COMMISSION
STATE OF HAWAII
2003 JUN -6 P 3:41

Exhibit 5

ORIGINAL

EWA DEVELOPMENT PLAN

Public Facilities Map



Urban Area
Urban Growth Boundary
Non-Urban Area

EXISTING	FUTURE	
		Highways, Arterial & Major Collector Streets
		Grade Separated Interchange
		Transit Corridor
		Transit Node
		Historic Railway/Bikeway Corridor
		Park and Ride Site
		HOV (High Occupancy Vehicle) Lane
		Bike Lane
		Bike Path
PK/GC	PK/GC	Parks and Golf Courses
		Shoreline Access
		Airfield
		Commercial Harbor
		Civic Center
		Electric Power Plant
		Wastewater T.P.
		Intermediate School
		High School
		U.H. West Oahu
		Hospital
		Small Boat Marina
		Corporation Yard
		Landfill
		Desalinization Plant

Planning Department
City & County of Honolulu
August 1997

2003 JUN -6 P 3:41
LAND USE COMMISSION
STATE OF HAWAII

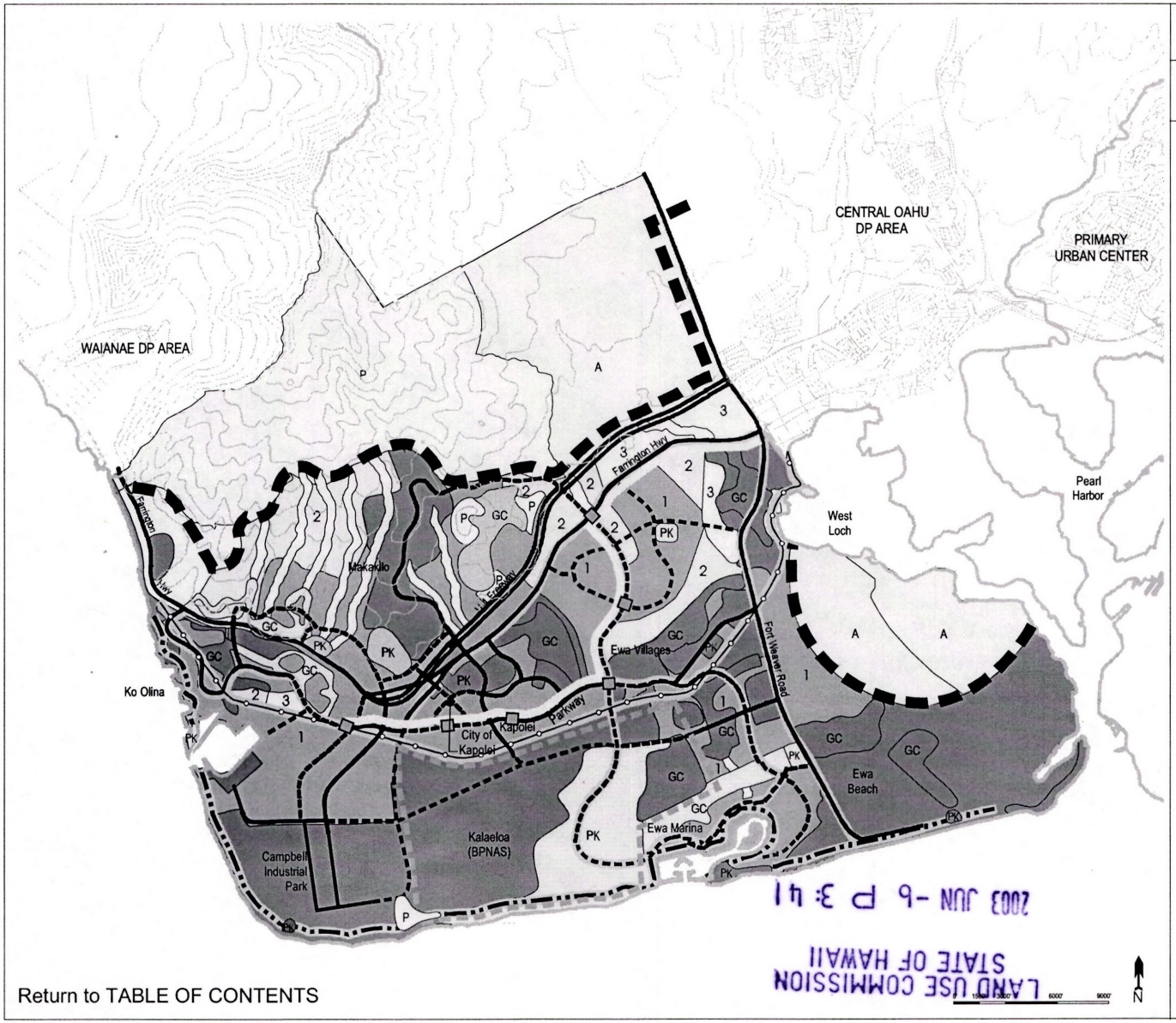
Return to TABLE OF CONTENTS

Exhibit 6

ORIGINAL

EWA DEVELOPMENT PLAN

Phasing Map



P	Preservation Areas
A	Agricultural Areas
	Existing Urban Areas
1	Urban Expansion 1997 - 2005
2	Urban Expansion 2006 - 2015
3	Urban Expansion 2016 and Beyond
	Special Areas
	Urba
	Transit Corridor
	Transit Node
	Historic Railway
	Shoreline Access

EXISTING	FUTURE	
GC	GC	Golf Courses
PK	PK	Parks
		Highways, Arterial and Major Collector Streets
		Landscaped Boulevard/ Greenway

Planning Department
City & County of Honolulu
August 1997

LAND USE COMMISSION
STATE OF HAWAII
2003 JUN -6 P 3:41

Return to TABLE OF CONTENTS

Exhibit 7

ORIGINAL

Exhibit 8

ORIGINAL

CITY COUNCIL

CITY AND COUNTY OF HONOLULU
HONOLULU, HAWAII

ORDINANCE 02-52

BILL 52 (2002), CD1

A BILL FOR AN ORDINANCE

LAND USE COMMISSION
STATE OF HAWAII
2003 JUN -6 P 4:

RELATING TO IMPACT FEES FOR TRAFFIC AND ROADWAY IMPROVEMENTS IN EWA.

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

SECTION 1. Purpose. The General Plan, the Ewa Development Plan, and the Ewa Highway Master Plan recognize that the Ewa region will experience continued growth and development of resort, commercial, industrial and residential uses of land. The Ewa Highway Master Plan anticipates a population of over 100,000 residents by the year 2010. For purposes of this chapter, the Ewa region includes all of the Ewa Development Plan area plus the community of Village Park and all phases of Royal Kunia. These latter projects impact traffic along the H-1 corridor and have always been a part of the Ewa Highway Master Plan.

It is recognized that present and future development of the Ewa region will place severe burdens on existing public arterial roads that are heavily used and are at or near capacity levels. The City and County of Honolulu has determined that in order to maintain an acceptable level of road service and to preserve the quality of life in the area, additional funding resources are required and there is need for a system of assessing, on a pro-rata share basis, a portion of the reasonably anticipated costs of improving or expanding the capacity of Ewa roadway and traffic facilities necessitated by new land development activity within the Ewa region.

This chapter is intended to promote the public health, safety and welfare of the existing and new residential, tourist and commercial population of the Ewa region. This goal will be achieved by providing additional resources for roadway and traffic improvements and by providing a fair and equitable method of sharing the growth-related costs incurred for road and traffic

OCS00618.B02

capacity improvements made necessary by expanded population levels and increased economic activity as provided for under the General Plan, Ewa Development Plan, and the Ewa Highway Master Plan.

It is also the intent of this chapter that the impact fee structure imposed herein be reasonable, understandable and adaptable to changes in policies and conditions.

Many landowners and developers in the Ewa region have Unilateral Agreement conditions attached to their project zoning ordinances that require participation in regional highway improvement programs and/or implementation of certain off-site regional roadway project improvements. The six regional roadway projects are set forth in Table __-1.2.

SECTION 2. The Revised Ordinances of Honolulu 1990, as amended, is amended by adding a new chapter to be appropriately designated by the revisor of ordinances and to read as follows:

"Chapter __.

IMPACT FEES FOR TRAFFIC AND ROADWAY IMPROVEMENTS IN EWA

Article 1. General Provisions

Sec. __-1.1 Purpose.

This chapter sets forth a regulatory scheme for the assessment and collection of impact fees to be borne on a pro-rata share basis by landowners, developers, homebuilders, and others who directly contribute to expanding the population and increasing economic activity in the Ewa region through new land development activities. This chapter is intended to recover only a portion of the governmental expenditures related to growth and implements the Ewa Development Plan and the Ewa Highway Master Plan.

Sec. __-1.2 Definitions.

For the purposes of this chapter, unless it is plainly evident from the context that a different meaning is intended:

"Applicant" means an individual, partnership, corporation, trust or agent having the requisite authority, who has applied to the City and County of Honolulu for a building permit.

"Building" or "structure" shall have the same meaning as defined in the uniform building code as adopted and amended in Chapter 16.

"Building permit" means an official document or certificate issued by the City authorizing the construction of any building or structure.

"Ewa region" means the geographical area defined in the Ewa Development Plan, plus the entire Royal Kunia and Village Park areas. The Village Park area is described by the following Tax Map Key Plats: 9-4-104, -106, -107, -113, -114, -120, -124, -131, -132, -133, -134, and -135; and by the following Tax Map Key Nos: 9-4-002: 014 and 028. The Royal Kunia area is described by the following Tax Map Key Plats: 9-4-136, -137, -146, -148, -149, -152, -153, -154, -155, -156, -157, -163, -164, -165; and by the following Tax Map Key Nos.: 9-4-002: 049, 050, 064, 066, 068, 001, 052, 070, and 071.

"Ewa Highway Impact Fee Program" refers collectively to (i) the July 3, 2002 report entitled "Ewa Highway Impact Fee Program," prepared by Kaku Associates, Inc., for the State of Hawaii Department of Transportation ("DOT"), which includes the Ewa Highway Master Plan and which was submitted as Miscellaneous Communication No. 1965 (2002) to the City Council, as supplemented by (ii) the letter from Kaku Associates, Inc., to the Chair of the Council's Zoning Committee, submitted as Miscellaneous Communication No. 2440 (2002) to the City Council, and as further supplemented by (iii) the "Proportionate Share Study of the Ewa Highway Impact Fee Program" by SMS Research,

dated October 2, 2002, and submitted as Miscellaneous Communication No. 2590 (2002) to the City Council.

"Ewa Highway Master Plan" refers collectively to the August 28, 2001 report from Kaku Associates, Inc., to the Director of the DOT on the Ewa Highway Master Plan/Year 2010 Highway Plan, as modified by the May 31, 2002 report from Kaku Associates, Inc., to the Director of the DOT on the Ewa Highway Master Plan, both of the aforesaid reports being included as part of Miscellaneous Communication No. 1965 (2002) to the City Council. The Year 2010 Highway Improvement Plan contained in the Ewa Highway Master Plan sets forth the six regional roadway projects improvements that form the basis for this impact fee ordinance.

"Ewa Highway Master Plan Impact Fees" are the charges imposed on new land development that are designed to fund a pro-rata share of the cost of traffic and roadway improvements set out and contained in the Ewa Highway Master Plan.

"Hotel" or "transient vacation unit" are buildings or structures that are designed or intended for temporary human habitation. The types of hotel or transient vacation unit identified in this chapter shall have the same meaning as in Section 21-10.1.

"New land development" means the carrying out of any building activity or the making of any material change in the use or appearance of any structure or land that attracts or produces vehicular trip(s) over and above that produced or attracted by the existing use of the land.

"Square feet" are computed by determining the total floor area of a non-residential structure or building under roof, with all of the same exclusions as set forth in the definition of "floor area" contained in Section 21-10.1.

"Trip" or "vehicular trip" means a one-way movement of vehicular travel from an origin point (one trip end) to a destination point (the other trip end). For the purposes of this chapter, trip shall have the meaning that it has in commonly

accepted traffic engineering practice and that is substantially the same as that definition in the previous sentence.

"Trip generation" means the attraction or production of trips caused by a given new land development.

Sec. __-1.3 Impact fees.

(a) Ewa Highway Master Plan Impact Fees shall be charged and assessed for all new land development activities that require a building permit in the Ewa Region, except as otherwise provided in Section __-1.10(a). Ewa Highway Master Plan Impact Fees shall be assessed in accordance with Section __-1.6, and shall be paid to the City and County of Honolulu prior to the issuance of any building permit.

(b) No building permit shall be issued if an Ewa Highway Master Plan Impact Fee is due and the Ewa Highway Master Plan Impact Fee has not been paid.

Sec. __-1.4 Conformity with the Ewa development plan and the Ewa highway master plan.

Section 4.1 of the Ewa Development Plan, adopted by Ordinance No. 97-49, as amended, lists the highway improvements needed to be built in order to accommodate the planned growth in Ewa. The roadways identified in the Ewa Highway Master Plan are consistent with and implement Section 4.1 of the Ewa Development Plan. The Ewa Highway Master Plan is hereby approved and adopted by the City and County of Honolulu. This Plan contains the Year 2010 Highway Improvement Plan which lists a set of roadway improvements that are necessary in order to accommodate the anticipated development of the Ewa region with adequate roadway improvements while protecting the health, safety and general welfare of the public.

The Ewa Highway Master Plan Impact Fees set forth in Section __-1.6 are in conformity with the Ewa Highway Master Plan and are an essential component of implementing this plan.

Sec. __-1.5 **Ewa highway impact fee program.**

The Ewa Highway Impact Fee Program is hereby approved as the "needs assessment study" required for enactment of this chapter and for purposes of HRS Sections 46-141 through 46-148. The Ewa Highway Impact Fee Program is comprised of the following parts:

(a) Ewa Region Development Forecasts. The land use development forecasts for the Ewa region through 2010 are shown in Table __-1.1.

Table __-1.1
Ewa Region Development Forecasts through 2010

	Units (square feet for Non Residential)
Residential	
SF Residential Dwelling Unit	7,640
MF Residential Dwelling Unit	7,640
Non Residential	
Retail	938,100
Office	852,200
Industrial/Other	3,475,200
Hotel	1,100
Timeshare	1,000

(b) Roadway Master Plan for Ewa. The estimated cost of Ewa Highway Master Plan improvements for the Ewa region is shown in Table __-1.2.

Table __-1.2
Ewa Region Highway Improvement Program
Estimated Cost of Improvements

FACILITY	SEGMENT	IMPROVEMENT	COST ESTIMATE
H-1	Kapolei Interchange	New ramps, bridges	$ 25,910,000
H-1	Makakilo Interchange	Extend ramp, new ramp	10,170,000
		Subtotal	$ 36,080,000
Fort Barrette Road	Farrington to Franklin D. Roosevelt Ave	Widen to 4 lanes	10,500,000
Fort Weaver Road	Farrington Hwy to North Road	Widen to 6 lanes	33,500,000
Kapolei Parkway	Ko Olina to Kalaeloa Blvd	New 4-lane roadway	14,400,000
	Kamokila Blvd to Fort Barrette Rd	New 4-lane roadway	10,400,000
	Kapolei Pkwy Bridge to North-South Rd	New 4-lane roadway	3,400,000
	North-South Road to Puamaeole	New 4-lane roadway	14,000,000
	Puuloa Road to Keoneula Blvd	New 2-lane roadway	3,600,000
	Keonuela Blvd to Kaileolea Dr	New 2-lane roadway	2,424,000
	Kaimalie St to Papipi Rd	New 2-lane roadway	860,400
		Subtotal	$ 49,084,400
North-South Road	H-1 to Kapolei Parkway	New 4-lane roadway New Interchange	64,800,000
		GRAND TOTAL	$193,964,400

Based upon the Ewa Highway Master Plan, the Ewa Highway Impact Fee Program, the Oahu Regional Transportation (Top 2025) Plan, the Ewa Development Plan, and other policy considerations, the portion of the estimated cost of Ewa Highway Master Plan improvements attributable to new development and to be collected by this impact fee ordinance is $38,792,880.

(c) Vehicular Trip Forecasts. The forecasted new vehicular trips, per hour, for the Ewa region are shown in Table __-1.3.

Table __-1.3
Ewa Region Trip Generation Estimate for New Development

Land Use (1,000 square feet for Non Residential; units for Residential, Hotel and Timeshare)	Units (Increment 2002 to 2010)	Trip Generation Rate		Trip Generation	
		AM Peak	PM Peak	AM Peak	PM Peak
Residential					
SF Residential Dwelling Unit	7,640	0.78	0.52	5,959	3,973
MF Residential Dwelling Unit	7,640	0.52	0.362	3,973	2,766
Non Residential					
Retail	938	0.62	2.25	582	2,111
Office	852	1.23	1.18	1,048	1,006
Industrial/Other	3,475	0.7	0.73	2,433	2,537
Hotel	1,100	0.34	0.37	374	407
Timeshare	1,000	0.17	0.185	170	185
Total				14,539	12,985

Sec. __-1.6 Ewa highway master plan impact fees.

Ewa Highway Master Plan Impact Fees shall be based on the following factors:

(a) Impact of New Development. The measure of impact is the number of predicted vehicular trips generated by the new land development activity. The authority for the trip generation rates to be used in the calculation of vehicle trips is Table _-1.3 of Section _-1.5.

(b) Assessment of Cost. A schedule for determining Ewa Highway Master Plan Impact Fees is hereby established. The fee rates by land use type are shown in Table __-1.4.

Table __-1.4
Impact Fees by Land Use

CATEGORY	LAND USE	IMPACT FEE	
		AMOUNT	UNIT
Residential	Single Family	$1,836	Per Dwelling Unit
	Multi-Family	1,245	Per Dwelling Unit
Non Residential	Hotel	$1,003	Per Unit
	Timeshare	501	Per Unit
	Retail	4,053	Per 1,000 square feet
	Office	3,403	Per 1,000 square feet
	Industrial/Other	2,019	Per 1,000 square feet

The department of planning and permitting shall compute and collect Ewa Highway Master Plan Impact Fees from applicants before issuance of building permits. The director of planning and permitting shall establish by rule such procedures as may be necessary to carry out the department's responsibilities under this section.

(c) Interpretation of Fee Schedule. If the type of land use that is the subject of an application is in doubt, the applicant may request an interpretation from the department of planning and permitting as to the appropriate type of land development being undertaken and the applicable Ewa Highway Master Plan Impact Fees that would be due. This interpretation may be appealed by following the procedures set out in Section __-1.8.

(d) Expansion of a Building or Structure. In the event of an expansion of a building or structure, Ewa Highway Master Plan Impact Fees due would be the net positive difference between the Ewa Highway Master Plan Impact Fees that would be due for the expanded building or structure and that which would have been due for the original building if constructed currently.

(e) Change of Use. In the event of a change of use of a building or structure, Ewa Highway Master Plan Impact Fees due would be the net positive difference between the Ewa Highway Master Plan Impact Fees that would be due for the new use of the building or structure and that which would have been due for the original use if constructed currently.

(f) Mixed Use. When a single building or structure will contain more than one type of land use, the Ewa Highway Master Plan Impact Fees due will be based on the amount of space devoted to each type.

(g) Retail, Office, and Industrial/Other Impact Fees. Impact fees for land uses that are listed in units of 1,000 square feet in Table __-1.4 shall be computed by dividing the per-1,000-square-feet amount of the land use impact fee by 1,000 and then multiplying this amount by the actual square footage of the land use.

(h) Revisions to the Ewa Highway Master Plan. The director of transportation services, in consultation with the director of planning and permitting and the state director of

transportation, shall review the Ewa Highway Master Plan once every five years in terms of land uses, densities, highway improvements, and changes in costs and make appropriate changes thereto. This review and revision shall include consultation and input from the Ewa region developers. The cost of this review may be funded out of the impact fees collected under this ordinance. Based upon this review of the Ewa Highway Master Plan, the directors may recommend to the city council that the impact fee program contained in this chapter be modified by amending this ordinance. As a matter of policy, the share of the costs attributable to new development for highway projects in the Ewa region and payable by impact fees shall remain in roughly the same proportion as the proportion set forth in this chapter.

(i) Compliance with Unilateral Agreement Conditions. The enactment of this ordinance constitutes compliance with the various Unilateral Agreement conditional zoning conditions attached to project zoning conditions requiring participation in the implementation, funding, and construction of the six regional transportation projects contained in the Ewa Highway Master Plan, or similar requirements to address regional transportation impacts in the Ewa area. Upon issuance of a building permit, the requirements for participation in the implementation, funding, and construction of the six regional transportation projects contained the Ewa Highway Master Plan, or similar requirements to address regional transportation impacts in the Ewa area, shall be satisfied with respect to the development covered by that building permit. Any on-site or project-specific improvements, apart from those set forth in the Ewa Highway Master Plan, remain subject to the requirements of the specific Unilateral Agreement conditions.

Sec. __-1.7 Ewa highway improvement trust fund or account.

(a) The Department of Budget and Fiscal Services shall create a special trust fund, or interest-bearing account in the

General Trust Fund or other appropriate fund, which shall serve as the exclusive depository of all funds collected as Ewa Highway Master Plan Impact Fees pursuant to this chapter.

(b) All funds collected as Ewa Highway Master Plan Impact Fees shall promptly be deposited into and held in the special trust fund or account until expended or encumbered pursuant to this chapter. All interest earnings on the balances in the special trust fund or account shall be retained and used for the same purposes as Ewa Highway Master Plan Impact Fees.

(c) All funds deposited into the special trust fund or account are to be used exclusively for traffic and roadway improvements set out and contained in the Year 2010 Highway Improvement Plan contained in the Ewa Highway Master Plan, as that plan may be amended, and not for any other purpose, except that the city shall receive two percent of all funds deposited, deducted upon deposit, as reimbursement for the cost of administering this chapter.

(d) Funds collected as Ewa Highway Master Plan Impact Fees shall be made available to either the State of Hawaii for state highway or traffic improvements, or the city for city highway or traffic improvements, provided that the improvements are contained in the Year 2010 Highway Improvement Plan contained in the Ewa Highway Master Plan.

Sec. __-1.8 Hearing and appeal procedures.

The applicant may contest the amount of the impact fee assessed by petitioning the director of the department of planning and permitting for a declaratory ruling pursuant to the practices and procedures of the department. The petition must be submitted by the developer within 15 days of notification of the fee amount. Payment of the fee amount will not be a waiver of the applicant's right to request a declaratory ruling from the director. The declaratory ruling shall be considered a final decision and order by the department.

Sec. __-1.9 Refund of fees.

(a) The fees collected pursuant to this chapter, less the administrative costs set forth in Section __-1.7(c), shall be refunded to the applicants in the following situations, provided that the procedures set forth in subsection (b) shall be complied with:

(1) If they have not been spent or encumbered within six years from the date collected; or

(2) If the building permit is revoked or withdrawn and no work was initiated thereunder.

(b) (1) The applicant shall petition the department of planning and permitting for the refund within the following time periods:

(A) For situations described in subsection (a)(1), within one year following the end of the sixth year from the date on which the fee was collected; or

(B) For situations described in subsection (a)(2), within 30 days of the revocation or withdrawal of the building permit.

(2) The form of the petition shall be prescribed by the department of planning and permitting. The petition shall contain such information as the department deems necessary to establish that the petitioner is eligible for a refund.

(3) Within one month from the date of receipt of a petition for refund, the department of planning and permitting shall advise the petitioner of the status of the request for refund. For the purposes of this section, fees collected shall be deemed to be spent or encumbered on the basis of the first fee in shall be

the first fee out. In other words, the first money placed in the special account shall be the first money taken out of that account when withdrawals have been made.

Sec. __-1.10 Exemptions and credits.

(a) The following shall be exempted from payment of the Ewa Highway Master Plan Impact Fee:

(1) Alterations or expansion of an existing residential dwelling unit where no additional dwelling or living units are created and the use is not changed;

(2) The construction of accessory buildings or structures, as defined in Section 21-10.1, that will not increase the number of external vehicular trips beyond those produced or attracted by the primary buildings or structures;

(3) The replacement of an existing building or structure with a new building or structure of the same size and use that will not increase the number of external vehicular trips beyond those produced or attracted by the original buildings or structures;

(4) Facilities that are part of water, sewer, electrical, telecommunication, or roadway system infrastructure and that do not attract or produce vehicular trips. This includes but is not limited to utility installations, as defined in Section 21-10.1, that do not have regular on-site employees; and

(5) Mass transit centers or stops that promote a reduction in commuting by private vehicles.

(b) The following credits shall be applied to payment of the Ewa Highway Master Plan Impact Fee:

(1) In lieu of paying the Ewa Highway Master Plan Impact Fee, a landowner or developer may elect to construct all or a portion of one of the Ewa Highway Master Plan Year 2010 Highway Improvements set forth in Section __-1.5(b). If a landowner or developer does elect to construct all or a portion of one of the Ewa Highway Master Plan Year 2010 Highway Improvements, then the landowner or developer shall receive a credit against Ewa Highway Master Plan Impact Fees equal to the Estimated Cost set forth in Section__-1.5(b) or a pro-rata share thereof depending upon the portion of the improvement constructed. If a developer elects to oversize all or a portion of one of the Ewa Highway Master Plan Year 2010 Highway Improvements, the developer shall receive a credit against Ewa Highway Master Plan Impact Fees equal to the developer's actual cost of constructing the improvement if the oversized improvement subsequently is identified as a needed improvement in an Ewa Highway Master Plan revision undertaken pursuant to Section __-1.6(h). The credits received by a landowner or developer pursuant to this section may be transferred by the holder to other landowners or developers.

(2) Credit for construction costs given to the landowner or developers may be repaid by the City from future new land development activities.

SECTION 3. This ordinance shall take effect upon its approval.

INTRODUCED BY:

John DeSoto

Duke Bainum

DATE OF INTRODUCTION:

May 23, 2002

Honolulu, Hawaii

Councilmembers

APPROVED AS TO FORM AND LEGALITY:

Deputy Corporation Counsel

APPROVED this 30th day of October, 2002.

JEREMY HARRIS, Mayor
City and County of Honolulu

(OCS/101002/mg)

CITY COUNCIL
CITY AND COUNTY OF HONOLULU
HONOLULU, HAWAII
CERTIFICATE

ORDINANCE 02 - 52

BILL 52 (2002)

INTRODUCTION DATE: MAY 23, 2002

INTRODUCED BY: CHAIR JOHN DESOTO

		AYE	NO	A/E
1ST READING DATE: 5/29/02 REMARKS: Felix/Okino – Bill passed 1st reading and referred to Policy. – 8. Exc.: Okino. – 1. CC-149-02 – Re-referred to Zoning.	BAINUM	X		
	BUNDA	X		
	CACHOLA	X		
	DeSOTO	X		
	FELIX	X		
	HOLMES	X		
	KOBAYASHI	X		
	OKINO			E
	YOSHIMURA	X		
	TOTAL	8	0	1
2ND READING DATE: 9/25/02 DRAFT: COMMITTEE REPORT: ZCR-384 PUBLIC HEARING DATE: 9/25/02 REMARKS: Bainum/Felix – Bill passed 2nd reading. – 8. Excused: Yoshimura. – 1. Public hearing held concurrently, closed and referred to Zoning.	BAINUM	X		
	BUNDA	X		
	CACHOLA	X		
	DeSOTO	X		
	FELIX	X		
	HOLMES	X		
	KOBAYASHI	X		
	OKINO	X		
	YOSHIMURA			E
	TOTAL	8	0	1
3RD READING DATE: 10/16/02 DRAFT: CD1 COMMITTEE REPORT: ZCR-463 REMARKS: Bainum/Felix – Bill passed 3rd reading, as amended. – 9.	BAINUM	X		
	BUNDA	X		
	CACHOLA	X		
	DeSOTO	X		
	FELIX	X		
	HOLMES	X		
	KOBAYASHI	X		
	OKINO	X		
	YOSHIMURA	X		
	TOTAL	9	0	0

Referred to: POLICY; ZONING
Reference:

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.

Genevieve G. Wong
GENEVIEVE G. WONG, CITY CLERK

JOHN DeSOTO, CHAIR AND PRESIDING OFFICER

ORIGINAL

CERTIFICATE OF SERVICE

I hereby certify that a copy of List of Witnesses and List of Exhibits of the Department of Planning and Permitting was served upon the following by either hand delivery, State or City Messenger, or depositing the same, postage prepaid, in the U.S. Postal Service.

Anthony J. H. Ching, Executive Director Land Use Commission Leiopapa A Kamehameha Building State Office Tower, Room 406 235 Beretania Street Honolulu, Hawaii 96813	Hand Delivery
Toshimasa Hosoda Senior Vice President Gentry Homes Ltd. P.O. Box 295 Honolulu, Hawaii 96809-0295	U.S. Postal Service
Debra Luning Gentry Investment Properties, Ltd. 560 North Nimitz Highway Honolulu, Hawaii 96817	U.S. Postal Service
Matsubara, Lee & Kotake A Law Corporation 888 Mililani Street, 8th Floor Honolulu, Hawaii 96813	U.S. Postal Service
Office of Planning Department of Business, Economic Development & Tourism State of Hawaii P.O. Box 2359 Honolulu, Hawaii 96804	State Messenger
Planning Commission City and County of Honolulu c/o Department of Planning and Permitting 650 South King Street, 7th Floor Honolulu, Hawaii 96813	Hand Delivery
The Estate of James Campbell 1001 Kamokila Boulevard Kapolei, Hawaii 96707	U.S. Postal Service

LAND USE COMMISSION
STATE OF HAWAII
2003 JUN 19 P 3:41

Hawaiian Electric Company 900 Richards Street Honolulu, Hawaii 96813	U.S. Postal Service
Oahu Sugar Company, Ltd. c/o Amfac Land Company, Ltd. 700 Bishop Street, Suite 501 Honolulu, Hawaii 96813	U.S. Postal Service
Clifford S. Jamile Manager and Chief Engineer Board of Water Supply City and County of Honolulu 630 South Beretania Street Honolulu, Hawaii 96813	City Messenger
Seibu, Inc. 100 Holomoana Street Honolulu, Hawaii 96815	U.S. Postal Service
Haseko (Ewa), Inc. 820 Mililani Street, Suite 820 Honolulu, Hawaii 96813	U.S. Postal Service
Linnel T. Nishioka, Esq. Randall K. Ishikawa, Esq. Oshima Chun Fong & Chung 841 Bishop Street, Suite 400 Honolulu, Hawaii 96813	U.S. Postal Service

DATED: Honolulu, Hawaii this 6th day of June, 2003.

ERIC G. CRISPIN, AIA, DIRECTOR
Department of Planning and Permitting
City and County of Honolulu

EGC:js

p:/DivFunction/Slu/A03-738 Gentry Ewa Makai/A03738cs2.doc