



**Ka Makana Ali'i  
Conceptual Master Plan**

**Final Environmental Assessment**



*Prepared for*  
Department of Hawaiian Home Lands

*Prepared by*  
*Lee Sichter LLC*

*on behalf of*  
*Hawaii DeBartolo LLC*

November 2011



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## ACRONYMS AND ABBREVIATIONS

ac-ft	acre-feet
BWS	Board of Water Supply (City and County of Honolulu)
City	City and County of Honolulu
DHHL	Department of Hawaiian <u>Home Lands</u>
DLNR	Department of Land and Natural Resources (State)
DPP	Department of Planning and Permitting (City)
Drainage Master Plan	<i>Drainage Master Plan for East Kapolei I Development</i>
EA	Environmental Assessment
EIS	Environmental Impact Statement
ESDU	equivalent single-family dwelling units
FEIS	Final environmental impact statement
FEMA	Federal Emergency Management Agency
FIRM	Flood Rate Insurance Map
gpd	gallons per day
Gpm	gallons per minute
HAR	Hawaii Administrative Rules
HCDCH	Housing and Community Development Corporation of Hawaii
HCM	<i>2007 Highway Capacity Manual</i>
HECO	Hawaiian Electric Company
HHFDC	Hawaii Housing Finance Development Corporation
HRS	Hawaii Revised Statutes, as amended
KMA	Ka Makana Ali`i project
kV	kilovolt
LLC	Limited Liability Company
LOS	Level of Service
LUC	Land Use Commission (State)
LUO	Land Use Ordinance
MGD	million gallons per day
MSL	mean sea level
MW	megawatt
OR&L	Oahu Railway and Land Company
SHPD	State Historic Preservation Division of DLNR
SIC	Sandwich Isles Communications
subject property	67-acre property
UH	University of Hawaii,,i



# 1 INTRODUCTION

## 1.1 PROJECT SUMMARY

The Ka Makana Ali`i project is a regional mixed use center proposed to be developed on a 67-acre property (hereinafter, “the subject property”) in East Kapolei, in the district of `Ewa within the City and County of Honolulu (Figure 1). The subject property is owned by the Department of Hawaiian Home Lands (DHHL), which has committed to lease the property to Hawaii DeBartolo LLC subject to contingencies, including full compliance with Hawaii Revised Statutes Ch. 343. The subject property is identified as Tax Map Key 9-1-016:142. (Figure 2)

The proposed Ka Makana Ali`i Mixed Use Regional Center includes approximately 1,400,000 square feet of leasable area. The project will include a variety of uses such as commercial office space (approximately 217,000 square feet), two or more large retail anchors as well as smaller, boutique stores, a cinema, a gym, two hotels (250 rooms each), numerous restaurants and other eating establishments, and entertainment facilities. All of these uses are centered on a large urban court/promenade that ties the project together. Pedestrian paths lead to and from the various uses and provide connectivity to and from the hotel and office space. In addition to the approximately 2,671 parking spaces to be provided at grade, Ka Makana Ali`i will offer approximately 1,826 parking spaces in an underground lot.

The Ka Makana Ali`i project, also known as a lifestyle center, is designed as an open-air, main street like development with welcoming and high quality architecture that focuses on certain retail neighborhood/districts and blends mixed-uses typical of a traditional main street and pedestrian-friendly centers where consumers can gather in safe public spaces and feel part of a community. The Ka Makana Ali`i center will be a vibrant place where people can work, visit, play, socialize and shop.

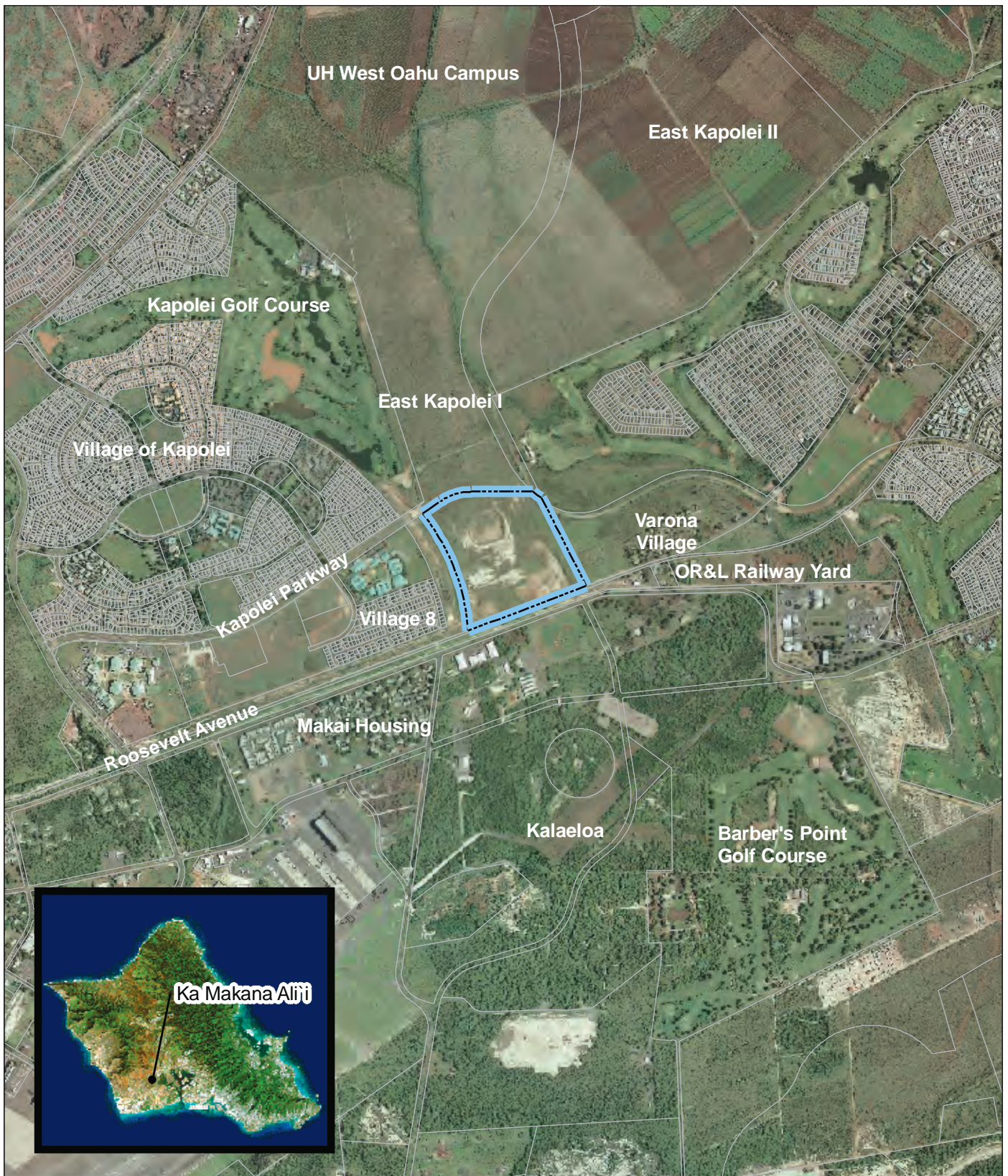
This Environmental Assessment discusses the key elements of the project. At this point in the planning process, the project remains conceptual in nature because the physical character of the proposed development will be ultimately shaped by the outcome of the separate lease agreements between Hawaii DeBartolo LLC and the project’s future tenants. Thus, it should be understood that while the DHHL and Hawaii DeBartolo LLC are committed to the development of the project in general conformity to the provisions discussed herein, the site plans presented in the Conceptual Master Plan are subject to revision and modification as lease negotiations are concluded.

Availability of the Draft Environmental Assessment was published in the Office of Environmental Quality Control’s *Environmental Notice* on September 8, 2011. Several comments were received and this Environmental Assessment includes changes to the text of the Draft document resulting from those comments. All substantive changes are highlighted. Changes to formatting resulting from the additional text are not highlighted.

## 1.2 APPLICANT

The proposing agency, referred to in this Environmental Assessment as the „applicant’, is the Department of Hawaiian Home Lands. Hawaii DeBartolo LLC, a subsidiary of DeBartolo Developments, is preparing this Environmental Assessment on behalf of DHHL.

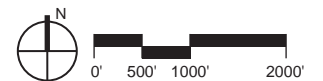




 Ka Makana Ali'i

# FIGURE 1

REGIONAL MAP







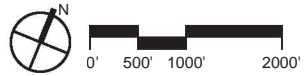
Dropped Parcels 11-20, 22, 42-43, 100-116, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200.

DEPARTMENT OF FINANCE  
PROPERTY ASSESSMENT DIVISION  
TAX MAPS BRANCH  
STATE OF HAWAII  
TAX MAP

CITY & COUNTY OF HONOLULU		
ZONE	SECTION	PLAT
9	1	16

SCALE: 1 IN = 600 FT.

# FIGURE 2 TAX MAP



Ka Makana Ali'i

### 1.3 ACCEPTING AUTHORITY

The accepting authority is the Department of Hawaiian Home Lands.

### 1.4 DESCRIPTION OF THE PROPERTY

The subject property is located at the southern end of the area known as East Kapolei in the `Ewa District of the City and County of Honolulu on the island of O`ahu. It consists of approximately 67.7 acres of vacant land surrounded by existing and proposed urban development. The subject property is relatively flat with a slope of less than two percent. There are no natural variations in the topography.

The subject property is generally characterized as being entirely disturbed by previous development and agricultural activities. (Figure 3) Subsequent to its long-term cultivation in sugar cane, approximately one-third of the property has been excavated for the production of fill material for surrounding developments, resulting a large borrow pit approximately 30 feet deep, extending over an area of approximately 13.8 acres. Another third of the property has been used for the stockpiling of the excavated soil. The existing stockpile, extending over an area of about 5.8 acres, is about 12 feet high in some places. This area also includes the excavated foundation of the formerly proposed regional sports complex stadium (in the rough shape of a baseball diamond). The area excavated for the stadium is about 8 feet deep and covers an area of approximately 4.4 acres. The remaining third of the property was used as a staging area for construction equipment and materials associated with the development of Kapolei Parkway.

### 1.5 BACKGROUND

In 1999, the subject property was part of a 1,300-acre area known as East Kapolei that was reclassified by the State Land Use Commission (LUC) from a State Agricultural district to a State Urban district (LUC Docket A99-728, approved September 8, 1999). The State Department of Land and Natural Resources (DLNR) owned the East Kapolei property at that time. The Housing and Community Development Corporation of Hawaii (HCDCH) was identified as the proposed developer.

The HCDCH Master Plan for the East Kapolei project included a master-planned community containing 4,300 to 5,800 single-family units; 2,100 to 2,600 multi-family units; four commercial areas; four school parcels; a sports complex; six neighborhood parks; one district park; open space; and recreational land uses.

The subject property was designated as the proposed site of the sports complex, containing a 4,000-seat stadium expandable to 8,000 seats; a grass berm seating area to accommodate an additional 2,000 seats; a multi-purpose building; six practice fields; batting cages; bleachers; pitcher mounds; maintenance sheds and storage; and miscellaneous accessory uses such as lighting, restrooms, and drinking fountains. The sports complex was to be owned and built with public funds and available for public use much like Aloha Stadium.

At the time the East Kapolei property was reclassified to the Urban district in 1999, a 991-acre area east of Makakilo and *mauka* of the H-1 Freeway was being proposed for the development of the University of Hawai,i's (UH) West O`ahu campus. The proximity of the East Kapolei project to the proposed West O`ahu campus was discussed in the *East Kapolei Master Plan Final*





FIGURE 3 - EXISTING CONDITIONS



KA MAKANA ALI'I

KAPOLEI, OAHU



*Environmental Impact Statement* (EIS) (July 1998) and in the LUC petition. According to the UH West O`ahu Final EIS (December 2006), subsequent to the reclassification of East Kapolei, "...Hawaii's economy suffered a serious downturn, and there was little or no market demand for new residential development. During this period, it was determined that the construction of a new campus *mauka* of the H-1 Freeway would be more expensive than [a *makai* site]." (UH West O`ahu FEIS, page 138).

By 2001, it was determined by the State of Hawaii, that a 500-acre portion of the East Kapolei project area would be allocated to UH for the West O`ahu campus and that approximately 450 acres of the remaining 800-acre portion of the 1,300 acres would be transferred to DHHL. In 2002, ownership of the East Kapolei property was transferred from DLNR to DHHL.

In 2006, DHHL commenced construction of its East Kapolei I project (now known as Kanehili) that includes 403 single-family homes, a community center, and a new DHHL office building. Discussions also began between DHHL and DeBartolo Development to develop the *makai* portion of the East Kapolei project area. Since then, the DHHL office building has been completed and the Kroc Community Center (in East Kapolei II) has been constructed with a grand opening scheduled for early 2012.

## 1.6 MAJOR APPROVALS REQUIRED

As discussed above, the subject property was classified Urban District by the State LUC in 1999 and identified at that time as the site of a regional sports complex. The subject property is zoned Ag-1 (Agriculture). However, because the DHHL is exempted from having to comply with City and County of Honolulu land use regulations, no change of zone is needed for the Proposed Action. Therefore, the only land use related approvals that are needed are an approval from the State LUC to change the property's designated use as a regional sports complex to a regional mixed use center, and approvals from the City and County of Honolulu including subdivision, grading, and building permits.

## 1.7 SURROUNDING LAND USES

The subject property is generally situated between Kapolei Middle School (to the west) and Varona Village (to the east). (Figures 4 and 4a) The subject property is bounded on the north by Kapolei Parkway and on the south by the Oahu Railway and Land Company (OR&L) railway corridor. The western property boundary abuts an unlined drainage channel owned by Housing Finance and Development Corporation (HFDC), the successor to the HCDCH, and generally known as the Kapolei Lower Drainage Channel. The eastern property boundary abuts a 75-foot wide utility easement owned by the Hawaiian Electric Company (HECO) within which 138kv transmission lines supported by 100-foot poles are located. The City and County of Honolulu owns the property on the eastern side of the HECO transmission corridor.

From a regional perspective, the subject property is surrounded by DHHL's East Kapolei project to the north (now known as Kanehili), the proposed UH West Oahu campus beyond, the Villages of Kapolei to the west, Kalaeloa to the south, and Ewa Villages to the east. The City's Honouliuli Wastewater Treatment Plant is located about six tenths of a mile east southeast of the project. Ka Makana Ali'i lies at the epicenter of land use development in the `Ewa region.





- 1 KO OLINA RESORT AND MARINA – 642 acres (Phase I), 9,200 total units approved, 1,259 units completed, 514 units under construction
- 2 MA KAIWA HILLS – 1,780 acre residential community with approximately 4,100 homes both single and multi-family. Aina Nui/James Campbell Company is seeking City & County zoning approval in 2007-2008 and if successful, development would occur 2009-2020.
- 3 WEST KAPOLEI – 572 acre residential and golf community including 2,800 homes. Aina Nui/James Campbell Company is seeking City & County zoning in 2007-2008 with development to occur 2009-2018.
- 4 KAPOLEI COMMONS SHOPPING CENTER
- 5 JAMES CAMPBELL COMPANY (CITY OF KAPOLEI) – Obtained rezoning on Dec. 1, 2004 of approximately 100 acres of B2 to BMX3 which would include residential units over commercial. Currently limited per zoning to 300 residential units.
- 6 DR HORTON (KAPOLEI) – Development underway of 110 acres for the construction of 1,100 units of residential product.
- 7 FILO R HUNT (KAPOLEI) – 675 acres containing 548 units will be condominiumized and sold in fee.
- 8 US NAVY (KALAEOLA FORMER BPNAS) – 3,700 acre site owned primarily by the State. 1,007 acres, 548 housing units and a golf course still owned by the Navy. Possible site to house aircraft carrier air wing operation. The carrier would be located at Pearl Harbor. Up to 8,000 units would be required to house all crew.
- 9 DR HORTON (KAPOLEI HILLS) – 425 unit residential project complete.
- 10 AINA NUI CORPORATION (MA KAKILO) - In negotiation with DOT and DR Horton for the construction of low income apartments.
- 11 DR HORTON (MA KAKILO) – Approximately 631 residential units are in sales or planned for development. Price range from low 200's to high 300's.
- 12 CASTLE COCKERKE (MA KAKILO) – Approved for 266 units in the Palehua East development but are experiencing difficulty with the Hawaiian community regarding cultural inventory study.

- 13 FINANCE FACTORS (MA KAKILO) – Portions of Makakilo still belong to the original developer who began the project in the 1960's. These parcels are available for purchase in bulk.
- 14 THE ESTATE OF JAMES CAMPBELL (KAPOLEI BUSINESS PARK) – Seeking to rezone approximately 100 acres of Business Park and Light Industrial zoned land to medium density residential use.
- 15 FUTURE UH WEST O'AHU SITE – Planned 150 acre campus with 180 acres reserved for expansion. Will do RFP process to select developer to build campus in exchange for development rights on 170 acres for residential or commercial project. Planned 1,800 residential and student housing units.
- 16 DHHL (KAPOLEI VILLAGE 8) – 326 residential units within 62 acres.
- 17 DHHL – 400 residential units within 69 acres.
- 18 DHHL (EAST KAPOLEI II) – 2,286 traditional community units to be developed on DHHL/DLNR lands. Will include 70% affordable housing and 30% market housing between Kapolei, Ewa and UH West O'ahu campus.
- 19 DHHL VARONA VILLAGE
- 20 HO'OPII (DR HORTON) – 1,500 acres were recently sold to DR Horton. Currently zoned as Ag-1 Restricted. Master Plan and an EIS need to be submitted to Land Use Commission for boundary amendment and rezoning by DPP (documents are yet to be created). Planned future zoning is Residential, LDA and some Commercial.
- 21 GENTRY HOMES (EWA BY GENTRY) – 1,000 acre master planned site, approved development are 8,300 residential units with approximately 7,100 planned (6,000 units completed), an 11 acre retail center, a 30 acre industrial park and 2 golf courses. Approximately 283 acres currently under review by planning commission to rezone from Ag-1 to R-5, A-1 and P-2, seeking approval for an additional 1,600 units, targeting 1,300 units for development.
- 22 HASEKO (OCEAN POINT - EWA BEACH) – 1,112 total acres, 4,800 units approved (950 resort units), 1,016 units completed, 927 units under construction in 2004, 950 room hotel in planning phases, awaiting development of Ko Olina.
- 23 FILO R HUNT (ROOQS POINT PULOA) – 390 acres leased for 65 years. Fluor will privately operate 1,463 housing units which are available to the public market.

- 24 FILO R HUNT (FORD ISLAND) – Plan includes a conference center, infrastructure improvements, limited commercial business and housing. Fluor will lease 34 acres on the island for 65 years and develop 430 leasehold apartments and townhomes.
- 25 ACTUS LEASE (HICKAM AFB) – Privatize 1,356 housing units at the base by 2009. Construct 638 new units and renovate 718 units.
- 26 WAIKELE SHOPPING CENTER
- 27 PEARLRIDGE SHOPPING CENTER

West O'ahu Regional Map  
**KA MAKANA ALI'I**

May 2, 2007




Figure 4 - Regional Land Uses



# LEGEND

- Open Space/Recreation/ Buffer Zone
- Commercial / Business / Office
- Mixed Use / Residential
- Public Facility / Education / Institutional / Cultural Center
- Light Industrial
- Airport / Airport Related
- Military
- Single Family Residential
- Low-Medium Density Apartment/Residential
- Proposed Transit Route
- Proposed Transit Route Planned Extensions
- Proposed Transit Stations
- DHHL Lands

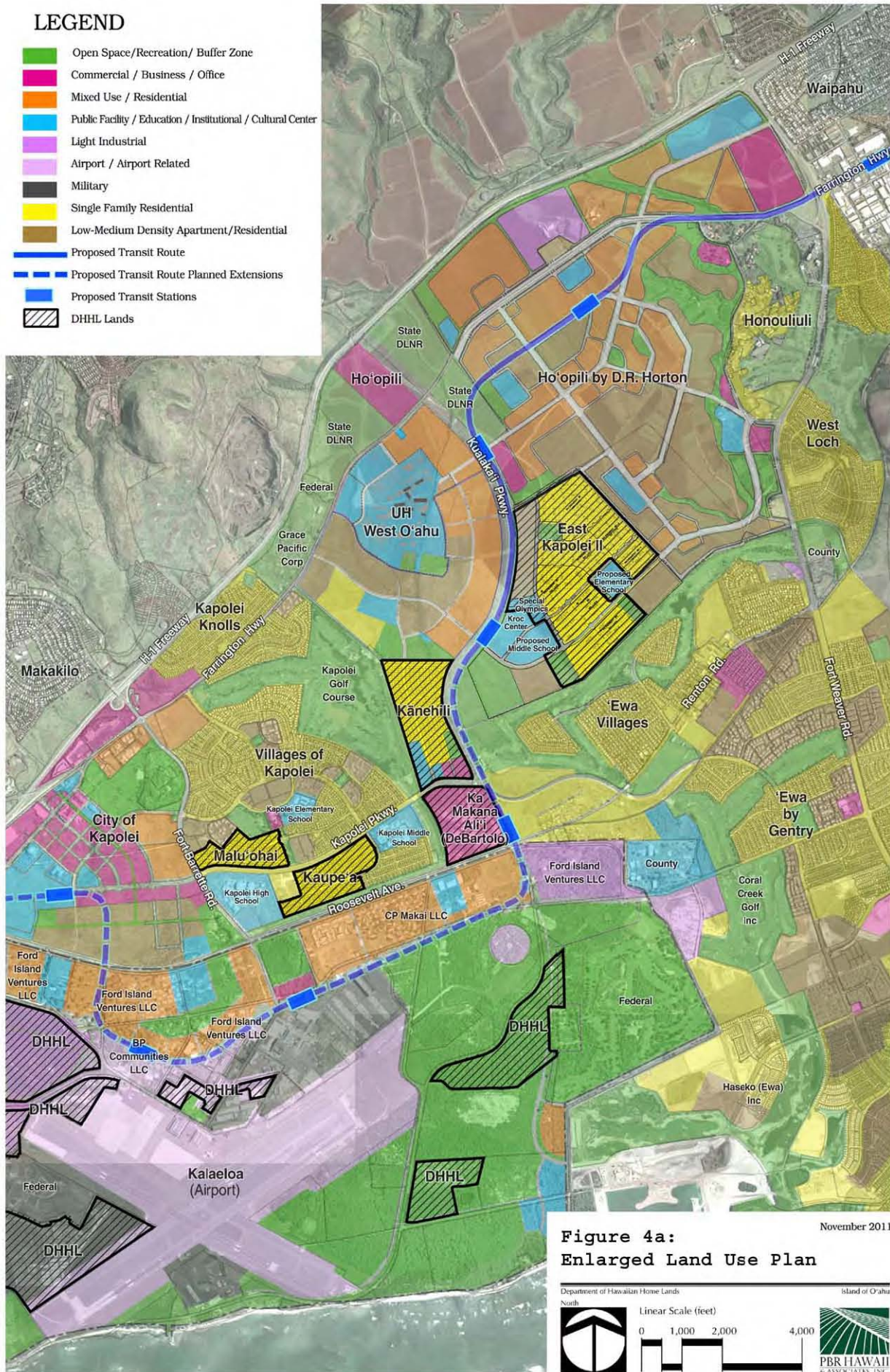


Figure 4a:  
Enlarged Land Use Plan

November 2011

Department of Hawaiian Home Lands  
Island of Oahu

North

Linear Scale (feet)

0 1,000 2,000 4,000

PBR HAWAII & ASSOCIATES, INC.



## 2 DESCRIPTION OF THE PROPOSED ACTION

### 2.1 PROJECT GOALS AND OBJECTIVES

The Proposed Action is the development and long term operation of the subject property as a regional mixed use center serving the residents of East Kapolei and the greater `Ewa region. The Proposed Action includes the development of ancillary facilities and infrastructure necessary to support the regional mixed use center.

As the name Ka Makana Ali`i suggests, the proposed project represents an opportunity, a gift, created by DHHL and Hawaii DeBartolo LLC to the Kapolei community that will provide people with new and exciting opportunities to work, to shop, and to celebrate within their community. A guiding theme of DHHL's East Kapolei development is the term "Live, Work and Play."

The goal of the Ka Makana Ali`i project is to help enable DHHL to fulfill its mission to its beneficiaries by generating a lease-revenue income stream. The development of the subject property will generate approximately \$141 million of ground rent revenue for DHHL over the initial 25-year period. For the following 40 years, ground rent will be renegotiated based on an independent appraisal process prior to the commencement of the 26<sup>th</sup>, 36<sup>th</sup>, 46<sup>th</sup> and 56<sup>th</sup> years.

The objectives of the Proposed Action are to help fulfill DHHL's vision for East Kapolei and introduce a substantial employment-producing development into DHHL's East Kapolei project that will improve the community's quality of life by bringing jobs, shopping, and leisure activities into the heart of the `Ewa District. By ground leasing the property to Hawaii DeBartolo LLC, DHHL will ensure the effective development and management of a significant Hawaiian Home Lands Trust asset.

The overall Ka Makana Ali`i development represents a once in a lifetime opportunity to create a vital mixed use district within the existing suburban grid that appeals to the residents of Kapolei, West Oahu and visitors alike. The essence of the project is to create an environment that is authentic and aware of its physical surroundings visual assets, and to provide the community with a secure place to gather, linger and celebrate the true essence of Hawaii and its people. The project is well positioned to offer the surrounding community a vibrant district that first and foremost, serves the community at large while creating an innovative mix of uses for the growing demographics. Ka Makana Ali`i has the vital components necessary to become a landmark that will endure as an asset to the Kapolei community.

### 2.2 NEED FOR THE PROPOSED PROJECT

The project responds to need from the immediate area and from the larger Leeward O`ahu region for retail, office and hotel facilities. The Ka Makana Ali`i project will serve both as a regional mixed use center and as a neighborhood retail area for its immediate area. The regional population has been growing at high rates in recent years, and is projected to continue to grow by more than 11% every five years through 2035.<sup>1</sup> The East Kapolei area is expected to have more

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<sup>1</sup> Allocation by City and County Honolulu Department of Planning and Permitting of County population and employment projected by DBEDT. Projections were made in mid-2009, and take into account the recession felt as of 2008.

than 26,000 residents by 2030. For the combined area of Kapolei Villages, East Kapolei and `Ewa Villages, the population is projected to reach over 54,000 by 2035.

Recent studies for other developments in the area have identified both existing and likely future demand for new retail and office facilities in `Ewa.<sup>2</sup> Key findings from these and general market accounts have included:

- With rapid population growth, `Ewa is emerging as a complex urban area, able to support a range of commercial land uses;
- `Ewa is underserved with regard to retail and office space;
- While plans for new commercial developments have advanced, demand from the `Ewa population is sufficient to justify new retail construction in Kapolei;
- Market studies for other projects have taken into account the presence of a regional mixed use center at the subject property, yet still found additional demand to support projects elsewhere;
- Recent shopping center vacancy rates are low (3.5% island wide, up from a record low of 2.12% at the end of 2006),<sup>3</sup> and
- Island wide, office vacancy rates have increased to 12%.<sup>4</sup>

Proposed development near Ka Makana Ali`i will provide an immediate (neighborhood) market including residents, students, and workers. The UH West O`ahu property is expected to include 1,484 housing units on University land, and an additional 2,557 units on the private developer's portion of the site. The DHHL anticipates construction of some 2,400 housing units in its East Kapolei lands (in addition to units in Maluohai and Kaupe`a, and Villages 6 and 8 of the Villages of Kapolei.

New housing on the UH West O`ahu and DHHL lands, as well as the 11,750 residential units of Ho`opili (if approved) can be expected to generate demand for well over 400,000 square feet of new retail space, some of which will be met on-site.<sup>5</sup>

The preliminary studies for Kalaeloa emphasized residential and industrial development, on the grounds Kapolei retail development would serve regional demand. It was assumed that Kalaeloa could eventually support a neighborhood retail area, but not a larger regional mixed use center. When Kalaeloa's residential population eventually grows, it will add to demand for shopping and services from Ka Makana Ali`i.

The UH West O`ahu will generate demand for temporary lodgings used by visiting lecturers, conference participants and the like. No such lodgings have been included in plans for the

<sup>2</sup> Colliers Hawaii Consulting, *Makaïwa Hills Commercial Development Market Assessment and Feasibility Study*, in Group 70 International, Inc. *Draft Environmental Impact Statement, Makaïwa Hills*, vol II. Prepared for Makaïwa Hills LLC. (Honolulu, HI: 2007). SMS Research, *Regional Economic Report*, in Belt Collins Hawaii, *Kalaeloa Master Plan*. vol. II. Prepared for Hawaii Community Development Authority (Honolulu, HI, 2006).

<sup>3</sup> Colliers Monroe Friedlander, *Retail Market Report: Oahu Mid-Year 2007*. Posted at [http://www.colliers.com/Content/Repositories/Base/Markets/Honolulu/English/Market\\_Report/PDFs/CMF\\_MY11\\_RET\\_highlight.pdf](http://www.colliers.com/Content/Repositories/Base/Markets/Honolulu/English/Market_Report/PDFs/CMF_MY11_RET_highlight.pdf)

<sup>4</sup> Colliers Monroe Friedlander. *Office Market Report: Honolulu Mid-Year 2007*. Posted at [http://www.colliers.com/Content/Repositories/Base/Markets/Honolulu/English/Market\\_Report/PDFs/CMF\\_MY11\\_OFC\\_highlight.pdf](http://www.colliers.com/Content/Repositories/Base/Markets/Honolulu/English/Market_Report/PDFs/CMF_MY11_OFC_highlight.pdf)

<sup>5</sup> Estimate based on rule of thumb in Makaïwa Hills Commercial Market Study, of 22 square feet per resident.

university.<sup>6</sup> Ka Makana Ali`i provides a site for business travelers, including academics. Similarly, Kapolei is emerging as a business center. While Ko `Olina provides resort lodgings nearby, limited service and value lodgings are available in the region. Ka Makana Ali`i will be attractive to business travelers visiting Kapolei and other `Ewa locations.

### 2.3 OVERVIEW OF PROPOSED LAND USE

Even though the applicant is exempted from complying with City and County of Honolulu zoning standards, Hawaii DeBartolo LLC has committed to developing the majority of the site in accordance with BMX-3 (Business Mixed Use) zoning standards, with the remaining area of approximately 82,000 square feet developed to BMX-4 zoning standards. Using these standards will ensure that the proposed development is compatible with regional development patterns. The site height limit will be 120 feet.

### 2.4 DESIGN THEME

The intent of the architectural and landscape design is to create an inviting Hawaiian sense of place where the community can draw together, shop and interact with visitors of Hawaii. The project will be characterized by an innovative, sustainable and unique building design that is originated through the abstraction of historic customs and use of native materials such as coral, wood elements, screens and trellises. The building style will reflect the more sleek and simplistic massing and facades of Hawaii's commercial districts with a touch of modern and contemporary architectural detailing. This merger of timeless design with contemporary architecture culminates in the next-generation of mixed-use developments that will enhance and sustain the future of the community. Ka Makana Ali`i, literally meaning the "royal gift", will have distinctive landscaping treatments, signage and way finding elements that incorporate the abstraction of opening the *ho`okupu* throughout the project. The *ho`okupu* is an offering that is given in Hawaii with honor, humility and respect. The Ti leaves that cover the *ho`okupu* are a symbol of strength and protection and are unwrapped to reveal the special gift within. Ka Makana Ali`i is essentially the gift opened to the community of Kapolei. The overall design honors and builds on proud traditions and the ongoing celebration of life in Hawaii. Creating pedestrian friendly paths, shaded areas, seating, diverse indoor and outdoor dining opportunities and a variety of interactive features will invite the community to experience the project, promoting healthy living and an engaging and active lifestyle.

Hawaiian history and culture will be revealed throughout the development by incorporating facets of its ancestry into the design concepts of the project. The act of opening the *ho`okupu* is expressed in a symbolic structure or element located in the central gathering plaza, becoming the heart of the Ka Makana Ali`i project. The welcoming element located at the intersection of Kapolei Parkway and Kualaka`i Parkway will include *hakahaka* style stonewalls referencing the distant mountain peaks and emphasizing their importance to life on Oahu. The mountain peaks stretching from the northeast across to the southeast point of Diamond Head provide a natural landmark that imposes beauty and historic reference to the site of Ka Makana Ali`i. The project also incorporates attributes of the Ewa Plain, a fertile land between the mid-1800s to the early 1970's, and provides the inspiration for rich color and texture incorporated into the project.

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<sup>6</sup> PBR Hawaii. *University of Hawaii West Oahu Final Environmental Impact Statement* (2007), page 12. The issue was raised by the Office of Environmental Quality Control, and preliminary discussions with City authorities indicate that a Planned Review Use permit would be needed for lodgings on the UH West O`ahu site.

design. Combining these key ancestral landmark features into the site is paramount to this project's connection to the local people, place, history and culture.

Radiating from the symbolic elements of *ho`okupu* will be corridors of mixed uses framing views of the development and beyond. The spaces created between the architecture sets a stage for public interaction. Cultural events and performances will attract members of the surrounding communities, providing layers of content and establishing a sense of authenticity where the community can gather and celebrate life. These events may include: concerts, cultural/seasonal events, outdoor dances, recreational activities, and public art.

The neighborhood serving uses are easily accessed and organized along the perimeter of Ka Makana Ali`i, providing the much valued retail spaces serving the community's everyday needs. The neighborhood retail seamlessly connects into the commercial mix of uses by the creation of vehicular and pedestrian paths, incorporating the same architectural language by use of similar materials, patterns and color, providing cohesion of the overall project design. Simplistic, yet pleasing visual forms will frame the areas for community gathering.

The office and hotel buildings connect neighborhood uses by anchoring the edges of the project core, respectively. The placement of these two uses provides a backdrop, focusing the energy of the main gathering plaza. The texture of the façades are abstractions derived from the traditional *hakahaka* stone walls used throughout Hawaii, native basketry, authentic Kapa prints, Kou wood and the *ho`okupu*, which is evident in the woven colors and textures of the facades. The building materials and patterns at the base of the buildings relate to the earth, while the glass and woven texture of the vertical elements provide the transparency that allows the building to give way to the natural light. At ground level, specialty restaurants and retail spaces will intrigue both residents and visitors to experience the buildings.

The Ka Makana Ali`i project will serve as the catalyst for the future growth of the area and serving the students, staff and faculty of the planned University of Hawaii's West Oahu Campus. As Ala Moana and Pearl Ridge serve as hubs of retail and amenities for Honolulu and Leeward Oahu, Ka Makana Ali`i will revitalize the area and generate future development of the Ewa Plain and West Oahu communities. Our vision is that of a lively regional center, providing community with retail, office, and entertainment venues that will become the crowning achievement for Kapolei. Ka Makana Ali`i is designed as an open-air development with welcoming architecture that creates neighborhoods of mixed uses, typical of traditional main-street and pedestrian friendly towns, where consumers can gather in safe public spaces as well as be a part of a community.

Hawaii DeBartolo LLC has conceived this project to be fully integrated into the surrounding community of East Kapolei. The project's design is fluid and is responding to the community as the surrounding sites become more developed, and as the design team learns more about the area, its history and culture. The design is envisioned to be a progressively planned urban design that creates a village center, the celebration of the Ho`okupu, with surrounding walk-able, pedestrian/bicycle-friendly streets and pathways. The following are design concepts which will be implemented into the plan and design which address the project's perimeter interface with the community and pedestrian/bicycle access to and within the site:

- a. The streets surrounding the project are major thoroughfares servicing Kapolei and Ewa Beach with multiple lanes of traffic in both directions. A sidewalk currently shown

adjacent to the street is proposed to be deleted and moved inward toward the site. The relocated pathway will be a multi-use sidewalk and bikeway that will meander in a gentle serpentine layout around the site. A lushly landscaped zone directly adjacent to the street will buffer the heavy traffic on the road and allow pedestrians and bicyclists to safely travel to, from, and around the project site. The pathway is proposed to encircle the site on the Mauka, Diamond Head and Makai boundaries of the site. The pathway on the Makai boundary will be proposed to link with the historical trail adjacent to the OR&L railway.

- b. The bikeway is also proposed that will bisect the site along the project's major bisecting vehicular thoroughfare. This bikeway/walkway will conform closer to the internal street layout, but will still be landscaped and marked for safe pedestrian/bicyclist travel.
- c. Bike shelter parking kiosks will be situated at selected intervals along the pathway providing covered bike racks, water stations, and community information boards. These kiosks will help to bring pedestrian level structures close to the roads and provide foreground elements for the retail stores and commercial properties in the background.
- d. Along the perimeter of the site, there will be dedicated areas for local neighborhood vendors who, on a seasonal basis, will be permitted to sell specialized wares (lei, local craft/art, seasonal items, etc.). This would be on a rotating basis and vendors would have guidelines for display, advertising, etc. Vendors would be selected so as not to have direct competition with similar small businesses found within the project. The addition of these vendors is inspired by the tradition of roadside vendors in Hawaii. Like the bike shelter kiosks, these spaces will engage the project perimeters, and allow a vibrant pedestrian activity to be a foreground element that will help to bring additional customers to explore and experience the inner village.
- e. The building facades along the perimeter of the project will have fenestration and additional entries where possible to provide interaction with the street and pedestrian/bicycle pathways. For facades requiring larger expanses of solid wall, the walls will be treated with a combination of design elements that will help to bring the massing down and help to engage the perimeter. These will possibly include:
  - i. Green screens/trellis elements
  - ii. Roof structures over entries/exits
  - iii. Earth tone color palette
  - iv. Decorative banding and reveals with motifs
- f. The facades along the Makai boundary are adjacent to the OR&L historic rail line and trail. It is proposed that these facades be architecturally treated with period-appropriate architectural features, artist-inspired murals/motifs, and appropriately landscaped in order to give pedestrians, bicyclists, drivers, and rail users a pleasant experience which is fitting for this area.

Ultimately the architectural design provides the framework that creates a renewed sense of place for celebration and gathering in West Oahu, which the community will embrace through pride of ownership.

## 2.5 LANDSCAPE DESIGN

The landscape design for the site is divided into three main environments. The first aspect relates to the neighborhood serving retail, incorporating indigenous green landscaping green spaces and the use of water features will be minimal but present providing a pleasing and inviting environment to shop, linger and enjoy cultural and seasonal gatherings. The second element is the commercial mix of uses, which the verdant landscape will articulate key areas of entry, easily accessible for vehicular and foot traffic. The third component is the Main Boulevard and entrance points which will incorporate thriving palms and canopy trees integral to enhancing the quality of life, the community and celebrating the serene Hawaiian landscape. Designating the mix of uses, a different species of native tree will be incorporated in the landscaping delineating the districts. The perimeter landscape will incorporate aspects of all the landscapes into a unified design.

## 2.6 SMART GROWTH

Ka Makana Ali`i incorporates several key “Smart Growth” components into the community development:

- Public, private sectors collaborate on growth and development issues to achieve mutually beneficial outcomes;
- Land use is comprehensive, integrated and regional;
- The project promotes revitalization to the region;
- Infrastructure is maintained and/or enhanced to serve existing and new residents;
- Neighborhoods are integral components of a healthy regional economy;
- Compact suburban development is integrated into existing commercial areas, new town centers, and/or near existing or planned transportation facilities;
- The project delivers a better, safer and healthier quality of life to the region;
- The project draws the support of diverse interest groups;
- Increases and maintains jobs and housing in balance;
- Protects and increases home values.

## 2.7 RELATIONSHIP AMONG LAND USES

The proposed project, as shown conceptually on Figure 5, incorporates three main elements: Anchor tenants situated on the east and west side of the project area (Buildings B and D); a Village Mixed Use Center situated in the center and northern portion of the project area (Buildings F, G, H, I, J, L, M, N, O, P, Q, S, and Z), which will be anchored by office (Building N) and hotel building (Building H); and a Neighborhood Commercial Center (Buildings D, E, J, T, U, V and W) that borders the Village Mixed Use Center on the west. The number and layout of the building footprints depicted in Figure 5 may be modified during tenant leasing. The site layout is presented for illustrative purposes only.

Located in the core of the Ka Makana Ali`i Mixed-Use Village, the central design feature represents a Ho,okupu. Radiating from this point will be corridors of mixed uses framing views of the development and beyond. The spaces created between the Village architecture sets a stage for public interaction. Cultural events and performances will attract members of the surrounding communities, providing layers of content and establishing a sense of authenticity where the





FIGURE 5 - CONCEPTUAL SITE PLAN

community can gather and celebrate life. These events may include concerts, cultural and seasonal events, outdoor dances, recreational activities, and public art.

The Neighborhood Village is easily accessed and organized along the perimeter of the Mixed-Use Village. The former provides retail spaces serving the community's everyday needs. The Neighborhood Village seamlessly connects into the Mixed-Use Village by vehicular and pedestrian paths, incorporating the same architectural language by use of similar materials, patterns and color, providing cohesion of the overall project design

The office and hotel buildings function as cornerstones of the Mixed-Use Village by providing an ever-present population that creates vitality for the development. Figure 6 presents an oblique view of the project's conceptual plan with the office building situated at the center and the hotel building to its left. At ground level, specialty restaurants and retail spaces will invite both residents and visitors to experience the buildings.

Ultimately the architectural design provides the framework that creates a renewed sense of place for celebration and gathering in West O`ahu, which the community will embrace through pride of ownership.

The Ka Makana Ali`i development represents a unique opportunity to utilize a severely distressed and underutilized urban property to create a community gathering place within the suburban grid that appeals to the residents of Kapolei, West O`ahu, and O`ahu's visitors alike. The essence of the project is to create an environment that is authentic and aware of its physical surroundings and visual assets. The project is well positioned to offer the surrounding community a vibrant district that works in concert with existing elements. Ka Makana Ali`i has the vital components necessary to become a landmark that will endure as an asset to the Kapolei community.

## 2.8 PROJECT CONSTRUCTION AND PHASING

The project is proposed in two phases. (See Figures 7 and 8) With groundbreaking on the project expected in July 2012, the opening of Phase 1 is planned for 2014. Phase 2 would follow in 2015.

Phase 1 consists of approximately 19.72 acres located along the western portion of the project site. It will include a total of 200,681 sf of building area enclosed in 7 different building structures. Phase 1 is projected to take approximately 15 months from start of site work to opening of the Center for business.

The site will be graded to best balance the on-site cut and fill. The proposed building footprints are largely set at a single elevation, with grade variation occurring between units. Building pad elevations are expected to vary to accommodate the change in grade across the property.

The initial site work will involve clearing the Phase 1 property of all surface vegetation and stockpiling the topsoil for future use in landscaping. The three large existing stockpiles contain suitable soils that will be compacted to fill approximately one third of the existing open excavation onsite today (the old stadium footprint and the borrow pit). No additional importation of fill will be required during Phase 1.

The offsite scope of work for Phase 1 consists of the completion of the current three-way intersection on Kapolei **Parkway at Kinoiki Street** to a full, four-way signalized intersection





FIGURE 6 - OBLIQUE PROPERTY VIEW



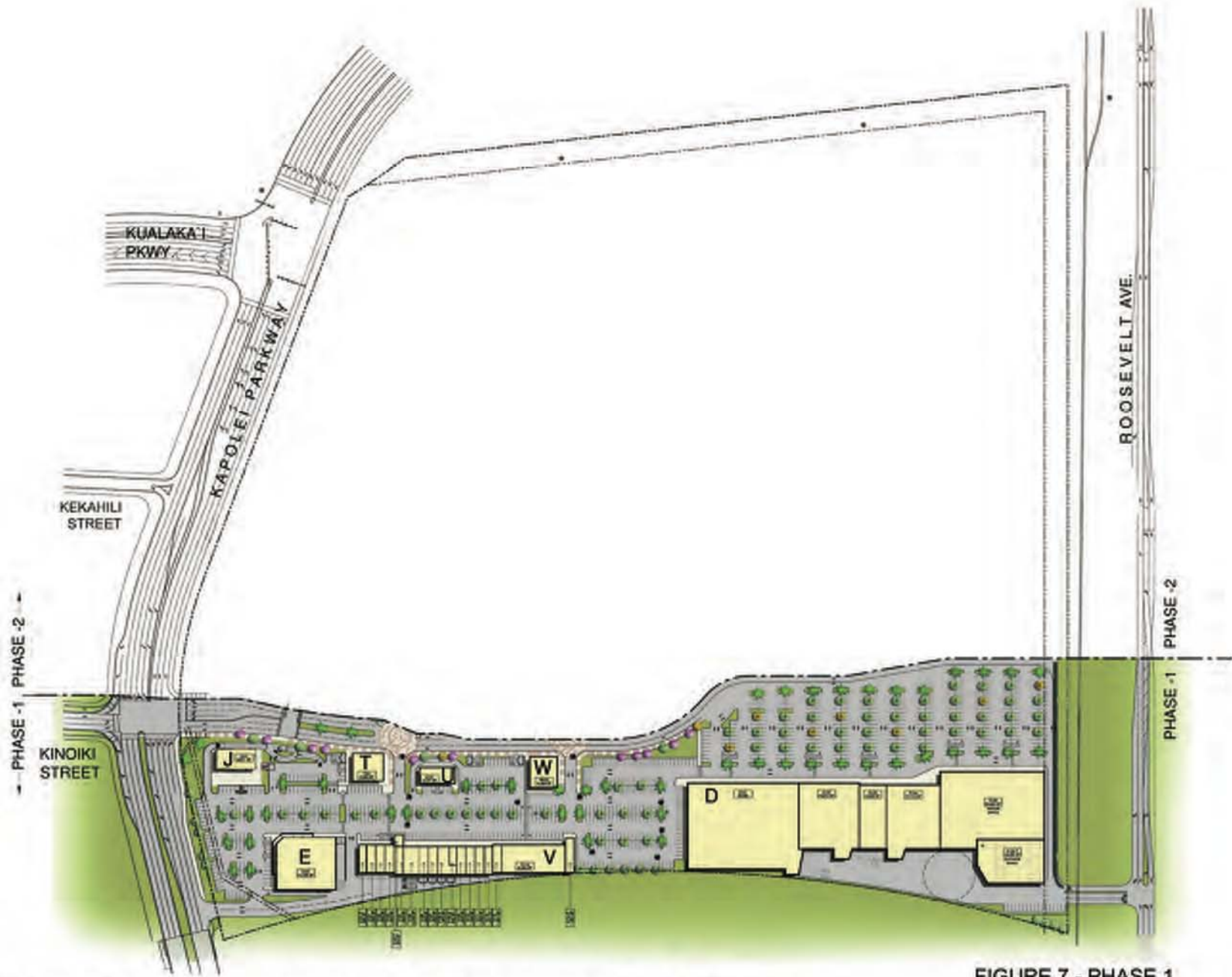


FIGURE 7 - PHASE 1

**PH-1**

0 40 80 120 160

KA MAKANA ALI'I I  
A COMMUNITY DEVELOPMENT PROJECT  
1000 KAPOLEI PARKWAY  
KAPOLEI, OAHU, HAWAII 96761  
808.241.1111

06.22.11



FIGURE 7A - PHASE 1 PEDESTRIAN CIRCULATION



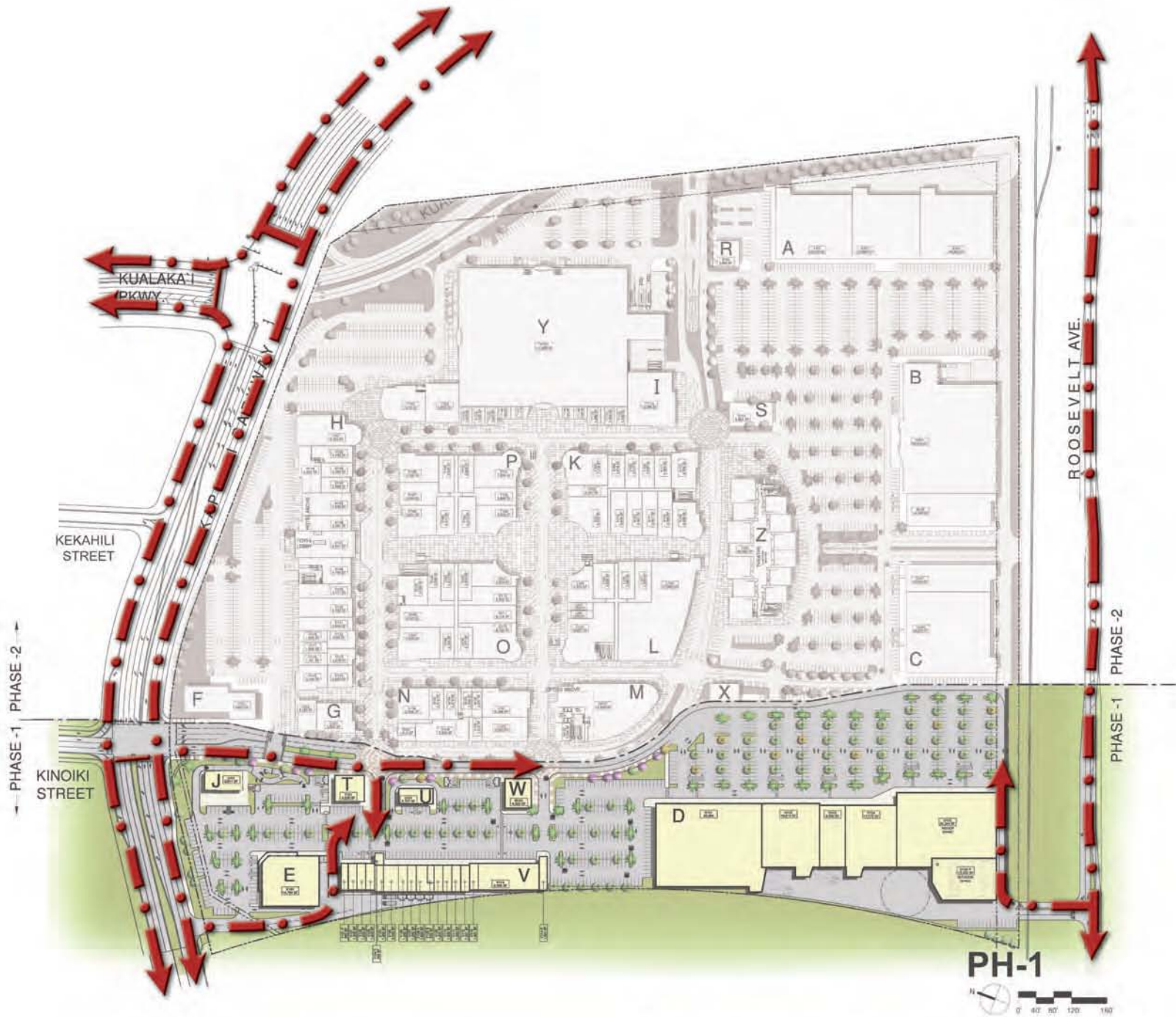


FIGURE 7B - PHASE 1 BIKE CIRCULATION





FIGURE 8 - PHASE 2







FIGURE 8A - PHASE 2 PEDESTRIAN CIRCULATION





FIGURE 8B - PHASE 2 BIKE CIRCULATION

along with a right-in, right-out connection west of the signalized intersection near the site boundary. In addition, there will be a non-signalized service road in the southwest corner of the project **that must cross the existing OR&L railroad tracks and** intersect with Roosevelt Avenue. The offsite work should take approximately 6 months to complete.

The buildings will be constructed using several different structural systems from concrete tilt wall and steel to ICF foam filled masonry to wood construction. The buildings will take approximately 9-10 months to complete in their entirety.

Phase 2 site work is anticipated to commence prior to the completion and opening of Phase 1. Phase 2 consists of approximately 47.5 acres with a total of 1,145,221sf of building area enclosed in 15 different building structures. The total projected construction duration of Phase 2 is 31 months.

Site work for Phase 2 will consist of completion of the filling of the old stadium foundation and the borrow pit by using approximately 220,000cy of suitable fill in conjunction with the excavation of the subterranean parking structure. The structure will take approximately 10 months to complete and will accommodate over 1,800 parking spaces when finished.

The offsite scope of work for Phase 2 consists of extending Kualaka`i Parkway to the project entrance on the east property line as well as traffic signal readjustments at the Kapolei Parkway intersection. A second access to Roosevelt Avenue will be added at about the center point on the southern side of the subject property **that will also need to cross the historic railroad tracks.**

The buildings will be constructed using several different structural systems from concrete tilt wall and steel to structural frame with metal stud construction. The buildings will take approximately 24 months to complete in their entirety. The Hotel structure may be completed slightly later than the rest of the Center.

## 2.9 PARKING AND LOADING REQUIREMENTS

Approximately 4,135 parking stalls are proposed for the project, with about 2,580 located at grade and the remaining 1,831 located in a subterranean parking structure **(see Figure 5).**

**Table 1: Off-Street Parking and Loading Requirements**

Type of Use	Zoning Requirements	Unit of Measure	Spaces per Unit of Measure	Spaces Required by LUO
Hotel (BMX4)	1 space per 4 units	300	0.2500	75
Commercial Retail/Eating & Drinking	1 space per 400 SF	826,184	0.0025	2,065
Office	1 space per 400 SF	219,400	0.0025	549
Convenience/Grocery Stores	1 space per 300 SF	60,388	0.0033	199
Recreation/Fitness	1 space per 200 SF + 3 per court	48,547	0.0050	246
Theaters/Cinema	1 space per 75 SF of assembly	35,859	0.0133	478
TOTAL REQUIRED				3,612
TOTAL PROPOSED				4,415
LOADING SPACES REQUIRED & PROPOSED				75



Limited on-street parking will be provided along the project's internal driveway system, with the majority of at-grade stalls being distributed among numerous parking lots. Table 1 provides the off-street parking and loading requirements for the project according to the Honolulu Land Use Ordinance (LUO) Article 6, Table 21.6.1.

## **2.10 MASTER SIGNAGE CONCEPT**

The Ka Makana Ali`i project's master signage concept will maintain the character of the overall architectural concept while providing appropriate and consistent signage. The Ka Makana Ali`i development will implement signage complying with Chapter 21 of the Land Use Ordinance, which defines the appropriate scale, character, and placement of signage. Tenant signage proposals should comply with Chapter 21 of the Land Use Ordinance and will need to be approved by DeBartolo Development Group prior to on-site use.

## **2.11 MASTER LIGHTING CONCEPT**

Ka Makana Ali`i master lighting concept will provide cohesive, sustainable lighting that contributes to the definition of the architecture and of the overall site design. Light levels are to be arranged on site by the use of consistent fixture design, which will be developed for directional and non-directional lighting. The fixtures will be utilized through the project and will provide rhythmic patterns through the manipulation of a single element; from wall sconces to street lighting, as well as midlevel pedestrian lighting. The strategic placement and lighting design will provide the community of Kapolei with a safe and vibrant gathering place in the evening. All lighting design will conform to Chapter 21 of the Land Use Ordinance while providing the highest level of definition to the overall site design.

## **2.12 GENERAL HOURS OF OPERATION**

It is anticipated that the retail/commercial uses will generally operate from 10 AM to 9 PM Monday – Saturday and 10 AM to 6 PM Sundays. Coffee shops will likely open earlier and restaurants may close later. Offices will generally maintain normal business hours (weekdays, 8 AM to 6 PM). The hotels will be open 24 hours, seven days a week. General hours of operation may be extended at retail businesses during holidays in accordance with standard industry practice.

## **2.13 TRANSPORTATION ELEMENTS**

The design philosophy of the project's transportation elements is intended to minimize the visual impact of an extensive parking lot that surrounds and isolates the retail experience. This is accomplished through two important elements. The first is to encourage the use of mass transit to the site by incorporating a future connection to the proposed transit station. The second is to reduce the emphasis on motor vehicles as a visual element of this mixed-use development by placing the majority of the parking underground, which creates more green space and public plazas. This project's intent is to emphasize the pedestrian nature of the Village. Ka Makana Ali`i's future light-rail connection will deliver passengers to this mixed-use development, encouraging alternative forms of transportation. In addition to these transportation measures, Ka Makana Ali`i will become a significant new employment area, which will allow Kapolei residents to be employed in the Kapolei region rather than having to commute to downtown Honolulu.

## 2.14 VEHICULAR AND PEDESTRIAN CIRCULATION

A **Traffic Evaluation (TE)** conducted in December 2008 (see Appendix A) and updated in June 2011 (see Appendix B) examined existing traffic conditions in the area, and identified future conditions after development of the project. The results of the study are summarized in this section.

### 2.14.1 Existing Roadway Network

Figure 9 summarizes the existing roadway network.

**Kapolei Parkway** is a six-lane, divided major arterial roadway under the jurisdiction of the City and County of Honolulu east of Kualaka`i Parkway. The DLNR currently owns the portion of Kapolei Parkway from Kualaka`i Parkway to the Kapolei Parkway bridge. Ultimately, Kapolei Parkway will provide significant east-west mobility between Kapolei and Ewa. Until 2010, Kapolei Parkway was discontinuous between Kapolei and Ewa. With the opening of Kualaka`i Parkway, Kapolei Parkway is now continuous between Fort Barrette Road and Papipi Road. The posted speed limit on Kapolei Parkway is 30 miles per hour.

**Kualaka`i Parkway** (formerly North-South Road) is a four-lane, divided major arterial roadway under the jurisdiction of the State Department of Transportation (DOT). While currently striped for four lanes, it will ultimately be six lanes. Kualaka`i Parkway connects Kapolei Parkway with H-1 Freeway at a diamond interchange. Its intersection with Farrington Highway is a major signalized intersection. Kualaka`i Parkway forms a signalized, tee-intersection at Kapolei Parkway. The speed limit on Kualaka`i Parkway is 35 miles per hour.

**Roosevelt Avenue** is a collector roadway under the jurisdiction of the State DOT providing east-west circulation within Kalaeloa (former Barbers Point Naval Air Station). With Geiger Road, it provides a link between the Ewa Beach area and the City of Kapolei. (Until Kapolei Parkway was completed in 2010, the Roosevelt/Geiger route was the only direct link.) Roosevelt Avenue is a rural, two-lane undivided roadway with exclusive left-turn lanes at some intersections. The posted speed limit on Roosevelt Avenue is 35 miles per hour in the project vicinity. The Bus Route 41 serving Ewa Beach and East Kapolei uses Roosevelt Avenue.

**Kamaaha Avenue** is a four-lane, divided neighborhood collector roadway under the jurisdiction of the City and County of Honolulu that provides access to the Villages of Kapolei development along with Kapolei Middle School. The speed limit on Kamaaha Avenue is 25 miles per hour.

**Kinoiki Street** is a collector roadway under the jurisdiction of the City and County of Honolulu providing access to the East Kapolei I. While currently terminating within East Kapolei I, Kinoiki Street will eventually continue north, connecting with the future east-west collector road. The speed limit on Kinoiki Street is 25 miles per hour.

**Renton Road** is a four-lane, divided collector roadway under the jurisdiction of the City and County of Honolulu (with a short segment extending between the OR&L railroad tracks and Roosevelt Avenue owned by the Hawaiian Railway Society) providing east-west circulation and access within Ewa. Its western terminus is at a stop-controlled intersection with Roosevelt Avenue. Between Kapolei Parkway and Roosevelt Avenue, it is a rural undivided two-lane road. It crosses both Kapolei Parkway and Fort Weaver Road, terminating just beyond Fort Weaver

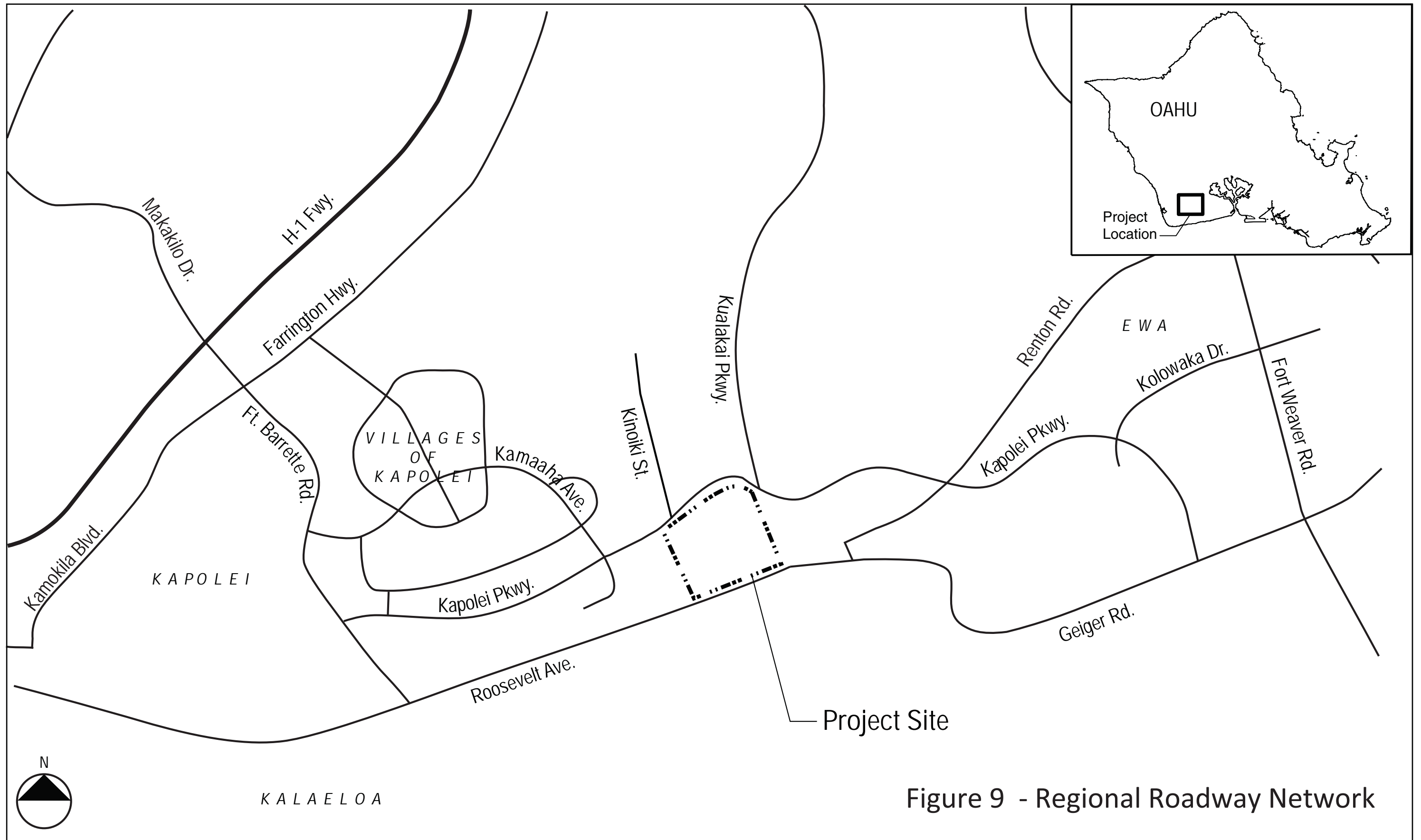


Figure 9 - Regional Roadway Network

Road. The speed limit on Renton Road is 25 miles per hour.

### 2.14.2 Traffic Volumes

Manual traffic counts were conducted on Tuesday, March 30, 2010 during the AM and PM peak periods at the following intersections:

- Kapolei Parkway/Kamaaha Avenue
- Kapolei Parkway/Kinoiki Street
- Kapolei Parkway/Kualaka`i Parkway
- Kapolei Parkway/Renton Road

The traffic volumes were then summarized into AM and PM peak hour volumes shown in Figure 5 of the TE in Appendix A. The AM and PM peak hours were chosen to determine the effect of the regional mixed use center on the periods of maximum congestion on two major `Ewa arterials. The TE identifies AM and PM peak hours as 7:00-8:00 AM and 3:30-4:30 PM, respectively.

Appendix A of the TE Update contains the traffic count data sheets.

### 2.14.3 Vehicular Access

Vehicular access to Phase 1 of the proposed project site would be via two main entry points: from Kapolei Parkway at Kinoiki Street, which will have dedicated turn lanes into the site from Kapolei Parkway, and from Roosevelt Avenue (see Figure 5). The TE prepared for the proposed project indicates that the extension of Kualaka`i Parkway is not necessary for the development of Phase 1.

The eventual construction of the Kualaka`i extension will provide additional vehicular access to the subject property. The Master Plan anticipates the Kualaka`i project entrance to be located about midway along the subject property's eastern property boundary. Any future extension of Kualaka`i Parkway from the eastern property entrance to Roosevelt Avenue will require decision-making by DOT in coordination with the DHHL and the City and County of Honolulu, the two property owners, and in consultation with the State Historic Preservation Division of the Department of Land and Natural Resources and the Hawaiian Railway Society. Hawaii DeBartolo LLC will contribute its fair share to the eventual extension of the roadway so long as it receives credit for its contribution pursuant to the `Ewa Impact Fee ordinance.

The below-grade parking may be accessed from any of the three main entrances. The design philosophy of the project's transportation elements is intended to minimize the visual impact of an extensive parking lot that surrounds the retail experience.

The internal vehicular circulation system within the subject property is essentially a network of driveways. They will be paved, with curbs, gutters and landscaped medians, and will remain privately owned.

The main driveway width is 60-foot wide, has 4 lanes with a median, is normal crowned, and gently slopes to provide positive drainage to the piped on-site drainage system. The other smaller driveways are 24 to 36-foot wide, with two or three 12-foot lanes. Limited on-street parking will be permitted in some areas in the form of parallel parking stalls. These stalls will help promote a feeling of "main street" retailing and provide some convenient spaces directly adjacent to shopping and dining opportunities. There are approximately 150 parallel and diagonal parking

spots contemplated. This reference does not apply to any of the adjacent City or State roadways. All driveways providing access to the site will be designed to handle the turning movement for large delivery trucks, up to 55-feet in length, and access the loading docks to specific buildings. All driveways and access aisles throughout the parking lot are designed to provide emergency vehicle access in accordance with Honolulu Fire Department requirements. Low vehicular speeds are anticipated; a design speed was not chosen.

#### 2.14.4 Pedestrian Access

Ka Makana Ali`i is designed as an open-air development with welcoming architecture that creates neighborhoods of mixed uses typical of traditional main-street and pedestrian friendly towns. The site design reduces the emphasis on motor vehicles as a visual element of a regional mixed use center by placing almost half of the parking underground, which creates more green space and open space areas. The mixed-use center becomes the main attraction and its green open space character emphasizes the walkability of the site. Section 2.4 above presents some of the design characteristics planned for pedestrian circulation. Figures 7a and 8a present the pedestrian circulation plan for Phases 1 and 2 the conceptual plan, respectively.

#### 2.14.5 Bikeways

As shown on Figures 7b and 8b, site development will include incorporation of bikeways from the surrounding area to and through the site. Section 2.4 above presents some design characteristics planned for bicycle circulation within the project area.

#### 2.14.6 Oahu Railway and Transportation (OR&L) Base Yard and Railway

A 40-foot easement, owned by the State DOT, containing the OR&L railroad tracks, abuts the southern boundary of the subject property. The OR&L easement has been preserved in commemoration of the rich legacy of the O`ahu's historic sugar cane industry. The railroad operated as the principal means of delivering harvested cane from the sugar cane fields to the mills. It served the leeward coast of O`ahu, as well as Central O`ahu and the North Shore.

The OR&L Right-of-Way is listed on the National Register of Historic Sites. The OR&L was commissioned by King David Kalakaua in 1889 as a common carrier. It provided passenger and freight service from Honolulu Depot out through the leeward coast all the way across the North Shore to Kahuku. It also serviced the central part of O`ahu up to Wahiawa. The railway transported raw sugar from plantation mills along the rail line to Honolulu Harbor for shipment to the C&H sugar refinery in California, hauled pineapples from central O`ahu to canning plants in Honolulu, and provided a direct link to military bases including Pearl Harbor, Schofield, Barbers Point and others.

The Hawaiian Railway Society, a private non-profit organization, also occupies and operates a base yard abutting the southeast corner of the subject property. It has restored engines and railway cars that are operated as a visitor attraction, transporting passengers from the base yard to Nanakuli and back.

Implementation of the Proposed Action will require driveways accessing Roosevelt Avenue to cross the OR&L tracks. Hawaii DeBartolo LLC acknowledges the Society's concerns about potential interference with base yard operations and is committed to working with the Society to find design solutions that are complimentary and supportive continued railway operations. As a

point of fact, the presence of the railway base yard is recognized as an attractive asset to the Proposed Action. The proposed project will not impact base yard operations. The two driveways crossing the tracks from the project site to Roosevelt Avenue are shown in Figure 6 and are well west of the base yard. Other than the short-term construction impacts of paving the driveway crossings, the installation of these two driveways will not interfere with or disrupt operations of the historic railway. Warning gates and safety signals will be installed at each driveway to warn motorists and pedestrians of approaching trains and to prevent them from crossing the track as a train approaches and passes. The actual alignment of the railroad tracks will not be disrupted by the installation of the two driveways.

If the State DOT decides to extend the Kualaka`i Parkway to Roosevelt Avenue and beyond, that action would be the subject of a separate environmental assessment. Extension of the Kualaka`i Parkway to Roosevelt Avenue may impact operations of the historic railroad as it would require the crossing of the main track and the switching track. However, as stated previously, the future extension of Kualaka`i Parkway is not part of the Ka Makana Ali`i project and is not required as a measure to mitigate the project's traffic impacts.

The OR&L easement also contains subterranean fuel pipelines that carry refined oil products from refineries at Campbell Industrial Park to Honolulu International Airport and Honolulu Harbor.

#### **2.14.7 Transit**

The design philosophy of the project's transportation elements is intended to minimize the visual impact of an extensive parking lot that surrounds the retail experience. This philosophy is implemented through two important elements. The first is to encourage the use of mass transit to the site by incorporating a future connection to the proposed transit station. The second is to reduce the emphasis on motor vehicles as a visual element of this mixed-use development by placing the majority of the parking underground, which creates more green space and public plazas. The project's intent is to emphasize the pedestrian nature of the Villages. Ka Makana Ali`i's future rail connection will deliver passengers to this mixed-use development, encouraging alternative forms of transportation. In addition to these transportation measures, Ka Makana Ali`i will become a significant new employment area, which will allow Kapolei residents to be employed in the Kapolei region rather than having to commute to downtown Honolulu.

Streets and roadways within the proposed project will be designed and constructed according to the design vehicle standards for the City's busses. The project has potential impacts to TheBus route 41 that runs on Roosevelt Avenue. Hawaii DeBartolo LLC will coordinate with the Office of Transit Services to mitigate any impacts to the public transit system.

The City's future plans for the Honolulu rapid transit project include an eventual extension of the rail line south from the Kroc Center station, past the Ka Makana Ali`i project, to Kapolei. However, that extension is presently targeted for construction at some time after 2019 when the third phase of the rail system extending from the Kroc Center to Ala Moana Center is completed. According to the present Ka Makana Ali`i development schedule, construction of the regional mixed use center will have been completed several years before any plans to extend the rail line to Kapolei are implemented. The specific location and timing of a future extension past the regional mixed use center property is unknown. DHHL and Hawaii DeBartolo LLC will



coordinate with HART and provide an integrated connection with the potential station and the project if/when the rail is extended beyond the Kroc Center.

### 2.14.8 Future Circulation with Proposed Project

The TE in Appendix B concludes that the adjacent roadway network can accommodate traffic generated by the proposed project. Some delays that occur along Kapolei Parkway may increase, but the intersections are projected to operate at an acceptable level during the AM and PM commuter peak hours. Recommendations for minimizing traffic delays are provided in Appendix B.

It is concluded that while delays experienced along Kapolei Parkway are expected to increase, the intersections are still projected to operate at an acceptable level during the AM and PM commuter peak hours.

Construction activities may generate short-term traffic impacts to the motoring public, bicyclists, and pedestrians in the immediate vicinity of the construction site. The construction site has long frontage to a large open space and has many unobstructed points of entry. As such, mitigation measures will be implemented to minimize the impacts of construction-related traffic. When appropriate, construction personnel or off-duty police will be required to direct and facilitate traffic during construction activities.

### 2.14.9 2013 Phase 1 Conditions

The 2013 “With Project” scenario represents the future conditions within the project area with Phase 1 of the Ka Makana Ali`i Mixed Use Center development, shown in Figure 9 in Appendix B. As shown, Ka Makana Ali`i would have a main access to Kapolei Parkway and a secondary access to Roosevelt Avenue. An additional right-in/right-out access is also planned on Kapolei Parkway at the northwestern corner of the property that would be used primarily as a service access but would also provide an additional driveway to alleviate pressure on other accesses. The same roadway assumptions were made for this scenario. Kualaka`i Parkway is assumed to form a tee-intersection with Kapolei Parkway.

#### Project-Related Traffic Volumes

Future traffic generated by the Ka Makana Ali`i was estimated using the three step method of trip generation, trip distribution, and trip assignment.

**Trip Generation:** Phase 1 of Ka Makana Ali`i consists of a regional mixed use center land use. Trip generation estimates the number of vehicular trips in and out of the project based on the land use type and density. Trips were estimated using trip generation equations published by the Institute of Transportation Engineers in Trip Generation, Eighth Edition. Table 4 in Appendix B shows the trips generated. Pass-by traffic was assumed to be 20% during the PM while transit share was assumed to be 7%.

**Trip Assignment:** The project distribution was calculated according to the Oahu Metropolitan Planning Organization model. The project-generated traffic volumes were assigned to the future network based using this trip distribution. The project-generated trips are shown in Figure 8 in Appendix B. The projected 2013 traffic volumes with Phase 1 are shown in Figure 9 in Appendix B.

### Projected 2013 Operations With Project

The projected 2013 intersection level of service with Phase 1 of Ka Makana Ali`i are shown in Table 4 of the **TE Update (Appendix B)**.

- Kapolei Parkway/Kamaaha Avenue: The intersection of Kapolei Parkway and Kamaaha Avenue is projected to operate at LOS C during the AM peak. All movements operate at LOS D or better. During the PM peak hour, the intersection is projected to operate at LOS C overall as well. All individual movements are projected to operate at LOS C or better.
- Kapolei Parkway/Kinoiki Street: The existing intersection of Kapolei Parkway and Kinoiki Street is an unsignalized tee-intersection. Phase 1 of Ka Makana Ali`i is projected to access Kapolei Parkway at Kinoiki Street, forming a signalized cross intersection. **Because the movements at this intersection are expected to be heavy, double left turns into and out of the regional mixed use center are recommended.** The intersection is projected to operate at LOS C during both the AM and PM peak hours. During the AM peak hour, all movements are expected to operate at LOS D or better. During the PM peak hour, all movements are projected to operate at LOS C or better.
- Kapolei Parkway/Kualaka`i Parkway: The intersection of Kapolei Parkway and Kualaka`i Parkway is projected to operate at LOS B during both peak hours. All individual movements are projected to operate at LOS C during both the AM and PM peak hours.
- Kapolei Parkway/Renton Road: The intersection of Kapolei Parkway and Renton Road is projected to operate at LOS C during the AM peak hour. Left turn movements are projected to operate at LOS D or better. During the PM peak hour, the intersection is projected to operate at LOS B overall with all movements operating at LOS D.
- Roosevelt Avenue/West Entrance: The west Ka Makana Ali`i access is projected to be stop-controlled with a refuge lane on Roosevelt Avenue. The southbound left turn out is projected to operate at LOS C during the AM peak hour and at LOS E during the PM peak hour.

### Transit

The Honolulu High-Capacity Transit Corridor Project (HHCTCP) has started its first phase of construction connecting East Kapolei to Pearl Highlands via Waipahu. The Phase 1 segment is expected to be operational in 2013. The western terminus of the first phase of the transit alignment is located at East Kapolei Station near the Kroc Center. The existing bus services will be rerouted to serve East Kapolei Station and Ka Makana Ali`i.

### Summary of 2013 Operations With Phase 1

Overall, the Ka Makana Ali`i Mixed Use Regional Center has the greatest impact on the Kapolei Parkway/Kinoiki Street intersection. This is understandable because the intersection would be improved from a tee intersection to a four-legged intersection, one approach of which would be the Center's primary access. The Center also increases the delay at the Kapolei Parkway/North-South Road intersection but the LOS is unchanged. All other study area intersections are projected to operate acceptably.

Based on the operational analyses of intersections, the following are recommended for implementation in conjunction with Phase 1 of the proposed mixed use regional center.



## Phase 1 Recommendations

- Signalize the north Ka Makana Ali`i access to Kapolei Parkway at the intersection with Kinoiki Street.
- Configure the intersection of Kapolei Parkway and Kinoiki Street as follows:
  - Eastbound Kapolei Parkway approach as a left turn lane, 3 through lanes, and a right turn lane;
  - Westbound Kapolei Parkway approach as 2 left turn lanes, 3 through lanes, and a right turn lane;
  - Northbound Ka Makana Ali`i driveway approach as 2 left turn lanes, a through lane, and a right turn lane;
  - Southbound Kinoiki Street approach as a left turn lane, a through lane, and a right turn lane.
- Configure the west entrance intersection along Roosevelt Avenue as stop-controlled at the driveway approach. An eastbound left turn and a westbound right turn lane from Roosevelt Avenue into the regional mixed use center are desirable. A refuge lane for southbound left turns exiting the regional mixed use center is also desirable.
- Provide a right-in/right-out driveway at the western edge of the property along Kapolei Parkway.

### 2.14.10 2015 Phase 2 Conditions

The 2015 “With Project” scenario represents the future conditions within the project area with Phase 2 of the Ka Makana Ali`i development, shown in Figure 12 in Appendix B. As shown, a fourth leg would be constructed at the intersection of Kapolei Parkway and Kualaka`i Parkway that would access the site. This would be Ka Makana Ali`i’s new main access, deemphasizing the access at Kinoiki Street. This new leg would terminate at Center’s driveway. The access to Roosevelt Avenue from Phase 1 would remain but would be deemphasized in favor of an additional eastern Roosevelt Avenue access constructed during Phase 2.

Additional right-in/right-out service accesses are also planned to be added in Phase 2. One is planned to be located on Kapolei Parkway midway between Kinoiki Street and Kualaka`i Parkway. The other is planned to be located on Kualaka`i Parkway just south of Kapolei Parkway. While the additional accesses are primarily intended to be service accesses, they would also provide an additional driveway to alleviate pressure on other accesses.

#### Project-Related Traffic Volumes

Future traffic generated by the Ka Makana Ali`i Mixed Use Regional Center was estimated as described below.

**Trip Generation:** Ka Makana Ali`i consists of four uses that can be classified as shopping center, office building, hotel, and cinema. Trip generation estimates the number of vehicular trips in and out of the project based on the land use type and density. Trips were estimated using trip generation equations published by the Institute of Transportation Engineers in Trip Generation, Eighth Edition. Table 7 in Appendix B shows the planned project land use and corresponding trips generated. Pass-by traffic was assumed to be 20% during the PM while transit share was assumed to be 7%.

**Trip Assignment:** The distribution of mixed use regional center traffic was calculated according to the Oahu Metropolitan Planning Organization model. The project-generated traffic

volumes were assigned to the future network based using this trip distribution. The project-generated trips are shown in Figure 11 in Appendix B. The projected 2015 traffic volumes with Phase 2 are shown in Figure 12 in Appendix B.

### Projected 2015 Operations With Phase 2

The projected 2015 intersection level of service with Phase 2 of the Ka Makana Ali`i Mixed Use Regional Center are shown in Table 7 in Appendix B.

- Kapolei Parkway/Kamaaha Avenue: The intersection of Kapolei Parkway and Kamaaha Avenue is projected to operate at LOS D overall during the AM peak. All movements operate at LOS D or better. During the PM peak hour, the intersection is projected to operate at LOS C overall. All individual movements are projected to operate at LOS D or better.
- Kapolei Parkway/Kinoiki Street: With the opening of the new access to Kualaka`i Parkway as part of Phase 2, the Kinoiki Street access will be deemphasized. The intersection is projected to operate at LOS C during both the AM and PM peak hours. During the AM peak hour, all movements are expected to operate at LOS C or better. During the PM peak hour, all movements are projected to operate at LOS C or better with the exception of the eastbound Kapolei Parkway left.
- Kapolei Parkway/Kualaka`i Parkway: The intersection of Kapolei Parkway and Kualaka`i Parkway is projected to operate at LOS C during the AM peak hour. All movements are projected to operate at LOS C or better. During the PM peak hour, the intersection is projected to operate at LOS D overall. The northbound left from the mixed use regional center is projected to operate at LOS E but all other movements are projected to operate at LOS D or better.
- Kapolei Parkway/Renton Road: The intersection of Kapolei Parkway and Renton Road is projected to operate at LOS C during the AM peak hour. All movements are projected to operate at LOS D or better. During the PM peak hour, the intersection is projected to operate at LOS B overall with all movements operating at LOS C or better with the exception of the westbound Kapolei Parkway left which is projected to operate at LOS D.
- Roosevelt Avenue/West Entrance: The west Ka Makana Ali`i access is projected to be stop-controlled with a refuge lane on Roosevelt Avenue. The southbound left turn out is projected to operate at LOS C during the AM peak hour and at LOS D during the PM peak hour.
- Roosevelt Avenue/East Entrance: The east Ka Makana Ali`i access is projected to be signalized tee-intersection with Roosevelt Avenue. The intersection is projected to operate at LOS B for the AM and PM peak hours, with all movements operating at LOS C or better.

### Transit

By Year 2015, HHCTCP will further extend the alignment to Aloha Stadium. The transit ridership will increase significantly from 2013. The bus routes serving Ka Makana Ali`i include Route 41 connecting Ewa Beach, UH West O`ahu, and Kapolei City; Route 411 connecting Makakilo, Kapolei City, and East Kapolei; Route 416 connecting Kapolei City and East Kapolei; Route 418 connecting Kapolei City, Kalaeloa, and East Kapolei; Route 421 connecting West Loch, Ho`opili, UH West O`ahu, and East Kapolei; Route 422 connecting Ho`opili and East Kapolei,

## Summary of 2015 Operations With Phase 2

With the extension of Kualaka`i Parkway beyond Kapolei Parkway, the Kinoiki Street intersection is expected to process less project-related traffic. Ka Makana Ali`i would have the greatest impact on the Kapolei Parkway/Kualaka`i Parkway intersection. All other study area intersections are projected to operate acceptably.

## Phase 2 Recommendations

- Configure the intersection of Kapolei Parkway and Kualaka`i Parkway as follows:
  - Eastbound Kapolei Parkway approach as 2 left turn lanes, 2 through lanes, and a shared through/right turn lane;
  - Westbound Kapolei Parkway approach as 2 left turn lanes, 3 through lanes, and 2 right turn lanes;
  - Northbound Kualaka`i Parkway approach as a left turn lane, a through lane, and a shared through/right turn lane;
  - Southbound Kualaka`i Parkway approach as 2 left turn lanes, 2 through lanes, and 2 right turn lanes.
- Install a traffic signal at the east entrance intersection along Roosevelt Avenue. An eastbound left turn lane into the regional mixed use center and right turn lane from Roosevelt Avenue into the regional mixed use center are desirable.
- Coordinate with TheBus to provide frequent regional and sub-regional bus services connecting major activity centers in the area such as Kapolei City, Makakilo, Waipahu, UH West O`ahu, and Ewa as well as with the transit stations in Waipahu and Kapolei.
- Provide right-in/right-out driveways on Kualaka`i Parkway south of Kapolei Parkway and on Kapolei Parkway between Kinoiki Street and Kualaka`i Parkway. These driveways will alleviate some of the traffic load at the main accesses.

### **2.14.11 Roadway Infrastructure Planned or Under Construction by Others**

At some point in the future, construction of Kualaka`i Parkway from Kapolei Parkway to Roosevelt Avenue will be undertaken. At this point in time, who will construct it, when it will be constructed, and what its ultimate design will be remain unresolved.

## **2.15 LANDSCAPING CONCEPT**

The landscape design for the site is divided into four main environments. The first aspect relates to the Mixed-Use Village, incorporating indigenous green landscaping and green spaces, providing a pleasing and inviting environment to shop, linger and enjoy cultural and seasonal gatherings. The second element is the Neighborhood Village where the verdant landscape will articulate key areas of entry, easily accessible for vehicular and foot traffic. The third component is the Main Boulevard located between the Mixed-Use Village and the Neighborhood Village, which will be lined with thriving palms welcoming the community and celebrating the Hawaiian landscape. Designating the village uses, a different species of native tree will be incorporated in the landscaping delineating the districts. The fourth and final facet will be the perimeter landscape, which will incorporate aspects of all the landscapes into a unified design.

## **2.16 ENERGY CONSERVATION**

### **2.16.1 Design**

For Ka Makana Ali,,i, the developer envisions an extraordinary place that the people of Kapolei will value, and that represents the future of sustainable environments within West Oahu. The project will allow the community to engage and experience a strong local initiative to Recycle, Reuse and Reduce. Because sustainable design aggressively curtails the use of harmful materials, and makes a highly beneficial difference in the consumption of finite diminishing resources, it also makes a very beneficial difference to communities and their residents.

The design team has utilized advanced best management practices (BMP) for green building to incorporate sustainable principals from conceptual design through the end of construction. These BMP's address aspects of site, water efficiency and reuse, energy consumption, day lighting, recycling and construction waste management, materials (local, recycled), fixtures, indoor environmental quality, low-emitting materials, and natural resources.

The Ka Makana Ali,,i project will seek to minimize its impact on the environment through the appropriate selection of energy efficient systems, and considering sustainable material choices to achieve an environmentally responsible design that strikes a balance between known established practices and emerging sustainable best management practices.

### **2.16.2 Lighting**

The use of daylight harvesting and automatic dimming where natural light is available will reduce the need for artificial lighting. Ka Makana Ali,,i will utilize high efficiency lighting systems, occupancy sensors and dual light levels will be provided to further reduce energy needs for lighting (where applicable). Energy efficient indoor and outdoor LED lighting systems will be provided where applicable.

### **2.16.3 Air Conditioning**

The indoor public and retail spaces will be provided with a displacement ventilation system, utilizing low velocity supply. This system offers significant energy savings by providing greater opportunity for free cooling, and by conditioning only the occupied zone at low level. Prevailing wind, ocean breeze and strategically placed shade trees and awnings will provide passive cooling throughout the project. Underground parking and the use of high performance cool roofing systems will help to reduce the heat island effect.

## **3 RELATIONSHIP TO PLANS AND POLICIES**

### **3.1 HAWAI'I STATE PLAN**

In 1978, the Department of Business, Economic Development and Tourism (DBEDT) (formerly known as the Department of Planning and Economic Development) completed a Hawai,,i State Plan to: (1) improve the planning process; (2) increase the effectiveness of government and private actions; (3) improve coordination among agencies and levels of government; (4) provide for the wise use of Hawai,,i's resources; and (5) guide the future development of the State. (State of Hawai,,i, Department of Planning and Economic Development, 1978, Revised 1989, 1991.)

The Legislature adopted the Hawai'i State Planning Act (Planning Act), as HRS Chapter 226 in 1978. The Planning Act consists of a series of broad goals, objectives, and policies that serve as guidelines for future long-term growth and development. It further (1) provides a basis for determining priorities and allocating limited resources; (2) seeks to improve coordination of Federal, State, and County plans, policies, programs, projects, and regulatory activities; and (3) establishes a system for plan formulation and program coordination to provide for an integration of all major State and County activities.

The Planning Act is divided into three sections: (1) *Overall Theme, Goals, Objectives and Policies*; (2) *Planning Coordination and Implementation*; and (3) *Priority Guidelines*:

Part I of the Planning Act consists of three overall themes: (1) individual and family self-sufficiency; (2) social and economic mobility; and (3) community or social well-being. These themes are considered “basic functions of society” and goals toward which government must strive (HRS Section 226-3).

Part II of the Planning Act primarily addresses internal government policies to help streamline, coordinate, and implement various plans and processes between governmental agencies. It seeks to eliminate or consolidate burdensome or duplicative governmental requirements imposed on business, where public health, safety, and welfare would not be adversely affected.

Part III of the Planning Act establishes overall priority guidelines to address areas of statewide concern (HRS Section 226-101). The overall direction and focus are on improving the quality of life for Hawai'i's present and future population through the pursuit of desirable courses of action (HRS Section 226-102).

The following Tables 2 and 3 present Parts I and III of the Planning Act and rate the project's conformance and support of the State's goals and objectives. Part II is not presented, as this section primarily pertains to internal government affairs.

**Table 2: Hawai'i State Planning Act – Part I**

SECTION	CHAPTER 226 - PART I OVERALL THEME, GOALS, OBJECTIVES AND POLICIES	RATING
<b>A = ACTIVELY SUPPORTIVE    C= CONFORMS    I = GOAL IS INCONSISTENT WITH PROJECT'S OBJECTIVES</b> <b>NA = GOAL IS NOT APPLICABLE</b>		
226-1	Findings and purpose.	
226-2	Definitions.	
226-3	Overall Theme	
226-4	State Goals. In order to guarantee, for present and future generations, those elements of choice and mobility that insure that individuals and groups may approach their desired levels of self-reliance and self-determination, it shall be the goal of the State to achieve:	
(1)	A strong, viable economy, characterized by stability, diversity, and growth, that enables the fulfillment of the needs and expectations of Hawai'i's present and future generations.	A
(2)	A desired physical environment, characterized by beauty, cleanliness, quiet, stable natural systems, and uniqueness, that enhances the mental and physical well being of the people.	A

CHAPTER 226 - PART I		RATING
SECTION	OVERALL THEME, GOALS, OBJECTIVES AND POLICIES	
<p>A = ACTIVELY SUPPORTIVE    C= CONFORMS    I = GOAL IS INCONSISTENT WITH PROJECT'S OBJECTIVES                      NA = GOAL IS NOT APPLICABLE</p>		
(3)	Physical, social, and economic well being, for individuals and families in Hawai,i, that nourishes a sense of community responsibility, of caring, and of participation in community life.	C
<p><b>COMMENTARY: With an estimated 3,900 total operational jobs, the Ka Makana Ali`i Mixed Use Regional Center will become a major employment center in the `Ewa region. The broad mix of jobs proposed at the project, ranging from specialty retail to hotel and office, is consistent with the objective of supporting a diverse and growing economy. The proposed architectural design will create a contemporary pedestrian-oriented project.</b></p>		
226-5	OBJECTIVE AND POLICIES FOR POPULATION	
(a)	It shall be the objective in planning for the State's population to guide population growth to be consistent with the achievement of physical, economic, and social objectives contained in this chapter;	
(b)	To achieve the population objective, it shall be the policy of this State to:	
(1)	Manage population growth statewide in a manner that provides increased opportunities for Hawai,i's people to pursue their physical, social, and economic aspirations while recognizing the unique needs of each county.	C
(2)	Encourage an increase in economic activities and employment opportunities on the neighbor islands consistent with community needs and desires.	NA
(3)	Promote increased opportunities for Hawai,i's people to pursue their socio-economic aspirations throughout the islands.	A
(4)	Encourage research activities and public awareness programs to foster an understanding of Hawai,i's limited capacity to accommodate population needs and to address concerns resulting from an increase in Hawai,i's population.	NA
(5)	Encourage federal actions and coordination among major governmental agencies to promote a more balanced distribution of immigrants among the states, provided that such actions do not prevent the reunion of immediate family members.	NA
(6)	Pursue an increase in federal assistance for states with a greater proportion of foreign immigrants relative to their state's population.	NA
(7)	Plan the development and availability of land and water resources in a coordinated manner so as to provide for the desired levels of growth in each geographic area.	NA
<p><b>COMMENTARY: Development of the regional commercial center is in direct response to the needs of Kapolei and greater `Ewa community. Over the past 20 years, the `Ewa Plain has seen an extraordinary increase in the number of homes in direct response to the policies of the State and the County. Although Kapolei is intended as the employment center for the rapidly growing residential communities surrounding it, the arrival of new businesses and jobs has lagged behind the residential growth, resulting in significant traffic congestion as `Ewa residents commute outside the district for work, shopping, entertainment, and recreation. Ka Makana Ali`i is intended to have a positive impact upon the community by bringing thousands of new jobs closer to home.</b></p>		
226-6	OBJECTIVES AND POLICIES FOR THE ECONOMY-IN GENERAL.	
(a)	Planning for the State's economy in general shall be directed toward achievement of the following objectives:	

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(1)	Increased and diversified employment opportunities to achieve full employment, increased income and job choice, and improved living standards for Hawai,i's people.	A
(2)	A steadily growing and diversified economic base that is not overly dependent on a few industries, and includes the development and expansion of industries on the neighbor islands.	C
(b)	To achieve the general economic objectives, it shall be the policy of this State to:	
(1)	Expand Hawai,i's national and international marketing, communication, and organizational ties, to increase the State's capacity to adjust to and capitalize upon economic changes and opportunities occurring outside the State.	NA
(2)	Promote Hawai,i as an attractive market for environmentally and socially sound investment activities that benefit Hawai,i's people.	NA
(3)	Seek broader outlets for new or expanded Hawai,i business investments.	NA
(4)	Expand existing markets and penetrate new markets for Hawai,i's products and services.	C
(5)	Assure that the basic economic needs of Hawai,i's people are maintained in the event of disruptions in overseas transportation.	A
(6)	Strive to achieve a level of construction activity responsive to, and consistent with, state growth objectives.	C
(7)	Encourage the formation of cooperatives and other favorable marketing arrangements at the local or regional level to assist Hawai,i's small-scale producers, manufacturers, and distributors.	NA
(8)	Encourage labor-intensive activities that are economically satisfying and which offer opportunities for upward mobility.	C
(9)	Foster greater cooperation and coordination between the government and private sectors in developing Hawai,i's employment and economic growth opportunities.	C
(10)	Stimulate the development and expansion of economic activities which will benefit areas with substantial or expected employment problems.	A
(11)	Maintain acceptable working conditions and standards for Hawai,i's workers.	C
(13)	Provide equal employment opportunities for all segments of Hawai,i's population through affirmative action and nondiscrimination measures.	C
(14)	Encourage businesses that have favorable financial multiplier effects within Hawai,i's economy.	NA
(15)	Promote and protect intangible resources in Hawai,i, such as scenic beauty and the aloha spirit, which are vital to a healthy economy.	C
(16)	Increase effective communication between the educational community and the private sector to develop relevant curricula and training programs to meet future employment needs in general, and requirements of new, potential growth industries in particular.	NA



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(17)	Foster a business climate in Hawai,i - including attitudes, tax and regulatory policies, and financial and technical assistance programs - that is conducive to the expansion of existing enterprises and the creation and attraction of new business and industry.		C
<p><b>COMMENTARY: Ka Makana Ali`i will provide a wide diversity of employment opportunities for the `Ewa region.</b></p>			
226-7	OBJECTIVES AND POLICIES FOR THE ECONOMY- AGRICULTURE		
(a)	Planning for the State's economy with regard to agriculture shall be directed towards achievement of the following objectives: Planning for the State's economy with regard to agriculture shall be directed towards achievement of the following objectives:		
(1)	Viability of Hawai,i’s sugar and pineapple industries.		NA
(2)	Growth and development of diversified agriculture throughout the State.		NA
(3)	An agriculture industry that continues to constitute a dynamic and essential component of Hawai,i’s strategic, economic, and social well-being.		NA
(b)	To achieve the agriculture objectives, it shall be the policy of this State to:		
(1)	Establish a clear direction for Hawai,i’s agriculture through stakeholder commitment and advocacy.		NA
(2)	Encourage agriculture by making best use of natural resources.		NA
(3)	Provide the governor and the legislature with information and options needed for prudent decision making for the development of agriculture.		NA
(4)	Establish strong relationships between the agricultural and visitor industries for mutual marketing benefits.		NA
(5)	Foster increased public awareness and understanding of the contributions and benefits of agriculture as a major sector of Hawai,i’s economy.		NA
(6)	Seek the enactment and retention of federal and state legislation that benefits Hawai,i’s agricultural industries.		NA
(7)	Strengthen diversified agriculture by developing an effective promotion, marketing, and distribution system between Hawai,i’s’ producers and consumer markets locally, on the continental United States, and internationally.		NA
(8)	Support research and development activities that provide greater efficiency and economic productivity in agriculture.		NA
(9)	Enhance agricultural growth by providing public incentives and encouraging private initiatives.		NA
(10)	Assure the availability of agriculturally suitable lands with adequate water to accommodate present and future needs.		NA
(11)	Increase the attractiveness and opportunities for an agricultural education and livelihood.		NA
(12)	Expand Hawai,i’s agricultural base by promoting growth and development of flowers, tropical fruits and plants, livestock, feed grains, forestry, food crops, aquaculture, and other potential enterprises.		NA

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(13)	Promote economically competitive activities that increase Hawai'i's agricultural self-sufficiency.	NA
(14)	Promote and assist in the establishment of sound financial programs for diversified agriculture.	NA
(15)	Institute and support programs and activities to assist the entry of displaced agricultural workers into alternative agricultural or other employment.	NA
(16)	Facilitate the transition of agricultural lands in economically nonfeasible agricultural production to economically viable agricultural uses.	NA
<b>COMMENTARY: As the subject property was reclassified to the Urban district in 1999, it is no longer intended for agricultural development.</b>		
226-8	OBJECTIVE AND POLICIES FOR THE ECONOMY-VISITOR INDUSTRY.	
(a)	Planning for the State's economy with regard to the visitor industry shall be directed towards the achievement of the objective of a visitor industry that constitutes a major component of steady growth for Hawai'i's economy.	
(b)	To achieve the visitor industry objective, it shall be the policy of this State to:	
(1)	Support and assist in the promotion of Hawai'i's visitor attractions and facilities.	NA
(2)	Insure that visitor industry activities are in keeping with the social, economic, and physical needs and aspirations of Hawai'i's people.	NA
(3)	Improve the quality of existing visitor destination areas.	C
(4)	Encourage cooperation and coordination between the government and private sectors in developing and maintaining well-designed, adequately serviced visitor industry and related developments which are sensitive to neighboring communities and activities.	C
(5)	Develop the industry in a manner that will continue to provide new job opportunities and steady employment for Hawai'i's people.	NA
(6)	Provide opportunities for Hawai'i's people to obtain job training and education that will allow for upward mobility within the visitor industry.	NA
(7)	Foster a recognition of the contribution of the visitor industry to Hawai'i's economy and the need to perpetuate the aloha spirit.	C
(8)	Foster an understanding by visitors of the aloha spirit and of the unique and sensitive character of Hawai'i's cultures and values.	NA
<b>COMMENTARY: The proposed project is not oriented exclusively to the visitor industry. It is intended to meet the needs of the surrounding residential community and the future demand generated by the City of Kapolei. However, given its size, the diversity of its shopping opportunities, and its location, it will function as an attraction for the Ko `Olina visitor destination area, and therefore, will have a positive impact upon Ko `Olina.</b>		
226-9	OBJECTIVE AND POLICIES FOR THE ECONOMY-FEDERAL EXPENDITURES.	
(a)	Planning for the State's economy with regard to federal expenditures shall be directed towards achievement of the objective of a stable federal investment base as an integral component of Hawai'i's economy;	NA
(b)	To achieve the federal expenditures objective, it shall be the policy of this State to:	

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(1)	Encourage the sustained flow of federal expenditures in Hawai,i that generates long-term government civilian employment.	NA
(2)	Promote Hawai,i's supportive role in national defense.	NA
(3)	Promote the development of federally supported activities in Hawai,i that respect state-wide economic concerns, are sensitive to community needs, and minimize adverse impacts on Hawai,i's environment.	NA
(4)	Increase opportunities for entry and advancement of Hawai,i's people into federal government service.	NA
(5)	Promote federal use of local commodities, services, and facilities available in Hawai,i.	NA
(6)	Strengthen federal-state-county communication and coordination in all federal activities that affect Hawai,i.	NA
(7)	Pursue the return of federally controlled lands in Hawai,i that are not required for either the defense of the nation or for other purposes of national importance, and promote the mutually beneficial exchanges of land between federal agencies, the State, and the counties.	NA
<b>COMMENTARY: As the proposed project is entirely dependent upon private revenue sources, these objectives and policies are not applicable.</b>		
226-10	OBJECTIVE AND POLICIES FOR THE ECONOMY-POTENTIAL GROWTH ACTIVITIES.	
(a)	Planning for the State's economy with regard to potential growth activities shall be directed towards achievement of the objective of development and expansion of potential growth activities that serve to increase and diversify Hawai,i's economic base.	A
(b)	To achieve the potential growth activity objective, it shall be the policy of this State to:	
(1)	Facilitate investment and employment in economic activities that have the potential for growth such as diversified agriculture, aquaculture, apparel and textile manufacturing, film and television production, and energy and marine-related industries.	NA
(2)	Expand Hawai,i's capacity to attract and service international programs and activities that generate employment for Hawai,i's people.	NA
(3)	Enhance and promote Hawai,i's role as a center for international relations, trade, finance, services, technology, education, culture, and the arts.	NA
(4)	Accelerate research and development of new energy- related industries based on wind, solar, ocean, and underground resources and solid waste.	NA
(5)	Promote Hawai,i's geographic, environmental, social, and technological advantages to attract new economic activities into the State.	C
(6)	Provide public incentives and encourage private initiative to attract new industries that best support Hawai,i's social, economic, physical, and environmental objectives.	C
(7)	Increase research and the development of ocean-related economic activities such as mining, food production, and scientific research.	NA

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(8)	Develop, promote, and support research and educational and training programs that will enhance Hawai'i's ability to attract and develop economic activities of benefit to Hawai'i's.	C
(9)	Foster a broader public recognition and understanding of the potential benefits of new, growth-oriented industry in Hawai'i.	C
(10)	Encourage the development and implementation of joint federal and state initiatives to attract federal programs and projects that will support Hawai'i's social, economic, physical, and environmental objectives.	NA
(11)	Increase research and development of businesses and services in the telecommunications and information industries.	NA
<p><b>COMMENTARY: As a commercial activity, the regional center has a limited role in attracting new growth-related industry. Nevertheless, due to the diverse character of the specialty retail envisioned at the center, it is anticipated that some of the businesses may be offering products generated by new growth industries in Hawai'i, thereby giving them greater market exposure.</b></p>		
226-10.5	OBJECTIVES AND POLICIES FOR THE ECONOMY-INFORMATION INDUSTRY.	
(a)	Planning for the State's economy with regard to the information industry shall be directed toward the achievement of the objective of positioning Hawai'i as the leading dealer in information businesses and services in the Pacific Rim;	NA
(b)	To achieve the information industry objective, it shall be the policy of this State to:	
(1)	Encourage the continued development and expansion of the telecommunications infrastructure serving Hawai'i to accommodate future growth in the information industry;	NA
(2)	Facilitate the development of new business and service ventures in the information industry which will provide employment opportunities for the people of Hawai'i;	NA
(3)	Encourage greater cooperation between the public and private sectors in developing and maintaining a well-designed information industry;	NA
(4)	Ensure that the development of new businesses and services in the industry are in keeping with the social, economic, and physical needs and aspirations of Hawai'i's people;	NA
(5)	Provide opportunities for Hawai'i's people to obtain job training and education that will allow for upward mobility within the information industry;	NA
(6)	Foster a recognition of the contribution of the information industry to Hawai'i's economy; and	NA
(7)	Assist in the promotion of Hawai'i as a broker, creator, and processor of information in the Pacific.	NA
<p><b>COMMENTARY: These objectives and policies are not applicable to the proposed project.</b></p>		
226-11	OBJECTIVES AND POLICIES FOR THE PHYSICAL ENVIRONMENT-LANDBASED, SHORELINE, AND MARINE RESOURCES.	
(a)	Planning for the State's physical environment with regard to land-based, shoreline, and marine resources shall be directed towards achievement of the following objectives:	

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(1)	Prudent use of Hawai'i's land-based, shoreline, and marine resources.	C
(2)	Effective protection of Hawai'i's unique and fragile environmental resources.	C
(b)	To achieve the land-based, shoreline, and marine resources objectives, it shall be the policy of this State to:	
(1)	Exercise an overall conservation ethic in the use of Hawai'i's natural resources.	C
(2)	Ensure compatibility between land-based and water-based activities and natural resources and ecological systems.	NA
(3)	Take into account the physical attributes of areas when planning and designing activities and facilities.	C
(4)	Manage natural resources and environs to encourage their beneficial and multiple use without generating costly or irreparable environmental damage.	C
(5)	Consider multiple uses in watershed areas, provided such uses do not detrimentally affect water quality and recharge functions.	NA
(6)	Encourage the protection of rare or endangered plant and animal species and habitats native to Hawai'i.	NA
(7)	Provide public incentives that encourage private actions to protect significant natural resources from degradation or unnecessary depletion.	NA
(8)	Pursue compatible relationships among activities, facilities, and natural resources.	NA
(9)	Promote increased accessibility and prudent use of inland and shoreline areas for public recreational, educational, and scientific purposes.	NA
<b>COMMENTARY: The subject property was reclassified to the Urban district 22 years ago. Although originally planned for a regional sports complex, surrounding land uses around the subject property have changed and evolved to the point where a sports complex on the site would duplicate the facilities planned at the nearby proposed UH West O`ahu campus. The demand for new employment in the `Ewa region suggests that the prudent use of the property would be oriented to the provision of new jobs to support the growing residential population in `Ewa.</b>		
226-12	OBJECTIVE AND POLICIES FOR THE PHYSICAL ENVIRONMENT-SCENIC, NATURAL BEAUTY, AND HISTORIC RESOURCES.	
(a)	Planning for the State's physical environment shall be directed towards achievement of the objective of enhancement of Hawai'i's scenic assets, natural beauty, and multi-cultural/historical resources.	C
(b)	To achieve the scenic, natural beauty, and historic resources objective, it shall be the policy of this State to:	
(1)	Promote the preservation and restoration of significant natural and historic resources.	NA
(2)	Provide incentives to maintain and enhance historic, cultural, and scenic amenities.	NA
(3)	Promote the preservation of views and vistas to enhance the visual and aesthetic enjoyment of mountains, ocean, scenic landscapes, and other natural features.	C

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(4)	Protect those special areas, structures, and elements that are an integral and functional part of Hawai'i's ethnic and cultural heritage.	NA
(5)	Encourage the design of developments and activities that complement the natural beauty of the islands.	A
<p><b>COMMENTARY: No significant archaeological or cultural resources have been identified on the subject property. The excavation of the borrow pit revealed no subsurface resources. The architectural design of the project will not detract from views of the mountains, as there are no existing residential or commercial developments in Kalaeloa <i>makai</i> of the project. Due to the flat character of the topography, the ocean and horizon are not visible from the subject property or the neighboring properties.</b></p>		
226-13	OBJECTIVES AND POLICIES FOR THE PHYSICAL ENVIRONMENT-LAND, AIR, AND WATER QUALITY.	
(a)	Planning for the State's physical environment with regard to land, air, and water quality shall be directed towards achievement of the following objectives:	
(1)	Maintenance and pursuit of improved quality in Hawai'i's land, air, and water resources.	C
(2)	Greater public awareness and appreciation of Hawai'i's environmental resources.	C
(b)	To achieve the land, air, and water quality objectives, it shall be the policy of this State to:	
(1)	Foster educational activities that promote a better understanding of Hawai'i's limited environmental resources.	C
(2)	Promote the proper management of Hawai'i's land and water resources.	C
(3)	Promote effective measures to achieve desired quality in Hawai'i's surface, ground, and coastal waters.	C
(4)	Encourage actions to maintain or improve aural and air quality levels to enhance the health and well-being of Hawai'i's people.	C
(5)	Reduce the threat to life and property from erosion, flooding, tsunamis, hurricanes, earthquakes, volcanic eruptions, and other natural or man-induced hazards and disasters.	NA
(6)	Encourage design and construction practices that enhance the physical qualities of Hawai'i's communities.	C
(7)	Encourage urban developments in close proximity to existing services and facilities.	C
(8)	Foster recognition of the importance and value of the land, air, and water resources to Hawai'i's people, their cultures and visitors.	C
<p><b>COMMENTARY: The proposed project will be constructed in compliance with all relevant codes and standards. The project will include a public outreach component in the form of frequently changing exhibits that will help educate the public on a variety of contemporary issues, including the environment.</b></p>		
226-14	OBJECTIVE AND POLICIES FOR FACILITY SYSTEMS--IN GENERAL.	



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(a)	Planning for the State's facility systems in general shall be directed towards achievement of the objective of water, transportation, waste disposal, and energy and telecommunication systems that support statewide social, economic, and physical objectives.		C
(b)	To achieve the general facility systems objective, it shall be the policy of this State to:		
(1)	Accommodate the needs of Hawai'i's people through coordination of facility systems and capital improvement priorities in consonance with state and county plans.		C
(2)	Encourage flexibility in the design and development of facility systems to promote prudent use of resources and accommodate changing public demands and priorities.		C
(3)	Ensure that required facility systems can be supported within resource capacities and at reasonable cost to the user.		NA
(4)	Pursue alternative methods of financing programs and projects and cost-saving techniques in the planning, construction, and maintenance of facility systems.		A
<b>COMMENTARY: The proposed project will be constructed in careful coordination with the region-serving facility systems, including wastewater treatment, water supply, and storm water drainage.</b>			
226-15	OBJECTIVE AND POLICIES FOR FACILITY SYSTEMS--IN GENERAL.		
(a)	Planning for the State's facility systems with regard to solid and liquid wastes shall be directed towards the achievement of the following objectives:		
(1)	Maintenance of basic public health and sanitation standards relating to treatment and disposal of solid and liquid wastes.		A
(2)	Provision of adequate sewerage facilities for physical and economic activities that alleviate problems in housing, employment, mobility, and other areas.		A
(b)	To achieve solid and liquid waste objectives, it shall be the policy of this State to:		
(1)	Encourage the adequate development of sewerage facilities that complement planned growth.		A
(2)	Promote re-use and recycling to reduce solid and liquid wastes and employ a conservation ethic.		A
(3)	Promote research to develop more efficient and economical treatment and disposal of solid and liquid wastes.		A
<b>COMMENTARY: The proposed project will be constructed in compliance with all applicable provisions related to the disposal of liquid and solid waste.</b>			
226-16	OBJECTIVE AND POLICIES FOR FACILITY SYSTEMS-WATER.		
(a)	Planning for the State's facility systems with regard to water shall be directed towards achievement of the objective of the provision of water to adequately accommodate domestic, agricultural, commercial, industrial, recreational, and other needs within resource capacities.		A
(b)	To achieve the facility systems water objective, it shall be the policy of this State to:		

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(1)	Coordinate development of land use activities with existing and potential water supply.	A
(2)	Support research and development of alternative methods to meet future water requirements well in advance of anticipated needs.	C
(3)	Reclaim and encourage the productive use of runoff water and wastewater discharges.	C
(4)	Assist in improving the quality, efficiency, service, and storage capabilities of water systems for domestic and agricultural use.	NA
(5)	Support water supply services to areas experiencing critical water problems.	NA
(6)	Promote water conservation programs and practices in government, private industry, and the general public to help ensure adequate water to meet long-term needs.	A
<b>COMMENTARY: The proposed project will coordinate its water consumption with resource availability. Based on the estimated plumbing fixture units for the Center, the maximum potable supply demand will be on the order of 680 gpm, which is equivalent to approximately 34 single family homes with typical 5/8-inch water meters.</b>		
226-17	OBJECTIVES AND POLICIES FOR FACILITY SYSTEMS-TRANSPORTATION	
(a)	Planning for the State's facility systems with regard to transportation shall be directed towards the achievement of the following objectives:	
(1)	An integrated multi-modal transportation system that services statewide needs and promotes the efficient, economical, safe, and convenient movement of people and goods.	A
(2)	A statewide transportation system that is consistent with and will accommodate planned growth objectives throughout the State.	A
(b)	To achieve the transportation objectives, it shall be the policy of this State to:	
(1)	Design, program, and develop a multi-modal system in conformance with desired growth and physical development as stated in this chapter;	A
(2)	Coordinate state, county, federal, and private transportation activities and programs toward the achievement of statewide objectives;	A
(3)	Encourage a reasonable distribution of financial responsibilities for transportation among participating governmental and private parties;	A
(4)	Provide for improved accessibility to shipping, docking, and storage facilities;	C
(5)	Promote a reasonable level and variety of mass transportation services that adequately meet statewide and community needs;	A
(6)	Encourage transportation systems that serve to accommodate present and future development needs of communities;	A
(7)	Encourage a variety of carriers to offer increased opportunities and advantages to interisland movement of people and goods;	NA
(8)	Increase the capacities of airport and harbor systems and support facilities to effectively accommodate transshipment and storage needs;	NA

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(9)	Encourage the development of transportation systems and programs which would assist statewide economic growth and diversification;	NA
(10)	Encourage the design and development of transportation systems sensitive to the needs of affected communities and the quality of Hawai'i's natural environment;	A
(11)	Encourage safe and convenient use of low-cost, energy-efficient, non-polluting means of transportation;	A
(12)	Coordinate intergovernmental land use and transportation planning activities to ensure the timely delivery of supporting transportation infrastructure in order to accommodate planned growth objectives; and	NA
(13)	Encourage diversification of transportation modes and infrastructure to promote alternate fuels and energy efficiency.	A
<p><b>COMMENTARY: By the very nature of the development, transportation is integral to the project's success. As a region-serving commercial center, accessibility to the center is a paramount consideration. The proposed project incorporates a multi-modal transportation philosophy that includes private vehicles, pedestrian movement, mass transit, and bikeways. The central Village Square portion of the development focuses upon pedestrian connections between its various buildings, accentuated with numerous pedestrian plazas. The outer ring of the project focuses on accessibility to the private vehicle. To meet the needs of the regional community, Hawaii DeBartolo LLC is designating a site at the center for a future mass transit station that would link to the City's proposed system. The project will also incorporate space along its southern property boundary to link the subject property to the 'Ewa regional bikeway system. In addition, DeBartolo has incorporated a railway platform for the OR&amp;L historic railway that adjoins the project's southern boundary and has included a pedestrian link from the platform to the Village Square.</b></p>		
226-18	OBJECTIVES AND POLICIES FOR FACILITY SYSTEMS-ENERGY	
(a)	Planning for the State's facility systems with regard to energy shall be directed toward the achievement of the following objectives, giving due consideration to all	
(1)	Dependable, efficient, and economical statewide energy systems capable of supporting the needs of the people;	C
(2)	Increased energy self-sufficiency where the ratio of indigenous to imported energy use is increased;	C
(3)	Greater energy security in the face of threats to Hawai'i's energy supplies and systems; and	NA
(4)	Reduction, avoidance, or sequestration of greenhouse gas emissions from energy supply and use.	A
(b)	To achieve the energy objectives, it shall be the policy of this State to ensure the provision of adequate, reasonably priced, and dependable energy services to accommodate demand.	NA
(c)	To further achieve the energy objectives, it shall be the policy of this State to:	
(1)	Support research and development as well as promote the use of renewable energy sources;	C
(2)	Ensure that the combination of energy supplies and energy-saving systems is sufficient to support the demands of growth;	C

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(3)	Base decisions of least-cost supply-side and demand-side energy resource options on a comparison of their total costs and benefits when a least-cost is determined by a reasonably comprehensive, quantitative, and qualitative accounting of their long-term, direct and indirect economic, environmental, social, cultural, and public health costs and benefits;	C
(4)	Promote all cost-effective conservation of power and fuel supplies through measures including: (A) Development of cost-effective demand-side management programs; (B) Education; and (C) Adoption of energy-efficient practices and technologies;	C
(5)	Ensure to the extent that new supply-side resources are needed, the development or expansion of energy systems utilizes the least-cost energy supply option and maximizes efficient technologies;	C
(6)	Support research, development, and demonstration of energy efficiency, load management, and other demand-side management programs, practices, and technologies;	C
(7)	Promote alternate fuels and energy efficiency by encouraging diversification of transportation modes and infrastructure;	A
(8)	Support actions that reduce, avoid, or sequester greenhouse gases in utility, transportation, and industrial sector applications; and	A
(9)	Support actions that reduce, avoid, or sequester Hawaii's greenhouse gas emissions through agriculture and forestry initiatives.	A
<p><b>COMMENTARY: The proposed project will incorporate energy efficient technologies into its design and operations. It will explore direct electrical generation opportunities with HECO. The project's inclusion of a bikeway connection and future transit station is supportive of improving fuel efficiency through multi-modal transportation planning.</b></p>		
226-18.5	OBJECTIVES AND POLICIES FOR FACILITY SYSTEMS-TELECOMMUNICATIONS.	
(a)	Planning for the State's telecommunications facility systems shall be directed towards the achievement of dependable, efficient, and economical statewide telecommunications systems capable of supporting the needs of the people.	NA
(b)	To achieve the telecommunications objective, it shall be the policy of this State to ensure the provision of adequate, reasonably priced, and dependable telecommunications services to accommodate demand.	NA
(c)	To further achieve the telecommunications objective, it shall be the policy of this State to:	
(1)	Facilitate research and development of telecommunications systems and resources;	NA
(2)	Encourage public and private sector efforts to develop means for adequate, ongoing telecommunications planning;	C
(3)	Promote efficient management and use of existing telecommunications systems and services; and	C
(4)	Facilitate the development of education and training of telecommunications personnel.	NA

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<b>COMMENTARY: The project's conformity with the telecommunications objectives and policies is generally limited to the technologies it provides in the proposed hotels.</b>		
226-19	OBJECTIVES AND POLICIES FOR SOCIO-CULTURAL ADVANCEMENT-HOUSING	
(a)	Planning for the State's socio-cultural advancement with regard to housing shall be directed toward the achievement of the following objectives:	
(1)	Greater opportunities for Hawai,i's people to secure reasonably priced, safe, sanitary, and livable homes, located in suitable environments that satisfactorily accommodate the needs and desires of families and individuals, through collaboration and cooperation between government and nonprofit and for-profit developers to ensure that more affordable housing is made available to very low, low- and moderate-income segments of Hawai,i's population.	NA
(2)	The orderly development of residential areas sensitive to community needs and other land uses.	NA
(3)	The development and provision of affordable rental housing by the State to meet the housing needs of Hawai,i's people.	NA
(b)	To achieve the housing objectives, it shall be the policy of this State to:	
(1)	Effectively accommodate the housing needs of Hawai,i's people.	NA
(2)	Stimulate and promote feasible approaches that increase housing choices for low-income, moderate-income, and gap-group households.	NA
(3)	Increase homeownership and rental opportunities and choices in terms of quality, location, cost, densities, style, and size of housing.	NA
(4)	Promote appropriate improvement, rehabilitation, and maintenance of existing housing units and residential areas.	NA
(5)	Promote design and location of housing developments taking into account the physical setting, accessibility to public facilities and services, and other concerns of existing communities and surrounding areas.	NA
(6)	Facilitate the use of available vacant, developable, and underutilized urban lands for housing.	NA
(7)	Foster a variety of lifestyles traditional to Hawai,i through the design and maintenance of neighborhoods that reflect the culture and values of the community.	NA
(8)	Promote research and development of methods to reduce the cost of housing construction in Hawai,i.	NA
<b>COMMENTARY: The project does not include a residential component. As an employment center, the project is intended to provide jobs for existing residents of the area and to support the new housing opportunities already planned for the `Ewa region.</b>		
226-20	OBJECTIVES AND POLICIES FOR SOCIO-CULTURAL ADVANCEMENT-HEALTH.	
(a)	Planning for the State's socio-cultural advancement with regard to health shall be directed towards achievement of the following objectives:	
(1)	Fulfillment of basic individual health needs of the general public.	NA

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(2)	Maintenance of sanitary and environmentally healthful conditions in Hawai'i's communities.	C
(b)	To achieve the health objectives, it shall be the policy of this State to:	
(1)	Provide adequate and accessible services and facilities for prevention and treatment of physical and mental health problems, including substance abuse.	NA
(2)	Encourage improved cooperation among public and private sectors in the provision of health care to accommodate the total health needs of individuals throughout the State.	NA
(3)	Encourage public and private efforts to develop and promote statewide and local strategies to reduce health care and related insurance costs.	NA
(4)	Foster an awareness of the need for personal health maintenance and preventive health care through education and other measures.	NA
(5)	Provide programs, services, and activities that ensure environmentally healthful and sanitary conditions.	C
(6)	Improve the State's capabilities in preventing contamination by pesticides and other potentially hazardous substances through increased coordination, education, monitoring, and enforcement.	NA
<b>COMMENTARY: Other than ensuring that the proposed project provides a healthful environment for its employees, customers, and guests, the State's objectives and policies are generally not applicable to the project.</b>		
226-21	OBJECTIVE AND POLICIES FOR SOCIO-CULTURAL ADVANCEMENT-EDUCATION	
(a)	Planning for the State's socio-cultural advancement with regard to education shall be directed towards achievement of the objective of the provision of a variety of educational opportunities to enable individuals to fulfill their needs, responsibilities, and aspirations.	NA
(b)	To achieve the education objective, it shall be the policy of this State to:	
(1)	Support educational programs and activities that enhance personal development, physical fitness, recreation, and cultural pursuits of all groups.	NA
(2)	Ensure the provision of adequate and accessible educational services and facilities that are designed to meet individual and community needs.	NA
(3)	Provide appropriate educational opportunities for groups with special needs.	NA
(4)	Promote educational programs which enhance understanding of Hawai'i's cultural heritage.	NA
(5)	Provide higher educational opportunities that enable Hawai'i's people to adapt to changing employment demands.	NA
(6)	Assist individuals, especially those experiencing critical employment problems or barriers, or undergoing employment transitions, by providing appropriate employment training programs and other related educational opportunities.	NA
(7)	Promote programs and activities that facilitate the acquisition of basic skills, such as reading, writing, computing, listening, speaking, and reasoning.	NA
(8)	Emphasize quality educational programs in Hawai'i's institutions to promote academic excellence.	NA

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(9)	Support research programs and activities that enhance the education programs of the State.	NA
<p><b>COMMENTARY: The State's objectives and policies related to education are generally not applicable to the proposed project.</b></p>		
226-23	OBJECTIVE AND POLICIES FOR SOCIO-CULTURAL ADVANCEMENT-LEISURE.	
(a)	Planning for the State's socio-cultural advancement with regard to leisure shall be directed towards the achievement of the objective of the adequate provision of resources to accommodate diverse cultural, artistic, and recreational needs for present and future generations.	C
(b)	To achieve the leisure objective, it shall be the policy of this State to:	
(1)	Foster and preserve Hawai'i's multi-cultural heritage through supportive cultural, artistic, recreational, and humanities-oriented programs and activities.	C
(2)	Provide a wide range of activities and facilities to fulfill the cultural, artistic, and recreational needs of all diverse and special groups effectively and efficiently.	C
(3)	Enhance the enjoyment of recreational experiences through safety and security measures, educational opportunities, and improved facility design and maintenance.	C
(4)	Promote the recreational and educational potential of natural resources having scenic, open space, cultural, historical, geological, or biological values while ensuring that their inherent values are preserved.	NA
(5)	Ensure opportunities for everyone to use and enjoy Hawai'i's recreational resources.	NA
(6)	Assure the availability of sufficient resources to provide for future cultural, artistic, and recreational needs.	C
(7)	Provide adequate and accessible physical fitness programs to promote physical and mental well-being of Hawai'i's people.	NA
(8)	Increase opportunities for appreciation and participation in the creative arts, including the literary, theatrical, visual, musical, folk, and traditional art forms.	C
(9)	Encourage the development of creative expression in the artistic disciplines to enable all segments of Hawai'i's population to participate in the creative arts.	C
(10)	Assure adequate access to significant natural and cultural resources in public ownership.	NA
<p><b>COMMENTARY: As a gathering place, the proposed project will offer extensive opportunities for social, artistic and cultural advancement, primarily through the show casing of community group, artistic and cultural endeavors, in much the same manner as the Center Stage at Ala Moana.</b></p>		
226-24	OBJECTIVE AND POLICIES FOR SOCIO-CULTURAL ADVANCEMENT--INDIVIDUAL RIGHTS AND PERSONAL WELL-BEING.	
(a)	Planning for the State's socio-cultural advancement with regard to individual rights and personal well-being shall be directed towards achievement of the objective of increased opportunities and protection of individual rights to enable individuals to fulfill their socio-economic needs and aspirations.	NA



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(b)	To achieve the individual rights and personal well- being objective, it shall be the policy of this State to:	
(1)	Provide effective services and activities that protect individuals from criminal acts and unfair practices and that alleviate the consequences of criminal acts in order to foster a safe and secure environment.	NA
(2)	Uphold and protect the national and state constitutional rights of every individual.	NA
(3)	Assure access to, and availability of, legal assistance, consumer protection, and other public services which strive to attain social justice.	NA
(4)	Ensure equal opportunities for individual participation in society.	NA
226-25	<b>OBJECTIVE AND POLICIES FOR SOCIO-CULTURAL ADVANCEMENT-CULTURE.</b>	
(a)	Planning for the State's socio-cultural advancement with regard to culture shall be directed toward the achievement of the objective of enhancement of cultural identities, traditions, values, customs, and arts of Hawai,i's people.	NA
(b)	To achieve the culture objective, it shall be the policy of this State to:	
(1)	Foster increased knowledge and understanding of Hawai,i's ethnic and cultural heritages and the history of Hawai,i.	C
(2)	Support activities and conditions that promote cultural values, customs, and arts that enrich the lifestyles of Hawai,i's people and which are sensitive and responsive to family and community needs.	C
(3)	Encourage increased awareness of the effects of proposed public and private actions on the integrity and quality of cultural and community lifestyles in Hawai,i.	C
(4)	Encourage the essence of the aloha spirit in people's daily activities to promote harmonious relationships among Hawai,i's people and visitors.	C
<b>COMMENTARY: The project will include a permanent exhibit documenting the cultural history of the area.</b>		
226-26	<b>SECTION 226-26 OBJECTIVES AND POLICIES FOR SOCIO-CULTURAL ADVANCEMENT-PUBLIC SAFETY.</b>	
(a)	Planning for the State's socio-cultural advancement with regard to public safety shall be directed towards the achievement of the following objectives:	
(1)	Assurance of public safety and adequate protection of life and property for all people.	NA
(2)	Optimum organizational readiness and capability in all phases of emergency management to maintain the strength, resources, and social and economic well-being of the community in the event of civil disruptions, wars, natural disasters, and other major disturbances.	NA
(3)	Promotion of a sense of community responsibility for the welfare and safety of Hawai,i's people.	NA
(b)	To achieve the public safety objectives, it shall be the policy of this State to:	
(1)	Ensure that public safety programs are effective and responsive to community needs.	NA

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(2)	Encourage increased community awareness and participation in public safety programs.	NA
(c)	To further achieve public safety objectives related to criminal justice, it shall be the policy of this State to:	NA
(1)	Support criminal justice programs aimed at preventing and curtailing criminal activities.	NA
(2)	Develop a coordinated, systematic approach to criminal justice administration among all criminal justice agencies.	NA
(3)	Provide a range of correctional resources which may include facilities and alternatives to traditional incarceration in order to address the varied security needs of the community and successfully reintegrate offenders into the community.	NA
(d)	To further achieve public safety objectives related to emergency management, it shall be the policy of this State to:	NA
(1)	Ensure that responsible organizations are in a proper state of readiness to respond to major war-related, natural, or technological disasters and civil disturbances at all times.	NA
(2)	Enhance the coordination between emergency management programs throughout the State.	NA
<b>COMMENTARY: The State's objectives and policies related to public safety are generally not applicable to the proposed project.</b>		
226-27	OBJECTIVES AND POLICIES FOR SOCIO-CULTURAL ADVANCEMENT-GOVERNMENT	
(a)	Planning the State's socio-cultural advancement with regard to government shall be directed towards the achievement of the following objectives:	
(1)	Efficient, effective, and responsive government services at all levels in the State.	NA
(2)	Fiscal integrity, responsibility, and efficiency in the state government and county governments.	NA
(b)	To achieve the government objectives, it shall be the policy of this State to:	NA
(1)	Provide for necessary public goods and services not assumed by the private sector.	NA
(2)	Pursue an openness and responsiveness in government that permits the flow of public information, interaction, and response.	NA
(3)	Minimize the size of government to that necessary to be effective.	NA
(4)	Stimulate the responsibility in citizens to productively participate in government for a better Hawai'i.	NA
(5)	Assure that government attitudes, actions, and services are sensitive to community needs and concerns.	NA
(6)	Provide for a balanced fiscal budget.	NA
(7)	Improve the fiscal budgeting and management system of the State.	NA

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(8)	Promote the consolidation of state and county governmental functions to increase the effective and efficient delivery of government programs and services and to eliminate duplicative services wherever feasible.	NA
COMMENTARY: <b>The State's objectives and policies related to government are generally not applicable to the proposed project.</b>		

**Table 3: Hawai'i State Planning Act – Part III**

SECTION	CHAPTER 226 - PART III - PRIORITY GUIDELINES	RATING
A = ACTIVELY SUPPORTIVE    C= CONFORMS    I = GOAL IS INCONSISTENT WITH PROJECT'S OBJECTIVES NA = GOAL IS NOT APPLICABLE		
226-101	Establishes overall priority guidelines to address areas of statewide concern.	
226-102	Overall direction. The State shall strive to improve the quality of life for Hawai'i's present and future population through the pursuit of desirable courses of action in five major areas of statewide concern which merit priority attention: economic development, population growth and land resource management, affordable housing, crime and criminal justice, and quality education.	
226-103	ECONOMIC PRIORITY GUIDELINES.	
(a)	Priority guidelines to stimulate economic growth and encourage business expansion and development to provide needed jobs for Hawai'i's people and achieve a stable and diversified economy:	
(1)	Seek a variety of means to increase the availability of investment capital for new and expanding enterprises.	NC
(A)	Encourage investments which:	
(i)	Reflect long term commitments to the State;	C
(ii)	Rely on economic linkages within the local economy;	C
(iii)	Diversify the economy;	C
(iv)	Reinvest in the local economy;	C
(v)	Are sensitive to community needs and priorities, and	C
(vi)	Demonstrate a commitment to provide management opportunities to Hawai'i residents.	C
(2)	Encourage the expansion of technological research to assist industry development and support the development and commercialization of technological advancements.	NA
(3)	Improve the quality, accessibility, and range of services provided by government to business, including data and reference services and assistance in complying with governmental regulations.	NA
(4)	Seek to ensure that state business tax and labor laws and administrative policies are equitable, rational, and predictable.	NA

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(5)	Streamline the building and development permit and review process, and eliminate or consolidate other burdensome or duplicative governmental requirements imposed on business, where public health, safety and welfare would not be adversely affected.	NA
(6)	Encourage the formation of cooperatives and other favorable marketing or distribution arrangements at the regional or local level to assist Hawai'i's small-scale producers, manufacturers, and distributors.	NA
(7)	Continue to seek legislation to protect Hawai'i from transportation interruptions between Hawai'i and the continental United States.	NA
(8)	Provide public incentives and encourage private initiative to develop and attract industries which promise long-term growth potentials and which have the following characteristics:	NA
(A)	An industry that can take advantage of Hawai'i's unique location and available physical and human resources.	NA
(B)	A clean industry that would have minimal adverse effects on Hawai'i's environment.	NA
(C)	An industry that is willing to hire and train Hawai'i's people to meet the industry's labor needs at all levels of employment.	C
(D)	An industry that would provide reasonable income and steady employment.	C
(9)	Support and encourage, through educational and technical assistance programs and other means, expanded opportunities for employee ownership and participation in Hawai'i business.	NA
(10)	Enhance the quality of Hawai'i's labor force and develop and maintain career opportunities for Hawai'i's people through the following actions:	C
(A)	Expand vocational training in diversified agriculture, aquaculture, information industry, and other areas where growth is desired and feasible.	NA
(B)	Encourage more effective career counseling and guidance in high schools and post-secondary institutions to inform students of present and future career opportunities.	NA
(C)	Allocate educational resources to career areas where high employment is expected and where growth of new industries is desired.	NA
(D)	Promote career opportunities in all industries for Hawai'i's people by encouraging firms doing business in the State to hire residents.	C
(E)	Promote greater public and private sector cooperation in determining industrial training needs and in developing relevant curricula and on-the-job training opportunities.	NA
(F)	Provide retraining programs and other support services to assist entry of displaced workers into alternative employment.	NA
(b)	Priority guidelines to promote the economic health and quality of the visitor industry:	
(1)	Promote visitor satisfaction by fostering an environment which enhances the Aloha Spirit and minimizes inconveniences to Hawai'i's residents and visitors.	C

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(2)	Encourage the development and maintenance of well-designed, adequately serviced hotels and resort destination areas which are sensitive to neighboring communities and activities and which provide for adequate shoreline setbacks and beach access.	C
(3)	Support appropriate capital improvements to enhance the quality of existing resort destination areas and provide incentives to encourage investment in upgrading, repair, and maintenance of visitor facilities.	NA
(4)	Encourage visitor industry practices and activities which respect, preserve, and enhance Hawai,i's significant natural, scenic, historic, and cultural resources.	NA
(5)	Develop and maintain career opportunities in the visitor industry for Hawai,i's people, with emphasis on managerial positions.	NA
(6)	Support and coordinate tourism promotion abroad to enhance Hawai,i's share of existing and potential visitor markets.	NA
(7)	Maintain and encourage a more favorable resort investment climate consistent with the objectives of this chapter.	NA
(8)	Support law enforcement activities that provide a safer environment for both visitors and residents alike.	C
(9)	Coordinate visitor industry activities and promotions to business visitors through the state network of advanced data communication techniques.	C
(c)	Priority guidelines to promote the continued viability of the sugar and pineapple industries:	
(1)	Provide adequate agricultural lands to support the economic viability of the sugar and pineapple industries.	NA
(2)	Continue efforts to maintain federal support to provide stable sugar prices high enough to allow profitable operations in Hawai,i.	NA
(3)	Support research and development, as appropriate, to improve the quality and production of sugar and pineapple crops.	NA
(d)	Priority guidelines to promote the growth and development of diversified agriculture and aquaculture:	
(1)	Identify, conserve, and protect agricultural and aquacultural lands of importance and initiate affirmative and comprehensive programs to promote economically productive agricultural and aquacultural uses of such lands.	NA
(2)	Assist in providing adequate, reasonably priced water for agricultural activities.	NA
(3)	Encourage public and private investment to increase water supply and to improve transmission, storage, and irrigation facilities in support of diversified agriculture and aquaculture.	NA
(4)	Assist in the formation and operation of production and marketing associations and cooperatives to reduce production and marketing costs.	NA
(5)	Encourage and assist with the development of a waterborne and airborne freight and cargo system capable of meeting the needs of Hawai,i's agricultural community.	NA
(6)	Seek favorable freight rates for Hawai,i's agricultural products from interisland and overseas transportation operators.	NA

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(7)	Encourage the development and expansion of agricultural and aquacultural activities which offer long-term economic growth potential and employment opportunities.	NA
(8)	Continue the development of agricultural parks and other programs to assist small independent farmers in securing agricultural lands and loans.	NA
(9)	Require agricultural uses in agricultural subdivisions and closely monitor the uses in these subdivisions.	NA
(10)	Support the continuation of land currently in use for diversified agriculture.	NA
(e)	Priority guidelines for water use and development:	
(1)	Maintain and improve water conservation programs to reduce the overall water consumption rate.	C
(2)	Encourage the improvement of irrigation technology and promote the use of nonpotable water for agricultural and landscaping purposes.	C
(3)	Increase the support for research and development of economically feasible alternative water sources.	NA
(4)	Explore alternative funding sources and approaches to support future water development programs and water system improvements.	NA
(f)	Priority guidelines for energy use and development:	
(1)	Encourage the development, demonstration, and commercialization of renewable energy sources.	NA
(2)	Initiate, maintain, and improve energy conservation programs aimed at reducing energy waste and increasing public awareness of the need to conserve energy.	A
(3)	Provide incentives to encourage the use of energy conserving technology in residential, industrial, and other buildings.	C
(4)	Encourage the development and use of energy conserving and cost-efficient transportation systems.	C
(g)	Priority guidelines to promote the development of the information industry:	
(1)	Establish an information network that will serve as the catalyst for establishing a viable information industry in Hawai'i.	NA
(2)	Encourage the development of services such as financial data processing, products and services exchange, foreign language translations, telemarketing, teleconferencing, a twenty-four-hour international stock exchange, international banking, and a Pacific Rim management center.	NA
(3)	Encourage the development of small businesses in the information field such as software development, the development of new information systems and peripherals, data conversion and data entry services, and home or cottage services such as computer programming, secretarial, and accounting services.	NA
(4)	Encourage the development or expansion of educational and training opportunities for residents in the information and telecommunications fields.	NA
(5)	Encourage research activities, including legal research in the information and telecommunications fields.	NA

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(6)	Support promotional activities to market Hawai'i's information industry services.	NA
226-104	POPULATION GROWTH AND LAND RESOURCES PRIORITY GUIDELINES.	
(a)	Priority guidelines to effect desired statewide growth and distribution:	
(1)	Encourage planning and resource management to insure that population growth rates throughout the State are consistent with available and planned resource capacities and reflect the needs and desires of Hawai'i's people.	C
(2)	Manage a growth rate for Hawai'i's economy that will parallel future employment needs for Hawai'i's people.	NA
(3)	Ensure that adequate support services and facilities are provided to accommodate the desired distribution of future growth throughout the State.	A
(4)	Encourage major state and federal investments and services to promote economic development and private investment to the neighbor islands, as appropriate.	NA
(5)	Explore the possibility of making available urban land, low-interest loans, and housing subsidies to encourage the provision of housing to support selective economic and population growth on the neighbor islands.	NA
(6)	Seek federal funds and other funding sources outside the State for research, program development, and training to provide future employment opportunities on the neighbor islands.	NA
(7)	Support the development of high technology parks on the neighbor islands.	NA
(b)	Priority guidelines for regional growth distribution and land resource utilization:	
(1)	Encourage urban growth primarily to existing urban areas where adequate public facilities are already available or can be provided with reasonable public expenditures, and away from areas where other important benefits are present, such as protection of important agricultural land or preservation of lifestyles.	A
(2)	Make available marginal or nonessential agricultural lands for appropriate urban uses while maintaining agricultural lands of importance in the agricultural district.	C
(3)	Restrict development when drafting of water would result in exceeding the sustainable yield or in significantly diminishing the recharge capacity of any groundwater area.	C
(4)	Encourage restriction of new urban development in areas where water is insufficient from any source for both agricultural and domestic use.	NA
(5)	In order to preserve green belts, give priority to state capital-improvement funds which encourage location of urban development within existing urban areas except where compelling public interest dictates development of a noncontiguous new urban core.	NA
(6)	Seek participation from the private sector for the cost of building infrastructure and utilities, and maintaining open spaces.	C
(7)	Pursue rehabilitation of appropriate urban areas.	NA

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(8)	Support the redevelopment of Kakaako into a viable residential, industrial, and commercial community.	NA
(9)	Direct future urban development away from critical environmental areas or impose mitigating measures so that negative impacts on the environment would be minimized.	C
(10)	Identify critical environmental areas in Hawai'i to include but not be limited to the following: watershed and recharge areas; wildlife habitats (on land and in the ocean); areas with endangered species of plants and wildlife; natural streams and water bodies; scenic and recreational shoreline resources; open space and natural areas; historic and cultural sites; areas particularly sensitive to reduction in water and air quality; and scenic resources.	NA
(11)	Identify all areas where priority should be given to preserving rural character and lifestyle.	NA
(12)	Utilize Hawai'i's limited land resources wisely, providing adequate land to accommodate projected population and economic growth needs while ensuring the protection of the environment and the availability of the shoreline, conservation lands, and other limited resources for future generations.	A
(13)	Protect and enhance Hawai'i's shoreline, open spaces, and scenic resources.	C
226-105	<b>CRIME AND CRIMINAL JUSTICE. PRIORITY GUIDELINES IN THE AREA OF CRIME AND CRIMINAL JUSTICE:</b>	
(1)	Support law enforcement activities and other criminal justice efforts that are directed to provide a safer environment.	C
(2)	Target state and local resources on efforts to reduce the incidence of violent crime and on programs relating to the apprehension and prosecution of repeat offenders.	NA
(3)	Support community and neighborhood program initiatives that enable residents to assist law enforcement agencies in preventing criminal activities.	NA
(4)	Reduce overcrowding or substandard conditions in correctional facilities through a comprehensive approach among all criminal justice agencies which may include sentencing law revisions and use of alternative sanctions other than incarceration for persons who pose no danger to their community.	NA
(5)	Provide a range of appropriate sanctions for juvenile offenders, including community-based programs and other alternative sanctions.	NA
(6)	Increase public and private efforts to assist witnesses and victims of crimes and to minimize the costs of victimization.	NA
226-106	<b>AFFORDABLE HOUSING. PRIORITY GUIDELINES FOR THE PROVISION OF AFFORDABLE HOUSING:</b>	
(1)	Seek to use marginal or nonessential agricultural land and public land to meet housing needs of low-and moderate-income and gap-group households.	NA
(2)	Encourage the use of alternative construction and development methods as a means of reducing production costs.	NA
(3)	Improve information and analysis relative to land availability and suitability for housing.	NA



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(4)	Create incentives for development which would increase home ownership and rental opportunities for Hawai'i's low- and moderate-income households, gap-group households, and residents with special needs.	NA
(5)	Encourage continued support for government or private housing programs that provide low interest mortgages to Hawai'i's people for the purchase of initial owner-occupied housing.	NA
(6)	Encourage public and private sector cooperation in the development of rental housing alternatives.	NA
(7)	Encourage improved coordination between various agencies and levels of government to deal with housing policies and regulations.	NA
(8)	Give higher priority to the provision of quality housing that is affordable for Hawai'i's residents and less priority to development of housing intended primarily for individuals outside of Hawai'i.	NA
226-107	QUALITY EDUCATION. PRIORITY GUIDELINES TO PROMOTE QUALITY EDUCATION:	
(1)	Pursue effective programs which reflect the varied district, school, and student needs to strengthen basic skills achievement;	NA
(2)	Continue emphasis on general education "core" requirements to provide common background to students and essential support to other university programs;	NA
(3)	Initiate efforts to improve the quality of education by improving the capabilities of the education work force;	NA
(4)	Promote increased opportunities for greater autonomy and flexibility of educational institutions in their decision-making responsibilities;	NA
(5)	Increase and improve the use of information technology in education by the availability of telecommunications equipment for:	
(A)	The electronic exchange of information;	NA
(B)	Statewide electronic mail; and	NA
(C)	Access to the Internet.	NA
(6)	Encourage programs that increase the public's awareness and understanding of the impact of information technologies on our lives;	NA
(7)	Pursue the establishment of Hawai'i's public and private universities and colleges as research and training centers of the Pacific;	NA
(8)	Develop resources and programs for early childhood education;	NA
(9)	Explore alternatives for funding and delivery of educational services to improve the overall quality of education; and	NA
(10)	Strengthen and expand educational programs and services for students with special needs.	NA

In 2011, the Governor signed into law Act 181 amending Chapter 226 to add a new definition (Sustainability) and new priority guidelines and principles to promote sustainability. Following is a discussion of how the proposed project fulfills the intent of these amendments.

“Sustainability means achieving the following

1. Respect of the culture, character, beauty, and history of the State’s island communities;
2. Striking a balance between economic, social, community, and environmental priorities; and
3. Meeting the needs of the present without compromising the ability of future generations to meet their own needs.”

**New Priority Guidelines:**

- (1) Encouraging balanced economic, social, community, and environmental priorities;
- (2) Encouraging planning that respects and promotes living within the natural resources and limits of the State;
- (3) Promoting a diversified and dynamic economy;
- (4) Encouraging respect for the host culture;
- (5) Promoting decisions based on meeting the needs of the present without compromising the needs of future generations;
- (6) Considering the principles of the ahupua`a system; and
- (7) Emphasizing that everyone, including individuals, families, communities, businesses, and government, has the responsibility for achieving a sustainable Hawaii.

**DISCUSSION:** The Ka Makana Ali'i project is intended to comply with the above definition of sustainability and the new priority guidelines. Development of a mixed-use regional center on land previously reclassified to the Urban District for the purpose of a regional sports complex greatly increases the usefulness of the land in addressing the long-term needs of the surrounding community. By providing a wide variety of commercial retail, office, hospitality jobs, the project contributes to the fulfillment of the vision for Kapolei to function as O`ahu’s second city. The mixed use character of the proposed development will contribute to the strengthening of the regional economy by diversifying the employment base. Utilizing design themes to honor the host culture establishes the foundation for the implementation of programs and functions to perpetuate cultural awareness. Given the presence of the existing borrow pit and overall quality of the existing land, the proposed development represents a significant improvement to the character of the property and will provide a long-term benefit to the economic and social well being of future generations.

### 3.2 STATE FUNCTIONAL PLANS

The Planning Act called for the creation of functional plans to set specific objectives, establish policies, and implement actions for a particular field of activity. These functional plans further identified those organizations responsible in carrying out the actions, the implementing timeframe, and the proposed budgets.

The most current functional plans and the relationship, if any, to DHHL’s proposed petition for a boundary amendment are discussed in the following sections. It is important to note that while these plans are considered to be the current “official” State Functional Plans, a deviation from

the original goals of the plan may have occurred due to national and world events or other unforeseeable factors.

### **3.2.1 State Agricultural Functional Plan (1991)**

#### **3.2.1.1 Goals of the Plan**

The State Agricultural Functional Plan sought to ultimately increase the overall level of agricultural development in Hawaii. Its fundamental objectives were to (1) ensure the continued viability of Hawaii's sugar and pineapple industries, and (2) encourage the continued growth and development of diversified agriculture throughout the State. The functional plan for agriculture also set objectives to develop capabilities to convert Hawaii-grown crops into potential new value/added products for the local community, visitor industry, and export markets.

#### **3.2.1.2 Conformance with the Goals of the Plan**

The State Agricultural Function Plan is not directly relevant to the proposed project because the subject property was reclassified to the State Urban district 21 years ago.

### **3.2.2 State Conservation Functional Plan (1991)**

#### **3.2.2.1 Goals of the Plan**

The State Conservation Lands Functional Plan addresses the impacts of population growth and economic development on Hawaii's natural environment and provides a framework for the protection and preservation of pristine lands and shore lands. The objective of the plan is to provide for a management program allowing the judicious use of the State's natural resources balanced with the need to protect these resources to varying degrees. The State is primarily responsible to provide the management of conservation areas. However, counties play a key role in directing urban and agricultural activities and in retaining open space and cultural sites as lands become urbanized.

#### **3.2.2.2 Conformance with the Goals of the Plan**

The State Conservation Function Plan is not directly relevant to the proposed project because the subject property is classified as Urban district.

### **3.2.3 State Educational Functional Plan (1989)**

#### **3.2.3.1 Goals of the Plan**

The State Educational Functional Plan reflects the DOE's strategy to address the goals, policies, and priority guidelines of the Planning Act and the goals of the Board of Education (BOE). The plan outlines actions to be taken by the DOE to improve the public school system and to attend to various societal needs and trends.

#### **3.2.3.2 Conformance with the Goals of the Plan**

The State Educational Function Plan is not directly relevant to the proposed project.

### **3.2.4 State Higher Education Functional Plan (1984)**

#### **3.2.4.1 Goals of the Plan**

The objectives of the State Higher Education Functional Plan are to provide (1) a number of diverse postsecondary education institutions; (2) quality educational, research, and public services programs; (3) appropriate opportunities for all who can benefit; (4) financing to ensure accessibility; and (5) coordination of educational resources.

#### **3.2.4.2 Conformance with the Goals of the Plan**

While the State Higher Educational Function Plan is not directly relevant to the proposed project, the relationship between the subject property and the UH's proposed West O`ahu campus provides a context for the proposed development. The subject property was identified in the 1999 East Kapolei Final EIS as the site of a proposed Sports Complex. However, subsequent to a downturn in the state economy, the original plans for East Kapolei were not implemented and the land was transferred to two entities: UH and DHHL. With the recent approval of UH's proposed West O`ahu campus at East Kapolei, many of the functions that were originally proposed for the subject property will be developed at the West O`ahu campus site. This leaves the subject property available for alternative development.

### **3.2.5 State Employment Functional Plan (1990)**

#### **3.2.5.1 Goals of the Plan**

The 1990 State Employment Functional Plan's objectives, policies, and implementing actions address four major issue areas: (1) education and preparation services for employment; (2) job placement; (3) quality of work life; and (4) employment planning information and coordination.

#### **3.2.5.2 Conformance with the Goals of the Plan**

At full build out, the proposed development will a principal source of new employment opportunities for the entire `Ewa region. To that end, it is supportive of the Employment Functional Plan.

### **3.2.6 State Energy Functional Plan (1991)**

#### **3.2.6.1 Goals of the Plan**

The State Energy Functional Plan sought to (1) support the commercialization of Hawai'i's alternative energy resources, (2) implement a wide range of energy conservation and efficiency technologies; (3) prepare for disruptions in the energy supply; and (4) reduce the State's dependence on imported fossil fuels, such as oil, for 90 percent of its total energy needs as opposed to 42 percent nationally.

The plan called for objectives and courses of action to lessen Hawai'i's dependence on imported fossil fuels. The objectives were to: (1) moderate the growth in energy demand through conservation and energy efficiency; (2) displace oil and fossil fuels through alternate and renewable energy sources; (3) promote energy education and legislation; (4) support and develop an integrated approach to energy development and management; (5) ensure the State's abilities to implement energy emergency actions immediately in the event of fuel supply disruptions, and

ensure essential public services are maintained and provisions are made to alleviate economic and personal hardships that may arise.

### **3.2.6.2 Conformance with the Goals of the Plan**

As discussed in Section 2.16, the project will utilize advanced best management practices (BMP) for green building to incorporate sustainable principals from conceptual design through the end of construction. These BMP's address aspects of site, water efficiency and reuse, energy consumption, day-lighting, recycling and construction waste management, materials (local, recycled), fixtures, indoor environmental quality, low-emitting materials, and natural resources.

The Ka Makana Ali,,i project will seek to minimize its impact on the environment through the appropriate selection of energy efficient systems, and considering sustainable material choices to achieve an environmentally responsible design that strikes a balance between known established practices and emerging sustainable best management practices.

## **3.2.7 State Health Functional Plan (1989)**

### **3.2.7.1 Goals of the Plan**

The 1989 State Health Functional Plan addressed six issue areas: (1) health promotion and disease prevention; (2) communicable disease prevention and control; (3) special populations with impaired access to health care; (4) healthcare services (acute, long-term, primary and emergent) for rural communities; (5) environmental health and protection; and (6) Department of Health (DOH) leadership. The plan also sought to boost the long-term economy by attracting a share of the rapidly developing, affluent, wellness-oriented market. It also sought to develop and implement new environmental protection and health services that would protect, monitor, prevent degradation, and enhance the quality of Hawai,,i's air, land, and water.

### **3.2.7.2 Conformance to the Goals of the Plan**

The State Health Function Plan is not directly relevant to the proposed project.

## **3.2.8 State Historic Preservation Functional Plan (1991)**

### **3.2.8.1 Goals of the Plan**

The State Historic Functional Plan identifies issues, policies, and implementing actions that seek to preserve and protect the unsurpassable beauty, history, and culture of the Hawaiian islands. Hawai,,i's natural scenic beauty, clean environment, and rich multi-cultural heritage (including historic/cultural sites) are reasons why so many people have made Hawai,,i their home, and why so many visit the State.

### **3.2.8.2 Conformance to the Goals of the Plan**

The development of the proposed project will be conducted in compliance with all applicable rules pertaining to historic preservation. To that end, the project is supportive of the Historic Preservation Functional Plan.



### **3.2.9 State Housing Functional Plan (1989, 1990)**

#### **3.2.9.1 Goals of the Plan**

The 1990 State Housing Functional Plan identified a need to develop affordable housing throughout the State, and found that the housing needs of lower income households would not be adequately met in future residential developments. Obstacles identified to the development of affordable housing include (1) the lack of infrastructure, particularly on the neighbor islands; (2) the high cost of zoned land, high development costs, and the regulatory system particularly on O`ahu; (3) government policies that have created a shortage of urban land zoned for housing; (4) lack of government funds to develop rental housing; (5) building codes and subdivision standards that constrain innovative, cost-saving technologies; and (6) current labor wages. The Plan recommended increased densities in residential developments where feasible, smaller and basic units, funding for rental developments, and state subsidies.

#### **3.2.9.2 Conformance to the Goals of the Plan**

The proposed project does not include a residential component.

### **3.2.10 State Human Services Functional Plan (1989)**

#### **3.2.10.1 Goals of the Plan**

The Human Services Functional Plan addressed: (1) elder abuse; (2) child abuse and neglect; and (3) spouse/domestic abuse and violence. The plan details statistics, causes, and prevention measures that can help to combat very pressing societal issues.

#### **3.2.10.2 Conformance to the Goals of the Plan**

The State Human Services Function Plan is not directly relevant to the proposed project.

### **3.2.11 State Recreation Functional Plan (1991)**

#### **3.2.11.1 Goals of the Plan**

The 1991 State Recreation Functional Plan focused on six issue areas: (1) ocean and shoreline recreation; (2) *mauka*, urban, and other recreation; (3) public access to the shoreline and upland recreation areas; (4) resource conservation and management, (5) management of recreation programs and facilities; and (6) wetlands protection and management.

#### **3.2.11.2 Conformance to the Goals of the Plan**

As the proposed project does not constitute an active recreational use, the Recreation Function Plan is not directly relevant to the proposed project. However, to the extent that the project may include tenants that provide recreational amenities, such as bowling alleys or fitness centers, and the extensive pedestrian walkways provided within the development will encourage pedestrian movement (a passive recreational activity), the project is supportive of the State Recreational Functional Plan.

### **3.2.12 State Tourism Functional Plan (1991)**

#### **3.2.12.1 Goals of the Plan**

The 1991 State Tourism Functional Plan focused on six issues: (1) the positive and negative impacts of tourism growth on the community; (2) physical development in terms of product quality, product diversity, land use planning, adequate infrastructure, and visitor use of public services; (3) environmental resources and cultural heritage; (4) community, visitor, and industry relations; (5) employment and career development; and (6) effective marketing.

#### **3.2.12.2 Conformance with the Plan**

As the proposed project will be a regional commercial center, residents and visitors will use it. Its presence in the `Ewa region will provide a valued amenity for the visitor industry, and to that end, it will compliment the Ko `Olina visitor destination area. The proposed hotels may be attractive to visitors but are intended to serve primarily business travelers and the local community's needs.

### **3.2.13 State Transportation Functional Plan (1991)**

#### **3.2.13.1 Goals of the Plan**

The 1991 State Transportation Functional Plan sought to (1) construct facility and infrastructure improvements in support of Hawaii's thriving economy and growing population base; (2) develop a transportation system balanced with an array of new alternatives; (3) implement Transportation Systems Management to maximize the use of existing facilities and systems; (4) foster innovation and use of new technology in transportation; (5) maximize joint efforts with the private sector; (6) pursue land use initiatives which help reduce travel demand; (7) encourage resident quality-of-life improvements through improved mobility opportunities and travel reduction.

#### **3.2.13.2 Conformance with the Plan**

Three significant transportation improvements planned for the East Kapolei area will have a direct impact upon the proposed project. The recently completed Kapolei Parkway abuts the northern property boundary of the subject property and provides direct access to the proposed regional commercial center.

At the same time, the State recently completed construction of the Kualaka`i Parkway linking Kapolei Parkway to the H-1 Freeway. That project included a new freeway interchange. Hawaii DeBartolo LLC proposes to extend Kualaka`i Parkway from Kapolei Parkway south to the project's eastern project entrance. This extension will benefit both the proposed development and the surrounding region because it will enable freeway traffic to directly access the subject property.

### **3.2.14 State Water Resources Development Functional Plan (1984)**

#### **3.2.14.1 Goals of the Plan**

The 1984 State Water Resources Development Functional Plan set objectives to: (1) clarify the State water policy and improve management framework; (2) maintain the long-term availability

of freshwater supplies while considering environmental values; (3) improve management of flood plains; (4) assure adequate municipal water supplies for planned urban growth; (5) assure the availability of adequate water for agriculture; (6) encourage and coordinate development of self-supplied industrial water and the production of water-based energy; (7) provide for the protection and enhancement of Hawai'i's freshwater and estuarine environment; (8) improve state grant and loan procedures for water programs and projects; and (9) pursue water resources data collection and research to meet changing needs.

### **3.2.14.2 Conformance with the Plan**

The construction of potable water infrastructure need to serve the proposed project will be coordinated with the development of the DHHL East Kapolei project as well as the proposed UH West O`ahu campus.

## **4 AN ASSESSMENT OF THE CONFORMITY OF THE PROPOSED USE TO OBJECTIVES AND POLICIES OF THE COASTAL ZONE MANAGEMENT PROGRAM, CHAPTER 205A, HRS**

Federal Coastal Zone Management (CZM) enforcement authority (Public Law 92-583), as amended, has been delegated to the State and enacted as HRS Chapter 205A. The Hawai'i CZM Program was promulgated in 1977 in response to the Federal CZM Act of 1972. Other than the review of federal applicants, federal permits, or federal activities, the State CZM review authority has been delegated to the county level through the SMA controls for development along the shoreline.

The CZM area encompasses the entire State including all marine waters seaward to the extent of the State's police power and management authority, including the 12-mile U.S. territorial sea and all archipelagic waters. The CZM Act is comprised of a number of objectives primarily related to (1) protecting and preserving the coastal zone; (2) improving the quality of coastal scenic and open space resources and ensuring that coastal dependent development such as harbors and ports, and coastal-related development such as visitor industry facilities and energy generating facilities, are located, designed, and constructed to minimize adverse social, visual, and environmental impacts in the coastal zone management area; and (3) encouraging research and development of new, innovative technologies for exploring, using, or protecting marine and coastal resources.

Following is a summary of the project's conformance with the ten objectives of the coastal zone management program.

*1A Provide coastal recreation opportunities accessible to the public.*

Not applicable, as the project is approximately 1.7 miles from the coastline.

*2A Protect, preserve, and where desirable, restore those natural and manmade historic and prehistoric resources in the coastal zone management area that are significant in Hawaiian and American history and culture.*

No historic, prehistoric or cultural resources have been identified on the subject property. However, to ensure that potential subsurface resources associated with sinkholes in the coral plain substratum are not disturbed during construction, subsurface archaeological testing will be

conducted prior to construction in all areas where construction may impact the subterranean coral shelf.

*3A Protect, preserve, and, where desirable, restore, or improve the quality of coastal scenic and open space resources.*

As the proposed project is located about 1.7 miles from the shoreline, it is not applicable to this objective.

*4A Protect valuable coastal ecosystems, including reefs, from disruption and minimize adverse impacts on all coastal ecosystems.*

As discussed under Objective 2A above, the proposed project will not have a significant adverse impact on the coastal ecosystem. According to the drainage master plan for the East Kapolei I development, drainage from the Kaloi and Hunehune gulches is to be directed to a piped drainage system and subsequently to detention basins. Storm runoff from the proposed project will discharge to the Kapolei Lower Channel and Coral Pit with Kalaeloa.

*5A Provide public or private facilities and improvements important to the State's economy in suitable locations.*

The subject property is classified as Urban land and is situated in the center of Kapolei's residential community. The provision of a regional mixed use center will greatly benefit the surrounding community, both in terms of new employment opportunities and in terms of reducing traffic congestion on the H-1 by helping to reverse traffic flow.

*6A Reduce hazard to life and property from tsunami, storm waves, stream flooding, erosion, subsidence, and pollution.*

The subject property is situated about 1.7 miles from the coastline, well outside of the identified tsunami inundation zone and the effects of storm waves. There are no streams in the vicinity of the project. The buildings and pavements within the proposed project will create hardstand areas that are not subject to erosion. Landscaped areas will have ground cover and will be maintained to mitigate erosion from storm water runoff. The property is not subject to subsidence. Finally, the proposed uses are not anticipated to generate air or noise pollution.

*7 Improve the development review process, communication, and public participation in the management of coastal resources and hazards.*

While the coastal element of this objective is not relevant to the project, the public participation aspect is. This environmental assessment helps to ensure that the project's potential impacts are fully disclosed.

*8 Stimulate public awareness, education, and participation in coastal management.*

As this project is not situated near the coastline, this objective is not applicable.

*9 Protect beaches for public use and recreation.*

As this project is not situated near the coastline, this objective is not applicable.

*10 Promote the protection, use and development of marine and coastal resources to assure their sustainability.*

As discussed above, the proposed project will have no significant negative impact upon the coastal resources of `Ewa. Therefore, it is consistent with the intent of this objective.

## **5 COMPLIANCE WITH CHAPTER 205, HRS**

Chapter 205, Hawaii Revised Statutes, as amended, contains provisions of the State Land Use Law. In 1999, the subject property was part of a 1,300-acre area known as East Kapolei that was reclassified by the State Land Use Commission from a State Agricultural district to a State Urban district (LUC Docket A99-728, approved September 8, 1999). At that time, the East Kapolei property was owned by the DLNR. The HCDCH was identified as the proposed project developer. In the original development plan presented to the Land Use Commission as part of the evidentiary hearing on Docket A99-728, the subject property was identified for development by the State as a Regional Sports Complex.

As discussed above, the East Kapolei area was eventually transferred to the DHHL and to the UH for development. The subsequent relocation of the proposed University of Hawaii West O`ahu campus from the foothills of the Waianae mountain range mauka of the H-1 Freeway to its present location in East Kapolei eliminated the need for a Regional Sports Complex further south. However, as development of the subject property must be done in substantial compliance with representations made at the Land Use Commission, the development of the proposed regional mixed use center cannot proceed unless the Land Use Commission approves. The Department of Hawaiian Home Lands will, therefore, present a motion to the Commission requesting that the designation for the subject property be changed from Regional Sports Complex to Regional Mixed Use Center.

## **6 COMPLIANCE WITH CHAPTER 343, HRS**

The entire 1,300-acre East Kapolei property, including the subject property was addressed in the East Kapolei Master Plan Final EIS, approved in July 1998, which was triggered by the proposed use of the state-owned land. This current environmental assessment is being prepared in response to a request from the DHHL to update the portion of the original document pertaining to the 67-acre subject property.

## **7 COMPLIANCE WITH CITY ORDINANCES AND PLANS**

### **7.1 COMPLIANCE WITH THE O`AHU GENERAL PLAN**

The O`ahu General Plan, most recently amended in 2002, presents objectives and policies for eleven areas of concern: population, economic activity, the natural environment, housing, transportation and utilities, energy, physical development and urban design, public safety, health and education, culture and recreation, and government operations and fiscal management. Following is a summary of the policies with which the proposed project conforms.



<b>Population Policies</b>	
C-2	Encourage development within the secondary urban center at Kapolei and the Ewa and Central Oahu urban-fringe areas to relieve developmental pressures in the remaining urban-fringe and rural areas and to meet housing needs not readily provided in the primary urban center.
	<b>Discussion: Although the project provides no residential components, it is located within the area identified in the Ewa DP as the Ewa urban-fringe area.</b>
<b>Economic Activities</b>	
A-1	Encourage the growth and diversification of Oahu's economic base.
A-2	Encourage the development of small businesses and larger industries which will contribute to the economic and social well-being of Oahu residents.
	<b>Discussion: The provision of a regional mixed use center in East Kapolei will provide new opportunities for local commercial retail growth .</b>
C-3	Support the development of markets for local [agricultural] products, particularly those with the potential for economic growth.
	<b>Discussion: The inclusion of new restaurants and specialty markets with the project will directly support local farms in the provision of agricultural products.</b>
G-2	Permit the moderate growth of business centers in the urban-fringe areas.
	<b>Discussion: As a regional mixed use center, Ka Makana Ali'i will include office, commercial and hotel uses.</b>
<b>Natural Environment</b>	
A-2	Seek the restoration of environmentally damaged areas and natural resources.
	<b>Discussion: The subject property has remained vacant since the demise of the Oahu Sugar company and has been used for the extraction of coral fill and the stockpiling of top soil. Development of the project will return the property to economic usefulness.</b>
B-2	Protect Oahu's scenic views, especially those seen from highly developed and heavily traveled areas.
	<b>Discussion: The proposed project does not impact an identified view plane or vista.</b>
<b>Transportation and Utilities</b>	
D-2	Use the transportation and utility systems as a means of guiding growth and the pattern of land use on Oahu.

D-4	Evaluate the social, economic, and environmental impact of additions to the transportation and utility systems before they are constructed.
D-5	Require the installation of underground utility lines wherever feasible.
	<b>Discussion: The proposed project will be located at the intersection of two principal arterial roadways in the Ewa district, which will enable local residents to easily and efficiently access the regional mixed use center. The new employment opportunities provided by the project will, in turn, help to improve traffic flow and reverse the traditional pattern of commuting to Honolulu for work.</b>
Energy	
B-1	Ensure that the efficient use of energy is a primary factor in the preparation and administration of land use plans and regulations.
	<b>Discussion: The proposed project will incorporate energy-efficient architectural design.</b>
Physical Development and Urban Design	
A-2	Coordinate the location and timing of new development with the availability of adequate water supply, sewage treatment, drainage, transportation, and public safety systems.
A-3	Phase the construction of new developments so that they do not require more regional supporting services than are available.
A-5	Provide for more compact development and intensive use of urban lands where compatible with the physical and social character of existing communities.
A-7	Locate new industries and new commercial areas so that they will be well related to their markets and suppliers, and to residential areas and transportation facilities.
	<b>Discussion: All of the necessary infrastructure is in place to support the proposed development. The establishment of a regional mixed use center in East Kapolei will bring new jobs to a large residential community, which will, in turn, help to reduce traffic congestion and commuting times, and improve quality of life for area residents.</b>
D-1	Develop and maintain urban-fringe areas as predominantly residential areas characterized by generally low-rise, low density development which may include significant levels of retail and service commercial uses as well as satellite institutional and public uses geared to serving the needs of households.
D-3	Establish a green belt in the Ewa and Central Oahu areas of Oahu in the Development Plan.
	<b>Discussion: The provision of a regional mixed use center in East Kapolei will provide valued commercial and retail services to the surrounding community. The proposed development will preserve and enhance the viability of the abutting OR&amp;L historic railway line by increasing the potential for new riders and visitors to the Hawaiian Railway Society's planned museum.</b>

E-8	Preserve and maintain beneficial open space in urbanized areas.
	<b>Discussion: The majority of the subject property will be retained in open space.</b>
Public Safety	
A-1	Provide a safe environment for residents and visitors on Oahu.
	<b>Discussion: The safety and security provided by the tenants of the regional mixed use center will provide a safe environment and destination for residents and visitors alike.</b>
Culture and Recreation	
A-2	Encourage greater public awareness, understanding, and appreciation of cultural heritage and contributions to Hawaii made by the City's various ethnic groups.
A-3	Encourage opportunities for better interaction among people with different ethnic, social, and cultural backgrounds.
B-4	Promote the interpretive and educational use of cultural, historic, architectural, and archaeological sites, buildings, and artifacts.
C-1	Encourage and support programs and activities for the visual and performing arts.
	<b>Discussion: The proposed project is planned to include adequate space for cultural exhibitions and performances.</b>

## 7.2 RELATIONSHIP TO THE `EWA DEVELOPMENT PLAN

The 1997 *`Ewa Development Plan* designated the property for High Density Residential Development (Figure 10) and assigned the property to the first phase of development in the `Ewa region (1997-2005).

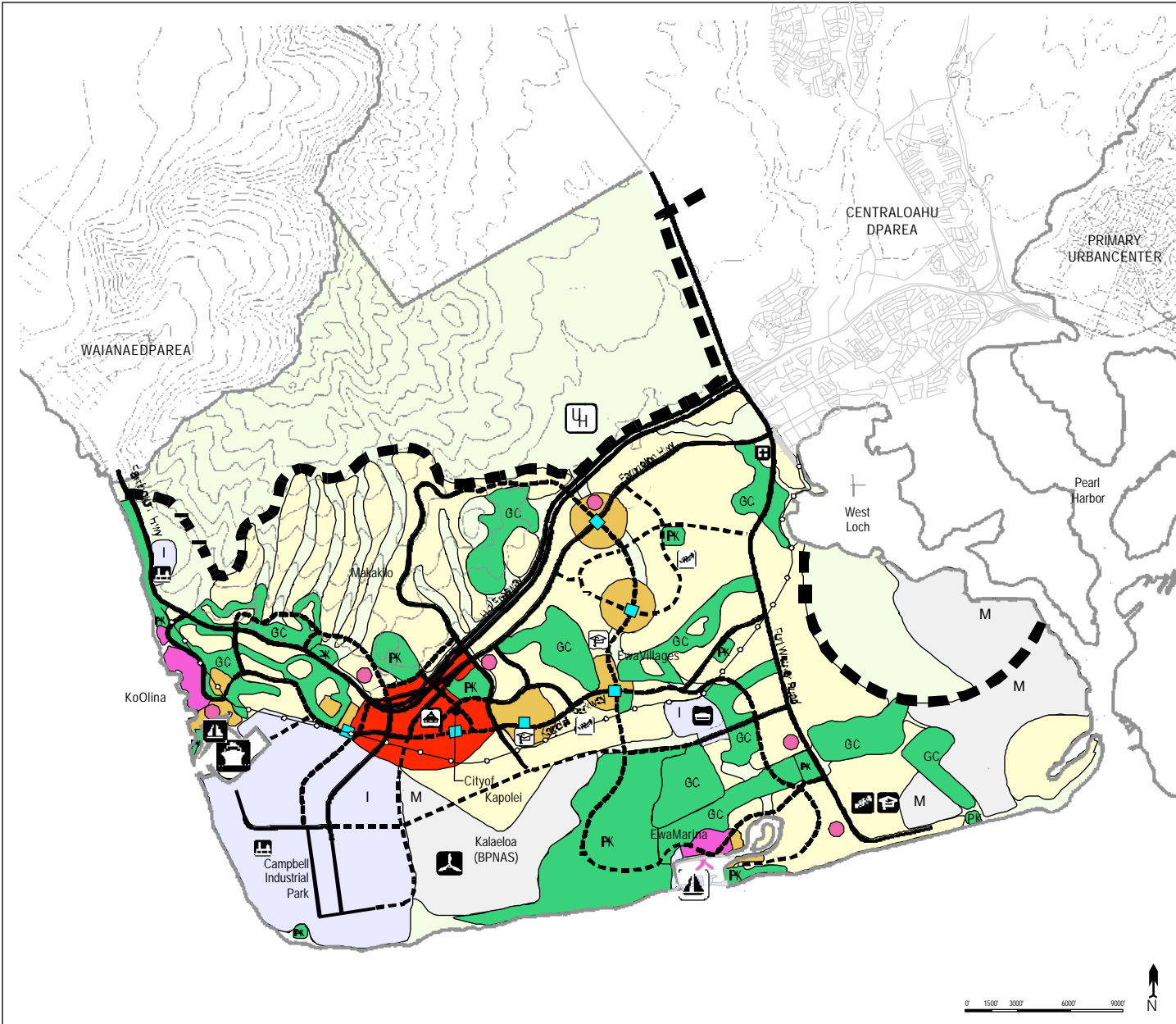
In October 2008, the DPP released a Public Review Draft in fulfillment of a statutory requirement to periodically revise and update the `Ewa Development Plan. The deadline for comments on the Public Review Draft was March 15, 2009. In October 2011, a Revised Draft of the Ewa DP addressing comments received was sent to the Honolulu Planning Commission for review and recommendation to the City Council. Once the City Council receives the Planning Commissions comments, it will begin its deliberations. Revisions to the `Ewa Development Plan must ultimately be adopted by ordinance.

The Public Review Draft identified the area at the intersection of Kapolei Parkway and Kualaka'i Parkway (aka North-South Road) as the potential site of a Community Commercial Center, and noted that "...[b]ecause the DHHL has the power under the State Constitution to exempt itself from all State and County land use laws, rules and regulations, the City has no ability to require DHHL to follow the `Ewa Plan vision, policies and guidelines."

























Following is a discussion of the relationship between the proposed project and specific elements of the Ewa DP.

# EWA DEVELOPMENT PLAN

## Urban Land Use Map



- Low and Medium Density Residential
- High Density Residential
- Community Commercial Center
- City of Kapolei (High Density Residential and Commercial)
- Resort/Recreation Area
- Industrial
- Military
- Public Institution
- Agricultural and Preservation
- Parks and Golf Courses
- Transit Node (High Density Residential and Commercial)
- Urban Growth Boundary

- | EXISTING  | FUTURE   |
|---|--|
|    |  Civic Center                         |
|    |  Electric Power Plant                 |
|    |  Wastewater T.P.                      |
|    |  Intermediate School                  |
|    |  High School                          |
|    |  U.H. West Oahu                       |
|   |  Hospital                            |
|  |  Small Boat Marina                  |
|  |  Commercial Harbor                  |
|  |  Airfield                           |
|  |  Highways, Arterial & Major Streets |
|  |  Historic Railway                   |



Planning Department  
City & County of Honolulu  
August 1997

### FIGURE 10

EWA DEVELOPMENT PLAN



## Vision

As the result of initiatives by the University of Hawaii, the Hawaii Community Development Authority (HCDA) and the DHHL, the existing and planned development of East Kapolei and Kalaeloa has departed to a certain extent from the vision of the Ewa DP. The Ewa DP envisioned the University's West O`ahu campus on the hillside mauka of the H-1 freeway, but it is now being constructed on a portion of the East Kapolei property that was reclassified as Urban District in 1999.

While the DHHL promotes residential development that was generally envisioned by its predecessor, the Housing and Community Development Corporation of Hawaii (HCDCH), the original plans for the project site to be developed as a Regional Sports Complex were dropped because of the relocation of the West O`ahu campus to East Kapolei. Instead, the DHHL determined that the best use of the Sports Complex property would be a regional mixed use center. And shortly after the adoption of the Ewa DP, the HCDA initiated a process that eventually replaced the Local Reuse Master Plan anticipated in the Ewa DP with the Kalaeloa Master Plan that altered the anticipated development pattern at Kalaeloa.

Collectively, these three changes will likely transform the East Kapolei/Kalaeloa area to a much more dynamic employment center than what was originally envisioned in the Ewa DP. And yet, these changes are collectively supportive of the DP's vision for the Ewa region to become a secondary urban center on O`ahu.

The principal difference between the East Kapolei/Kalaeloa vision and the Ewa DP is the role of the City of Kapolei as a major employment center for the region. The Ka Makana Ali`i project, together with the light industrial and mixed use development proposed at Kalaeloa will likely extend the employment center of Kapolei City further east than what was envisioned nearly 15 years ago. However, this evolution in the land use pattern is not anticipated to result in significant adverse impacts. Rather, the integration of a mixed use regional center into East Kapolei will improve regional traffic flow and pedestrian travel patterns. By creating a job center at the intersection of Kapolei Parkway and Kualaka`i Parkway, Ka Makana Ali`i will provide the resident student body at the West O`ahu campus with an opportunity for jobs in close proximity to the campus.

As discussed in the DHHL's Kapolei Regional Plan (2010):

"East Kapolei represents DHHL's master planning community development efforts to provide a thriving community where people can live, work, play and learn. The Headquarters for the DHHL is now located in East Kapolei and land is reserved for park use, community commercial use and fire support use. In addition, a Heritage Center and spaces for Hawaiian organizational services are in development stages. Of the 403 housing units that are planned for East Kapolei 210 homes are occupied and renamed as Kanehili. Approximately 1,457 new homes are planned for East Kapolei II.

The East Kapolei parcels are further surrounded and supported by other work, live, play and learn opportunities. The University of Hawaii West Oahu campus will be located mauka adjacent to the Kanehili parcel providing learning opportunities. Recreational opportunities are provided at proposed

parks and the Kroc Center, which is situated within walking distance from residential units. A 1.5 million square foot super mall is planned across from the parcel.

The East Kapolei developments also seek to bring benefits to the region beyond the DHHL parcels. Aside from on site infrastructure improvements such as roads, drainage, sewer, water and electrical, regional infrastructure investments have been committed which include a 4 million gallon water reservoir; extension of Kapolei regional parkway road; connection to the North South Road and improvements to drainage.” (page 12)

### Visual Impacts

The Ewa DP calls for retention of visual landmarks and significant vistas, including:

- distant vistas of the shoreline from the H-1 Freeway above the `Ewa Plain,
- views of the ocean from Farrington Highway between Kahe Point and the boundary of the Waianae Development Plan Area,
- views of the Wai`anae Range from H-1 Freeway between Kunia Road and Kaloi Gulch and from Kunia Road,
- views of na pu`u at Kapolei, Palailai, and Makakilo,
- *mauka* and *makai* views, and
- views of central Honolulu and Diamond Head.

This project is consistent with the relevant sections of the plan, as it retains *mauka* views from the project site.

The OR&L historic rail line is not presently visible from Kapolei Parkway, the nearest public roadway, due to the presence of numerous stockpiles of dirt and overgrown vegetation on the subject property and to its distance nearly a half mile from Kapolei Parkway. While development of the property will result in the placement of numerous structures between Kapolei Parkway and the historic rail line, there will be no substantive change to existing conditions: the rail line will continue to be blocked from view and generally too far away to be seen. As viewed from the rail line, the proposed development will present an aesthetically pleasing architectural vista. Views of the Wai`anae mountain range will likely be blocked by some buildings within the proposed development.

### Other Impacts on the OR&L Historic Rail Line

The only direct physical impact upon the rail line resulting from the proposed project will be the need to cross the railroad tracks with one or two driveways proposed to link the project site to Roosevelt Avenue (see Figure 6). These crossings will not adversely affect the operations of the railway as they will be gated in accordance with requisite railway crossing safety standards. Due to the train's limited number of rail cars, the occasional passing of the train will pose only a temporary inconvenience to drivers and pedestrians who will be required to wait for the train to pass and the gates to raise again.

The presence of the proposed regional mixed use center adjacent to the rail line will likely be beneficial to the preservation and operation of the train because it will introduce more

prospective riders and rail museum attendees, which will, in turn, increase revenue for the rail operation.

The proposed project will have no impact upon the OR&L's base yard operations because the project does not require the extension of Kualaka'i Parkway beyond its eastern project entrance.

#### Impacts on Existing and Planned Residential Areas

The proposed project will have no direct physical impact upon its three closest existing residential neighbors; Varona Village to the east, Village 8 to the west, and Kanehili to the north. Ka Makana Ali'i is separated from Village 8 by the Kapolei Lower Drainage Channel which is approximately three hundred feet wide. Varona Village lies approximately 800 feet east of the proposed project's eastern property boundary. The new residential community of Kanehili lies on the north side of Kapolei Parkway about 600 feet north of the subject property.

There neither is nor will be any pedestrian or vehicular connection between Village 8 and the project. Village 8 is bordered on its eastern boundary by a six-foot high continuous wall and there are no pedestrian accesses or roadways between the houses that form the eastern end of the property within the wall.

Renton Road presently provides pedestrian and vehicular access to the subject property from Varona Village. Renton Road is gated at just west of the village. No access from this unpaved portion of Renton Road to the subject property is proposed.

The intersection of Kanehili Street and Kapolei Parkway will serve as a principal access route to the proposed development. Therefore, the residents of the Kanehili community will enjoy direct vehicular and pedestrian access to the project.

Future residential communities are planned within Kalaeloa. The properties directly south of the subject property (across Roosevelt Avenue) are slated for Light Industrial and Moderate Density Mixed Use development. The Kalaeloa Master Plan defines the latter as storefront uses on the ground floor with residential uses on upper floors (2<sup>nd</sup>, 3<sup>rd</sup> and 4<sup>th</sup> floors).

Impacts to surrounding residential communities will be generally limited to short-term construction-related impacts discussed elsewhere in this environmental assessment. Please refer to Sections 7.9, 7.10 and 8.3.3.

The City's proposed transit corridor is presently planned to terminate at the Kroc Center, approximately a half-mile north east of the subject property. Although the Ewa DP identifies a future transit station in the vicinity of the subject property, the property owner, DHHL, has elected to develop the property for commercial rather than residential use.

#### Regional Commercial Center

The Ewa DP does not provide for Regional Commercial Centers outside the City of Kapolei because the City of Kapolei is intended to provide for regional shopping needs. The provision of a regional mixed use center at the subject property is, therefore, not consistent with current City policy. However, as noted in the Ewa DP, the property owner, DHHL, is not required to follow City policy.

### 7.3 RELATIONSHIP TO THE LAND USE ORDINANCE

DeBartolo Hawaii LLC has committed to construct the Ka Makana Ali`i project in substantial compliance with the zoning standards for Business Mixed Use (BMX-3 and BMX-4) as presented in the LUO. The applicable BMX-3 and BMX-4 development standards are presented in Appendix C. Internal roadways will be paved, with curbs, gutters and medians, and landscaping will be implemented in general compliance with LUO standards.

### 7.4 ZONING PARAMETERS

As described in Section 21-3.120 of the LUO, the purpose of the business mixed use district is to recognize that certain areas of the city have historically been mixtures of commercial and residential uses, occurring vertically and horizontally, and to encourage the continuance and strengthening of this pattern. It is the intent to provide residences in very close proximity to employment and retail opportunities, provide innovative and stimulating living environments, and reduce overall neighborhood energy consumption. It should be noted, however, that no residential land uses are proposed as part of the Ka Makana Ali`i development.

As presented in the LUO, the intent of the BMX-3 community mixed use district is to provide opportunities for mixed use development outside of the central business district. The intent of the BMX-4 central business mixed use district is to provide the highest land use intensity for commerce and business.

The Ka Makana Ali`i development proposes the BMX-4 standards for the portion of the Village Mixed Use Center that will accommodate the proposed hotel development (see Figure 5). Appendix C presents the Table 21-3 of the City's Land Use Ordinance and highlights the development standards for BMX-3 and BMX-4 districts.

#### 7.4.1 Proposed Density

The proposed project is expected to utilize the entire 67-acre property. As shown on Figure 4 and discussed in Section 2.8, Phase 1 will comprise approximately 200,681 square feet and Phase 2 will comprise approximately 1,145,221 sf. The maximum allowable density (Floor Area Ratio: FAR) is 2.5 for BMX-3 and 4.0 for BMX-4. The anticipated density for the BMX-3 portion of the development is 0.40 (FAR) with a likely maximum density of 2.7 FAR for the BMX-4 area.

#### 7.4.2 Building Area (Lot Coverage)

Building coverage of the subject property will be approximately 32.5 percent, resulting in the remainder of the property (67.5 percent) being retained in open space. Within the open space, approximately 88 percent will consist of impervious surface with approximately 12 percent consisting of landscaped area

#### 7.4.3 Building Height

The maximum building height for the project area will be 120 feet.



#### 7.4.4 Yard Setbacks

Front yard setbacks for BMX-3 and BMX-4 are 5 feet for uses other than dwellings. There are no side or rear yard setback requirements for uses other than dwellings in BMX-3 and BMX-4.

### 7.5 CONSISTENCY WITH 2001 PEARL HARBOR HISTORIC TRAIL MASTER PLAN

The Pearl Harbor Historic Trail (PHHT) extends from the East Loch of Pearl Harbor to Nanakuli along the OR&L historic railway Right-of-Way. In the vicinity of the subject property, the OR&L easement abuts Ka Makana Ali`i's southern property boundary. Following is a discussion of how the proposed project complies with the Master Plan.

*PHHT Goal #1: Provide a shared use path for outdoor recreation, physical fitness, and transportation that: 1. is continuous from `Aiea to Nanakuli; 2. is accessible to the community; 3. links important community activity centers and attractions; 4. is fun to use because of its many recreation amenities and opportunities; and 5. is well maintained, safe and secure.*

Discussion: As the proposed project abuts the PHHT, it is supportive and complimentary to this goal, particularly #3 which calls for the trail linking important community activity centers and attractions. Ka Makana Ali`i will be an important community activity center for the entire Ewa district and its proximity to the trail will facilitate access by pedestrians and bikers. However, because the PHHT is situated on the makai side of the historic railroad tracks, and because the PHHT also envisions the active use of the tracks by the train, there may be a potential conflict between operation of the train and use of the abutting pedestrian trail and bike path. To access the Ka Makana Ali`i site in fulfillment of Goal 1, pedestrians and bicyclists will have to cross the railroad tracks. Ka Makana Ali`i has proposed the construction of two driveways crossing the tracks and connecting the regional mixed use center to Roosevelt Avenue. These crossings will include gates and signals. The provision of these driveways will mitigate the potential conflict between the train and pedestrians by providing safe crossings.

*Goal #2: Preserve the former ORL railway alignment as an important historic resource that: 1. expands the HRS' train operations from `Aiea to Nanakuli; 2. Teaches about OR&L's history and elements related to railway history and its link to the community's cultural past; 3. is accessible to both residents and visitors; 4. Preserves and exhibits the area's history and culture; and 5. provides amenities such as railroad stations that enhance the user experience.*

Discussion: The proposed Ka Makana Ali`i project is supportive and complimentary to this goal. The provision of the crossings will facilitate additional pedestrian access to the trail. The planning and design of the proposed driveways crossing the railroad tracks will ensure that train operations are not disrupted. The crossings will be designed in a manner that does not undermine or conflict with the historic character of the railroad.

*Goal 3: The Pearl Harbor Historic Trail will create economic opportunities that: 1. Provide economic support for the Pearl Harbor Historic Trail projects; 2. Link important activity centers and visitor attractions; and 3. Bring visitors into Leeward communities.*

Discussion: The proposed project supports this goal by providing a significant activity center along its route.

*Goal 4: The Pearl Harbor Historic Trail will enhance environmental preservation efforts by: 1. Encouraging habitat protection, restoration of wetlands and streams, and development of natural resources interpretive facilities along the Trail; 2. Providing a green corridor extending beyond the Trail boundaries that is enhanced with a unified landscape featuring indigenous and endemic plant species, where appropriate; 3. Restoring areas around ancient Hawaiian fishponds as educational and cultural resources; 4. Preserving, restoring, and protecting natural and environmentally sensitive areas along the Trail; and 5. selectively clearing mangrove and other invasive species to open shoreline vistas and public access to Pearl Harbor.*

Discussion: The proposed project is complimentary to this goal to the extent that it will comply with the requisite 50-foot building setback and thereby preserve the green corridor along the PHHT.

Figure 3-9 in the PHHT Master Plan depicts the mauka extension of Coral Sea Road from Kalaeloa into the existing Village 8 residential area on the western side of the Kapolei Lower Drainage Channel. The Ka Makana Ali`i project envisions this mauka crossing of the tracks to be several hundred feet further east and also provides an additional crossing at about the midpoint along its southern property boundary.

## **7.6 VIEW ANALYSIS**

### **7.6.1 Regional Views**

The hotel and office structures will be visible from areas immediately surrounding the project site, but will not be visible generally from other areas of the `Ewa plain because of the flat topography and the presence of residential subdivisions and vegetation, views will be obstructed by houses and trees. The proposed project will be visible from undeveloped areas within Kalaeloa and from the Makakilo hillside.

### **7.6.2 Views of Scenic Features within Site**

Views of conceptual development within the site from surrounding roadways and adjacent properties are shown on Figures 11, 12, and 13.

Figure 11 depicts views from the southeastern corner of the property looking toward the northwest from the OR&L railway tracks and the adjacent City and County of Honolulu property.

Figure 12 presents a view from the intersection of Kapolei Parkway and Kualaka`i Parkway looking southwest into the project area.

Figure 13 presents a view of the conceptual plan looking southwest across the property. Perspective C depicts the northeast corner of the development looking down its eastern boundary, and Perspective D presents a closer view of the project's northeastern pedestrian entrance.



A

FIGURE 11 - VIEW TO THE NORTHWEST





**B**

FIGURE 12 - VIEW TO THE SOUTHEAST





C



D

FIGURE 13 - VIEW TO THE SOUTHWEST



## 8 ASSESSMENT OF THE EXISTING NATURAL ENVIRONMENT, POTENTIAL IMPACTS AND MITIGATION MEASURES

### 8.1 TOPOGRAPHY

The subject property is relatively flat land with a slope of one to two percent from north to south. It is sparsely vegetated owing to the presence of the borrow pit, foundation area, stockpiles, and the numerous equipment roads that have been graded across the property (see Figure 5).

As depicted in Figure 1, the subject property is generally situated between the Villages of Kapolei and Varona Village. The remainder of the DHHL East Kapolei property lies north of the subject property and Kalaeloa (the former Barbers Point Naval Air Station) lies to the south. As discussed above, the majority of the subject property has been used for the past two years as a borrow pit, a stockpile area, construction equipment storage, and graded for staging numerous construction vehicle roads. The property also includes an area excavated for the formerly proposed sports complex foundation. The subject property is presently vacant and unused.

#### Potential Impacts and Mitigation Measures

As discussed in the 1998 FEIS, “Potential environmental impacts will occur primarily during the construction period from noise, soil erosion, increased construction machinery exhaust emissions, and temporary disruption of traffic. After project development and implementation of appropriate mitigation measures, no significant impacts affecting water quality will occur, surface drainage will be significantly improved, the diversity of plant and animal species will increase, and archaeological resources will not be impacted” (1998 East Kapolei FEIS, page 2).

### 8.2 SCENIC RESOURCES

No scenic resources are located on the subject property. Its distance from the shoreline precludes any views of the shoreline, the horizon, or coastal features along the south shore of O`ahu. The predominant vista associated with the property is a view of the southern portion of the Waianae mountain range, including Pu`u Makakilo.

#### Potential Impacts and Mitigation Measures

As discussed in the 1998 East Kapolei FEIS, the visual appearance of the subject property will change from vacant scrub vegetation to a built urban environment. In the case of the subject property, approximately half the area has been and continues to be disturbed by grading and stockpiling activities associated with a previously granted grading permit for the excavation of the borrow pit and the stockpiling of excavated material. In addition, a large portion of the remaining property was used for temporary storage of construction materials and construction vehicle access related to the extension of the Kapolei Parkway by the DHHL immediately north of the subject property. Given these existing conditions, the visual appearance of the property will greatly improve with its eventual development.

The proposed development will consist of several structures ranging in height from 25 to 120 feet. The proposed development will be visible from abutting roadways including Kapolei Parkway, Roosevelt Avenue, and the extension of Kualaka`i Parkway (if implemented by the City and/or the State) that would access the site along its eastern boundary. It will also be visible

from other portions of the East Kapolei development project, Village 8 to the west, and Varona Village to the east. The taller structures on the project site will likely be visible from Farrington Highway, and the entire development will be visible from the eastbound lanes of the H-1 Freeway.

### 8.3 BOTANICAL RESOURCES

A 1996 botanical survey of the entire East Kapolei property, including the subject property, noted that the property was classified by Ripperton and Hosaka (1942) as one of lowland shrub with a coastal fringe of kiawe trees. A survey conducted by Nagata (1996) found that the vegetation on the property was entirely secondary and determined by its previous history of cultivation (or disturbance) on each individual parcel of land. Eight plant communities were recognized, each community existing as a continuum with one blending into another. Species composition and vegetative cover will differ somewhat during the rainy season.

Within the eight plant communities identified, 99 different plant species were recorded with two indigenous (‘ilima and pa‘uohi‘aka), two probably indigenous (‘uhaloa and hoary *abutilon*) and one endemic (ko‘oloa‘ula, *Abutilon menziesii*). Except for the ko‘oloa‘ula, all the native species on site are common lowland species in Hawai‘i. While a total of 88 individuals of the ko‘oloa‘ula were found on the East Kapolei property, none were located on the subject property. The ko‘oloa‘ula is now a federally listed endangered species that was once endemic to Lana‘i, Maui, O‘ahu, and Hawai‘i. The individuals were generally found within the central portion of the East Kapolei property roughly under some existing electrical transmission lines. According to the botanist, unknown individual plants likely existed within uncultivated portions of the property during the many years of sugar cultivation. After the property became fallow, seeds from the remaining individuals were able to establish themselves within the previously cultivated area. As part of the East Kapolei project, a Habitat Conservation Plan (HCP) for *Abutilon menziesii* was subsequently prepared and implemented.

A botanical inventory of the subject property was conducted in 2007 and updated in 2011 (see Appendix D). This study concluded that there are two types of vegetation at the project site: ‘Managed Land Vegetation’ and ‘Buffel Guinea Grass Grassland’. Both of these are classified as ‘disturbed vegetation’.

Managed Land Vegetation is associated with the southern portions of the property occupied by the barrow pit, the dirt stockpiles, as well as the various dirt roads that crisscross the property. The native (or possibly native) ma‘o (*Abutilon incanum*) was found growing on the stockpiles.

Buffel Guinea Grass Grassland includes a heterogeneous assemblage of plant types united by a dominance of Buffel Grass (*Cenchrus ciliaris*) as the ground cover. On the northern portion of the property, pluchea (*Pluchea carolinensis*) is the dominant shrub. Mixed with it are scattered individuals of koa haole (*Leucaena leucocephala*), kiawe (*Prosopis pallida*), and ‘opiuma (*Pithecellobium dulce*), all three of which are members of the pea family Fabaceae and are characteristic of dry areas of Hawai‘i. In addition to the matrix of Buffel Grass, ‘ilima (*Sida fallax*), ‘uhaloa (*Waltheria indica*), creeping indigo (*Indigofera spicata*), vergata mimosa (*Desmanthus pernambucanus*), Australian saltbush (*Atriplex semibaccata*), and several other species are present. The ‘uhaloa and ‘ilima are indigenous species, the others are all alien species.

The central portion of the subject property occupied by the former stadium excavation is also covered with non-native vegetation.

A total of fifty-eight plant species were recorded at the study site. A list of these species is presented in the appendices included in Appendix D. Only four of the 58 are native, three of them indigenous and one endemic. Indigenous plants are species native to a region or place, but are also found elsewhere. Endemic plants are species restricted to a single region or area, i.e., in the case of Hawai`i, they are found only in Hawai`i. The majority of the 58 species encountered during the survey are naturalized or weedy “alien” plants that were accidentally or intentionally introduced to Hawai`i, but which now have become established in the islands and can spread on their own. Two of the indigenous species, `ilima (*Sida fallax*) and `uhaloa (*Waltheria indica*), are widespread species common in disturbed habitats. The other possible indigenous species, ma`o (*Abutilon incanum*) is less common. The endemic species, ko`oloa`ula (*Abutilon mensiesii*), is a federally listed endangered species found in East Kapolei, but not on the subject property.

### **Potential Impacts and Mitigation Measures**

Development of the proposed project will result in the replacement of existing scrub vegetation with a landscaped urban environment including buildings and extensive parking lots. Landscape materials will include lawn areas, ornamental shrubs, and trees. Drought resistant plants will be incorporated into the landscaping palette wherever practicable. The consulting botanist concludes “...there are no botanical reasons why development of the parcel cannot take place...all of the proposed development is on very disturbed land.”

## **8.4 FAUNAL AND AVIFAUNAL RESOURCES**

An Avian and Terrestrial Fauna Survey was conducted on the property in June 2011 and is included in this environmental assessment as Appendix E.

There is no federally delineated Critical Habitat present on or adjacent to the property. Thus the development and operation of proposed development will not result in impacts to federally designated Critical Habitat. There is no equivalent statute under State law.

A total of 346 individual birds of 17 species, representing 12 separate families, were recording during station counts on the subject property. All species detected are considered to be alien to the Hawaiian Islands. No other avian species were detected during the survey. No avian species detected during the course of the survey are protected or proposed for protection under either the federal or State of Hawai`i endangered species statutes. Avian diversity and densities were in keeping with the highly disturbed nature of the habitat present on site, and the site’s location in East Kapolei.

Three terrestrial mammalian species were detected on site during the course of the survey. Tracks, scat and signs of dog (*Canis f. familiaris*), small Indian mongoose (*Herpestes a. auropunctatus*) and cat (*Felis catus*) were encountered at numerous locations within the site. Mammalian species currently protected or proposed for protection under either the federal or State of Hawai`i endangered species programs were not detected during the course of the survey, nor were any expected.

The findings of the survey are consistent with the results of several other faunal surveys conducted in the `Ewa Plains over the past several years. Although not detected during the

survey, it is probable that two migratory shorebird species use loafing and foraging resources on this site during the fall and winter months. The two, Pacific Golden-Plover (*Pluvialis fulva*) and Ruddy Turnstone (*Arenaria interpres*) are indigenous migratory shorebird species that nest in the high Arctic during the late spring and summer months, returning to Hawai'i and the Tropical Pacific to spend the fall and winter months each year. They usually leave Hawai'i for their trip back to the Arctic in late April or very early in May. There are no known nesting colonies of any of the resident seabird species on O'ahu on, or in close proximity, of the project site.

Although no rodents were detected during the survey, it is likely that the four established alien *muridae* found on O'ahu, roof rat (*Rattus r. rattus*), Norway rat (*Rattus norvegicus*), European house mouse (*Mus musculus domesticus*), and possibly Polynesian rats (*Rattus exulans hawaiiensis*) use various resources found within the general project area on a seasonal basis. All of these introduced rodents are deleterious to native ecosystems and the native faunal species dependent upon them.

No Hawaiian hoary bats were detected during the course of the survey. Given the paucity of documented records of this species on O'ahu and the complete lack of suitable roosting vegetation on the site, the chance that any use resources on the subject property are extremely low.

### **Potential Impacts and Mitigation Measures**

The principal potential impact that construction and operation of the proposed development poses to protected seabirds is the increased threat that the birds will be downed after becoming disoriented by lights associated with the project during the nesting season. The two main areas of outdoor lighting could pose a threat to these nocturnally flying seabirds are: 1) during construction if it is deemed expedient or necessary to conduct nighttime construction activities; or 2) following build-out, when the potential use of streetlights or other exterior lighting becomes disorienting during the seabird nesting season. These impacts can be mitigated to some extent by shielding construction lighting and by shielding street and exterior lighting

Development of the project will displace fauna and avifauna temporarily. However, this is not considered to constitute a significant adverse impact as no endangered or threatened species have been identified on site. The eventual landscaping of the project site will likely improve the diversity of avifauna on the property because a greater variety of habitat will be created.

## **8.5 SOIL CLASSIFICATION**

The soils on the subject property were generally divided between two soil classifications: Honouliuli series (HxA) and Mamala series (MnC). As presented in Figure 6, the HxA soils constitute the northern half of the site while the MnC soils constituted the southern half. Honouliuli soils are well-drained soils on coastal plains. They are nearly level. Permeability is moderately slow and the erosion hazard is considered to be slight. The Mamala soils are stony silty clay loam with 0-12 percent slopes and their erosion hazard is slight to moderate.

Within the southern portion of the property, the borrow pit is the predominant feature. It was excavated by DHHL so that the subsurface coral material could be utilized as fill material at the neighboring Village 8 residential project. It is presumed that the existing stockpile contains, at least in part, the topsoil that was removed when the borrow pit was excavated.



## Potential Impacts and Mitigation Measures

The soil composition of the subject property will be altered by the introduction of fill material through out the property. This is not considered to be a significant impact because the subject property has undergone extensive modification over the course of its known history. The original coral shelf was covered with imported soil in the late 1800s to facilitate the growth of sugar cane. Beginning in 2000, large portions of the property were excavated and were also used for the stockpiling of soil from other development areas in the region.

### 8.6 AGRICULTURAL LANDS OF IMPORTANCE TO THE STATE OF HAWAII (ALISH)

The lands generally occupied by the existing borrow pit and stockpile were formerly identified as Prime Agricultural land. The remainder of the subject property is identified as Other (see Figure 14). The Land Study Bureau classified the subject property as A11i and B16j. The Bureau's five-class productivity rating uses the letters A through E, with A representing the class of highest productivity and E the lowest. As demonstrated in Figure 3, the A lands generally corresponded to the location of the borrow pit and stockpile, with the B lands on the remainder of the site.

## Potential Impacts and Mitigation Measures

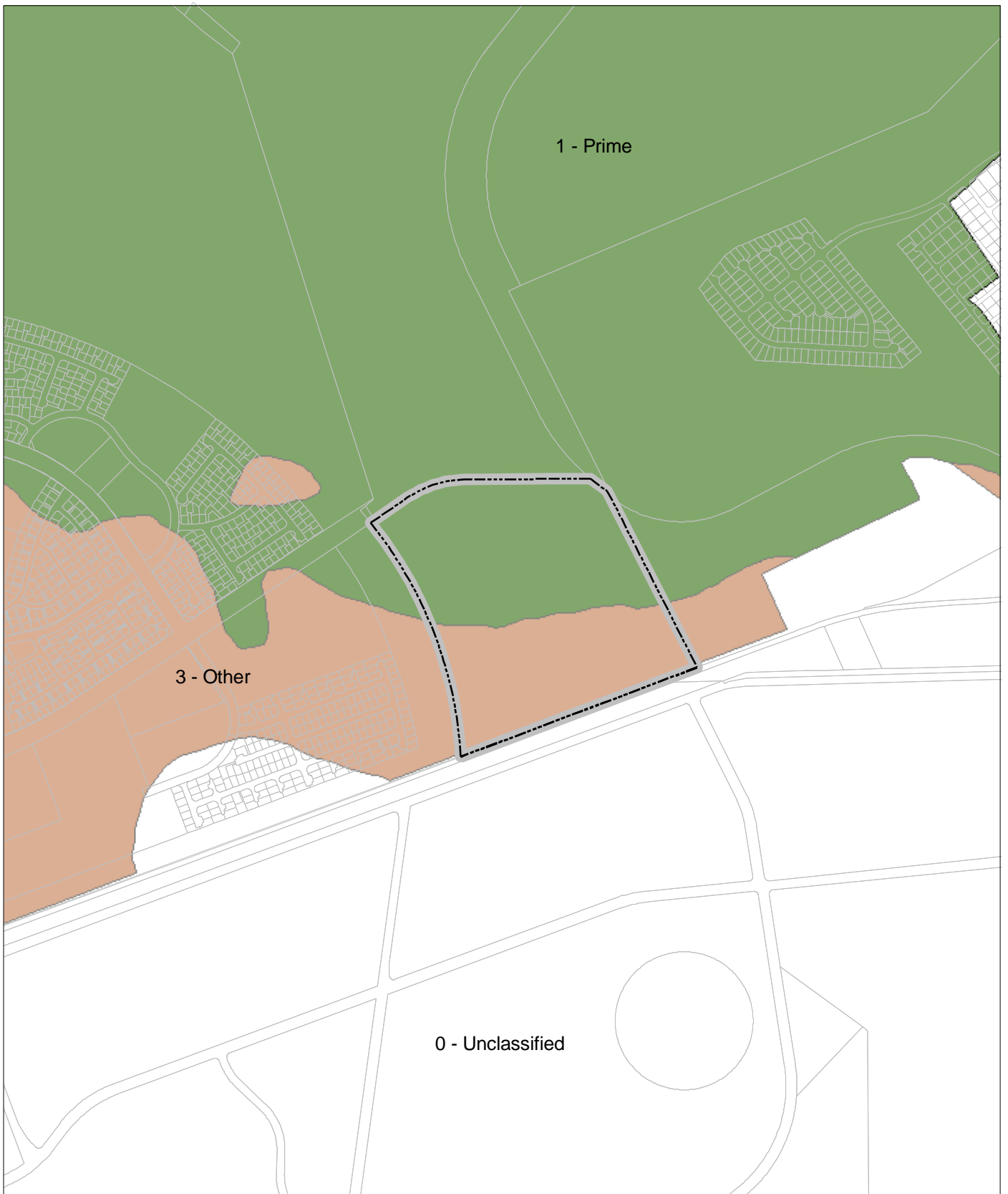
As agricultural activity on the subject property was discontinued approximately 30 years ago and the land has remained fallow since then; the proposed development will have no significant impact upon agricultural activity. Reclassification of the East Kapolei property to the State Urban district in 1998, including the subject property, effectively removed it from the inventory of agricultural lands. The project will have little or no impact on agricultural production.

Nearby lands have been developed for urban uses as housing and schools. At least a mile or more to the northeast, land reaching to Farrington Highway is now being farmed on short-term lease. That acreage has long been slated for urban development. Farm operations are expected to phase out over the coming years as residential development of the DHHL East Kapolei property and lands further east are eventually developed pursuant to the 'Ewa Development Plan.

The mixed use regional center, community market areas, and restaurants within the project could provide new venues for the sale of local produce. In that respect, the project could encourage island agriculture.

### 8.7 GROUNDWATER

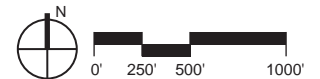
The 'Ewa region of O'ahu overlies the southern O'ahu basal aquifer (SOBA), a designated sole source aquifer. The gently sloping topography of the 'Ewa Plain is comprised of terrestrial alluvium which is made up of clay and mud eroded from volcanic rock and is inter-layered with coral lime stone deposited during periods when the area was covered with ocean. The geological feature is commonly referred to as „caprock' and is estimated to be approximately 1,000 feet thick near the shoreline and extends inland under the subject property. Water in the caprock is too saline to be potable.



**LEGEND**

- Ka Makana Ali'i
- 1 Prime
- 3 Other
- 4 Unclassified
- 2 Unique—none shown

**FIGURE 14** ALISH MAP



## Potential Impacts and Mitigation Measures

The construction and operation of the proposed development is not anticipated to result in a significant adverse impact upon the region's groundwater resources. The proposed development will be connected to the City's sanitary wastewater collection and treatment system. Storm water from the project site will drain into the lower channel of the existing East Kapolei drainage channel along the western boundary of the property, in compliance with the East Kapolei I Drainage Master Plan that was accepted by the City and County of Honolulu in 2006.

### 8.8 CLIMATE

The climate of the Kapolei area is very much affected by its coastal setting and leeward location on the island of O`ahu. Winds are predominantly trade winds from the east-northeast except for occasional periods when *kona* storms may generate strong winds from the south or when the trade winds are weak and diurnal (land-breeze/sea-breeze) circulations may develop. Wind speeds typically vary between about 5 and 15 miles per hour providing relatively good ventilation much of the time.

Temperatures in the leeward O`ahu region are generally very moderate with daily temperatures ranging from about 65 degrees F to 84 degrees F. The extreme minimum temperature recorded at the nearby (former) Ewa Plantation is 47 degrees F, while the extreme maximum temperature is 93 degrees F.

This area of O`ahu is one of the drier locations in the state with rainfall often highly variable from one year to the next. Monthly rainfall has been measured to vary from as little as a trace to as much as 15 inches. Average annual rainfall amounts to about 21 inches with summer months being driest.

## Potential Impacts and Mitigation Measures

The Proposed Action is not anticipated to result in significant adverse impacts upon the regional climate. Once the project is completed, there may be some localized increase in temperature resulting from the addition of paved surfaces, rooftops, and sunlight reflected from glass surfaces. However, landscaping and shade trees will help to mitigate some of the potential temperature increases.

### 8.9 NOISE QUALITY

The existing background ambient noise levels within the project area are from motor vehicle traffic along Kapolei Parkway, Kualaka`i Parkway, Renton Road, and Roosevelt Avenue. Jet, propeller aircraft, and helicopters are some of the other noise events intermittently audible at the project site.

An Acoustic Impact Analysis was conducted in June 2011 for the Proposed Action and is included in this environmental assessment as Appendix F.

The noise descriptor currently used by federal agencies (such as FHA/HUD) to assess environmental noise is the Day-Night Average Sound Level (Ldn or DNL). This descriptor incorporates a 24-hour average of instantaneous A-Weighted Sound Levels as read on a standard sound level meter sound levels which occur during the hours of 10pm to 7am are increased by 10 decibels (db) prior to computing the 24-average.

As a general rule, noise levels of 55 DNL or less occur in rural areas, or in areas that are removed from high volume roadways. In urbanized areas that are shielded from high volume streets, DNL levels generally range from 55 to 65 DNL and are usually controlled (caused) by motor vehicle traffic noise. Residences that front major roadways are generally exposed to levels of 65 DNL and as high as 75 DNL when the roadway is a high-speed freeway.

For purposes of determining noise acceptability for funding assistance from federal agencies, an exterior noise level of 65 DNL or less is considered acceptable for residences. This standard is applied nationally, including Hawai'i. For commercial, industrial, and other non-noise sensitive land uses, exterior noise levels as high as 75 DNL are generally considered acceptable. Exceptions to this occur when naturally ventilated office and other commercial establishments are exposed to exterior levels that exceed 65 DNL.

On the Island of O'ahu, the DOH regulates noise from construction activities, through the issuance of permits for allowing excessive noise during limited time periods. State DOH noise regulations are expressed in maximum allowable property line noise limits rather than DNL. Although they are not directly comparable to noise criteria expressed in DNL, State DOH noise limits for commercial properties equate to approximately 60 DNL.

For aircraft noise, the State Department of Transportation, Airports Division, recommends that 60 DNL be used as the common level for determining noise compatibility in respect to noise sensitive uses (such as hotels) near its airports.

At the subject property, the existing 65 DNL traffic noise contour (meaning the maximum distance where noise levels are equal to 65 DNL) is located approximately 136 feet from the centerline of Roosevelt Avenue, 120 feet from the centerline of Kualaka'i Parkway, 58 to 74 feet from the centerline of Kapolei Parkway, and 51 to 75 feet from the centerline of Renton Road.<sup>7</sup>

### **Potential Impacts and Mitigation Measures**

Existing traffic noise levels probably exceed 65 DNL at existing residences that front Kapolei Parkway, Renton Road, and Roosevelt Avenue.

The proposed project will be a contributor to increased traffic noise levels along the major roadways that will serve the project area. The future traffic noise contributions from project traffic should be less than the contributions from non-project related traffic. Traffic noise mitigations measures should not be required for buildings on the project site since the planned buildings have adequate setback distances from the roadways.

Non-project related traffic noise and project-related traffic noise will increase along the major roadways in the future. By 2015, traffic noise levels along Roosevelt Avenue are predicted to increase by 0.9 DNL units without the proposed project and by 1.1 to 1.2 DNL units with the project. Along Kapolei Parkway, traffic noise levels in 2015 are expected to increase by 1.2 to 2.0 DNL by 2015 as a result of non-project related traffic, and by 0.4 to 1.5 DNL by 2015 as the result of project-related traffic. The proposed hotel site within the project area should be outside the 65 DNL traffic noise contour.

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<sup>7</sup> A new fire station is being constructed across Kapolei Parkway from the project site and the average sound level from sirens is predicted to be in the order of 86dBA in the vicinity of the planned hotels on the project site. Because the hotels are expected to be air conditioned, and can therefore utilize sound attenuation measures, adverse noise impacts should be avoidable.



The planned hotel included in the project is located outside (beyond) the 60 DNL aircraft noise contour associated with Honolulu International Airport and with Kalaeloa Airport aircraft operations.

Unavoidable but temporary noise impacts may occur during construction of the proposed project, particularly during excavation and site preparation activities. Because construction activities are predicted to be audible within the project site and at adjoining properties, the quality of the acoustic environment may be degraded to unacceptable levels during periods of construction. Mitigation measures to reduce construction noise to inaudible levels will not be practical in all cases, but the use of quiet equipment and the use of the State DOH curfew periods are recommended as a standard mitigation.

Closure and air conditioning of residences are effective traffic noise mitigations, particularly at second floor living areas that are difficult to shield with sound attenuating walls. Traffic noise mitigations are typically implemented by individual homeowners and/or developers of noise sensitive properties located along roadways. As there are no existing residences along Kapolei Parkway or Roosevelt Avenue fronting the proposed project, no homes will be directly impacted by project-related noise. Homes along Kapolei Parkway and residential units along Roosevelt Avenue in Kalaeloa further away from the project may be impacted by higher levels of traffic noise by 2015, but these increased noise levels are anticipated to be more related to increases in ambient traffic unrelated to the proposed project.

## **8.10 AIR QUALITY**

The present air quality at the subject property appears to be reasonably good based upon nearby air quality monitoring data collected as part of an Air Quality Impact Study conducted in June 2011 for the Proposed Action and included as Appendix G to this environmental assessment. Air quality data from the nearest monitoring stations operated by the Hawaii State DOH suggests that all national air quality standards are currently being met. It is possible, however, that on occasion the more stringent state standards for carbon monoxide may be exceeded near congested roadway intersections.

### **Potential Impacts and Mitigation Measures**

If the proposed project is given the necessary approvals to proceed, it may be inevitable that some short- and/or long-term impacts on air quality will occur either directly or indirectly as a consequence of project construction and use. Short-term impacts from fugitive dust will likely occur during the project construction phase. To a lesser extent, exhaust emissions from stationary and mobile construction equipment, from the disruption of traffic, and from workers' vehicles may also affect air quality during the period of construction. State air pollution control regulations require that there be no visible fugitive dust emissions at the property line. Hence, an effective dust control plan must be implemented to ensure compliance with state regulations. Fugitive dust emissions can be controlled to a large extent by watering of active work areas, using wind screens, keeping adjacent paved roads clean, and by covering open-bodied trucks. Other dust control measures could include limiting the area that can be disturbed at any given time and/or mulching or chemically stabilizing inactive areas that have been worked. Paving and landscaping of project areas early in the construction schedule will also reduce dust emissions. Exhaust emissions can be mitigated by moving construction equipment and workers to and from the project site during off-peak traffic hours.