

## 2. THE VISION FOR CENTRAL OAHU'S FUTURE

This chapter presents a statement of the vision for Central Oahu's future, discusses key elements of the vision, and presents illustrative maps and tables.

### 2.1 VISION STATEMENT

The vision for Central Oahu has two horizons. The first is a 25 year horizon, extending from the present to the year 2025. This is the horizon that was used to project likely socio-economic change in Central Oahu and to assess the infrastructure and public facility needs that will have to be met over that period.

**The Vision to 2025.** By 2025, the Central Oahu *Sustainable* Communities Plan Area shown in Exhibit 1.1 is expected to experience moderate growth as existing areas zoned for residential development are built out. Population will have grown from almost 149,000 people in 2000 to over 173,000 in 2025. Over 11,000 new housing units will have been built since 2000 in master-planned communities.

Significant job growth is also expected, rising from almost 39,000 jobs in 2000 to over 65,000 in 2025 (almost 10% of Oahu total projected). The bulk of the private non-construction job growth is projected to be in services, retail, or transportation/communications/utilities (70%) with another 20% in industrial occupations.

**Beyond 2025.** In the course of the *Sustainable* Communities Plan revision, it became clear that there was value in looking beyond 2025 to identify what Central Oahu should look like when "fully" developed.

Such a perspective helped identify where open space should be preserved within the urbanized area, where the rapid transit corridor should be located, and where to set the limits to development in Central Oahu. As such, this second horizon might be called the "built-out" horizon and is probably 30 or 40 years in the future.

## **Creation of An Open Space Network**

Urban growth will be contained within a boundary which will **protect prime agricultural lands** along Kunia Road, north of Wahiawa, surrounding Mililani, and on the Waipio Peninsula for diversified agriculture and pineapple. Preservation of these prime and unique agricultural lands for use in diversified agriculture and pineapple will help retain open space and views, in addition to supporting economic diversification.

Within the Urban Community Boundary, a regional system of **open space and greenways** will give Central Oahu the feel of a network of communities "within a garden", as opposed to an unbroken suburban sprawl from Wahiawa to Waipahu. Open space will be preserved in parks, golf courses, agricultural areas, deep ravines, and wildlife habitats which will also help to protect significant views.

A major **new regional park at Waiola** will provide significant active and passive recreation facilities and access to the Kipapa and Waikele ravines which could help form part of a Central Oahu ravine recreational network. (See discussion of the ravines in Sec. 2.2.3 below.)

A **Shoreline Park and Preservation Area** developed along the entire shoreline in Pearl Harbor's West Loch and Middle Loch will restore the shoreline in Waipahu to public use, provide active and passive recreation facilities, and help create the Pearl Harbor Historic Trail, a pedestrian path, bikeway, and restored historic train system running from Rainbow Marina near Aloha Stadium to the Waianae Coast.

## **Revitalization of Waipahu and Wahiawa**

**Special Area Plans** prepared in partnership with the Waipahu and Wahiawa communities will guide redevelopment of these important gateway towns. To support the revitalization of these towns, commercial and industrial development outside of Waipahu and Wahiawa will be limited to completion of the Mililani Technology Park development and building of new commercial centers designed to meet the demand from their surrounding residential communities rather than a regional or islandwide market.

Development within Waipahu and Wahiawa will be supported by two **Enterprise Zones** which will provide State and County tax incentives to businesses which create new jobs within the zones.

## Natural, Historic, and Cultural Resources

The Central Oahu *Sustainable* Communities Plan provides a vision for preservation, conservation, and enhancement of community resources.

**Natural resources** will be conserved through retention of natural drainageways, protecting valuable plant and wildlife habitats, and supporting efforts to minimize degradation of protection provided to the environment by the Conservation District.

**Cultural and historical resources** will be preserved and enhanced by protecting panoramic views, retaining visual landmarks and significant vistas, and preserving significant historic and pre-historic features from Central Oahu's past.

## Building Communities

Growth in Central Oahu will mean **community building**, not just project development. Residential growth will occur primarily in master-planned communities (Mililani Mauka, Royal Kunia, Koa Ridge, Waiawa, and Waikele). Over 11,000 units will be added by 2025 to the 2000 total of 44,800 homes.

The master plans and design of new developments must demonstrate how they would create **communities which interact and support the vision** for development of the entire Central Oahu region.

These communities must be designed to meet the needs of a wide range of families and age groups. **Ample housing** should be provided for families needing affordable units and starter homes as well as for those seeking large multi-family and single family units. **Housing for persons of all ages** will be needed, including young adults just moving out on their own, families seeking to buy their first home, and senior citizens wanting a retirement home close to their children and grandchildren.

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

## **Communities Designed to Reduce Automobile Usage**

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

Moderate density housing and commercial development will be built along a rapid transit corridor stretching from the City of Kapolei through Waipahu to Pearl City in the Primary Urban Center. The moderate density residential and commercial uses centered at nodes along the corridor will support efficient use of buses and other forms of mass transit along the corridor, allowing some residents to minimize automobile use.

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

High speed transit will also run along the H-2 Freeway, stretching from Waipahu to Wahiawa.

## **Adequate Infrastructure to Meet the Needs of New and Existing Development**

Public agencies will work with the community (residents, businesses, developers, and landowners) to address current deficiencies in roads, schools, and parks and to create adequate infrastructure to meet the needs of the residential and working population of the area. Especially for public schools, emergency medical services, and peak hour roadway capacity, the construction schedule of new developments that generate increased demand for services will be coordinated with the timing for the development of needed infrastructure capacity.

When applications for new projects are reviewed and approved, conditions will be included as a part of the land use approval, requiring that, before building permits are issued, a determination be made by the Department of Planning and Permitting that key infrastructure will be developed in a timely manner to meet the needs resulting from the new projects.

Public-private mechanisms for financing infrastructure will be developed to support timely development of infrastructure, in accordance with approved private project master plans and public agency functional plans and infrastructure facility development plans.

Public agencies' planning for infrastructure needs will be guided by where the *Sustainable Communities Plan* indicates residential and commercial development should occur. See the discussion of development priorities in Section 2.2.10.

## **2.2 KEY ELEMENTS OF THE VISION**

The vision for Central Oahu's future will be implemented through the following elements:

- ! The Urban Community Boundary,
- ! Retention of Prime and Unique Agricultural Lands,
- ! The Network of Open Space and Greenways,
- ! A major Regional Park at Waiola,
- ! Revitalization of the Waipahu and Wahiawa town centers,
- ! Economic Development which strengthens Waipahu and Wahiawa and meets the needs of master-planned residential communities,
- ! Enterprise Zones which provide incentives for businesses to create jobs in Central Oahu,
- ! A Network of Master-planned Residential Communities,
- ! Communities designed to support non-automotive travel,

- ! A Rapid Transit Corridor through Waipahu,
- ! Conservation of Natural Resources,
- ! Preservation and Enhancement of Cultural Resources, and
- ! Requirements for Adequate Infrastructure.

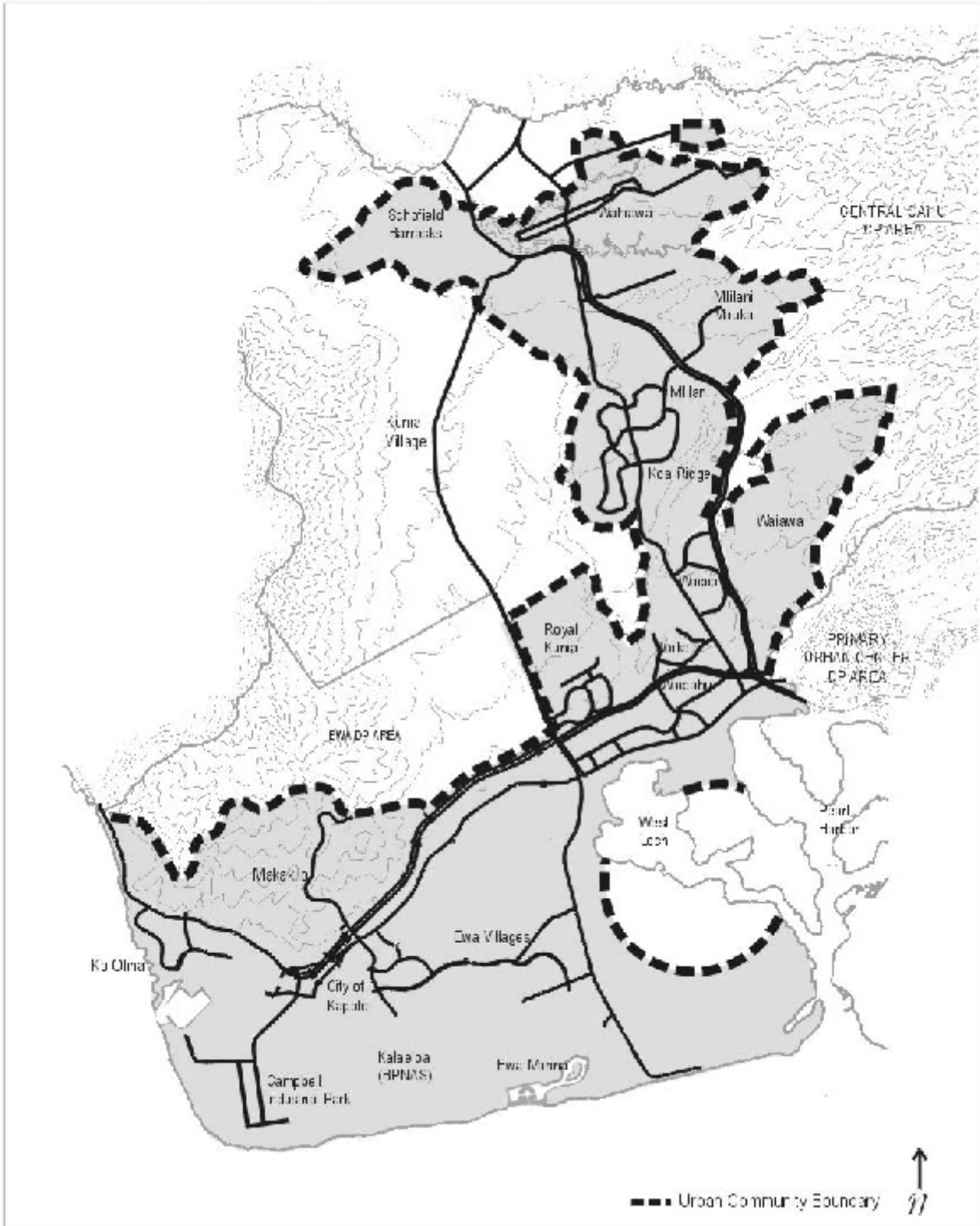
Each of these elements is discussed below.

### **2.2.1 Urban Community Boundary**

The Urban Community Boundary for Central Oahu was drawn to give long-range protection from urbanization for 10,350 acres of prime and unique agricultural lands and for preservation of open space while providing adequate land for residential, commercial and industrial uses needed in Central Oahu for the foreseeable future. It is the intent that urban zoning not be approved beyond this Boundary.

The Urban Community Boundary for Central Oahu is illustrated in Exhibit 2.1, and is shown in greater detail on the four conceptual maps in Appendix A.

**Exhibit 2.1**  
**Urban Community Boundary**



**Boundary Description.** On the east, the Urban Community Boundary generally follows the existing State Conservation District (C.D.) except where modified to protect lands proposed to be added to the Conservation District in the State Office of State Planning's State Land Use District Boundary Review (1992).

Starting at the boundary between the Primary Urban Center Development Plan Area and the Central Oahu Development Plan area, the Urban Community Boundary runs along the C.D. boundary proposed by the State Office of State Planning (OSP) for protection of the Navy Shaft until it reaches the 1,000 foot elevation.

From this point, the Boundary runs along the C.D. boundaries proposed by OSP for protection of the "Leeward Koolau Watershed," to the rim of the north fork of the Panakauahi Gulch.

At this point, the Boundary turns to the west and runs along the rim of the north fork of Panakauahi Gulch and the edge of the former agricultural fields until it reaches the eastern boundary of the Mililani Memorial Park where it turns and runs south along the boundary of the memorial park until it reaches the middle fork of the Panakauahi Gulch.

At this point, the boundary continues across the middle fork of the Panakauahi Gulch up to the southern rim of the middle fork of the Panakauahi Gulch where it turns and runs southwest along the rim of the middle fork and the edge of the former agricultural fields until it reaches a point opposite the Waipio Interchange on the H-2 Freeway.

At this point, the boundary crosses the Panakauahi Gulch and turns and runs north along the eastern edge of the H-2 right-of-way until it reaches the northern rim of the Kipapa Stream gulch where it turns and runs northwest along the rim and the edge of the existing and approved urban areas of Mililani Mauka until it reaches the C.D. boundary proposed by OSP for protection of the "Leeward Koolau Watershed." The Boundary follows the proposed boundary and then the existing C.D. boundary on the northeast edge of Mililani Mauka, and then across the south fork of the Kaukonahua Gulch (just above where the Wahiawa Reservoir begins) where it generally follows a military road to the top of Wahiawa Heights.

The Boundary then runs along Wahiawa's northern edge to just above where the north fork of the Wahiawa Reservoir begins, where it crosses the Kaukonahua Gulch. (North of Wahiawa, a pocket of urban use is enclosed, indicating the existing use of the U.S. Navy's NAVCAMS EASTPAC Wahiawa station.)

The northern portion of the Boundary continues on from the point where it crosses the northern fork of Kaukonahua Gulch to encompass Whitmore Village, mostly along the existing State Agricultural District (A. D.) boundaries, then back south to Kaukonahua Gulch. It then continues along the north bank of Kaukonahua Gulch to Schofield Barracks, and then runs along the urbanized areas of Schofield Barracks and Wheeler Army Airfield, following the existing A.D. boundaries.

The western boundary runs along the western edge of Mililani golf course and then follows the edge of the existing urban areas of Mililani along the western and southern edges of Mililani until it reaches Kamehameha Highway where it turns and runs along Kamehameha Highway, crossing Kipapa Stream to the southern rim of the gulch where it turns and runs along the military reservation boundary.

The Boundary follows the military reservation boundary from Kamehameha Highway southwest to the meeting point of Kipapa and Waikele Streams and then continues northwest along the military reservation boundary until it reaches the northern boundary of the Royal Kunia East Golf Course where it turns and follows the northern boundary of the Golf Course to the northern boundaries of the Royal Kunia development and proceeds west along the existing Hawaiian Electric Company overhead transmission line corridor which it follows to Kunia Road.

A makai portion of the boundary encloses that portion of the Waipio Peninsula that is in the blast zone for the West Loch Naval Magazine.

**Criteria.** Criteria for establishing whether an area should be considered inside or outside the boundary are given below:

The boundary generally circumscribes the existing communities and planned developments of Royal Kunia, Wahiawa, Mililani, Mililani Mauka, Koa Ridge Makai, Waiawa, Waiawa Castle & Cooke, Gentry Waipio, Waikele and Mililani Technology Park, and excludes:

- ! areas outside of the State Urban District, with the exception of Koa Ridge Makai, portions of Waiawa, Waiawa Castle & Cooke, and a portion of Royal Kunia;
- ! areas inside the State Urban District which are in either the Preservation or Agriculture Zoning Districts, with the exception of the Phase II of the Mililani Technology Park (which has Development Plan approval for urban use, but had not been rezoned as of February 1999); the portions of Waiawa that have not been rezoned, and a residential project of about 100 acres proposed for a site in Mililani Mauka previously proposed for the University of Hawaii West Oahu campus.

**Objectives.** The main objectives of the Central Oahu Urban Community Boundary are to:

- ! Support General Plan policy;
- ! Support diversification of agriculture and preservation of the viability of the pineapple industry in Central Oahu;
- ! Allow residential development in specified master-planned communities;
- ! Promote an efficient pattern of urban development and support the full development of the Primary Urban Center and the Secondary Urban Center;
- ! Avoid development of hazardous areas; and
- ! Protect natural and scenic resources.

**Protection for Prime Agricultural Land.** The Urban Community Boundary protects prime agricultural lands along Kunia Road, north of Wahiawa, surrounding Mililani, and on the Waipio Peninsula from urban development for the foreseeable future, providing an incentive for landowners to give long term leases to farmers. No proposals for urban uses will be considered for these areas.

**Open Space Network.** Within the Urban Community Boundary, significant acreage will be retained in open space in parks, wildlife habitats, golf courses, agricultural lands, and natural and grass-lined drainageways. (Of the estimated 21,500 acres within the Urban Community Boundary, almost 5,250 acres or 24% of the acreage will be in open space.) Two agricultural areas within the Boundary, Pine Spur and Honbushin, will be retained in the Agricultural Zoning District, and no proposals for urban uses for these areas will be considered.

**Capacity for Growth.** Even with the amount of land reserved for agriculture, parks, and open space, there is ample capacity within the Urban Community Boundary for residential, commercial, and industrial development extending beyond the 20-year horizon (2020).

As shown in Table 2.2, 2,600 acres are available for residential development, 160 acres for retail and office development, 100 acres for industrial development, and 270 acres for high-technology and medical park development. Development will be approved in phases to match the provision of infrastructure.

## **2.2.2 RETENTION OF AGRICULTURAL LANDS**

The closure of the Oahu Sugar Company in 1995 raised serious questions about how thousands of acres of former sugar lands in Central Oahu should be used in the future. The Central Oahu *Sustainable Communities Plan* protects the highest value prime and unique agricultural lands in Central Oahu from urban development.

These high value lands are located in four areas: lands along both sides of Kunia Road, lands north of Wahiawa, lands surrounding Mililani, and lands on the Waipio Peninsula which are in the Blast Zone of the West Loch Naval Magazine. State agencies indicated that these prime and unique agricultural lands in Central Oahu should be retained in agriculture because they are among the best in the State, are supported by an extensive, well-developed agricultural infrastructure, and are near the major transportation hub for export markets.

These 10,350 acres have been rated, in the most authoritative studies, as potentially among the most productive lands in the State for diversified agriculture, and as lands uniquely suited for pineapple production. The State Department of Agriculture's November 1977 study, **Agricultural Lands of Importance to the State of Hawaii (Revised)** (ALISH), indicates that the lands along Kunia road, north of Wahiawa, and surrounding Mililani are uniquely suited for pineapple production. The ALISH study also identifies the former sugar lands along Kunia and a portion of the lands on the Waipio Peninsula as "prime" agricultural lands which generally produce the largest yields and the best quality crops for the least expenditure of energy.

The University of Hawaii Land Study Bureau's December 1972 bulletin, **Detailed Land Classification - Island of Oahu**, rated productive capacity of the former sugar fields in Kunia as A and B and the Waipio Peninsula lands as B and C. Pineapple lands along Kunia Road, north of Wahiawa, and surrounding Mililani were predominately rated as B. (An A rating was given to the highest productivity lands and E was given to the lowest.)

One reason for the high ratings for the Kunia sugar lands is that they have unique advantages in infrastructure, water availability from the Waiahole Ditch, and access to the local markets of Honolulu and to the export markets through Honolulu International Airport.

Successful agricultural operations are currently being pursued both on the Kunia, Wahiawa and Mililani pineapple lands and on the former sugar lands in the Kunia area. Seed crops, potatoes, melons, and other truck crops are being grown on the Kunia sugar lands. The Navy recently requested proposals for agricultural activities on its lands surrounding the West Loch Naval Magazine, and is evaluating the responses.

By protecting agricultural lands from urban development, an opportunity is created for long-term retention and development of diversified agriculture on small farms, corporate lands, and agricultural parks. Public-private partnerships will be needed to solve problems of lease terms and tenure, access to capital, research, and marketing if this vision is to be realized.

### 2.2.3 OPEN SPACE NETWORK

Large agricultural areas, parks, golf courses, and other open space areas will be linked by a network of ravines and greenways to create an **Open Space Network**. See the Open Space Map in Appendix A. Table 2.1 lists the major components of the Central Oahu Open Space Network.

The **ravines** will remain free of further urbanization, preserving their scenic, natural resource, and recreational values. They provide natural open space breaks between the agricultural fields and urbanized areas, define boundaries, and provide view amenities for the master-planned communities. At some point in the future, they could become part of a ravine recreational network featuring trails and passive open space.

Where possible, drainage, transportation, and utility corridors will be used to create a system of linear greenbelts or **greenways** characterized by landscaping and bikeways which will connect existing and planned communities.

An important new element in the Central Oahu Open Space Network is the **Central Oahu Regional Park** at Waiola which provides needed open space, recreational opportunities, and a point for access to the Kipapa and Waikele Gulches when they become part of the proposed ravine recreational network.

The **Waipahu Shoreline Park** will restore public access to the Pearl Harbor West Loch and Middle Loch shoreline, provide passive and active recreational facilities, and help create the Pearl Harbor Historic Trail, a path shared by bikers and pedestrians running from the Rainbow Marina near Aloha Stadium to Nanakuli.

**TABLE 2.1: CENTRAL OAHU OPEN SPACE NETWORK**

**Mountain and Agricultural Areas**

Waianae Range Conservation District Lands  
Agricultural Lands along Kunia Road  
Agricultural Lands North of Wahiawa in Poamoho  
Agricultural Lands Surrounding Mililani  
Agricultural Lands in the Waipi'o Peninsula Blast Zone  
Military Training Areas (west of Schofield Barracks and East Range)  
Ko'olau Range Conservation District Lands

**Natural Gulches and Drainageways**

Waiawa Stream  
Waikele Stream/Gulch  
Kipapa Stream/Gulch  
Panakauahi Gulch  
Waikakalaua Stream  
Kaukonahua Stream (North and South Forks)

**Shoreline Areas**

Pearl Harbor access points  
Wetlands and Wildlife Habitats  
    Pouhala Marsh  
    Pearl Harbor Ponds

**Parks**

Waipahu Cultural Garden Park  
Waipahu District Park  
Waipahu Shoreline Park (planned)  
    including the Waipio Peninsula Soccer Park  
Central Oahu Regional Park (Waiola)

**TABLE 2.1: CENTRAL OAHU OPEN SPACE NETWORK**

(Continued)

**Parks** (continued)

Wahiawa State Freshwater Park

Wahiawa Botanical Garden

Wahiawa District Park

**Golf Courses**

Ted Makalena

Royal Kunia (built but not opened)

Waikele

Waiawa (2 courses planned)

Hawaii Country Club

Mililani

Leileihua (military)

Kalakaua (military)

**Green Way Corridors**

Historic OR&L Railway/Pearl Harbor Historic Trail

H-2 Freeway

Kamehameha Highway (from Waipahu Street to Wahiawa)

Meheula Parkway

Wilikina Drive (from Kunia Road to Kaukonahua Stream)

## **2.2.4 REVITALIZATION OF WAIPAHU AND WAHIAWA**

Waipahu and Wahiawa will be revitalized through policies and programs designed to attract new investment and increase levels of activity in their traditional commercial and civic centers. Additional mid-rise development will be allowed in both towns and encouraged along the transit corridor in Waipahu as part of an economic revitalization strategy.

**Special Area Plans for Waipahu and Wahiawa** have been prepared in partnership with the Waipahu and Wahiawa communities to provide a community-based strategy for the revitalization efforts.

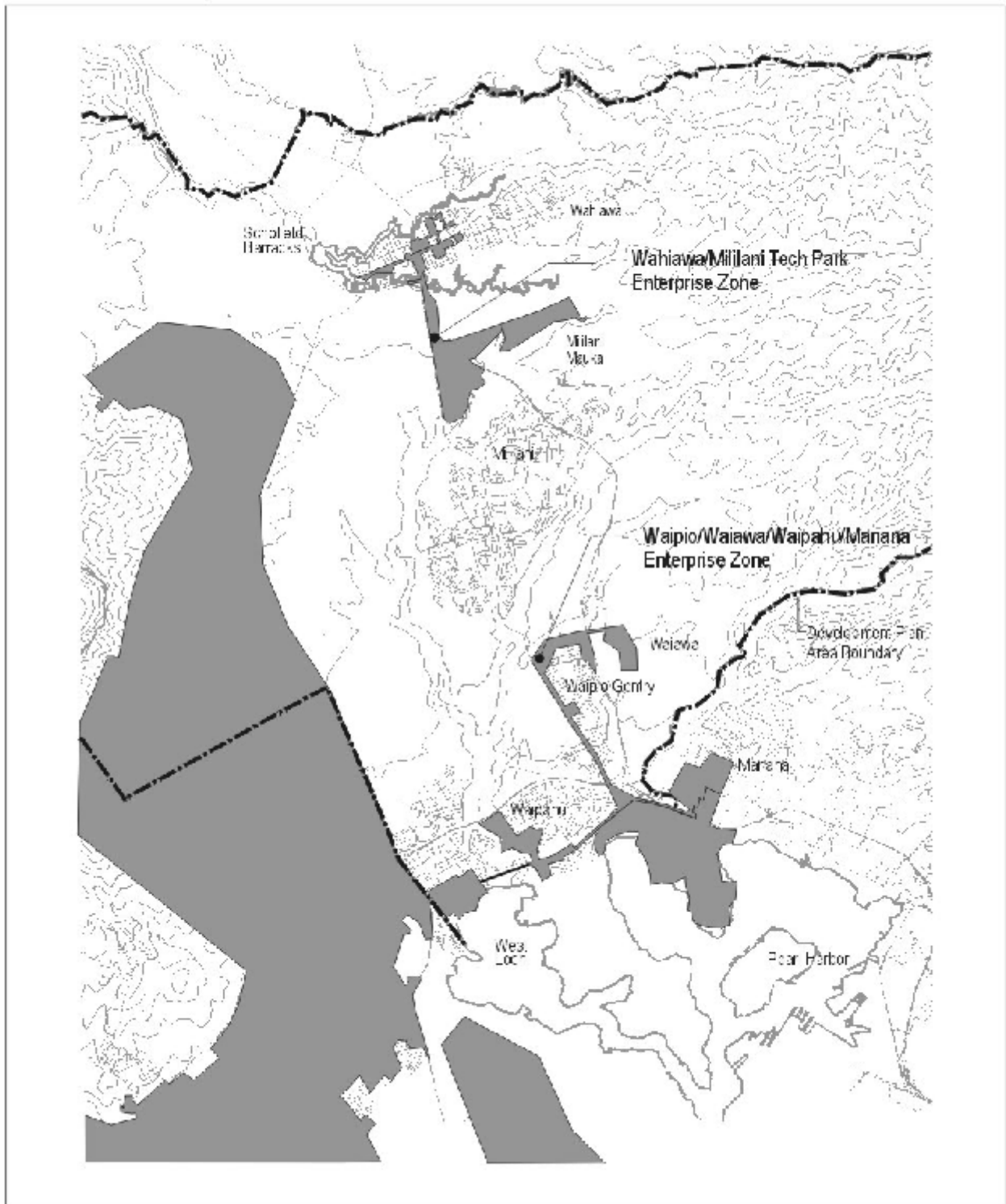
As discussed in the following sections, two **Enterprise Zones** will support job development in Waipahu and Wahiawa by offering businesses incentives to develop and create jobs within the zones. (See Exhibit 2.2 for location.)

## **2.2.5 ECONOMIC DEVELOPMENT AND ENTERPRISE ZONES**

Outside of Waipahu, Wahiawa, and the Mililani Technology Park, new commercial and industrial development will be designed to meet the demand from surrounding residential communities rather than a regional or islandwide market, in order to support the development of the secondary urban center in Ewa and the revitalization of the town centers of Waipahu and Wahiawa.

Two Enterprise Zones (as shown in Exhibit 2.2) have been approved by the City Council in the Central Oahu *Sustainable Communities Plan Area*. The northernmost Zone includes industrial and commercial areas in Wahiawa and Mililani Technology Park. The southernmost Zone includes areas along Kunia Road and in Waipio Gentry, Waiawa, and Waipahu (as well as Pearl City's Manana area which is located in the Primary Urban Center Development Plan Area).

**Exhibit 2.2**  
**Central Oahu Enterprise Zones**



Under enabling legislation approved by the City Council in 1995 (Resolution 95-292) and in 2002 (Resolution 02-227), qualifying businesses will receive rebates on City property taxes for two years, and waiver of certain county fees for seven years. In addition, under State law (Chapter 209E, Hawaii Revised Statutes), the businesses may receive exemptions from State excise taxes for seven years, a decreasing State income tax credit for seven years, and a State income tax credit for unemployment insurance premiums.

## **2.2.6 MASTER-PLANNED RESIDENTIAL COMMUNITIES**

A network of master-planned residential communities provide a wide variety of housing and accommodate the need for affordable housing. Master plans will guide developments in Mililani Mauka, Royal Kunia, Waikele, Waiawa, Waiawa Castle & Cooke, and Koa Ridge Makai. (See Exhibit 2.3 for project locations.)

Development of these communities should incorporate planning principles and guidelines to preserve historic and cultural values, establish open space and greenway networks, and create well-designed, livable communities.

## **2.2.7 COMMUNITIES DESIGNED TO SUPPORT NON-AUTOMOTIVE TRAVEL**

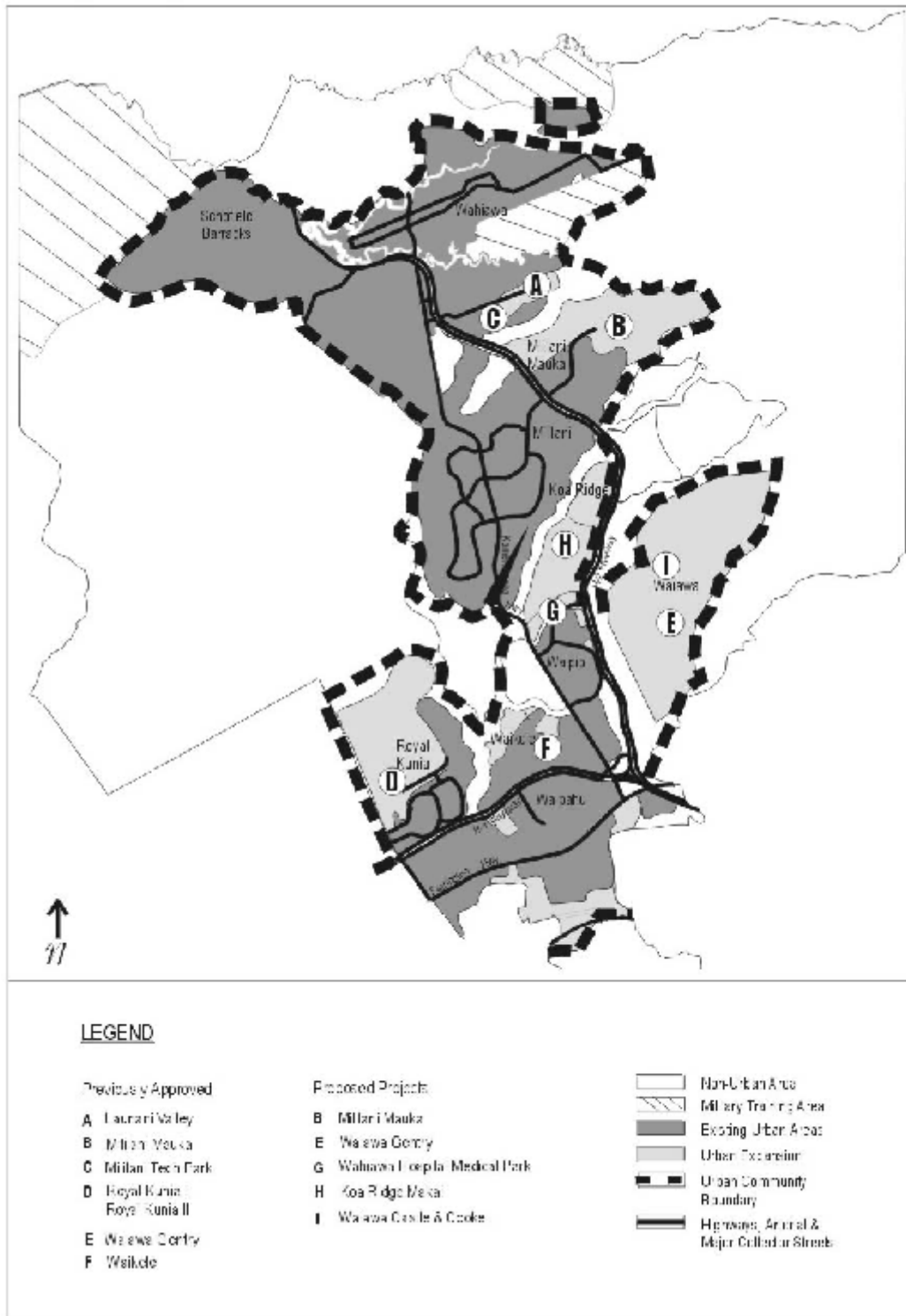
The master-planned residential communities will be designed or redeveloped to support **pedestrian and bike** use within the community and **transit use** for trips outside of the community.

An east-west **Rapid Transit Corridor** through Waipahu will link the Primary Urban Center with the University of Hawaii West Oahu Campus and the City of Kapolei. Medium density residential development will be built along the corridor within walking distance of the major nodes and transit stops.

Medium density residential and commercial development will be developed at two **transit nodes** whose general location is indicated on the Public Facilities Map in Appendix A. Transit nodes are meant to be located at activity focal points which would serve as natural points for transferring from one transportation mode to another.

**Exhibit 2.3**

**Existing and Proposed Master Planned Communities**



Through 2020, it is projected that transit service along the corridor will be provided by mass transit bus service running on roadways shared with other vehicles. However, sufficient right-of-way shall be reserved for the establishment, when needed in the future, for either an elevated or a separated at-grade rapid transit system. Such a system will require a 28-foot right of way along the route and a 75-foot right of way at transit station sites (at the transit nodes).

Access to the future rapid transit system from other Central Oahu communities will be provided by mass transit bus service, park and ride facilities, and express bus service running on High Occupancy Vehicle (HOV) lanes. High speed transit will also run along the H-2 Freeway, stretching from Waipahu to Wahiawa.

## **2.2.8 CONSERVATION OF NATURAL RESOURCES**

Central Oahu natural resources, including endangered species habitats, ravines, potable water supply, and Pearl Harbor waters, will be conserved by:

- ! Identifying and protecting endangered species habitats and other important ecological zones from threats such as fire, weeds, feral animals, and human activity;
- ! Retaining the major Central Oahu ravines as flood plains and open space resources by restricting further development and minimizing grading or other disturbance of the gulch walls;
- ! Designing the regional drainage and wastewater treatment system to minimize non-point source pollution of the ocean and Pearl Harbor;
- ! Protecting prime watershed recharge areas and the Pearl Harbor potable aquifer which underlies the Central Oahu area; and
- ! Protecting valuable habitats for endangered waterbirds located on the shoreline of Pearl Harbor at Pouhala Marsh and Pearl Harbor Ponds.

See Exhibit 3.2 in Chapter 3 for a conceptual mapping of key natural resources.

## **2.2.9            PRESERVATION AND ENHANCEMENT OF HISTORIC AND CULTURAL RESOURCES**

Central Oahu's historic and cultural resources will be preserved and enhanced by:

- !     Preserving significant historic and pre-historic features from the plantation era and earlier periods, including
  - []     The Waipahu Sugar Mill and surrounding related features,
  - []     The OR&L right-of-way,
  - []     Kunia and Poamoho Villages and other remnants of the plantation era, and
  - []     Native Hawaiian cultural and archaeological sites; and
  
- !     Retaining visual landmarks and significant vistas, including:
  - []     Distant vistas of the shoreline and Pearl Harbor from the H-2 Freeway and Kunia Road above the Ewa Plain;
  - []     Views of the Waianae and Ko'olau Mountains from Kunia Road, Kamehameha Highway, and H-2 Freeway;
  - []     Views of Pearl Harbor from Farrington Highway in the vicinity of Waipahu High School;
  - []     The view of the Waipahu Sugar Mill from Waipahu Depot Road,

- The view of the Waianae Mountains from the Waipahu Cultural Garden;
- The view of the Waianae Mountains from Mililani High School, from Meheula Parkway near Keaolani Street, and from Mililani District Park;
- The view of Diamond Head and Pearl Harbor from Mililani Recreation Center No. 2;
- The view of the upper Central Oahu plains toward Waialua from the end of Koa Street in Wahiawa;
- The view of West Loch and of the Waianae Range from Kamehameha Highway while passing the Central Oahu Regional Park; and
- ! Limiting building heights outside of Waipahu and Wahiawa to low rise structures to protect panoramic views and the character of the built environment.

#### **2.2.10 DEVELOPMENT PRIORITIES**

Development in Central Oahu shall be characterized by:

- ! **Completion of existing and approved master-planned residential developments and proposed developments at Koa Ridge and Waiawa** (See the Central Oahu Phasing Map in Appendix A and Table 2.2 below);
- ! **Moderate growth of commercial centers in Central Oahu Urban Fringe Areas** to primarily serve the needs of the surrounding residential communities;

- ! **Adequate Facilities Requirements** to insure that development does not outpace infrastructure development; and
- ! **Coordinated Public-Private Infrastructure and Project Development** that supports the directed growth strategy of the General Plan. (Examples include a number of transportation projects on the H-2 Freeway.)

Table 2.2, which follows, provides estimates of the approximate size and scale of projects shown in Exhibit 2.3 and on the Land Use Map and Phasing Map in Appendix A. Most projects shown have previously received Development Plan and zoning approval and are at various stages in the development process. Proposed projects would require land use approvals to proceed.

Annual absorption of housing units (housing built less demolitions) in Central Oahu averaged 1,400 units per year from 1990 to 1995, but slowed to about 450 per year between 1996 and 1998. At the higher 1990 - 1995 rate, almost 20 years worth of development capacity is provided within the Urban Community Boundary (UCB) in Central Oahu.

The Department's most recent projections of likely growth for Oahu, prepared in October 2000, project annual housing absorption from 2000 to 2025 for Central Oahu to average 450 units per year. At that rate, over 50 years of residential development capacity is provided within the UCB in Central Oahu.

Table 2.2 shows the estimated number of housing units and the approximate gross acreage by land use category for both the previously approved projects and the proposed projects.

**Table 2.2: PHASING OF CENTRAL OAHU DEVELOPMENT**

Project Area	Housing Units	Land Area (Gross Acres)				Total
		Resid.	Comm.	Ind.	Tech./Med. Park	
<u>Urban Expansion (1)</u>						
<b>Previously Approved</b>						
Launani Valley	362	28				28
Mililani Mauka	2,402	309	16			325
Mililani Technology Park (2)					166	166
Royal Kunia I	888	144	1			145
Royal Kunia II	2,000	327	20	103		450
Waiala Gentry (3)	7,095	546	119			665
Waikolo	383	35				35
<b>TOTAL PREVIOUSLY APPROVED</b>	<b>13,130</b>	<b>1,389</b>	<b>156</b>	<b>103</b>	<b>166</b>	<b>1,814</b>
<b>Proposed Project</b>						
Koa Ridge Makai	3,300	500				500
Mililani Mauka	750	100				100
Wahiawa Hospital Medical Park (4)					100	100
Waiala Castle & Cooke	2,000	150				150
Waiala Gentry	5,000	500				500
<b>TOTAL PREVIOUSLY APPROVED &amp; PROPOSED</b>	<b>24,180</b>	<b>2,639</b>	<b>156</b>	<b>103</b>	<b>266</b>	<b>3,164</b>

**NOTES:**

See Exhibit 2.3 for location of projects.

(1) Lands included in the urban expansion area would be eligible for processing zoning changes and other development applications starting with adoption of the Plan. Previously approved residential projects listed already have both Development Plan and zoning approvals, except for some parts of Waiawa Gentry which need a zone change.

(2) Phase II of Mililani Technology Park (135 acres) needs zoning approval.

(3) Commercial acreage includes 68 acres in Commercial/Industrial Mixed Use.

Zoning approval will be needed for 226 acres.

(4) Wahiawa Hospital Medical Park will need State Land Use and Plan Review Use approval.

Acreages and housing units capacity estimates as of June 2000.