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In 1995, the Honolulu City Council adopted Resolution No. 94-309, C.D. 1 to endorse the City Planning Department's preparation of a community-based special area plan for Waipahu. The Resolution called for the Waipahu Town Plan to provide comprehensive, long-range objectives to guide land use and public improvements, as well as specific plans for certain improvements, including transportation improvements, which address the needs and concerns of the community and enhance the long-term livability and economic vitality of Waipahu.

Waipahu Town Plan

1. **Introduction**
2. **Preferred Plan**
3. **Circulation Plan**
4. **Urban Design Plan**
5. **Plan Implementation**

1. INTRODUCTION

1.1 Background

The closing of the Oahu Sugar Company marks the end of an era and of Waipahu's role as a sugar mill town. Decisions on the future use of the mill site, which is the heart of the old town, will play a major role in defining the future character of Waipahu. Waipahu's commercial and industrial areas have been adversely affected by the growth of new commercial and industrial developments elsewhere in Ewa and Central Oahu, requiring a search for new service and market opportunities if the business areas are to be revitalized.

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The City and County of Honolulu is currently updating its Development Plans for Ewa and Central Oahu. Development Plans provide maps and policy statements to implement the objectives and policies of the City General Plan and serve as a guide for more detailed zoning and public and private sector investment decisions. This process incorporated the preparation of Special Area Plans to address certain communities or areas undergoing change or facing special problems or opportunities. In Central Oahu, the Waipahu Town Plan is one of these Special Area Plans.

On February 7, 1995, the Planning Department sponsored a visioning workshop to gauge community interests and desires regarding the future of Waipahu. As directed by the City Council Resolution, a Waipahu Town Plan Task Force was also convened to advise the Planning Department and provide community input to the planning process. The Task Force consists of members of the Waipahu 2000 Update Committee, Waipahu Business Association, Waipahu Neighborhood Board, representative of Amfac/JMB, representative of the City Planning Department, members of the State Senate, State House of Representatives, and the City Council members representing Waipahu, and members from the community.

The following Vision for Waipahu and Planning Objectives are based on the visioning workshop and input from the Waipahu Town Plan Task Force.

1.2 Vision for Waipahu

The Waipahu of the future is envisioned as a harmonious blend of the old and the new. Within the framework of this vision, Waipahu Town would retain and embrace its cultural and plantation heritage -- the sugar mill and smokestack would remain as a dominant symbol and the Waipahu Cultural Garden Park serve as a reminder of this heritage.

Waipahu Town would be revitalized for the betterment of the business community and would provide gainful employment serving the regional community. There would be a mixture of old style plantation with more contemporary building designs. Streets would be landscaped and more pedestrian friendly, with ample roads to get around and through the town. Waipahu Street would remain a slow winding road with large monkey pod trees.

Greenery and open spaces would be preserved and enhanced for the current and future residents to use and enjoy. Waipahu's shoreline would be reopened for fishing, boating, and picnicking. Youth in the community would have more programs and recreational opportunities. The OR&L Railroad would be restored and feature train rides to and from Ewa and beyond.

The future of Waipahu is envisioned to embrace a vibrant community, where the country atmosphere is preserved, where business prospers, and where diverse people can come together to live, work, shop and play.

1.3 Planning Objectives

The objectives guiding the preparation of the Waipahu Special Area Plan are as follows:

- 1. Provide opportunities for economic revitalization which generate jobs and attract people to Waipahu while minimizing adverse impacts to existing businesses.*
- 2. Provide land uses which are compatible with existing uses and which provide for community needs.*
- 3. Promote and preserve Waipahu's plantation and cultural heritage.*
- 4. Improve the overall visual appearance and character of Waipahu Town.*
- 5. Provide increased opportunities for recreation and nearshore recreation.*

6. *Improve vehicular access into and within Waipahu, and integrate pedestrian, bicycle and transit facilities.*

1.4 Planning Process

The Waipahu Special Area Plan boundaries include the area of Waipahu bounded by the H-1 Freeway to the north, Kunia Road to the west, Kamehameha Highway to the east, and the Waipio Peninsula to the south. Consideration in the plan has been given to the needs of surrounding mauka communities, including Village Park and Waikele.

The planning process included the preparation of alternative land use concept schemes which depict a range of future scenarios for Waipahu, and the formulation of a preferred scheme. Major components of the Waipahu Special Area Plan include:

- Economic Development:** opportunities for economic revitalization which generate jobs and attract people to Waipahu while minimizing impacts to existing businesses.
- Land Use:** locating future uses which provide for compatible economic development and address community needs.
- Circulation:** circulation plan to improve traffic flow and encourage a pedestrian and transit-oriented circulation system.
- Urban Design:** urban design plan which promotes Waipahu's identity and heritage, and improves the Town's visual appearance.
- Implementation:** sequencing and considerations for implementing recommendations of the Plan.

The community-based planning process included extensive meetings and discussions with the community, including monthly meetings of the Waipahu Town Plan Task Force. Two major public workshops were conducted to solicit input from the broader community. Numerous other meetings and discussions were held with individuals and organizations including the Waipahu Neighborhood Board, Waipahu Business Association, and the Waipahu 2000 Update Committee. The Preferred Plan was presented at a community meeting on November 30, 1995.

2. PREFERRED PLAN

2.1 Land Use Plan

The Land Use Plan represents the collective desires of the community to integrate economic development with social, cultural, and recreational enhancements. Central to the development of the Land Use Plan is the economic development and revitalization of Waipahu, particularly within the town core area. The Plan also recognizes and addresses the social and recreational opportunities that would achieve a balance in the future development of Waipahu, enhance the experience of residing and working in the area, and make it a more attractive place to visit.

The following are proposed uses in the Land Use Plan as approved by the Waipahu Town Plan Task Force. The uses are organized by major sites or areas, and are depicted in the Preferred Plan graphic in Figure 1.

Manager's Drive Site

The approximately 39.6-acre City-owned vacant parcel is located adjacent to and west of Manager's Drive, between the H-1 Freeway and the sugar mill site. Different land uses would be allowed at the Manager's Drive site: private school and market residential development, memorial park, or churches. By designating multiple land uses, the City is provided with more flexibility in establishing a land use that would provide a greater economic return. During the course of discussions with the Town Plan Task Force, the acreages of the two different land uses have been focused on a relatively equal distribution.

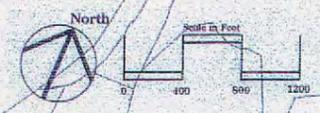
- Private School:** Provision of a private school campus that could support up to grade levels Kindergarten through 12 with an enrollment of approximately 1,000 students is designated within the mauka portion of the Manager's Drive site. With Waipahu located at the crossroads of the rapidly developing Ewa and Central Oahu regions, a private school would serve the community and broader region, while benefitting and enhancing Waipahu both socially and economically.
- Residential Use:** Potential market residential development is designated within the makai portion of the Manager's Drive site and would accommodate about 120 single-family residential dwellings. In addition to providing needed housing, the site offers a conveniently located living area adjacent to the

WAIPAHU SPECIAL AREA PLAN

- Commercial
- Park
- Wildlife Sanctuary
- West Waipahu Comm./Ind.
- Light Industrial
- Educational Institution
- Res./Mem.Park/Church
- Comm. Recreation/Park
- Public Facilities
- Old Town Commercial Area
- Exist/Planned Residential
- ✳ Land Use Anchor
- Major Intersection
- Shoreline Bikepath
- Pedestrian/Bikeway
- Railroad Restoration
- Blast Zone
- Recreational Access-Pearl Harbor



**Preferred
Plan**



Prepared for:
City & County of Honolulu
Planning Department

Prepared by:
Wilson Okamoto & Associates
Decision Analysts Hawaii, Inc.
Kinura International

December 1995

Figure 1

existing Waipahu Uka Park and would be compatible with the nearby residential neighborhood.

Memorial Park:
(Alternative to
Residential Use)

A memorial park could potentially be located within the makai portion of the Manager's Drive site. The memorial park would be centrally located to a dense population region and provide landscaped open space. It would include grave sites but not a mortuary or funeral facilities.

Churches:
(Alternative to
Residential Use)

Given the strong expression of need for church sites in Waipahu, a portion of the residential lot could be designated for church use and development.

Sugar Mill Site

This site housed Oahu Sugar Company's sugar mill operations. Selected existing structures on the mill site will be retained for future redevelopment of the site. The sugar mill site is designated to be redeveloped into three land uses -- light industrial, commercial, and community-oriented uses. The commercial and community-oriented uses would be located at the "Old Waipahu Town Anchor" site. During the course of the planning process, discussion of the anchor site has focused on a relatively equal distribution of acreage between the commercial and community-oriented uses.

Light Industrial Use:

A light industrial subdivision is designated in the area adjacent and mauka of the sugar mill. The use would continue the industrial nature associated with the sugar mill site, and promote economic development with new construction and employment opportunities while providing a convenient job location for area residents. To mitigate potential noise, visual and pollution impacts, locational considerations for noise-generating businesses, the provision of adequate buffers or setbacks, and operational limitations may be required to maintain compatibility with adjacent residential areas. This may be achieved through a Declaration of Covenants, Conditions and Restrictions document which should incorporate the input of surrounding area residents.

Commercial:

Commercial use is designated within the Ewa portion of the sugar mill site. With the mill being the landmark and symbol of Waipahu's plantation heritage, this provides an

opportunity to convert the mill structure to a themed commercial experience including shops and restaurants, but not "big box" stores that carry a wide variety of merchandise.

**Heritage Park/Center
and Community
Facilities:**

A heritage park/center and community facilities, including a YMCA and a Filipino Community Center, are designated to be located adjacent to the commercial area, in the area of the mill smokestack to the clinic building.

Heritage Park/Center: The heritage park/center would celebrate Waipahu's historic plantation era and its ethnic and cultural diversity, and could be integrated into some of the existing mill structures to be retained. The facilities could be operated by a non-profit organization and could include an open market.

YMCA: Development of a YMCA facility to include community service activities and exercise/recreation activities to provide much needed recreational outlet and social support for the youth of Waipahu.

Filipino Community Center: Development of a community service-oriented Filipino Community Center to include cultural events/activities, youth/elderly and family-oriented activities and services, and conference and meeting facilities. The Center is intended as a gathering place for promoting activities associated with the cultural heritage and values of the Filipinos and to provide a family-focused center accessible to all members of the community.

Hans L'Orange Park

Expansion of the existing 6.9-acre Park by approximately 3 acres to the vicinity of Makaaloha Street for extension of the left field line (to better accommodate play by the Hawaii Winter Baseball League), and to create more passive park area and area for additional parking.

Civic Center Area

Civic Center Site: Continued consolidation of government services is envisioned in the vicinity of Mokuola Street and the Waipahu District Park, which includes the existing Waipahu Civic Center facility, the new Waipahu Public Library, existing elderly rental housing, and planned facilities including a senior citizen center, additional elderly rental units and low-rise public rental units.

Mini Park and Ride Facility: A mini park and ride facility is designated to be located on a portion of a 1.76-acre vacant parcel located at the Ewa-mauka corner of Hikimoe and Mokuola Streets. The mini park and ride facility would be co-located with either of two projects proposed for development on a portion of the parcel -- an independent living facility or elderly day care facility. The facility would encourage mass transit ridership and usage of alternative ride sharing modes from a convenient central location.

Waipahu Street and Waipahu Depot Road (Mauka of Farrington Highway)

Encompassing the area adjacent to and along a portion of the south side of Waipahu Street (vicinity of Hans L'Orange Park and the sugar mill site), and continuing along both sides of Waipahu Depot Road mauka of Farrington Highway, the area includes predominantly commercial and retail establishments (former Arakawa's Store, Big Way Supermarket, Nii Superette, Waipahu Post Office, Salvation Army, etc.).

Old Town Commercial Area: An Old Town Commercial area is designated for an approximately 10.3-acre area along a portion of Waipahu Street and Waipahu Depot Road. The historic ambience of the commercial area along Waipahu Street and Waipahu Depot Road in the vicinity of the sugar mill fosters the opportunity to revitalize the existing businesses through the designation of an "Old Town" commercial area. Thematic architecture in the form of streetscape and building form guidelines would serve to enhance the Old Town identity. Existing businesses would be encouraged to revitalize their building facades, new businesses encouraged to infill, and a pedestrian-oriented theme would be established.

KDEO Radio Station Site

Upon request from the owner and endorsement by the Town Plan Task Force, the approximately 0.47-acre KDEO radio station site located west of the Church of Latter Day Saints and adjacent and mauka of Farrington Highway is designated for commercial use (the parcel currently has a residential land use designation).

Farrington Highway

Farrington Highway is a four-lane major east-west arterial that traverses through Waipahu Town. The Plan provides for the planting of canopy trees (monkeypod trees) within the Farrington Highway median to improve the visual appearance of the Highway between Kamehameha Highway and Fort Weaver Road. Enhancement could also possibly include landscape and sidewalk improvements along both sides of the Highway.

Area Makai of Farrington Highway

Encompassing the area between Farrington Highway, up to and including the OR&L right-of-way, and the Pearl Harbor shoreline, existing land uses include single-family residences and Kapakahi Stream west of lower Waipahu Depot Road; and commercial, light industrial and apartment residential east of lower Depot Road.

Old Town Commercial Area:

An approximately 5.5-acre area east of Waipahu Depot Road between Farrington Highway and the OR&L right-of-way is designated for continuation of the Old Town Commercial Area. Building massing and a pedestrian-oriented scale would be more important for this area than thematic architecture. Redesignation would be contingent on the development of commercial-recreational uses in the Waipio Peninsula area.

Shoreline Park/ Preservation Area:

A shoreline park and preservation area is designated along the entire length of shoreline in Pearl Harbor's West Loch and Middle Loch. A 150-foot setback from the Pearl Harbor shoreline is required for all new developments located along the shoreline. In addition to visually improving and enhancing the shoreline area, this designation would contribute toward long-term development of a continuous shoreline park and greenbelt between the various shoreline parks along Pearl Harbor from West

Loch to Rainbow Bay Marina near Aloha Stadium. Increased recreational opportunities would potentially include nearshore fishing and boating in the Pearl Harbor West Loch waters.

Shoreline Bike Path:

To improve the visual appearance along the Pearl Harbor shoreline, a shoreline bike path would be developed within the 40-foot wide OR&L right-of-way. This would provide for a long-term continuous bike path from West Loch to Rainbow Bay Marina. Development of the bike path would enable clean-up and beautification of the shoreline area and facilitate police patrol.

OR&L Right-of-Way:

The long-term restoration of the OR&L railroad right-of-way for a train ride would serve as a major visitor and cultural attraction. In the long-term, the train could transport visitors between the Ko Olina Resort and the Waipahu Cultural Garden Park. Concerns regarding crossing Farrington Highway and proximity to residences would need to be resolved for its extension to the Cultural Garden Park. A train station could be reestablished at the intersection of Waipahu Depot Road and the OR&L right-of-way.

Waipio Peninsula

The Peninsula encompasses approximately 1,400 acres of State, City and Navy lands makai of the OR&L right-of-way. Existing uses include City public facilities east of Waipahu Depot Road, including the Police Training Academy, Waipahu Refuse Convenience Center, Waipahu wastewater pump station, City Department of Parks and Recreation temporary plant nursery, the former City incinerator facility and ash landfill site, and the Ted Makalena Golf Course. The State Department of Land and Natural Resources Division of Forestry and Wildlife is seeking the establishment of a wildlife sanctuary at the Pouhala Marsh located immediately makai of the OR&L right-of-way and west of lower Depot Road. Lower Waipio Peninsula consists of lands which were used for sugar cane cultivation. The Navy's blast zone, which bisects the Peninsula in an east-west direction, restricts the intensity of human activities and precludes development of structures.

New City Fire and
Police Department
Vehicle Maintenance
Facilities:

The Fire Department's storeroom and vehicle maintenance facilities are located on approximately 4 acres of land north of the City Department of Parks and Recreation's temporary plant nursery and east of the Refuse Convenience Center.

The proposed Police Department vehicle maintenance facility would be located on approximately 1.2 acres of undeveloped land located adjacent to and north of the existing Police Training Academy. Activities to be conducted at the facility include light vehicle maintenance for the Leeward District substations and heavy vehicle maintenance for the Department's entire vehicle fleet.

Either commercial recreational use or a public shoreline park are proposed on City lands in the vicinity of the ash landfill and former incinerator.

Commercial
Recreational Use:

Two proposals for commercial recreational use have been offered by private development interests.

Theme Park: A water-oriented theme park has been proposed on approximately 39 acres which include the City's ashfill site below Pouhala Marsh, and the former City incinerator site. Proposed educational, research and entertainment attractions include: an aquarium, a botanical park, and a water recreational park.

Sports Complex: Another commercial recreational use proposal is for a privately-developed sports complex on an approximately 39-acre site which includes the City's ashfill site below Pouhala Marsh and the former City incinerator site, and in the area below or makai of the Navy's blast zone (undetermined acreage). Major facilities could potentially include: soccer and softball practice fields; soccer/softball stadium to accommodate about 5,000 spectators; an amphitheater for concerts (15,000 seats); tennis complex; fitness training facilities (weight/exercise equipment); and a golf course within the Navy's blast zone.

Public Park:

A shoreline passive park could be developed on an approximately 23.5-acre area within the City's ashfill site

adjacent and makai of Pouhala Marsh. The park would enhance the increased recreational opportunities of potential nearshore fishing and boating in the West Loch waters as previously discussed under Shoreline Park/Preservation Area.

**Commercial
Recreation:
(Lower Waipio
Peninsula)**

Commercial recreation activities could potentially occur along the outer fringes of lower Waipio Peninsula within the Navy's blast zone, and an area within City-owned lands outside or mauka of the blast zone (undetermined acreage). Recreational uses could include supervised low-intensity and outdoor activities such as nature hikes, mountain/dirt bikes, and horseback trail rides.

Agriculture:

Approximately 1,200 acres of Federal-owned lands on lower Waipio Peninsula within the Navy's blast zone will be available for lease (10-year lease terms) for continued agricultural use. The proposed lease of lands will continue longstanding use of the property for agricultural purposes. Potential low-elevation crops for the Honolulu market include fruits, vegetables, flowers, potted foliage, and plants for landscaping. Aquaculture and grazing operations could also be pursued.

3. CIRCULATION PLAN

A number of roadway improvements are incorporated in the Special Area Plan to accommodate the proposed land uses in the town core area, as well as to facilitate vehicular access into and within Waipahu (see Figure 2).

Manager's Drive: The existing two-lane Manager's Drive road overpass will be widened to four lanes down to Hiapo Street. The Plan calls for further extending Manager's Drive makai to Mokuola Street, widening the road to four lanes to Farrington Highway. A separated pedestrian/bikeway would be provided along the Manager's Drive overpass, continuing along Mokuola Street to the civic center. The Manager's Drive extension would provide a second major collector road for mauka-makai access, relieving the Paiwa Street traffic demand.

Paiwa Street to Waipahu Street Connector Roads: The Plan depicts east-west connector roads through the proposed light industrial subdivision connecting Paiwa Street and Waipahu Street near the Waipahu Cultural Garden Park. The connector roads provide an alternative route for east-west commuters through the Waipahu Town core, and may alleviate traffic demands on Waipahu Street between Paiwa Street and the Cultural Garden Park.

Waipahu Street and Waipahu Depot Road: (Mauka of Farrington Highway) The Plan proposes the widening of the existing two-lane Waipahu Street to three lanes, with left-turn storage lanes at the major intersections. The three-lane widening would help maintain the rural, tree-lined character of the roadway consistent with the Old Town Commercial area theme.

The realignment of the "Z" curve on Waipahu Street near the Waipahu Cultural Garden Park to a "S" curve is needed to increase safety for motorists and to accommodate both existing and anticipated future traffic demands.

Farrington Highway Frontage Road Modifications: The Plan proposes modification of the existing Moloalo Street by providing a new driveway off of Farrington Highway on the west side of Moloalo Street, and limiting ingress/egress to Moloalo Street at its intersection with Mokuola Street to right-turn in and right-turn out only

movements. This would help to resolve existing traffic movement conflicts and future traffic problems with the extension of Mokuola Street through Manager's Drive, and would enhance the character and function of Moloalo Street. Moloalo Street could also be widened to provide a row of 90-degree parking stalls with appropriate landscaping along Farrington Highway.

**Waipio Peninsula
Access
Improvements:**

Waipahu Depot Road makai of Farrington Highway is proposed to be widened from the existing two-lane roadway to four lanes to support the development of the proposed commercial recreational uses in the Waipio Peninsula area. Farrington Highway intersection improvements may also be needed.

A secondary access road to Farrington Highway is designated to support expanded recreational use of Waipio Peninsula. The alignment follows the makai boundary of the Ted Makalena Golf Course and connects to Farrington Highway via the Waipio Point Access Road.

**Village Park
Connector Road:**

Connection of the Village Park community with the Waipahu Town core is proposed via improvements to an existing cane haul road. The new road would be aligned in the mauka-makai direction, connecting to Kupuna Loop at the mauka end and to Waipahu Street on the makai end via the Navy's Waikele Ammunition Depot Road. Mitigation measures may be necessary to buffer traffic and noise impacts to adjacent residents.

**Internal Transit
System:**

An internal transit system would be encouraged to include future extension of the trolley service from Waikele Shopping Center, or a shuttle bus system, to serve the Old Town area along Waipahu Street, Waipahu Cultural Garden Park, and the sugar mill commercial area. It would provide an alternate mode of transportation and would provide access to and internal circulation within the town core area.

WAIPAHU SPECIAL AREA PLAN

-  Major Arterial
-  Collector/Connector Road
-  Proposed Road/Improvements
-  Optional/Future Access
-  Frontage Road
-  Railroad Restoration
-  Pedestrian/Bikeway
-  Public Facilities
-  Educational Institution
-  Park
-  Light Industrial
-  Residential
-  Commercial
-  Commercial/Industrial

Circulation Plan



Prepared for:
City & County of Honolulu
Planning Department

Prepared by:
Wilson Okamoto & Associates
Kimura International

December 1995

Figure 2

4. URBAN DESIGN PLAN

The urban design plan for the Waipahu Special Area Plan focuses on landscape and open space concepts for Waipahu Town, and on design guidelines for the Old Town Commercial Area in the historic town core.

4.1 General Urban Design Principles

The following general urban design principles are established for the Waipahu Special Area Plan.

- ***The scale and sense of Waipahu as a small town shall be preserved.*** Existing zoning heights and densities should for the most part be preserved throughout Waipahu Town to help maintain the small town scale.
- ***The visual dominance of the sugar mill shall be maintained.*** The sugar mill and the smokestack in particular are landmarks of the town, the visual dominance of which should be maintained with future development in Waipahu Town.
- ***Structures having historic, cultural, and/or visual significance shall be retained and renovated as needed.*** On the mill site and in the Old Town Commercial Area, historic buildings should be identified and adaptive reuse encouraged for these structures.
- ***Waipahu's designated Old Town Commercial Area shall have a special image signifying its historic character and role as the cultural and business center for Waipahu.*** More detailed design guidelines should be established for the Old Town Commercial Area to help achieve the desired historic plantation revitalization theme. The Waipahu Special Area Plan Report provides suggested guidelines for initial consideration.
- ***The visual appearance and pedestrian/bicycle linkages within and between the Old Town Commercial Area and surrounding areas, and along Farrington Highway shall be upgraded.*** Landscape and open space plan proposals are intended to improve the Town's visual appearance and improve pedestrian and bicycle pathways.
- ***Open spaces, the shoreline and other available natural areas shall be developed for use by the public and integrated into the built environment.*** Proposed uses in Waipio Peninsula and along the Pearl Harbor shoreline promote increased use by the public of Waipahu's open space and coastal resources. The

landscape/open space plan encourages the linkage of parks, open spaces and centers of interest with landscaping and pedestrian/bicycle pathways.

4.2 Landscape and Open Space Plan

Two major landscape and open space principles are incorporated in the Waipahu Special Area Plan.

- *Existing and planned parks and open space areas shall, wherever possible but particularly within the town core, be connected by a series of tree-lined pedestrian pathways, jogging paths and bikeways.* Waipahu has a diversity of significant open space areas within the Town as well as a natural shoreline environment along Pearl Harbor which is underutilized for its recreational and open space potential. The Waipahu Cultural Garden Park, the Hans L'Orange Park, various City parks and the shoreline are physically separated recreational entities which could be more usefully linked together. Landscape and streetscape improvements should be used to create linkages among the various major private and public open spaces (see Figure 3).
- *Roads and pathways shall be landscaped in a manner which identifies their role as visual and functional linkages between open spaces and centers of activity.* The streetscape should be enhanced to create a more pedestrian-oriented environment. The intent is to enhance the major thoroughfares in Waipahu, primarily to improve the street environment for both the pedestrian in terms of actual walking experience, and the motorists from an aesthetic point of view.

Landscape Plan Projects:

Farrington Highway
Landscaping:

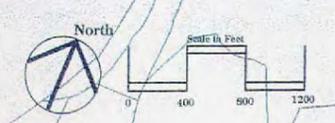
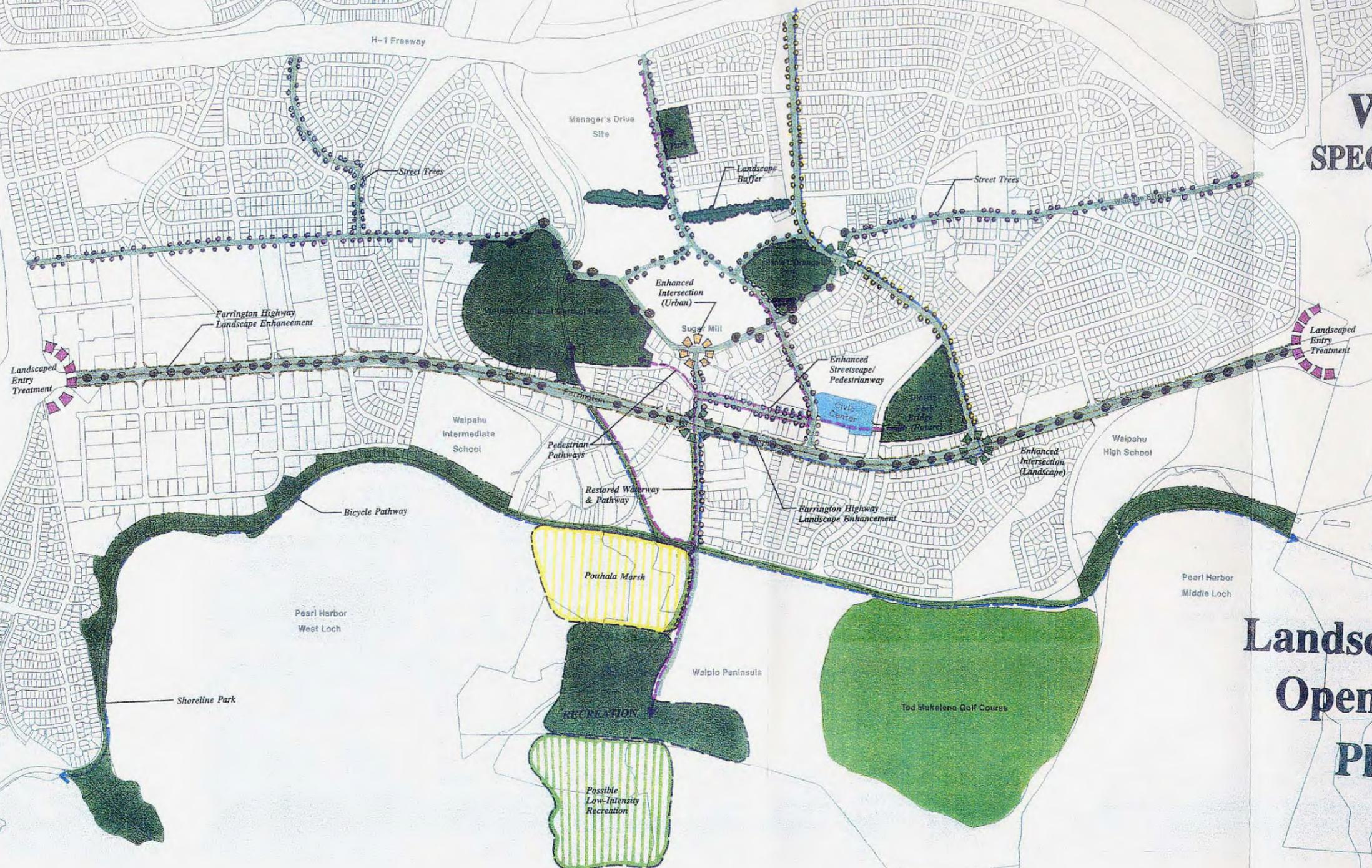
As the central thoroughfare through Waipahu Town, Farrington Highway is proposed to be enhanced with the installation of large canopy trees in the median. This would create shade and provide aesthetic visual relief to the wide and expansive highway. Coordination would be required with the State Department of Transportation, Highways Division.

Landscaped Entry
Features:

Enhanced landscape treatment at both ends of Farrington Highway in Waipahu are proposed to make an attractive entry statement. Similar entry features should also be developed for the Old Town Commercial Area at the intersection of Waipahu Depot Road and Farrington.

WAIPAHU SPECIAL AREA PLAN

Landscape and Open Space Plan



Prepared for:
City & County of Honolulu
Planning Department

Prepared by:
Wilson Okamoto & Associates
Miyabara Associates

December 1995

Figure 3

Highway, and at both ends of the Old Town area on Waipahu Street.

Hikimoe Street
Pedestrian Way:

A primary pedestrian way along Hikimoe Street is proposed which would help link the Waipahu Cultural Garden Park to the Civic Center. The pedestrian way along Hikimoe Street would still allow vehicular traffic and parking, but the streetscape would be more pedestrian-friendly with sitting areas, street furniture and plant enhancements.

Street Tree Planting:

Mauka-makai collector streets which serve as important connections to activity centers would also be enhanced with a street tree planting program which would feature a different type of tree along each of the major streets. On Waipahu Depot Road makai of Farrington Highway, a pedestrian streetscape is envisioned to be integrated with the clean-up of Kapakahi Stream to create a park-like promenade and link to the makai recreational uses.

The following is a list of recommended street trees, selected for their appropriateness. Except for Monkeypod, all other trees are known as flowering trees and were selected for their attractiveness and color.

Farrington Highway - Monkeypod
Waipahu Street - Monkeypod and Hong Kong Orchid
Mokuola Street - Rainbow Shower
Depot Road - Rainbow Shower
Paiwa Street - Gold Tree, Silver Trumpet
Hikimoe Street - Giant Crape Myrtle
Paiwa Street Connector - Pink Tecoma or Royal Poinciana

4.3 Old Town Commercial Area

Design guidelines are established for the Old Town Commercial Area to help restore the historic character of Old Waipahu Town.

- **Renovations to the sugar mill for adaptive reuse shall retain the visual qualities and building character that defined the mill's original purpose.** The existing Oahu Sugar Mill governs Waipahu's historic district. Located at the end

of Waipahu Depot Road at the hill crest, the mill's structure dominates views in the area, emphasizing its historic role and setting a strong plantation town theme for Waipahu.

- **The compactness of the town's historic shopping area shall be maintained, with new uses encouraged to infill between existing buildings along Waipahu Street and Waipahu Depot Road.** To preserve and restore the plantation town image, owners and tenants would be encouraged to revitalize their existing building facades to reflect the basic design principles of this theme. Developers of new projects would be required to integrate these Old Town design guidelines in their design of proposed developments.
- **The character of Waipahu Street and Waipahu Depot Road shall be maintained except for adjustments to improve traffic flow and safety, to safeguard the historically and visually significant buildings and maintain the area's pedestrian scale and orientation.**
- **Existing significant historic structures shall be identified, maintained and restored wherever possible, and adaptive reuse encouraged where necessary to ensure their continued viability and use.** Significant buildings which contain prime examples of the above features include: the former Plantation Store (Clinic Building), Waipahu Theater, former Waipahu Fire Station building, and the building on the corner of Waipahu Street & Waipahu Depot Road.
- **The architectural character of new buildings should reflect the plantation era architecture of Waipahu's historic past. Basic design principles, texture, construction materials and colors should be compatible with styles from this era.** The diversity of architectural influences may be respected by allowing for creative adaptation of Waipahu building styles. However, building scale, massing, orientation, shape, and spacing, window size, roof shape and use of exterior materials should remain consistent throughout the district.
- **Strong pedestrian orientation shall be encouraged and maintained through the expansion of "storefront" businesses, enhancement of the streetscape and walking environment, and consolidation of off-street parking behind buildings.**
- **New buildings or additions should be located close to the street, creating a traditional "street line" of facades, with buildings forming an attractive edge to the roadway.** A traditional "street line" of facades will allow buildings to

form an attractive edge to the roadway, rather than allowing the thoroughfare to become visually dominated by large areas of parking.

- **Storefronts should be oriented to the street and include elements such as canopies, overhangs, porches, and trellises to scale down building heights and enhance the street-level environment.**
- **Buildings shall be limited to two or three floors in height in keeping with the area's historic scale and to preserve views of existing mill structures.**
- **Buildings should avoid awkward or overscaled forms, and long building forms should be broken down or offset into smaller masses of more residential proportions.**

5. PLAN IMPLEMENTATION

The Waipahu Special Area Plan provisions will be implemented through a combination of public and private initiatives. Public initiatives focus on publicly owned lands and public rights-of-way, as well as on the allowance of zoning changes which support the Plan's vision. Private initiatives are accomplished through rezoning and privately funded development projects which are subject to any adopted design guidelines which may influence the manner in which development is accomplished.

Relationship to DPs
and Zoning:

The Special Area Plan should provide the basis for the City's decisions on proposed developments seeking zoning and other regulatory approvals. Proposed developments should conform to the Special Area Plan if the site is within the Plan boundaries and specific land uses or design guidelines are applicable to the site. If there are no applicable references from the Special Area Plan, the Central Oahu Development Plan would be the guiding document in development reviews.

Phasing Plan:

A generalized phasing plan has been developed to indicate the general sequencing of implementation of the Plan's provisions (see Table 1). These are based on near term, mid-term, and long term actions.

Plan Revisions:

Revisions to the Special Area Plan may need to be considered periodically or as needed, but the overall Plan should be reviewed at least every five years to ensure their consistency with the Development Plans. Such review could be timed to coincide with the Development Plan review. To oversee the five-year review, the Waipahu Town Plan Task Force should be reconvened.

Table 1 WAIPAHA SPECIAL AREA PLAN PHASING PLAN		
	PUBLIC ACTIONS	PRIVATE ACTIONS
NEAR TERM	<ul style="list-style-type: none"> • Special Area Plan adoption • Designate Plan Implementation Task Force/Review Body • Manager's Drive Property Development • Roadway Improvements, traffic study as needed <ul style="list-style-type: none"> -Waipahu Street Widening -Frontage Road Modifications (Moloalo Street) -Village Park Connector Road • Farrington Highway Median Landscaping and Sidewalks • Entry Features Construction • Flood Study and Improvements <ul style="list-style-type: none"> - Waikele Stream • Civic Center Mini Park & Ride • Shoreline Bikepath Construction • Waipio Peninsula/Pearl Harbor Recreational Access • Waipio Peninsula Maintenance Facilities, Ash Landfill Closure • Pouhala Marsh Wildlife Sanctuary Establishment 	<ul style="list-style-type: none"> • Old Town Revitalization Program/Organization • Sugar Mill Site Development • Community Facilities development at Mill Site: <ul style="list-style-type: none"> -YMCA -FilCom Center -Heritage Park/Center -Hans L'Orange Park Expansion • Roadway Improvements, traffic study as needed: <ul style="list-style-type: none"> -Manager's Drive Bridge Widening -Manager's Drive Extension to Mokuola Street -Paiwa Street Connector Roads • Internal Transit System - Waikele to Sugar Mill/Town
MID-TERM	<ul style="list-style-type: none"> • Old Town Commercial Streetscape Improvements • Paiwa and Mokuola Street Landscape and Streetscape Improvements • Hikimoe Street Enhanced Pedestrian Way • OR&L Right-of-Way Bikepath to Cultural Garden Park • Shoreline Park Improvements Along OR&L Right-of-Way 	<ul style="list-style-type: none"> • Waipio Peninsula Commercial -Recreational Use • Waipio Peninsula Access Improvements • Old Town Commercial Makai of Farrington Highway
LONG TERM	<ul style="list-style-type: none"> • Shoreline Park Improvements 	<ul style="list-style-type: none"> • Old Town Commercial Redevelopment (Ongoing) • OR&L Right-of-Way Train Restoration