

Ocean Pointe / Hoakalei

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CITY OF HONOLULU

2018 Urban Design Plan

HASEKO (Ewa), Inc.
January 2018

*This artist rendering illustrates and updates the vision for Hoakalei.
It is a work in progress, subject to change without notice.*





Table of Contents

- Preface..... 1**
- Section I. Project Description 5**
 - A. Context 5
 - 1. Location..... 5
 - 2. Relationship to Surrounding Area..... 6
 - B. Development Concepts 11
 - 1. Gathering Places..... 11
 - 2. Native Cultural Traditions..... 12
 - 3. Waterfront with an Island Interpretation 13
- Section II. Design Guidelines 15**
 - A. Land Uses 15
 - 1. Zoning 15
 - 2. Easements..... 17
 - B. Design Concepts 20
 - 1. Public Access 20
 - 2. Views and Building Orientation..... 23
 - 3. Building Setbacks..... 25
 - 4. Heights and Height Setbacks..... 27
 - 5. Landscape/Signage..... 28

Section III. Project Components	29
A. Lagoon Mixed Use Complex	29
1. General Description	29
2. Lagoon Over Water Uses (Within & “Overhanging” The Lagoon).....	31
a. Lagoon Over Water Uses – Overall Concept	31
b. Lagoon Over Water Illustrative Concepts	33
i. Lagoon Clubs	34
ii. Activity Barges.....	35
c. Lagoon Design Guidelines.....	35
i. Building Area	35
ii. Height Limits	36
iii. Building Setbacks.....	36
iv. Parking	36
v. Access Controls.....	37
3. Retail/Commercial	38
4. Resort	41
5. “Lagoon Village” Residential	42
6. Recreation Facilities	44
7. Public Swimming Area	44
8. Pedestrian Connections: Pathways, Trails & Promenade.....	45
B. SMA/Shoreline Area.....	48
1. Shoreline Trail and Other Improvements	48
2. Kauhale Preserve.....	50

C. Residential	52
1. Ocean Pointe Neighborhoods.....	52
2. Hoakalei Neighborhoods.....	53
D. Golf Course.....	54
E. Public and Community Facilities.....	55
1. District Park.....	55
2. One‘ula Beach Park and Expansion Area	55
3. Keone‘ula Elementary School.....	56
4. Seagull Schools	56
5. Fire Station	56
6. Archaeological Sites.....	56
7. Public Swimming Area	57
Section IV. Landscape and Signage Guidelines	58
A. Landscape Concept.....	58
B. General Guidelines	58
C. Landscape Zones.....	60
1. Lagoon.....	60
2. Greenbelt Parkways	60
3. Golf Course	61
4. District Park.....	61
5. One‘ula Beach Park Interface.....	61
6. Preservation	62
7. Resort	62
8. Residential Neighborhoods	62
9. Low Density Units	62
10. Medium Density Units	62
11. Commercial	63
12. Industrial	63
D. Plant Materials	63
E. Plant Size	64

F. Signage	64
1. The Project Signage Concept	64
2. Visual Continuity	64
3. Signage Classifications	65
4. Identification and Accessibility	66
5. Readability	66
6. Signage Placement	67
7. Physical Signage Characteristics.....	67
G. Landscape Lighting.....	68
Section V. Parcel Development Guidelines.....	69
A. Parking	69
B. Structures	70
1. Open Space.....	70
2. Siting	70
3. Energy Conservation	70
4. Roofs	70
5. Mechanical and Electrical Equipment.....	71
C. Design Review / Amendments to Urban Design Plan	71
Appendix A. Urban Form Guidelines Confirmation Letters	72
Appendix B. Plant Materials List.....	83
Trees	83
Palms	86
Shrubs.....	87
Ground Covers	91
Vines.....	92
Bromeliads	93
Ferns	94
Grasses	95

List of Illustrations

Figure 1	Location Map.....	5
Figure 2	Relationship to Surrounding Area.....	6
Figure 3	Ocean Pointe Homes.....	7
Figure 4	Project Interface with Papipi Road.....	7
Figure 5	Mixed Use Master Plan.....	8
Figure 6	Wetland Preservation Area.....	9
Figure 7	Keone‘ula Elementary School.....	10
Figure 8	Recreational Lagoon.....	11
Figure 9	Lagoon Promenade.....	12
Figure 10	Lagoon Area Illustrative Sketch.....	14
Figure 11	Zoning.....	16
Figure 12	Easements/Noise Exposure Levels.....	19
Figure 13	Parks, Recreation and Public Access.....	21
Figure 14	View Corridor.....	24
Figure 15	Lagoon Waterway Setback.....	25
Figure 16	Setback Along Shoreline for Buildings.....	26
Figure 17	Lagoon Complex Land Use Plan.....	30
Figure 18	Over Water Land Use Plan.....	31
Figure 19	Over Water Structure Cantilevered.....	32
Figure 20	Over Water Structure on Piers.....	33
Figure 21	Lagoon Club Concept.....	34
Figure 22	Activity Barge Concept.....	35
Figure 23	Public Swimming Area.....	44
Figure 24	Pathways.....	45
Figure 25	Pedestrian Connections.....	47

Figure 26	Promenade	48
Figure 27	Shoreline Trail	49
Figure 28	Archaeological Sites	50
Figure 29	Ocean Pointe/Hoakalei Master Plan	52
Figure 30	Golf Village	53
Figure 31	Golf Clubhouse	54
Figure 32	Landscape Zones	59
Figure 33	Landscaped Parkway	61
Figure 34	On-grade Parking	69

BACKGROUND

Ocean Pointe/Hoakalei (the “Project”) is a dynamic waterfront mixed-used community that has as its focal point a man-made waterway. From the Project’s start in the late 1980s until 2011, that waterway was to be a marina connected to the open ocean. Surrounding the marina was a mixed-use complex with waterfront industrial, retail/commercial, residential and resort components that would be an important recreational destination and employment center for the ‘Ewa region.

In 2011, HASEKO made the decision to change the waterway from a marina to a recreational lagoon and in 2013 the City Council approved the lagoon as an option in the ‘Ewa Development Plan. The change to a lagoon, however, did not change the Project’s waterfront mixed-use focus. Only modest changes to the land plan surrounding the lagoon were required and the Project’s main mixed-use components (the retail, commercial, residential and resort areas) were maintained. This is consistent with the ‘Ewa Development Plan vision for the Project as a major waterfront mixed-use recreational resource, visual amenity and economic generator. The lagoon, therefore, serves as the Project’s visual and activity focal point with a collection of uses that will encourage direct recreational engagement with the waterfront and interaction between the mixed-use elements around the lagoon and the lagoon waterway.

In addition to describing the Project’s residential, commercial and resort components, this updated and restated Urban Design Plan describes the urban form guidelines for the lagoon. Proposed uses and structures within, immediately surrounding, or extending into, the lagoon will include structures such as activity barges, lagoon clubs, overlooks, water taxi and ferry stops and launching and mooring points for watercraft such as kayaks, stand-up paddle boards and canoes (among other recreational activities). The Project brings these uses together in a unique inland recreational mixed-use waterfront “complex” (the “Lagoon Complex”) that is the first of its kind on O‘ahu. While these uses are classified as marina accessory or outdoor recreational facility uses permissible in P-2 zoned areas with a conditional use minor permit, these are often not the typical P-2 zoned uses contemplated by the LUO. Therefore, the Urban Design Plan provides guidelines that exist alongside the LUO to govern the Project’s development. The DPP Director’s approval of this Urban Design Plan confirms DPP’s design review and approval of the guidelines as described below.

Since the Project focal point is now the recreational Lagoon Complex, the Urban Design Plan does not include guidelines and discussion for a marina. However, this does not rule out the incorporation of a marina into the Project at some point in the future. If a decision was made to include a marina, the Urban Design Plan would need to be updated to reflect the marina proposed at that time.

1994 URBAN DESIGN PLAN

The Urban Design Plan for ‘Ewa Marina, dated October 19, 1994, was approved by the Director of Land Utilization when the Project’s land plans were still conceptual. However, the 1994 Urban Design Plan melded regulatory requirements and restraints that were known at the time, such as guidelines for setbacks and building orientations, with the architectural and landscaping visions and concepts for the development.

2008 URBAN DESIGN PLAN

Following the approval of the 1994 Urban Design Plan, the Project’s land plans solidified, certain elements acquired greater definition and design details evolved and crystallized. At the same time, regional drainage infrastructure changes led to marina reconfigurations and land plan changes. In response, updated Urban Design Plans were formulated and submitted, but formal review and approval was suspended pending major regional drainage decisions. Subsequently, in 2004 the City and HASEKO agreed on the Project’s regional infrastructure requirements and the Urban Design Plan was updated and approved in 2008.

CURRENT STATUS

The construction and sale of residences started in 1997 in Ocean Pointe, the Project’s original residential component. Ocean Pointe is completed and approximately 2,500 families call Ocean Pointe home.

As development of the Project progressed towards the lagoon, the name Hoakalei was selected to distinguish it from Ocean Pointe. Hoakalei includes the golf course, the lagoon waterway, and the Project’s retail, commercial and resort components and a residential component. Construction of Hoakalei residences started in 2008 and just over 1,300 families are currently living in Hoakalei.

In November 2011, HASEKO announced its proposed change from a marina to a recreational lagoon. An amendment to the ‘Ewa Development Plan to allow a recreational lagoon as an alternative to a marina was approved by the City Council in 2013. Ordinance 16-27, which rezoned the land surrounding the existing basin to accommodate the recreational lagoon, took effect in October 2016. At the same time, the City Council also



approved an SMA boundary amendment to delete the lagoon basin from the SMA, acknowledging that the lagoon was not connected to the ocean and did not extend the shoreline inland. In addition, the City Council also adopted Resolution 16-180 for a SMP/SSV for improvements at the shoreline along the Project.

Following the October 2016 rezoning, HASEKO and DPP continued discussing the categories of uses, types of uses and urban form guidelines contemplated for the Lagoon Complex. These discussions resulted in HASEKO's November 1, 2017 request to DPP for confirmation and approval that certain Lagoon Complex urban form guidelines proposed by HASEKO are consistent with the Project's two Unilateral Agreements. In a letter dated November 29, 2017, the DPP Director agreed and confirmed that the guidelines are consistent with the Unilateral Agreements. Those guidelines are, therefore, incorporated into this updated and restated Urban Design Plan at Section III.A. (that describes the Lagoon Complex) and at Appendix A (that includes copies of the November 2017 confirmation letters).

PURPOSE OF THE URBAN DESIGN PLAN

The Urban Design Plan serves a variety of purposes. Chiefly, the guidelines of this Urban Design Plan are focused on implementing the Unilateral Agreement (UA) and Declaration for Conditional Zoning attached to Ordinance 16-27. The Urban Design Plan's provisions also implement and are consistent with the requirements of other various government permits and entitlements, including other Unilateral Agreements and Declarations for Conditional Zoning attached to Ordinances 85-44, 93-94, and 07-35 (with Ord. 16-27, collectively, the "Unilateral Agreements") the 'Ewa Development Plan, the Development Plan Common Provisions (collectively, the "Development Plan"), the Special Management Area Use Permits and Shoreline Setback Variances (Resolution No. 16-180) (the "SMP") and the Board of Land and Natural Resources Conservation District Use Permit, as amended, in DLNR File No. OA-2670.

The Urban Design Plan, however, is more than a documentation of the Project's regulatory requirements. It also articulates HASEKO's vision for the Project and guides the design process. As earlier stated, the Project is a major waterfront mixed-use recreational resource, visual amenity and economic generator. The lagoon and surrounding area therefore serve as the Project's visual and activity focal point with a collection of uses that will encourage direct recreational engagement with the waterfront and interaction between the mixed use elements around the lagoon and lagoon waterway. The Urban Design Plan is therefore intended to promote consistently high-quality site planning and architectural design to protect and enhance land values and to establish harmonious relationships between buildings and sites within and adjacent to the Project. To accomplish this, the Urban Design Plan establishes urban form development concepts, principles, and guidelines that serve as a basis for planning coordination and design continuity.

The Urban Design Plan exists alongside the LUO to encourage development consistent with the City Council’s vision for the Lagoon Complex as the region’s principal waterfront mixed-use destination. While the requirements of the LUO govern the uses and structures on the land surrounding the recreational lagoon, the unique nature of the mixed-use waterfront Project therefore requires that the provisions of this Urban Design Plan be considered in concert with those of the LUO for development within the Lagoon Complex.

Consistent development of the lagoon may require a “master” minor conditional use permit or series of conditional use permits for the marina accessory and/or outdoor recreation uses within or extending into the lagoon P-2 zoned areas. Such lagoon conditional use permits may be implemented by a master association of lagoon users and the Urban Design Plan’s urban form principles, guidelines and concepts provide a foundation for, and will be reflected in, any lagoon conditional use permits.

For those areas of the Project that have been completed, the Urban Design Plan describes what has been constructed. For the undeveloped areas of the Project, it describes plans in various stages of finality or provides conceptual design solutions for illustrative purposes. The Urban Design Plan, however, does not attempt to mandate specific design solutions. Ultimately, those design solutions are achieved through other avenues of the governmental approval process, as well as through other processes such as subdivision approval and building permit processes. As with all similar design plans, this Urban Design Plan does not attempt to chronicle all possible design solutions that could be achieved through these approval processes. For that reason, not every variation from these design concepts should warrant amendment of this Plan.

Nonetheless, it is expected that this Urban Design Plan may continue to be updated as concepts evolve and are refined through the planning and approval processes. This updated and restated Urban Design Plan constitutes the entire document and replaces the 2008 Urban Design Plan.



Section I

Project Description

Ocean Pointe and Hoakalei (collectively, the “Project”), together comprise the master-planned mixed-use Project being developed on approximately 1,100 acres of land in ‘Ewa Beach, O‘ahu. The Project is a harmoniously integrated waterfront mixed-use residential, recreational and commercial community where residents can live, work, and play. Ocean Pointe is the primary residential component consisting of several neighborhoods and including single-family homes and townhouses. Hoakalei includes the lagoon, golf course, resort and commercial components of the Project, as well as residences.

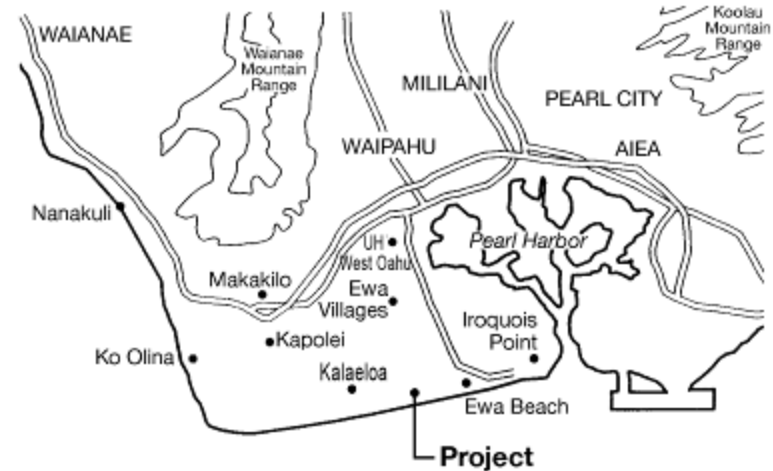
The Project’s focal point is a recreational mixed-use waterfront complex centered on the lagoon. The lagoon will include a public swimming area and an integrated retail center with visitor accommodations that will serve as a major employment and recreation center for residents of the ‘Ewa region.

A golf course, a district park at the northeast corner of the Project, and the City’s One‘ula Beach Park, which is surrounded by the Project, complement the recreational theme of the development. Additionally, a wetland and a cultural preserve abut the western side of the lagoon complex.

A. Context

1. Location

The Ocean Pointe/Hoakalei development site lies south of Farrington Highway, about 20 miles west of Downtown Honolulu and 6 miles east of the Kapolei City center. It is bounded by Fort Weaver Road on the east, Gentry on the north and Kalaeloa (formerly Naval Air Station Barbers Point) on the west. The ocean forms the site’s southern boundary. (See Figure 1.)

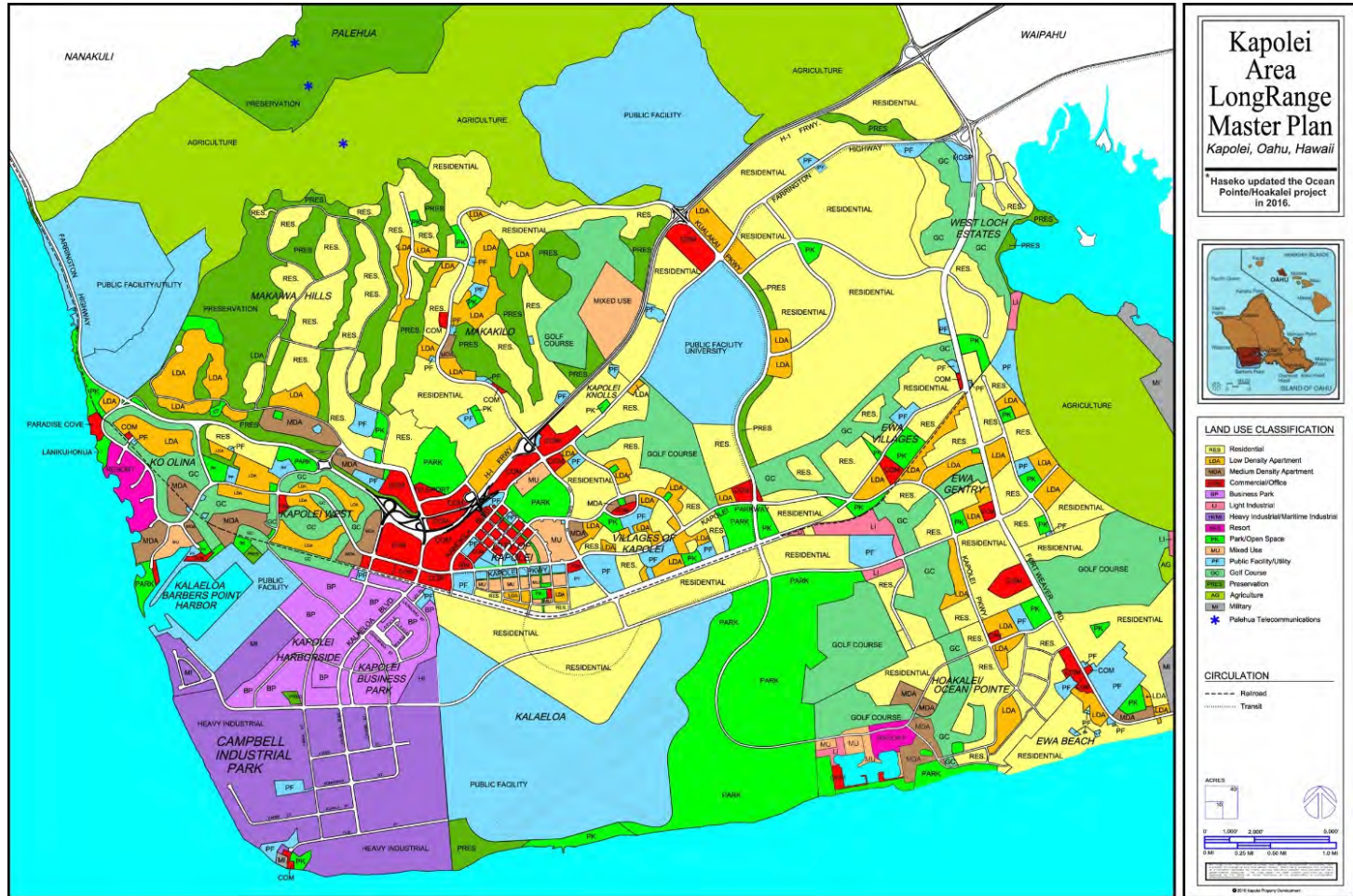


*Figure 1,
Location Map*

2. Relationship to Surrounding Area

The Project is part of the Secondary Urban Center for O‘ahu and included within the ‘Ewa Development Plan. The Secondary Urban Center is the focus of major economic activity and housing development and a center for government services. (See Figure 2.)

*Figure 2,
Relationship to
Surrounding Area*



a. Residential Development

Ocean Pointe is one of the master-planned residential communities within the ‘Ewa Development Plan area. According to the ‘Ewa Development Plan, these master-planned residential communities stretching from Makakilo to Gentry’s ‘Ewa Makai West would add 28,000 new housing units and increase the population to about 125,000 by the year 2020. (See Figure 3.)



*Figure 3,
Ocean Pointe
Homes*

The Project will have up to 4,850 housing units comprised of a mix of single-family homes, mid-rise units, and townhouses. Low-rise single-family and townhome residences within the Ocean Pointe portion of the Project are located adjacent to the existing single-family neighborhoods in the existing ‘Ewa Beach community to the south and west and ‘Ewa by Gentry to the north.

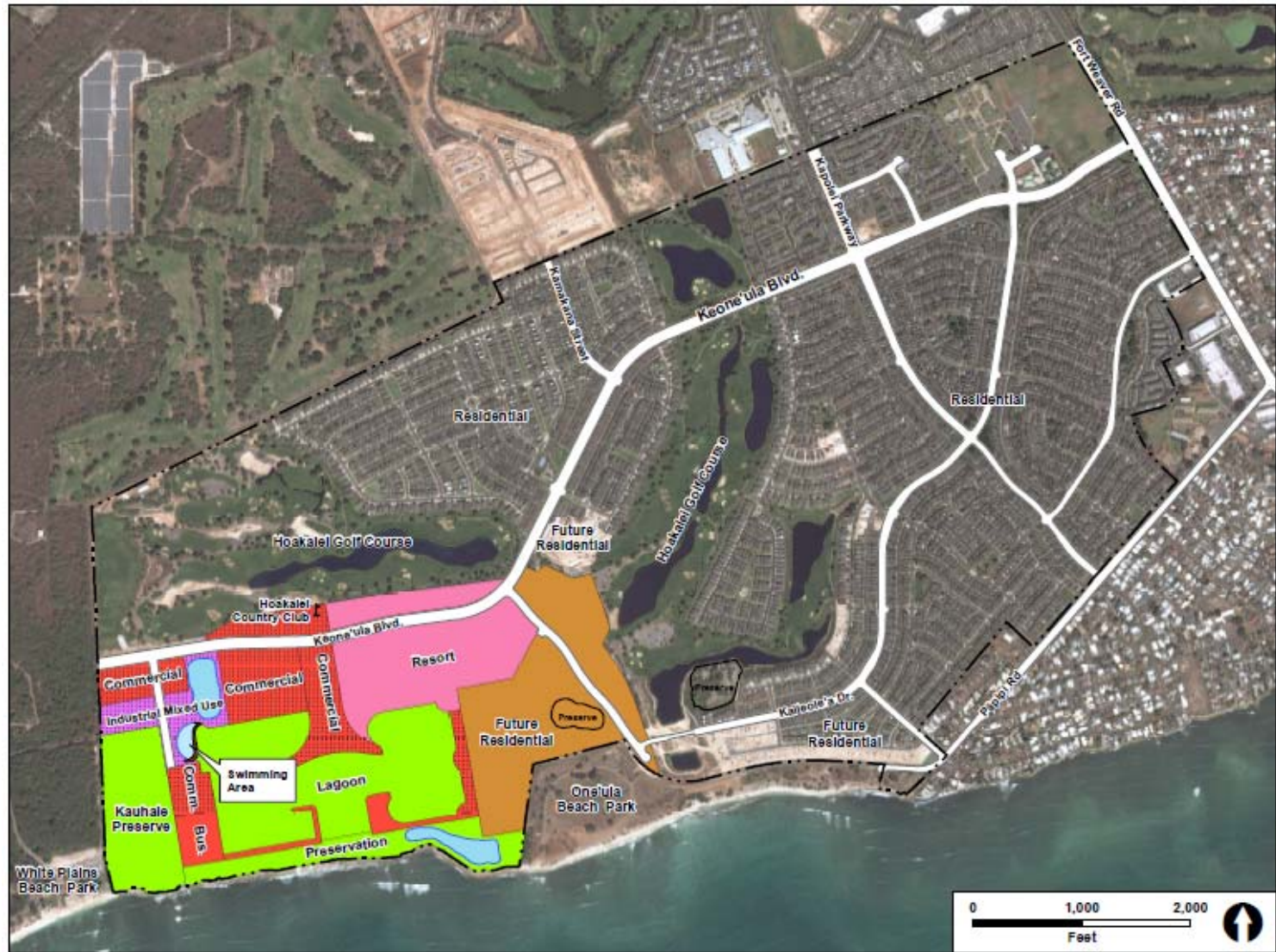


*Figure 4,
Project Interface
with Pāpipi Road*

The interface between Ocean Pointe and the existing Pāpipi Road includes a landscaped area with ground coverings. A maximum six (6) foot high keystone wall and landscaped slope provides a buffer zone generally as shown on Figure 4. The landscaped area is similar in size and character to the transition areas between Fort Weaver Road and the ‘Ewa by Gentry Project.

The transition from Ocean Pointe to the rear of ‘Ewa Beach Elementary School consists of terraced keystone walls with planter strips, which provides an attractive, colorful backdrop for the north and western boundaries of the campus.

*Figure 5,
Mixed Use
Master Plan*



b. Economic Development

A key component to the development of the Secondary Urban Center is the provision of a wide range of jobs located at the University of Hawai‘i – West O‘ahu, visitor units and activity centers in Ko Olina and Hoakalei, in heavy and light industrial areas near the Barbers Point Deep Draft Harbor, in State and City government offices in Kapolei, in regional, community and neighborhood retail and office centers, and in diversified agricultural activities located along Kunia Road and around the West Loch Naval Magazine.

With more than 90 acres zoned for industrial, commercial and resort mixed-uses, the Project has the potential of being one of the largest private employment center within the ‘Ewa Development Plan area east of the City of Kapolei. (See Figure 5.)

c. Greenbelt

Within the Urban Growth Boundary, ‘Ewa will be built around a regional system of open space and greenways so that ‘Ewa has the feel of a network of communities “within a garden.”



The Hoakalei Golf Course, a *Batis* salt marsh in the federally-protected Wetland Preservation Area (see Figure 6), One‘ula Beach Park, and the district park at the northeast corner of the Project site will be parts of a region-wide system of greenbelt golf course communities, including Barbers Point Golf Course, the Hawai‘i Prince Golf Course, Coral Creek Golf Course, and the ‘Ewa Beach Golf Club. The Project greenbelt is planned to create a pleasing visual environment with water features, endemic and indigenous Native Hawaiian plants and other tropical vegetation.

*Figure 6,
Wetland
Preservation
Area*

d. Public Facilities

The City-owned One‘ula Beach Park is surrounded by the Project on three sides. One‘ula Beach Park is a significant recreational facility for the region and is part of the continuous shoreline park along the ‘Ewa

coastline. Approximately 9 acres of sandy beachfront land was dedicated to the City by HASEKO in 2015 for expansion of the beach park. One‘ula Beach Park is, and will remain, primarily a passive park.

An approximately 18-acre district park located at the northeast entrance to the Project was dedicated to the City in 2014. The Department of Parks and Recreation’s master plan for the park tentatively includes a multi-purpose community complex, in addition to the ball fields, comfort station and parking already provided by Haseko for the park. These facilities will serve as a gathering place for residents of the Project, the existing ‘Ewa Beach community and other surrounding developments.

Adjacent to the district park, Seagull Schools opened in February 2007 and offers much-needed preschool services to the surrounding area.



*Figure 7,
Keone‘ula
Elementary
School*

Keone‘ula Elementary School opened in January 2007 on a 12-acre site dedicated to the State. (See Figure 7.) It serves residents of Ocean Pointe as well as adjacent neighborhoods. Depending on location within the Project, Ocean Pointe and Hoakalei residents attend either Keone‘ula or ‘Ewa Beach Elementary School. These schools feed into ‘Ewa Makai Middle School and James Campbell High School.

HASEKO conveyed just over one acre to the City for the fire station’s new home and donated two personal water craft with trailers at the time of ground breaking in October 2008. The new station was dedicated in January 2013.

The ‘Ewa Beach Fire Station was relocated from Pohakupuna Road to a site near the northeast corner of the Project. The station provides primary fire protection, ocean rescue, and emergency medical services for the east ‘Ewa Plain. In May 2008

B. Development Concepts

The following concepts establish the foundation for this residential and lagoon mixed-use development.

1. Gathering Places

Project features and components encourage people to gather together in small groups and large. Front porches on townhomes and single-family residences hark back to a gentler time when neighbors greeted one another as they passed by. Pocket parks scattered throughout the residential developments provide safe environments for neighborhood children to play together. Wide sidewalks and rest stops also encourage residents to walk around their neighborhoods and take advantage of opportunities to meet and greet their neighbors.

On a larger scale, One‘ula Beach Park, the district park, the public swimming area, archaeological preserves and lagoon recreation area will serve as activity “magnets” encouraging residents of the Project, surrounding communities, and visitors to come together. The district park opened to the public in December 2014 and serves as a gathering place for residents of the Project, the existing ‘Ewa Beach communities, and existing and future developments on the east ‘Ewa Plain. One‘ula Beach Park will become a gathering place for the entire secondary urban center, playing a role comparable to urban Honolulu’s Ala Moana Beach Park. The lagoon recreation area will include a promenade with retail attractions to create a series of active people-oriented spaces for visitors and residents to enjoy the lagoon ambiance. Facilities for special exhibitions, events, and conferences will also be available for community functions.



*Figure 8,
Recreational
Lagoon*

*Figure 9,
Lagoon Promenade*



2. Native Cultural Traditions

A deep respect for native cultural traditions inspires and informs the resort portion of the Project – Hoakalei. Hoakalei – which means “reflection of a lei” – is the name of a legendary spring on the ‘Ewa Plain, which is mentioned in the epic tale of Hi‘iaka, the favorite sister of the fire goddess Pele. According to the legend, Hi‘iaka, on a return journey from Kaua‘i to Hawai‘i, traveled overland through Wai‘anae, to the heights of Pōhākea, and across the plain of Honouliuli. While traveling through Honouliuli she witnessed a mesmerizing image of herself in a tranquil spring of cool water. The name of the spring was Hoakalei.

The creation of the Hoakalei Cultural Foundation will help ensure the perpetuation of Native Hawaiian culture as an integral part of the Project for both residents and visitors alike.

A cultural complex planned for the north end of the westernmost preservation area will provide residents and visitors with educational opportunities and authentic cultural experiences, and help perpetuate Native Hawaiian

traditions and customs through the use of workshops, lectures, performances and curriculum developed for area schools.

Throughout the Project, all the street names are in the Hawaiian language and are carefully selected by local kūpuna to appropriately identify, describe, and reflect the native culture and indigenous resources of the area.

Use of indigenous and endemic Native Hawaiian plants are encouraged in the public areas as well as residents' back yards.

3. Waterfront with an Island Interpretation

The meeting of land and sea is a unifying theme for the Project. Hence, the focal point of the Project is the recreational lagoon, capable of supporting a variety of water activities, such as canoeing, kayaking and standup paddle boarding. (See Figure 10 for conceptual illustration.) As a regional recreation resource, the lagoon complex will provide for a mix of light industrial facilities, visitor accommodations and commercial support functions.

Hoakalei will take the best ideas from the world's most celebrated waterfront destinations and give them an authentically Hawaiian twist. The island interpretation will evoke a timeless village tied to the sea.

The lagoon is located and designed to afford direct access to the water for as many residential and visitor accommodation units as possible. The lagoon waterfront provides a recreational resource for the entire island and a rich visual setting for all residents and visitors.



**Figure 10,
Lagoon Area
Illustrative Sketch**

A. Land Uses

1. Zoning

The permitted land uses for each zoned district within the Project are specified in the Land Use Ordinance (LUO). The general location of each zoning district is shown in the Zoning Map for the Project. (See Figure 11.) A general description of the planned development is provided below:

- a) The lagoon recreation center includes light industrial, (IMX-1); retail, restaurant, offices, and all other uses permitted in the BMX-3 zoning district under the LUO; and visitor accommodations and/or timeshare units (Resort).
- b) The Medium Density Apartment District (A-2) provides for mid-rise units featuring lagoon and/or golf course views for the majority of units.
- c) The Low Density Apartment District (A-1) emphasizes low-rise multi-family townhomes integrated into single-family neighborhoods.
- d) The Residential District (R-5) offers residential units, many with ocean and golf course views and serves as a transition to existing single-family residential development in the area to the east.
- e) The Community Business District (B-2) adjacent to Fort Weaver Road provides convenience shopping and other commercial services for nearby residents in conjunction with the existing commercial development in the 'Ewa Beach community. The Neighborhood Business District (B-1) parcel located at the intersection of Keone'ula Boulevard and Kapolei Parkway and along the makai edge of the lagoon is designed to provide light retail services to the immediately adjacent neighborhood and park/shoreline users.

Figure 11,
Zoning



f) The General Preservation District (P-2) encompasses the majority of the open space and recreation resources, including the Batis salt marsh, archaeological preserves, parks, golf course, shoreline and lagoon.

- g) The community facility parcels located throughout the Project provide areas for community association meeting facilities, recreational facilities, and other community services.
- h) The northeast corner of the Project site is the location of several public facilities on lands already dedicated to government agencies. These include an elementary school, a fire station, a district park with adjacent privately-run child care center – all of which are open and in use servicing the public.

2. Easements

Major easements requiring planning consideration in the Project include (1) noise exposure limitations, (2) access to One‘ula Beach Park, (3) the 50-foot wide Honouliuli sewer outfall easement, and (4) a prior restrictive easement in favor of the Navy.

a. Noise Exposure Levels

The Project site is subject to noise associated with aircraft utilizing the runways of Honolulu International Airport and the former Naval Air Station Barbers Point. Based on the closure of the Naval Air Station, a redevelopment plan was prepared by the State and City to study reuse of a portion of the base for a reliever airport. In February 1999, the Navy published the Final Environmental Impact Statement for the Disposal of Naval Air Station Barbers Point, which evaluates noise impacts related to several reuse alternatives, including a plan referred to as the 2020 State-Preferred Alternative. The evaluation, illustrated in Figure 12, determined that the significant noise level of 60 Ldn¹ would not affect residential or other noise-sensitive areas. With the exception of a small area to the southeast of the base property, none of the noise levels exceed 60 Ldn outside of the existing base property boundaries.

b. Access to One‘ula Beach Park

The Project has been master-planned to ensure public vehicular access to One‘ula Beach Park from Fort Weaver Road and Pāpipi Road. A new park access driveway over the Project site opened for public use in August 2013 to connect the western end of Pāpipi Road with the expanded One‘ula Beach Park. (See Figure 13.)

¹ Day-night equivalent sound levels in units of the decibel (dB).

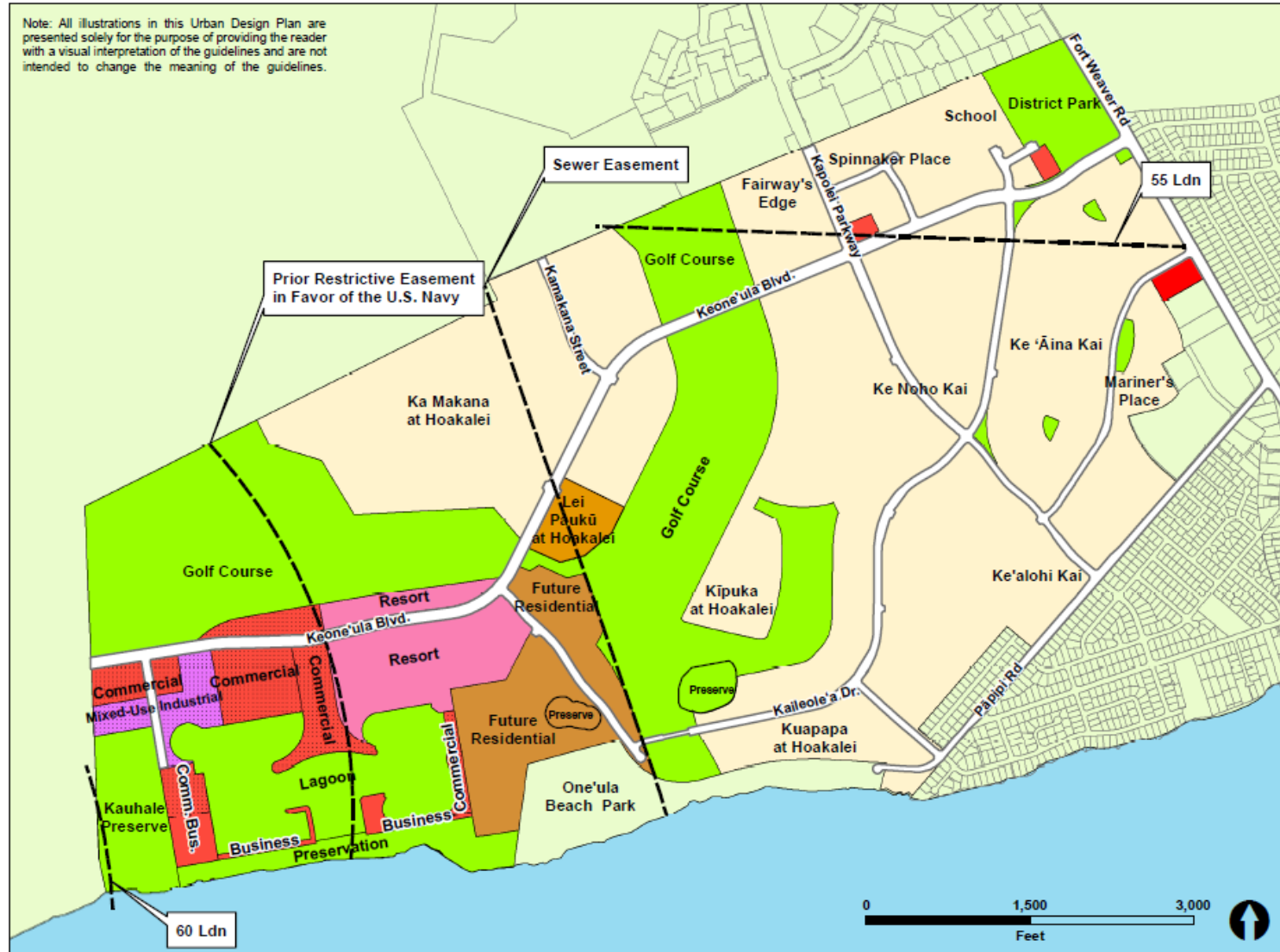
c. Sewer Easement

The sewer easement crosses the Project through various zoning districts and planned uses. (See Figure 12.) Pursuant to the Grant of Sewer Easement as well as the Unilateral Agreements, no structures other than fences, roads, and other such appurtenances shall be built over, and no trees shall be planted in or near the 50-foot wide sewer easement without having first been approved by the City. The landscaping and improvements over and immediately adjacent to the area covered by the mauka portion of the sewer easement will complement adjacent areas and blend in with the surrounding design elements. The makai portion of the sewer easement lies within the golf course.

d. Restrictive Easement in Favor of the Navy

When the United States Navy operated Naval Air Station Barbers Point on lands adjacent to the Project, a restrictive easement in favor of the Navy limited the land uses within the easement area. The restrictive easement provided that no residential or condominium units will be developed in the restricted area and no live-aboards will be permitted in the lagoon. HASEKO, therefore, planned to develop part of the golf course, a portion of the lagoon, cultural center, and some commercial facilities within the easement area. The wetland that is to be preserved also lay within this area. By its own terms, the easement terminated when Barbers Point ceased to be used as a military air station. However, major land use decisions consistent with the easement had been made and approved prior to the easement's termination. (See Figure 12.)

**Figure 12,
Easements / Noise
Exposure Levels**



B. Design Concepts

Design concepts generally applicable throughout the Project are described here. Additional and more specific design guidelines applicable to particular Project components are set forth in Section III.

1. Public Access

The lagoon recreational/retail/commercial complex will be dependent upon public patronage for its success. Thus, public access to the Project will be encouraged and facilitated. (See Figure 13 for location of primary public access features.)

a. Parkways/Secondary Roads

In the Project, the movement from land to water is a basic planning theme. Major roadway corridors are designed as landscaped parkways connecting major activity centers and open space amenities within the Project. Fort Weaver Road and Kapolei Parkway provide the principal entrance points to the Project from the northeast corner of the site. Kapolei Parkway is one of the Project's two landscaped parkway arterials within the Project. The second major parkway, Keone'ula Boulevard, extends from Fort Weaver Road to the lagoon complex and resort areas to the west, eventually continuing on through Kalaeloa and connecting to the southern terminus of the Kualaka'i Parkway (fka North-South Road) that leads back up to Kapolei and the H-1 Freeway (based on the Kalaeloa Master Plan). It will include a landscaped median, canopy trees, walkways, and a shared bikeway. Secondary access to land uses east of the lagoon is provided via Kaileole'a Drive (collector), which forms a loop through the Project's residential areas and reconnects with Keone'ula Boulevard in the lagoon resort area. Pāpipi Road provides access to One'ula Beach Park.

The Transportation Plan for the Project includes provisions for public transportation with the aim of integrating all existing and proposed public transit routes to the Project's commercial, resort and residential areas. In the vicinity of the Project, there are currently bus routes along Fort Weaver Road and Pāpipi Road that service bus stops that border the Project site along those roadways, and in 2011 the City extended the bus route thru part of Ocean Pointe following Keone'ula Boulevard, Kapolei Parkway, Kaileole'a Drive and exiting the Project on Keone'ula Boulevard to Fort Weaver Road. This route is expected to be supplemented by additional service within the Project site further west along Keone'ula Boulevard and Kaileole'a Drive to the lagoon mixed use complex.

**Figure 13,
Parks, Recreation
and Public Access**



Safe and efficient pedestrian pathways and roadways interconnect with the Project's residential circulation systems in an effort to utilize park locations as intersections and focal points.

b. Oceanfront

Public access to the shoreline and One‘ula Beach Park was improved with the conveyance to the City of a beach park expansion area in 2015. The expansion of One‘ula Beach Park to include this oceanfront land resulted in a beach park that is nearly 40 acres and provides a public gathering place comparable in size to Ala Moana Beach Park, which serves urban Honolulu. Of equal significance is the fact that the lineal oceanfront footage of the existing One‘ula Beach Park is nearly doubled. In addition, the rezoning of 14 acres of I-3 adjacent to the natural shoreline to P-2 increases public access along the shoreline parallel to the lagoon, and five (5) acres of I-3 to B-1 along the makai edge of the lagoon enhances the shoreline experience and activates the shoreline trail, strengthening lateral access along the shoreline and the connection of One‘ula Beach Park to White Plains Beach.

Public vehicular access to the natural shoreline and One‘ula Beach Park will be provided via Pāpipi Road and a park access driveway to the Diamond Head boundary of the expanded One‘ula Beach Park. (See Figure 13 for general location.) No vehicular access will be allowed along the natural shoreline parallel to the lagoon with the exception of an emergency /maintenance access adjacent to the lagoon.

A public pathway meandering adjacent to the lagoon will not only provide pedestrian access but is envisioned to include cultural displays, educational signs and kiosks, viewing pavilions, and other features, creating a recreational waterfront complex appealing not just to residents but to the population of the entire region. A restored natural lateral shoreline trail already connects One‘ula Beach Park to White Plains Beach, and an improved lagoon trail/pathway is also planned adjacent to the water. West of the lagoon, an unimproved pedestrian path will run along the shoreline at the Makai edge of the Kauhale Preserve, which contains the Batis salt marsh, and through the Kauhale Preserve to connect with the heritage trail that is already in place. Pedestrian access leading to the shoreline will generally follow planned vehicular routes with pedestrian connections to One‘ula Beach Park.

The availability of parking and related facilities will also serve to facilitate access to the shoreline. Ample parking in a privately-owned/operated facility will be available for public patronage at the lagoon recreational complex, adjacent Kauhale Preserve and commercial uses as required by the Land Use Ordinance. Haseko intends to add at least 150 paid public parking spaces near the public swimming area and Kauhale Preserve and the revenue generated by the parking facility will help fund the long-term maintenance of the public swimming area. Improvements to the existing One‘ula Beach Park, as well as the additional 9 acres of oceanfront land that expanded the park, will also likely result in the creation of additional parking facilities near the shoreline that may be available to the public.

As with most businesses and retail/mixed-use centers, restrooms will be available, in accordance with governmental requirements and customary design standards, to patrons of the waterfront recreational complex. There will be a restroom with outdoor showers near the public swimming area, and an additional comfort station is planned makai of the lagoon to service shoreline park users. Restrooms and outdoor showers are also available at One‘ula Beach Park and White Plains Beach.

2. Views and Building Orientation

a. Impact of the Project on Existing Views

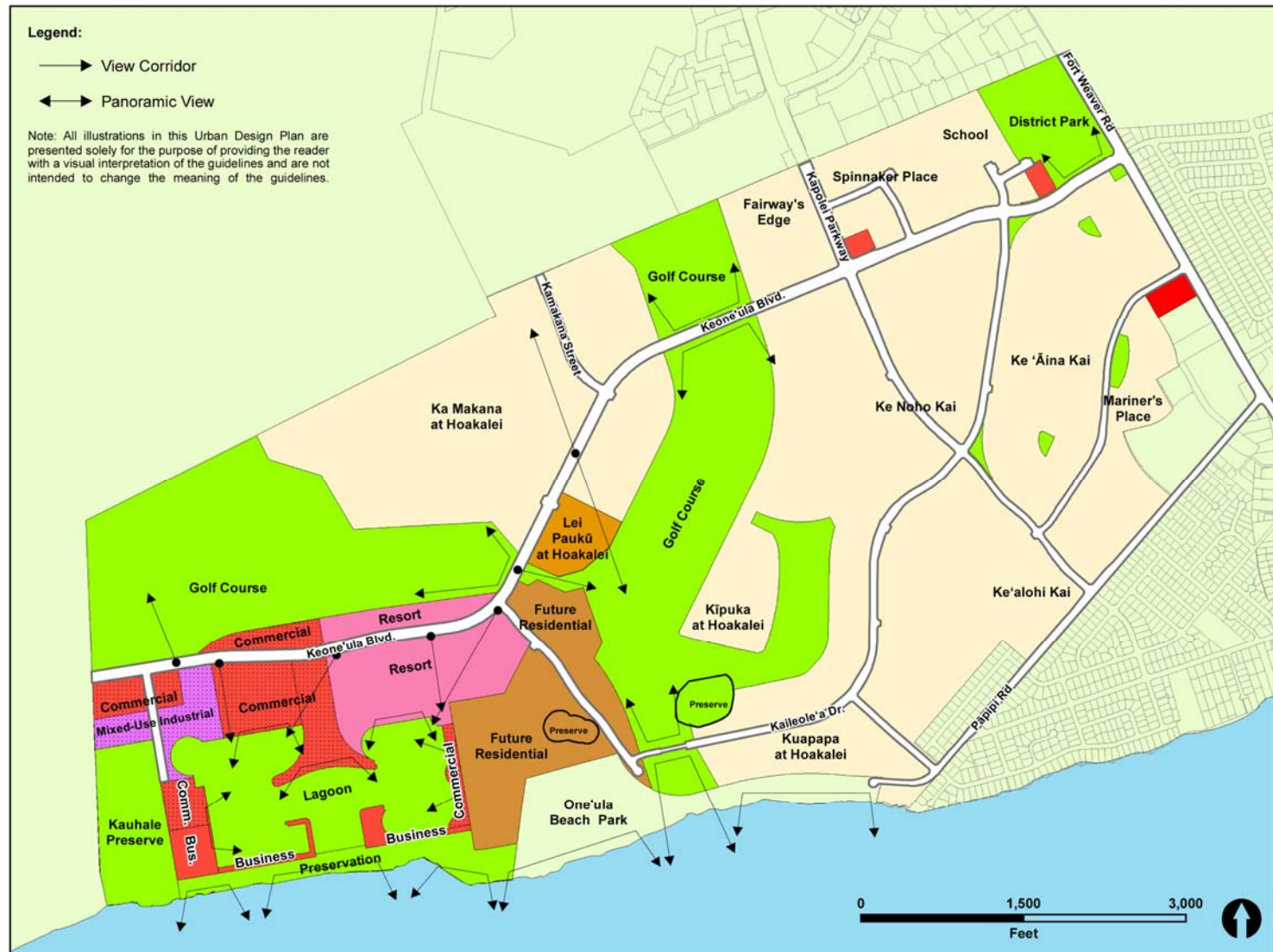
Because the Project is located along the shoreline of the broad ‘Ewa coastal plain, the site is visible only at a distance from any elevated vantage point. Views from the H-1 Freeway reveal very little discernable change due to development of the Project. Although the overall character of the land is changing from an agricultural to an urban setting, the urbanization of agricultural lands closer to the viewers on the H-1 Freeway may be more noticeable.

Along Fort Weaver Road, one of the primary mauka-makai access corridors in the area, views of the Project will be limited by existing development. Furthermore, the flat topography offers little to see in the direction of the Project. Even the tallest proposed buildings (90 feet high in the Resort area) will barely be discernible from outside the Project site.

b. Creation of View Corridors Within the Project

A design goal of the Project is the creation of view corridors by relating lagoon open spaces, pedestrian pathways, and vehicular circulation corridors to create active focal points. View corridors from the parkways – Kapolei Parkway and Keone‘ula Boulevard – to the ocean, as well as the preservation of panoramic mountain views are encouraged. (See Figure 14 for view corridors and panoramic views.)

**Figure 14,
View Corridor**

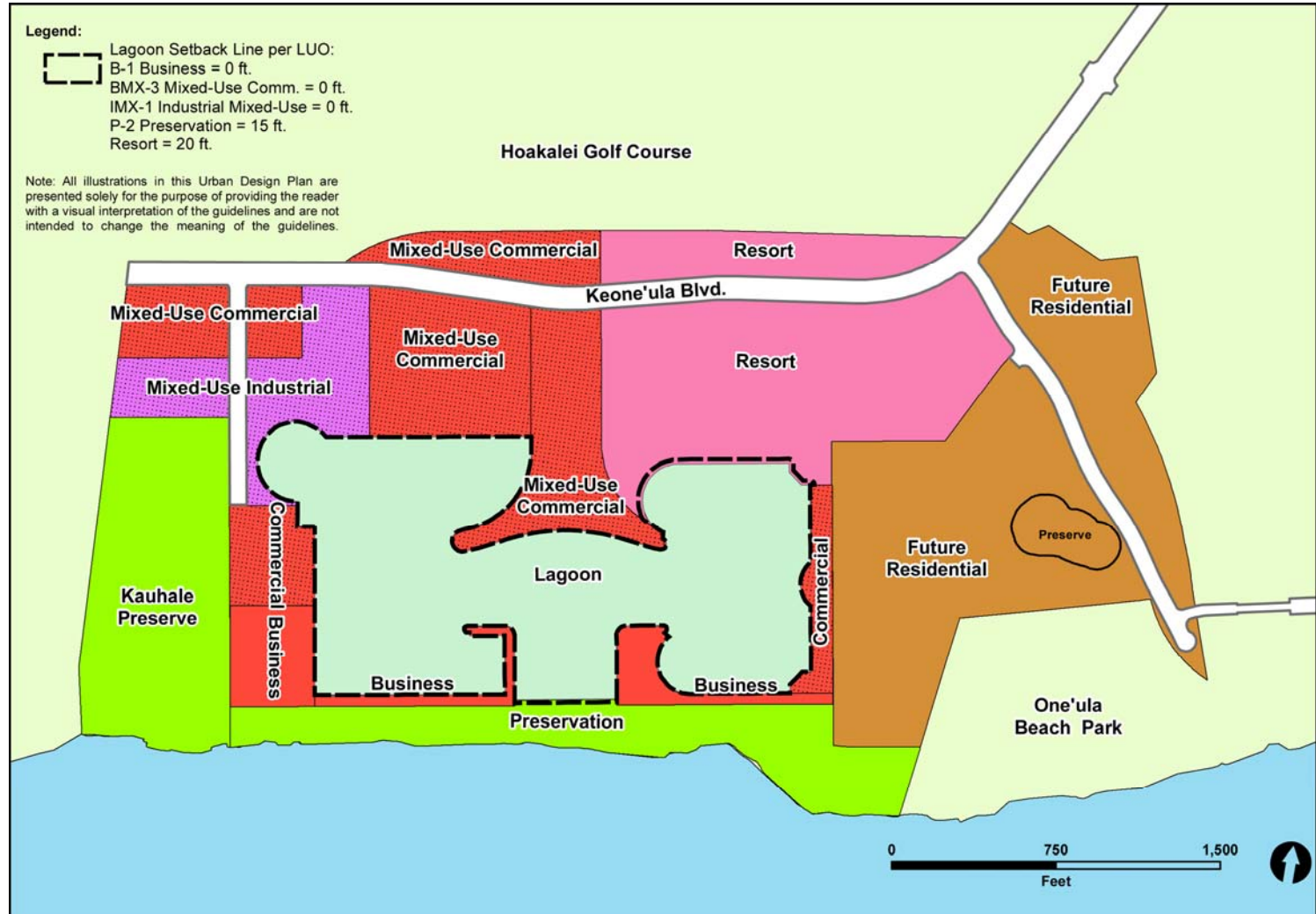


Apartment buildings in the A-2 Medium Density District near the lagoon and adjacent to One'ula Beach Park may be oriented to the panoramic views and view corridors. (See Figure 14 for illustration.) As a general rule, in order to maximize mauka-makai views and other view corridors, the resort and lagoon residential building

footprints may be oriented to the shoreline/lagoon or predominant view where practical. In addition, the building forms and heights may be stepped back where necessary to preserve desired view corridors.

3. Building Setbacks

*Figure 15,
Lagoon Waterway
Setback*



Since the lagoon edge is not considered an artificial shoreline subject to shoreline setbacks, the parcels surrounding the lagoon are subject to the yard requirements of the underlying zoning districts as provided for in the LUO.

*Figure 16,
Setback Along
Shoreline for
Buildings*



With the elimination of the marina entrance channel and the conveyance of the approximately 9-acre oceanfront site adjacent to One‘ula Beach Park to the City, a long expanse of open space along the shoreline will be maintained. The vast majority of the Project’s existing shoreline frontage will observe a 60-foot setback.

Ocean-dependent facilities such as beach recreational structures and restroom(s) in the P-2 zoned district below the lagoon may be located 60 feet inland from the shoreline. Additionally, a few structures associated with the lagoon and shoreline, such as viewing pavilions, shade structures, cultural displays, educational signs and kiosks, may be located 60 feet from the natural shoreline. (See Figure 16 for depiction of shoreline setbacks.) Pa ‘Āina Entry Way Monuments are proposed at the Project property line with One‘ula Beach Park and White Plains Beach to deter illegal vehicular access to the shoreline while permitting continuous pedestrian access.

4. Heights and Height Setbacks

Maximum building heights in each of the zoning districts will be in accordance with the heights established in the ‘Ewa Development Plan. In addition, in certain locations described below, structures will observe a height setback to create a step-up appearance to taller structures as one moves inland from the lagoon waterway or natural shoreline.

Within the P-2 General Preservation District, building heights will be subject to the 25-foot height limitation as provided in the LUO. This height limit, coupled with the shoreline setbacks described in the previous subsection and the limitations on permitted uses set forth in the LUO, the UA, or other regulations, will create an area characterized by open space. Structures within the P-2 zoning district will generally be accessory to park/open space uses.

In the R-5 Residential District, building heights will be subject to the 25-foot limitation as provided in the LUO and will be subject to the yard and height setback requirements of the LUO.

The 30-foot height limitation provided in the LUO will apply to buildings in the A-1 Low Density Apartment District.

Within the IMX-1 and BMX-3 Community Business Mixed-Use District, building heights will be subject to the 60-foot limitation as provided in the LUO.

Buildings within the A-2 Medium Density Apartment District are subject to the 60-foot height limitation as provided in the LUO.



5. Landscape/Signage

Landscape design plays an intrinsic role in determining a sense of place and creating a distinctive character at the Project. Each parcel is important in creating a theme of harmony and continuity. Section IV sets forth the concept and guidelines to accomplish this goal through the use of landscaping and signage.



Project Components

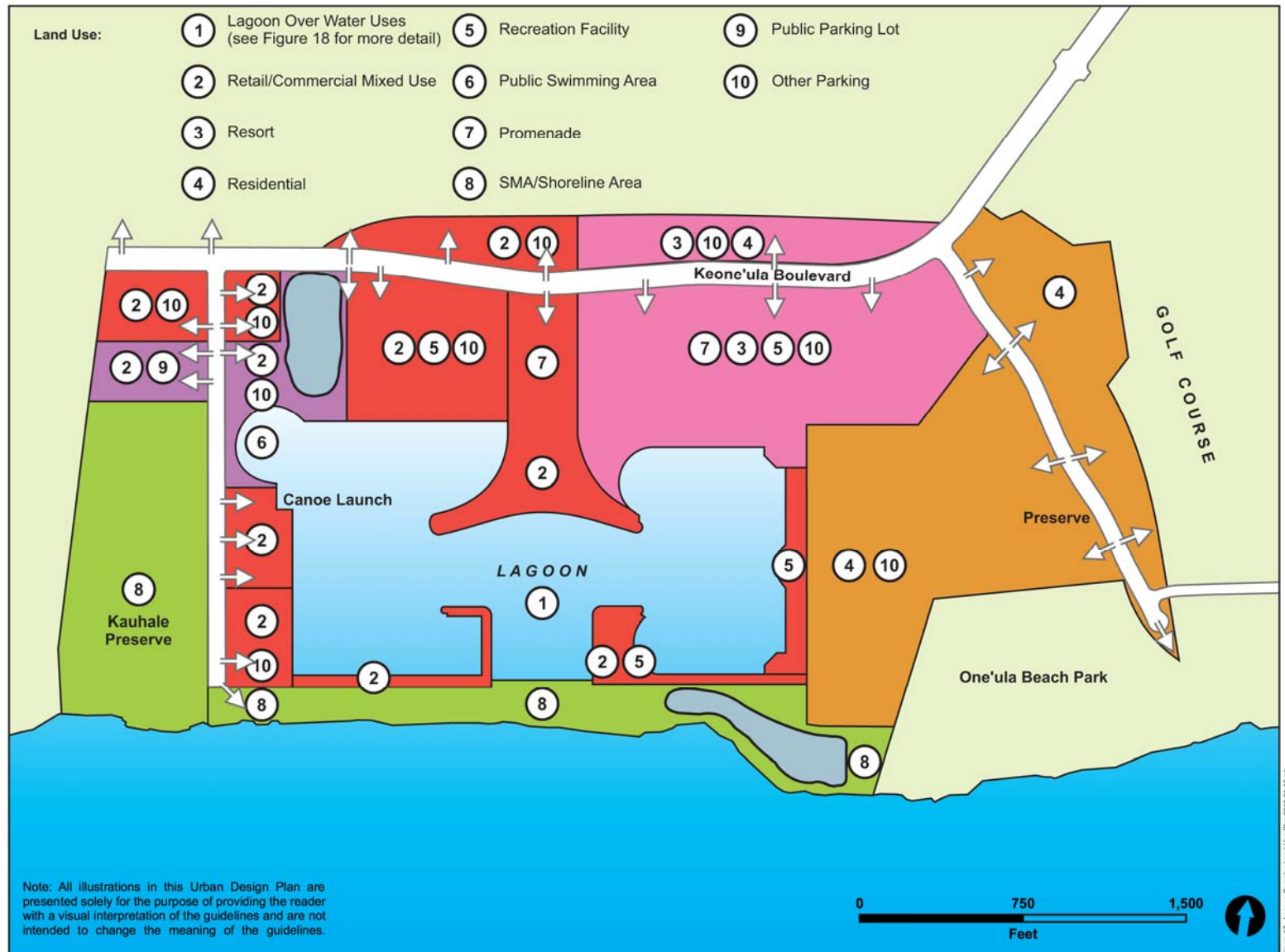
A. Lagoon Mixed Use Complex

1. General Description

The focal point of the Project is the Lagoon Complex, a dynamic mixed-use recreational waterfront destination for the ‘Ewa region with the Hoakalei lagoon as its centerpiece. (See Figure 17.) The Lagoon Complex will be privately owned and may be governed by an association responsible for administering any minor conditional use permit or other regulatory requirements covering the Lagoon Complex. The Lagoon Complex will include an active recreational lagoon and public swimming area, retail and commercial spaces, visitor accommodations, recreation facilities including a recreational club for Hoakalei residents called the Wai Kai Hale Club, and an extensive promenade, pedestrian access and trail system that will connect the lagoon’s recreational and commercial elements with the ‘Ewa shoreline and lateral shoreline trail, One‘ula Beach Park and the Kauhale cultural preserve. The combination of these dynamic mixed-use elements will draw together people with a wide variety of interests.

Within and immediately surrounding the lagoon will be facilities that will support a wide variety of marine and outdoor recreational activities, including swimming at the public swimming area, paddling and stand up paddle boarding, canoeing and kayaking, and simply enjoying the water and waterfront views on and around the lagoon. Residents and visitors may be able to take water taxis or ferries across the lagoon and will walk along the extensive pedestrian pathway, bridge and overlook system. Given the lagoon’s large size, calm water and variety of spaces, many different activities will be able to take place simultaneously. The variety of uses at the lagoon will attract a diversity of users including residents, resort guests and members of the public. With its many offerings, ranging from highly active recreational experiences to more passive, reflective activities, the lagoon will engage individuals, couples, families and groups of all types. Importantly, the Lagoon Complex will serve as a major employment and recreation center for residents of the ‘Ewa region.

**Figure 17,
Lagoon Complex
Land Use Plan**

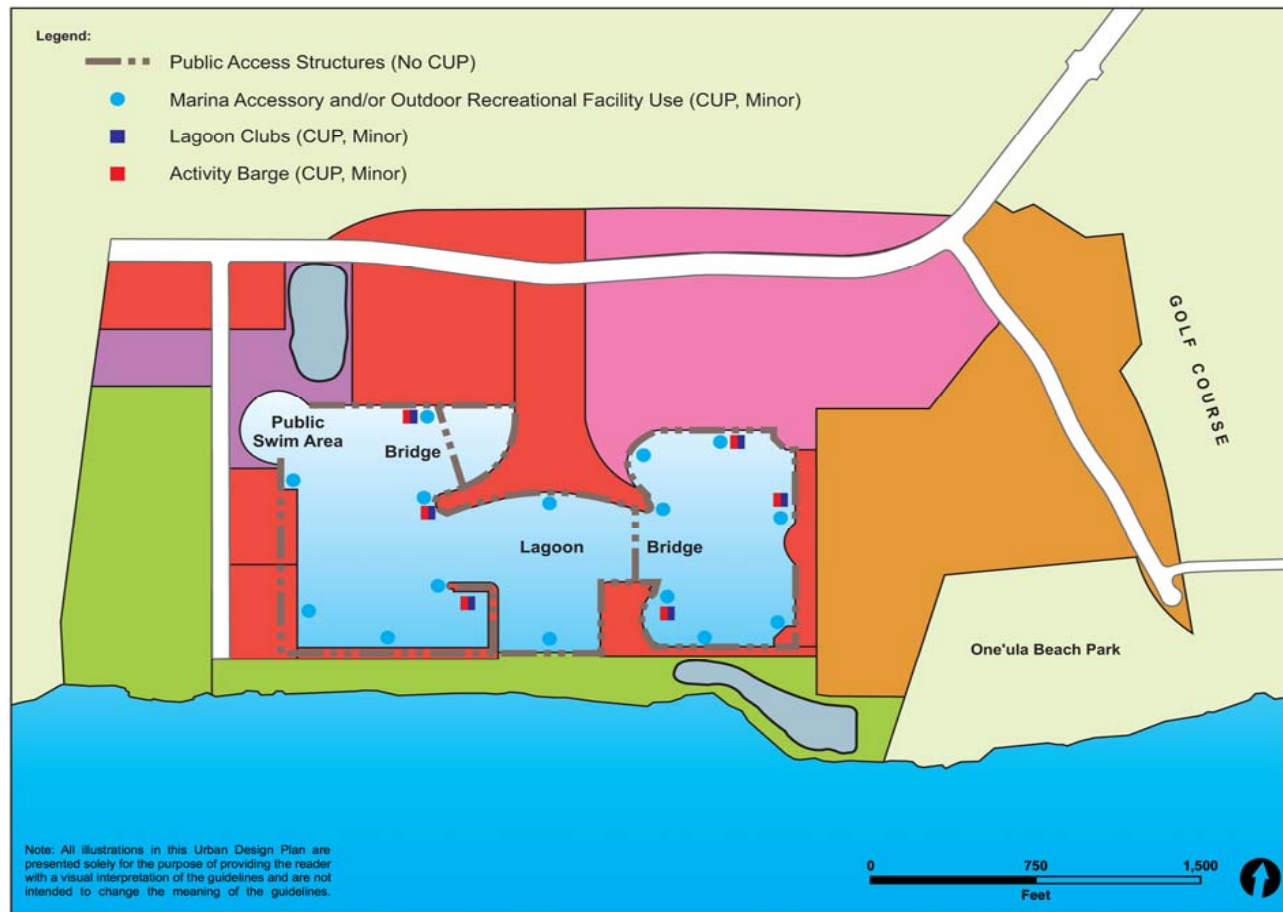


2. Lagoon Over Water Uses (Within & “Overhanging” The Lagoon)

a. Lagoon Over Water Use - Overall Concept (See Figure 18.)

To achieve the ‘Ewa Development Plan’s vision for the Project as a waterfront mixed-use recreational destination and employment center, the Project will encourage certain “over water uses” – i.e. recreational uses within the (P-2 zoned) lagoon waterway and uses that extend across or onto (i.e. “overhang”) the waterway from the commercial and resort zoned lands along the lagoon edge. The direct interaction with the lagoon waterway for the over water uses in and around the lagoon will encourage active recreational participation by residents, visitors and members of the public.

*Figure 18,
Over Water
Land Use Plan*



*Figure 19,
Over Water Structure
Cantilevered*



One category of over water uses will be public access structures that will include structures designed to facilitate pedestrian access and movement around the lagoon and/or passive viewing or enjoyment of the lagoon. These public access structures, such as bridges, piers, pathways, overlook features, covered

pavilions and other similar structures, are permitted uses in P-2 zoned areas and may “overhang” the lagoon from the land side. Other over water lagoon uses will be consistent with the marina accessory and/or outdoor recreational facility uses permitted in P-2 zoning with an approved conditional use minor permit. As such, these uses will be consistent with the character of the surrounding area, and underscore the lagoon’s

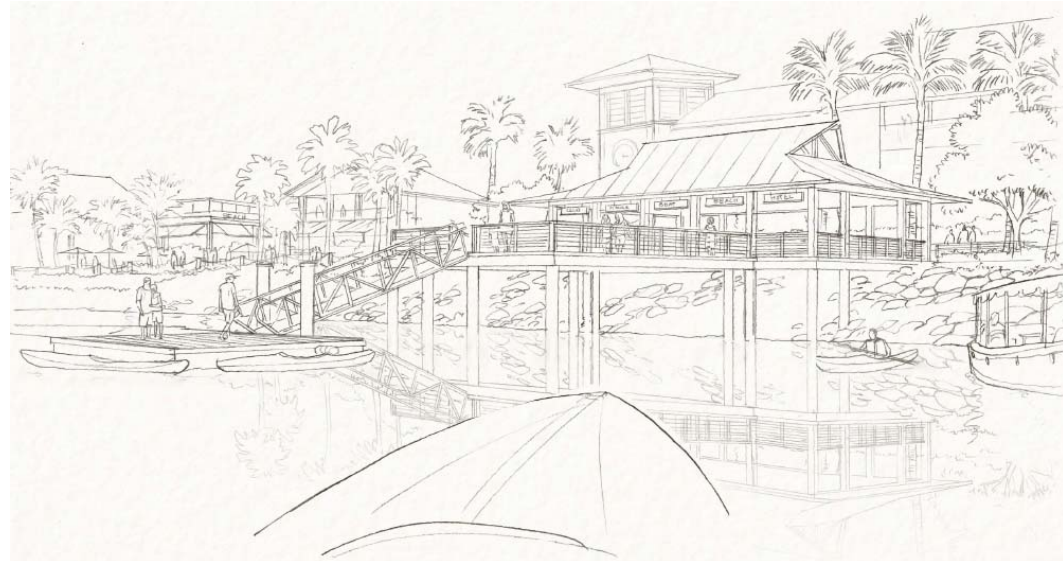
role as the central feature of an established mixed-use community that has a direct and interactive relationship with the ‘Ewa shoreline. Further, while the uses in and around the lagoon will be interesting and active, the scale and type of uses will be regulated (individually and collectively) to preclude the characteristics of an outdoor amusement facility, and ensure that the lagoon remains a pleasant and relaxing place for all to enjoy. To ensure consistent regulation to the extent practicable, lagoon uses requiring a conditional use permit may be approved through a “master” minor conditional use permit or series of minor conditional use permits that will be implemented by a potential association of future users in and around the lagoon. The urban form principles, guidelines and concepts for the Lagoon Complex described in this section will provide a foundation for, and be reflected in, any master minor conditional use permit.

The following general principles will apply for uses in the lagoon and uses that cross over the lagoon’s edge from the land.

*Figure 20,
Over Water
Structure on Piers*

- Lagoon uses fully within the underlying P-2 zoning district or that cross over or are adjacent to zoning districts other than those zoned P-2 shall be limited to the permitted uses within the P-2 district and such adjoining zoning district including the standard Land Use Ordinance accessory uses.
- For facilities defined by the LUO as outdoor recreation and marine accessory facilities, related customary and accessory uses will include clubhouses; watercraft rental; indoor/outdoor recreation complexes; water taxi and launches; activity platforms and entertainment venues; food & beverage seating areas; floating food and beverage operations; and other uses related to a recreational lagoon.
- Retail, food and beverage and recreational facilities that extend from the land side and “overhang” the lagoon may be permitted in the P-2 zoned areas as uses accessory to marina and/or outdoor recreational facilities.

- Those portions of the pedestrian pathways, boardwalks, bridges, piers and other “public access” structures that extend into or “overhang” the lagoon and that are intended to allow the public to access and experience the lagoon are permitted uses in the P-2 zoning district.



b. Lagoon Over Water Illustrative Concepts

The Hoakalei lagoon is envisioned as a mixed-use gathering place, drawing people from the community, the region, and the world. To facilitate the active engagement with the lagoon waterway and to encourage

public use of the Project’s commercial and recreational amenities, the following uses are described here conceptually and for illustrative purposes.

i. **Lagoon Clubs:** One or more marina and outdoor recreational lagoon clubs may eventually be built to encourage active use of the lagoon. (See Figures 18 and 21.) The clubs are intended to encourage club guests and patrons to experience the lagoon. The clubs may also provide launching points for watercraft and provide rest and food and refreshment opportunities for lagoon users. The clubs could also accommodate some lagoon related retail uses such as watercraft rentals, water taxi ticket sales and the sale of sundries.

These clubs would extend from the lagoon edge out over the lagoon waterway – cantilevered or on piers (Figures 19 and 20) – to permit direct engagement by club guests with the water. The clubs would extend 30’ to 60’ from the edge of the top of the lagoon bank into the lagoon waterway to allow watercraft to have direct access to the lower level of the

club. The portion of the clubs’ improvements that extend over the waterway would be no more than 75’ wide at their widest point (as measured by a straight line running parallel to the adjacent edge of the lagoon). Club extensions would be multiple stories tall, with the lowest level near the water surface to serve as the access point for watercraft and with a height limit of no more than 25’ tall as measured from the baseline set forth in subparagraph c.ii. below.

**Figure 21,
Lagoon Club Concept**



*Figure 22,
Activity Barge
Concept*

ii. **Activity Barges:** Two floating activity barges are planned to be tied to mooring points in the lagoon. (See Figures 18 and 22.) The barges may access the lagoon land side via ramps extending to and from water level. The barges may provide a location for special events, a launching point for watercraft, rest, food and refreshment areas for lagoon users and limited retail (such as watercraft rentals, water taxi ticket sales and sundries) to support the lagoon's marine and outdoor recreational activities.

The barges could range in width from 30' to 65', and in length from 50' to 165'. Barges could be one or two stories, with a mix of indoor/outdoor covered areas and exterior decks. The majority of indoor area would be on the first level with the remainder on the second level.



c. Lagoon Design Guidelines

The following design guidelines shall apply to uses and structures within the lagoon P-2 zoned areas and that “overhang” into the lagoon P-2 zoned areas from other zoning districts along the lagoon edge. The DPP Director’s review of this Urban Design Plan shall constitute DPP’s design review and approval of these guidelines.

i. **Building Area:** Permitted building area for the lagoon shall be consistent with the Land Use Ordinance.

ii. **Height Limits:** Building heights for structures built over or within the lagoon P-2 zoned areas shall be measured as follows:

- Permitted heights for structures that require a building permit shall be governed by the provisions of the underlying zoning district.
- A structure's height shall be measured from, whichever is higher, an elevation of 14 feet mean sea level (msl), or from the top of bank elevation of the lowest fast lands adjacent to the overhanging structures being measured. The elevation of 14 feet msl is based on the 100-year flood elevation of 9 feet msl, per City drainage standards and the approved Ocean Pointe Drainage Master Plan dated September 2016, plus a safety allowance of 5 feet.
- Height limits for structures not governed by the LUO (e.g. bridges and floating structures like the activity barges) shall be 25' as measured from the adjacent top of bank height, or if it is readily and reasonably moveable, the measurement shall be from the adjacent top of bank height where the movable structure is typically moored or anchored.

iii. **Building Setbacks:** Since the lagoon is completely enclosed with no connection to the ocean, the lagoon edge is not considered an artificial shoreline that would require setbacks more appropriate to a shoreline. Therefore, the parcels surrounding the lagoon are subject to the yard requirements of the underlying zoning districts.

However, underlying yard requirements shall not apply to structures whose function and purpose preclude application of a setback. Such structures include, among other structures, piers, ramps, bridges, pathways, and other similar structures. For example, for structures within the P-2 zoned lagoon waterway and within zoning districts immediately adjoining the P-2 zoned lagoon waterway, no minimum yard setback will be required for such common uses located within the yards of both adjoining zoning districts along their common zoning boundary lines, provided that the development of such uses are consistent with this Urban Design Plan and any conditional use permit governing such use.

iv. **Parking:** To support the City's vision for the lagoon as a focal point of an integrated, mixed-use waterfront recreational destination that encourages pedestrian access, parking will be centralized away from the lagoon's edge to encourage pedestrian access and maintain the lagoon's recreational character. For uses within the lagoon waterway and for uses makai of the lagoon closer to the shoreline, parking may be provided on a separate lot of record within the Project through a joint development agreement with the

project's commercial and resort areas. A paid public parking lot with a minimum of 150 public parking stalls will be made available to the general public using the public swimming area and the other outdoor recreational amenities available to the general public.

v. **Access Controls:** To ensure reasonable precautions for access to the Hoakalei lagoon, certain safety and access control standards shall be implemented. Since there will be uses in and around the lagoon that are not specifically addressed in the building code, the following standards will serve as non-exclusive guidelines for the design and approval of appropriate controls:

- In areas where the lagoon frontage is actively managed by an ongoing operation such as the Wai Kai Hale Club or a future restaurant/business, a security fence along the non-frontage boundaries of the property with a minimum height of 4 feet with proper safety signage shall be installed.
- In areas where resort operations are ongoing, current DPP/LUO exemptions for hotels, accessory recreational and other uses and services would apply.
- Where the trail/walkway is 20 feet or further from the lagoon top of bank, landscaping will be installed with appropriate signage to indicate an edge.
- Where the trail/walkway is closer than 20 feet to the lagoon top of bank and the elevation change to the water is less than 30 inches, a 42" high railing with horizontal or vertical pickets 12" on center will be installed.
- Where the trail/walkway is closer than 20 feet to the lagoon top of bank and the elevation change to the water is greater than 30 inches, a 42" high railing system with horizontal or vertical pickets 4" on center will be installed.
- Where there is a drainage flowage easement to and/or from the lagoon, a railing system with horizontal rails 12" on center shall be designed and implemented to not interrupt drainage flow.
- At access points for ingress/egress to the lagoon for launching and recovering watercraft, gates or controls with a minimum height of 4 feet will be designed to provide appropriate access and water safety.

- For commercial and retail areas along the lagoon with elements that may “overhang” the lagoon, specific access controls will, to the extent reasonably possible, reflect the standards described here unless otherwise determined in the design and building permit process.
- Where there is a sandy, beach-like area along the lagoon, controlled access and signage will be implemented as appropriate.
- In addition to the above measures, private monitoring of the areas around the lagoon may be implemented.

3. Retail/Commercial

A collection of vibrant retail and commercial areas will take advantage of the lagoon waterfront location and provide additional community activity along the lagoon’s perimeter. In addition to the lagoon clubs and activity barges described above, other commercial uses may be accommodated in the BMX-3 and B-1 areas around the lagoon. Not only could there be space for shops selling or renting ocean/water recreation gear, clothing and equipment, but there may be a waterman’s academy for lagoon users to learn various types of water recreational activities, shops, cafes and restaurants appealing to residents and visitors, as well as wedding chapels, recreational and membership clubs and possibly offices and medical buildings.

The retail and commercial lagoon peninsula or “Whale’s Tail”, which juts into the lagoon basin from the mauka edge, will feature an experiential marketplace designed to create a waterfront retail experience with a variety of retail, entertainment, and dining choices in a highly engaging and interactive environment focused on the lagoon. It is planned to feature a welcoming “Town Center”, water gardens, manicured lawns, promenades, and pedestrian walkways and a boardwalk lined with shops and cafes that will connect to public parking and the Project’s Complex trail and pedestrian pathway system.



The following design guidelines shall apply in the BMX-3 and B-1 zoning districts:

a. Urban Design

i. **Orientation:** Major commercial buildings may generally be oriented parallel to the waterfront to create an active, architectural edge on the waterfront promenade.

ii. **Massing:** Pedestrian corridors that link inland areas to the waterfront promenade and are open to the sky may be established generally at intervals no greater than 400 feet.

iii. **Primary Building Frontages:** Primary building frontages, as discussed above, are those waterfront retail commercial uses located on the waterfront promenade. These building frontages may be designed to include openings and variations in setback. Building projections along the lagoon waterfront are allowed within any required setback limit (if any).

iv. **Streets and Service Areas:** Vehicular courts (for turning and dropping off passengers) may be located on the waterfront at the termination of streets and within any required setback limit (if any). Generally, no service or loading areas should be located on primary building frontages. Service areas should be screened to minimize the obstruction of views to the waterfront from adjacent buildings, streets, or pedestrian ways. These screen walls may be constructed of materials compatible with those used on adjacent buildings. Where feasible, service and loading areas should be located within primary buildings.

v. **Pedestrian Access:** In addition to the waterfront promenade, pedestrian passageways will be provided to link the waterfront to inland areas and to parking. These passageways may be exterior sidewalks/malls between buildings or corridors through the interior of buildings. A 20-foot-wide emergency vehicle lane, accessible from Waipana Street will be maintained to the makai shoreline area on the western side of the lagoon. This emergency lane will be kept free of any structures or landscaping and may be part of the waterfront promenade.

vi. **Grade Changes:** Grade changes between ground level building projections (e.g. terraces) and the adjacent major pedestrian corridors will be minimized where feasible. Where required by law, ADA-acceptable handicapped access will be provided to all buildings.

b. Architecture

i. **Active Building Bases:** The ground level space of building frontages located on the lagoon front promenade (primary frontages) may be designed to accommodate active, externally oriented uses (for example, retail shops, restaurants). The ground floor facade of buildings on primary frontages may predominantly feature storefront windows. Building entrances serving more than one business/tenant may be given architectural emphasis to highlight their location.

ii. **Rooflines:** Rooflines within 150 feet of the waterway should generally be sloped but flat roofs will occasionally be permitted to reflect modern Hawaiian architectural styles for specific buildings.

iii. **Freestanding Accessory Structures:** Freestanding accessory structures allowed within and along the lagoon will be subject to the height limits described above and sloped or hipped roofs may be used on these structures. As much as practical, structures within any applicable lagoon setback areas (if any) may be located to minimize the interruption of views to the water from primary commercial buildings.

iv. **Materials:** A coordinated palette of building materials will be established to promote a sense of visual continuity in the BMX-3 and B-1 districts. These materials may include, for example, wood-like, concrete, stucco and stucco-like finish materials, stone, tile, shingles, metal and glass. All roofs visible from ground level will have complementary materials.

v. **Colors:** Building facades may be white, off-white, earth tone or pastel colors. Brighter colors may be used as accents on trim, reveals and other architectural detailing. Accessory structures and building projections may incorporate bolder, darker colors. All roofs visible from ground level will be complementary in color.

vi. **Parking:** No freestanding, above-grade parking decks will be located within 150 feet of the waterfront. Parking decks will be attractive, but architecturally neutral in design. Colors and materials compatible with other buildings in the area will be used. Surface parking may be minimized within 150 feet of the lagoon water's edge in the BMX-3 and B-1 districts with the exception of on-street parking, parking within the proposed peninsula area, short-term parking areas, service parking, and handicapped parking.

4. Resort

The 'Ewa Plain was one of Hawai'i's earliest resort areas. Royalty and commoners alike would come here to relax and recreate. Following in their footsteps, the Hoakalei Resort will provide multiple opportunities to enjoy sun, fun, relaxation and entertainment in a setting that will be sensitive to the past, creating a timeless, modern-day equivalent of what came before.

The Resort zoning district may include boutique hotels, timeshares, fractionals, residences and amenities, such as retail, restaurants, a luxury spa, wellness facilities, swimming pools and tennis courts, which will evoke the spirit of a tropical haven. A conference center adjacent to the Resort zoning district within the BMX-3 parcel could make Hoakalei an ideal location for group travel and a regional meeting place.

The following design guidelines shall apply in the Resort zoning district:

a. Urban Design

i. **Orientation:** The Resort zoning district, located mauka of the northeast portion of the lagoon, may include visitor accommodations, such as hotels and/or timeshare units, lagoon-related units, and golf view units. The hotel and lagoon units are conceptually illustrated at Figure 17 to indicate land use locations while allowing maximum site plan flexibility.

ii. **Freestanding Accessory Structures:** Sloped or hipped roofs may be used on any buildings located within any waterfront setback (if any).

iii. **Service Areas:** All building service and loading areas may be located away from the waterfront to the extent consistent with good safe design practices. Service areas for freestanding accessory structures should be screened to minimize the obstruction of views to the lagoon and/or ocean. These screen walls may be constructed of materials compatible with those used on adjacent buildings. Service areas may be screened from off-site views with a landscape buffer located on the site perimeter.

b. Architecture

i. **Building Facades:** Buildings should be articulated at the base to achieve a pedestrian scale. The building body and roofs should be consistent in character with the adjacent commercial buildings and create distinctive forms. Resort buildings should maximize lagoon and ocean views.

ii. **Rooflines:** The use of hipped or sloped forms may be encouraged for Resort buildings.

iii. **Materials:** Acceptable finish materials for resort buildings include wood, wood-like, concrete, stucco and stucco-like finish, stone, tile, shingles, metal and glass. A coordinated palette of building materials will be established to promote a sense of visual continuity throughout the resort district. All roofs visible from ground level will have complementary materials.

iv. **Colors:** Building facades may be white, off-white, earth tone or pastel colors. Brighter colors may be used as accents on trim, reveals and other architectural detailing. Accessory structures and building projections may incorporate bolder, darker color. All roofs visible from ground level will be complementary in color.

v. **Parking:** Parking to serve the concentration of resort and lagoon-related units should be designed as surface and structured lots. Parking should also be consolidated within parcel interiors if possible.

5. “Lagoon Village” Residential

The A-2 zoning district, located east of the lagoon will be the site of residences set in a relaxed resort atmosphere. The residences will offer golf course, lagoon and ocean views. Gardens and parks may provide gathering places, with shade trees that enhance the welcoming feeling of a charming beach town. Pedestrian accessibility will be emphasized with walkways that wind from the sea to the resort and condominium neighborhood.

The following design guidelines shall apply in the A-2 zoning district:

a. Urban Design

i. **Orientation:** The A-2 zoning district, located east of the lagoon may include lagoon units, clustered units and golf front units.

ii. **Freestanding Accessory Structures:** Sloped or hipped roofs may be used on any buildings located within the lagoon setbacks.

iii. **Service Areas:** All building service and loading areas will be located away from the waterfront to the extent consistent with good safe design practices. These screen walls may be constructed of materials compatible with those used on adjacent buildings. Service areas may be screened from off-site views with a landscape buffer located on the site perimeter.

b. Architecture

i. **Building Facades:** Buildings should be articulated at the base to achieve a pedestrian scale. The building body and roofs should be consistent in character with the adjacent resort and residential buildings and create distinctive forms appropriate to the overall architectural themes. Units should strive to maximize lagoon and ocean views.

ii. **Rooflines:** The use of hipped or sloped forms may be encouraged for buildings.

iii. **Materials:** Acceptable finish materials for residential units include wood, wood-like, concrete, stucco and stucco-like finish, stone, tile, shingles, metal and glass. A coordinated palette of building materials will be established to promote a sense of visual continuity throughout the lagoon residential district. All roofs visible from ground level will have complementary materials.

iv. **Colors:** Building facades may be white, off-white, earth tone or pastel colors. Brighter colors may be used as accents on trim, reveals and other architectural detailing. Accessory structures and building projections may incorporate bolder, darker color. All roofs visible from ground level will be complementary in color.

v. **Parking:** Parking may include surface and structured lots. Parking for the clustered buildings should be designed as an integral part of the architectural design. Surface lots may be screened with landscaping.

6. Recreation Facilities

One or more recreation facilities may be located in the Resort, B-1, BMX-3 and A-2 zoned areas along the lagoon's edge. One such facility may include the Wai Kai Hale Club, an association based recreational membership club established as an amenity for Hoakalei residents. These facilities will be private or semi-private recreation and social centers for residents, guests and visitors. These facilities will promote a physically active and healthy lifestyle, with exercise and group fitness facilities, locations to launch paddle boards and other recreational watercraft into the lagoon, sandy beach-like areas, meeting, food and beverage, and relaxation facilities for users of the facilities.

7. Public Swimming Area

A public swimming area will be constructed within the IMX-1 zoning area at the northwest corner of the main basin that would provide a unique recreational amenity not available elsewhere. Conceptually, the public swimming area will have a sandy area (i.e., area above the normal water line) and swimming area with a combined total area exceeding one acre that will provide opportunities for sunbathing as well as swimming in calm, shallow waters. To ensure that the water quality within the public swimming area remains at a high level, the water in the swimming area will be physically isolated from the water in the lagoon. Shower and restroom facilities will be constructed adjacent to the public swimming area. In addition, paid parking, open to the public, will be provided



*Figure 23,
Public Swimming
Area*

nearby which will facilitate access to the swimming area. The swimming area will be connected to the public parking area by publicly accessible pedestrian pathways. It will also be connected to the trail and pedestrian pathway system that will facilitate public access to the lagoon, the natural shoreline, One‘ula Beach Park and the Kauhale Preserve.

8. Pedestrian Connections: Pathways, Trails & Promenade

The open public spaces around the lagoon will provide a series of activity nodes and gathering places providing opportunities for an array of diverse activities, inviting not only to persons interested in watercraft and ocean recreation, but also drawing people there for cultural and community gatherings.

Public access around the lagoon was originally envisioned to be provided by a jogging path with a few turn-outs for resting and viewing the lagoon. Mindful, however, of the theme of creating gathering places and given the growing interest in local history, culture and resources, the vision of the promenade has evolved to a vibrant place of activity and learning. Envisioned are activities that appeal to young and old, such as water spout features for kids to play in, sidewalk artist stations, market displays, food vendors and educational signs and kiosks featuring ‘Ewa’s prehistory and history, coastal and maritime matters, and Native Hawaiian culture and natural resources.

The Lagoon Complex pedestrian pathways, trails and promenade will provide residents and visitors with opportunities for quiet walks during the day and evening along the lagoon and down to the shoreline. Those portions near the lagoon’s more mixed-use mauka edge will offer opportunities to experience the Project’s resort and commercial amenities, while those



**Figure 24,
Pathways**

portions near the makai edge will also provide interaction with less intensive commercial and recreational amenities closer to the natural shoreline.

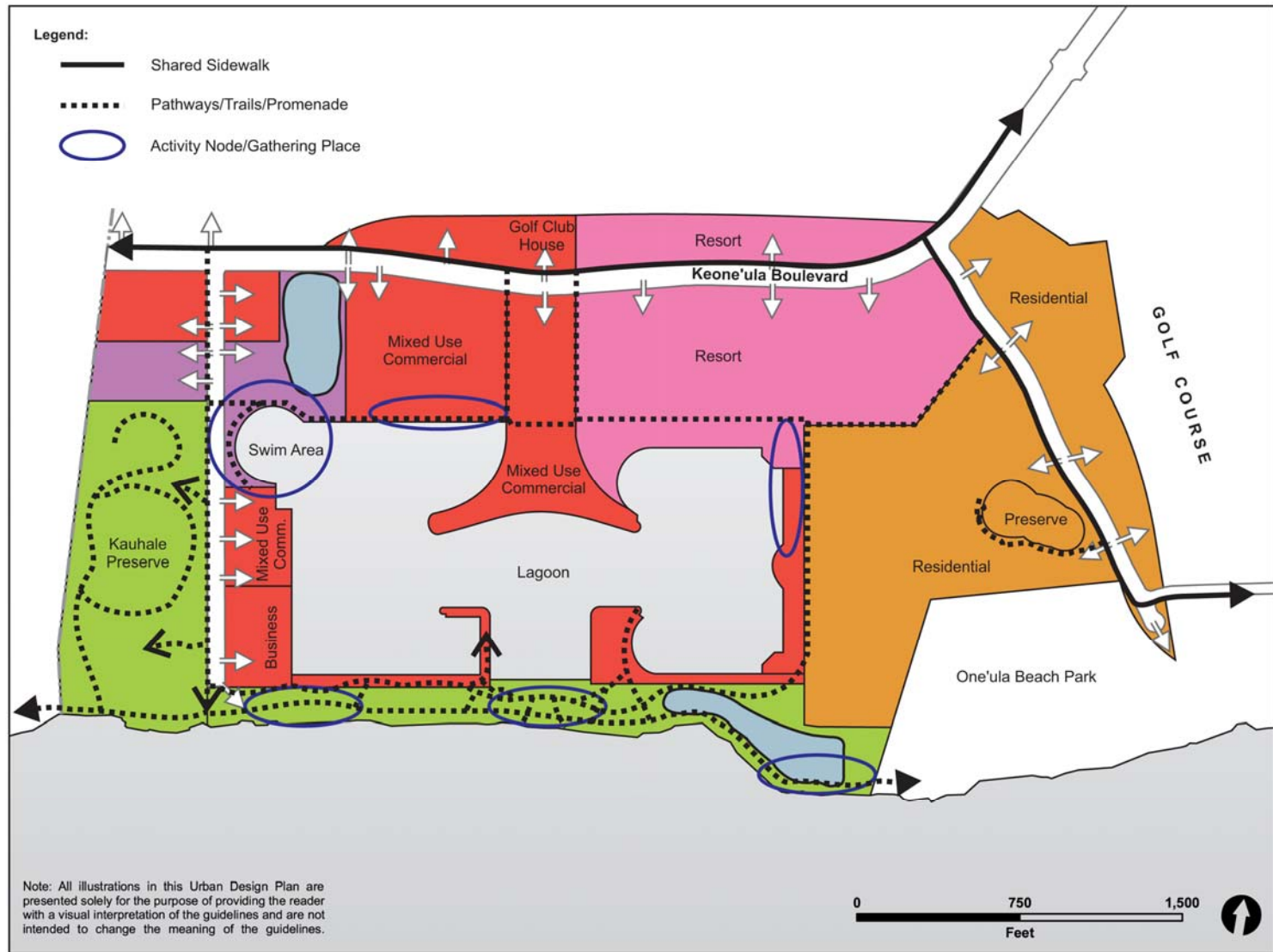
Connections to the adjacent Kauhale Preserve, One‘ula Beach Park and the existing lateral shoreline trail will also be available. Improvements within the shoreline area between the lagoon and the natural shoreline and the Kauhale Preserve will provide expanded opportunities for public appreciation and enjoyment of the coastal environment, accommodate the facility needs of an ever-increasing number of recreational users, and preserve and steward the natural and cultural resources that exist along the shoreline.

The public will have uninterrupted lateral access along the shoreline over the existing Honouliuli-One‘ula Shoreline Trail (the “Shoreline Trail”). A portion of the Shoreline Trail is located on Project lands mauka of the certified shoreline and a portion of the trail is located makai of the certified shoreline and is under State jurisdiction. The Shoreline Trail will be open to the public for ocean recreational activities consistent with State rules for access to the State portion of the Shoreline Trail.

The width and surface treatment for the pedestrian trails, pathways and promenades will vary depending on adjacent land uses, the anticipated frequency and type of pedestrian use, and safety and security considerations. For example, the walkway may be approximately 12 feet wide along the lagoon waterway within certain areas of the BMX-3 and Resort zoning districts where the most intensive use is anticipated. Other portions may have narrower dimensions and move away from the water’s edge in some locations. Railings, 36 to 42 inches in height, may be installed adjacent to the lagoon water’s edge where needed. A series of observation features offering varied views of lagoon activities and the shoreline area may range from benches and other street furniture to viewing pavilions at varied locations along the promenade. Emergency responders will have vehicular access to the shoreline from Waipana Street along the western side of the lagoon across the entire area makai of the lagoon to the planned lake along the southeast corner of the lagoon.



**Figure 25,
Pedestrian
Connections**



The pedestrian trails, pathway and promenade system will be accessible by the public. For special events, security, health, safety and other reasons, such as repair and maintenance, sections of the pathway may have to be closed at certain times of the day and at night, or from time to time. Pedestrian scale lighting may be

installed on all pedestrian ways. Major building entrances and special landscape and architectural features may be emphasized with night lighting.

The lagoon peninsula or “Whale’s Tail”, which juts into the lagoon basin from the mauka edge, is envisioned as a hub of outdoor activity and festivity. An open-air retail center with entertainment promenades is envisioned. There may also be play areas for children, shops, open-air restaurants, and seating areas where people can relax and enjoy the lagoon ambiance. The site could host controlled access special events such as farmers’ markets, craft fairs, special events and the like.



**Figure 26,
Promenade**

B. SMA/Shoreline Area

1. Shoreline Trail and Other Improvements

The improvements within the shoreline area between the lagoon and the natural shoreline and the adjacent Kauhale Preserve will ensure uninterrupted lateral access along the ‘Ewa shoreline and provide expanded opportunities for public appreciation and enjoyment of the coastal environment, accommodate the facility needs of an ever-increasing number of recreational users, and preserve and steward the natural and cultural resources that exist along the shoreline.

**Figure 27,
Shoreline Trail**

Since the lagoon (unlike the previous marina) does not interrupt the shoreline, public access to the shoreline will be enhanced by allowing uninterrupted lateral access along the shoreline over the existing Shoreline Trail. A portion of the Shoreline Trail is located on Project lands mauka of the certified shoreline and a portion of the trail is located makai of the certified shoreline and is under State jurisdiction. The Shoreline Trail will be open to the public for ocean recreational activities consistent with State rules for access to the State portion of the Shoreline Trail.

The planned improvements as approved by Resolution 16-180 may include a publicly accessible pedestrian pathway along the natural shoreline, pedestrian pathways around the lagoon, multi-use spaces, covered pavilions, viewing platforms, boardwalks, at least one comfort station, benches, picnic tables, interpretive signage, storm water infrastructure and a retention pond or water quality lake and a lagoon overflow swale (where no permanent commercial structures or furnishings are planned). These improvements shall be in conformance with the Shoreline Management Area guidelines and requirements, Revised Ordinances of Honolulu (ROH Section 25-3.2). The shoreline setback shall be 60-feet and permitted improvements within the shoreline setback area may include granite and coral boulder vehicular barriers, signage, and minor landscaping. These improvements are in conformance with the SSV guidelines, Revised Ordinances of Honolulu (ROH Section 23). Emergency responders will have vehicular access to the shoreline from Waipana Street along the western side of the lagoon across the entire area makai of the lagoon to the planned lake along the southeast corner of the lagoon.



2. Kauhale Preserve

Six archaeological sites have been preserved “as is” pursuant to a Memorandum of Agreement (MOA) entered into by the U.S. Army Corps of Engineers, the National Advisory Council on Historic Preservation, the State Historic Preservation Office (now known as State Historic Preservation Division (SHPD)), the Office of Hawaiian Affairs (OHA), and HASEKO. (See Figure 28 for location of archaeological sites.) The MOA provides for coordination and consultation with SHPD and OHA on preservation and interpretive programs. Plans for the development, implementation, and preservation of the archaeological sites are determined by the parties to the MOA through a process set forth in the MOA, and shall be deemed to be part of this Urban Design Plan and shall be incorporated herein by reference.

*Figure 28,
Archaeological Sites*



Three of the six archaeological sites to be preserved are located within the Preservation Area at the western edge of the lagoon, named the Kauhale Preserve. The initial archaeological preservation plan, which was approved in 1999, proposed that interpretation of the historic properties be relatively passive. The plan envisioned trails through the sites with informational signs at appropriate points. Visitors could walk the trails, view the surface architectural features preserved as ruins, and read a bit about them.

Since 1999, however, as HASEKO continued to work with the community to ensure that development plans were consistent with preservation commitments, community views of the preservation sites changed with a growing awareness of the range of preservation possibilities. More recently, historic preservation specialists and Hawaiian community members have come to value more active forms of preservation that attempt to integrate preserved historic properties more fully into the lives of nearby communities. A central focus of this approach is the use of historic properties for educational purposes.

In 2006, the Hoakalei Cultural Foundation was established to, among other things, assist in the implementation and oversight of the preservation plan for archaeological sites within the Ocean Pointe/Hoakalei developments. The Hoakalei Cultural Foundation provided the impetus to revise the preservation plan for the archaeological sites within the Kauhale Preserve. (The revised preservation plan was accepted and approved by SHPD in early 2008, and is generally supported by OHA.) The Foundation is developing place-based educational programs for the area's sites that are suitable for use in Department of Education schools, as well as sponsored educational workshops for the community at large. These programs promote the Foundation's vision that future generations will understand, value and respect the spirit, natural resources and heritage of the 'Ewa Plain and use it to guide their lives.

Providing spaces for cultural facilities in the lagoon district is one step in implementing this plan by providing a venue for both formal and informal cultural programs, hands-on demonstrations, and learning through oral traditions. A heritage trail is in place at the Kauhale Preserve and school groups are already coming to Kauhale and the shoreline to learn about the area's history. A cultural center/museum and a canoe hale are also planned to service and educate both residents and visitors. Thereby, the Lagoon Complex and shoreline area will be a place where people actively engage in the preservation and perpetuation of cultural knowledge and traditions.

C. Residential

1. Ocean Pointe Neighborhoods

The initial phases of (R-5 zoned) residential development at the Project, which began implementation in 1998,

*Figure 29,
Ocean
Pointe/Hoakalei
Master Plan*



incorporated principles of neo-traditional planning as an alternative to suburban sprawl. However, only those principles allowable under the LUO were implemented such as: provision of a mixture of housing types within the same neighborhood; clustering of dwellings on small lots to allow for more efficient and usable open space; provision of an integrated system of pedestrian-oriented “gridded” streets to encourage walking and interaction rather than dependence on the automobile; placement of garages at the rear of the lots accessible by private service alleyways; and increasing streetscapes in the front of the lots.

As shown in the Master Plan, most of the low-density (R-5 zoning district) neighborhoods are bordered by Fort Weaver Road to the east, the golf course at Hoakalei Country Club to the west, Pāpipi Road to the south, and Keone‘ula Boulevard to the north. (See Figure 29.) The vehicular circulation corridors servicing these neighborhoods include Kaimālie Street (collector), Kaileole‘a Drive (collector), and Kapolei Parkway, which are categorized as an arterial in the mauka portion of the Project and transitions to a collector in the makai neighborhoods. Lower-density units are located north of Keone‘ula Boulevard on each side of the Kapolei Parkway along the Project boundary.

Currently, the development of all residential neighborhood areas within the Ocean Pointe portion of the Project (all of which are located east of the golf course), have been completed.

2. Hoakalei Neighborhoods

a. Golf Village – Ka Makana at Hoakalei, Kīpuka, Lei Paukū and Kuapapa

Surrounded by the fairways of the golf course will be approximately 1,472 residences. Themed pocket parks and manicured greenbelts will create the feeling of a timeless estate, with places for neighbors to gather and children to play. Tree-lined paths will offer an ideal place for early morning walks and sunset bike rides.

The homes will be sophisticated and contemporary, yet influenced by the history and culture of the ‘Ewa Plain. Resort Plantation architecture will offer open lanais with wide overhangs that embrace the serene garden setting of the neighborhood. Large trees will cast shade over the homes, making the trade winds even more refreshing.



*Figure 30,
Golf Village*

b. Lagoon Village

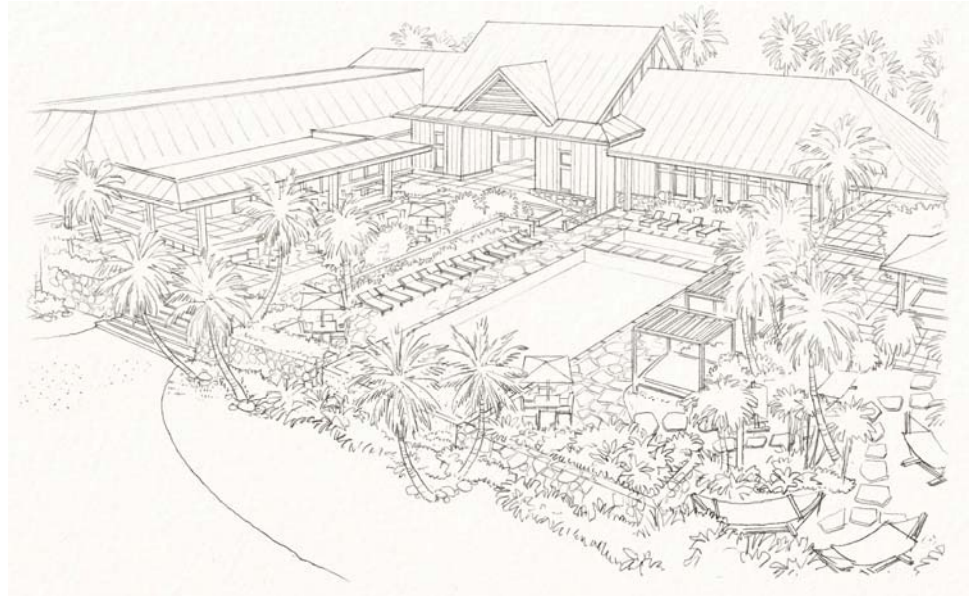
See description and design guidelines in Section III.A.5, above.

D. Golf Course

An important part of the region's greenbelt, and also serving a critical role in the region's drainage system is the Ernie Els signature championship-caliber golf course at Hoakalei Country Club. The defining feature of the course is its many lakes and bunkers, providing both challenges for golfers and a source of water to sustain the trees and plantings along the fairways.

A golf clubhouse will be located at the edge of the golf course within the BMX-3 zoning district.

Outdoor lanais and indoor lounges will provide welcoming places for members and guests to gather. The clubhouse will also house a pro shop, a restaurant and a fitness center.



*Figure 31,
Golf Clubhouse*

E. Public and Community Facilities

1. District Park

An approximately 18-acre district park is located at the northeast entrance to the Project. This district park was dedicated to the City in 2014, and is large enough to accommodate the Department of Parks and Recreation's master plan of amenities, which, tentatively, include a multi-purpose community complex with ball fields, comfort station and parking. These facilities will serve as a gathering place for residents of the Project, the existing 'Ewa Beach community, and surrounding communities.

2. One'ula Beach Park and Expansion Area

The City's 28-acre One'ula Beach Park is surrounded on three sides by the Project. (See Figure 13.) Although it is primarily a passive park used for picnicking, sunbathing, swimming, fishing and other water activities, there is also a multi-purpose playing field. Facilities include a paved parking area and a comfort station.

In addition to serving recreational purposes, One'ula Beach Park also serves as the drainage terminus for the 7,000-acre Kalo'i Gulch Drainage Basin, which extends from the hills above Makakilo to the ocean. To accommodate storm water flows that are not retained within upland properties, a shallow, 500-foot wide channel through One'ula Beach Park will be constructed to convey surface waters to the ocean. The channel is designed to be shallow enough so as not to impede its use for recreational purposes.

HASEKO conveyed approximately 9 acres of oceanfront land adjoining the eastern boundary of One'ula Beach Park for beach park purposes ("Expansion Area") in 2015. The Expansion Area substantially expanded oceanfront recreational opportunities for area residents by enabling the City to create a public gathering place comparable to urban Honolulu's Ala Moana Beach Park. As a result, One'ula Beach Park is the most significant public beach park along the entire 'Ewa Plain.

In 2001, the City Council granted a Special Management Area Use Permit authorizing the improvements proposed in the One'ula Beach Park Master Plan, which includes improvements for the Expansion Area. The master plan incorporated two phases of park improvements. Phase I for the existing park area (28 acres) would include relocating the existing multi-purpose field and irrigation improvements and construction of a new comfort station, improved parking, new picnic areas, and an unpaved pedestrian path along the shoreline.

Phase II for the Expansion Area would include a new multi-purpose community center, group picnic areas, additional parking, an unpaved pedestrian path along the shoreline, and landscaping.

Pursuant to Condition 8 of the UA, the Project developer has spent more than \$2.25 million for improvements to One‘ula Beach Park. Up to \$250,000 was spent on clearing and grubbing the kiawe forest on the existing beach park. The remainder paid for construction of a new access driveway to One‘ula Beach Park as agreed upon between HASEKO and the City Department of Parks and Recreation (DPR).

3. Keone‘ula Elementary School

Keone‘ula Elementary School opened in January 2007 on a twelve-acre site dedicated to the State – twice the acreage mandated under the UA. The Project’s residents attend either Keone‘ula Elementary or ‘Ewa Beach Elementary, depending on where the residents live within the Project site. Keone‘ula Elementary also serves residents outside of the Project site.

4. Seagull Schools

Seagull Schools opened in February 2007 on 1.25 acres of land adjacent to the district park site. It offers much-needed preschool services to the surrounding community.

5. Fire Station

The ‘Ewa Beach Fire Station was relocated from its previous site at Pohakupuna Road to a site near the northeast corner of the Project. The station provides primary fire protection, ocean rescue, and emergency medical services for the east ‘Ewa Plain. In May 2008, HASEKO conveyed just over one acre to the City for the fire station’s new home and delivered to the fire station two personal water craft with trailers. The Fire Station is in operation at this time.

6. Archaeological Sites

Six archaeological sites will be preserved “as is” pursuant to a Memorandum of Agreement (MOA) entered into by the U.S. Army Corps of Engineers, the National Advisory Council on Historic Preservation, the State Historic Preservation District (now known as State Historic Preservation Division (SHPD)), the Office of Hawaiian Affairs (OHA), and HASEKO. (See Figure 28 for location of archaeological sites.) The MOA provides for coordination and consultation with SHPD and OHA on a preservation and interpretive program.

Plans for the development, implementation, and preservation of the archaeological sites are determined by the parties to the MOA through a process set forth in the MOA, and shall be deemed to be part of this Urban Design Plan and shall be incorporated herein by reference.

Three of the six archaeological sites slated for preservation are located within the Kauhale Preserve. (See discussion in Section III.A.8, above.)

Two sites are co-located within one preservation area between the golf course and adjacent residential neighborhood. Another site is located within the Medium Density Apartment District (A-2) west of the golf course. In accordance with the approved Archaeological Site Preservation Plan, all of these sites have been stabilized and are being preserved as stabilized ruins.

Access to all preservation areas will be through entrances delineated with native plantings and marked with informational signs. The signs will include a brief archaeological description, historical background, and a summary of the sites' functions and significance. Plans for the development, implementation, and preservation of the archaeological sites as determined between the parties as provided in the MOA shall be deemed to be part of this Urban Design Plan and shall be incorporated herein by reference.

7. Public Swimming Area

A public swimming area open to the public during hours of operation set by an appropriate owners association will be constructed at the northwest corner of the main basin that would provide a unique recreational amenity not available elsewhere. Shower and restroom facilities will be constructed adjacent to the public swimming area. In addition, paid parking, open to the public, will be provided nearby which will facilitate access to the swimming area. The swimming area will be connected to the public parking area by publicly accessible pedestrian pathways. It will also be connected to the trail and pedestrian pathway system that will facilitate public access to the lagoon, the natural shoreline, One'ula Beach Park and the Kauhale Preserve.

Landscape and Signage Guidelines

Landscape design plays an intrinsic role in determining a sense of place and creating a distinctive character at the Project. Each parcel is important in creating a theme of harmony and continuity. To accomplish this goal and address the various landscape requirements of differing land uses, the following landscape character zones have been established: Lagoon, Greenbelt Parkways, Golf Course, District Park, One‘ula Beach Park, Preservation, Resort, Residential Neighborhoods, Low Density Units, Medium Density Units, Commercial and Industrial. (See Figure 32 for landscape zone locations.) To enhance the landscape image, a signage system (with a resort theme) will be incorporated throughout the Project.

A. Landscape Concept

Tropical beauty is the unifying design theme for the Project. The Project is situated in a very dry climatic area. Due to this fact, landscape materials and water features should give the impression of a tropical oasis. Dry landscape materials should be incorporated and woven into the outer fringes of the Project. This will help tie the design theme into the surrounding community and give the impression of a tropical oasis in the core areas.

B. General Guidelines

1. A tropical oasis theme will unify the overall Project.
2. Landscape treatments should be compatible with the scale and style of each individual parcel’s development, as well as with the established landscape character zone within which the parcel is situated.
3. Landscaping should be used to soften the visual impact of hard surface areas in the lagoon commercial center and to reduce the apparent vertical scale of residential structures, while framing desired views and vistas. The landscape setting should create a complementary image with buildings and, in some cases, provide extensions to the architecture by forming barriers, framing entrances, and defining outdoor rooms. Landscaping should contribute to the solution of such aesthetic and functional issues as the creation and enhancement of view corridors, providing privacy where desirable, screening undesirable views, and providing shade and temperature control.

Figure 32,
Landscape Zones



- Water features (ponds, streams and waterfalls) may be included in landscape treatments throughout the Project. Water features should be visible from roadways and other public areas.

5. Consideration should be given to minimizing maintenance requirements in the landscape design process.
6. Emphasis will be placed on the selection of drought-tolerant landscaping throughout the Project. Where practical, landscape materials shall be chosen for their tolerance and compatibility with the growing conditions in 'Ewa.

C. Landscape Zones

1. Lagoon

A tropical waterfront image with a distinctly Hawaiian landscape character should be established on all parcels adjacent to the shoreline and lagoon. Landscaping in informal masses should be provided in conjunction with building development in this zone. Landscape materials should be selected for their tolerance to salt spray, sandy soils, shallow root depth and wind. Coconut palms should be the unifying theme tree in this zone and in all zones adjacent to the shoreline and waterfront. A variety of other types of palms, halas, canopy trees and colorful accent shrubs and groundcover materials should be used to create the core of the tropical oasis.

2. Greenbelt Parkways

The major entry corridor to the Project is Keone'ula Boulevard, which serves as the landscaped parkway for the Project. Formal plantings of trees, flowering shrubs and ground covers have been used at this parkway entrance to the Project to create a festive tropical image.

Keone'ula Boulevard and Kapolei Parkway are designed to include ground covers and informal groupings of trees. The medians may be planted in low growing ground covers, providing unobstructed sight lines to optimize safety for both vehicles and pedestrians. Emphasis will be placed on the selection of drought-tolerant plant species. Canopy trees will be used along the outer edges of the corridor to provide shade along the parkway's pedestrian walkways. Trees will be chosen for seasonal color, as well as shade and greenery, and may include trees such as monkeypod, silver trumpet, and other trees that may be compatible with growing conditions in 'Ewa.

The landscaped pedestrian zone that parallels the two parkways will vary in width and will accommodate street trees, as well as such streetscape improvements as lawn and/or ground cover areas, sidewalks, street furniture, Project signage and irrigation systems.

*Figure 33,
Landscaped
Parkway*

3. Golf Course

The golf course is integrated throughout the center and western portions of the Project, effectively dividing the development into three distinct areas. Its location, configuration and size will contribute significantly to the



open space and green image of this zone and the entire Project. Clusters of intensive plantings will provide an attractive delineation of the course. Mature palms and canopy trees will define the golf course fairways and dry land species of trees may be woven into the outer boundaries to better integrate this edge into the surrounding landscape. Due to the use of non-potable water for the golf course irrigation systems, plant materials must be selected for their foliar salt spray tolerance. (See Appendix B.)

4. District Park

Landscaping for the District Park has been designed to create the feeling of a gathering place. Plant materials and signage emphasize the entry while providing screening of the parking facilities.

5. One‘ula Beach Park Interface

The kiawe forest adjacent to the current beach park has been cleared and grubbed. Shoreline plantings should provide a harmonious transition from the waters edge and surrounding residential neighborhoods. These trees and shrubs must be capable of withstanding the brackish water, salt spray, sandy soils, shallow root depth and wind associated with their ocean proximity. Parking, bathrooms and other built structures should be screened so that they fit harmoniously into the beach park landscape.

6. Preservation

The Batis salt marsh located in the Kauhale Preserve in the southwestern corner of the Project is a preservation zone. Care will be taken during construction to see that the Batis salt marsh remains undisturbed and in its natural state.

7. Resort

The Resort zoned area of the Project is located around the lagoon. Intensive planting statements and water features will emphasize the tropical oasis theme and provide continuity with the surrounding land uses. Coconut palms, halas, flowering trees, shrubs and ground covers will all help to promote the tropical unity of this zone. Landscape material will be selected to provide an appropriate sense of scale to the buildings, while screening undesirable views.

8. Residential Neighborhoods

Each residential neighborhood may, at the option of the neighborhood developer, have an entry landscape feature and signage. A unifying street tree theme may be incorporated into each residential street, promoting continuity to the particular development. Individual home lots will be encouraged to use landscape materials appropriate in scale, form, function, texture and color to further help unify the development. The use of drought-tolerant plant materials and drip irrigation will be encouraged.

9. Low Density Units

Landscape materials appropriate in scale, form, function, texture and color will be designated for each multi-family cluster and street tree selection will promote continuity among individual developments. Undesirable views of the multi-family complex shall be screened, while view corridor and vistas of the golf course and waterways from the complex will be promoted. Irrigation systems may be designed to include drip systems when feasible.

10. Medium Density Units

Landscape materials appropriate in scale, form, function, texture and color will be designated for each multi-family cluster and street tree selection will promote continuity among individual developments. Undesirable views of the multi-family complex shall be screened, while view corridor and vistas of the lagoon from the complex will be promoted. Irrigation systems will be designed to include drip systems when feasible.

11. Commercial

A tropical image with a distinctly Hawaiian character may be established for parcels in the commercial zone. Landscaping in informal masses should be provided in conjunction with building development in this zone. Individual buildings must incorporate landscape materials appropriate in scale, form, function, texture and color. Parking and other unsightly views may be screened as necessary to promote a harmonious integration into the Project.

12. Industrial

The industrial zones of this development are located adjacent to the lagoon. Informal planting of coconuts, hala, canopy trees, flowering shrubs and ground covers will help to integrate this zone into the overall development. The use of landscape materials as a visible screen is paramount in this zone to alleviate undesirable views, while promoting view corridors and vistas. Planting to screen parking and shade large asphalt parking lots is encouraged. Due to the proximity to the ocean environment, landscape materials must be selected for tolerance to brackish water, salt spray, sandy soils, shallow root zones and wind.

D. Plant Materials

The selection and location of proposed plant materials should be based on the optimal growing habits and habitats of a particular variety with preference given to Native Hawaiian endemic and indigenous plants. Solar exposures, soil types and moisture requirements should all be considered when designating plant species. Plant material selections and arrangements should respect growth rates, ultimate plant form, texture, color and any seasonal variations. Plant materials selections should also be based on local availability.

As previously discussed, plant materials should be selected and located to enhance building lines and facades, preserve and frame desirable views and vistas, complement land forms, and screen undesirable views and structures.

The Plant Materials List (see Appendix B) should be consulted prior to designing any landscape feature at the Project. Plant materials not included on this list may be used with the appropriate approvals.

E. Plant Size

The installation size of plant materials is both species and logistically dependent. Growth rates of plant materials, size of actual containerized plants and plant material availability is anything but standardized in Hawai‘i. The following are suggested minimum sizes of plant materials to be installed; however, sizes may be modified according to the specific plant type and availability:

Coconut and large palm varieties	10' Clear Trunk (excluding height of fronds)
Small palm varieties	1' Clear Trunk (excluding height of fronds)
Flowering and canopy trees	8' Trunk height, 2" caliper trunk (measured 6" above ground)
Shrubs	12" height, 1 gallon containers
Ground cover	Well established cuttings

F. Signage

Signage should perform three distinct functions at the Project. Signage should (1) identify a place and indicate accessibility, (2) indicate warnings where necessary, and (3) give routing information. The information given on signs should always be clear and concise and sign locations should never present unnecessary hazards to pedestrian and vehicular traffic.

1. The Project Signage Concept

The signage concept for the Project is one of a resort-themed nature. Signage design concepts may include such items as follows: fish, flowers, plants, water, ocean scenes, etc.

2. Visual Continuity

To ensure a cohesive and harmonious signage program throughout the Project, all signs will conform to a unified design concept. This signage program will have a design concept for all sign categories and will establish such parameters as: size, location, materials, color, illumination, shape, finish, lettering style and size.

3. Signage Classifications

The overall community signage program will consist of the following categories:

a. Identification Signs on H-1 Freeway and Fort Weaver Road

Identification signs will be located a sufficient distance before exit points to alert drivers to their intended destination. Sign design will be coordinated using Department of Transportation design criteria.

b. The Project Entry Signs

The Project entry ground signs will be located at the primary entries and exits on Fort Weaver Road at Keone‘ula Boulevard and at the lagoon district entrance. Entry signs of a resort nature will be incorporated into a distinctive landscape, providing a festive sense of arrival.

c. Identification Ground Signs

These signs will be located along the parkways to identify the Project Community neighborhoods, public right-of-ways to the shoreline and other facilities and destinations which are accessed from these parkways. These signs will be incorporated harmoniously into the parkway landscaping, providing signage continuity throughout the Project.

d. Private Parcel Signs

Private parcel signs are ground, building, facade and garden signs that give specific location information and identify specific items (i.e., street names, parking lot numbers, building addresses, etc.). These signs will be permitted in conformance with the LUO. The design of these signs should be consistent with the entire development in terms of size, location, materials, color, illumination, shape, finish, lettering style and size. By adopting these standards, private parcel signs will contribute to the visual quality and provide continuity throughout the Project.

e. Traffic, Regulatory, Directional and Public Informational Signs

These categories of signs will be located at appropriate locations along road right-of-ways and major pedestrian pathways.

- 1) **Traffic and Regulatory Signs:** Regulatory signs give operational requirements, restrictions, or give warnings. These signs are usually used for traffic delineation or control (i.e., Stop Signs, No Parking Signs, One Way Traffic Signs, etc.). Traffic and regulatory signs will be appropriately located along road rights-of-way and major pedestrian pathways. Traffic control signs will adhere to those international symbols and standards that have been adopted by the City and County of Honolulu. By mounting traffic signs in conformance with the overall Project signage guidelines, greater visual continuity can be achieved.
- 2) **Directional Signs:** Directional signs usually include an arrow and are used to indicate a change in route, or confirm a correct direction. These signs are of a public, noncommercial nature and will be used to guide visitors to major destinations within the Project. The design of these signs will conform to the overall signage program, ensuring greater visual continuity throughout the Project.
- 3) **Public Information Signs:** Public informational signs are used to show overall information and give general organization to a series of elements (i.e., bus routes, building layouts, etc.). These signs will be incorporated throughout the Project and will identify various facility and location information. The design of these signs will conform to the overall signage program, ensuring greater visual continuity throughout the Project.

4. Identification and Accessibility

Key additional site-related areas that should be identified by sign postings are as follows:

- a. Traffic signs announcing public rest stops with accessible facilities.
- b. Public lavatories accessible to pedestrians.
- c. Special and handicapped parking.

5. Readability

The readability of any sign is a function of many factors. In designing or choosing a format of a sign, the following points will be considered:

- a. Information should be as concise and direct as possible.
- b. Lettering styles and graphic symbols should be as bold and simple as possible.

- c. Font size must be large enough to serve the function of the signage information presented.
- d. Signage schemes of contrasting colors make signs both easier to read and more readable from greater distances.

6. Signage Placement

Correct signage placement is important to prevent obstacles and hazards from affecting vehicles and pedestrians alike. Pedestrian signs should be placed along traveled pathways far enough away from blind spots, high enough overhead, or both, so as not to be inadvertently walked into.

- a. When possible, combine signs together into a unified system to avoid signage clutter.
- b. When possible, combine signs with lighting fixtures to reduce unnecessary posts and illuminate signs.
- c. Informational signs should be placed at natural gathering spots and included in the layout and design of site furniture.
- d. Signs should be placed to allow safe pedestrian clearance both vertically and laterally.
- e. Avoid the placement of signs in areas where they will conflict with pedestrian traffic.
- f. Avoid the placement of signs that conflict with vehicular door opening, and/or operations.

7. Physical Signage Characteristics

- a. **Size:** The size of a sign will be appropriate and proportionate to individual situations. Signs should be large enough to read, yet fit harmoniously into the landscape.
- b. **Location:** Sign placement is based on type and size of individual signs. Sign location will be based on signage placement standards.
- c. **Materials:** Signs may be constructed of concrete, metal, and/or other approved material. Some signage may incorporate a rock base to mount Project information.
- d. **Color:** Signs may be painted, or color may be integral. Colors will be complementary to the resort design concept.

- e. **Illumination:** Select signs may be illuminated, as necessary, to provide readable conditions. Lighting styles and types will be based on individual situations.
- f. **Shape:** Signage shape will be consistent with simple geometric forms (i.e., squares, rectangles, circles, etc.). Entry signs may be placed on rock bases with mountain and ocean themes. Strict design guidelines will be incorporated into signage and Project logo design and all signage shall fit harmoniously into both the landscape and Project settings alike.
- g. **Finish:** Concrete sign letters may be embossed, engraved, or cast into the concrete sign face. Concrete base material may be textured in a light regular pattern, or they may possess a smooth finish. Some signage may be mounted on rock or coral base materials. Metal signs will be treated with a matte finish and possess good longevity in harsh environmental conditions.
- h. **Lettering style and size:** A simple letter font will be used in all signage and will conform to readability standards.

G. Landscape Lighting

Lighting will be used to dramatize and highlight the Project landscape and lagoon views so that the development can be enjoyed as much by night as during the day. The lighting approach will emphasize cross-lagoon views to showcase this unique amenity.

The lighting approach will be based on the following guidelines:

1. Optimize security and safety for residents.
2. Avoid light spillover effects to adjacent areas by selecting light fixtures scaled to the use setting.
3. Prohibit general illumination of the beach and ocean except within the lagoon area and as otherwise may be consistent with safety considerations.
4. Concentrate overhead light fixtures at main intersections, hotel entrances, and parking areas to create a safe environment.
5. Use pedestrian-scale fixtures along the pedestrian and cart paths to reduce glare.

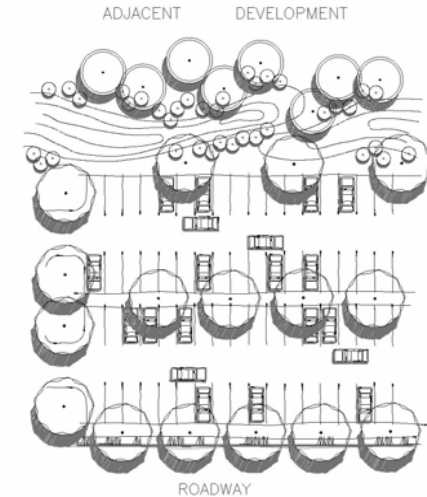
Parcel Development Guidelines

A. Parking

The following guidelines address parking, driveways, and buildings on individual parcels.

General guidelines for parking include:

1. Parking and loading areas and facilities will be provided to minimize street congestion, traffic hazards, provide safe and convenient access to all uses.
2. Parking will not be permitted within required yards in zoning districts other than residential districts, except that on-grade parking may be permitted within certain lagoon setback areas for access to lagoon accessory uses.
3. All parking and loading areas may be landscaped in a manner consistent with the tropical setting envisioned for the Project.
4. On-grade parking and loading areas may be screened from adjoining properties and common areas by walls, fences, earth mounds or landscaping. (See Figure 34 for conceptual illustration.)
Consideration should be given to the appearance of parking lots from adjacent buildings, as well as views at grade.
5. Screening of parking garages may be provided to soften their visual impact on adjoining parcels or streets. Screening elements may include, for example: planters as an integral part of the structure, terraced facades, earth mounds and landscaping.
6. The design of surface parking areas will create an ordered appearance and efficient internal circulation patterns. Landscaped medians may be used to separate parking areas from adjacent streets and pedestrian ways, to define internal circulation patterns and to soften the parking areas' visual appearance.



*Figure 34,
On-grade Parking*

7. In commercial areas, parking lots should not dominate the frontage of pedestrian oriented promenades, waterways, interrupt pedestrian routes, or negatively impact surrounding neighborhoods.
8. Large surface parking lots may be located away from main entrances to resort uses.

B. Structures

All structures shall conform with the provisions of the Honolulu City and County LUO.

1. Open Space

Landscaped open spaces may be provided for individual buildings and building complexes to create a unifying, tropical setting and to soften transitions between buildings and use areas all in accordance with the requirements of the LUO.

2. Siting

Building footprints located along the lagoon waterway may be oriented to view corridors and located to enhance pedestrian access. (See Figure 14). Siting of buildings along the lagoon, ocean, and golf course should be varied to enhance visual interest and afford views.

3. Energy Conservation

Architectural design should promote energy conservation by proper orientation to trade winds for natural ventilation and through the use of sun shades and site landscaping to control heat gain in buildings.

Solar panels may be integrated into the roof design, and generally follow the roof slope. Frames should be finished to complement adjacent roof surfaces. Support equipment for the panels shall be enclosed and screened from view, to the extent practical.

4. Roofs

Roof shapes and planes should be varied to encourage visual interest and variety in the Project skyline and to generally enhance views. Flat roof areas may be minimized, used in combination with sloped surfaces, and finished with materials of an appropriate texture and color to enhance roofscape appearance and blend with the building's architectural design.

5. Mechanical and Electrical Equipment

All building-mounted mechanical and electrical equipment (other than satellite dishes) must be screened from public view. Satellite dishes should be screened from public view to the extent permitted by applicable federal regulations. Screening elements should be of a material and design that is compatible with the overall building.

Noise from mechanical equipment shall be attenuated through facility design to meet all allowable noise levels as defined in State and County Regulations.

All flashing, sheet metal, vents and pipes shall be finished to match or complement adjacent building surfaces.

C. Design Review/Amendments to Urban Design Plan

Upon the DPP Director's approval of this Urban Design Plan, DPP will review site plans and preliminary architectural drawings within the Project to determine compliance with the design guidelines set forth in this Urban Design Plan. This Urban Design Plan may be amended from time to time at the request of the developer and with the approval of the DPP Director.

Owners, developers, and tenants of individual parcels within the Project will be bound by the provisions of this Urban Design Plan through appropriate deed restriction or through the adoption of separate recorded covenants, conditions, and restrictions that will encumber each of the individual parcels. Prior to the development of individual parcels within the Project, the developer will establish a design review committee with such members and on such terms and conditions as may be determined by the developer. The function of the committee will be to approve plans for the development of individual parcels within the Project in compliance with the terms of this Urban Design Plan and it may determine compliance with such additional design guidelines and restrictions (not inconsistent with this Urban Design Plan) that the developer may adopt from time to time in its sole discretion. The committee's review of parcel development plans will occur prior to the time that such plans are submitted to DPP for any required approvals. In reviewing such plans, the committee will be concerned with the overall design concept as well as the details of such design, and will include consideration of whether the proposed Project (1) implements the themes and concepts contained in this Urban Design Plan, (2) conforms to applicable governmental rules and regulations, (3) is compatible with approved structures and improvements within the surrounding area, and (4) will constitute an acceptable development of the parcel in question. Once the committee has approved such plans, written approval will be transmitted to DPP along with plan submittal.

Urban Form Guidelines Confirmation Letters



November 1, 2017

Ms. Kathy S. Sokugawa
Acting Director
Department of Planning and Permitting
650 S. King Street, 7th Floor
Honolulu, HI 96813
Attn: Mr. Eugene Takahashi

Re: UA Compliance of Hoakalei UDP Update

Dear Ms. Sokugawa:

On behalf of HASEKO (Ewa), Inc. ("Haseko"), I wanted to express our appreciation for DPP's guidance on the update of the Ocean Pointe/Hoakalei Urban Design Plan ("UDP"). The UDP update is required by conditions in two Unilateral Agreements ("UAs"), the first being attached to Ordinance 16-27 ("16 UA"), Condition 1, and the second being attached to Ordinance 93-94 ("93 UA"), Condition 2. In this letter, we are requesting DPP's confirmation and approval that the guidelines described below comply with the 16 UA and the 93 UA. Upon DPP's confirmation and approval, these guidelines will be incorporated into the UDP update.

I. UDP Update Background

Two UDPs (1994 and 2008) were approved for Ocean Pointe/Hoakalei (the "Project") when the marina was the Project's focal point. Since the marina is no longer the focus, the update will be concerned with the areas in and immediately around the lagoon. The update will replace the urban form guidelines for the marina with the guidelines for the inland recreational lagoon. The UDP descriptions and guidelines for the Project's other major elements (the residential, resort and commercial areas) are mostly unchanged.

The Lagoon Mixed-Use Complex (or "Lagoon Complex") is the Project's focal point. As required by the UAs, the UDP update will describe the urban form guidelines that facilitate making the Lagoon Complex a dynamic mixed-use recreational waterfront destination envisioned in the 'Ewa Development Plan ("DP"). The Lagoon Complex will include the privately-owned lagoon, a public swimming area, retail and commercial spaces, visitor accommodations, a recreational club for Hoakalei residents called the Wai Kai Hale Club, and a promenade, pedestrian access and trail system that will connect the lagoon's recreational and commercial elements with the 'Ewa shoreline and lateral shoreline trail, One'ula Beach Park and the Kauhale cultural preserve.

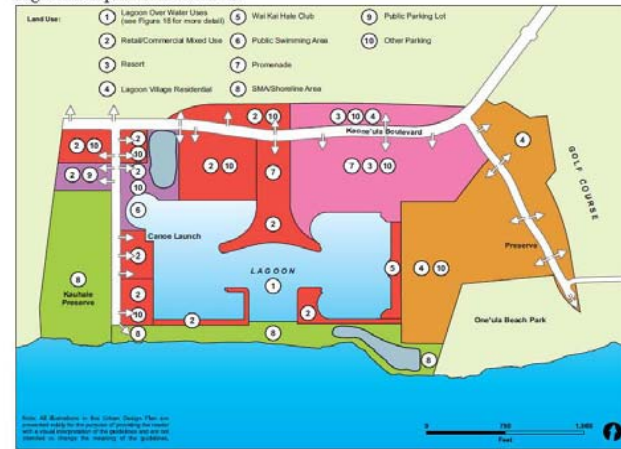
Within and immediately surrounding the lagoon will be facilities that will support a wide variety of marine and outdoor recreational activities, including swimming at the public swimming area,

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 DEPT OF PLANNING AND PERMITTING
 CITY & COUNTY OF HONOLULU

Ms. Kathy S. Sokugawa
November 1, 2017
Page 2

paddling and stand-up paddle boarding, canoeing and kayaking, and simply enjoying the water and waterfront views on and around the lagoon. The following figure provides an overview of the Lagoon Complex land uses:

Lagoon Complex Land Use Plan



II. 16 UA, Condition 1

16 UA, Condition 1, states:

- "1. Public Access and Revised Urban Design Plan. The proposed swimming cove adjacent to the lagoon shall be made available for use by the general public when completed. At least 150 parking stalls shall also be made available for use by the general public prior to issuance of the first certificate of occupancy for visitor units located within the Property and parking rates should be comparable to other City lots. The 150 parking stalls shall not be used to satisfy off-street parking required by the Land Use Ordinance ("LUO") except as follows: for development within the swimming cove and lagoon, the 150 parking stalls may be used only to satisfy off-street parking required by the LUO for outdoor recreation facilities that are open to the public at no charge, as determined by the Director of the Department of Planning and Permitting (the "DPP"). The

swimming and parking areas shall be linked with a publicly accessible pedestrian pathway system that connects them together with the nearby nature preserve, shoreline areas around the lagoon, the natural shoreline, and One'ula Beach Park. In the interest of creating a safe and conducive place for recreational activities, the Declarant shall take steps to mitigate the lagoon's public access and safety issues. Such steps shall include but not be limited to working with DPP to implement the creation of boardwalks and shared walkways along the perimeter of the lagoon for safe public and emergency responder access. These items shall be incorporated into a revised Urban Design Plan, which the Declarant shall submit to DPP for review and approval prior to issuance of the first building permit for visitor units located within the Property."

The UDP update must cover: (a) the public swimming area; (b) public parking; (c) public pedestrian pathway system; and (d) lagoon public access control. Haseko proposes the following guidelines and requests your confirmation and approval that these guidelines comply with the 16 UA, Condition 1.

A. Public Swimming Area

A public swimming area will be constructed within portions of the IMX-1 and P-2 districts located at the northwest corner of the lagoon to provide a unique recreational amenity not available elsewhere. Conceptually, the public swimming area will have a sandy area (i.e., area above the normal water line) and swimming area with a combined total area exceeding one acre that will provide opportunities for sunbathing as well as swimming in calm, shallow waters. To ensure that the water quality within the public swimming area remains at a high level, the water in the swimming area will be physically isolated from the water in the lagoon. Shower and restroom facilities will be constructed adjacent to the public swimming area. In addition, paid parking, open to the public, will be provided nearby which will facilitate access to the swimming area. The swimming area will be connected to the public parking area by publicly accessible pedestrian pathways. It will also be connected to the pedestrian pathway system that will facilitate public access to the lagoon, the natural shoreline, One'ula Beach Park and the Kauhale Preserve. The general location of the public swimming area is depicted in the Lagoon Complex Land Use Plan above, labeled ⑥.

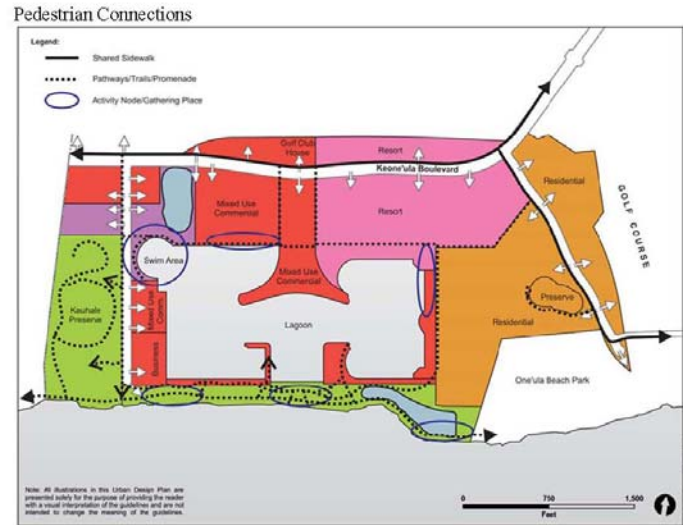
B. Public Parking

To support the City's vision for the lagoon as a focal point of an integrated, mixed-use waterfront recreational destination that encourages pedestrian access, parking will be centralized away from the lagoon's edge to encourage pedestrian access and maintain the lagoon's recreational character. For uses within the lagoon waterway and for uses makai of the lagoon closer to the shoreline, parking may be provided on a separate lot of record within the Project through a joint development agreement with the Project's commercial and resort areas.

As required by the 16 UA, Condition 1, a paid public parking lot with a minimum of 150 parking stalls will be made available to the general public using the public swimming area and the other outdoor recreational amenities that may be made available to the general public. The general location of the public parking lot is depicted on the Lagoon Complex Land Use Plan above, labeled ⑦.

C. Public Pedestrian Pathway System

The Project amenities for public and pedestrian access in the lagoon-focused Project are very consistent in size and scope to what was planned for the marina and reflected in the 2008 UDP. The open public spaces around the lagoon will provide a series of activity nodes and gathering places providing opportunities for an array of diverse activities, inviting not only to persons interested in watercraft and ocean recreation, but also drawing people there for cultural and community gatherings. The following figure provides an overview of the concept for the public pedestrian pathway system at the Lagoon Complex:



Public access around the lagoon was originally envisioned to be provided by a jogging path with a few turn-outs for resting and viewing the lagoon. Mindful, however, of the theme of creating gathering places and given the growing interest in local history, culture and resources, the vision of the promenade has evolved to a vibrant place of activity and learning. Envisioned are

activities that appeal to young and old, such as sidewalk artist stations, market displays, food vendors, water spout features for kids to play in, and educational signs and kiosks featuring 'Ewa's prehistory and history, coastal and maritime matters, and Native Hawaiian culture and natural resources.

The Lagoon Complex pedestrian pathways, trails and promenade will provide residents and visitors with opportunities for quiet walks during the day and evening along the lagoon and down to the shoreline. Those portions near the lagoon's more mixed-use mauka edge will offer opportunities to experience the Project's resort and commercial amenities, while those portions near the makai edge will also provide interaction with less intensive commercial and recreational amenities closer to the natural shoreline.

Connections to the adjacent Kauhale Preserve, One'ula Beach Park and the existing lateral shoreline trail will also be available. Improvements within the shoreline area between the lagoon and the natural shoreline and the Kauhale Preserve will provide expanded opportunities for public appreciation and enjoyment of the coastal environment, accommodate the facility needs of an ever-increasing number of recreational users, and preserve and steward the natural and cultural resources that exist along the shoreline.

The public will have uninterrupted lateral access along the shoreline over the existing Honouliuli-One'ula Shoreline Trail (the "Shoreline Trail"). A portion of the Shoreline Trail is located on Project lands mauka of the certified shoreline and a portion of the trail is located makai of the certified shoreline and is under State jurisdiction. The Shoreline Trail will be open to the public for ocean recreational activities consistent with State rules for access to the State portion of the Shoreline Trail.

The width and surface treatment for the pedestrian pathways, trails, and promenades will vary depending on adjacent land uses, the anticipated frequency and type of pedestrian use, and safety considerations. For example, the walkway may be approximately 12 feet wide along the lagoon waterway within certain areas of the BMX-3 and resort districts where the most intensive pedestrian use is anticipated. Other portions may have narrower dimensions and move away from the water's edge in some locations. Railings, 36 to 42 inches in height, may be installed adjacent to the lagoon water's edge where needed for safety and security purposes. A series of observation features offering varied views of lagoon activities and the shoreline area may range from benches and other street furniture to viewing pavilions at varied locations along the promenade. Emergency responders will have vehicular access to the shoreline from Waipana Street along the western side of the lagoon across the entire area makai of the lagoon to the planned lake along the southeast corner of the lagoon.

D. Lagoon Public Access Control

DPP has previously approved an "Access Control Plan" for the Lagoon Complex in an August 26, 2016 letter. See **Attachment 1**. Since there will be uses in and around the lagoon that are not specifically addressed in the building code, the following standards articulated in the

DPP-approved "Access Control Plan" will serve as non-exclusive guidelines for the design and approval of appropriate controls:

1. In areas where the lagoon frontage is actively managed by an ongoing operation such as the Wai Kai Hale Club or a future restaurant/business, a security fence along the non-frontage boundaries of the property with a minimum height of 4 feet with proper safety signage shall be installed.
2. In areas where resort operations are ongoing, current DPP/LUO exemptions for hotels accessory recreational and other uses and services would apply, e.g., swimming pools, etc.
3. Where the trail/walkway is 20 feet or further from the lagoon top of bank, landscaping will be installed with appropriate signage to indicate an edge.
4. Where the trail/walkway is closer than 20 feet to the lagoon top of bank and the elevation change to the water is less than 30 inches, a 42 inch-high railing with horizontal or vertical pickets 12 inches on center will be installed.
5. Where the trail/walkway is closer than 20 feet to the lagoon top of bank and the elevation change to the water is greater than 30 inches, a 42 inch-high railing system with horizontal or vertical pickets 4 inches on center will be installed.
6. Where there is a drainage flowage easement to and/or from the lagoon, a railing system with horizontal pickets 12 inches on center shall be designed and implemented to ensure uninterrupted drainage flow.
7. At access points for ingress/egress to the lagoon for launching and recovering watercraft, gates or controls with a minimum height of 4 feet will be designed to provide appropriate safe access.
8. For commercial and retail areas along the lagoon with elements that may "overhang" the lagoon, specific access controls will, to the extent reasonably possible, reflect the standards described here unless otherwise determined in the design and building permit process.
9. Where there is a sandy, beach-like area along the lagoon, controlled access and signage will be implemented as appropriate.

III. 93 UA, Condition 2

93 UA, Condition 2 states:

- "2. Prior to submitting applications for subdivision or grading permits for any portion of Ewa Marina, the Declarant shall submit an Urban Design Plan for the Project to the Department of Land Utilization for review and

approval. The Urban Design Plan shall, at a minimum, include guidelines to be followed in the design of the Project and address the issues of parks, treatment of archaeological sites approved for preservation, setbacks, bulk, orientation of structures, pedestrian access and pedestrian path systems including the public beach access referenced in Paragraph 25 below.

The Urban Design Plan shall give special attention to the relationship of the Ewa Marina project to the existing Ewa Beach community, including but not limited to the relationship to Fort Weaver Road and the commercial districts of Ewa Beach, the placement of major parks and other public facilities to maximize benefit to both future and existing communities and shall recognize that the conveyance by the Declarant of the "Adjacent Land" (as defined in Paragraph 7 below) to the City as open space including a public park (which may include customary beach park accessory facilities such as restrooms, pavilion, etc.) is in furtherance of the guidelines set forth in the Ewa Development Plan, Special Provisions for Ewa Marina".

Condition 2, requires the UDP update to describe the urban form guidelines that will exist alongside the LUO to guide the Project's development.

A. General Urban Form Guidelines

Most of the general guidelines called for in Condition 2 (e.g. for parks, archaeological sites, pedestrian access, setbacks, bulk, orientation, etc.) were covered in the UDPs approved in 1994 and 2008. In addition, the Project's compliance with 93 UA, Condition 2 was confirmed by DPP in a letter dated June 15, 2015 (see **Attachment 2**). Moreover, Haseko submits annual 93 UA status reports for the Project that document our ongoing compliance. As mentioned above, if a guideline is not affected by the change to the lagoon, it will be essentially unchanged in the UDP update and we are not addressing those urban form guidelines here.

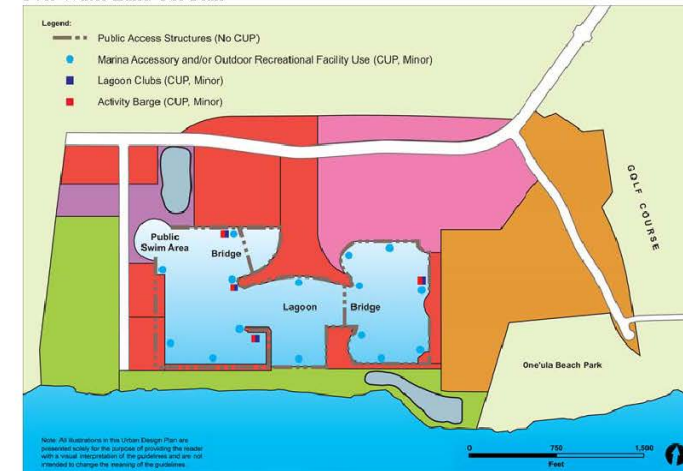
B. Lagoon Urban Form Guidelines

Condition 2 is the mechanism whereby the UDP update is to describe urban form guidelines that are unique to the Project and that are necessary to achieve the Project's vision. In the 1994 and 2008 UDPs, these types of guidelines mostly involved the marina. The update involves the lagoon.

As envisioned by the Ewa DP, the lagoon waterfront is to be a major waterfront mixed-use recreational resource, visual amenity and economic generator. See Ewa DP, Sec. 3.8.1. It calls for the Lagoon Complex to include resort, commercial and residential uses, while also focusing on recreational water activities and providing substantial public and pedestrian access to the lagoon waterfront and the shoreline. *Id.* The Project will require the building of various

structures within or extending into the P-2 zoned water of the lagoon. The following figure provides an overview of these "over water" uses:

Over Water Land Use Plan



Since these "over water" uses are important for the Lagoon Complex but are not the typical P-2 uses contemplated and addressed by the LUO, in accordance with 93 UA, Condition 2, Haseko proposes the following four Lagoon Complex urban form guidelines for confirmation and approval and inclusion in the UDP update. As with all concepts, principles and guidelines in the UDP update, these guidelines will exist alongside the LUO in governing the Project's overall development. They grow out of our various meetings and discussions with DPP regarding the lagoon and the UDP update, particularly the two-day charrette in February 2017.

1. Lagoon Uses – Marina Accessory/Outdoor Recreational Facilities

The types of structures intended for the lagoon will include recreational clubs, barges and other structures that will be centers for lagoon recreational activities, providing rental, launching and mooring points for watercraft; recreational instruction; stops for lagoon ferries and/or water taxis; and special event and activity hubs for families and water sports enthusiasts enjoying the lagoon. These structures may also provide food and refreshment areas for lagoon users and limited retail (such as watercraft rentals, water taxi ticket sales and sundries). Since these uses may not clearly fit within the LUO's use definitions, Haseko is requesting DPP's confirmation and approval of the following guidelines related to the LUO classification of lagoon uses:

- a. That uses in the P-2 zoned lagoon which can be classified under the LUO as marina accessory and/or outdoor recreational facility uses (e.g. lagoon clubs or activity barges) are permitted uses in P-2 subject to approval of a conditional use (minor) permit.
- b. That retail, food and beverage and recreational facilities that are part of a marina accessory and/or outdoor recreational use (e.g. a marina or lagoon club) and that extend from the land side and overhang the lagoon may be permitted in the P-2 district as accessory to marina and/or outdoor recreational facility use permitted under an approved CUP minor permit. Such facilities are to be related to the approved marina accessory and/or outdoor recreational use and shall not be considered as stand-alone food and beverage facilities.

2. Lagoon Uses – Public Access Structures

The Project requires the construction of various structures that are designed to facilitate pedestrian access and movement around the lagoon and/or passive viewing or enjoyment of the lagoon, such as bridges, piers, pathways, overlook features, covered pavilions and other structures that extend into or “overhang” the lagoon waterway. Haseko is requesting confirmation and approval that these structures are of a sufficient public nature to be considered “public uses and structures” under the lagoon’s P-2 zoning.

3. Height Limits for Lagoon Structures

Since the LUO does not directly address how building heights will be measured for structures built over or within the lagoon, Haseko proposes the following guidelines for DPP’s confirmation and approval:

- a) That height for structures that require a building permit shall be governed by the underlying zoning district. The structure’s height shall be measured in one of two ways from one of the following (whichever is higher):
 - 1) From an elevation of 14 feet mean sea level (msl); or
 - 2) From the top of bank elevation of the lowest fast lands adjacent to the overhanging structures being measured.

The elevation of 14 feet msl is based on the 100-year flood elevation of 9 feet msl, per City drainage standards and the approved Ocean Pointe Drainage Master Plan dated September 2016, plus a safety allowance of 5 feet.

- b) Height limits for structures not governed by the LUO (e.g. bridges and “floating” structures such as activity barges) shall be 25’ as measured from the adjacent top

of bank height, or if it is moveable, the measurement shall be from the adjacent top of bank height where the movable structure is typically moored or anchored.

4. Lagoon Setback

The 2008 UDP included marina-related setbacks. With the Lagoon Complex being the focus, DPP previously approved Haseko’s request that setbacks around the lagoon waterfront be based on the LUO requirements for the underlying zoning district (*see* January 27, 2017 letter, **Attachment 3**). With many of the lagoon uses (as described above) crossing property and zoning lines to extend into the lagoon waterway, Haseko is requesting confirmation and approval of the following additional setback-related guideline:

That underlying yard requirements shall not apply to structures whose function and purpose preclude application of a setback. Such structures include, among other structures, piers, ramps, bridges, pathways, etc. For example, for structures within the P-2 zoned lagoon waterway and within zoning districts immediately adjoining the P-2 zoned lagoon waterway, no minimum yard setback will be required for such common uses located within the yards of both adjoining zoning districts along their common zoning boundary lines provided that the development of uses involving such adjoining zoning lots are consistent with the UDP and/or CUP governing such uses.

Since the rezoning was completed last year, Haseko has been proceeding with development of the retail area and other components of the lagoon mixed-use area. Therefore, Haseko respectfully requests DPP confirmation and approval that the proposed UDP update urban form guidelines discussed herein comply with 16 UA, Condition 1, and 93 UA, Condition 2.

Again, we appreciate the DPP’s guidance through this update process, and look forward to your favorable response.

Sincerely,



Raymond S. Kanna
Executive Vice President

Attachments

1. DPP 8/26/2016 Access Control Plan approval letter, t/w RMTC’s 7/22/2016 request
2. DPP 6/15/2015 93 UA, Condition 2, compliance confirmation letter
3. DPP 1/27/2017 lagoon setbacks approval letter, t/w Haseko’s 11/17/2016 request

DEPARTMENT OF PLANNING AND PERMITTING
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 7TH FLOOR • HONOLULU, HAWAII 96813
PHONE (808) 768-8000 • FAX (808) 768-6041
DEPT WEB SITE: www.honolulu.gov • CITY WEB SITE: www.honolulu.gov

KIRK CALDWELL
MAYOR



August 26, 2016

GEORGE I. ATTA, FAICP
DIRECTOR

ARTHUR D. CHALLACOMBE
DEPUTY DIRECTOR

2016/ELOG-2274
B16-176 (TH)

Mr. David K. Tanoue
Vice President
R. M. Towill Corporation
2024 North King Street, Suite 200
Honolulu, Hawaii 96819-3494

Dear Mr. Tanoue:

SUBJECT: Access Control Plan for Hoakalei Lagoon
Ewa Beach, Oahu, Hawaii

This is in response to your letter dated July 22, 2016, concerning the above-subject matter.

The construction and building code requirements for the facilities surrounding the Hoakalei Lagoon will be administered through the building permit process. We concur that there will be portions of the proposed outdoor recreation facilities that are not specifically addressed in the current building code regarding access to the lagoon. In those situations, the Department of Planning and Permitting approves the standard details proposed in your Access Control Plan. These standards for the proposed Access Control Plan will also be documented through the building permit process.

Should you have any questions, please contact Timothy Hiu of the Building Division at telephone 768-8120.

Very truly yours,

George I. Atta, FAICP
Director

ATTACHMENT 1
Page 1 of 3

2024 North King Street
Suite 200
Honolulu, Hawaii 96819-3494
Telephone 808 842 1133
Fax 808 842 1937
eMail rmtowill@rmtowill.com



R. M. TOWILL CORPORATION
SINCE 1930

Planning
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Environmental Services
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July 22, 2016

Mr. George Atta
Director
Department of Planning and Permitting
650 South King Street, 7th Floor
Honolulu, Hawaii 96813

ATTN: Mr. Tim Hiu, Chief of Building Safety

Dear Mr. Atta:

Access Control Plan for Hoakalei Lagoon
Ewa Beach, Oahu, Hawaii

In regards to the Hoakalei Lagoon, we kindly request your advice and suggestions, as well as concurrence, as to how we may deal with implementing reasonable precautions relating to access. We contend that the lagoon does not meet any of the current criteria under the International Building Code (IBC) inasmuch that: 1) It is private waters not open to the general public; 2) Its intended use is for recreational non-motorized watercrafts; and 3) Swimming, if any, is restricted to specific organized events or activities.

Haseko has implemented a set of safety rules as to the use of the lagoon by recreational users as recommended by Mr. Ralph Goto, former head of water safety at the City & County of Honolulu, some of which are being modified as part of the ongoing zone change process. We are now in the process of developing an access control plan for the surrounding land parcels to ensure proper management and use of the lagoon.

Since the IBC does not directly address the current situation, we are requesting approval of the following reasonable standards for our planning and design efforts:

- 1.) In areas where the lagoon frontage is actively managed by an ongoing operation such as our Wai Kai Hale Club or a future restaurant/business, a security fence along the non-frontage boundaries of the property with a minimum height of 4 feet along with proper safety signage shall be installed.

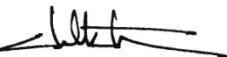
ATTACHMENT 1
Page 2 of 3

Mr. George Atta
July 22, 2016
Page 2

- 2.) In areas where resort operations are ongoing, we feel that the current exemptions for hotels would apply.
- 3.) Access to public areas outside the lagoon is provided by a network of trails and walkways. We propose the following standards around the lagoon:
 - a.) Where the trail/walkway is 20 feet or further from the top of bank of the lagoon, we would place landscape indicating an edge with appropriate signage.
 - b.) Where the trail/walkway is closer than 20 feet to the top of bank of the lagoon and the elevation change to the water is less than 30 inches we would install a railing system of 42" high with horizontal or vertical pickets 12" on center.
 - c.) Where the trail/walkway is closer than 20 feet to the top of bank of the lagoon and the elevation change to the water is greater than 30 inches we would install a railing system of 42" high with horizontal or vertical pickets 4" on center.
- 4.) Where there is a drainage flowage easement to and/or from the lagoon, we would have a railing system with horizontal pickets 12" on center conditioned upon acceptability from our engineers and DPP which does not interrupt the drainage flow.
- 5.) Where we have access points for ingress/egress along the lagoon for the purposes of launching and recovering watercraft, we will have some form of gates or controls with a minimum height of 4 feet. We are seeking advice from water safety experts as to the design.
- 6.) The retail center has specialty uses along the lagoon and will require specific building permits. Accordingly, we will leave the specific access controls along the lagoon frontage to the permit process but the standard we specify herein will apply unless otherwise determined by the permit process.
- 7.) Where a parcel holder may choose to create a sandy, beach-like area along the lagoon, we would require controlled access and signage as specified herein.
- 8.) In addition to the above-mentioned measures, private monitoring of the areas around the lagoon is planned.

Should you have any questions, please do not hesitate to contact our office. Thank you for your consideration and continued assistance.

Very truly yours,



David K. Tanoue
Vice President

cc: Mr. Raymond Kanna, Executive Vice President – Haseko (Ewa), Inc.

ATTACHMENT 1
Page 3 of 3

DEPARTMENT OF PLANNING AND PERMITTING
CITY AND COUNTY OF HONOLULU
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KIRK CALDWELL
MAYOR



GEORGE I. ATTA, FAICP
DIRECTOR
ARTHUR D. CHALLACOMBE
DEPUTY DIRECTOR

2015/ELOG-1137(as)
92/z-15

June 15, 2015

Mr. Raymond Kanna
Executive Vice President
Haseko (Ewa), Inc.
91-1001 Kaimalie Street, Suite 205
Ewa Beach, Hawaii 96706-6250

Dear Mr. Kanna:

Thank you for your letter dated February 18, 2015, regarding Haseko's compliance with the Unilateral Agreement (UA) conditions attached to Ordinance 93-94 for Ocean Pointe - Hoakalei. You request confirmation that the project is in compliance with 8 out of the 35 Conditions in the UA.

The Department of Planning and Permitting (DPP) confirms the following conditions have been fulfilled and therefore, the project is released from these conditions.

Condition 6. Child Care Facility.

This condition has been met. Haseko has conveyed the land on January 19, 2007 and contributed \$200,000.00 in September 29, 2009 for a child care facility (Seagull Schools).

Condition 8. Oneula Beach Park.

This condition has been met. Haseko has spent a minimum of \$2,000,000.00 on the Oneula Beach Park improvements, including the construction of the access road, which was completed in 2013. The kiawe forest has also been cleared at a cost of more than \$250,000.00.

Condition 13. Park Dedication.

This condition has been met. Haseko has gifted to the City a public district park under Resolution 14-272, CD-1, approved by the City Council on December 10, 2014. Under this resolution, the City Council's acceptance of the park and recreation improvements as part of the park dedication, meet the requirements of Condition 13 of the UA.

Condition 19. Public School Facility.

This condition has been met. Haseko has dedicated approximately 12 acres of land on April 28, 2005 towards the development of a public school facility (Keoneula Elementary School).

ATTACHMENT 2
Page 1 of 3

Mr. Raymond Kanna
June 15, 2015
Page 2

Condition 26. Community Foundation.

This condition has been met. Haseko has donated a total of \$2,005,000.00 since July 1, 2013 towards the Ewa Beach Community Fund

Condition 28. Fire Station.

This condition has been met. Haseko has dedicated land to the City on May 7, 2008 for a fire station and the Honolulu Fire Department has confirmed on March 9, 2009 that Haseko provided the personal watercraft for the Ocean Pointe Fire station .

Condition 30. Pre-Employment Training Program.

This condition has been met. Haseko has contributed a total of \$500,000.00 between 2004 through 2008 to the Haseko Training fund.

Condition 31. School Grants.

This condition has been met. Haseko has provided \$50,000.00 per year for three years to five public schools in the Ewa Beach area, totalling \$150,400.00.

The DPP also concurs that the project is in compliance with the following applicable UA Conditions which are ongoing or have not yet been triggered:

- Condition 1. Pedestrian Pathway from Oneula Beach Park
- Condition 2. Urban Design Plan
- Condition 3. Maximum Residential and Visitor Accommodation Development
- Condition 4. Affordable Housing Program
- Condition 5. Golf Course Compliance with Department of Health Standards and Guidelines
- Condition 7. Oneula Beach Park Expansion
- Condition 9. Kalo Gulch Watershed Flood Control Plan
- Condition 10. Sewer Master Plan
- Condition 11. Non-standard Private Service Lanes
- Condition 12. Barbers Point Sewer Outfall Easement
- Condition 14. Roadway Master Plan
- Condition 15. Civil Defense Sirens
- Condition 16. Water Master Plan
- Condition 17. Waste Reduction Strategies
- Condition 18. Noise Regulations
- Condition 20. Ewa Highway Master Plan
- Condition 21. Archaeological Resources
- Condition 22. Notice of Ownership Change
- Condition 23. Marina Construction and Operation of Best Management Practices
- Condition 24. Marina Facilities
- Condition 25. Conveyance of Land for Public Beach Access
- Condition 27. Dual Water System
- Condition 29. Marina Rules and Maintenance Responsibilities
- Condition 32. Obtain All Necessary Governmental Approvals
- Condition 33. Annual Reports
- Condition 34. Right to Submit Applications for Golf Courses
- Condition 35. Previous Zone Change Superseded

ATTACHMENT 2
Page 2 of 3

Mr. Raymond Kanna
June 15, 2015
Page 3

Should you have any questions, please contact Adrian Siu-Li at 768-8031 or Eugene Takahashi of our staff at 768-8035.

Very truly yours,



George I. Atta, FAICP
Director

GIA:bkg
1250855

ATTACHMENT 2
Page 3 of 3

DEPARTMENT OF PLANNING AND PERMITTING
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KIRK CALDWELL
MAYOR



KATHY K. SOKUGAWA
ACTING DIRECTOR
TIMOTHY F. T. HIU
ACTING DEPUTY DIRECTOR
2016/ELOG-3117(JD)

January 27, 2017

Mr. Raymond Kanna
Haseko Development, Inc.
91-1001 Kaimalie Street, Suite 205
Ewa Beach, Hawaii 96706

Dear Mr. Kanna

SUBJECT: Confirmation of Lagoon Setback
Ocean Pointe/Hoakalei Urban Design Plan
Tax Map Keys 9-1-134: 42, 54, and
Portions. 33, 35, 53 and 55

This is in response to your letter, received November 18, 2016, requesting confirmation of the required yards (setbacks) surrounding the lagoon. We affirm that the setbacks for the parcels surrounding the lagoon must conform to the standards of the underlying zoning district, as described in the Land Use Ordinance (LUO), but are not subject to shoreline setbacks. Therefore, the urban design plan may be updated to reflect this change.

When the City Council rezoned the Project area in 1993 with a reconfigured 120-acre marina basin (Ordinance 93-94), the marina's entrance channel breached the shoreline and allowed the marina to open to the ocean. In 1994, when the first urban design plan for the Project was completed, the DPP considered the marina edge to be an artificial shoreline. To be consistent with Revised Ordinances of Honolulu (ROH) Section 23-1.4 "Shoreline Setback Line", the DPP required a 40-foot setback for parcels along the marina waterway. Subsequently, the plans changed and the marina entrance, which connected the marina to the ocean, was abandoned. The change converted the marina to a lagoon. The lagoon is completely enclosed and does not have a connection to the ocean. Therefore, it is not considered an artificial shoreline. Since the lagoon will not breach the shoreline and connect to the ocean, the parcels surrounding the lagoon are subject to the yard requirements of the underlying zoning districts, pursuant to the LUO development standards.

Should you have any questions, please contact Jordan Dildy of our Zoning Regulations and Permits Branch at 768-8027 or by email at jdildy@honolulu.gov

Very truly yours,

FK: Kathy K. Sokugawa
Acting Director

ATTACHMENT 3
Page 1 of 5

November 17, 2016

Mr. Art Challacombe
Acting Director
Department of Planning and Permitting
City and County of Honolulu
650 South King Street 7th Floor
Honolulu, Hawaii 96813
Attn: Ms. Katia Balassiano

Re: Ocean Pointe/Hoakalei Urban Design Plan – Lagoon Setback

Dear Mr. Challacombe:

Thank you for meeting with us on November 15th. With rezoning done¹, we look forward to working with DPP on the update of the Ocean Pointe/Hoakalei Urban Design Plan approved in 2008 (UDP). As agreed, this letter is to confirm our discussion that the UDP update will reflect setbacks for parcels around the lagoon in conformance with the standards of the Land Use Ordinance (LUO).

UDP Setback

The UDP generally requires a 40' setback along the marina waterway. As we discussed, updating the UDP to instead conform to the underlying zoning setbacks will be consistent with the shift from a marina focused project to a lagoon focused project.

The City Council rezoned the project in 1993 with a reconfigured 120-acre marina basin. The marina's entrance channel breached the shoreline and the marina basin was open to the ocean, interrupting lateral access along the shoreline. To mitigate this interruption, lateral access was instead provided around the marina basin, effectively extending the natural shoreline inland to the basin's northernmost boundary. Recognizing this, rather than establishing the revised SMA parallel to the natural shoreline, the City Council amended the SMA boundary to follow the outline of the marina basin.² When the UDP was first completed in 1994, DPP considered the marina edge to be "artificial" shoreline and generally set a 40' setback around the marina, similar to the setback that would be imposed along the natural shoreline.³

¹ Ordinance 16-27.
² Ordinance 94-63.
³ See ROH § 23-1.4.

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ATTACHMENT 3
Page 2 of 5

The lagoon neither requires nor includes any connection to the ocean. It is completely enclosed and physically isolated, with no surface connection to the ocean and no direct inter-mixing with ocean waters. A barrier of fast lands 225-270 feet wide separates the lagoon from the ocean, thereby allowing uninterrupted lateral access along the shoreline from White Plains Beach to One'ula Beach Park. The City Council therefore recently amended the project's SMA boundary to completely exclude the basin.⁴ As a result, the lagoon is not considered an "artificial" shoreline and the UDP marina setback is no longer necessary, making the UDP's conformance with the underlying LUO setback standards for parcels around the lagoon appropriate.

Such conformance would also help foster the implementation of the project's vision. Unlike the marina, which focused on boating-related activities, the lagoon's success relies on engaging a much broader population. The mixed-use area around the lagoon will be designed to allow direct recreational engagement between uses within the lagoon and uses on the land side edge. Users will be encouraged to directly experience the water through a variety of activities that extend into the water. This is consistent with the long-standing vision for the project as a mixed-use waterfront destination. That vision will be enhanced by locating uses closer to the lagoon's edge, rather than distancing them with a large setback. The current 40-foot UDP setback is not consistent with this. Therefore, the setback lines along the lagoon should be set as it would for any other project regulated by the LUO – by the underlying zoning of the parcels around the lagoon.

Compliance With UA

A. UA 93-94

The UDP update, and any guidelines approved by DPP as part of that process (including the UDP setback guideline in this letter), will comply with UA 93-94. DPP acknowledged, in conjunction with the rezoning, that the project would comply with all UA 93-94 conditions after rezoning (including the UDP). Haseko will continue to comply with all UA 93-94 conditions.

B. UA 16-27, Condition 1

The UDP update will comply with UA 16-27 Condition 1, which requires the project to provide public access to the private swimming cove and public parking, a pedestrian pathway system and access controls along the lagoon.⁵ See Attachment 1. We expect to be discussing how this condition will be included in the UDP update at our meeting on November 22nd. Briefly, we note that pedestrian access with the lagoon will be similar to what was planned with the marina. Now that the shoreline will not be breached, the public will have uninterrupted access to the shoreline from White Plains Beach to One'ula Beach Park. In addition to the shoreline trail, the project will provide public access around the entire lagoon and Kauhale Preserve.

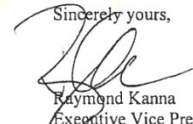
⁴ Ordinance 16-28.

⁵ Ordinance 16-27.

As you know, the rezoning took much longer than anticipated. With its completion, we are now turning to the UDP update. However, as we discussed, the UDP update will take time and will require us to discuss various conceptual issues with DPP. Since we have projects that will be submitted to DPP in the meantime (like the Wai Kai Hale Club), your confirmation of our discussion and agreement as stated above – that setbacks for parcels around the lagoon shall conform to the standards of the LUO – would be greatly appreciated.

We look forward to your written confirmation and to seeing you on November 22nd.

Sincerely yours,



Raymond Kanna
Executive Vice President

Enclosures:

Attachment 1: UA 16-27, Condition 1

Excerpt - Condition 1 of Ordinance 16-27 Amended and Restated Unilateral Agreement and Declaration for Conditional Zoning, dated October 3, 2016, recorded as Regular System Document No. A-61200700

DEPARTMENT OF PLANNING AND PERMITTING
CITY AND COUNTY OF HONOLULU
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KIRK CALDWELL
MAYOR



KATHY K. SOKUGAWA
ACTING DIRECTOR

TIMOTHY F. T. HIU
DEPUTY DIRECTOR

2017/ELOG-2348
2015/Z-1

November 29, 2017

1. Public Access and Revised Urban Design Plan. The proposed swimming cove adjacent to the lagoon shall be made available for use by the general public when completed. At least 150 parking stalls shall also be made available for use by the general public prior to issuance of the first certificate of occupancy for visitor units located within the Property and parking rates should be comparable to other City lots. The 150 parking stalls shall not be used to satisfy off-street parking required by the Land Use Ordinance ("LUO") except as follows: for development within the swimming cove and lagoon, the 150 parking stalls may be used only to satisfy off-street parking required by the LUO for outdoor recreation facilities that are open to the public at no charge, as determined by the Director of the Department of Planning and Permitting (the "DPP"). The swimming and parking areas shall be linked with a publicly accessible pedestrian pathway system that connects them together with the nearby nature preserve, shoreline areas around the lagoon, the natural shoreline, and Oneula Beach Park. In the interest of creating a safe and conducive place for recreational activities, the Declarant shall take steps to mitigate the lagoon's public access and safety issues. Such steps shall include but not be limited to working with DPP to implement the creation of boardwalks and shared walkways along the perimeter of the lagoon for safe public and emergency responder access. These items shall be incorporated into a revised Urban Design Plan, which the Declarant shall submit to DPP for review and approval prior to issuance of the first building permit for visitor units located within the Property.

Mr. Raymond S. Kanna
Executive Vice President
Haseko (Ewa), Inc.
91-1001 Kaimalie Street, Suite 205
Ewa Beach, Hawaii 96706-6250

Dear Mr. Kanna:

This is in response to your letter dated November 1, 2017, requesting confirmation of compliance with Ordinance 16-27, Unilateral Agreement (UA), Condition 1. We have reviewed the proposed Hoakalei public access and urban design guidelines and have determined that the proposal is acceptable. The proposal is consistent with the representation made to the City and the intent of the UA condition. This proposal would need to be incorporated into the revised Urban Design Plan and submitted to the Department of Planning and Permitting for approval.

Should you have any questions, please contact Eugene Takahashi, of our staff, at 768-8035.

Very truly yours,

Kathy K. Sokugawa
Acting Director

KKS:js

cc: ~~Angela Fong, Esq.~~

Appendix B

Plant Materials List

Trees

*endemic | +indigenous | ~foliar salt tolerant

Botanical Name	Common Name
<i>Dodonaea viscosa</i> Jacq.	'A'ali'i ⁺
<i>Bauhinia blakeana</i>	Hong Kong Orchid
<i>Bucida buceras</i>	Geometry Tree
<i>Callistemon viminalis</i>	Bottlebrush
<i>Calophyllum inophyllum</i>	True Kamani
<i>Cassia javanica x fistula</i>	Rainbow Shower
<i>Cassia species</i>	Shower Trees
<i>Casuarina equisetifolia</i>	Ironwood
<i>Chrysophyllum pruniferum</i>	Satin Leaf
<i>Clusia rosea</i>	Autograph Tree [~]
<i>Coccoloba uvifera</i>	Seagrape [~]
<i>Conocarpus erecta</i>	Buttonwood [~]
<i>Conocarpus erecta sericeus</i>	Silver Buttonwood [~]
<i>Cordia subcordata</i>	Kou ⁺
<i>Delonix regia</i>	Royal Poinciana
<i>Guettarda speciosa</i>	Wut
<i>Psydrax odorata</i>	Alahe'e ⁺
<i>Guaiacum officinale</i>	Lignum Vitae
<i>Harpullia pendula</i>	Tulipwood
<i>Michelia alba</i>	Pak Lan
<i>Ficus retusa</i>	Chinese Banyan
<i>Filicium decipiens</i>	Fern Tree
<i>Grevillea robusta</i>	Silk Oak

'A'ali'i



Photo by Forest & Kim Starr

Indigenous to all the main Hawaiian islands except Kaho'olawe, 'A'ali'i inhabits a wide range of habitats from sea level to nearly 8,000 feet elevation, including lava fields, exposed ridge crests, dry, semi-dry areas to wet forests. Hawaiians used the wood for house posts, tools, and weapons such as spears. Its leaves, fruit and flowers were used for medicine, dye & lei.

Trees

*endemic |⁺indigenous | [~]foliar salt tolerant

Botanical Name	Common Name
<i>Hernandia sonora</i>	Jack-in-the-Box or Lantern Tree
<i>Hibiscus tiliaceus</i>	Hau ⁺
<i>Melaleuca quinquenervia</i>	Paperbark Tree
<i>Messerschmidia argenta</i>	Beach Heliotrope [~]
<i>Metrosideros polymorpha</i>	‘Ohi‘a Lehua*
<i>Mimusops caffra</i>	Elengi
<i>Noronhia emarginata</i>	Madagascar Olive [~]
<i>Ochrosia oppositifolia</i>	Ochrosia
<i>Olea europaea</i>	Olive Tree
<i>Pandanus tectorius /odoratissimus</i>	Hala ^{+~}
<i>Pandanus o. variegata</i>	Variegated Hala [~]
<i>Parkinsonia aculeata</i>	Jerusalem Thorn
<i>Pithecellobium dulce</i>	Opiuma
<i>Plumeria</i> species	Plumeria - Varieties
<i>Pongamia pinnata</i> (aka <i>Milletia Pinnata</i>)	Pongamia
<i>Prosopis pallida</i>	Kiawe
<i>Samanea saman</i>	Monkeypod Tree
<i>Scaevola taccada</i>	Fiji Tree Naupaka ⁺
<i>Spathodea campanulata</i>	African Tulip
<i>Tabebuia aurea</i>	Silver Trumpet Tree
<i>Tabebuia donnell-smithii</i>	Gold Tree
<i>Terminalia catappa</i>	False Kamani
<i>Thespesia populnea</i>	Milo ⁺
<i>Thevetia nerifolia</i>	Be-Still Tree
<i>Tabebuia banksii</i>	White Tecoma

‘Ohi‘a Lehua



The endemic ‘Ohi‘a Lehua grows in nearly every Hawaiian ecosystem, from dry lava flows to rain forests, from near sea level to 7,150 feet. It is highly variable in size, flower color, leaf size and shape. Hawaiians used the tree’s wood for house construction and canoe building. The flowers, buds and leaf buds were used in lei making and to decorate hula altars.

Trees

**endemic* | †*indigenous* | ~ *foliar salt tolerant*

Botanical Name	Common Name
	Allspice
	Banana
	Citrus - Varieties
	Dwarf Banana
	Dwarf Poinciana
	False Olive
	Italian Cypress
	Jaboticaba
	Jatropha
	Kalamona-Scrable Eggs
	Kou-Haole-Geiger Tree
	Mock Orange
	Papaya
	Pomegranate
	Pony Tail
	Puakenikeni
	Red Spurge
	Stemmadenia-Gardenia Tree
	Strawberry Guava
	Surinam Cherry
	Tecoma - Varieties

Hala



Hala is believed to be indigenous to Hawai'i, but early Polynesians may also have brought this plant with them to the islands. It grows in moist coastal locations and valley slopes to 2,000 feet. Hawaiians used the leaves for weaving mats, baskets, canoe sails and to thatch roofs. The flowers and ripe pineapple-like fruit are very fragrant, and were used medicinally.

Palms

*endemic | †indigenous | ~foliar salt tolerant

Botanical Name	Common Name
<i>Adonidia merrillii</i>	Manila Palm
<i>Chrysalidocarpus lutescens</i>	Areca Palm
<i>Cocos nucifera</i>	Niu (Coconut Palm)~
<i>Cycas circinalis</i>	Sago Palm
<i>Cycas revoluta</i>	Cycad Palm
<i>Livistonia chinensis</i>	Chinese Fan Palm
<i>Mascarena species</i>	Bottle Palm~
<i>Phoenix canariensis</i>	Canary Island Date Palm
<i>Phoenix dactylifera</i>	Date Palm~
<i>Phoenix reclinata</i>	Senegal Date Palm~
<i>Phoenix roebelenii</i>	Pygmy Date Palm~
<i>Pritchardia pacifica</i>	Fiji Fan Palm~
<i>Pritchardia sp.</i>	Loulu Fan Palm*
<i>Rhaphis excelsa</i>	Rhaphis Palm
<i>Roystonea elata</i>	Royal Palm
<i>Trachycarpus fortunei</i>	Windmill Palm
	Alexander Palm
	Alexandra Palm
	Cabada Palm
	Cardboard Palm
	Clustering Fishtail Palm
	Foxtail Palm
	Giant Bird of Paradise
	Joannis Palm
	Kentia Palm
	Licuala Palm

Nā'u



The Nā'u is endemic to Hawai'i's dry forest slopes on all the main islands except Kaua'i, but is extremely rare in the wild. The endangered plant looks great as a hedge or small tree. The white blossoms have a fragrance similar to the common gardenia. Hawaiians used the Nā'u as an anvil beating surface to make kapa, and also to make cloth dye.

Palms

*endemic | †indigenous | ~foliar salt tolerant

Botanical Name	Common Name
	MaCarthur Palm
	Montgomery Palm
	Old Man Palm
	Princess Palm
	Queen Palm
	Red Sealing Wax Palm
	Silver Palm
	Spindle Palm
	Thatch Palm
	Travelers Palm
	Triangle Palm

Shrubs

*endemic | †indigenous | ~foliar salt tolerant

Botanical Name	Common Name
<i>Abutilon menziesii</i>	Ko'oloa'ula (Red Ilima)*
<i>Acalypha wilkesiana</i>	Beefsteak Plant
<i>Acca sellowiana</i>	Pineapple Guava
<i>Achyranthes Splendens</i>	Kulu'i* ('Ewa Hinahina)
<i>Agapanthus africanus</i>	Lily of the Nile
<i>Agave</i> species	Century Plant
<i>Aloe vera</i> species	Aloe
<i>Alpinia</i> species	Ginger
<i>Antirrhinum majus</i>	Snapdragon~
<i>Bontia daphnoides</i>	Bonita

Loulu



Loulu are comprised of as many as 19 endemic species of *Pritchardia* in the Hawaiian Islands, with each island having at least one distinct species of Loulu. Its natural habitat ranges from the 100 foot elevation on Molokai to the wet mountain forests of the Ko'olau Mountain Range. Hawaiians used leaves for thatching, making hats and fans, and ate the unripe seeds.

Shrubs

*endemic | †indigenous | ~foliar salt tolerant

Botanical Name	Common Name
<i>Bougainvillea</i> species	Bougainvillea
<i>Carex Wahuensis</i>	O'ahu Sedge* ~
<i>Carissa macrocarpa</i>	Natal Plum
<i>Cestrum nocturnum</i>	Night Blooming Jasmine
<i>Chrysanthemum</i> species	Chrysanthemum
<i>Codiaeum variegatum</i>	Croton
<i>Cordyline terminalis</i>	Ti Plant
<i>Cortaderia selloana</i>	Pampass Grass~
<i>Crinum</i> species	Spider Lily
<i>Cuphea hyssopifolia</i>	False Heather
<i>Dianthus caryophyllus</i>	Carnation
<i>Dodenaea viscosa</i>	'A'ali'i†
<i>Dracaena marginata</i>	Money Tree
<i>Euphorbia splendens</i>	Crown of Thorns
<i>Gardenia brighamii</i>	Nā'u*
<i>Gardenia jasminoides</i>	Gardenia
<i>Gossypium tomentosum</i>	Ma'o (Hawaiian Cotton)
<i>Grevillea banksii</i>	Kahili Flower
<i>Hibiscus arnottianus</i>	Koki'o Ke'oke'o*
<i>Hibiscus brackenridgei</i>	Ma'o Hau Hele*
<i>Hibiscus clayii</i>	Koki'o 'Ula*
<i>Hibiscus st. johnianus</i>	Koki'o 'Ula 'Ula*
<i>Holmskioldia sanguinea</i>	Chinese Hat
<i>Ilex vomitoria</i>	Yaupon
<i>Ixora coccinea</i>	Ixora
<i>Kalanchoe</i> species	Kalanchoe

Ko'oloa'ula



Photo by Gerald D. Carr

The endemic ko'oloa'ula lives in the dry forests of Lāna'i, Maui, O'ahu and Hawai'i, and is also found in dry, steep, eroded valleys and slopes. On cultivated plants, flowering occurs year-round except during the hottest months. A very subtle, sweet fragrance is noticeable when enough flowers are gathered. Hawaiians used Ko'oloa'ula to make beautiful lei.

Shrubs

*endemic |⁺indigenous | ~foliar salt tolerant

Botanical Name	Common Name
<i>Lagerstroemia indica</i>	Crape myrtle
<i>Lantana camara</i>	Common Lantana
<i>Malpighia coccigera</i>	Singapore Holly
<i>Malvaviscus arborsus</i>	Turk's Cap~
<i>Myoporum sandwicense</i>	Naio ⁺ (Bastard Sandalwood)
<i>Morella cerifera</i>	Wax Myrtle
<i>Nerium oleander</i>	Oleander
<i>Nototrichium sandwicense</i>	Kulu'i*
<i>Pedilanthus tithymaloides</i>	Redbird Cactus (Slipper Flower)
<i>Pentas lanceolata</i>	Pentas
<i>Petunia x hybrida</i>	Petunia
<i>Philodendron</i> species	Philodendron
<i>Phormium tenax</i>	New Zealand Flax
<i>Pittosporum tobira</i>	Pitosporum
<i>Plumbago auriculata</i>	Plumbago
<i>Podocarpus</i> species	Podocarpus
<i>Raphiolepis indica</i>	Raphiolepis
<i>Rhamnus californica</i>	Coffeeberry
<i>Russelia equisetiformis</i>	Coral Plant
<i>Salvia</i> species	Sage~
<i>Scaevola frutescens</i>	Beach Naupaka ⁺
<i>Sesbania tomentosa</i>	Ohai ⁺
<i>Sida Fallax</i>	'Ilima*
<i>Strelitzia reginae</i>	Bird of Paradise
<i>Tetrapanax papyrifer</i>	Rice Paper Plant
<i>Triphasia trifolia</i>	Lime Berry

Koki'o ke'oke'o



Photo by Gerald D. Carr

The koki'o ke'oke'o is endemic to Hawai'i and subspecies *artottianus* is native to O'ahu. It grows at elevations of 390 to 2,500 feet in the Wai'anae and eastern Ko'olau mountains. Fiber from the plant was used for cordage, the bark was mixed with other ingredients and taken orally as a blood purifier and the buds were used as a mild laxative by early Hawaiians.

Shrubs

**endemic | †indigenous | ~foliar salt tolerant*

Botanical Name	Common Name
<i>Vinca minor</i>	Small/Big Leaf Periwinkle
<i>Vitex trifolia</i>	Beach Vitex
	Dusty Miller
	Firecracker Plant
	Geranium
	Heleconia – Varieties
	Hisbiscus – Varieties
	Jade Plant
	Pikake
	Spathiphyllum – Varieties
	Thai Dwarf Ixora
	Umbrella Plant
	Yellow Adler
	Century Plant
	Eranthamum Varieties
	Gardenia – Varieties
	Showboat
	Shrimp Plant
	Spider Plant
	Xanadu
	Eldorado
	Elephant Ear
	Kokutan
	Leea
	Lollipop Plant
	Mock Orange

Kupukupu



Photo by Forest & Kim Starr

This indigenous sword fern is fairly common on all of Hawai'i's main islands. Its sprawling stems spread out across the surface, but will also crawl up trees. Kupukupu's ability to climb and sprout symbolizes growth and knowledge, so Hawaiians used it to decorate hula alters to represent a place of learning. The fronds are also used for making lei.

Ground Covers

Botanical Name	Common Name
<i>Alternanthera</i> species	Blood Leaf
<i>Arachis pintoi</i>	Golden Glory
<i>Batis maritima</i>	‘Akulikuli Kai (Pickleweed)
<i>Carpobrotus edulis</i>	Hottentot Fig~
<i>Dianella sandwicensis</i>	‘Uki‘uki ⁺
<i>Gazania splendens</i>	Gazania
<i>Glottiphyllum depressum</i>	Marigold Fig
<i>Heteropogon contortus</i>	Pili Grass* ~
<i>Ipomoea pes-caprae</i>	Pōhuehue (Beach Morning Glory) ^{+~}
<i>Lantana montevidensis</i>	Weeping Lantana
<i>Lipochaeta lobata</i>	Nehe*
<i>Liriope spicata</i>	Liriope
<i>Lonicera japonica</i>	Japanese Honeysuckle
<i>Ophiopogon japonicum</i>	Mondo Grass
<i>Portulaca grandiflora</i>	Portulaca
<i>Pothos aureus</i>	Pothos Vine
<i>Rhoeo discolor</i>	Oyster Plant
<i>Sansevieria</i> species	Snake Plant
<i>Senecio confusus</i>	Mexican Flame Plant
<i>Sesuvium portulacastrum</i>	‘Ākulikuli ⁺
<i>Vitex rotundifolia</i>	Pohinahina ⁺
<i>Wikstroemia uva-ursi</i>	‘Akia*~
<i>Zebrina pendula</i>	Wandering Jew
	African Iris Agapanthus

Koki‘o ‘ula‘ula



The flower of the koki‘o ‘ula‘ula makes it the most striking of hibiscus. Endemic to the coastal valleys of northwestern Kau‘i, it is found between the 490 feet and 2,900 feet elevation. Hawaiians used the juice from the leaves and buds as a gentle laxative, the flowers as an astringent, and the root soothed the respiratory and digestive tracts.

Ground Covers

Botanical Name	Common Name
	Aloe Vera
	Asystasia
	Foxtail Asparagus Fern
	Hearts and Flowers
	Hemigraphis
	Impatiens – Varieties
	Ice Plant
	Joyweed
	Lillies – Varieties
	Marygolds
	Neomarica
	Pansies
	Ruellia
	Shore Juniper
	Society Garlic – Varieties
	Walking Iris

Vines

Botanical Name	Common Name
<i>Allamanda species</i>	Allamanda
<i>Capsis radicans</i>	Trumpet Vine
<i>Cassia bicapsularis</i>	Cassia Vine
<i>Cryptostegia grandiflora</i>	Indian Rubber Vine
<i>Ficus pumila</i>	Creeping Fig

‘Ilima



This endemic plant is found on all the major Hawaiian islands from sea level to 6,500 feet. The upright form inhabits moist, woodland habitats. The creeping groundcover form is called ‘ilima papa. Hawaiians would sand a coconut (niu) leaflet mid-rib to use as a needle to string together hundreds of the papery-thin blossoms into lei.

Vines

Botanical Name	Common Name
<i>Hylocereus undatus</i>	Night Blooming Cereus
<i>Ipomea</i> species	Morning Glory ⁺
<i>Jasminum multiflorum</i>	Downy Jasmine
<i>Pyrostegia ignea</i>	Huapala Vine
<i>Solandra guttata</i>	Cup of Gold
<i>Tecomaria capensis</i>	Cape Honeysuckle
<i>Wedelia trilobata</i>	Wedelia [~]
<i>Trachelospermum jasminoides</i>	Confederate jasmine
	Bleeding Heart Vine
	Cats Claw
	Cleodendrum Vine
	Galphimia
	Huapala
	Jasmine - Varieties
	Mandevilla – Varieties
	Monstera
	Orange Trumpet Vine
	Stephanotis
	Thunbergia

Bromeliads

Botanical Name	Common Name
	Varieties – Under 10' Spread

Naio



Naio ranges from a many-branched shrub to a small tree. It grows in shoreline vegetation up to an elevation of 7,700 feet. The indigenous plant's ¼" bell-shaped flowers are fragrant. Also called False Sandalwood because its fragrance is similar to true sandalwood. Hawaiians used Naio to build log frames for their thatched houses.

Ferns

Botanical name	Common Name
	Asparagus Fern
	Begonias – Varieties
	Birds Nest Fern
	Caladiums – Varieties
	Fishtail Fern
	Kangaroo Paw
<i>Nephrolepis exaltata</i>	Kupukupu ⁺
	Lacy Hare’s Foot Fern
<i>Polypodium phymatodes</i>	Laua’e Fern
	Narrow Sword Fern
	Orchids – Varieties
	Palapalai Fern
	Roses - Varieties
	Southern Maidenhair Fern

Pōhuehue



Pōhuehue is a hardy, indigenous vine found along sandy beaches above the high-water mark. Most of the flowers open in the morning, earning the Pōhuehue the common name “morning glory.” Hawaiians used the Pōhuehue vines to slap the ocean’s surface to chase fish into their nets, ate the roots/stems during famine, and used it to treat sprains.

Grasses

Botanical Name	Common Name
<i>Cynodon dactylon</i>	Common Bermuda Grass
<i>Cynodon hybrids</i>	Hybrid Bermuda Grass
<i>Paspalum vaginatum</i>	Seashore Paspalum~
<i>Stenotaphrum secundatum</i>	St. Augustine Grass
<i>Zoysia species</i>	Zoysia Grass – El Toro and Z-3
	Centipede
	Syngonium
	Walking Iris

Carex Wahuensis



Carex Wahuensis is a perennial native Hawaiian sedge with a striking yellow-green color, and no common name. Sedges have sharp edges with triangular stems, whereas grasses have flat stems. *Carex Wahuensis* is classified as a “Species of Concern” by the state, which means it could soon be considered a threatened or endangered species.