

3.2.2.4 Islandwide and Regional Parks

- Develop a major park within Kalaeloa that provides beach-oriented recreation and support facilities near the shoreline, other active recreation facilities in *mauka* areas, and preserves for cultural and archaeological resources and for wildlife habitats such as wetlands and endangered plant colonies.
- Provide facilities for tent and cabin camping within the new park at Kalaeloa in the major recreational area that includes a beach camping area.
- Develop additional beach and shoreline parks along the 'Ewa coastline. Two existing beach parks at either end of the Ko Olina shoreline will be dedicated to the City and County. One'ula Beach Park will be expanded as part of the Ocean Pointe/ Hoakalei project.
- Maintain prominent landforms at Pu'u O Kapolei and Pu'u Pālailai as natural visual features and regional landmarks. (See the Parks Map, Exhibit 3.1)

3.2.2.5 Sports and Recreation Complexes

Definition of Use Areas

- Separate uses that attract a high number of people for events as much as possible from residential areas and wildlife habitats.
- Provide amenities and service facilities to accommodate "tailgate" picnics, as well as nearby picnic tables and outdoor grills in parking areas for sporting events.

Transportation Facilities

- Locate bus loading areas, shelters and bicycle parking facilities as close as possible to entry gates for special events areas.
- Locate bus stops at all principal activity areas.

Views

- Locate and design facilities for special events to be readily visible and identifiable from the principal transportation corridors that lead to them.
- Establish the visual identity of the complex through distinctive architecture, landscaping, or natural setting.

Landscape Treatment

- Minimize the visibility of perimeter fencing, loading areas, parking lots and garages and other utilitarian elements through plantings or other appropriate visual screens along roadway frontages.
- In large parking lots, use canopy trees to provide shade. Use special paving or pavement markings to indicate pedestrian routes to destinations and differentiate sections of the parking area.

Natural Environment

- Retain, protect, and incorporate wetland and other wildlife habitat areas as passive recreational resources.

3.2.2.6 Siting

- Island-wide and regional parks and golf courses are shown on the Open Space Map and the Public Facilities Maps in Appendix A.
- Change in the location of an island-wide park or a golf course shall require a City review and approval process, such as the Plan Review Use process, which provides adequate public notice and input, complete technical analysis of the project, and approval by the City Council. Approval of changes in size and configuration may be done administratively.
- Regional sports and recreation complexes may be located in Kalaeloa, on the fringes of the City of Kapolei, and in areas designated for commercial or park use, subject to a City review and approval process which provides public review and complete analysis.

3.3 COMMUNITY-BASED PARKS

The following section provides general policies and guidelines for community-based parks and recreation areas.

Community-based parks (and associated recommended size and service radius) include mini-parks (no size specified and 1/2 mile), neighborhood parks (5 acres and 1/2 mile), community parks (10 acres and one mile), and district parks (20 acres and two miles).

3.3.1 GENERAL POLICIES

- Provide adequate parks to meet residents' recreational needs. The Department of Parks and Recreation (DPR) standard for community-based parks is that a minimum of two acres of community-based parks should be provided per 1,000 residents, with one acre per thousand needed for district parks and one acre needed for community parks, neighborhood parks, and mini-parks. (Even if these standards are met, there may still be unmet park needs due to demographic or other community conditions.) The need for community-based parks can be met either through public parks operated by the City and County or private community parks and recreation centers operated by home owner associations.
 - Currently, 'Ewa has significantly less district park acreage than the DPR standard indicates is needed for its existing population. To meet the DPR standard, 'Ewa's population of 101,397 in 2010 needed 203 acres with 101 acres needed in district parks. The combined total of 'Ewa public and private community-based parks in 2008 was 140 acres, with only one 25-acre district park, 'Ewa Mahikō.
 - 'Ewa's population is projected to grow to 164,500 by 2035. Based on the DPR standards, 189 more acres of community-based parks should be added to the existing park acreage to meet the needs of the projected 2035 'Ewa population, including 140 acres at district parks.
 - As shown in Table 3.1, land has been set aside for development of future community-based parks as part of master-planned communities throughout 'Ewa. There are plans to develop 350 acres of new parks, including 162 in district parks.
- Protect and expand access to recreational resources in the mountains, at the shoreline, and in the ocean. Trails to and through natural areas of the gulches and mountains are an important public recreational asset. Some areas are difficult to access because of landowner restrictions.
- Support efforts to expand access to mountain and gulch trails in areas where urban development will not occur.

Table 3.1: 'Ewa Public and Private Parks and Golf Courses

NAME AND TYPE OF PARK	ACRES
Regional Parks	
Kalaeloa Heritage Park ⁽¹⁾	96.2
Kalaeloa Regional Park ⁽²⁾	409.5
Kapolei Regional Park (1972)	69.4
Regional Park Total	575.1
Community Based Parks	
District Parks	
Ocean Pointe District Park ⁽³⁾	20.0
'Ewa Mahikō District Park (1998)	25.0
Ho'opili District Park ⁽⁴⁾	25.0
Kalaeloa Parks (OS-10, 11, & 12) ⁽⁴⁾	70.0
Makaīwa Hills District Park ⁽⁵⁾	20.0
District Park Total	160.0
Community Parks	
Asing Community Park (1996)	12.8
DHHL East Kapolei II ⁽³⁾	11.0
'Ewa Beach Community Park (1961)	13.3
Geiger Community Park (1996)	10.0
Kamokila Community Park (1977)	5.9
Kapolei Community Park (1999)	12.0
Kapolei West Community Park ⁽³⁾	12.3
Ko 'Olina Community Park ⁽³⁾	11.0
Laulani Community Park ⁽³⁾	16.4
Makaīwa Hills Community Park ⁽³⁾	10.0
Makakilo Community Park (1977)	8.5
Community Park Total	123.1
Neighborhood Parks	
DHHL East Kapolei II Mauka & Makai ⁽³⁾	10.5
East Kapolei UH WO I & II ⁽³⁾	11.5
'Ewa by Gentry Area 19C ⁽³⁾	9.2
Ho'opili Mini-Neighborhood Parks ⁽⁴⁾	35.0
Iroquois Point Neighborhood Park ⁽³⁾	12.1
Kalaeloa Downtown Neighborhood Park ⁽²⁾	7.0
Kapolei Neighborhood Park ⁽³⁾	6.0
Kapolei West Neighborhood Park ⁽³⁾	5.0
Ko 'Olina Neighborhood Park ⁽³⁾	5.1
Makaīwa Hills Neighborhood Parks I and II ⁽³⁾	11.5
Makakilo Neighborhood Park (1968)	4.0
Maukalani Neighborhood Park (1976)	4.4
Pālailai Neighborhood Park (1999)	5.0
Pu'uloa Neighborhood Park (1961)	4.3
Neighborhood Park Total	130.6
Private Parks and Recreation Centers	
'Ewa by Gentry (1989-2005)	19.0
Ocean Pointe (2001-2004)	4.3
Kroc Center ⁽⁴⁾	15.0
Villages of Kapolei (1995-1999)	10.3
Makakilo (1998)	0.4
Makaīwa Hills ⁽⁴⁾	15.0
Kapolei West ⁽⁴⁾	12.0
Ko Olina (2005)	1.0
Private Parks Total	76.9
Community Based Parks Total	490.6

Table 3.1: 'Ewa Public and Private Parks and Golf Courses (Continued)

NAME AND TYPE OF PARK	ACRES
Beach Parks	
Barbers Point Beach Park (1964)	7.4
'Ewa Beach Park (1951)	4.9
Iroquois Point Beach Park (military)	2.0
Kahe Point Beach Park (1954)	4.5
Ko Olina Beach Park (1993) ⁽⁶⁾	9.0
Maka'iwa Beach Park (1993) ⁽⁶⁾	18.0
Nimitz Beach Park (military)	21.3
HCDA Nimitz Expansion Shoreline Access ⁽⁷⁾	2.0
Kalaeloa Regional Park Nimitz Expansion ⁽²⁾	4.2
One'ula Beach Park (1969)	30.0
Tracks Beach Park (1988)	14.3
West Loch Shoreline Park (1991)	5.8
White Plains Beach Park (military)	15.4
Beach Park Total	138.7
Public & Private Parks Total	1,204.5
Golf Courses	
Barbers Point Golf Course (military)	145.0
Coral Creek Golf Course	195.0
'Ewa Beach Golf Club	130.0
'Ewa Villages Golf Course ⁽⁶⁾	235.0
Hawai'i Prince Golf Club	270.0
Hoakalei Country Club (Ocean Pointe)	189.0
Kapolei Golf Course	190.7
Kapolei West Golf Course ⁽⁴⁾	203.0
Ko Olina Golf Club	170.0
West Loch Golf Course ⁽⁶⁾	187.0
Golf Course Total	1,914.7
Parks and Golf Course Total	3,119.2
Key:	
⁽¹⁾ Land conveyed or pending transfer to HCDA which is to be part of a cultural park, endangered plant refuge and wildlife habitat.	
⁽²⁾ Land proposed for conveyance to the City as part of the Barbers Point Naval Air Station closure. As of April 2011, the land had not yet been conveyed. Includes beach camping areas now operated by the City under license from the Navy.	
⁽³⁾ Land set aside for future parks to be developed and dedicated to the City.	
⁽⁴⁾ Planned.	
⁽⁵⁾ Land set aside for a future District Park to be developed by the City.	
⁽⁶⁾ Beachfront parks developed by Ko Olina Resort. Currently, they are owned, maintained, and managed by Ko Olina Resort, but will be dedicated to the City in the future, as required by ordinance.	
⁽⁷⁾ Land adjacent to Nimitz Beach Park to be transferred to HCDA for development for aquaculture and fisherman's access.	
⁽⁸⁾ City-owned golf courses.	

3.3.2 GUIDELINES

The following guidelines suggest how the general policies for Community-Based Parks should be implemented:

3.3.2.1 Development of Community-Based Parks

- Co-locate Neighborhood or Community Parks with elementary or intermediate schools and coordinate design of facilities when efficiencies in development and use of athletic, recreation, meeting, and parking facilities can be achieved.
- Coordinate the development and use of athletic facilities such as swimming pools and gymnasiums with the State Department of Education (DOE) where such an arrangement would maximize use and reduce duplication of function.
- Where feasible, site Community and Neighborhood Parks near the center of neighborhoods, in order to maximize accessibility.
- Provide accessible pathways from surrounding streets to facilitate pedestrian and bicycle access to parks.
- Use xeriscaping (the use of native landscape materials with low water demand), non-potable water for irrigation, and efficient irrigation systems wherever possible to conserve groundwater resources.

3.3.2.2 Access to Mountain Trails

- Support continuation of controlled access to the Wai‘anae Range mountain trails via Pālehua Road for hiking organizations.
- Provide access to mountain trails in the Pālehua Ridge area via Pālehua Road as part of the Makaīwa Hills project.

3.3.2.3 Siting

- Conceptual locations for district parks are shown on the Open Space Map in Appendix A. Being conceptual, these locations may be revised without needing to amend the Development Plan as more detailed site information and planning analysis is available.
- Community and neighborhood parks are part of the open space system, but their location is determined more by community design considerations than by their relationship to the regional open space network. Siting of

Community and Neighborhood Parks should be reviewed and decided at the time the Project Master Plan is submitted, prior to the granting of a zone change.

3.4 HISTORIC AND CULTURAL RESOURCES

‘Ewa contains several different types of historic and cultural sites, which are representative of its history and valuable as historic records and cultural references. In addition, public views which include views along streets and highways, *mauka-makai* view corridors, panoramic and significant landmark views from public places, views of natural features, heritage resources, and other landmarks, and view corridors between significant landmarks, can be important cultural resources.

This section provides policies, and guidelines for the preservation and development of historic and cultural resources in ‘Ewa.

3.4.1 GENERAL POLICIES

- Emphasize physical references to ‘Ewa's history and cultural roots to help define ‘Ewa's unique sense of place.
- Protect existing visual landmarks, and support creation of new culturally appropriate landmarks.
- Preserve significant historic features from the plantation era and earlier periods.
- Vary the treatment of sites according to their characteristics and potential value.
- Use in situ preservation and appropriate protection measures for historic, cultural, or archaeological sites with high preservation value because of their good condition or unique features, as recommended by the State Historic Preservation Officer. In such cases, the site should be either restored or remain intact out of respect for its inherent value.
- Retain significant vistas whenever possible.
- Where known archaeological and cultural sites have been identified and impact mitigations approved as part of prior development approvals,

assume that the mitigations carry out the Plan vision and policies for preservation and development of historic and cultural resources in 'Ewa.

Exhibit 3.2 indicates the locations of a number of 'Ewa's significant historic and cultural resources, which are also listed in Table 3.1.

3.4.2 GUIDELINES

The following guidelines suggest how the general policies for Historic and Cultural Resources should be implemented:

3.4.2.1 Sites Under Review

- **Adaptive Reuse** – Allow historic sites to be converted from their original intended use to serve a new function if it can be done without destroying the historic value of the site, especially if its interpretative value is enhanced.
- **Accessibility** - Public access to an historic site can take many forms, from direct physical contact and use to limited visual contact. Determine the degree of access based on what would best promote the preservation of the historic, cultural and educational value of the site, recognizing that economic use is sometimes the only feasible way to preserve a site. In some cases, however, it may be highly advisable to restrict access to protect the physical integrity or sacred value of the site.
- Protect the Honouliuli Internment Camp site from development until efforts to evaluate it for National Historic Register listing and for inclusion as a satellite site in the World War II Valor in the Pacific National Monument have established the value of the site and its appropriate treatment.
- Protect the 'Ewa Marine Corps Air Field site in Kalaeloa from development while a study is done to establish the condition of the site and the appropriate treatment of historic resources at the site.

Exhibit 3.2

Natural, Historic & Scenic Resources in the 'Ewa Development Plan Area

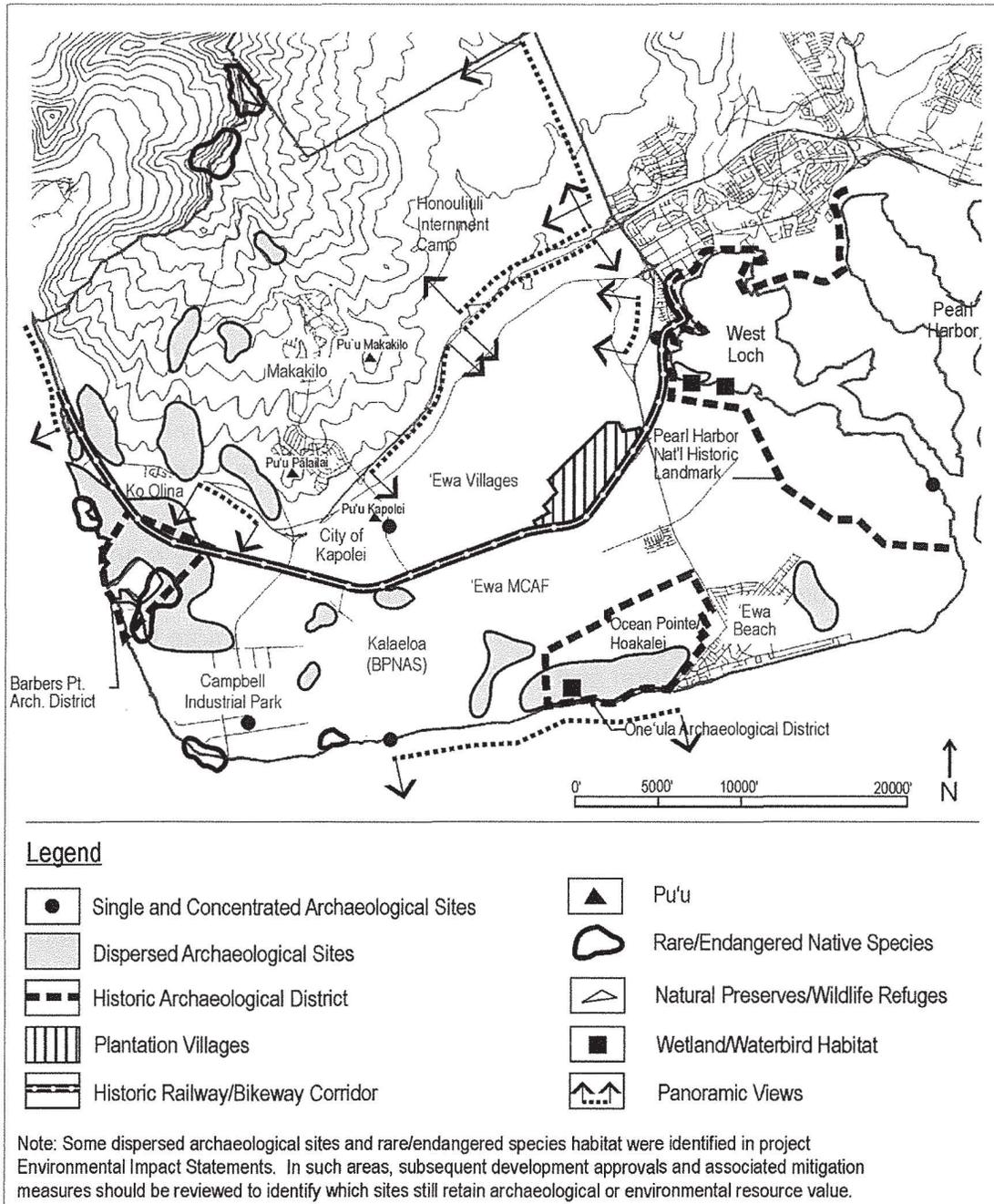


TABLE 3.2: SIGNIFICANT 'EWA HISTORIC AND CULTURAL RESOURCES

SIGNIFICANT HISTORIC FEATURES AND LANDMARKS

'Ewa Plantation Villages	OR&L Historic Railway & Railway Stock
'Ewa Marine Corps Air Field	Pearl Harbor National Historic Landmark
Honouliuli Internment Camp	Pu'u Makakilo
Lanikūhonua	Pu'u O Kapolei/Fort Barrette

NATIVE HAWAIIAN CULTURAL AND ARCHAEOLOGICAL SITES

Barbers Point Archaeological District	'Oki'okiolepe Pond
'Ewa Beach Midden Site	One'ula Archaeological District

SIGNIFICANT VIEWS AND VISTAS

- Distant vistas of the shoreline from the H-1 Freeway above the 'Ewa Plain;
- Views of the ocean from Farrington Highway between Kahe Point and the boundary of the Wai'anae Development Plan Area;
- Views of the Wai'anae Range from H-1 Freeway between Kunia Road and Kalo'i Gulch and from Kunia Road;
- Views of Nā Pu'u at Kapolei, Pālailai, and Makakilo;
- *Mauka* and *makai* views; and
- Views of central Honolulu and Diamond Head, particularly from Pu'u O Kapolei, Pu'u Pālailai, and Pu'u Makakilo.

3.4.2.2 Impacts of Development on Historic and Cultural Resources

- **Compatible Setting** - The context of an historic site is usually a significant part of its value. Plan and design adjacent uses to avoid conflicts or abrupt contrasts that detract from or destroy the physical integrity and historic or cultural value of the site. The appropriate treatment should be determined by the particular qualities of the site and its relationship to its physical surroundings.
- **Public Views** - Design and site all structures, where feasible, to reflect the need to maintain and enhance available views of significant landmarks and vistas. Whenever possible, relocate or place underground overhead utility lines and poles that significantly obstruct public views, under criteria specified in State law.

3.4.2.3 OR&L Historic Railway

Method of Preservation

- Maintain or repair the existing track to the extent feasible in order to permit its use for historic and educational rides.
- Extend the route from 'Ewa Villages to Nānākuli.
- To allow connectivity within the region, accommodate cross-traffic at appropriate intervals along the right-of-way, and at sufficient distances from one another to prevent impeding normal locomotive operations.

Adaptive Reuse

- Encourage use of the railroad to promote the history and culture of the area.
- Develop a parallel paved pedestrian path/bikeway along the length of the rail route, either within or adjacent to the right-of-way as part of the Pearl Harbor Historic Trail, even in those sections where the railroad itself is not operational. The pedestrian path/bikeway should be designed so as not to interfere with historic railway operations.

Adjacent Uses

- Design structures and elements related to the Pearl Harbor Historic Trail to reflect the historic nature of the railway and its surroundings.

- Set back new development a minimum of 50 feet on either side of the OR&L right-of-way, unless it is either directly related to the operation of the railroad, or reconstruction of an historic use, or is consistent with the use of the right-of-way for open space and shared pedestrian path/bikeway purposes in stretches where railroad operation is not feasible, or is otherwise specified in existing land use approvals.
- Provide landscaping along the adjacent shared pedestrian path/bikeway, with occasional rest stops with seating and other amenities.
- Permit railroad station platforms, maintenance and equipment buildings, kiosks and other accessory structures with a historic architectural theme (late 19th Century – early 20th Century), as well as parking and loading areas in the railroad right-of-way and setback area.
- Roadway and transit facilities should be designed to have minimal impact on historic railway operations.

Public Access

- Encourage public use by continuing and expanding the historic railway operations, providing a parallel shared pedestrian path/bikeway, and by providing greater connectivity by connecting the Trail to City parks and other access points through the addition of scenic shared use paths in ‘Ewa and Ko Olina.
- Post interpretative signs along the route to explain the historic significance of the railroad and note points of interest.

3.4.2.4 Lanikūhonua

Method of Preservation

- Maintain the appearance of the house and grounds as closely as possible to its present condition.
- Maintain the landscaped character of the grounds and their physical and visual relationship to the shoreline environment.
- Perpetuate the sense of place by using the site for Hawaiian cultural events.

Adaptive Reuse

- Focus use of the site on the landscaped grounds as a location for outdoor events, particularly those with a Hawaiian cultural theme.
- Limit commercial use of the site to be occasional rather than intensive, and events to low-key entertainment.

Architectural Character

- Require modifications to the existing structures to respect the architectural style of the original dwelling and be limited to repairs, rehabilitation or minor expansions.
- Require coconut palms to be the dominant tree on the grounds, with other complementary coastal vegetation, preferably native species such as *hala* and *'ilima*.
- Maintain the visual relationship between the grounds and the shoreline, particularly the natural cove.

Adjacent Uses

- Maintain a dense growth of landscaping to visually separate Lanikūhonua from the surrounding Ko Olina resort to retain the quiet ambiance and appearance of a remote tropical retreat.
- Maintain the visual identity of Lanikūhonua as a unique site apart from Ko Olina by retaining the dense growth of tall palm trees.
- Provide public access along the shoreline fronting Lanikūhonua, but not in as formal a manner as Ko Olina.

Public Access

- Maintain Lanikūhonua as a private facility with limited public access for scheduled community and cultural events and private parties.

3.4.2.5 Native Hawaiian Cultural and Archaeological Sites

Method of Preservation

- Require preservation in situ for those features that the State Historic Preservation Officer has recommended for such treatment.

- Determine the preservation method, ranging from restoration to "as is" condition, on a site-by-site basis, in consultation with the State Historic Preservation Officer.

Adjacent Uses

- Determine appropriate delineation of site boundaries and setbacks and restrictions for adjacent uses on a site-by-site basis in consultation with the State Historic Preservation Officer.
- Include the sight lines that are significant to the original purpose and value of the site as criteria for adjacent use restrictions.

Public Access

- Determine the appropriateness of public access on a site-by-site basis in consultation with the State Historic Preservation Officer, Hawaiian cultural organizations and the owner of the land on which the site is located.

3.5 NATURAL RESOURCES

This section describes the general policies, and guidelines that are to be applied to protect 'Ewa natural resources.

3.5.1 GENERAL POLICIES

- Conserve potable water.
- Protect valuable habitat for waterbirds and other endangered animals and plants.
- Protect endangered fish and invertebrates in sinkholes.
- Clean up contaminated areas that pose hazards to soil and water quality, especially in Kalaeloa.
- Require surveys for proposed new development areas to identify endangered species habitat, and require appropriate mitigations for adverse impacts on endangered species due to new development.
- Reduce light pollution's adverse impact on wildlife and human health and its unnecessary consumption of energy by using, where sensible, fully shielded lighting fixtures using lower wattage.

3.6 CITY OF KAPOLEI

This section describes the general policies and guidelines that are to be applied to development of the City of Kapolei.

This section incorporates key policies and guidelines for the City of Kapolei from the amended **The City of Kapolei Urban Design Plan** approved by the City Council by resolution in 2008, and the Unilateral Agreements adopted as part of zoning ordinances in 1990 and 2004.

The original Unilateral Agreement required revisions and updates to the Urban Design Plan be submitted for review and approval by the City Council every two years. However, in June 1998, the City Council passed a resolution (No. 98-227) which approved revisions to **The City of Kapolei Urban Design Plan** and stated that no further amendments or revisions to the Urban Design Plan should be made unless they are first recommended by the Kapolei Design Advisory Board, endorsed by Campbell Estate and approved by a City Council resolution.

(Note: The Urban Design Plan applies to Campbell Estate's properties covered by the 1990 Unilateral Agreement and to adjacent areas also covered by unilateral agreements adopted as part of subsequent zone changes.)

Future revisions to **The City of Kapolei Urban Design Plan**, when adopted by the City Council, should take precedence over the following policies, and guidelines in the case of a conflict and should not require an amendment to the Development Plan.

3.6.1 GENERAL POLICIES

- Develop the City of Kapolei as the urban core, or the "downtown" for the Secondary Urban Center. It should accommodate a major share of the new employment in the Secondary Urban Center.
- Allow the City of Kapolei to have a balanced mix of business and residential areas, complemented by the recreational, social and cultural activities of a city. Mixed use should be permitted and encouraged throughout most of the City area, in order to achieve the diversity and intensity of uses that characterize a city.

- Develop the City of Kapolei as a true city, encompassing a full range of urban land uses, and laid out in small blocks connected by a grid system of public streets. Exhibit 3.3 illustrates the street pattern and the planned land uses by district.

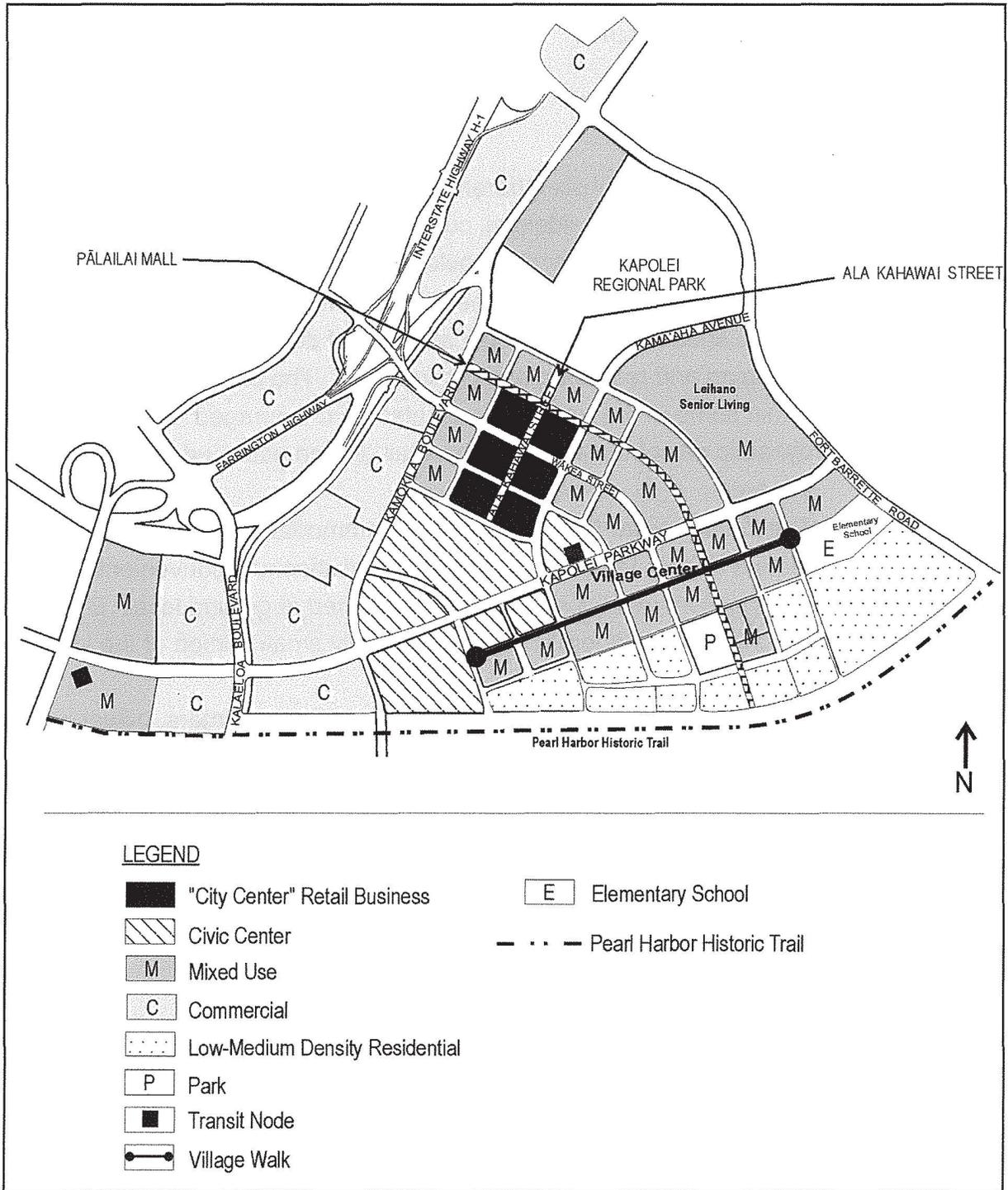
3.6.1.1 Districts

The City should be composed of six different districts that should accommodate the full array of business, commercial, residential, cultural and public uses that characterize a city center. The six districts are described below:

- The **City Center** should be the high-density core of the city. Larger office towers should be the predominant form of development in this district, with shopping and restaurants at ground level. The inclusion of apartments within some of the towers should also be encouraged to establish a more dynamic mix of uses and help to maintain an active urban environment in the area.
- The **Commercial District** should accommodate commercial uses, which require a large lot area for all related activities and convenient off-street parking, with most, if not all spaces, located at ground level. Building spaces should generally cover a relatively small portion of the lot (e.g., 25 percent or less).
 - Examples of possible uses include shopping centers, power centers, theaters, auto dealerships, discount retail outlets, furniture stores, and home improvement centers.
- The **Civic Center** should feature City and State offices in an urban park setting where people and activities are highlighted. The Civic Center should be much like a university campus in the heart of a city, with a balance between built forms and usable landscaped spaces, and between both active and passive uses.
- The **Mixed Use Districts** should be of medium density, with buildings limited to 120 feet next to the City Center, dropping to 90 feet, and then 60 feet farthest from the City Center. Commercial development should be emphasized in the area adjoining City Center, along Kapolei Parkway, and adjoining the Hānu‘a Street extension, while residential use should be emphasized *makai* of Kapolei Regional Park and near Fort Barrette Road.

Exhibit 3.3

City of Kapolei Land Use Map



- In the *commercial emphasis mixed-use areas*, retail development (shopping, restaurants, services, etc.) should be encouraged to locate along the street front, with required parking located behind the building or above the ground floor. Offices may also be located on the ground floor, as well as on upper floors. Housing, when provided, should be located above the ground floor. A business hotel to provide short term inexpensive accommodations for business travelers and others who are not seeking resort accommodations could also be allowed.
- In *residential emphasis mixed use areas*, the primary use should be multi-family dwellings. Commercial uses to meet the shopping and service needs of the neighborhood's residents should be encouraged to locate at ground level.
- The **Village Center District** should be the vibrant, pedestrian friendly local shopping dining and entertainment center for residents living in the Mehana District *makai* of the Kapolei Parkway, as well as people living and working in the Mixed Use District on the *mauka* side of the Parkway.
- The **Mehana District**, located *makai* of Kapolei Parkway, should feature multi-family and single-family housing units in a series of distinct neighborhoods tied together by a network of pedestrian and bicycle paths.

3.6.1.2 Key Open Space Elements

Four key open space elements should link together and unify Kapolei's districts into a distinctive, vibrant city. Each of these important spaces is described below:

- **Kapolei Regional Park** should be the major park for both the City of Kapolei and the surrounding region. It should also function as both the City's *mauka* edge and as a visual gateway to the City. As a strong activity node with a variety of recreational opportunities, it should reinforce the image of Kapolei as a place where people can lead an active, healthy lifestyle.
 - The park should provide opportunities to participate in a diversity of recreational activities. Facilities should be included to allow users to bike, walk, hike and jog, and to play volleyball, soccer, football, baseball, and tennis. Multi-use open space should also be available for picnicking, sunbathing and relaxing.

- Facilities for public concerts and gatherings, such as an amphitheater and pavilions, as well as amenities for broader use and enjoyment, such as a formal garden, restaurants and water features, should also be included to help generate both day and evening activity in and around the park.
- The *makai* edges of the park adjacent to the City's downtown should be designed to ensure a strong relationship between City and park. The various structures in this area and elsewhere in the park should be designed to ensure compatibility and integration with adjacent commercial uses.
- **Ala Kahawai Street** should function as a "Main Street" and major open space axis and amenity within the most central and highest density area of the City. Ala Kahawai Street connects the Regional Park and Civic Center and comprises the central spine for the City Center district.
 - The corridor should be wide enough to provide a genuine sense of open space, yet not so wide as to disconnect developments on opposite sides from each other. Slow moving vehicular traffic should be allowed from Manawai Street to Ulu'ōhi'a Street to allow previewing of the opportunities for shopping, dining and entertainment along the corridor.
 - Canopy shade trees, ample landscaping, seating and water features should be prominent elements of the design in order to create a comfortable atmosphere and promote the idea of Kapolei as a garden city.
- **Pālailai Mall** should provide an open space cross axis to Ala Kahawai Street, extending *mauka-makai* and connecting the City's residential sector to the heart of Kapolei's business district.
 - Canopy shade trees and benches, etc. should be provided as appropriate to establish the mall's character as a pleasant landscaped path for pedestrian circulation.
 - Extensive interaction between pedestrians and the activities in adjoining buildings, and the establishment of a "shopping promenade" character, should be fostered by encouraging the location of kiosks, sidewalk cafes, retail shops, and other people-oriented activities within and along the edges of the mall.

- **Village Walk** should provide an informal pedestrian spine for the City's residential area, with connections to the Civic Center, the *makai* end of Pālailai Mall, and the Mehana Elementary School.
 - Landscaping, seating, and other furniture should be provided and arranged in a manner which establishes a pleasant atmosphere for informal gatherings of neighbors, as well as for movement through the area.
 - Both pedestrians and bicyclists should be accommodated in a manner that minimizes conflicts.

3.6.2 MAJOR THEMES

Seven major themes define key characteristics of the City of Kapolei used in the planning and design of developments in the City of Kapolei.

- **A Hawai'i Garden City** - A city within a garden, in the style of long established Hawai'i communities, is to be created. The garden is distinguished by major parks and boulevards with trees, flowers and abundant ground cover.
- **Healthy Living** - The garden city is to provide the setting for and encourage a healthy, outdoor, and active lifestyle through the interlacing of recreational facilities within the fabric of the entire city. These are to be connected by bike and walking paths.
- **Complete Community Services** - The theme of healthy living is to be supported by medical/health/fitness services and facilities. The City of Kapolei is also to serve the surrounding region with entertainment, cultural, educational and religious facilities, State and City government offices, and other city activities.
- **Easy Access** - Within the garden city, attractive paths for walking and biking should allow for convenient access between homes, jobs and recreational areas.
- **Design Reflecting the Past but Adaptable to the Needs of the Present and Future** - Building design in the City of Kapolei should reflect both the charm and more intimate human scale that characterizes the business districts of traditional Hawai'i towns such as Hilo, and the market forces and functional needs that shape the architecture of present-day and future business centers.

- **Environmental Sensitivity** - Resource conservation should be emphasized in the design of both the overall city center and its individual parts. The network of bike and walking paths, combined with the concentration of uses that make urban life convenient, should encourage people to leave their cars at home. Landscaping should be abundant and make extensive use of drought tolerant and native plant materials (xeriscaping) to the extent possible.
- **Transit Access and Orientation** - A transit node should be located near the Civic Center and City Center, and medium density residential uses should be encouraged within a five minute walking distance (about 1,300 feet) of the node. Uses adjoining the node should be designed so that they face toward the node, encouraging pedestrian traffic to flow to and from the node.
 - As part of the Development Plan vision for a transit corridor linking the City of Kapolei, Waipahū, and the Primary Urban Center, higher density residential and commercial development should be encouraged around the City of Kapolei transit node and the transit corridor on Kapolei Parkway.

3.6.3 GUIDELINES

The following guidelines suggest how the general policies for the City of Kapolei should be implemented:

3.6.3.1 Urban Form

- Keep block lengths relatively short (300 to 400 feet) in order to provide for flexible, interesting and reasonably direct pedestrian routes between work places, restaurants and shops. Short blocks will encourage people to walk for these trips.
- Permit heights for each of the districts of the City as specified in the **The City of Kapolei Urban Design Plan** (2008) and shown in Table 3.3.

TABLE 3.3 HEIGHT GUIDELINES FOR THE CITY OF KAPOLEI	
DISTRICT	HEIGHT
City Center	150 feet
Civic Center	150 feet <i>mauka</i> of Kapolei Parkway 90 feet <i>makai</i> of Kapolei Parkway
Mixed Use Districts	120 to 60 feet
Commercial Districts	60 feet
Village Center District	60 feet
Mehana District	60 to 25 feet

Source: The City of Kapolei Urban Design Plan (November 2007) adopted by Res. 07-372 (January 2008).

3.6.3.2 Natural Environment and Landscaping

- Use non-potable water features and automated irrigation systems wherever possible.
- Use xeriscaping (the use of native landscape materials with low water demand), non-potable water for irrigation, and efficient irrigation systems wherever possible to conserve groundwater resources.
- Use landscaping consistent with the City of Kapolei's image as a green and shaded garden city to provide privacy, screening, shade, and comfort.
- Use landscaping to enhance and complement the City's urban form, provide continuity between the various districts, and enhance and preserve view corridors wherever possible.

3.6.3.3 Public Access and Circulation

- Design the City of Kapolei to provide safe, easy, and efficient access for pedestrian, bicycle, and vehicular movement between each of the districts, the open space areas, and recreational amenities.
- Establish a clear pattern of arterials and local streets to facilitate travel through the City, to and from individual properties. The streets should form a modified grid pattern, providing a variety of routes for circulation. Major streets include Kamokila Boulevard, Kapolei Parkway, Kama'aha

Avenue, and Wākea Street, with Fort Barrette Road and Kalaeloa Boulevard bounding the City on the east and west.

- Vary cross-section design and landscaping schemes with function and to establish distinctive urban images for each type of street.
- Provide for bus pullouts and shelters along major traffic arterials.
- Provide sufficient width in the median of Kapolei Parkway to accommodate a future elevated rapid transit line.
- Permit on-street parking along all streets until traffic levels necessitate the use of the entire roadway for vehicular movement. Such parking will be convenient for shoppers, provide a buffer between traffic on the street and pedestrians on the sidewalk, and contribute to the activity level along the City's streets.
- Provide exclusive bike lanes along major roadways within the City which are connected to the region's bikeway system. Where automobiles and bicycles share the same roadway, lane widths should be generous to allow safe usage by both.

3.7 'EWA PLANTATION VILLAGES

This section incorporates key elements for 'Ewa Plantation Villages from the former **'Ewa Development Plan** and the **'Ewa Villages Master Plan** (Department of Housing and Community Development, 1992) to provide guidance in the event that changes are proposed for the Master Plan or zoning in the future. The **'Ewa Villages Master Plan** is scheduled for updating and revision in the near future. When approved, the updated Master Plan policies and guidelines will take precedence over the following in the event of a conflict and should not require an amendment to the Development Plan.

The City and County of Honolulu acquired the 600 acres surrounding and including Tenney, Renton and Varona Villages in 1993. Subsequently, the City did extensive rehabilitation of housing and community facilities, a City golf course was developed to provide storage for storm waters, and 'Ewa Mahikō District Park was built to provide a needed community-based recreation area. The Villages have been on the Hawai'i Register of Historic Places since 1996.

3.7.1 GENERAL POLICIES

- Preserve and enhance the existing rural form and historic character of the remaining 'Ewa Villages.
- Ensure continued tenancy and ownership opportunities for current residents.
- Use the Master Plan as a vehicle for preservation efforts within the existing villages.
- Rehabilitate or adapt existing village structures in the 'Ewa Villages for reuse.
- Develop related affordable and market housing to create a total of 1,900 units, including the existing housing.
- Develop additional neighborhood parks/open space, and a small shopping center; and make infrastructure improvements.
- Re-establish 'Ewa Villages as a thriving and identifiable community, and a living example of Hawai'i's plantation heritage through the preservation of existing schools and churches, the expansion of parks and public open space areas, and the establishment of community facilities and a market place for local businesses.

3.7.2 GUIDELINES

The following guidelines suggest how the general policies for 'Ewa Villages should be implemented.

Retention of Historic Buildings

- Preserve and maintain existing buildings of historical, cultural and/or architectural significance through rehabilitation programs and adaptive reuse.

Urban Form

- Develop vacant areas in a style that is characteristic of the historic core.
- Maintain the current grid development pattern in the existing villages and replicate it in new infill developments.
- Require lot sizes for new infill homes in the existing villages to be similar to the existing house lots.

- Rehabilitate existing structures to the extent possible, in a manner that will not change their exterior appearance.
- Design new structures on vacant lots in the existing villages to complement the exterior design of adjacent homes.
- Physically separate new infill "villages" from Tenney, Renton, and Varona Villages. The design, appearance, and placement of structures within them should reflect and complement the existing village's character. (See Exhibit 3.4.)
- Re-establish a neighborhood and commercial services core within the 'Ewa Plantation Villages in order to retain both a focal point of community activities and promote village identity.

Exhibit 3.4:

'Ewa Plantation Villages Location



Circulation

- Prohibit establishment of standard subdivision street hierarchy within the village and maintain the existing grid pattern and extend it into new infill development.
- Locate any new required collector streets outside the existing villages.
- Maintain narrower than standard street widths without sidewalks (in the residential portions) of the existing villages, and establish similar widths within new villages, in order to minimize the impacts on existing yards and structures, and visually maintain a rural village character.
- In keeping with its Historic Register site designation, restrict traffic on Renton Road to two lanes of traffic in each direction during peak hours and one lane of traffic and one lane of restricted parking during non-peak hours.

Open Space/Views

- Where possible, provide open space buffers between the existing villages and new housing development in order to preserve and enhance the integrity and historic character.
- Preserve and expand existing village greens and open promenades, etc., where possible. Preserve and maintain existing landscaping within Renton, Tenney, and Varona Villages, especially existing stands of mature palm, mango, banyan, and monkey pod trees. Where trees have been removed, provide appropriate replacements.
- Provide appropriate canopy trees along all street frontages.
- Maintain principal entry roads to and through the villages as tree-lined boulevards. Highlight entries with additional landscape features.
- Landscape and maintain yards and other open spaces in a manner that preserves and enhances the open space appearance of the villages.

3.8 OCEAN POINTE/HOAKALEI

Ocean Pointe/Hoakalei's development is guided by the **Ocean Pointe/Hoakalei Urban Design Plan** approved by the Department of Planning and Permitting in August 2008 and by land use, environmental, and design requirements included in the Special

Management Area Use Permit and in the Unilateral Agreements attached to the zone change ordinances (1985, 1993, 2002, 2004, and 2007).

Development of Ocean Pointe/Hoakalei can proceed under the existing zoning and Unilateral Agreement. This section incorporates key policies and guidelines from the former Development Plan as well as from the **Ocean Pointe/Hoakalei Urban Design Plan**, the Special Management Area Use Permit, and the Unilateral Agreements in order to provide guidance as changes are proposed for the Urban Design Plan or the zoning.

3.8.1 GENERAL POLICIES

- Develop Hoakalei as the region's principal recreational marina destination for local residents and visitors. With over 1,100 acres located between 'Ewa Beach and Kalaeloa, the Ocean Pointe/Hoakalei community should be centered around a marina that should serve as a major recreational resource and visual amenity for the community. The marina should provide recreational boating opportunities, supported by boat slips, marine haul-out and other repair facilities, and a public boat ramp. The marina could also serve as a terminal for a commuter ferry to downtown Honolulu if such service is found to be feasible and if financing can be found for the improvements needed to serve such a ferry.
- A recreational waterfront project (consisting of a lagoon) may be developed where the marina is shown on the map (Exhibit 3.5). Such a waterfront development would similarly serve as a major recreational resource, visual amenity, and economic generator for the community, and is a compatible use that would not preclude eventual development of a marina.
- Develop Ocean Pointe/Hoakalei in ways that ensure environmental compatibility of uses.
- Provide substantial public areas at Ocean Pointe/Hoakalei through shoreline and waterfront access, expansion of One'ula Beach Park, and dedication of a District Park on Fort Weaver Road.
- Develop the public waterfront promenade at Hoakalei with a hard edge and a focus on recreational water activities. Provide shoreline parks linked by pedestrian ways for public use along the entire waterway.