

- Develop the golf course to provide a major open space and visual amenity while also providing detention basins to receive run-off from light storms.
- On the west, develop a mix of activities around the basin, including a **Waterfront Mixed Use** area with resort and commercial development, a **Medium Density Residential** area, and a **Light Industrial Mixed Use Support** area. Hoakalei is planned to have about 950 visitor units to support its waterfront-oriented activities.

3.8.2 OCEAN POINTE/HOAKALEI LAND USE MAP

The Ocean Pointe/Hoakalei Land Use Map, Exhibit 3.5, illustrates conceptual land uses described above and provides a schematic view of the roadway system within Ocean Pointe/Hoakalei.

The boundaries between the golf course and the Waterfront Mixed-Use and Low- to Medium-Density Residential areas are intended to be flexible. Integration of urban uses with the golf course area is encouraged, as long as the golf course area remains effective in retaining storm water drainage.

3.8.3 GUIDELINES

The following guidelines suggest how the general policies for Ocean Pointe/Hoakalei should be implemented:

Appropriate Scale and Siting

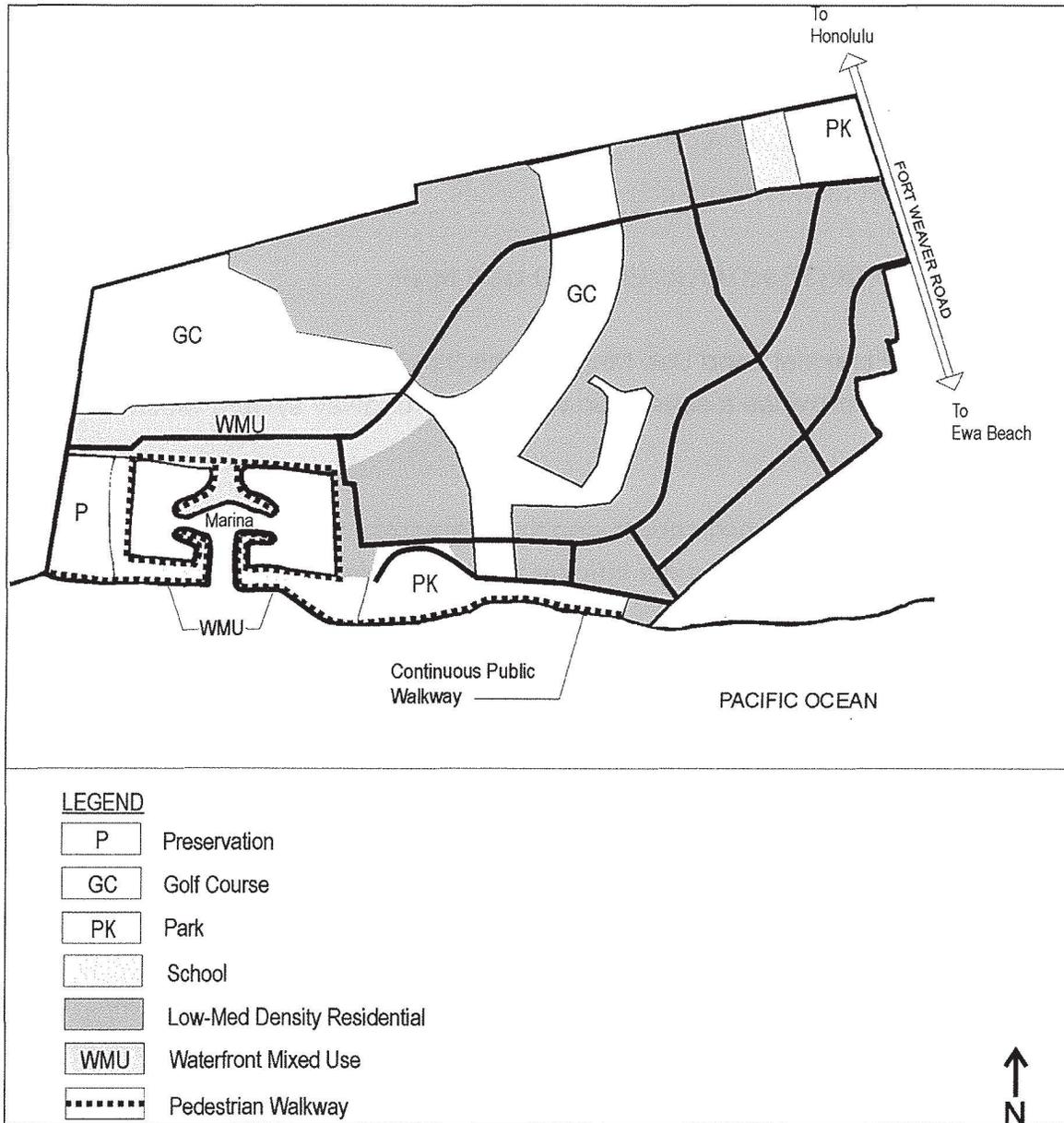
- Minimize the visibility of large building volumes and elements from waterfront and residential areas through building envelope restrictions, site planning and landscaping.

Environmental Compatibility

- Do not develop residential and apartment units in areas that would expose residents to excessive aircraft noise.
- Since airport operations have continued at Kalaeloa, ensure land uses at Ocean Pointe/Hoakalei are compatible with airport operations and respect restrictions on development within airport approach and clear zones.

Exhibit 3.5

Ocean Pointe/Hoakalei Land Use Map



- Locate and operate uses that generate high noise levels in a way that keeps noise to an acceptable level in existing and planned residential areas.
- Design and develop the built environment to avoid adverse impacts on natural resources or processes in the coastal zone.

- To retain a sense of place, incorporate natural features of the site and utilize landscape materials that are indigenous to the area in the design of hotel and recreation areas, where feasible.

Community Integration

- Although the design of Ocean Pointe/Hoakalei may have a distinct identity and entry, link Ocean Pointe/Hoakalei with surrounding areas, such as 'Ewa Beach and Kalaeloa by using connecting roadways, walkways, landscape and architectural design.

Urban Form

- **Waterfront Light Industrial Mixed Use** — Develop a light industrial mixed use support area adjacent to the basin providing facilities such as repair and storage. Building heights should generally not exceed 60 feet in this area.
- **Waterfront Mixed Use** — Develop a waterfront commercial center with associated visitor units adjacent to the waterfront, featuring a wide public promenade with retail attractions. Hotel and apartment buildings in this area should generally not exceed 90 feet and all other buildings should generally not exceed 60 feet. Buildings with frontage on the interior basin should be limited to 40 feet. Buildings taller than 40 feet should be set back from the basin frontage.
- **Medium Density Residential Area** – Develop a medium density residential area adjacent to the Waterfront Mixed Use area to provide a transition between the mixed uses of the Waterfront Mixed Use area and the Single Family and Low Density Residential area to the east. Building heights in this area should generally not exceed 60 feet.
 - In order to minimize the visual impacts of the Medium Density Residential areas adjacent to One'ula Beach Park, the developer should:
 - Maximize *mauka-makai* and other view corridors in the area by orienting the narrow dimension of buildings parallel to the shoreline or predominant view;
 - Maximize open space by minimizing building bulk and using extensive landscaping to create a park-like setting; and

- Provide greater setbacks and/or terraced building setback from the edge of the basin for buildings exceeding 25 feet in height.
- **Single Family and Low Density Residential Area** – Develop a residential community characterized by low-rise apartments and single-family homes in this area. Building heights should generally not exceed 30 feet.
 - There should be a minimum building setback of about 40 feet along the basin’s edge to accommodate a public waterfront promenade. Lesser setbacks may be permitted upon design review and approval by the Department of Planning and Permitting.
- Allow a small portion of the setback area to be covered by low-rise buildings to allow for boat servicing, appropriate commercial uses, storage and clubhouses. The maximum building height at the setback line in these areas should be around 40 feet, rising one foot for each additional foot of setback to a maximum of around 60 feet in the Medium Density Residential area and around 90 feet in the Waterfront Mixed Use area.
- Set back all structures a minimum distance of 150 feet from the shoreline. Lesser setbacks may be permitted upon design review and approval by the Department of Planning and Permitting. The maximum building height at the setback line along the shoreline should be 40 feet, rising one foot for each additional foot of setback up to the appropriate height limit.

Natural Environment

- Retain, enhance, and protect wetlands and other wildlife habitats.
- Design the golf course to accommodate storm water runoff in a manner that maintains coastal water quality and avoids the use of concrete channels for diversion drainage. Design the waterway to accommodate the runoff of collected storm waters generated by a potential 100-year storm. Channel design should use the most effective means to provide natural flushing of its waters. Develop silting ponds *mauka* of the site to preserve water quality so that use of the near-shore waters for recreational purposes and aesthetic enjoyment is not limited in any way.
- Avoid the use of breakwaters or jetties at the marina entrance, in order to preserve surf sites.

Public Access

- Provide a continuous pedestrian pathway open to the public along the shoreline and along most of the basin, with the exception of sections where private residential lots directly front the basin.
- Provide access to the entire waterway and ocean shorelines to the public through the internal and peripheral pedestrian pathways.
- Provide public parking, restrooms, and shower facilities at regular intervals for all sandy beach areas.

Views and Vistas

- Preserve and enhance views from public streets and thoroughfares to the mountains and sea wherever possible. In particular, distant views of the Wai'anae Range and the south coast of O'ahu toward Honolulu and Diamond Head from the public promenade near the marina entrance channel should be preserved.
- Orient hotel and apartment facilities in relationship to the waterfront so as to preserve and maximize both *mauka* and *makai* views.

Circulation

- Design the street network to provide for a reasonably direct route through Kalaeloa to connect Ocean Pointe/Hoakalei to the City of Kapolei and Kualaka'i Parkway (the former North-South Road).
- Design all major roadway corridors to provide for bus pullouts and bus shelters, bike paths, and sidewalks that are separated from the vehicular travel way by a landscape buffer.

Landscape Treatment

- Provide generous landscaping and vegetation throughout the development to promote tropical beauty and provide visual relief and a feeling of spaciousness.
- Design landscaping to provide continuity between residential, resort, waterfront uses, commercial areas, the shoreline, golf course, and parks.
- Design landscaping to provide privacy, screening, shade, and temperature control.

3.9 EXISTING AND PLANNED RESIDENTIAL COMMUNITIES

This section provides general policies and guidelines for the development of new communities and the expansion or renovation of existing communities. Guidelines are provided for three types of residential uses: **Residential**, **Low Density Apartment**, and **Medium Density Apartment**.

- **Residential** areas consist of one and two-story single-family attached and/or detached dwellings with individual entries.
- **Low Density Apartment** areas consist of two- and three-story townhouse or low-rise apartment buildings. Dwelling units may have common entries, but buildings are typically non-elevator structures.
- **Medium Density Apartment** developments take the form of multi-story apartment buildings. They may be located in mixed-use zones, with the ground floor or lower floors occupied by retail and service commercial uses.

3.9.1 GENERAL POLICIES

- **Overall Density** - To achieve the desired compactness and character of development in planned residential communities, develop with the housing density of the aggregate area zoned for residential use (including the streets) in the range of 10 to 15 units per acre. (This average does not include areas zoned for commercial or industrial use.)
- **Higher Density Housing Along the Transit Corridor** - To promote use of mass transit, develop higher-density residential use along a major rapid transit corridor linking Kapolei with Waipahū and Primary Urban Center communities to the east. Medium Density Apartment and Commercial uses should be developed at eight transit nodes. Each node would cover a 1/4 mile radius (about a five minute walking distance) around a major transit stop. Develop areas along the rapid transit corridor at housing densities of 25 units per acre, with greater densities encouraged within the eight transit nodes. See the Urban Land Use Map and the Public Facilities Map in Appendix A for the location of the eight nodes.
- **Affordable Housing** – Require that thirty percent of the housing units in new residential developments be affordable to low and low-moderate income households.

- **Physical Definition of Neighborhoods** - Make the boundaries of neighborhoods evident through the use of natural features, street patterns, landscaping, building form, and siting. The focus of neighborhood activity should be on the local street or a common pedestrian right-of-way or recreation area.
- **Community Centers** – In the Master Plan for each new residential community, identify where its village center, town center or “Main Street” area is and how that center or Main Street will be established and supported by any existing or planned commercial development.
- **Compatible Mix of Building Forms** - Use a variety of housing types and densities to avoid visual monotony and accommodate a variety of housing needs, but avoid sharp contrasts between the exterior appearance of adjacent housing areas.
- **Transit-Oriented Streets** - Design street patterns and rights-of-way to accommodate mass transit service and make it convenient to access for as many households as possible.
- **Connectivity** – Minimize dead end streets, provide for intersections at regular intervals, and connect with adjacent development. Allow roadway cross-sections within new residential developments to be reduced from current standards where higher capacity is provided by multiple alternative routes.
- **Pedestrian and Bicycle Travel** – Encourage pedestrian and bicycle travel, particularly to reach neighborhood destinations such as schools, parks, and convenience stores. At a minimum, provide pedestrian and bikeway connectivity, where roadway connectivity is deemed not feasible, to allow direct travel through the community and to neighborhood districts.
- **Integration of Linear Corridors** – Encourage physical and visual connections between communities through the creative design of transportation and utility corridors and drainage systems.
- **Provision of Community Facilities** – Provide land for community facilities including churches; community centers, and elderly and child care centers.

Table 3.4 gives an overview of the density and height guidelines for planned and existing residential developments.

**TABLE 3.4: DENSITY AND HEIGHT GUIDELINES
BY RESIDENTIAL DENSITY CATEGORY**

Residential Category	Density (Housing Units)	Building Height
Residential	5-12/acre	not over two stories
Low Density Apartment	10-30/acre	not over three stories
Medium Density Apartment	25-90/acre	not over 90 ft ¹

¹ Building heights up to 150 feet allowed in City of Kapolei and Ko Olina.

Conceptual locations for residential, low-density apartment, and medium-density apartment development are shown on the Urban Land Use Map in Appendix A and in maps of specific developments in Exhibits 3.3, 3.5, and 3.6. See Section 3.9.3 for further discussion of the Urban Land Use Map.

3.9.2 GUIDELINES

The following guidelines suggest how the general policies for Existing and Planned Residential Communities should be implemented.

Residential

Density

- Develop at densities of 5 to 12 units per acre, encouraging more compact, innovative, environmentally sensitive design and alternative layouts.

Building Height

- In general, limit buildings to not exceed two stories, although the height may vary according to required flood elevation, slope, and roof form.

Site Design

- Use features such as varied building setbacks and shared driveways to avoid monotonous rows of garages and driveways along neighborhood street frontages.

Building Form

- Use varied roof forms, exterior colors and finishes, building orientation, floor plans, and architectural details to provide visual interest and individual identity.

Low Density Apartment

Density

- Develop at densities of 10 to 30 units per acre.

Height

- In general, limit buildings to not exceed three stories above grade. Maximum building heights should allow for pitched roof forms.

Building Form

- Use building form, orientation, location of entries and landscape screening to maintain a sense of residential scale and provide greater privacy and individual identity for housing units.

Compatibility

- Ensure that building scale, roof form, and the quality of materials are compatible with those of adjacent low-density residential areas.

Medium Density Apartment

Location

- In general, locate medium-density apartment buildings in large planned residential communities, adjacent to major collector streets, commercial or civic centers.
- Develop medium-density apartment as the predominant form of housing in and near the City of Kapolei and around transit nodes on the planned rapid transit corridor between Waipahū and Kapolei.

Density

- Allow building density of 25 to 90 units per acre.

Height

- Limit building heights to not exceed 150 feet in the City of Kapolei and the Ko Olina Resort and 90 feet elsewhere. Taller building heights are intended to allow higher densities, create variation in the cityscape, give a visual sign of transit nodes, and identify the City of Kapolei's importance as a regional center.

Architectural Character

- Allow building scale, roof form and the quality of materials to reflect an urban character.

Height Setbacks

- Employ building height setbacks and landscaping to reduce the direct visibility of taller buildings from lower density residential areas and from the street front. Allow lower building elements to directly abut the street front.

Circulation System

Master-planned projects should each have a circulation plan or "circulation element" in their Project Master Plan (see Chapter 5).

Connectivity

- Use the circulation plan to define the hierarchy of streets within the project and its relationship to the surrounding transportation network.
- Use a modified grid street pattern (modified as necessary to fit the topography or other limitations) with block lengths of 300 feet by 500 feet or any combination of two sides summing to 800 feet. (See Exhibit 4.2 Street Network Guidelines.)
- Provide pedestrian pass-throughs or mid-block cross walks where blocks exceed 500 feet on a side.
- Connect new residential development to adjacent subdivisions to allow creation of an east-west and *mauka-makai* roadway network at approximately 1/4 mile intervals.

Transit Routes and Facilities

- Show existing and proposed bus routes and specific measures to accommodate efficient bus transit service for as many households as possible on the circulation plan.
- Design the rights-of-way along existing or potential bus transit routes to make provisions for bus shelters, bus pull-outs, and, if applicable, park-and-ride facilities and/or future rapid transit stations in accordance with Department of Transportation Systems design standards.
- Require street patterns showing the alignment of proposed or potential bus transit routes to be submitted to the Department of Transportation Services as part of the subdivision roadway master plan review process.
- Design the circulation plan so that at least 85 percent of all residences will be within a five-minute (or 1/4 mile) walking distance of an existing or potential bus route or rapid transit stop, unless localized topographic conditions make such a requirement impractical.
- Design the circulation plan so that all commercial development with more than 1,000 square feet and all employment sites with more than ten employees are within 1/8 mile of a existing or potential bus or rapid transit stop.
- Design the circulation plan so that all development is within 1/2 mile of an existing or potential bus or rapid transit stop, unless localized topographic conditions make such a requirement impractical.

- Design the circulation plan so that potential bus transit routes have two different access points into the proposed development. The route alignment should seek to achieve optimal operational efficiency between the two access points.

Pedestrian and Bicycle Routes and Facilities

- Design the circulation plan to indicate any principal pedestrian and bicycle paths that are physically separated from roadways.
- Design street intersections along these separated paths to have a narrow curb radius and include special signage, and paving to encourage safe and convenient pedestrian and bicycle crossings.
- Allow interior mid-block pedestrian/bicycle routes to be provided as an alternative to paved sidewalks along local streets.

Landscape Treatment

- Include conceptual street tree plans in the circulation plan.
- Identify entries to the community with special landscape treatment.
- Design the rights-of-way for major and minor arterials as landscaped parkways, complete with a landscaped median strip, landscaped sidewalk, and bikeways. Major arterials should have separate bike paths, and minor arterials should have bike lanes. Suggested width for major arterials, including right-of-way and planting strips, is 120 feet wide and for minor arterials is 100 feet wide.
- Plant canopy trees to shade the sidewalk/bike path areas.
- Install landscape treatment along the edges of the project that is appropriate for the natural setting and designed to provide continuity and transition from adjacent developed areas.
- 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.

3.9.3 RELATION TO URBAN LAND USE MAP

Residential areas are shown on the 'Ewa Urban Land Use Map in Appendix A as follows:

Residential and Low Density Apartment - Areas with this designation should be zoned to allow residential or low density apartment uses, subject to appropriate siting considerations and the General Policy for "Overall Density" provided in Section 3.9.1.

Medium Density Apartment - Areas with this designation should be zoned predominantly for medium density apartment use. Mixed use, with retail activities at the ground level, is encouraged.

City of Kapolei – Areas within the City of Kapolei should be zoned for medium density apartment use. Mixed use with retail and office activities at the ground level and second floor should be encouraged.

The following uses are not specifically designated on the Urban Land Use Map, but are allowed in all residential areas:

- Neighborhood commercial centers;
- Elementary schools;
- Parks;
- Churches;
- Community centers;
- Elderly care centers;
- Child care centers;
- Fire stations; and
- Other public facility and utility uses serving the area.

All residential developments should be compatible with Aircraft Approach and Clearance Zones for Honolulu International Airport and Kalaeloa Airport.

3.9.4 RELATION TO ZONING

Table 3.5 provides guidelines for the zoning that may be appropriate to each of the land use designations indicated in the revised Development Plan.

It is intended for use as a reference, which would permit modification or creation of **Land Use Ordinance** zoning categories and land use regulations in response to changing conditions without needing to amend the Development Plan.

TABLE 3.5 GUIDELINES FOR APPROPRIATE ZONING

Land Use Designation	Appropriate Zoning Districts
Park, Golf Course, Preservation/ Conservation Military Training Area	P-2 if in State Urban or Agriculture District P-1 if in State Conservation District; otherwise P-2 F-1
Agriculture	AG-1 for all areas except where there is a predominant pattern of lots under 5 acres in size AG-2 for areas where lots are under 5 acres in size
Residential and Low Density Apartment	R-5, R-7.5, R-10 for conventional single-family subdivisions R-3.5 if identified by Project Master Plan for innovative small lot site design A-1 for low-rise flats, apartments, and townhouses A-2 if identified by Project Master Plan for medium density apartment development AMX-1, AMX-2 if within 1/4 mile of a transit node
Medium Density Apartment	A-2, A-3 AMX-2, AMX-3 if within 1/4 mile of a transit node
Commercial Centers	B-2 with limits on floor area for office use for all types of centers except Neighborhood Commercial Centers B-1 for Neighborhood Commercial Centers (not shown on Urban Land Use Map) B2, BMX-3, Resort for the Ko Olina Marina Mixed Use area
Town Center	B-2, BMX-3 A-1, A-2 I-1, IMX-1 in fringe areas where present use is predominantly service industrial
Resort	Resort
Technology Park	New zoning category designed specifically for this use; for interim, retain the existing IMX-1 and B-2 zoning with use limitations as specified in the UA.
Industrial	I-2 for heavy industrial areas in Barbers Point Industrial Area I-1, IMX-1 for service industrial areas near City of Kapolei and master-planned communities I-3 in vicinity of Barbers Point Deep Draft Harbor and of Hoakalei Marina

3.10 PLANNED COMMERCIAL RETAIL CENTERS

This section provides general policies and guidelines for the development of commercial retail centers in 'Ewa.

These planned commercial centers differ from commercial areas within towns such as Waipahū or the City of Kapolei because they are typically managed as a unit with shared parking and centralized management.

Definitions - Four types of commercial centers can be defined based on size and function:

- **Neighborhood Commercial Center** - (5-10 acres or less, typically located within or adjacent to residential area, up to 100,000 square feet [sq. ft.] of floor area).
 - Neighborhood Commercial Centers have frontage on at least one collector street, and may have up to 100,000 sq. ft. of floor area, which is leased to tenants such as grocery stores, sundries stores and other services and shops catering to common household needs.
 - Single commercial establishments, such as convenience stores or "Mom and Pop" stores, or groupings of stores smaller than five acres in size also fall within this category, provided that they are appropriately located and will not contribute to the evolution of a commercial strip.
- **Community Commercial Center** - (10-30 acres, typically located on an arterial highway or at the intersection of two major collector streets, up to 250,000 sq. ft. of floor area).
 - This type of center principally serves the community in which it is located, providing for basic shopping and service needs on a larger scale than the neighborhood center.
 - Community Commercial Centers may contain up to 250,000 sq. ft. of floor area, and major attractions typically include a large grocery store, a drug store, and/or a department store. The other, smaller tenants in the center are largely dependent on the effectiveness of the major tenants to draw customers.
 - The Kapolei Shopping Center is an example of this type of commercial center.

- **Major Community Commercial Center** - (up to 50 acres, located in communities which are not near an urban center, up to 500,000 sq. ft. of floor area); and
- **Regional Commercial Center** - (more than 50 acres, located with frontage on a major arterial highway and access from freeway interchange, more than 500,000 sq. ft. of floor area).
 - This type of center is typically “anchored” by several major stores and features a wide variety of other tenants, often including entertainment and community facilities.
 - The regional center serves a broad arc of surrounding communities but also attracts business from throughout the island.
 - Examples include Waikele, Pearlridge, and Kāhala Mall.

3.10.1 GENERAL POLICIES

- Develop planned commercial centers, outside of the City of Kapolei, to provide retail shopping and services for the ‘Ewa residential communities in which they are located.
- Develop commercial centers outside of the City of Kapolei by concentrating commercial uses in central locations instead of in continuous commercial strips along arterial roads.
- Emphasize pedestrian and transit access to and within the centers.
- Permit multi-family residential use above the first floor and include it wherever possible in commercial centers.
- Wherever possible, design new commercial centers to help create and/or support pedestrian-friendly village centers, town centers, or “Main Street” areas for their communities.
 - Such centers or Main Streets provide a place where people from the surrounding neighborhoods gather, shop, dine, or play and are a key element that defines a community’s identity.
- Limit development of Major Community Commercial Centers or Regional Commercial Centers to the City of Kapolei since the City of Kapolei is intended to provide for most regional shopping needs.
 [Note: The Department of Hawaiian Home Lands has notified the Department of Planning and Permitting that it has exempted itself from City and County planning and zoning to develop a 1.6 million square foot

Regional Shopping Center on 67 acres near the intersection of Kualakaʻi Parkway (the former North-South Road) and Kapolei Parkway. Included in the project are two hotels with 300 rooms and two office towers with 100,000 square feet of office space.]

- Allow Neighborhood Commercial Centers to be located within any residential community, and to be reviewed and approved as part of development of master planned residential communities or redevelopment of existing communities.
- Allow Community Commercial Centers at ʻEwa Beach, Laulani, Hoʻopili (near the intersection of Farrington Highway and Kunia Road), East Kapolei (near the intersection of Farrington Highway and the Kualakaʻi Parkway and near the intersection of Kapolei Parkway and the Kualakaʻi Parkway), the Villages of Kapolei, Makaīwa Hills, and Ko Olina Marina as shown on the Urban Land Use Map in Appendix A.
- Allow medium density mixed use commercial development within a quarter-mile radius of proposed transit stations on the rapid transit corridor linking Waipahū with the City of Kapolei/Kapolei West.
- Restrict office uses as a principal use in ʻEwa Community Commercial Centers. Offices that provide services to the local community may be included in the centers, but the emphasis should be on retail uses. Offices providing support to functions of the University of Hawaii West Oahu may be included in the Transit Oriented Development areas around the two transit stations closest to the campus. Locate developments primarily oriented to office uses in the City of Kapolei.

3.10.2 GUIDELINES

The following guidelines suggest how the general policies for Planned Commercial Retail Centers should be implemented.

All Commercial Centers

Orientation to "Main Street" or the Town/Village Center

- Structures in the commercial center should be located and oriented to the street up to the "build to" line along the designated "Main Street" or Town/Village Center frontage.

- Most parking for commercial structures fronting "Main Street" or the Town/Village center should be located behind the structures in joint development parking lots or structures although some on-street parking can be provided on the Main Street or Town/Village Center frontage.
- The main entrance to commercial structures fronting the "Main Street" or Town/Village Center should be located on that street frontage with secondary entrances from parking areas.
- Sidewalks in front of retail uses fronting the "Main Street" or Town/Village Center should be wide enough (12 to 16 feet) to allow window shopping or outdoor dining.

Mix of Uses

- Plan commercial centers primarily for retail uses and for office uses that provide services to the surrounding community. Residential uses may also be incorporated in such commercial centers.

Appropriate Scale

- Design the building mass of the commercial center to be in keeping with its urban and natural setting.

Compatible Style

- Design the architectural character of commercial centers to respect the surrounding urban and natural features, particularly when located adjacent to a residential area or significant natural or historic feature. Neighborhood commercial centers should reflect a residential architectural character.

Accessibility

- Incorporate site design and facilities to promote pedestrian, bicycle and transit access in commercial centers. Pedestrian and bicycle access is more important for smaller, neighborhood centers, while transit access is more significant for community centers. Apply these designs and facilities to the expansion or renovation of existing commercial centers, as well as to new centers.

Neighborhood Commercial Centers

Architectural Character

- Design the project architecture to respect the character of adjacent residential uses.
- Use gable and hip-form roofs to create breaks in the roofline to reduce the apparent scale of large roof plates.
- Use exterior materials and colors that are typically found in neighborhood houses.

Building Siting

- Orient buildings to the pedestrian.
- Orient storefronts to face the street and to the extent possible, be sited close to the sidewalk.
- Place parking and service areas behind the buildings or otherwise visually screened from streets and residential areas.

Building Height and Density

- Design buildings at a residential scale.
- Allow building height limits which allow for gable and hip-form roof elements.
- Limit total floor area for a lot or contiguous lots with common parking to no more than 100,000 sq. ft.

Vehicular Access

- Provide access to the parking and loading areas from a collector street.
- Permit access to a local residential street only if it is for emergency or secondary access and would not encourage through traffic along the local street.

Pedestrian and Bicycle Facilities

- Provide at least one pedestrian access from the public sidewalk or other off-site pedestrian pathway to the entrances of establishments in the commercial center that does not require crossing a traffic lane or parking lot aisle or driveway.

- Design bicycle racks for security, convenience, and visibility from the street entry.
- Provide appropriate signage to indicate the availability and location of bicycle racks.

Visual Screening, Lighting and Signage

- Screen parking and service areas from the street and adjacent residential lots by planting a landscape screen of trees and hedges along street frontages and property lines and by planting shade trees throughout the parking lot.
- 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 only low-level or indirect lighting in parking lots.
- Require all signage to either be non-illuminated or indirectly illuminated.

Community Commercial Centers

Architectural Character

- Allow varied architectural character, depending on the context.
- Require commercial center buildings that are visible from adjacent residential areas to reflect a residential character while allowing other facades to have a character more typical of a commercial building.
- Avoid disruptive contrasts between facades and extended blank walls that are visible simultaneously from public areas.

Building Bulk and Massing

- Provide a transition in scale from larger building elements of the commercial center to finer elements near the adjacent use when the building is adjacent to a residential area or a building of historic value.
- Avoid blank facades on portions of buildings visible from a street by using texture, articulation, color, and fenestration to create visual interest.
- Require facades that are close to the public right-of-way to be composed of display windows and pedestrian entrances.

Building Height and Density

- Limit building heights to generally not exceed 45 feet.
- Limit total floor area to no more than 250,000 sq. ft. for a standard Community Commercial Center.

Pedestrian, Bicycle, and Transit Facilities

- Provide street frontage improvements for bus stops, including a bus shelter and a pull-out off a traffic lane, along all abutting streets that have bus routes.
- Provide a pedestrian pathway from the bus stop to an entrance to the main building of the commercial center. The pathway should be clearly indicated with special paving or markings and covered to provide weather protection, if the commercial center building is not directly connected to the bus shelter.
- Design bicycle racks to provide security and be visible from the street entry to the commercial center.
- Provide appropriate signage to indicate the availability and location of bicycle racks.

Visual Screening

- Minimize the visibility of parking and service areas from the street and adjacent residential areas through screening.
- Plant a landscape screen, consisting of trees and hedges, along the street fronting the parking lot or garage.
- Plant shade trees throughout all parking lots.
- 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.
- Provide landscape planters along the facade of each parking level for parking garages close to and readily visible from a street.
- Visually screen service areas from public and residential areas.

Signage

- Indirectly illuminate signage visible from residential areas.

Regional Commercial Centers

Architectural Character

- Use architectural elements to establish a visual identity and design theme, especially when the theme reflects a cultural, historical, or geographical feature of the area.
- Include public areas to provide for performances and cultural events.

Building Bulk and Massing

- Use varied elevations and building axes to visually differentiate building volumes.
- Avoid blank facades on portions of buildings visible from a street by using texture, articulation, color, and fenestration to create visual interest.
- Require facades that are close to the public right-of-way to be composed of display windows and pedestrian entrances.
- Site buildings to physically define separate sections for parking areas to provide visual relief and easily identifiable references for customers returning to parked vehicles.

Building Height and Density

- Limit building heights to generally not exceed 60 feet, but permit heights up to 90 feet for architectural features expressing a design theme.
- Limit the floor area ratio to no more than 2.0.

Use Allocation

- Limit office and entertainment uses. Office uses should not exceed five percent and entertainment/recreation uses should not exceed 15 percent of gross leasable area.

Pedestrian, Bicycle, and Transit Facilities

- Locate public bus facilities on the grounds of the center, but allow reduction in the number of parking spaces to offset the cost of providing the easement and improvements on-site.
- Directly connect the bus stops to the commercial center's main structure via a covered pedestrian walkway.

- Include well-defined walkways at regular intervals in parking lots to minimize conflicts between pedestrians and moving vehicles.
- Provide appropriate signage to indicate the availability and location of bicycle racks.

Visual Screening

- Plant a landscape screen, consisting of trees and hedges, along parking lot street frontages.
- Plant shade trees throughout all parking lots.
- Provide landscape planters along the facade of each parking level for parking garages close to and readily visible from a public right-of-way.
- 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.
- Locate or screen loading and other service areas so that they are not visible off-site.

3.11 KO OLINA RESORT

The **‘Ewa Development Plan** prior to 1997 included specific development objectives, planning principles, and standards for Ko Olina Resort, under its former name of West Beach. The Unilateral Agreement to the 1986 zoning ordinance for the Resort includes detailed conditions regarding the master plan of the resort, building design, design of the public shoreline area, and public access to the shoreline.

Development of the Resort can proceed based on the existing zoning and Unilateral Agreement. This section incorporates key elements for Ko Olina from the former Development Plan and the Unilateral Agreement.

Ko Olina Resort is designated in the **General Plan** as one of four "secondary" resort destinations, which are part of an overall strategy to relieve growth pressure on Waikīkī. The resort is located on 640 acres between Kahe Point Beach Park and the Kalaeloa Barbers Point Deep Draft Harbor. When developed, Ko Olina Resort should be a water-oriented residential and resort community with at least 4,000 visitor units in hotels and resort condominiums and 5,200 residential units.

Ko Olina is master-planned to incorporate recreational features in addition to visitor accommodations. Recreational facilities include a golf course, a small boat marina, and four man-made swimming lagoons. Development of the golf course and the swimming lagoons, and installation of roads and utilities are completed.

The first hotel opened in 1993 with almost 400 rooms. The first phase of a 750 unit time-share resort began construction in 2001, and by September 2009, over 500 units had been completed. Construction of a third 800 unit hotel/time-share project began in 2008. In addition, over 1,100 homes, second homes, and resort condominiums have been built and sold in recent years.

3.11.1 GENERAL POLICIES

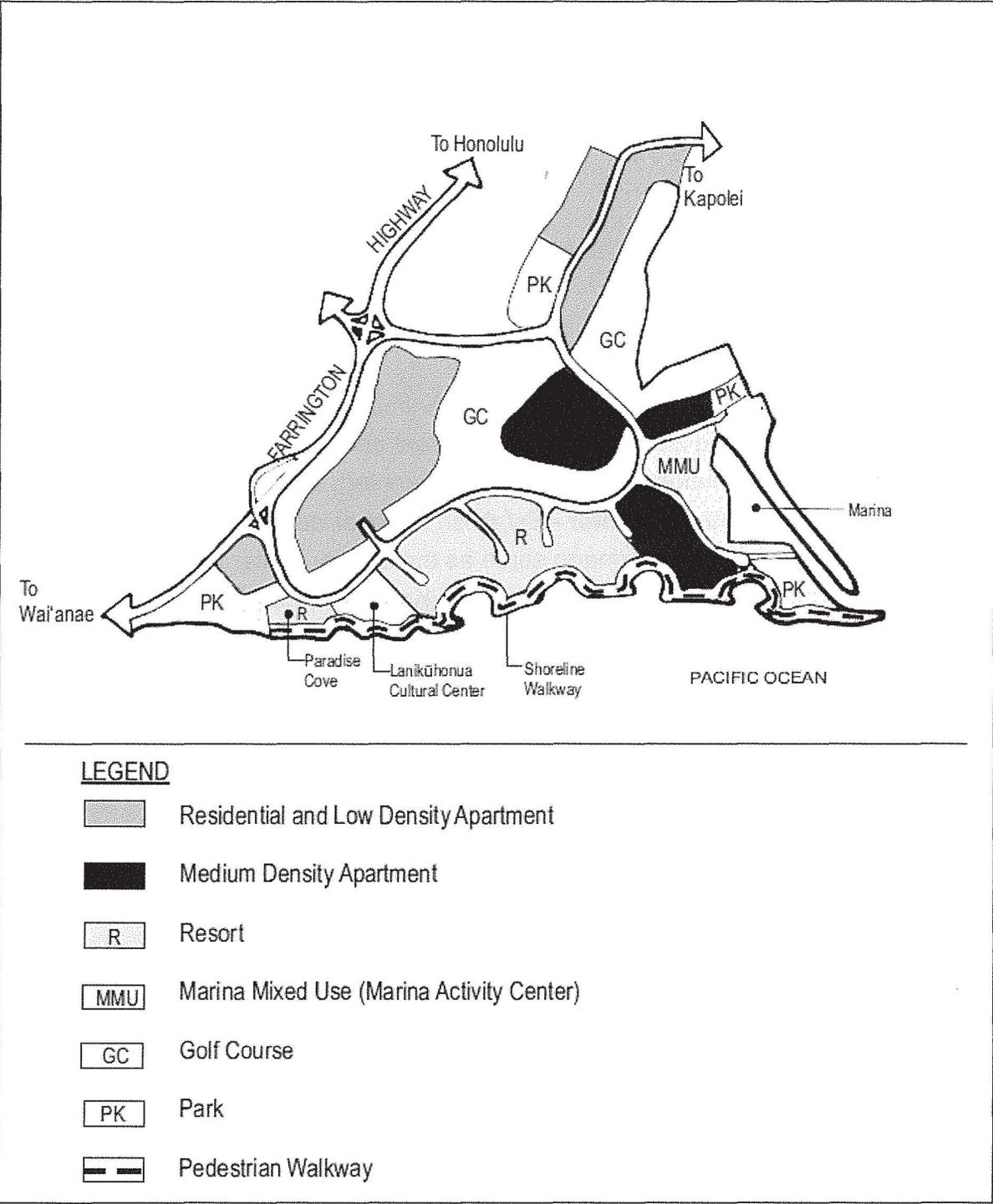
- Develop Ko Olina Resort as an integral part of the Secondary Urban Center.
- Develop Ko Olina to provide substantial waterfront areas for public use. The entire shoreline should be natural open space, softened by landscaping, and should focus on the beach and swimming lagoons.
- Design the built environment to avoid adverse impacts on natural resources or processes in the coastal zone.

3.11.2 KO OLINA LAND USE MAP

The Ko Olina Land Use Map, Exhibit 3.6, shows land uses and a schematic view of the roadway system within the Ko Olina Resort. Land uses include the following:

- **Resort** - Resort sites are located along the shoreline and should have hotels, apartments, and accessory commercial and recreational facilities for resort use. The Lanikūhonua Cultural Center, located at the northern end of the resort area, should be principally open space with accessory structures as needed to support the cultural center use. The Paradise Cove site, located between Lanikūhonua and the park, should be used for resort commercial purposes.
- **Medium Density Apartment** - Medium density apartment uses are located along the shoreline between Mauloa Place and Waipahē Place and near the Marina Activity Center.

**Exhibit 3.6
Ko Olina Land Use Map**



- **Marina Mixed Use** - The Marina Activity Center is located in this area and should have a mix of commercial and high-density residential uses with Business Mixed Use (BMX) or Resort zoning.
- **Residential and Low Density Apartment** - Two residential and low density apartment areas are located within and adjacent to the golf course.

3.11.3 GUIDELINES

The following guidelines suggest how the general policies for Ko Olina Resort should be implemented:

Urban Form

- **Appropriate Scale and Siting** – Minimize the visibility of large building volumes and elements from waterfront and residential areas through building envelope restrictions, site planning, and landscaping.
- **Marina Activity Center** - Establish a higher density, centrally located hub adjacent to the marina to serve as the activity center for the community and as an attraction that enhances Ko Olina's role as a secondary resort destination area for O'ahu.
 - Permit commercial mixed use development in the area generally bounded by the park at the fourth lagoon, Waipahē Street, Ali'inui Drive, Kekai Place and the marina. This area should consist of marina frontage with public promenade, commercial mall, and low and medium density apartment developments.
 - Limit marina frontage generally to a height limit of 40 feet.
 - Require buildings taller than 40 feet to be set back from the marina frontage.
 - Allow variations in the amount of setback to add visual interest.
 - Limit medium density apartment buildings and commercial buildings in this area to generally not exceed 150 feet.
- **Medium Density Apartment Area** - Two additional medium density apartment areas are located on Kekai Place and on Ali'inui Drive. Limit building heights in these areas to generally not exceed 150 feet.
- **Resort Center** - Allow development of a resort destination area containing at least 4,000 visitor units in the area designated for Resort use

on Exhibit 3.6. Limit hotel and apartment buildings in this area to generally not exceed 150 feet.

- Limit building heights at Lanikūhonua and Paradise Cove to no more than 40 feet in height.
- Encourage compatibility of uses and design integration at the boundaries separating different use areas.
- Prohibit designation of land within 1/2 mile of the centers of petroleum and explosives terminals at the Kalaeloa Barbers Point Deep Draft Harbor for Resort, Apartment, Residential, or Commercial use.

Natural Environment

- Locate and operate uses that generate high noise levels in a way that keeps noise to an acceptable level in existing and planned residential areas.
- To retain a sense of place, design the resort and recreation areas to incorporate natural features of the site and utilize landscape materials that are indigenous to the area where feasible.
- Set back all structures a minimum distance of 300 feet from the shoreline. Lesser (or greater) setbacks may be permitted upon design review and approval by the Department of Planning and Permitting.
- Protect the existing coastal environment against potential negative impacts associated with increased recreational use and public access to the shoreline.
- Discourage further modification to the shoreline, including the man-made lagoons, unless required either to meet the conditions of existing approvals or to address demonstrated deterioration to the quality of coastal resources.

Shoreline Access

- Provide a continuous public walkway along the entire shoreline fronting the resort, anchored at either end by public beach parks. Public access should be provided along the shoreline fronting Lanikūhonua and Paradise Cove, but not in as formal a manner as that provided on the shoreline frontage of the adjacent hotel, apartment, and commercial Ko Olina resort sites.

- In addition to the public parks at each end of the resort, provide a series of privately-owned and maintained parks encompassing a minimum of 20 acres of land along the shoreline. These private parks should be open to use by the general public and accessible from the continuous shoreline public walkway.
- Provide a public access easement, parking lot, restrooms, and showers at each of the four swimming lagoons.

Views and Vistas

- Although the design of Ko Olina may have a distinct identity and entry, link Ko Olina with surrounding areas through the use of connecting roadways, walkways, landscape, or architectural design.
- Preserve and enhance views from public streets and thoroughfares to the mountains and sea wherever possible.
- Orient hotel, commercial, and apartment buildings perpendicular to the shoreline to maximize *mauka* and *makai* views.
- Protect important views of landforms along the Wai‘anae Coast, the ridgeline of the Wai‘anae Range, and the ocean, including but not limited to the following:
 - *Makai* view from Farrington Highway at the entrance to Ko Olina,
 - *Makai* view from Ko Olina coastal roadways *makai* of Farrington Highway,
 - Views of the Wai‘anae Coast from the shoreline at Ko Olina, and
 - *Mauka* and lateral views of Ko Olina from the Small Boat Harbor and the Deep Draft Harbor.
- Allow variation in building heights near the shoreline and along the marina frontage, particularly to preserve long views and minimize the perception of building bulk from the shoreline, beach, and marina frontage.

Circulation System and Transportation Facilities

- Establish an integrated bikeway and pedestrian circulation network throughout the resort, with bicycle lanes and routes and sidewalks along major roadways, lined with shade trees.
- Reserve the OR&L right-of-way for a bikeway and historic railroad train service for historic and educational rides between Nānākuli, Ko Olina,