

REPORT OF THE COMMITTEE ON ZONING AND PLANNING

Voting Members:

Ikaika Anderson, Chair; Breene Harimoto, Vice-Chair;
Ann H. Kobayashi, Ron Menor, Kymberly Marcos Pine

Committee Meeting Held
November 1, 2013

Honorable Ernest Y. Martin
Chair, City Council
City and County of Honolulu

Mr. Chair:

Your Committee on Zoning and Planning, to which was referred Bill 48 (2013), CD1, entitled:

"A BILL FOR AN ORDINANCE TO REZONE LANDS SITUATED AT WAIPIO, CENTRAL OAHU, HAWAII,"

which passed Second Reading at the October 9, 2013 Council meeting, reports as follows:

The purpose of of Bill 48 (2013), CD1, is to rezone approximately 576.435 acres of land in Waipio, Central Oahu, from AG-1 Restricted Agricultural District to A-2 Medium Density Apartment District with a 50-foot height limit, BMX-3 Community Business Mixed Use District with a 60-foot height limit, B-1 Neighborhood Business District with a 40-foot height limit, IMX-1 Industrial-Commercial Mixed Use District with a 60-foot height limit, and P-2 General Preservation District at the request of Castle & Cooke Homes Hawaii, Inc. (the "Applicant"), to develop the Koa Ridge master-planned community.

At the request of the Department of Planning and Permitting (DPP), the bill would also rezone two City-owned parcels midway along the adjacent H-2 Freeway totaling 3.880 acres from AG-1 Restricted Agricultural District to P-2 General Preservation District, as an administrative housekeeping measure.

CITY COUNCIL
CITY AND COUNTY OF HONOLULU
HONOLULU, HAWAII

ADOPTED ON NOV 13 2013

COMMITTEE REPORT NO. 354

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Committee Meeting Held
November 1, 2013
Page 2

Your Committee finds that the Planning Commission, after a public hearing held on July 10, 2013, at which 20 people testified and 28 written testimonies were received, voted to recommend approval of the rezoning in concurrence with the recommendation of the Department of Planning and Permitting (DPP) in the Attachment to Departmental Communication No. 516 (2013).

Your Committee finds that at a public hearing held on October 9, 2013, by the City Council, testimony was received in support of and in opposition to the proposed rezoning.

At your Committee's meeting on November 1, 2013, 15 individuals provided testimony in support of the bill, 12 individuals provided testimony in opposition to the bill, and 9 individuals offered comments.

Testimony in support of the bill was received from the following institutions, organizations, and governmental agencies: Building Industry Association of Hawaii; Castle & Cooke Homes Hawaii, Inc.; General Contractors Association of Hawaii; Hawaii Appleseed Center for Law and Economic Justice; Hawaii Building and Construction Trades Council, AFL-CIO; Hawaii Construction Alliance; Hawaii Laborers' Union; Hawaii Laborers-Employers Cooperation and Education Trust; Hawaii Masons Union; Hawaii Regional Council of Carpenters; Land Use Research Foundation; Mililani Mauka/Launani Valley Neighborhood Board No. 35; Plumbers and Fitters UA, Local 675; The Chamber of Commerce of Hawaii; The Pacific Resource Partnership; and UNITE HERE, Local 5. Petitions in support were submitted by Supportkoaridge.com and Supportwgh.org.

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Committee Meeting Held
November 1, 2013
Page 3

Testimony in opposition to the bill was received from Kipapa Acres CPR Water System and the League of Women Voters of Honolulu. The AiKea Movement and Mililani/Waipio/Melemanu Neighborhood Board No. 25 offered comments.

In Committee Report No. 271, which the Council adopted at its meeting on October 9, 2013, your Committee discussed the conditions recommended by the DPP to be included in a Unilateral Agreement (U/A) for this rezoning, as set forth in the Attachment to Departmental Communication No. 516 (2013), and also attached a proposed U/A (draft dated 08/14/13) submitted by the Applicant, reflecting the conditions.

At your Committee's meeting on November 1, 2013, your Committee considered a revised proposed U/A (draft dated 10/25/13) submitted by the Applicant, which included revisions resulting from separate discussions between the Applicant and Councilmember Ron Menor, the area Councilmember; your Committee Chair; the Council Chair, and the DPP. Your Committee also considered memoranda submitted by Councilmember Menor, dated October 29, 2013 (Council Communication No. 213), and the Council Chair, dated October 31, 2013 (Council Communication No. 218), proposing additional and amended conditions to the U/A. Councilmember Menor and representatives of the Applicant discussed their respective proposed revisions to the previous U/A (draft dated 08/14/13). Thereafter, considerable discussions ensued between Councilmember Menor, the Council Chair, other Committee members, and representatives of the Applicant and the DPP, to see if language acceptable to all parties could be formulated.

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354

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Committee Meeting Held
November 1, 2013
Page 4

As a result of those discussions, the following revisions were made to the Applicant's proposed U/A (draft dated 10/25/13):

- Condition 3.b.v is amended to revise the bus pass subsidy as follows: the Declarant shall reimburse 90 percent of the cost of one annual bus pass for each new home which is delivered in the first five years after residential occupancy is allowed under the U/A.
- Condition 4.a is amended to add the list of transportation improvements recommended by Sections VI.B and C of the Traffic Impact Analysis Report (TIAR) dated May 2012, and further provide that the list shall be approved and may be modified by the State Department of Transportation, the City Department of Transportation Services, and/or the DPP, as appropriate, in accordance with the most current updated TIAR accepted or approved by the aforesaid agencies.
- Condition 4.c is amended to refer to 500 "household units" rather than "dwelling units." The DPP recommended this change to account for senior housing units that are part of group living facilities.
- Condition 4.f is amended to add two additional neighborhood boards to which the Declarant must make a presentation on the contents of the final TIAR and the approved MOA: Mililani Mauka/Launani Valley Neighborhood Board No. 35 and Wahiawa-Whitmore Village Neighborhood Board No. 26.

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Committee Meeting Held
November 1, 2013
Page 5

- A new Condition 4.g is added providing that each time the final TIAR is updated and accepted, the Declarant shall submit a copy of this document to the same neighborhood boards that were entitled to receive a presentation on the final TIAR and approved MOA.
- Condition 6 is amended to provide that the Declarant shall seek input during the design phase of the multi-purpose facilities from the City Council through the offices of Districts 8 and 9.
- Condition 8, originally dealing with dedication to the City of a site for a fire protection facility, is amended to require dedication of a site for a public safety facility.
- Condition 10, originally dealing with dedication to the City of a site for a day-care facility, is amended to provide that the site may be used for other purposes that do not compete with the Declarant's residential or commercial activities or the planned medical facilities.
- Miscellaneous technical and nonsubstantive amendments.

Your Committee approved the proposed U/A with the foregoing revisions. Attached hereto is a revised proposed Unilateral Agreement (draft dated 11/5/13) submitted by the Applicant. The proposed Unilateral Agreement reflects the foregoing.

CITY COUNCIL
CITY AND COUNTY OF HONOLULU
HONOLULU, HAWAII

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COMMITTEE REPORT NO. 354

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Committee Meeting Held
November 1, 2013
Page 6

Your Committee finds that the conditions recommended by the DPP to be included in the Unilateral Agreement for this rezoning, as revised in accordance with your Committee's recommendations herein, are in conformance with the criteria specified in ROH Section 21-2.80 (b) and (c). In particular, your Committee finds that these conditions are necessary to prevent circumstances that may be adverse to public health, safety, and welfare and fulfill needs directly emanating from the proposed project.

Your Committee finds that the Department of Planning and Permitting and the Planning Commission have found that the rezoning proposed in this bill is consistent with the vision, policies, principles, and guidelines set forth in the Central Oahu Sustainable Communities Plan established by Chapter 24, Article 5, Revised Ordinances of Honolulu 1990, as amended.

Your Committee further finds that, pursuant to Chapter 24, Article 5, Revised Ordinances of Honolulu 1990, as amended, responsible City and State agencies have indicated that adequate public facilities and utilities for the proposed development will be available at the time of occupancy, or that conditions to ensure adequacy are otherwise sufficiently addressed.

CITY COUNCIL
CITY AND COUNTY OF HONOLULU
HONOLULU, HAWAII

ADOPTED ON NOV 13 2013

COMMITTEE REPORT NO. 354

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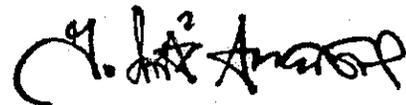
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Committee Meeting Held
November 1, 2013
Page 7

Your Committee on Zoning and Planning is in accord with the intent and purpose of Bill 48 (2013), CD1, and recommends that, following the Applicant's recordation in the Bureau of Conveyances, and/or the Land Court, as is appropriate, of a Unilateral Agreement that conforms in all material respects to the proposed Unilateral Agreement attached hereto, the bill pass Third Reading. Pursuant to standard Council practice, the Clerk is directed to attach a copy of the executed and recorded Unilateral Agreement as Exhibit "B" to the bill after transmission of the copy to the Council by the Department of the Corporation Counsel. (Ayes: Anderson, Harimoto, Pine – 3; Ayes with reservations: Kobayashi, Menor – 2; Noes: None.)

Respectfully submitted,



Committee Chair

At the 11/13/13 Council meeting, the Bill was amended and subsequently passed third reading in the form attached hereto as Bill 48, CD1, FD1.

CITY COUNCIL
CITY AND COUNTY OF HONOLULU
HONOLULU, HAWAII

ADOPTED ON NOV 13 2013

COMMITTEE REPORT NO. 354

DRAFT
11/5/13
BILL 48 (2013), CD1
PROPOSED U/A

LAND COURT

REGULAR SYSTEM

AFTER RECORDATION, RETURN BY MAIL (X) PICKUP () TO

Keith Kurahashi
Kusao & Kurahashi, Inc.
2752 Woodlawn Drive, Suite 5-217
Honolulu, Hawaii 96822

TITLE OF DOCUMENT: Unilateral Agreement and Declaration for
Conditional Zoning

PARTY TO DOCUMENT:

CASTLE & COOKE HOMES HAWAII, INC.
680 Iwilei Road, Suite 510
Honolulu, Hawaii 96817

TAX MAP KEY NO. (1) 9-4-06: 038, portions of 1, 2, 3, 39; and 9-
5-03: portions of 1 and 4

UNILATERAL AGREEMENT AND
DECLARATION FOR CONDITIONAL ZONING

THIS INDENTURE (hereinafter referred to as this "Unilateral
Agreement" or this "Declaration"), made this _____ day of

1

Attachment to CR-354

_____, 2013, by CASTLE & COOKE HOMES HAWAII, INC., a Hawaii corporation, whose address is 680 Iwilei Road, Suite 510, Honolulu, Hawaii 96817 (hereinafter referred to as the "Declarant"),

WITNESSETH:

WHEREAS, the Declarant is the owner in fee simple of those certain parcels of land situated in Waipio, Oahu (Ewa Judicial District), consisting of approximately 576.435 acres, described as Tax Map Key Nos. (1) 9-4-06: 038, portions of 1, 2, 3, 39; and 9-5-03: portions of 1 and 4, and more particularly described in Exhibit A attached hereto and made a part hereof (the "Land"), and desires to make the Land subject to this Unilateral Agreement; and

WHEREAS, the Declarant plans to develop a new master-planned community on the Land (the "Project"); and

WHEREAS, the City Council (the "Council") of the City and County of Honolulu (the "City"), pursuant to the provisions of the Land Use Ordinance ("LUO"), Revised Ordinances of Honolulu 1990 ("ROH") Section 21-2.80, as amended, relating to conditional zoning, is considering a change in zoning under the LUO of the Land from the AG-1 Restricted Agricultural District to the P-2 General Preservation District, A-2 Medium Density Apartment District with a 50-foot height limit, B-1 Neighborhood Business District, BMX-3 Community Business Mixed Use District with a 60-foot height limit, and IMX-1 Industrial-Commercial Mixed Use District with a 60-foot height limit (the "zone change"); and

WHEREAS, a public hearing regarding the change in zoning, Bill 48 (2013), was held by the Council on October 9, 2013; and

WHEREAS, the Council recommended by its Zoning and Planning Committee Report No. 354 that the said zone change be approved, subject to the following conditions contained in this Declaration to be made pursuant to the provisions of ROH Section 21-2.80, as amended, relating to conditional zoning, and to become effective on the effective date of the zoning ordinance approving the change of zoning (the "Rezoning Ordinance");

NOW THEREFORE, the Declarant hereby covenants and declares as follows:

1. Affordable Housing Program. Prior to residential subdivision approval, or residential building permit approval, whichever comes first, the Declarant shall execute an agreement to participate in an affordable housing plan acceptable to the Department of Planning and Permitting (DPP) in accordance with adopted rules. The agreement shall provide that no less than 30 percent of the total residential units in the Project shall be affordable housing units.
2. Stormwater Management and Drainage. Prior to subdivision approval or sale of any portion of the Land, whichever comes first, the Declarant shall submit a revised Drainage Master Plan to the DPP for review and approval. The Drainage Master Plan shall also include measures to retain off-site drainage basins for drainage purposes to run with the Land.
3. Transportation System. The Declarant shall submit and obtain approval by the DPP, the Department of Transportation Services, and the State Department of Transportation, of the following plans and reports.
 - a. Prior to the first grading or subdivision approval, whichever comes first, a time line with anticipated commencement and completion dates of:
 - i. The major phasing components of this development, including the completion of major roadway improvements, such as freeway ramps, road connections at Kamehameha Highway, and widening Ka Uka Boulevard;
 - ii. The completion date of the comprehensive transportation master plan (CTMP) and update schedule; and
 - iii. Traffic Impact Analysis Report (TIAR) updates, which should generally be prior to the start of each 1,000 dwelling units or about every two to three years.

The time line shall be prepared in a format acceptable to the DPP.

- b. A CTMP that reflects various modes of travel, including transit, vehicle, bicycle and pedestrian, establishing a safe and efficient balance between the various travel modes (such as grade separated bicycle and pedestrian facilities) convenient and centrally located transit stops and terminals, traffic calming devices, and other sustainable transportation elements. The CTMP shall include:
 - i. A roadway master plan (RMP). The RMP shall be based on the TIAR and shall incorporate conceptual intersection design, such as the lengths of right-turn deceleration lanes, pedestrian islands, traffic calming, or other traffic elements that will affect road rights-of-ways. The roadway sections shall follow the City's Subdivision Rules and Regulations, unless a request for modification of the roadway standards is approved. The RMP shall incorporate "smart growth" and "connectivity concepts". It shall be updated as needed, as the TIAR is updated.
 - ii. A construction management plan (CMP). The CMP identifies the type, frequency and routing of heavy trucks and construction related vehicles. It shall outline how impacts from these vehicles and related construction activities will be minimized, including, but not limited to restricting activity to non-peak traffic periods, utilizing alternative routes for heavy trucks, provisions for either on-site or off-site staging areas for construction related workers and vehicles to limit the use of on-street parking around the Project site. Preliminary or conceptual traffic control plans shall also be included in the CMP. The Declarant shall document the condition of roadways prior to the start of construction activities and provide remedial measures, as necessary, such as restriping, road

resurfacing, and/or reconstruction if the condition of the roadways has deteriorated as a result of the related construction activities.

- iii. Consideration for a connection from this Project to Mililani in the vicinity of Anania Drive.
 - iv. The main spine road and the driveway servicing a commercial site across Ka Uka Boulevard shall include provisions for minimum transition lengths in the design of the intersection. As necessary, additional pavement widths which may affect the commercial site may be necessary to maintain these minimum transition lengths.
 - v. Traffic demand management (TDM) strategies that reduce the overall vehicular trip demand in and around the Project site. Strategies could include opening the commercial properties during the early stages of the development in an effort to increase internal capture within the Project, transit, bicycle, and pedestrian incentives (such as bus passes, abundant bicycle racks and shower facilities in employment centers) establishing a car pool and/or ride share programs, providing residential and/or commercial incentives to work and/or hire within the community, and other TDM strategies. TIAR updates shall include an evaluation of the relative effectiveness of the TDM strategies, as the development progresses. The Declarant should hire or retain the services of a transportation coordinator to make sure the TDM strategies, as proposed by the Declarant for their trip reduction rates, are followed. The TDM strategies shall include the following bus pass subsidy: the Declarant shall reimburse 90 percent of the cost of one annual bus pass for each new home which is delivered in the first five years after residential occupancy is allowed under this Declaration.
- c. Updates to the TIAR dated May 2012. The TIAR establishes projected traffic volumes along each major

segment of roadway, and shall be used to generally determine and define the hierarchy of streets, as it relates to a typical "grid" pattern of roadways to the greatest extent practical. The updates should analyze the adequacy of the lengths of left- and right-turn auxiliary lanes along all the major roadways, perform traffic signal warrants based on projected traffic volumes, and include provisions for the installation of the signals, as needed. Traffic signals and necessary modifications to roadways within this development shall be installed by the Declarant, as determined by updated TIARs until full build-out of the Project.

4. Transportation Improvements and Restrictions on Delivery of Residential Units and Commercial Floor Area

- a. No initial certificate of occupancy for residential units or commercial floor area shall be issued until the construction of the following transportation improvements recommended in Sections VI.B and C of the Traffic Impact Analysis Report for the Project, dated May 2012, and any other improvements to Ka Uka Boulevard that the City determines are necessary to mitigate impacts of the Project. The list of improvements shall be approved and may be modified by the State Department of Transportation (DOT), the City Department of Transportation Services (DTS), and/or the DPP, as appropriate, in accordance with the most current updated TIAR accepted or approved by the aforesaid agencies.

Ka Uka Boulevard/Interstate H-2 Northbound On-Ramp

- Modify eastbound approach of Ka Uka Boulevard at the northbound on-ramp to provide an exclusive left-turn lane and a share left-turn/through lane. Widen the northbound on-ramp to accept two left-turn lanes.
- Modify traffic signal system to accommodate lane changes.

Ka Uka Boulevard/Interstate H-2 Southbound On-Ramp

- Two exclusive right-turn lanes and a through on the eastbound approach of Ka Uka Boulevard.

Ka Uka Boulevard/Interstate H-2 Southbound Off-Ramp/Moaniani Street

- Two exclusive left-turn lanes and two through lanes on the westbound approach of Ka Uka Boulevard.
- Two southbound departure lanes along Moaniani Street to accept the double left-turn lanes from westbound Ka Uka Boulevard.
- Additional eastbound lane on Ka Uka Boulevard between Moaniani Street on the southbound on-ramp of Waipio Interchange.
- Provide a channelized right-turn lane on the northbound approach of Moaniani Street.

Kamehameha Highway/Lumiaina Street

- Provide an additional northbound lane between Lumiaina Street and the northbound right-turn lane to Waipio Uka Street.
- Modify and extend the existing northbound right-turn lane on the northbound approach to provide a shared and right-turn lane.
- Provide an additional eastbound left-turn lane that results in an exclusive left-turn lane, a shared left-turn/through lane, and an exclusive right-turn lane on Lumiaina Street.
- Modify traffic signal system to permit split phases for the eastbound and westbound approaches of Lumiaina Street.
- Relocate the existing Kamehameha Highway crosswalk located on the north side of the intersection to the south side.

Kamehameha Highway/Waipahu Street

- Provide an additional lane on the eastbound approach of Waipahu Street that results in separate left-turn and right-turn lanes with a southbound intersection departure lane on Kamehameha Highway to accommodate the new eastbound right-turn lane.
- Modify traffic signal timing to permit overlap phasing for eastbound right-turn movements.

Ka Uka Boulevard/Interstate H-2 Northbound Off-ramp

- Modify traffic signal system and operations to provide split phasing.

Ka Uka Boulevard/Interstate H-2 Southbound Off-Ramp/Moaniani Street

- Provide additional lane on the southbound approach that result in an exclusive left-turn lane, an exclusive through movement lane, and an exclusive right-turn lane.
- Modify traffic signal timing to provide simultaneous left-turn movements for the northbound and southbound approaches.

Ka Uka Boulevard between Moaniani Street and Commercial Driveway/Spine Road

- Provide an additional lane between the Interstate H-2 southbound freeway off-ramp and Spine Road.

Ka Uka Boulevard/Commercial Driveway/Spine Road

- Provide two lanes on the southbound approach of Spine Road that result in an exclusive left-turn lane, and a shared left-turn/through/right-turn lane.
- Provide two exclusive left-turn lanes on Ka Uka Boulevard eastbound approach.
- Maintain two eastbound lanes on Ka Uka Boulevard eastbound approach.
- Signalize intersection and provide protected left-turn phase on Ka Uka Boulevard and protected phase on the Spine Road approach.

Kamehameha Highway/Ka Uka Boulevard

- Provide two exclusive left-turn lanes, a through movement lane, and an exclusive channelized right-turn lane on the westbound approach.

Kamehameha Highway North of Ka Uka Boulevard

- Additional northbound lane on Kamehameha Highway between Ka Uka Boulevard and new temporary project access.
- Construct new right-in, right-out temporary project access on Kamehameha Highway just north of Ka Uka Boulevard.

- b. Subject to subsection a, no certificate of occupancy for residential units shall be issued prior to January 1, 2016.

- c. As demonstrated in annual reports, the Declarant shall plan to provide 500 household units or equivalent, as determined by the DPP, to seniors. The units or equivalents shall be planned to be absorbed as early as possible.
- d. The Declarant reaffirms its commitment to the Land Use Commission Decision and Order dated June 21, 2012, Docket No. A11-793, portion of Condition 11, as follows:

"Petitioner [Declarant] shall complete design and construction of the Pineapple Road Interchange including all associated on and off ramps and necessary freeway improvements in accordance with a development threshold or schedule acceptable to DOT, but no later than a development threshold for Koa Ridge Makai of 1,800 residential units with up to 328,000 square feet of commercial floor area. After the 1,800th residential unit is completed or after the 328,000 square feet of commercial floor area is completed, whichever comes first, the Pineapple Interchange and all on and off ramps and freeway improvements shall be completed and operational before any further residential units or commercial space is occupied."

- e. Prior to final subdivision approval, the Declarant shall submit to the Department of Planning and Permitting (DPP) a TIAR accepted by the DOT (final TIAR) and final executed MOA with the DOT, as required by Condition 11 of the Land Use Commission Decision and Order dated June 21, 2012, Docket No. A11-793.
- f. Prior to final subdivision approval, the Declarant shall make a presentation to the Mililani/Waipio/Melemanu Neighborhood Board No. 25, Waipahu Neighborhood Board No. 22, Mililani Mauka/Launani Valley Neighborhood Board No. 35, and Wahiawa-Whitmore Village Neighborhood Board No. 26, on the contents of the final TIAR and approved MOA. Provided, however, that the requirements of this condition shall be deemed satisfied if the Declarant makes a written request to present the contents of the

final TIAR and approved MOA to each of the neighborhood boards and:

- i. The neighborhood board fails to provide the Declarant with an opportunity to present the final TIAR and approved MOA at a meeting held within 60 days of the written request; or
 - ii. The neighborhood board provides the Declarant with written notice that it has no objection to the final TIAR and the approved MOA or that no presentation is necessary.
 - g. Each time the final TIAR is updated and accepted, the Declarant shall submit a copy of this updated and accepted TIAR to the Mililani/Waipio/Melemanu Neighborhood Board No. 25, Waipahu Neighborhood Board No. 22, Mililani Mauka/Launani Valley Neighborhood Board No. 35, and Wahiawa-Whitmore Village Neighborhood Board No. 26.
5. Urban Design Plan. Prior to receiving subdivision approvals, the Declarant shall submit an Urban Design Plan (UDP) for review and approval by the DPP. The UDP shall include site plans and illustrations, including but not limited to the Village Green and community center, and address the circulation network including bicycle/pedestrian pathways, generalized architecture and building design, landscape design and open space network to ensure consistency with applicable policies, planning principles and guidelines of the Central Oahu Sustainable Communities Plan (COSCP) and shall consider implementing Complete Streets policies as described in Ordinance 12-15 provided in Exhibit B attached hereto and made a part hereof. The UDP shall address pedestrian safety concerns by reflecting no roadway between the proposed school and community park or other design approved by the Department of Education and the DPP. The Declarant shall comply with the approved UDP.
6. Multi-Purpose Facilities. The Declarant shall provide the Koa Ridge Community Association, with their input, multi-purpose venues in both the Koa Ridge Village and the community center near the Community Park. The multi-purpose venues, as approved under the UDP, shall consist of the open

air Village Green and a multi-purpose community center which can accommodate a wide range of recreational, educational, social and theatrical events, activities and performances. The Declarant shall seek input with the City Council through the offices of Districts 8 and 9 during the design phase of these facilities.

7. Sustainability. The Declarant shall comply with the implementation of the Koa Ridge Sustainability Plan, provided in Exhibit C attached hereto and made a part hereof, which establishes targets for the reduction of energy and water consumption usage. Compliance shall be demonstrated by the Declarant in its annual reports.
8. Public Safety Facility. Prior to subdivision approval, except for bulk lot subdivision and designation of easements, the Declarant shall reach an agreement with the City on the location of a site for a public safety facility, not less than one acre, to be dedicated to the City.
9. Public Safety/Civil Defense. The Declarant shall be required to work with the Department of Emergency Management to plan and install outdoor warning sirens to ensure adequate siren coverage prior to occupancy of businesses, health care facilities, or residences.
10. Day-care Facility. The Declarant shall dedicate to the City a minimum of one acre of land within the Project for the development of a day-care facility or other purposes that do not compete with the Declarant's residential or commercial activities or the planned medical facilities. The Declarant shall enter into a contribution agreement with the Department of Community Services or other appropriate City agency prior to residential cluster, residential subdivision, or residential building permit approval, whichever comes first.
11. Compliance with Other Governmental Requirements. The Declarant acknowledges that approval of the zone change does not constitute compliance with other LUO or other governmental requirements. They are subject to separate review and approval. The Declarant shall be responsible for ensuring that the final plans for the Project comply with

all applicable LUO and other governmental provisions and requirements.

12. Annual Reports. On an annual basis, the Declarant shall submit a written status report to the DPP documenting its satisfaction of and/or describing its progress toward complying with each condition of approval for this zone change. The status report shall be submitted to the DPP by December 31 of each year until such time as the DPP has determined that all conditions of approval have been satisfied.
13. Noncompliance with Conditions. In the event of noncompliance with any of the conditions set forth herein, the Director of Planning and Permitting shall inform the Council and may seek civil enforcement or take appropriate action to terminate or stop the Project until applicable conditions are met, including but not limited to revoking any permits issued under this zoning and withholding issuance of other permits related to the Project. Noncompliance also may be grounds for the enactment of ordinances making further zone changes, including revocation of the underlying zoning, upon initiation by the proper parties in accordance with the Revised City Charter.

NOW, THEREFORE, the Declarant hereby makes the following additional Declarations:

As used herein, references to a specific City department or agency shall be deemed to include a reference to any successor department or agency.

That the conditions imposed herein are reasonably conceived to fulfill public service demands created by the requested change in zoning and are rationally related to the objective of preserving the public health, safety and general welfare and the further implementation of the General Plan of the City and County of Honolulu.

That the development of the Land shall conform to the aforesaid conditions with the understanding that, at the request of the Declarant and upon the satisfaction of the conditions set forth in this Unilateral Agreement, the Department of Planning

EXHIBIT A

DESCRIPTION
Parcel 4
Reclassification of State Land Use District
Agricultural to Urban

Real property situated at Waipio, Ewa, Oahu, Hawaii

Being portions of Lots 97-B-4-C and 1-A-22-C-2 and all of Lots 1-A-22-D-2 and 1-A-22-E-3 all lots shown on Map 1047 of Land Court Application 1000, and more particularly described as follows:

Beginning at the most southeasterly corner of this parcel of land, on the westerly side of Interstate Highway H-2 (F.A.P. No. 1-H2-1(4)), being also the most southeasterly corner of said Lot 1-A-22-E-3, the coordinates of said point of beginning referred to Government Survey Triangulation Station "WAIPIO UKA" being 144.09 feet North and 6,268.17 feet East, thence running by azimuths measured clockwise from True South:

1. 107° 09' 30" 60.70 feet along Lot 14676-A-1 (Map 1092) of Land Court Application 1000;
2. 122° 02' 52.52 feet along Lot 14676-A-1 (Map 1092) of Land Court Application 1000;
3. 122° 03' 177.92 feet along Lot 14676-A-1 (Map 1092) of Land Court Application 1000;
4. 99° 04' 30" 292.95 feet along Lot 14676 -A-1 (Map 1092) of Land Court Application 1000;
5. 113° 19' 30" 124.17 feet along Lot 14676-A-1 (Map 1092) of Land Court Application 1000;
6. 125° 23' 69.22 feet along Lot 14676-A-1 (Map 1092) of Land Court Application 1000;
7. 141° 27' 143.61 feet along Lot 14676-A-1 (Map 1092) of Land Court Application 1000;
8. 123° 05' 74.75 feet along Lot 14676-A-1 (Map 1092) of Land Court Application 1000;
9. 106° 36' 127.84 feet along Lot 14676-A-1 (Map 1092) of Land Court Application 1000;

DESCRIPTION
PARCEL 4
PAGE 2 OF 3

10. 129° 24' 30" 64.16 feet along Lot 14676-A-1 (Map 1092) of Land Court Application 1000;
11. 147° 28' 114.55 feet along Lot 14676-A-1 (Map 1092) of Land Court Application 1000;
12. 166° 12' 30" 88.35 feet along Lot 14676-A-1 (Map 1092) of Land Court Application 1000;
13. 134° 29' 30" 43.33 feet along Lot 14676-A-1 (Map 1092) of Land Court Application 1000;
14. 206° 21' 670.23 feet along Lot 1-A-22-J-2 (Map 30) of Land Court Application 1000;
15. 337° 36' 37.26 feet along the remainder of Lot 97-B-4-C (Map 1047) of Land Court Application 1000;

Thence along Lot 97-B-4-C (Map 1047) of Land Court Application 1000, along the edge of pineapple field fields for the next three (3) courses, the direct azimuths and distances between points of said edge of pineapple being:

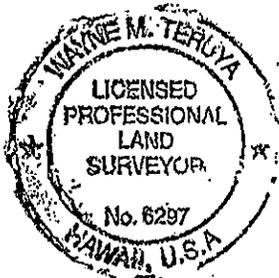
16. 200° 47' 402.18 feet;
17. 185° 22' 30" 303.75 feet;
18. 243° 40' 129.80 feet;
19. 266° 10' 511.65 feet along the remainder of Lot 97-B-4-C (Map 1047) of Land Court Application 1000;
20. Thence along Lot 97-B-4-C (Map 1047) of Land Court Application 1000, along the edge of pineapple field fields, the direct azimuth and distance being:
289° 38' 30" 263.27 feet;
21. 358° 33' 32" 289.70 feet along the westerly side of Interstate Highway H-2 (F.A.P. No. 1-H2-1(4));
22. 5° 16' 42" 993.24 feet along the westerly side of Interstate Highway H-2 (F.A.P. No. 1-H2-1(4));

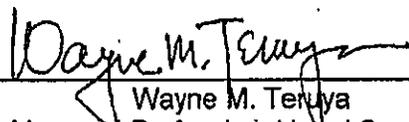
DESCRIPTION
PARCEL 4
PAGE 3 OF 3

23. 10° 06' 42"

698.82 feet along the westerly side of Interstate Highway H-2
(F.A.P. No. 1-H2-1(4)), to the point of beginning
and containing an Area of 43.487 Acres more or
less.

ParEn, Inc.
dba PARK ENGINEERING




Wayne M. Teruya
Licensed Professional Land Surveyor
Certificate Number 6297

Pacific Park Plaza
711 Kapiolani Boulevard, Suite 1500
Honolulu, Hawaii 96813

August 8, 2012

Tax Map Keys: 9-5-03: portions 1 and 4

DESCRIPTION
Parcel 5
Reclassification of State Land Use District
Agricultural to Urban

Real property situated at Waipio, Ewa, Oahu, Hawaii

Being portions of Lots 14676-A-1 and 14676-A-3 and all of Lot 14676-A-2 as shown on Map 1092 of Land Court Application 1000, and more particularly described as follows:

Beginning at the most southerly corner of this parcel of land, being the most northerly corner of Lot 7871-A (Map 982) and the most westerly corner of Lot 7833 (Map 510) of Land Court Application 1000, the coordinates of said point of beginning referred to Government Survey Triangulation Station "WAIPIO UKA" being 9,581.33 feet South and 902.60 feet East, thence running by azimuths measured clockwise from True South:

1. 151° 55' 223.91 feet along the remainder of said Lot 14676-A-3;
2. Thence along the remainder of said Lot 14676-A-3, on a curve to the right with a radius of 1000.00 feet, the chord azimuth and distance being:
161° 18' 15" 326.22 feet, to a non-tangent curve to the right having a radius of 150.00 feet, its curve center bears 308° 36' 04";
3. Thence along said non-tangent curve to the right with a radius of 150.00 feet, along Exclusion 18 (Map 1) of Land Court Application 1000, the chord azimuth and distance being:
225° 55' 32" 38.25 feet;
4. 233° 15' 1603.67 feet along Exclusion 18 (Map 1) of Land Court Application 1000;
5. Thence along Exclusion 18 (Map 1) of Land Court Application 1000, on a curve to the left with a radius of 785.00 feet, the chord azimuth and distance being:
223° 32' 30" 264.75 feet;
6. 213° 50' 210.00 feet along Exclusion 18 (Map 1) of Land Court Application 1000;

DESCRIPTION
PARCEL 5
PAGE 2 OF 8

7. Thence along Exclusion 18 (Map 1) of Land Court Application 1000, on a curve to the left with a radius of 305.00 feet, the chord azimuth and distance being:
193° 30' 211.96 feet;
8. 173° 10' 790.00 feet along Exclusion 18 (Map 1) of Land Court Application 1000;
9. Thence along Exclusion 18 (Map 1) of Land Court Application 1000, on a curve to the left with a radius of 535.00 feet, the chord azimuth and distance being:
158° 35' 269.41 feet;
10. 144° 00' 270.00 feet along Exclusion 18 (Map 1) of Land Court Application 1000;
11. Thence along Exclusion 18 (Map 1) of Land Court Application 1000, on a curve to the left with a radius of 475.00 feet, the chord azimuth and distance being:
131° 15' 209.66 feet;
12. 118° 30' 860.00 feet along Exclusion 18 (Map 1) of Land Court Application 1000;
13. Thence along Exclusion 18 (Map 1) of Land Court Application 1000, on a curve to the right with a radius of 115.00 feet, the chord azimuth and distance being:
143° 35' 97.51 feet;
14. 168° 40' 320.00 feet along Exclusion 18 (Map 1) of Land Court Application 1000;
15. Thence along Exclusion 18 (Map 1) of Land Court Application 1000, on a curve to the right with a radius of 365.00 feet, the chord azimuth and distance being:
180° 05' 144.50 feet;
16. 191° 30' 225.00 feet along Exclusion 18 (Map 1) of Land Court Application 1000;
17. Thence along Exclusion 18 (Map 1) of Land Court Application 1000, on a curve to the right with a radius of 495.00 feet, the chord azimuth and distance being:
204° 10' 217.09 feet;

DESCRIPTION
PARCEL 5
PAGE 3 OF 8

18. 216° 50' 750.00 feet along Exclusion 18 (Map 1) of Land Court Application 1000;
19. Thence along Exclusion 18 (Map 1) of Land Court Application 1000, on a curve to the left with a radius of 375.00 feet, the chord azimuth and distance being:
205° 00' 153.80 feet;
20. 193° 10' 150.00 feet along Exclusion 18 (Map 1) of Land Court Application 1000;
21. Thence along Exclusion 18 (Map 1) of Land Court Application 1000, on a curve to the left with a radius of 725.00 feet, the chord azimuth and distance being:
184° 10' 226.83 feet;
22. 175° 10' 80.00 feet along Exclusion 18 (Map 1) of Land Court Application 1000;
23. Thence along Exclusion 18 (Map 1) of Land Court Application 1000, on a curve to the right with a radius of 195.00 feet, the chord azimuth and distance being:
217° 25' 262.22 feet;
24. 259° 40' 122.80 feet along Exclusion 18 (Map 1) of Land Court Application 1000;
25. Thence along Exclusion 18 (Map 1) of Land Court Application 1000, on a curve to the left with a radius of 295.00 feet, the chord azimuth and distance being:
236° 20' 233.69 feet;
26. 213° 00' 71.40 feet along Exclusion 18 (Map 1) of Land Court Application 1000;
27. Thence along Exclusion 18 (Map 1) of Land Court Application 1000, on a curve to the left with a radius of 275.00 feet, the chord azimuth and distance being:
212° 50' 10" 1.57 feet;
28. 294° 02' 356.28 feet along Lot 1-A-22-J-2 (Map 30) of Land Court Application 1000;

DESCRIPTION
PARCEL 5
PAGE 4 OF 8

- | | | |
|-----|--------------|---|
| 29. | 189° 26' | 1286.20 feet along Lot 1-A-22-J-2 (Map 30) of Land Court Application 1000; |
| 30. | 229° 35' 30" | 913.15 feet along Lot 1-A-22-J-2 (Map 30) of Land Court Application 1000; |
| 31. | 207° 58' | 883.30 feet along Lot 1-A-22-J-2 (Map 30) of Land Court Application 1000; |
| 32. | 250° 39' | 199.25 feet along Lot 1-A-22-J-2 (Map 30) of Land Court Application 1000; |
| 33. | 225° 15' 30" | 300.85 feet along Lot 1-A-22-J-2 (Map 30) of Land Court Application 1000; |
| 34. | 238° 44' 30" | 773.30 feet along Lot 1-A-22-J-2 (Map 30) of Land Court Application 1000; |
| 35. | 229° 50' 30" | 593.00 feet along Lot 1-A-22-J-2 (Map 30) of Land Court Application 1000; |
| 36. | 142° 32' | 442.80 feet along Lot 1-A-22-J-2 (Map 30) of Land Court Application 1000; |
| 37. | 206° 21' | 69.55 feet along Lot 1-A-22-J-2 (Map 30) of Land Court Application 1000; |
| 38. | 314° 29' 30" | 18.84 feet along the remainder of Lot 14676-A-1 (Map 1092) of Land Court Application 1000; |
| 39. | 346° 12' 30" | 83.59 feet along the remainder of Lot 14676-A-1 (Map 1092) of Land Court Application 1000; |
| 40. | 327° 28' | 127.51 feet along the remainder of Lot 14676-A-1 (Map 1092) of Land Court Application 1000; |
| 41. | 309° 24' 30" | 78.58 feet along the remainder of Lot 14676-A-1 (Map 1092) of Land Court Application 1000; |
| 42. | 286° 36' | 130.11 feet along the remainder of Lot 14676-A-1 (Map 1092) of Land Court Application 1000; |
| 43. | 303° 05' | 62.49 feet along the remainder of Lot 14676-A-1 (Map 1092) of Land Court Application 1000; |

DESCRIPTION
PARCEL 5
PAGE 5 OF 8

44. 321° 27' 142.79 feet along the remainder of Lot 14676-A-1 (Map 1092) of Land Court Application 1000;
45. 305° 23' 79.09 feet along the remainder of Lot 14676-A-1 (Map 1092) of Land Court Application 1000;
46. 293° 19' 30" 133.39 feet along the remainder of Lot 14676-A-1 (Map 1092) of Land Court Application 1000;
47. 279°04' 30" 289.82 feet along the remainder of Lot 14676-A-1 (Map 1092) of Land Court Application 1000;
48. 302° 03' 227.48 feet along the remainder of Lot 14676-A-1 (Map 1092) of Land Court Application 1000;
49. 287° 09' 30" 70.96 feet along the remainder of Lot 14676-A-1 (Map 1092) of Land Court Application 1000;
50. 10° 06' 42" 315.55 feet along the westerly side of Interstate Highway (F.A.P. No. 1-H2-1(3));
51. Thence along the westerly side of Interstate Highway (F.A.P. No. 1-H2-1(3)), on a curve to the right with a radius of 2399.98 feet, the chord azimuth and distance being:
19° 15' 12" 762.60 feet;
52. 28° 23' 42" 151.71 feet along the westerly side of Interstate Highway (F.A.P. No. 1-H2-1(3));
53. 118° 23' 42" 10.00 feet along the westerly side of Interstate Highway (F.A.P. No. 1-H2-1(3));
54. 28° 23' 42" 200.00 feet along the westerly side of Interstate Highway (F.A.P. No. 1-H2-1(3));
55. 298° 23' 42" 10.00 feet along the westerly side of Interstate Highway (F.A.P. No. 1-H2-1(3));
56. 28° 23' 42" 1088.01 feet along the westerly side of Interstate Highway (F.A.P. No. 1-H2-1(3));

DESCRIPTION
PARCEL 5
PAGE 6 OF 8

57. Thence along the westerly side of Interstate Highway (F.A.P. No. 1-H2-1(3)), on a curve to the left with a radius of 2199.97 feet, the chord azimuth and distance being:
18° 43' 42" 738.82 feet;
58. 9° 03' 42" 951.06 feet along the westerly side of Interstate Highway (F.A.P. 1-H2-1(3));
59. Thence along the westerly side of Interstate Highway (F.A.P. No. 1-H2-1(3)), on a curve to the right with a radius of 2039.97 feet, the chord azimuth and distance being:
18° 09' 12" 644.69 feet;
60. 27° 14' 42" 830.36 feet along the westerly side of Interstate Highway (F.A.P. No. 1-H2-1(3));
61. 20° 02' 59" 609.30 feet along the westerly side of Interstate Highway (F.A.P. No. 1-H2-1(3));
62. Thence along the westerly side of Interstate Highway (F.A.P. No. 1-H2-1(3)), on a curve to the right with a radius of 749.98 feet, the chord azimuth and distance being:
32° 46' 20.5" 330.34 feet;
63. 45° 29' 42" 357.31 feet along the westerly side of Interstate Highway (F.A.P. No. 1-H2-1(3));
64. Thence along the westerly side of Interstate Highway (F.A.P. No. 1-H2-1(3)), on a curve to the left with a radius of 549.99 feet, the chord azimuth and distance being:
17° 12' 12" 521.35 feet;
65. 348° 54' 42" 262.37 feet along the westerly side of Interstate Highway (F.A.P. No. 1-H2-1(3));
66. Thence along the westerly side of Interstate Highway (F.A.P. No. 1-H2-1(3)), on a curve to the right with a radius of 50.00 feet, the chord azimuth and distance being:
33° 54' 42" 70.71 feet;
67. 78° 54' 42" 249.40 feet along the northerly side of Ka Uka Boulevard;

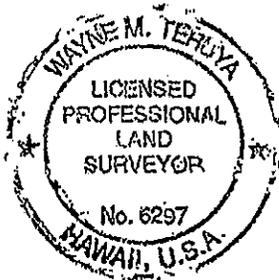
DESCRIPTION
PARCEL 5
PAGE 7 OF 8

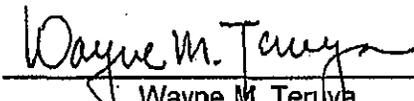
68. Thence along the northerly side of Ka Uka Boulevard, on a curve to the left with a radius of 1,240.00 feet, the chord azimuth and distance being:
62° 44' 12" 690.86 feet, to a non-tangent curve to the right with a radius of 20.00 feet, its curve center bears: 145° 09' 12";
69. Thence along said non-tangent curve to the right with a radius of 20.00, along the northerly side of Ka Uka Boulevard, the chord azimuth and distance being:
94° 52' 57" 25.57 feet;
70. 44° 36' 42" 56.00 feet along the northerly side of Ka Uka Boulevard, to a non-tangent curve to the right having a radius of 20.00 feet, its curve center bears: 44° 36' 42";
71. Thence along said non-tangent curve to the right with a radius of 20.00 feet, along the northerly side of Ka Uka Boulevard, the chord azimuth and distance being:
356° 19' 27" 26.62 feet, to a non-tangent curve to the left with a radius of 1,240.00 feet, its curve center bears: 312° 24';
72. Thence along said non-tangent curve to the left with a radius of 1,240.00 feet, along the northerly side of Ka Uka Boulevard, the chord azimuth and distance being:
29° 40' 17" 546.43 feet;
73. 53° 15' 1145.57 feet along Lots 7849, 7848, 7847, 7846, 7845, 7844, 7843, 7842 and 7841 (Map 510) of Land Court Application 1000;
74. Thence along Lots 7841 and 7840 (Map 510) of Land Court Application 1000, on a curve to the left with a radius of 470.96 feet, the chord azimuth and distance being:
39° 36' 30" 222.15 feet;
75. 25° 58' 180.38 feet along Lots 7840, 7839 and 7838 (Map 510) of Land Court Application 1000;
76. Thence along Lots 7838 and 7837 (Map 510) of Land Court Application 1000, on a curve to the left with a radius of 900.00 feet, the chord azimuth and distance being:
23° 19' 30" 82.96 feet;

DESCRIPTION
PARCEL 5
PAGE 8 OF 8

77. 20° 41' 361.82 feet along Lots 7837, 7836, 7835 and 7834 (Map 510) of Land Court Application 1000;
78. Thence along Lot 7833 (Map 510) of Land Court Application 1000, on a curve to the right with a radius of 295.00 feet, the chord azimuth and distance being:
39° 34' 190.95 feet, to the point of beginning and containing a Gross Area of 438.432 Acres and Net Area of 434.552 Acres after subtracting 1.573 Acres and 2.307 Acres for Lots 14676-B (Map 1052) and 14677 (Map 904), respectively.

ParEn, Inc.
dba PARK ENGINEERING




Wayne M. Teruya
Licensed Professional Land Surveyor
Certificate Number 6297

Pacific Park Plaza
711 Kapiolani Boulevard, Suite 1500
Honolulu, Hawaii 96813

August 8, 2012

Tax Map Key: 9-4-06: 38, portions 1 and 39

DESCRIPTION
Parcel 6
Reclassification of State Land Use District
Agricultural to Urban

Real property situated at Waipio, Ewa, Oahu, Hawaii

Being all of Lot 110-A and a portion of Lot 110-B as shown on Map 1096 of Land Court Application 1000, and more particularly described as follows:

Beginning at the most southerly corner of this parcel of land, on the southeasterly side of said Lot 110-B, having an azimuth and distance of 53° 15' 1,603.67 feet as shown on said Map 1096, and being 5.19 feet from the southwesterly terminus of said southeasterly side, the coordinates of said point of beginning referred to Government Survey Triangulation Station "WAIPIO UKA" being 8,989.00 feet South and 628.35 feet East, thence running by azimuths measured clockwise from True South:

1. Thence along the remainder of said Lot 110-B, on a curve to the right with a radius of 1000.00 feet, the chord azimuth and distance being:
176° 55' 17" 44.63 feet;
2. 178° 12' 200.66 feet along the remainder of said Lot 110-B;
3. Thence along the remainder of said Lot 110-B, on a curve to the left with a radius of 988.59 feet, the chord azimuth and distance being:
163° 14' 51" 510.15 feet;
4. 174° 09' 116.63 feet along Lot 942-B (Map 451) of Land Court Application 1000;
5. 184° 30' 153.35 feet along Lot 942-B (Map 451) of Land Court Application 1000;
6. 218° 39' 30" 137.90 feet along Lot 942-B (Map 451) of Land Court Application 1000;
7. 167° 38' 799.30 feet along Lot 942-B (Map 451) of Land Court Application 1000;
8. 195° 10' 30" 550.75 feet along Lot 942-B (Map 451) of Land Court Application 1000;

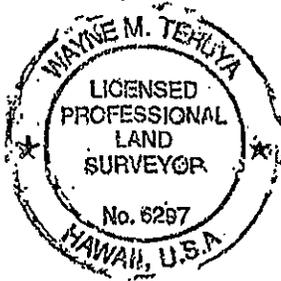
DESCRIPTION
PARCEL 6
PAGE 2 OF 3

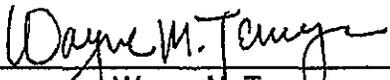
9. 214° 04' 273.30 feet along Lot 942-B (Map 451) of Land Court Application 1000;
10. 199° 34' 380.30 feet along Lots 942-B and 942-A (Map 451) of Land Court Application 1000;
11. 204° 04' 296.60 feet along Lot 942-A (Map 451) of Land Court Application 1000, to a non-tangent curve to the left having a radius of 185.00 feet, its curve center bears: 238° 00' 40";
12. Thence along said non-tangent curve to the left having a radius of 185.00 feet, along the westerly side of Exclusion 18 of Land Court Application 1000, the chord azimuth and distance being:
313° 15' 20" 94.24 feet;
13. 298° 30' 860.00 feet along the westerly side of Exclusion 18 of Land Court Application 1000;
14. Thence along the westerly side of Exclusion 18 of Land Court Application 1000, on a curve to the right with a radius of 405.00 feet, the chord azimuth and distance being:
311° 15' 178.76 feet;
15. 324° 00' 270.00 feet along the westerly side of Exclusion 18 of Land Court Application 1000;
16. Thence along the westerly side of Exclusion 18 of Land Court Application 1000, on a curve to the right with a radius of 465.00 feet, the chord azimuth and distance being:
338° 35' 234.16 feet
17. 353° 10' 790.00 feet along the westerly side of Exclusion 18 of Land Court Application 1000;
18. Thence along the westerly side of Exclusion 18 of Land Court Application 1000, on a curve to the right with a radius of 235.00 feet, the chord azimuth and distance being:
13° 30' 163.32 feet;
19. 33° 50' 210.00 feet along the westerly side of Exclusion 18 of Land Court Application 1000;

DESCRIPTION
PARCEL 6
PAGE 3 OF 3

20. Thence along the westerly side of Exclusion 18 of Land Court Application 1000, on a curve to the right with a radius of 715.00 feet, the chord azimuth and distance being:
43° 32' 30" 241.14 feet;
21. 53° 15' 1598.48 feet along the westerly side of Exclusion 18 of Land Court Application 1000, to the point of beginning and containing an Area of 88.760 Acres.

ParEn, Inc.
dba PARK ENGINEERING




Wayne M. Teruya
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711 Kapiolani Boulevard, Suite 1500
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August 8, 2012

Tax Map Key: 9-4-06: portion 02

DESCRIPTION
Parcel 7
Reclassification of State Land Use District
Agricultural to Urban

Real property situated at Waipio, Ewa, Oahu, Hawaii

Being a portion of Royal Patent 5732, Land Commission Award 8241 to Ioane II, being also a portion of Exclusion 18 of Land Court Application 1000, and more particularly described as follows:

Beginning at the most southwesterly corner of this parcel of land, on the southeasterly side of Lot 110-B as shown on Map 1096 of Land Court Application 1000, having an azimuth and distance of 53° 15' 1,603.67 feet, and being 5.19 feet from the southwesterly terminus of said southeasterly side, the coordinates of said point of beginning referred to Government Survey Triangulation Station "WAIPIO UKA" being 8,989.00 feet South and 682.35 feet East, thence running by azimuths measured clockwise from True South:

1. 233° 15' 1598.48 feet along Lot 110-B (Map 1096) of Land Court Application 1000;
2. Thence along Lot 110-B (Map 1096) of Land Court Application 1000, on a curve to the left with a radius of 715.00 feet, the chord azimuth and distance being:
223° 32' 30" 241.14 feet;
3. 213° 50' 210.00 feet along Lot 110 (Map 37) of Land Court Application 1000;
4. Thence along Lot 110-B (Map 1096) of Land Court Application 1000, on a curve to the left with a radius of 235.00 feet, the chord azimuth and distance being:
193° 30' 163.32 feet;
5. 173° 10' 790.00 feet along Lot 110-B (Map 1096) of Land Court Application 1000;
6. Thence along Lots 110-B and Lot 110-A (Map 1096) of Land Court Application 1000, on a curve to the left with a radius of 465.00 feet, the chord azimuth and distance being:
158° 35' 234.16 feet;

DESCRIPTION
PARCEL 7
PAGE 2 OF 4

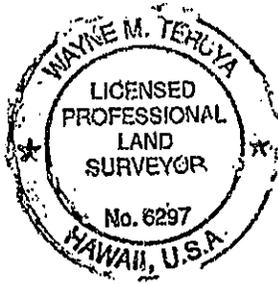
7. 144° 00' 270.00 feet along Lots 110-A and 110-B (Map 1096) of Land Court Application 1000;
8. Thence along Lot 110-B (Map 1096) of Land Court Application 1000, on a curve to the left with a radius of 405.00 feet, the chord azimuth and distance being:
131° 15' 178.76 feet;
9. 118° 30' 860.00 feet along Lot 110-B (Map 1096) of Land Court Application 1000;
10. Thence along Lot 110-B (Map 1096) of Land Court Application 1000, on a curve to the right with a radius of 185.00 feet, the chord azimuth and distance being:
133° 15' 20" 94.24 feet;
11. 238° 00' 40" 10.00 feet along the remainder of Exclusion 18 of Land Court Application 1000, to a non-tangent curve to the left with a radius of 175.00 feet, its curve center bears: 238° 00' 40";
12. Thence along said non-tangent curve to the left with a radius of 150.00 feet, along the remainder of Exclusion 18 of Land Court Application 1000, the chord azimuth and distance being:
313° 15' 20" 89.14 feet;
13. 298° 30' 860.00 feet along the remainder of Exclusion 18 of Land Court Application 1000;
14. Thence along the remainder of Exclusion 18 of Land Court Application 1000, on a curve to the right with a radius of 415.00 feet, the chord azimuth and distance being:
311° 15' 183.18 feet;
15. 324° 00' 270.00 feet along the remainder of Exclusion 18 of Land Court Application 1000;
16. Thence along the remainder of Exclusion 18 of Land Court Application 1000, on a curve to the right with a radius of 475.00 feet the chord azimuth and distance being:
338° 35' 239.20 feet;

DESCRIPTION
PARCEL 7
PAGE 3 OF 4

17. 353° 10' 790.00 feet along the remainder of Exclusion 18 of Land Court Application 1000;
18. Thence along the remainder of Exclusion 18 of Land Court Application 1000, on a curve to the right with a radius of 245.00 feet, the chord azimuth and distance being:
13° 30' 170.27 feet;
19. 33° 50' 210.00 feet along the remainder of Exclusion 18 of Land Court Application 1000;
20. Thence along the remainder of Exclusion 18 of Land Court Application 1000, on a curve to the right with a radius of 725.00 feet, the chord azimuth and distance being:
43° 32' 30" 244.52 feet;
21. 53° 15' 1603.67 feet along the remainder Exclusion 18 of Land Court Application 1000;
22. Thence along the remainder of Exclusion 18 of Land Court Application 1000, on a curve to the left with a radius of 210.00 feet, the chord azimuth and distance being:
53° 05' 54" 1.11 feet, to a non-tangent curve to the right with a radius of 1000.00 feet, its curve center bears: 264° 58';
23. Thence along said non-tangent curve to the right with a radius of 1000.00 feet, along the remainder of Exclusion 18 of Land Court Application 1000, the chord azimuth and distance being:
175° 18' 17" 11.80 feet, to the point of beginning and containing an Area of 1.070 Acre.

DESCRIPTION
PARCEL 7
PAGE 4 OF 4

ParEn, Inc.
dba PARK ENGINEERING




Wayne M. Teruya
Licensed Professional Land Surveyor
Certificate Number 6297

Pacific Park Plaza
711 Kapiolani Boulevard, Suite 1500
Honolulu, Hawaii 96813

August 8, 2012

Tax Map Key: 9-4-06: portion 02

DESCRIPTION
Parcel 8
Reclassification of State Land Use District
Agricultural to Urban

Real property situated at Waipio, Ewa, Oahu, Hawaii

Being a portion of Royal Patent 5732, Land Commission Award 8241 to Ioane II, being also a portion of Exclusion 18 of Land Court Application 1000, and more particularly described as follows:

Beginning at the most southeasterly corner of this parcel of land, on a curve concave to the southeast having a radius of 150.00 feet, its curve center bears: $308^{\circ} 36' 04''$, said curve being the northwesterly side of Lot 14676-A-3 as shown on Map 1092 of Land Court Application 1000, the coordinates of said point of beginning referred to Government Survey Triangulation Station "WAIPIO UKA" being 9,074.78 feet South and 692.63 feet East, thence running by azimuths measured clockwise from True South:

1. Thence along the remainder of Exclusion 18 of Land Court Application 1000, on a curve to the right with a radius of 1000.00 feet, its curve center bears: $260^{\circ} 41' 30''$, the chord azimuth and distance being:
 $171^{\circ} 04' 13.5''$ 13.22 feet, to a non-tangent curve to the right with a radius of 160.00 feet, its curve center bears: $311^{\circ} 47' 56''$;
2. Thence along said non-tangent curve to the right with a radius of 160.00 feet, along the remainder of Exclusion 18 of Land Court Application 1000, the chord azimuth and distance being:
 $227^{\circ} 31' 28''$ 31.92 feet;
3. $233^{\circ} 15'$ 1,603.67 feet along the remainder of Exclusion 18 of Land Court Application 1000;
4. Thence along the remainder of Exclusion 18 of Land Court Application 1000, on a curve to the left with a radius of 775.00 feet, the chord azimuth and distance being:
 $223^{\circ} 32' 30''$ 261.38 feet;
5. $213^{\circ} 50'$ 210.00 feet along the remainder of Exclusion 18 of Land Court Application 1000;

DESCRIPTION
PARCEL 8
PAGE 2 OF 6

6. Thence along the remainder of Exclusion 18 of Land Court Application 1000, on a curve to the left with a radius of 295.00 feet, the chord azimuth and distance being:
193° 30' 205.01 feet;
7. 173° 10' 790.00 feet along the remainder of Exclusion 18 of Land Court Application 1000;
8. Thence along the remainder of Exclusion 18 of Land Court Application 1000, on a curve to the left with a radius of 525.00 feet, the chord azimuth and distance being:
158° 35' 264.38 feet;
9. 144° 00' 270.00 feet along the remainder of Exclusion 18 of Land Court Application 1000;
10. Thence along the remainder of Exclusion 18 of Land Court Application 1000, on a curve to the left with a radius of 465.00 feet, the chord azimuth and distance being:
131° 15' 205.25 feet;
11. 118° 30' 860.00 feet along the remainder of Exclusion 18 of Land Court Application 1000;
12. Thence along the remainder of Exclusion 18 of Land Court Application 1000, on a curve to the right with a radius of 125.00 feet, the chord azimuth and distance being:
143° 35' 105.98 feet;
13. 168° 40' 320.00 feet along the remainder of Exclusion 18 of Land Court Application 1000;
14. Thence along the remainder of Exclusion 18 of Land Court Application 1000, on a curve to the right with a radius of 375.00 feet, the chord azimuth and distance being:
180° 05' 148.46 feet;
15. 191° 30' 225.00 feet along the remainder of Exclusion 18 of Land Court Application 1000;
16. Thence along the remainder of Exclusion 18 of Land Court Application 1000, on a curve to the right with a radius of 505.00 feet, the chord azimuth and distance being:
204° 10' 221.47 feet;

DESCRIPTION
PARCEL 8
PAGE 3 OF 6

17. 216° 50' 750.00 feet along the remainder of Exclusion 18 of Land Court Application 1000;
18. Thence along the remainder of Exclusion 18 of Land Court Application 1000, on a curve to the left with a radius of 365.00 feet, the chord azimuth and distance being:
205° 00' 149.70 feet;
19. 193° 10' 150.00 feet along the remainder of Exclusion 18 of Land Court Application 1000;
20. Thence along the remainder of Exclusion 18 of Land Court Application 1000, on a curve to the left with a radius of 715.00 feet, the chord azimuth and distance being:
184° 10' 223.70 feet;
21. 175° 10' 80.00 feet along the remainder of Exclusion 18 of Land Court Application 1000;
22. Thence along the remainder of Exclusion 18 of Land Court Application 1000, on a curve to the right with a radius of 205.00 feet, the chord azimuth and distance being:
217° 25' 275.67 feet;
23. 259° 40' 122.80 feet along the remainder of Exclusion 18 of Land Court Application 1000;
24. Thence along the remainder of Exclusion 18 of Land Court Application 1000, on a curve to the left with a radius of 285.00 feet, the chord azimuth and distance being:
236° 20' 225.77 feet;
25. 213° 00' 71.40 feet along the remainder of Exclusion 18 of Land Court Application 1000;
26. Thence along the remainder of Exclusion 18 of Land Court Application 1000, on a curve to the left with a radius of 265.00 feet, the chord azimuth and distance being:
212° 50' 10" 1.52 feet;
27. 302° 40' 20" 10.00 feet along the remainder of Exclusion 18 of Land Court Application 1000;

DESCRIPTION
PARCEL 8
PAGE 4 OF 6

28. Thence along Lot 14676-A-1 (Map 1092) of Land Court Application 1000, on a curve to the right with a radius of 275.00 feet, the chord azimuth and distance being:
32° 50' 10" 1.57 feet;
29. 33° 00' 71.40 feet along Lot 14676-A-1 (Map 1092) of Land Court Application 1000;
30. Thence along Lot 14676-A-1 (Map 1092) of Land Court Application 1000, on a curve to the right with a radius of 295.00 feet, the chord azimuth and distance being:
56° 20' 233.69 feet;
31. 79° 40' 122.80 feet along Lot 14676-A-1 (Map 1092) of Land Court Application 1000;
32. Thence along Lot 14676-A-1 (Map 1092) of Land Court Application 1000, on a curve to the left with a radius of 195.00 feet, the chord azimuth and distance being:
37° 25' 262.22 feet;
33. 355° 10' 80.00 feet along Lot 14676-A-1 (Map 1092) of Land Court Application 1000;
35. Thence along Lot 14676-A-1 (Map 1092) of Land Court Application 1000, on a curve to the right with a radius of 725.00 feet, the chord azimuth and distance being:
4° 10' 226.83 feet;
36. 13° 10' 150.00 feet along Lot 14676-A-1 (Map 1092) of Land Court Application 1000;
37. Thence along Lot 14676-A-1 (Map 1092) of Land Court Application 1000, on a curve to the right with a radius of 375.00 feet, the chord azimuth and distance being:
25° 00' 153.80 feet;
38. 36° 50' 750.00 feet along Lot 14676-A-1 (Map 1092) of Land Court Application 1000;
39. Thence along Lot 14676-A-1 (Map 1092) of Land Court Application 1000, on a curve to the left with a radius of 495.00 feet, the chord azimuth and distance being:
24° 10' 217.09 feet;

DESCRIPTION
PARCEL 8
PAGE 5 OF 6

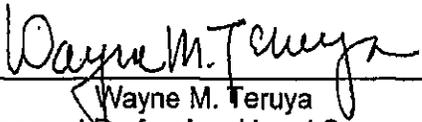
40. 11° 30' 225.00 feet along Lot 14676-A-1 (Map 1092) of Land Court Application 1000;
41. Thence along Lot 14676-A-1 (Map 1092) of Land Court Application 1000, on a curve to the left with a radius of 365.00 feet, the chord azimuth and distance being:
00° 05' 144.50 feet;
42. 348° 40' 320.00 feet along Lot 14676-A-1 (Map 1092) of Land Court Application 1000;
43. Thence along Lot 14676-A-1 (Map 1092) of Land Court Application 1000, on a curve to the left with a radius of 115.00 feet, the chord azimuth and distance being:
323° 35' 97.51 feet;
43. 298° 30' 860.00 feet along Lot 14676-A-1 (Map 1092) of Land Court Application 1000;
44. Thence along Lots 14676-A-1 and 14676-A-2 (Map 1092) of Land Court Application 1000, on a curve to the right with a radius of 475.00 feet, the chord azimuth and distance being:
311° 15' 209.66 feet;
45. 324° 00' 270.00 feet along Lot 14676-A-2 (Map 1092) of Land Court Application 1000;
46. Thence along Lot 14676-A-2 (Map 1092) of Land Court Application 1000, on a curve to the right with a radius of 535.00 feet, the chord azimuth and distance being:
338° 35' 269.41 feet;
47. 353° 10' 790.00 feet along Lots 14676-A-2 and 14676-A-3 (Map 1092) of Land Court Application 1000;
48. Thence along Lot 14676-A-3 (Map 1092) of Land Court Application 1000, on a curve to the right with a radius of 305.00 feet, the chord azimuth and distance being:
13° 30' 211.96 feet;
49. 33° 50' 210.00 feet along Lot 14676-A-3 (Map 1092) of Land Court Application 1000;

DESCRIPTION
PARCEL 8
PAGE 6 OF 6

50. Thence along Lot 14676-A-3 (Map 1092) of Land Court Application 1000, on a curve to the right with a radius of 785.00 feet, the chord azimuth and distance being:
43° 32' 30" 264.75 feet;
51. 53° 15' 1,603.67 feet along Lot 14676-A-3 (Map 1092) of Land Court Application 1000;
52. Thence along Lot 14676-A-3 (Map 1092) of Land Court Application 1000, on a curve to the left with a radius of 150.00 feet, the chord azimuth and distance being:
45° 55' 32" 38.25 feet, to the point of beginning and containing an area of 1.798 Acres.

ParEn, Inc.
dba PARK ENGINEERING




Wayne M. Teruya
Licensed Professional Land Surveyor
Certificate Number 6297

Pacific Park Plaza
711 Kapiolani Boulevard, Suite 1500
Honolulu, Hawaii 96813

August 8, 2012

Tax Map Key: 9-4-06: portion 02

DESCRIPTION
Parcel 9
Reclassification of State Land Use District
Agricultural to Urban

Real property situated at Waipio, Ewa, Oahu, Hawaii

Being a portion of Royal Patent 5732, Land Commission Award 8241 to Ioane II, being also a portion of Exclusion 18 of Land Court Application 1000, and more particularly described as follows:

Beginning at the most southerly corner of this parcel of land, the curve center for the northwesterly side of Lot 14676-A-3 having a radius of 150.00 feet as shown on Map 1092 of Land Court Application 1000 bears: $311^{\circ} 47' 56''$ 160.00 feet, the coordinates of said point of beginning referred to Government Survey Triangulation Station "WAIPIO UKA" being 9,061.72 feet South and 690.57 feet East, thence running by azimuths measured clockwise from True South:

1. Thence along the remainder of Exclusion 18 of Land Court Application 1000, on a curve to the right with a radius of 1000.00 feet, its curve center bears: $261^{\circ} 26' 57''$ the chord azimuth and distance being: $173^{\circ} 12' 28.5''$ 61.38 feet, to a non-tangent curve to the right with a radius of 210.00 feet, its curve center bears: $322^{\circ} 56' 48''$;
2. Thence along said non-tangent curve to the right with a radius of 210.00 feet, along the remainder of Exclusion 18 of Land Court Application 1000, the chord azimuth and distance being: $233^{\circ} 05' 54''$ 1.11 feet;
3. $233^{\circ} 15'$ 1,603.67 feet along the remainder of Exclusion 18 of Land Court Application 1000;
4. Thence along the remainder of Exclusion 18 of Land Court Application 1000, on a curve to the left with a radius of 725.00 feet, the chord azimuth and distance being: $223^{\circ} 32' 30''$ 244.52 feet;
5. $213^{\circ} 50'$ 210.00 feet along the remainder of Exclusion 18 of Land Court Application 1000;

DESCRIPTION
PARCEL 9
PAGE 2 OF 4

6. Thence along the remainder of Exclusion 18 of Land Court Application 1000, on a curve to the left with a radius of 245.00 feet, the chord azimuth and distance being:
193° 30' 170.27 feet;
7. 173° 10' 790.00 feet along the remainder of Exclusion 18 of Land Court Application 1000;
8. Thence along the remainder of Exclusion 18 of Land Court Application 1000, on a curve to the left with a radius of 475.00 feet, the chord azimuth and distance being:
158° 35' 239.20 feet;
9. 144° 00' 270.00 feet along the remainder of Exclusion 18 of Land Court Application 1000;
10. Thence along the remainder of Exclusion 18 of Land Court Application 1000, on a curve to the left with a radius of 415.00 feet, the chord azimuth and distance being:
131° 15' 183.18 feet;
11. 118° 30' 860.00 feet along the remainder of Exclusion 18 of Land Court Application 1000;
12. Thence along the remainder of Exclusion 18 of Land Court Application 1000, on a curve to the right with a radius of 175.00 feet, the chord azimuth and distance being:
133° 15' 20" 89.14 feet;
13. 200° 47' 04" 72.89 feet along the remainder of Exclusion 18 of Land Court Application 1000, to a non-tangent curve to the left with a radius of 125.00 feet, its curve center bears: 258° 40';
14. Thence along said non-tangent curve to the left with a radius of 125.00 feet, along the remainder of Exclusion 18 of Land Court Application 1000, the chord azimuth and distance being:
323° 35' 105.98 feet;
15. 298° 30' 860.00 feet along the remainder of Exclusion 18 of Land Court Application 1000;

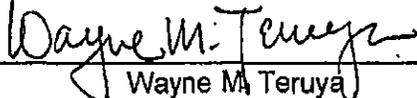
DESCRIPTION
PARCEL 9
PAGE 3 OF 4

16. Thence along the remainder of Exclusion 18 of Land Court Application 1000, on a curve to the right with a radius of 465.00 feet, the chord azimuth and distance being:
311° 15' 205.25 feet;
17. 324° 00' 270.00 feet along the remainder of Exclusion 18 of Land Court Application 1000;
18. Thence along the remainder of Exclusion 18 of Land Court Application 1000, on a curve to the right with a radius of 525.00 feet, the chord azimuth and distance being:
338° 35' 264.38 feet;
19. 353° 10' 790.00 feet along the remainder of Exclusion 18 of Land Court Application 1000;
20. Thence along the remainder of Exclusion 18 of Land Court Application 1000, on a curve to the right with a radius of 295.00 feet, the chord azimuth and distance being:
13° 30' 205.01 feet;
21. 33° 50' 210.00 feet along the remainder of Exclusion 18 of Land Court Application 1000;
22. Thence along the remainder of Exclusion 18 of Land Court Application 1000, on a curve to the right with a radius of 775.00 feet, the chord azimuth and distance being:
43° 32' 30" 261.38 feet;
23. 53° 15' 1,603.67 feet along the remainder of Exclusion 18 of Land Court Application 1000;
24. Thence along the remainder of Exclusion 18 of Land Court Application 1000, on a curve to the left with a radius of 160.00 feet, the chord azimuth and distance being:
47° 31' 28" 31.92 feet, to the point of beginning and containing an Area of 5.446 Acres.

DESCRIPTION
PARCEL 9
PAGE 4 OF 4



ParEn, Inc.
dba PARK ENGINEERING


Wayne M. Teruya
Licensed Professional Land Surveyor
Certificate Number 6297

Pacific Park Plaza
711 Kapiolani Boulevard, Suite 1500
Honolulu, Hawaii 96813

August 8, 2012

Tax Map Keys: 9-4-06: portions 02 and 05

DESCRIPTION
Parcel 10
Reclassification of State Land Use District
Agricultural to Urban

Real property situated at Waipio, Ewa, Oahu, Hawaii

Being portion of Lot 14676-A-1 as shown on Map 1092 of Land Court Application 1000, and more particularly described as follows:

Beginning at the most northeasterly corner of this parcel of land, being the most southeasterly corner of Lot 1-A-22-E-3 (Map 1047) of Land Court Application 1000, the coordinates of said point of beginning referred to Government Survey Triangulation Station "WAIPIO UKA" being 144.09 feet North and 6,268.17 feet East, thence running by azimuths measured clockwise from True South:

1. 10° 06' 42" 40.30 feet along the westerly side of Interstate Highway (F.A.P. No. 1-H2-1(3));
2. 107° 09' 30" 70.96 feet along the remainder of Lot 14676-A-1 (Map 1092) of Land Court Application 1000;
3. 122° 03' 227.48 feet along the remainder of Lot 14676-A-1 (Map 1092) of Land Court Application 1000;
4. 99° 04' 30" 289.82 feet along the remainder of Lot 14676-A-1 (Map 1092) of Land Court Application 1000;
5. 113° 19' 30" 133.39 feet along the remainder of Lot 14676-A-1 (Map 1092) of Land Court Application 1000;
6. 125° 23' 79.09 feet along the remainder of Lot 14676-A-1 (Map 1092) of Land Court Application 1000;

DESCRIPTION
PARCEL 10
PAGE 2 OF 4

7. 141° 27' 142.79 feet along the remainder of Lot 14676-A-1 (Map 1092) of Land Court Application 1000;
8. 123° 05' 62.49 feet along the remainder of Lot 14676-A-1 (Map 1092) of Land Court Application 1000;
9. 106° 36' 130.11 feet along the remainder of Lot 14676-A-1 (Map 1092) of Land Court Application 1000;
10. 129° 24' 30" 78.58 feet along the remainder of Lot 14676-A-1 (Map 1092) of Land Court Application 1000;
11. 147° 28' 127.51 feet along the remainder of Lot 14676-A-1 (Map 1092) of Land Court Application 1000;
12. 166° 12' 30" 83.59 feet along the remainder of Lot 14676-A-1 (Map 1092) of Land Court Application 1000;
13. 134° 29' 30" 18.84 feet along the remainder of Lot 14676-A-1 (Map 1092) of Land Court Application 1000;
14. 206° 21' 42.12 feet along Lot 1-A-22-J-2 (Map 30) of Land Court Application 1000;
15. 314° 29' 30" 43.33 feet along Lot 97-B-4-C (Map 1047) of Land Court Application 1000;
16. 346° 12' 30" 88.35 feet along Lot 1-A-22-C-2 (Map 1047) of Land Court Application 1000;
17. 327° 28' 114.55 feet along Lot 1-A-22-C-2 (Map 1047) of Land Court Application 1000;

DESCRIPTION
PARCEL 10
PAGE 3 OF 4

18. 309° 24' 30" 64.16 feet along Lot 1-A-22-C-2 (Map 1047) of Land Court Application 1000;
19. 286° 36' 127.84 feet along Lot 1-A-22-C-2 (Map 1047) of Land Court Application 1000;
20. 303° 05' 74.75 feet along Lot 1-A-22-C-2 (Map 1047) of Land Court Application 1000;
21. 321° 27' 143.61 feet along Lot 1-A-22-C-2 (Map 1047) of Land Court Application 1000;
22. 305° 23' 69.22 feet along Lot 1-A-22-C-2 (Map 1047) of Land Court Application 1000;
23. 293° 19' 30" 124.17 feet along Lot 1-A-22-C-2 (Map 1047) of Land Court Application 1000;
24. 279° 04' 30" 292.95 feet along Lot 1-A-22-C-2 (Map 1047) of Land Court Application 1000;
25. 302° 03' 177.92 feet along Lots 1-A-22-C-2 and 1-A-22-D-2 (Map 1047) of Land Court Application 1000;
26. 302° 02' 52.52 feet along Lot 1-A-22-E-3 (Map 1047) of Land Court Application 1000;
27. 287° 09' 30" 60.70 feet along Lot 1-A-22-E-3 (Map 1047) of Land Court Application 1000, to the point of beginning and containing an Area of 1.322 Acres.

DESCRIPTION
PARCEL 10
PAGE 4 OF 4

ParEn, Inc.
dba PARK ENGINEERING



A handwritten signature in black ink that reads "Wayne M. Teruya".

Wayne M. Teruya
Licensed Professional Land Surveyor
Certificate Number 6297

Pacific Park Plaza
711 Kapiolani Boulevard, Suite 1500
Honolulu, Hawaii 96813

August 8, 2012

Tax Map Key: 9-4-06: 03 portion

EXHIBIT B



A BILL FOR AN ORDINANCE

RELATING TO COMPLETE STREETS.

BE IT ORDAINED by the People of the City and County of Honolulu:

SECTION 1. Purpose. The purpose of this ordinance is to implement the provisions of Section 264-20.5, Hawaii Revised Statutes (Act 54 SLH 2009), and establish a Complete Streets policy for the City and County of Honolulu.

SECTION 2. Chapter 14, Revised Ordinances of Honolulu 1990 ("Public Works Infrastructure Requirements Including Fees and Services"), is amended by adding a new article to be appropriately designated by the revisor of ordinances and to read as follows:

"Article ____ . Complete Streets

Sec. 14-____.1 Definitions.

As used in this article:

"Accessibility" means the ability to reach desired destinations for all transportation system users.

"Complete streets features" include, but are not limited to, sidewalks, crosswalks, accessible curb ramps, curb extensions, raised medians, refuge islands, roundabouts or mini-circles, traffic signals and accessible pedestrian signals such as audible and vibrotactile indications and pedestrian countdown signals, shared-use paths, bicycle lanes, paved shoulders, street trees, planting strips, signs, pavement markings including multi-modal pavement striping, street furniture, bicycle parking facilities, public transportation stops, and facilities including streetscapes, dedicated transit lanes, and transit priority signalization.

"Context sensitive solution" means a process in which a full range of stakeholders are involved in developing complete streets transportation solutions that identify and incorporate appropriate complete streets features designed to fit into, enhance, and support the surrounding environment and context, including land use.

"Directors" means the directors of the departments of transportation services, design and construction, planning and permitting, and facilities maintenance.



A BILL FOR AN ORDINANCE

"Multi-modal" means the movement of people and goods by more than one method of transportation. A street that accommodates walking, bicycling, mobility devices, transit and driving is multi-modal.

"National industry best practices" means guidelines established by national industry groups on complete streets best policy and implementation practices, including, but not limited to reports by the American Planning Association and the National Complete Streets Coalition.

"Transportation facility or project" means the planning, design, construction, reconstruction, maintenance or improvement of public highways, roadways, streets, sidewalks, traffic control devices and signage, and all facilities or improvements related to public transit.

"Users" mean motorists, bicyclists, individuals dependent on mobility devices, transit riders, pedestrians, and others who depend on the transportation system to move people and goods.

Sec. 14-___.2 Complete streets policy; principles.

- (a) There is hereby established a complete streets policy and principles for the City and County of Honolulu to guide and direct more comprehensive and balanced planning, design, and construction of city transportation systems. Under this policy, the city hereby expresses its commitment to encourage the development of transportation facilities or projects that are planned, designed, operated, and maintained to provide safe mobility for all users. Every transportation facility or project, whether new construction, reconstruction, or maintenance, provides the opportunity to implement complete streets policy and principles. This policy provides that a context sensitive solution process and multi-modal approach be considered in all planning documents and for the development of all city transportation facilities and projects.
- (b) Complete streets principles consist of the following objectives:
 - (1) Improve safety;
 - (2) Apply a context sensitive solution process that integrates community context and the surrounding environment, including land use;
 - (3) Protect and promote accessibility and mobility for all;



A BILL FOR AN ORDINANCE

- (4) Balance the needs and comfort of all modes and users;
- (5) Encourage consistent use of national industry best practice guidelines to select complete streets design elements;
- (6) Improve energy efficiency in travel and mitigate vehicle emissions by providing non-motorized transportation options;
- (7) Encourage opportunities for physical activity and recognize the health benefits of an active lifestyle;
- (8) Recognize complete streets as a long-term investment that can save money over time;
- (9) Build partnerships with stakeholders and organizations statewide; and
- (10) Incorporate trees and landscaping as integral components of complete streets.

Sec. 14-____.3 Administration; implementation.

- (a) The directors shall, based on a context sensitive solution process, employ a multi-modal approach and incorporate complete streets features in the planning, design, construction, maintenance and operation of transportation facilities and projects, including, but not limited to, the reconstruction, rehabilitation or resurfacing of any transportation facility under the jurisdiction of the directors.
- (b) Within six months of the enactment of this ordinance, the directors shall jointly create, adopt, and publish a single complete streets checklist and associated procedures to be used by the directors and their staffs when initiating, planning, designing, revising, implementing and/or reviewing any transportation facility or project. The complete streets checklist shall be jointly updated from time to time by the directors as necessary to facilitate the implementation of complete streets.
- (c) As used in this section, "complete streets checklist" means a tool to collect data and information about the status of the roadway and the surrounding area, as well as the details of the transportation facility or project, with a goal of identifying specific elements that can be incorporated to support and balance the needs of all users. Such specific elements shall be part of an implementation procedure to be prepared in conjunction with compilation of a checklist. Data and information



A BILL FOR AN ORDINANCE

complied in the checklist include, but are not limited to, traffic volume, street classification and type; an inventory of sidewalk condition, transit facilities, and parking restrictions; and recommendations from any existing neighborhood, bicycle, pedestrian, transit or other plan.

- (d) Complete streets features shall be incorporated into transportation plans, projects and programs following implementation procedures established by the complete streets checklist.
- (e) Within one year of the enactment of this ordinance, the directors shall evaluate and initiate updates of existing ordinances, codes, subdivision standards, rules, policies, plans and design guidelines to ensure their consistency with the complete streets policy and principles. Design standards, guidelines and manuals shall incorporate national industry best practice guidelines, and shall be updated from time to time by the directors as necessary to reflect current best practices.

Sec. 14-___4 Exceptions.

- (a) A multi-modal approach and complete streets features are not required if a director of an affected department determines, in writing with appropriate documentation, prior to or during the design process, that:
 - (1) Use of a street or highway by non-motorized users is prohibited by law; or
 - (2) The cost would be excessively disproportionate to the need or probable future use over the long term; or
 - (3) There is an absence of current or future need; or
 - (4) The safety of pedestrian, bicycle or vehicular traffic may be placed at unacceptable risk.
- (b) Each written exception with accompanying documentation shall become a public record and shall be published electronically or online on the official website of the city, and shall be on file and available for public inspection at the office of the city clerk and at the office of the department making the determination.



A BILL FOR AN ORDINANCE

Sec. 14-___.5 Annual report; performance standards.

- (a) On or before December 31st of each year following the enactment of this ordinance, the directors shall submit to the council a report detailing their compliance with the complete streets policy and principles during the prior fiscal year, and listing the transportation facilities and projects initiated during that year and the complete streets features incorporated therein. The report shall include a list of exceptions made pursuant to Section 14-___.4 for that year.
- (b) Within two years of the enactment of this ordinance, the directors shall establish and publish performance standards with measurable benchmarks reflecting the capacity for all users to travel with appropriate safety and convenience along roadways under the jurisdiction of the city. Annual reports for the year in which measurable performance standards are established, and all years thereafter, shall include a report of each agency's performance under such measures, and where appropriate, shall identify problem areas and suggested solutions, and provide recommendations to improve the process.
- (c) The annual reports required in this section may be part of the agency's annual reports required by charter.

Sec. 14-___.6 Training.

The directors shall require and provide training for their staffs in complete streets policies, principles, and implementation procedures that may be applicable to the performance of their duties."

SECTION 3. From the effective date of this ordinance, the director of the department of transportation, with the assistance of the other directors, shall commence planning activities for a complete streets demonstration project to test and demonstrate the effectiveness of the city's complete streets program. An area of city roads within the urban core of Honolulu shall be selected as the site for the demonstration project. The director shall report to the council the location and scope of the demonstration project. At the conclusion of the project, the director shall report to the council the results of the project against measurable performance benchmarks and any recommendations to improve the implementation of the complete streets policy.



A BILL FOR AN ORDINANCE

SECTION 4. This ordinance shall take effect upon its approval.

INTRODUCED BY:

Breene Hanit

[Signature]

DATE OF INTRODUCTION:

MAR 14 2012

Honolulu, Hawaii

Councilmembers

APPROVED AS TO FORM AND LEGALITY:

[Signature]

Deputy Corporation Counsel

APPROVED this 25th day of May, 2012.

[Signature]

PETER B. CARLISLE, Mayor
City and County of Honolulu

CITY COUNCIL
 CITY AND COUNTY OF HONOLULU
 HONOLULU, HAWAII
 CERTIFICATE

ORDINANCE 12-15

BILL 26 (2012)

Introduced: 03/14/12 By: BREENE HARIMOTO

Committee: TRANSPORTATION

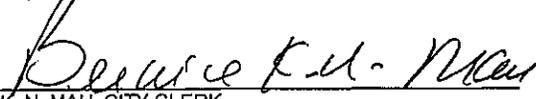
Title: A BILL FOR AN ORDINANCE RELATING TO COMPLETE STREETS.

Links: [BILL 26 \(2012\)](#)
[CR-132](#)
[CR-176](#)

Voting Legend: Y= Aye, Y* = Aye w/Reservations, N = No, A = Absent, ABN = Abstain

COUNCIL	03/21/12	BILL PASSED FIRST READING AND REFERRED TO COMMITTEE ON TRANSPORTATION.							
ANDERSON	Y	BERG	Y	CACHOLA	Y	CHANG	Y	GABBARD	Y
GARCIA	Y	HARIMOTO	A	KOBAYASHI	Y	MARTIN	Y		
TRANSPORTATION	04/05/12	CR-132 - BILL REPORTED OUT OF COMMITTEE FOR PASSAGE ON SECOND READING AND SCHEDULING OF A PUBLIC HEARING.							
PUBLISH	04/14/12	PUBLIC HEARING NOTICE PUBLISHED IN THE HONOLULU STAR-ADVERTISER.							
COUNCIL/PUBLIC HEARING	04/25/12	CR-132 ADOPTED. BILL PASSED SECOND READING, PUBLIC HEARING CLOSED AND REFERRED TO COMMITTEE ON TRANSPORTATION.							
ANDERSON	Y	BERG	Y	CACHOLA	Y	CHANG	A	GABBARD	Y
GARCIA	Y	HARIMOTO	Y	KOBAYASHI	Y	MARTIN	Y		
PUBLISH	05/03/12	SECOND READING NOTICE PUBLISHED IN THE HONOLULU STAR-ADVERTISER.							
TRANSPORTATION	05/03/12	CR-176 - BILL REPORTED OUT OF COMMITTEE FOR PASSAGE ON THIRD READING.							
COUNCIL	05/09/12	CR-176 ADOPTED AND BILL 26 (2012) PASSED THIRD READING.							
ANDERSON	Y	BERG	Y	CACHOLA	Y	CHANG	Y	GABBARD	Y
GARCIA	Y	HARIMOTO	Y	KOBAYASHI	Y	MARTIN	Y		

I hereby certify that the above is a true record of action by the Council of the City and County of Honolulu on this BILL.


 BERNICE K. N. MAU, CITY CLERK

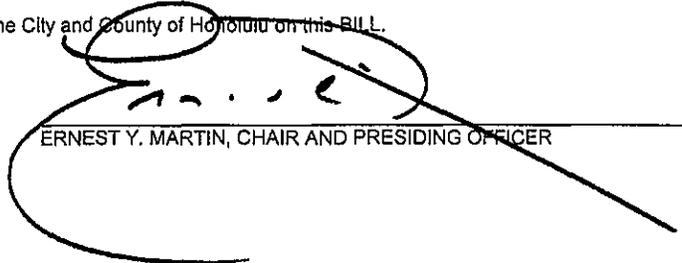

 ERNEST Y. MARTIN, CHAIR AND PRESIDING OFFICER



EXHIBIT C

111

Koa Ridge

SUSTAINABILITY PLAN

Castle & Cooke Homes Hawaii, Inc.

December 2009

CONTENTS

Introduction

Sustainability Plan

Sustainability Plan Strategies

1. Land Use and Urban Design
2. Transportation
3. Economics
4. Parks and Open Space Preservation
5. Water Management
6. Energy Management
7. Education

Appendices

- Water Model
- Energy Model

Introduction

Castle & Cooke is a recognized leader in the development of master planned communities that support the needs and enhance the lifestyles of Hawaii's residents. Our diversified operations also include wind and solar energy projects which contribute to sustainability in its use of our abundant, natural resources to produce renewable energy for Hawaii.

For our future Koa Ridge community (which includes Koa Ridge Makai and Castle & Cooke Waiawa), we look at sustainability in a broad context of balancing the environment, economy and social equity. We aspire to create a community that enhances our ability to sustain all important aspects of life and allows us to leave to the next generation a world and life at least as good as the one we have.

Koa Ridge will be an integrated mixed-use community with a unique sense of place, where residents can live, work, and play in proximity to retail, services, health care, and community amenities. The development will feature generous landscaping and open space. The new community will be one that is safe, modern, walkable, and bicycle-friendly, where residents can live, work, and play in a vibrant and healthy master-planned, sustainable community encompassing principles consistent with "smart growth."

Sustainability Plan

The Koa Ridge Sustainability Plan is intended to be a dynamic guide which evolves as the project progresses through design and development. Sustainability goals are stated as high level purposes toward which Castle & Cooke aspires, and potential strategies and actions are listed in support of the goals.

Sustainability Goals include:

1. **Land Use and Urban Design** - *To create a compact, mixed-use community that provides all the services, amenities and diversity of homes that contribute towards the highest quality of life for residents and workers.*

2. **Transportation** - *To create a more sustainable community and environment by reducing traditional use of the automobile and encouraging the use of alternative transportation methods, from buses to car pooling and car sharing, to walking and bicycling.*
3. **Economics** – *To provide economic opportunities for residents and businesses and to contribute towards the regional economy.*
4. **Parks and Open Space Preservation** - *To create a system of parks, trails and open spaces, seamlessly integrated into the community, that provide a range of recreational opportunities while promoting healthy living, cooling, and water recharge.*
5. **Water Management** - *To care for our watershed by reducing and conserving water use, recharging groundwater and protecting stream and ocean water quality.*
6. **Energy Management** - *To reduce and conserve energy use through efficient community layout and building design and to incorporate alternative energy sources where feasible.*
7. **Education** - *To promote the understanding, support and practice of a sustainable lifestyle at Koa Ridge.*

The following tables summarize the Sustainability Plan strategies and currently planned actions to be implemented at Koa Ridge. These are expected to be supplemented and amended as the project progresses, incorporating comments from the project team, designers, and interested parties, with consideration for technological enhancements, government requirements, changes (if any) in county codes, success of pilot programs, market conditions, consumer acceptance, and balancing added costs for sustainability measures against resulting increased cost of development. While it is premature at this stage to predict or promise achievement of any particular goal, strategy or action, Castle & Cooke knows that moving toward a sustainable master planned community is the right thing to do for the future of Hawaii.

1. LAND USE AND URBAN DESIGN

GOAL: To create a compact mixed-use community that provides all the services, amenities, and diversity of homes that contribute towards the highest quality of life for Koa Ridge residents and workers.

Target/Focus	Strategies	Planned Actions
	Implement Smart Growth Land Use and Design Practices	
Community	Create a Mix of Land Uses	Organize a variety of land uses vertically and horizontally to efficiently use land and provide for everyday needs within the community.
		Incorporate complementary dining, retail, and service establishments as amenities within the community.
		Provide space for community gatherings to encourage social interaction.
		Site schools, parks, recreation centers, and public gathering areas to define neighborhoods and to be readily accessible to the target population.
		Provide care centers for children and the elderly.
		Seek opportunities for multiple use of facilities such as community, recreational, educational, and parking facilities to encourage constant activity and highest use of facilities.
		Provide some industrial land for service uses within the community
Community	Take Advantage of Compact Building Design	Educate community members on density and compact building options.
		Ensure ready access to open space in compactly developed places.
		Match building scale to street type in zoning and permit approval process.
		Ensure a sense of privacy through the design of homes and yards.
		Use traditional neighborhood design to create a "complete" community.
		Use compact design to create more secure neighborhoods.
		Ensure that big box stores are appropriately scaled and designed for the Town Center.
		Manage the transition between higher-and lower-density neighborhoods.
		Achieve a residential net density of at least 10 units per acre to support neighborhood retail, transit service, and efficiently use infrastructure.

Land Use and Urban Design (cont.)

Target/Focus	Strategies	Planned Actions
	Implement Smart Growth Land Use and Design Practices	
		Implement shared parking to reduce surface parking area.
		Provide 1,000 units within a 10-minute walk of the Village Center to promote the Village Center as a walkable destination.
Residences	Create a Range of Housing Opportunities and Choices	Consider building different product types on contiguous blocks of land to ensure a diversity of housing styles.
		Provide a diversity of housing to accommodate varied household types, family sizes and household incomes.
Community	Create Walkable Communities	Identify economic opportunities that stimulate pedestrian activity.
		Develop a pedestrian master plan.
		Design communities so that most children can walk to school.
		Use trees and other green infrastructure to provide shelter, beauty, urban heat reduction, and separation from automobile traffic.
		Provide off-street bicycle and pedestrian routes to transit stops.
		Develop walking awareness and promotion programs.
		Use techniques such as lighting and visible signage to increase pedestrian safety.
		Use visual cues and design elements to indicate pedestrian rights of way and minimize conflicts.
		Situate parking to enhance the pedestrian environment and facilitate access between destinations.
		Make places walkable for aging population in response to new demographic and special needs.
		Connect walkways, parking lots, greenways, and developments.
		Comply with the Americans with Disabilities Act by providing persons with disabilities easy access to sidewalks, streets, parks, and other public and private services.
Adopt design standards for streets that ensure safety and mobility for pedestrian and nonmotorized modes of transport.		

Land Use and Urban Design (cont.)

Target/Focus	Strategies	Planned Actions
	Implement Smart Growth Land Use and Design Practices	
		Require building design that makes commercial areas more walkable.
		Concentrate critical services near homes, jobs, and transit.
		Require traffic-calming techniques where traffic speed through residential and urban neighborhoods can potentially be excessive.
Community	Foster Distinctive, Attractive Communities with a Strong Sense of Place	Enact clear design guidelines so that streets, buildings, and public spaces work together to create a sense of place.
		Create community greens.
		Develop a comprehensive wayfinding system in town centers.
		Make retail centers distinctive and attractive destinations.
		Create opportunities for community interaction.
		Define communities and neighborhoods with visual cues.
		Create active and secure open spaces.
		Identify the list of allowable landscape material.
		Develop CC&Rs for residential buildings.
		Develop CC&Rs for Recreation Centers.
		Restrict high front fences and walls in front yards.
		Develop Koa Ridge signage standards.
		Honor the history of the "place" through the design guidelines.
		Create neighborhood cores and boundaries.
		Create a hierarchy of entry features to define primary and secondary entries.
		Determine a way to differentiate neighborhoods from each other to reinforce a sense of community.
		Prohibit gated communities-
		Bike paths (especially around schools) that cross as few public streets as possible.
Well planned lighting of public spaces to eliminate dark areas.		
Plan for "eyes on the street" especially in mixed-use areas to enhance a sense of security.		
Identify the iconic building in the Village Center.		

Land Use and Urban Design (cont.)

		Develop special CC&Rs for the Village Center to ensure that it is distinctive and attractive.
		Light poles, street furniture, landscaping should reinforce the Village Center Sense of Place.
		Establish a hierarchy of streets incorporating "complete streets" principles to provide convenient access and mobility for all users.
		Provide space for a police substation.

2. TRANSPORTATION

GOAL: To create a more sustainable community and environment by reducing traditional use of the automobile and by encouraging the use of alternative transportation methods, from buses, to carpooling and car sharing, to walking and bicycling.

Target/Focus	Strategies	Planned Actions
Auto Use Reduction	Seek a 30% reduction in external automobile trips	Provide a bus stop within 1/4 mile of 90% of all homes to provide convenient access to bus service and encourage ridership.
		Provide higher density mixed-use developments, live-work units, and senior housing which help to reduce external commutes.
		Provide one (1) permanent job for every two (2) homes to provide opportunities for residents to work in the community.
		Promote car-pooling by establishing a ride sharing program to be later administered by the community association or other group..
		Work with DTS to ensure that the bus runs in two directions through Koa Ridge for more complete service to encourage bus ridership.
		Connect transportation modes to one another to encourage walking, biking, and transit ridership.
Buses	Create an integrated transportation strategy that results in a minimum of 10% trips by bus	Plan the desired bus route with accommodations for safe, convenient bus stops.
		Incorporate a bus transit center in the Village Center to provide convenient access to the services and amenities in the area and encourage bus ridership.
		Provide convenient access to the planned rail transit system by working with DTS to plan the bus feeder to the Pearl Highlands rail station.

Transportation (cont.)

Target/Focus	Strategies	Planned Actions
		<p>Strategic provision and placement of amenities within a 1/4 mile radius to encourage walking.</p> <p>Provide transit information (bus and rail) to residents and employees.</p>
Pedestrian	Create a walking environment such that twice as many people will walk compared to baseline community.	<p>Continuous sidewalks or equivalent provisions for walking, are provided along both sides of 90% of the streets in the project.</p> <p>Create minimum sidewalk widths of at least 5 feet wide (on at least 80% of sidewalks) to allow two people to walk comfortably together.</p> <p>Provide 1,000 units within a 10-minute walk of the Village Center to provide the density needed for pedestrian-oriented establishments to thrive.</p> <p>Design neighborhood-scaled streets (generally two or four lanes) with high levels of connectivity and short blocks to shorten distances and encourage walking and bicycling.</p>
Bicycles	Develop the land plan such that public amenities are so nearby and accessible that twice as many residents will use bicycles to get around	<p>Develop a bicycle master plan that includes bike paths (completely separate from traffic) and/or bike lanes that run the length of the community.-</p> <p>Work with public agencies to establish off-site bicycle paths.</p> <p>Plan safe bicycle routes that avoid as many vehicular conflicts as possible.</p> <p>Provide bicycle racks and storage spaces in the Village Center and transit center to make bicycling convenient.</p>

3. ECONOMICS

GOAL: *To provide economic opportunities for residents and businesses and to contribute towards the regional economy.*

Target/Focus	Strategies	Planned Actions
Community	To provide economic opportunities within the community.	Provide a minimum of 30% affordable housing in consonance with City policies.
		Build a continuum of housing to enable families to build home equity and "move-up" as their housing needs change.
		Provide live-work opportunities.
		Provide a variety of jobs in the community, from entry-level to professional, and in a range of industries.
		Consider the specific needs for varying types of businesses when drafting land use plans, urban design plans, and CC&R's.
		Provide up to 5,000 homes, including affordable homes, to accommodate future population growth.
Community	Contribute towards the regional economy.	Maintain a level of activity that will create 750 direct jobs and over 1,800 jobs including direct, indirect and induced jobs annually during development.
		Seek opportunities to bring federal funding into Hawaii and provide a local match if required.
		Have a positive fiscal impact by generating more tax revenue than government expenditures required to support the community.

4. PARKS AND OPEN SPACE PRESERVATION

GOAL: To create a system of parks, trails and open spaces, seamlessly integrated into the community, that provide a range of recreational opportunities while promoting healthy living, cooling, and water recharge.

Target/Focus	Strategies	Planned Actions
Parks	Provide at least double the park space required under the City's park dedication rules.	Provide neighborhood and community parks within 1/4 mile of 90% of residences so residents can conveniently walk to recreation areas.
	Provide a hierarchy of parks to provide a variety of park types	Provide a strong connection to Patsy Mink Central Oahu Regional Park so that it feels like an extension of Koa Ridge.
		Provide a Bark Park .
		Provide passive parks to promote and provide access to open space.
		Incorporate mini parks and tot lots into the trail and pathway system to encourage walking.
		Work with the community association and other community groups to establish recreational and youth sports programs to encourage an active and healthy lifestyle for our children.
	Provide active parks to provide recreational opportunities and to promote a healthy lifestyle.	
Provide a park or recreational facility no more than a 5-minute walk to all homes.	Provide a ratio of 300 square feet of park per dwelling unit to ensure that there is sufficient park area for residents.	
	Provide "pocket parks" that are distributed throughout the community in addition to the other tiers of parks in the hierarchy to provide a variety of recreational opportunities.	
Open Space	Provide access to open space resources.	Provide parks along the perimeter of Kipapa Gulch so all residents can enjoy views in this area.
		Work with the State to provide access into Kipapa Gulch along the former Kamehameha Highway alignment to provide a link to Miiilani Town and provide access to the open space system in Kipapa Gulch.
	Encourage use of trail network	Route trails leading or adjacent to variety of destinations points to promote walking (ie. Village center, active park, school, exercise nodes, playground equipment, bark park, passive park with benches).

Parks and Open Space Preservation (cont.)

Target/Focus	Strategies	Planned Actions
Agriculture	Provide and promote agricultural opportunities	Designate a community gardens area in the Community Park or elsewhere to encourage and facilitate agricultural awareness and self-sufficiency among residents.
		Provide and designate an area conducive for a farmer's market
		Educate residents on backyard gardening, catchment systems and rainwater harvesting
Trails	Provide a network of pedestrian and bicycle paths linking homes and uses throughout the community.	Develop the trail systems such that wayfinding is intuitive.
		Strongly define trails leading to the Village Center to promote the Village Center as a gathering area.
		Develop prototypical park plans that illustrate design guidelines to ensure that parks are suitably sized for their intended use (i.e. minimum size, minimum dimensions).
		Provide access to a trail system in Kipapa Gulch.

5. WATER MANAGEMENT

GOAL: To care for our watershed by reducing and conserving water use, recharging groundwater and protecting stream and ocean water quality.

<i>Target/Focus</i>	<i>Strategies</i>	<i>Planned Actions</i>
Roads, Drainageways	Reduce water run-off with green infrastructure designs	Enhance percolation in the drainageways with bio-swales to allow groundwater recharge. Intercept and harvest rainwater before it gets to the dedicated drainageway to provide irrigation for plants, improve water quality and reduce stormwater runoff.
Parks	Reduce potable water use by at least 20%	Use plants and trees suited for the climate to reduce irrigation requirements. Use drought tolerant landscaping where feasible. Use the open space as percolation areas to allow groundwater recharge.
Landscaped Areas	Reduce potable water use by at least 20%	Use non-potable water for irrigation if source is available to preserve potable water. Use the open space as percolation areas to allow groundwater recharge. Use plants that can thrive in the Koa Ridge microclimate to reduce irrigation requirements.
Open Space	Water quality of Kipapa Stream will remain the same or better as a result of this project.	Use non-potable water for irrigation if source is available to preserve potable water. Use of bioswales to filter the storm water and improve water quality.
Commercial buildings	Reduce potable water use by at least 20%	Design and construct commercial buildings to be LEED-certified or equivalent. Multiple tenant buildings will be LEED Core and Shell certified or equivalent with an incentive-education program to encourage tenants to obtain a LEED interiors certification. Use waterless urinals to conserve water and reduce operating costs. Use dual-flush water closets to conserve water and reduce operating costs. Use non-potable water for irrigation if source is available to preserve potable water.
Residential Buildings	Reduce potable water use - by 20% over newer homes - by 40% over older homes (see attached tables)	Use ultra low flow water closets (from 1.6 gpf to 1.28 gpf) or make dual flush toilets available. Make ultra low-flow showerheads (from 2.5 gpm to 1.9 gpm) available. Develop rainwater harvesting strategies to provide landscape irrigation and reduce potable water use.

6. ENERGY MANAGEMENT

GOAL: To reduce and conserve energy use through efficient community layout and building design and incorporate alternative energy sources where feasible.

<i>Target/Focus</i>	<i>Strategies</i>	<i>Planned Actions</i>
Village Center	Reduce non-renewable energy usage	Increase the R-value of insulation to keep interiors cooler and reduce air conditioning needs.
		Incorporate natural ventilation techniques to reduce the need for air conditioning.
		Landscaping to provide shading and cool buildings.
Residential buildings	Design to achieve reductions in energy use: - at least 25% over typical newer dwellings - at least 35% over older dwellings (see attached tables)	Install Smart meters and dashboards in the houses as an option so residents can monitor their energy usage.
		Offer PV as an option and inform residents about the potential long-term savings.
		Increase insulation R-value to keep homes cooler and reduce the need for air conditioning.
		Design homes to accommodate electric cars.
		All windows to be double paned with low-e glass to provide better insulation and reduce air conditioning requirements
		Prepare a sustainability educational primer for the buyer by the Design Center rep prior to the selection of options so buyers are aware of the long-term savings of energy and water efficient options.
		Install solar water heaters in all single-family homes to reduce electricity use.
		All residences to be provided with Energy Star appliances if available to reduce electricity use.
		Maximize natural ventilation through design and orientation whenever possible.
Accommodate the placement or location for clotheslines.		

Energy Management (cont.)

Target/Focus	Strategies	Planned Actions
Commercial buildings	Reduce non-renewable energy usage	Design and construct commercial buildings to be LEED-certified or equivalent. Multiple tenant buildings will be LEED Core and Shell certified or equivalent with an incentive-education program to encourage tenants to obtain a LEED Interiors certification.
		Increase insulation R-Value of the building envelope
		Operable windows for offices so natural ventilation can be used instead of air conditioning.
		All windows to be double paned with low-e glass to provide better insulation and reduce air conditioning loads.
Community buildings	Reduce non-renewable energy usage	All community buildings will be equipped with ceiling fans, whether air conditioned or not to reduce air conditioning needs and lower operating costs for the community association.
		Increase insulation R-Value of the building envelope to reduce air conditioning loads.

7. EDUCATION

GOAL: To promote the understanding, support and practice of a sustainable lifestyle at Koa Ridge.

<u>Target/Focus</u>	<u>Strategies</u>	<u>Planned Actions</u>
Community	Provide a variety of educational opportunities to the general public	Establish an online portal or website to distribute information and tips on living a sustainable lifestyle, including energy and water use, gardening and landscaping, consumption and recycling.
		Publish a Koa Ridge Brochure on sustainability features of the community -- green infrastructure, green building, transportation, energy and water use features.
		Interpretive signage along walking paths to teach about the history of the area as well as sustainability features of Koa Ridge.
		Produce a documentary on Koa Ridge's sustainability features for showing on public access TV and YouTube.
		Install a demonstration PV, mini wind turbine, or hydrogen fuel cell in a public place so people will be able to see how sun and wind can be transformed into energy.
Residents	Provide educational opportunities for the residents	Disseminate info on home green features so residents see the value and cost savings of sustainability.
		Disseminate sustainability tips.
		Promote recycling including the provision of space for a recycling center.
		Provide a "Green Living" class with homebuyer orientation.
		Educate buyers of the benefits and cost savings of "Green" options.
		Build-in "windows" (open sections) in the model homes that reveal sustainable features and long-term savings in the homes that would otherwise not be seen.
		Educate residents in backyard gardening.
Businesses & Organizations	Publicize building green features through different media	Prepare handout of green features.
		Arrange to have an article written in a trade magazine about Koa Ridge.
		Educate commercial tenants/developers about the long-term savings of green building.

APPENDICES

Water Model

Energy Model



The goal of creating an energy model is to determine a reasonable energy use reduction target for a typical Koa Ridge home.

1. Created a list of typical items in a home that consume electricity.
2. Made assumptions on the frequency of usage based on a family of four for a SFD and a family of three for a MFD.
3. Used average appliance and lighting energy consumption values provided by HECO.
4. First "back-check" is a comparison to average energy consumption of 686 kWh/month (Source: HECO)
5. Second "back-check" is anecdotal comparison to similar families' electric bills.



Typical older single family home with four occupants					
Item	Qty.	Use	kWh/mo.	Total kWh/mo.	% of use
Split A/C (1 ton)	2	Varies	149.99	224.98	21%
Clothes washer	1	8 loads/wk.	10.67	10.67	1%
Clothes dryer	1	8 loads/wk.	106.67	106.67	10%
Dishwasher	1	1 load/day	25.00	25.00	2%
Oven	1	2 hrs./wk.	9.60	9.60	1%
Range	1	15 min./day	9.60	9.60	1%
Refrigerator/freezer					
Non-Energy Star manuf. After 2001	1	all day	41.50	41.50	4%
Second refrigerator manuf. Btwn. 1980-2001	1	all day	70.00	70.00	7%
Electric Water Heater	1	on demand	260.00	260.00	24%
Clock	4	all day	1.44	5.76	1%
DVD Player					
On Mode	1	2 hrs./day	0.78	0.78	0%
Standby Mode	1	22 hrs./day	1.52	1.52	0%
Fan					
Ceiling Fan	1	4 hrs./day	12.00	12.00	1%
Oscillating fan	1	4 hrs./day	12.00	12.00	1%
Hair Blow dryer	1	20 mins./day	18.00	18.00	2%
Iron	1	30 mins./week	1.00	1.00	0%
Microwave Oven	1	20 mins./day	15.00	15.00	1%
Radio	2	2 hrs./day	2.00	4.00	0%
Rice cooker	1	20 mins./day	5.00	5.00	0%
Television					
42" plasma	1	7 hrs./day	57.12	57.12	5%
34" tube type TV	1	3.5 hrs./day	26.25	26.25	2%
Toaster	1	4 mins./day	3.00	3.00	0%
Vacuum Cleaner	1	1.25 hrs./week	3.25	3.25	0%
Light bulbs					
13 watt CFL	8	3 hrs./day	1.17	9.36	1%
26 watt CFL	8	3 hrs./day	2.34	18.72	2%
60 watt incand.	8	3 hrs./day	5.40	43.20	4%
100 watt incand.	8	3 hrs./day	9.00	72.00	7%
Computer & monitor	1	4 hrs./day	9.00	9.00	1%
Total				1074.98	
		At \$0.30	per kWh, monthly bill will be	\$322.49	
		At \$0.22	per kWh, monthly bill will be	\$236.50	

A/C use based on 4.5 hrs./day (8 hrs./day in summer; 2 hrs./day in winter and 4 hrs./day in spring and fall); also adjusted downward 25% to take into account that both units will not be on at the same time.



Typical older single family home with four occupants						
Item	Qty.	Use	kWh/mo.	Total kWh/mo.	% of use	
Split A/C (1 ton)	2	Varies	149.99	224.98	27%	
Clothes washer	1	8 loads/wk.	10.67	10.67	1%	
Clothes dryer	1	8 loads/wk.	106.67	106.67	13%	
Dishwasher	1	1 load/day	25.00	25.00	3%	
Oven	1	2 hrs./wk.	9.60	9.60	1%	
Range	1	15 min./day	9.60	9.60	1%	
Refrigerator/freezer						
	1	Non-Energy Star manuf. After 2001	all day	41.50	41.50	5%
	1	Second refrigerator manuf. Btwn. 1980-2001	all day	70.00	70.00	8%
Solar water heating	1	on demand	26.00	26.00	3%	
Clock	4	all day	1.44	5.76	1%	
DVD Player						
	1	On Mode	2 hrs./day	0.78	0.78	0%
	1	Standby Mode	22 hrs./day	1.52	1.52	0%
Fan						
	1	Ceiling Fan	4 hrs./day	12.00	12.00	1%
	1	Oscillating fan	4 hrs./day	12.00	12.00	1%
Hair Blow dryer	1	20 mins./day	18.00	18.00	2%	
Iron	1	30 mins./week	1.00	1.00	0%	
Microwave Oven	1	20 mins./day	15.00	15.00	2%	
Radio	2	2 hrs./day	2.00	4.00	0%	
Rice cooker	1	20 mins./day	5.00	5.00	1%	
Television						
	1	42" plasma	7 hrs./day	57.12	57.12	7%
	1	34" tube type TV	3.5 hrs./day	26.25	26.25	3%
Toaster	1	4 mins./day	3.00	3.00	0%	
Vacuum Cleaner	1	1.25 hrs./week	3.25	3.25	0%	
Light bulbs						
	8	13 watt CFL	3 hrs./day	1.17	9.36	1%
	8	26 watt CFL	3 hrs./day	2.34	18.72	2%
	8	60 watt incand.	3 hrs./day	5.40	43.20	5%
	8	100 watt incand.	3 hrs./day	9.00	72.00	9%
Computer & monitor	1	4 hrs./day	9.00	9.00	1%	
Total				840.98		
	At	\$0.30	per kWh, monthly bill will be	\$252.29		
	At	\$0.22	per kWh, monthly bill will be	\$185.02		

A/C use based on 4.5 hrs./day (8 hrs./day in summer; 2 hrs./day in winter and 4 hrs./day in spring and fall); also adjusted downward 25% to take into account that both units will not be on at the same time.



Typical new single family home with four occupants					
Item	Qty.	Use	kWh/mo.	Total kWh/mo.	% of use
Central A/C (4 ton)	1	Varies	498.47	498.47	52%
Clothes washer	1	8 loads/wk.	8.00	8.00	1%
Clothes dryer	1	8 loads/wk.	106.67	106.67	11%
Dishwasher	1	1 load/day	25.00	25.00	3%
Oven	1	2 hrs./wk.	9.60	9.60	1%
Range	1	15 min./day	9.60	9.60	1%
Refrigerator/freezer (Energy Star manuf. After 2001)	1	all day	36.50	36.50	4%
Solar Water Heater	1	on demand	26.00	26.00	3%
Clock	4	all day	1.44	5.76	1%
DVD Player					
On Mode	1	2 hrs./day	0.78	0.78	0%
Standby Mode	1	22 hrs./day	1.52	1.52	0%
Fan					
Ceiling Fan	1	4 hrs./day	12.00	12.00	1%
Oscillating fan	1	4 hrs./day	12.00	12.00	1%
Hair Blow dryer	1	20 mins./day	18.00	18.00	2%
Iron	1	30 mins./week	1.00	1.00	0%
Microwave Oven	1	20 mins./day	15.00	15.00	2%
Radio	2	2 hrs./day	2.00	4.00	0%
Rice cooker	1	20 mins./day	5.00	5.00	1%
Television					
42" plasma	1	7 hrs./day	57.12	57.12	6%
34" tube type TV	1	3.5 hrs./day	26.25	26.25	3%
Toaster	1	4 mins./day	3.00	3.00	0%
Vacuum Cleaner	1	1.25 hrs./week	3.25	3.25	0%
Light bulbs					
13 watt CFL	16	3 hrs./day	1.17	18.72	2%
26 watt CFL	16	3 hrs./day	2.34	37.44	4%
Computer & monitor	1	4 hrs./day	9.00	9.00	1%
Total				949.68	
		At \$0.30 per kWh, monthly bill will be		\$284.90	
		At \$0.22 per kWh, monthly bill will be		\$208.93	

A/C use is based on 4.5 hrs./day (8 hrs./day in summer; 2 hrs./day in winter; and 4 hrs./day in spring and fall). No adjustment similar to other SFD models because assumption is that entire central system will either be on or off.

TRINITY



Typical Koa Ridge single family home with four occupants					
Item	Qty.	Use	kWh/mo.	Total kWh/mo.	% of use
Split A/C (10,000 Btu)	2	Varies	125.01	187.52	27%
Clothes washer	1	8 loads/wk.	8.00	8.00	1%
Clothes dryer	1	6 loads/wk.	80.00	80.00	12%
Dishwasher	1	1 load/day	25.00	25.00	4%
Oven	1	2 hrs./wk.	9.60	9.60	1%
Range	1	15 min./day	9.60	9.60	1%
Refrigerator/freezer					
Energy Star manuf. After 2001	1	all day	36.50	36.50	5%
Solar Water Heater	1	on demand	26.00	26.00	4%
Clock	4	all day	1.44	5.76	1%
DVD Player					
On Mode	1	2 hrs./day	0.78	0.78	0%
Standby Mode	1	22 hrs./day	1.52	1.52	0%
Fan					
Ceiling Fan	4	8 hrs./day	12.00	48.00	7%
Oscillating fan	4	8 hrs./day	12.00	48.00	7%
Hair Blow dryer	1	20 mins./day	18.00	18.00	3%
Iron	1	30 mins./week	1.00	1.00	0%
Microwave Oven	1	20 mins./day	15.00	15.00	2%
Radio	2	2 hrs./day	2.00	4.00	1%
Rice cooker	1	20 mins./day	5.00	5.00	1%
Television					
42" plasma	1	7 hrs./day	57.12	57.12	8%
34" tube type TV	1	3.5 hrs./day	26.25	26.25	4%
Toaster	1	4 mins./day	3.00	3.00	0%
Vacuum Cleaner	1	1.25 hrs./week	3.25	3.25	0%
Light bulbs					
13 watt CFL	16	3 hrs./day	1.17	18.72	3%
26 watt CFL	16	3 hrs./day	2.34	37.44	5%
Computer & monitor	1	4 hrs./day	9.00	9.00	1%
Total				684.06	
		At \$0.30 per kWh, monthly bill will be		\$205.22	
		At \$0.22 per kWh, monthly bill will be		\$150.49	

A/C use is based on 4.5 hrs./day (8 hrs./day in summer; 2 hrs./day in winter; and 4 hrs./day in spring and fall); also adjusted downward 25% to take into account tht both units will not always be running at the same time.



Typical older townhome with three occupants					
Item	Qty.	Use	kWh/mo.	Total kWh/mo.	% of use
Split A/C (1 ton)	1	Varies	149.99	149.99	18%
Clothes washer	1	6 loads/wk.	8.00	8.00	1%
Clothes dryer	1	6 loads/wk.	80.00	80.00	10%
Dishwasher	1	1 load/day	25.00	25.00	3%
Oven	1	2 hrs./wk.	9.60	9.60	1%
Range	1	15 min./day	9.60	9.60	1%
Refrigerator/freezer (Non-Energy Star manuf. After 2001)	1	all day	42.00	42.00	5%
Electric Water Heater	1	on demand	260.00	260.00	31%
Clock	4	all day	1.44	5.76	1%
DVD Player					
On Mode	1	2 hrs./day	0.78	0.78	0%
Standby Mode	1	22 hrs./day	1.52	1.52	0%
Fan					
Ceiling Fan	1	4 hrs./day	12.00	12.00	1%
Oscillating fan	1	4 hrs./day	12.00	12.00	1%
Hair Blow dryer	1	20 mins./day	18.00	18.00	2%
Iron	1	30 mins./week	1.00	1.00	0%
Microwave Oven	1	20 mins./day	15.00	15.00	2%
Radio	2	2 hrs./day	2.00	4.00	0%
Rice cooker	1	20 mins./day	5.00	5.00	1%
Television					
42" plasma	1	7 hrs./day	57.12	57.12	7%
Toaster	1	4 mins./day	3.00	3.00	0%
Vacuum Cleaner	1	1.25 hrs./week	3.25	3.25	0%
Light bulbs					
13 watt CFL	6	3 hrs./day	1.17	7.02	1%
26 watt CFL	6	3 hrs./day	2.34	14.04	2%
60 watt incand.	6	3 hrs./day	5.40	32.40	4%
100 watt incand.	6	3 hrs./day	9.00	54.00	6%
Computer & monitor	1	4 hrs./day	9.00	9.00	1%
Total				839.08	
		At \$0.30 per kWh, monthly bill will be		\$251.72	
		At \$0.22 per kWh, monthly bill will be		\$184.60	

A/C use is based on 4.5 hrs./day (8 hrs./day in summer; 2 hrs./day in winter; and 4 hrs./day in spring and fall)



Typical new townhome with three occupants					
Item	Qty.	Use	kWh/mo.	Total kWh/mo.	% of use
Central A/C (3 ton unit)	1	Varies	373.86	373.86	49%
Clothes washer	1	6 loads/wk.	8.00	8.00	1%
Clothes dryer	1	6 loads/wk.	80.00	80.00	11%
Dishwasher	1	1 load/day	25.00	25.00	3%
Oven	1	2 hrs./wk.	9.60	9.60	1%
Range	1	15 min./day	9.60	9.60	1%
Refrigerator/freezer (Energy Star manuf. After 2001)	1	all day	36.50	36.50	5%
Solar Water Heater	1	on demand	26.00	26.00	3%
Clock	4	all day	1.44	5.76	1%
DVD Player					
On Mode	1	2 hrs./day	0.78	0.78	0%
Standby Mode	1	22 hrs./day	1.52	1.52	0%
Fan					
Ceiling Fan	1	4 hrs./day	12.00	12.00	2%
Oscillating fan	1	4 hrs./day	12.00	12.00	2%
Hair Blow dryer	1	20 mins./day	18.00	18.00	2%
Iron	1	30 mins./week	1.00	1.00	0%
Microwave Oven	1	20 mins./day	15.00	15.00	2%
Radio	2	2 hrs./day	2.00	4.00	1%
Rice cooker	1	20 mins./day	5.00	5.00	1%
Television					
42" plasma	1	7 hrs./day	57.12	57.12	8%
Toaster	1	4 mins./day	3.00	3.00	0%
Vacuum Cleaner	1	1.25 hrs./week	3.25	3.25	0%
Light bulbs					
13 watt CFL	12	3 hrs./day	1.17	14.04	2%
26 watt CFL	12	3 hrs./day	2.34	28.08	4%
Computer & monitor	1	4 hrs./day	9.00	9.00	1%
Total				758.115	
		At \$0.30 per kWh, monthly bill will be		\$227.43	
		At \$0.22 per kWh, monthly bill will be		\$166.79	

A/C use is based on 4.5 hrs./day (8 hrs./day in summer; 2 hrs./day in winter; and 4 hrs./day in spring and fall)

TRINITY



Koa Ridge new townhome with three occupants					
Item	Qty.	Use	kWh/mo.	Total kWh/mo.	% of use
Split A/C (10,000 Btu)	1	Varies	125.0	125.01	23%
Clothes washer	1	6 loads/wk.	8.0	8.00	1%
Clothes dryer	1	6 loads/wk.	80.0	80.00	15%
Dishwasher	1	1 load/day	25.0	25.00	5%
Oven	1	2 hrs./wk.	9.6	9.60	2%
Range	1	15 min./day	9.6	9.60	2%
Refrigerator/freezer (Energy Star manuf. After 2001)	1	all day	36.5	36.50	7%
Solar Water Heater	1	on demand	26.0	26.00	5%
Clock	4	all day	1.4	5.76	1%
DVD Player					
On Mode	1	2 hrs./day	0.8	0.78	0%
Standby Mode	1	22 hrs./day	1.5	1.52	0%
Fan					
Ceiling Fan	4	4 hrs./day	12.0	48.00	9%
Oscillating fan	1	4 hrs./day	12.0	12.00	2%
Hair Blow dryer	1	20 mins./day	18.0	18.00	3%
Iron	1	30 mins./week	1.0	1.00	0%
Microwave Oven	1	20 mins./day	15.0	15.00	3%
Radio	2	2 hrs./day	2.0	4.00	1%
Rice cooker	1	20 mins./day	5.0	5.00	1%
Television					
42" plasma	1	7 hrs./day	57.1	57.12	10%
Toaster	1	4 mins./day	3.0	3.00	1%
Vacuum Cleaner	1	1.25 hrs./week	3.3	3.25	1%
Light bulbs					
13 watt CFL	12	3 hrs./day	1.2	14.04	3%
26 watt CFL	12	3 hrs./day	2.3	28.08	5%
Computer & monitor	1	4 hrs./day	9.0	9.00	2%
Total				545.265	
		At \$0.30 per kWh, monthly bill will be		\$163.58	
		At \$0.22 per kWh, monthly bill will be		\$119.96	

A/C use is based on 4.5 hrs./day (8 hrs./day in summer; 2 hrs./day in winter; and 4 hrs./day in spring and fall)

TRINITY



Summary				
Dwelling type	kWh/month	\$/month @ \$0.30/kWh	\$/month @ \$0.22/kWh	% reduction at Koa Ridge
Older Single Family Home with four occupants w/o solar HW (1074.98	\$322.49	\$236.50	36.37%
Older Single Family Home with four occupants with solar HW (840.98	\$252.29	\$185.02	18.66%
New Single Family Home with four occupants	949.68	\$284.90	\$208.93	27.97%
Koa Ridge Single Family Home with four occupants	684.06	\$205.22	\$150.49	
Older Townhome with three occupants w/o solar HW	839.08	\$251.72	\$184.60	35.02%
New Townhome with three occupants	758.12	\$227.43	\$166.79	28.08%
Koa Ridge Townhome with three occupants	545.27	\$163.58	\$119.96	



The goal of creating a water model is to determine a reasonable water use reduction target for a typical Koa Ridge home.

Water model methodology

1. Started with the results of a 1999 AWWA study of 1,188 homes in 12 study areas in the western US. This gave us the average number of gallons per capita for various uses.
2. Created a model for a family of four for an SFD and a family of three for an MFD. Made some assumptions on the consumption per fixture or use. The assumptions are footnoted as comments.
3. The "back-check" for the model was an average of 500 gallons per dwelling unit that BWS uses for planning purposes.

TRINITY



Typical Koa Ridge family home with four occupants						
Item	Use/day	Duration/min	GPM	Gallons Per Use	Gallons Per Day	% of use
Shower	4	4	2.5	10	40	11%
Bathroom faucet	10	1.5	1.5	2.25	22.5	6%
Toilets	23	n/a	n/a	1.28	29.44	8%
Kitchen faucet	3	10	2.2	22	66	17%
Dishwasher	0.75	n/a	n/a	5.8	4.35	1%
Washing Machine	1.5	n/a	n/a	21	31.5	8%
Indoor Total					193.79	51%
Irrigation						
Pop Up 3" Sprinklers, 15' Quarter Circle	6	4	0.85	3.4	20.4	5%
Pop Up 3" Sprinklers, 15' Half Circle	6	4	1.65	6.6	39.6	10%
Pop Up 3" Sprinklers, 15' Full Circle	6	4	3.6	14.4	86.4	23%
Miscellaneous Outdoor Use					40	11%
Outdoor Total					186.4	49%
Total					380.19	100%

TRINITY



Typical older multi family home with three occupants						
Item	Use/day	Duration/min	GPM	Gallons Per Use	Gallons Per Day	% of Use
Shower	3	4	3.25	13	39	15%
Bathroom Sink	8	1.5	3.25	4.875	39	15%
Toilets	11	n/a	3.3	5	55	21%
Kitchen Sink	2	10	3.25	32.5	65	24%
Dishwasher	0.6	n/a	n/a	6	3.6	1%
Washing Machine	1.1	n/a	n/a	41	45.1	17%
Indoor Total					246.7	93%
Miscellaneous Outdoor Use					20	7%
Total					266.7	100%

TRINITY



Summary			
Dwelling type	Gallons Per Day	% reduction over older DU	% reduction over newer DU
Older Single Family Home with four occupants	660.15		
New Single Family Home with four occupants	535.25		
Koa Ridge Single Family Home with four occupants	380.19	42.41%	28.97%
Older Townhome with three occupants	266.7		
New Townhome with three occupants	193.46		
Koa Ridge Townhome with three occupants	152.66	42.76%	21.09%



A BILL FOR AN ORDINANCE

TO REZONE LANDS SITUATED AT WAIPIO, CENTRAL OAHU, HAWAII.

BE IT ORDAINED by the People of the City and County of Honolulu:

SECTION 1. Zoning Map No. 9 (Waipio (Crestview)), Ordinance 86-111, and Zoning Map No. 10 (Waipio (Mililani)), Ordinance 86-112, are hereby amended as follows: Land situated at Waipio, Central Oahu, Hawaii, hereinafter described, is hereby rezoned from AG-1 Restricted Agricultural District to A-2 Medium Density Apartment District with a height limit of 50 feet, BMX-3 Community Business Mixed-Use District with a height limit of 60 feet, B-1 Neighborhood Business District with a height limit of 40 feet, IMX-1 Industrial-Commercial Mixed-Use District with a height limit of 60 feet, and P-2 General Preservation District. The boundaries of said Districts shall be described as shown on the map attached hereto, marked "Exhibit A-1" and made a part hereof, and further identified as Tax Map Key: 9-4-006: 014, 015 and 038, Portions of 001, 002, 003, and 039; and 9-5-003: Portions of 001 and 004.

SECTION 2. A Unilateral Agreement marked "Exhibit B" is by reference incorporated herein and made a part hereof.



A BILL FOR AN ORDINANCE

SECTION 3. This ordinance shall take effect upon its approval.

INTRODUCED BY:

Ernest Martin (BR)

DATE OF INTRODUCTION:

July 15, 2013
Honolulu, Hawaii

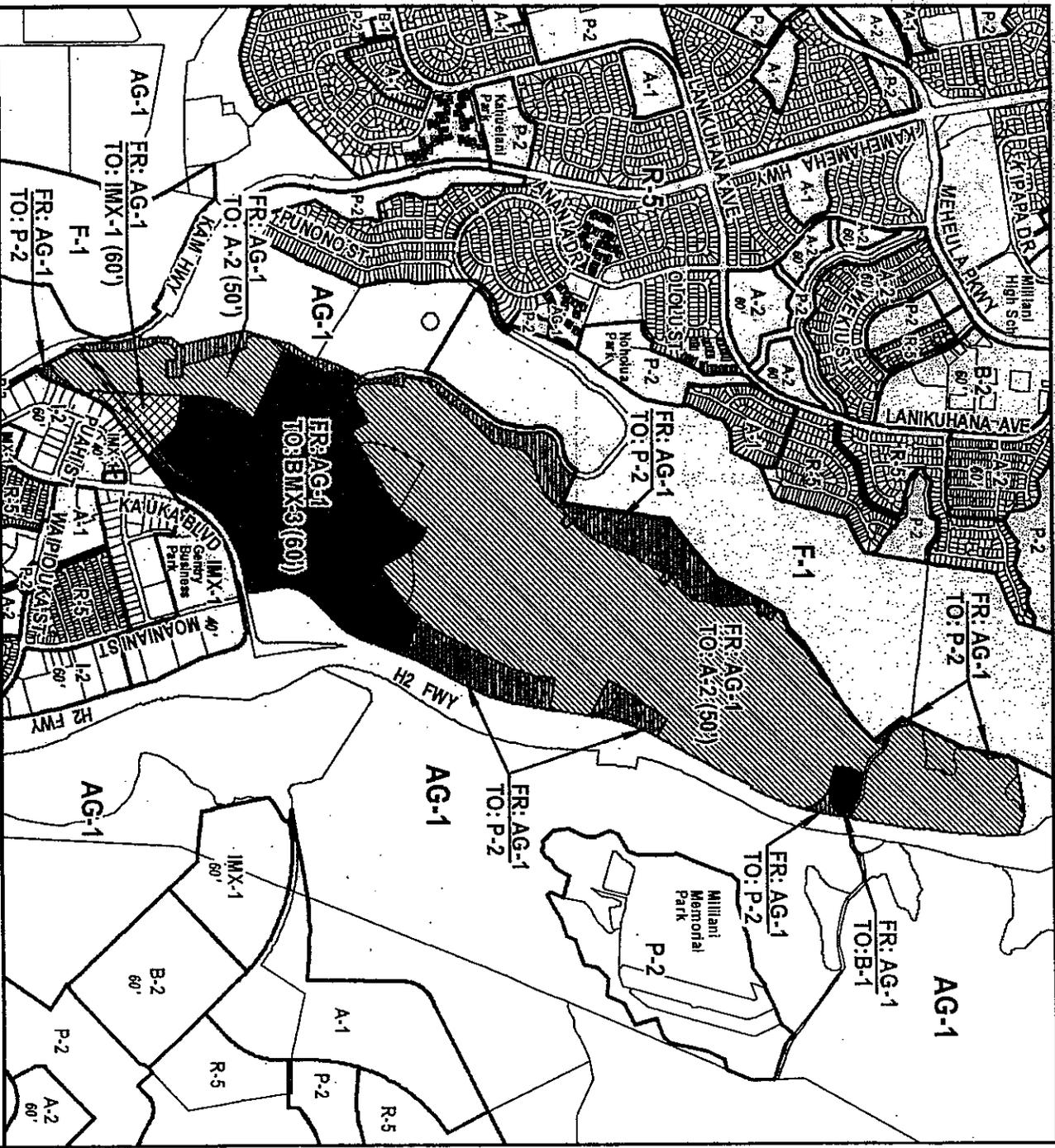
Councilmembers

APPROVED AS TO FORM AND LEGALITY:

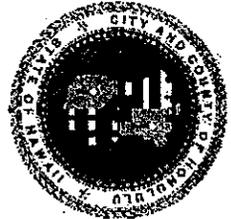
Deputy Corporation Counsel

APPROVED this _____ day of _____, 20____.

KIRK CALDWELL, Mayor
City and County of Honolulu



PORTION OF
ZONING MAPS NO. 9 & 10
 (WAIPIO CRESTVIEW & MILLIANI)



APPLICANT: CASTLE & COOKE HOMES HAWAII, INC.
TAX MAP KEY(S): 9-4-06: 14, 15 & 38, Pors. 1, 2, 3 & 39; and
 9-5-03: Pors. 1 & 4
FOLDER NO.: 2012Z-5
LAND AREA: APPROXIMATELY 580.315 ACS.
PREPARED BY: DEPARTMENT OF PLANNING & PERMITTING
 CITY AND COUNTY OF HONOLULU

PUBLIC HEARING **PLANNING COMMISSION** **CITY COUNCIL**

ORD. NO. _____ **EFF. DATE:** _____

July 10, 2013 Oct 09, 2013 2012Z-3

EXHIBIT A-1 **BILL 48 (2013), GDI, FDI**

EXHIBIT B
(UNILATERAL AGREEMENT)