

KEAUHOU LANE, LP
1100 Alakea Street, Suite 2700
Honolulu, HI 96813

8 January 2014

HAND DELIVERED AND VIA REGISTERED MAIL – RETURN RECEIPT REQUESTED

Mr. Anthony Ching, Executive Director
Hawaii Community Development Authority
461 Cooke Street
Honolulu, HI 96813

Subject: **Application of Keauhou Lane, LP for a Development Permit for Keauhou Place, a Portion of the Joint Development of Land Block A, Kaka’ako, Honolulu, Hawaii**

Dear Mr. Ching:

On behalf of Keauhou Lane, LP (KLLP), we are pleased to submit to the Hawaii Community Development Authority (“HCDA” or “Authority”) our application for a Planned Development Permit for Keauhou Place located on Land Block A of the Kaiāulu ‘O Kaka’ako Master Plan. Keauhou Place is a mixed-use, high-rise condominium project (the “Project”). The Project site is bordered by South, Halekauwila, Keawe and Pohukaina Streets (TMK Number: [1] 2-1-030:001) and is owned by Kamehameha Schools (KS).

A. Background

On September 9, 2009, the HCDA issued those certain Findings of Fact, Conclusions of Law and Decision and Order (the “**D&O**”) and pursuant thereto, issued to Kamehameha Schools (“**KS**”) the permit identified as “PL MASP 13.2.8” for the **Kaiāulu ‘O Kaka’ako Master Plan** (the “**KKMP**”) as amended by order dated August 8, 2012 (the “**Master Plan Permit**”). HCDA and KS entered into the Master Plan Development Agreement effective as of October 6, 2009 (the “**Master Plan Development Agreement**”), a memorandum of which was recorded in the Bureau of Conveyances of the State of Hawaii as Document No. 2010-012596, and Supplement No. 1 to Master Plan Development Agreement dated June 20, 2011, as supplemented by the amendment to the Master Plan Permit. The development rules (Chapter 22, Title 15, Hawaii Administrative Rules) in effect on September 2, 2009 (“**Rules**”), are applicable to the Development.

B. Project Site Overview

Location

Land Block A, as identified in the KKMP, consists of the lands bound by South, Halekauwila, Keawe and Pohukaina Streets. The Project is located on the mauka – Diamond Head (northwest) corner of the intersection of South and Pohukaina Streets. The Project is located toward the western edge of the Kaka’ako Community Development District.

Development Permit

The enclosed application for Planned Development Permit will permit development of approximately 509,465 gross square feet of residential area and approximately 2,854 gross square feet of ancillary commercial area on Lot A-1-1 of Land Block A. The Project will include approximately 388 high-rise for-sale residential apartment units (including a manager’s unit) and 35

low-rise for-sale townhouse units. The planned commercial space will be initially developed as parking but will be converted to ground floor retail when the adjacent HART rapid transit station is completed and ensuing market conditions warrant.

Joint Development

The Project will be constructed in conjunction with a second but separate project being developed by KS on Lot A-1-2 which will include approximately 39,145 gross square feet of ground level retail area and approximately 140,036 gross square feet of residential area. This project will include approximately 209 mid-rise for-rent residential units and is being submitted to HCDA under a separate development permit application. A Joint Development Memorandum of Understanding has been executed outlining the general intent of the parties regarding their agreements and obligations and responsibilities toward one another in the joint development of Land Block A. Should the KS postpone the development of Lot A-1-2 while Keauhou Place proceeds on Lot A-1-1, an interim site development plan has been included in the application package (Sheet A0.0) which shows the location of a front entry accessway, loading area and service drive/plaza (woonerf) which will be constructed across Lot A-1-2.

Project Site

The project site is bound by South, Halekauwila, Keawe and Pohukaina Streets. The approximately 94,667 square foot site currently includes a surface parking lot utilized by downtown office workers. The Project is a portion of a single parcel (TMK Number: [1] 2-1-030:001 identified in the D&O as Land Block A) which is being subdivided into three separate lots (Lot A-1-1, A-1-2 and A-1-3).

C. Kaiāulu ‘O Kaka‘ako Master Plan

The Kaiāulu ‘O Kaka‘ako Master Plan governs the development of certain lands in Kakaako under the authority of the Hawaii Revised Statutes, Chapter 206E, as amended, and Chapter 22, Title 15, Hawaii Administrative Rules, in effect on September 2, 2009. The KKMP and the Development Agreement specify a number of conditions the Developer must comply with for developments within the KKMP area.

D. Land Block A

Land Block A as referenced in the KKMP is approximately 4.213 acres and will contain as much as 767,603 square feet of future development. Land Block A comprises one development lot and will be bound by a joint development agreement executed between several development entities.

E. Project Description

The Project will include approximately 512,319 square feet of floor area and generally coincide with the following:

- Approximately 10,696 square feet of open space at the ground level.
- Approximately 23,914 square feet of recreation space.
- Approximately 2,854 square feet of future commercial space with frontage the woonerf running along the future HART transit station to be constructed on Lot A-1-3.
- A tower with a maximum height of 400 feet plus rooftop elements of approximately 18 feet in height.
- A unit mix of approximately 388 high-rise residential units which will include an estimated 133 one bedroom units, 215 two-bedroom units and 40 three bedroom units.

- Surrounding the garage platform are approximately 35 townhouses which will include an estimated 20 two-bedroom units and 15 three bedroom units.

F. Description of Urban Design

The Project design is generally consistent with the old Mauka Area Rules which are applicable under the Kaiāulu ‘O Kaka‘ako Master Plan. The site planning strives to provide an outstanding pedestrian environment by creating wide landscaped open spaces along street frontages, ground floor residential units and future ground floor retail. The residential tower footprint is approximately 13,500 square feet of floor area oriented Mauka – Makai in an effort to preserve public view planes. The recreation deck is proposed to include a fitness center, community room, lanai lounge, swimming pool, cabanas, pet park and outdoor activities. A large public shared-use plaza or woonerf will be provided along the edge of the project facing the future HART transit station. This project plans to add 2,853 square feet of ground floor retail along this woonerf once the transit station is in operation.

G. Reserved Housing Provision for Delivery

The Project generates a reserved housing requirement of approximately 85 units, based upon delivering 20% of the overall unit count, to be fulfilled pursuant to the credit system allowed under the Master Plan Development Agreement. The reserved housing requirement will be fulfilled onsite.

H. Bicycle Facility Plans

The Project proposes bike storage and maintenance facilities located within the garage areas and located for convenient access.

I. Traffic Impact Assessment

In October 2013, Wilson Okamoto Corporation completed a Traffic Impact Assessment Report for Land Block A, which includes the Project. Based on the analysis of the traffic data, the report included the following recommendations applicable to the Project:

- Maintain sufficient sight distance for motorists to safely enter and exit all project driveways. Parking along South Street and Pohukaina Street fronting the project site may need to be restricted during the design phase of the project to ensure that sufficient sight distances are maintained.
- Provide adequate on-site loading and off-loading service areas and prohibit off-site loading operations.
- Provide adequate turn-around area for service, delivery, and refuse collection vehicles to maneuver on the project site to avoid vehicle-reversing maneuvers onto public roadways.
- Provide sufficient turning radii at all project driveways to avoid or minimize vehicle encroachments to oncoming traffic lanes.
- If access at the entrances to the parking garaged are controlled, provide sufficient storage for entering vehicles at the parking garage access control (i.e., automatic gate, etc.) to ensure that queues do not extend onto the adjacent public roadway.

The above recommendations will be incorporated into the design and engineering of the Project. As a result, it is not expected to have a significant impact on traffic operations in the Project vicinity. Additional detail is contained in the Traffic Impact Assessment Report under a separate cover. The community and the project will also benefit from being able to access and utilize the planned

Honolulu Area Rapid Transit systems Civic Center Station which will be constructed along the mauka portion of the site adjacent to Halekauwila Street.

J. Recreation & Open Space

The eighth level, on top of the garage podium, is planned to contain indoor and outdoor recreational activities. With the exception of the tower footprint, the remainder of the podium rooftop will be predominantly exposed to the open air with the potential addition of photovoltaic panels located above parking on trellis structures.

K. Public Facilities

Public facilities including retail and restaurant spaces will be provided within the project site via Keauhou Lane, a central plaza to be developed concurrently on Lot A-1-2.

L. Park/Parking Garage

Condition No. 4 of the Kamehameha Schools Master Plan Permit (File No. MASP 13.2.8) required KS to amend the 2005 Mauka Area Rules/Plan to delete or partially delete the Park/Parking Garage (P/PG) requirement on Block A. A Petition for Declaratory Relief was filed with HCDA which outlined the terms of an arrangement between HCDA and KS to satisfy the P/PG requirement by use of a combination of the provision of on-site public use areas, Public Facility Dedication Credits and cash-in-lieu payments. The Petition was approved by the HCDA Board at their 8 January 2014 meeting.

M. Tenant Relocation

Tenant relocation is not required as the property is currently being used as a surface parking lot. The public parking lot is being managed by Standard Parking who will receive a minimum 60-day advance notice of cancelation of their management agreement. Ample replacement parking will be provided within the parking garage to be constructed as a part of Keauhou Place (Lot A-1-1).

N. Honolulu Area Rapid Transit

No written agreements or agreed concept plans are currently in place. HART is organizing a design Charette between the parties to be held in early 2014. All parties have agreed to the following design concepts:

- The Civic Center station is to be an integral part of the master planned block and master planned community: adjacent uses will complement one another; architectural style, textures, colors, and materials will flow from one element to another – no clear visual or sensual boundaries between uses
- The station will become a key point-of-entry into the greater Kaka’ako’ community. A principal station entry/exit will be located adjacent to the Keauhou Lane pedestrian mall (within Lot A-1-2). Transit users heading to or from the Civic Center station from areas Makai and Diamond Head of the station will be able to use the Keauhou Lane pedestrian mall to directly access the station entrance
- An adjacent public plaza/woonerf will be designed along the boundary between the Civic Center station and Lots A-1-1 and A-1-2. The woonerf will significantly extend the scale of the public plaza being provided by the station design. The woonerf will be primarily pedestrian in nature with limited use by service vehicles at designated times.

O. ALL OTHER DESIGN ELEMENTS AS DESCRIBED IN EXHIBITS ATTACHED TO APPLICATION FOR DEVELOPMENT PERMIT

Other Design Elements

All other design elements are in the process of refinement and schematic drawings and numerical data is more particularly described in the exhibits submitted along with this letter. Significant efforts have been made to present current architectural drawings at the schematic stage of drawing preparation. Design refinements are likely to occur based on market conditions, constructability issues, coordination with city and state agencies, and overall design progression.

KLLP will reimburse HCDA for all reasonable costs and expenses incurred in connection with the publication of any required hearing notice by HCDA.

We hereby request that HCDA (a) review the proposed application for Development Permit, including joint development, as more particularly set forth and summarized above and in the application and its supporting documentation, and advise us as soon as possible if the application is complete, (b) then proceed with the necessary and required HCDA staff review of the application for Development Permit, and (c) thereafter schedule any necessary public hearing and Authority meeting(s) on the matter set forth herein in order to obtain a final determination and approval by HCDA on the proposed Development Permit, including joint development/

If you have any questions or require further information or documentation regarding any of the issues raised by this letter, please do not hesitate to contact Stanford Carr or me at 537-5220.

Sincerely,

Keauhou Lane, LP

Richard B. Riegels

Category	Mauka Area Rules & Plan, Unofficial Compilation	Requirements (Allowable)	Proposed	Comments
Site Area			Site Area: TMK 1-21-030-01 A1-1 = 94,667 s.f. A1-2 = 68,249 s.f. A1-3 = <u>20,585</u> s.f. TOTAL 183,501 s.f.	
Modification Conditions	§15-22-22 Conditions for modifications	Modifications shall be granted if modification provides a more practical and aesthetically superior project, does not adversely affect adjacent developments or uses and will be consistent with the intent of the Mauka area plan.	Parking Podium: Height of 61'-9" to the top parking deck and 71'-6" to the top of the Tower Recreation Deck which is also the 1 st floor of the tower residential units.	<p>15-22-22 (a) (1) - Allowing a higher platform height results in a development that is practically and aesthetically superior. The increase allows for two additional levels of parking, resulting in a parking garage footprint that is approximately 20,000 square feet smaller than that which would be required to stay under a 45-foot height limit. The smaller footprint of the garage accommodates wrapping the garage with residential and commercial uses, screening it from view and resulting in an activated pedestrian streetscape.</p> <p>15-22-22 (a) (2) - Allowing a higher platform height does not adversely affect adjacent development:</p> <ol style="list-style-type: none"> 1. Mauka: H.A.R.T. Civic Center Station – no adverse impact to planned rail station. 2. Diamond Head: KSBE A1-2 Mixed – Use Project – consistent with plans for this project. 3. Makai: <ol style="list-style-type: none"> a) KSBE Block B – consistent with plans for this project, and residential quality is enhanced. Two of the challenges of living in an urban district full of commercial activities are noise and privacy. By increasing the platform height, the residential floors will be placed a higher elevation from street level. The higher platform provides a needed buffer between streets and residential floors. b) One Waterfront Tower- The lower 3 floors of the end unit in the Mauka tower of One Waterfront will look onto our town house units but we contend that this would be preferred versus looking at a parking structure. 4. Ewa: <ol style="list-style-type: none"> a) State Court Parking Garage – no adverse impact. b) 2-Story Commercial-no adverse impact. c) Vacant Lot – no adverse impact. <p>15-22-22 (a) (3) - Allowing a higher platform height enables wrapping the garage with 4 story townhouse units on Pohukaina and South Street that will effectively screen and reduce the massing of the taller garage structure when viewed from adjacent sidewalks and streets. Having residential units at street level will help activate and enliven the pedestrian streetscape</p>

HCDA Planned Development Requirements
 Keauhou Place (Block A1)
 November 27, 2013
 Exhibit A – Page 2

Category	Mauka Area Rules & Plan, Unofficial Compilation	Requirements (Allowable)	Proposed	Comments
				experience which is consistent with the intent of the Mauka Rules. The taller parking podium allows for a smaller structural footprint and provides site area for the development of lower perimeter housing which wraps the garage and hides it from the surrounding neighborhoods. Subsurface parking is problematic due to the site's close proximity to the ocean and the potential for the disturbance of cultural artifacts and remains. As noted, the impact of the parking structure is greatly diminished by the 4 story townhomes that wrap the structure on South and Pohukaina Streets and completely hidden from view by the 6 story apartment complex along Keawe Street. The parking structure is exposed along Halekauwila Street but its bulk will be greatly mitigated by the future HART rail guide way and station that will run along the entire length of Halekauwila Street. A service drive separates the parking structure from the HART facility and we intend to enrich this façade by the addition of planters and decorative grill work which will screen the structure and reduce its apparent mass.
Heights	§15-22-62 Heights	No portion of any building or other structure located within any land use zone shall exceed 45' in height.	Parking Podium: Height of 61'-9" to the top parking deck and 71'-6" to the top of the Tower Recreation Deck which is also the 1 st floor of the tower residential units.	See comments for Modification Conditions §15-22-22 and §15-22-120.
Front Yards	§15-22-63.1 General Requirements: Front Yards	Minimum front yards for each development lot shall be 15'.	Tower NA Townhouses: South St. - min. 27'-8" Pohukaina St. - min. 15'-0"	
Rear & Side Yards	§15-22-63.2 General Requirements: Side & Rear Yards	Minimum side and rear yards for each development lot shall be 10'	10' at Woonef	
Open Space	§15-22-64 Open space	KKMP requires 12.49% open space 183,501 sf x 12.49% = 22,919.27 A1-1 – Tower Site: 94,667 x 12.49% = 11,823.90 A1-2 – Mixed Use: 68,249 x 12.49% = <u>8,524.30</u> 20,348.20 s.f.	A1-1 - Tower Site 10,696 sf A1-2 - Mixed Use/Apt. <u>13,675</u> sf TOTAL 24,371 sf	Open Space total combines A1-1 & A1-2 sites
Recreation Space	§15-22-65 Recreation space Development lots within a land use zone with 20,000sf or more of land area shall provide 55sf of recreation space per dwelling unit.	55 sf per dwelling unit. 55 x 423 = 23,265 SF	23,914 SF proposed.	
View Corridors	§15-22-66 View Corridors (South Street)	20' Height at 15' Setback w/ 1:1 Slope to 45' (Podium) Tower Setback = 75'.	Townhouse setback at South Street = 27'-8" minimum. Parking Structure setback at South Street = 60'-5". Recreation Deck setback at South Street = 126'-0". Tower setback at South Street = 182'.	A view corridor modification has been requested since the podium height has been increased to 71'-6" along a view corridor street (South Street.). A modification is also requested for the podium to encroach into the 75' minimum tower setback. Refer to Sheets A3.2, A4.0, & A4.1 and the increased height justification under Category 15-22-22 conditions for modifications, Category 15-22-62 Heights and Category 15-22-120 Modification of specific provisions.

HCDA Planned Development Requirements
Keauhou Place (Block A1)
November 27, 2013
Exhibit A – Page 3

Category	Mauka Area Rules & Plan, Unofficial Compilation	Requirements (Allowable)	Proposed	Comments
Off-Street Parking	§15-22-67 Off-street Parking: Multi-family Dwellings (Tower)	31 DU x .9 = 27.90 = 30 102 DU x 1.13 = 115.26 = 116 255 x 1.35 = <u>344.25 = 345</u> TOTAL 491	638 stalls Provided	A1-1 Site: 708 Stalls A1-2 Site: 280 Stalls KS Employee Park: <u>50 Stalls</u> Total Provided 1,038 (Full Size)
	600sf or less: 0.9 per unit 600sf-800sf +: 1.13 per unit 800sf +1.35 per unit	§15-22-67 Off-street Parking: Townhomes	35 DU x 1.35 = 47.25 = 48	70 Provided.
Off-Street Loading	§15-22-68 Off-street Loading Tower	<u>Residential Use:</u> 150,001-300,000= 2 ea. +200,000= 1(x2) 140,036 sf (A2)+509,465 sf (A1)= 649,501 sf total TOTAL 4 Stalls required	Provided: (2) 12' W x 35' L x 14' H (2) Smaller Stalls at property Line of Pohukaina Street.	Section 15-22-68 (c) Permits a reduction to 50% of the required loading stalls if designed to serve 2 or more uses. Loading Stalls will be shared with the commercial/residential uses on the adjacent A1-2 site. (Interim loading zones will be provided at the same location if the A1-2 project is not developed simultaneously).
		<u>Commercial Use:</u> 20,001 to 40,000 sf= 3 stalls required 31,880 sf (A2)+2,854 sf (A1)= 34,734 sf total TOTAL 3 Stalls required §15-22-68(e) After adjustment of up to 50% for two or more uses, 4 stalls are required At least 2 stalls shall be 12 ft W x 35 ft L x 14 ft H Balance may be 8.5 ft W x 19 ft L x 10 ft H		Loading stalls will be shared with the commercial/residential uses on the adjacent A1-2 site. (Interim loading zones will be provided at the same location if the A1-2 project is not developed simultaneously).
Signs	§15-22-69: Signs	Signs shall conform to the "B-2" Community Business District"	Signs shall conform to the "B-2 Community Business District" sign regulations of the land use ordinance	
Architectural Criteria	§15-22-70: Roof-top	Rooftop elements shall be screened from view by architectural or landscape treatments.	Rooftop elements shall be screened.	
	§15-22-70: Parking Structure	Parking structures shall have a minimum fifteen foot landscape strip within the front yard setback along all adjacent streets.	NA	Parking Structure is not exposed to street at ground level.
Lanai Enclosures	§15-22-72: Lanai Enclosures	Area approved as a lanai and not included as floor area shall not be enclosed without first meeting all applicable requirements relating to the addition of floor area.	Spaces designated as a lanai shall not be enclosed.	
Dedication of Public Facilities	§15-22-73 Dedication of Public Facilities	3% Commercial Floor Area 4% Residential Floor Area to be constructed exclusive of floor area devoted to reserve housing units and their associated common area in proportion with the floor area of other users.	Residential: 423,032 SF x 4% = 16,921.29 Commercial: 2,854 x 3% = <u>85.62</u> Total 17,006.91 = 17,007 SF	Credits to be provided by Kamehameha Schools.
Properties Abutting the Hawaii Capital District	§15-22-75: Properties Abutting the Hawaii Capital District	Any property within the Mauka area which abut the boundaries of the Hawaii capital district shall be designed to be compatible with the sites and structures within the Hawaii capital district.	This project site does not abut the Hawaii Capital District.	
Utilities Required to be Underground	§15-22-76: Utilities required to be Underground	Public Utility companies shall place utility lines underground within the Mauka area	The utility lines shall be placed underground.	
Performance Standards	§15-22-77: Performance Standards	No building wall shall contain a reflective surface more than 30% of that wall's surface area	Vision & spandrel glass shall have a maximum reflectance of 30%.	

HCDA Planned Development Requirements
 Keauhou Place (Block A1)
 November 27, 2013
 Exhibit A – Page 4

Category	Mauka Area Rules & Plan, Unofficial Compilation	Requirements (Allowable)	Proposed	Comments
Joint Development	§15-22-80: Joint Development of two or more adjacent zoning lots.	Owners, duly authorized agents, or duly authorized lessees with a minimum of 30 years remaining in their terms of adjacent lots may apply for permission to undertake such a joint development to the authority in the case of a planned development	Joint development of lots A1 & A1-2 to be considered as one development lot.	Parking structure on the A1-1 site provides parking for both the A1-1 & A1-2 projects. Unprotected openings for the tower apartments are permitted if the A1-1 & A1-2 sites are considered as one lot per International Building Code Requirements. The tower lobby is located on the A1-2 site.
Flood Hazard	§15-22-82: Flood Hazard District	Flood Hazard districts shall apply to all affected activities and properties within the Mauka Area.	Project is not in the Flood Hazard District.	See Exhibit D
Requirement of Providing Reserved Housing Units	§15-22-115 Requirement of providing reserved housing Units	20% of the total number of dwelling units of development for sale or rental.	20% of 423 = 84.6 Units. Developer to sell 85 Units to qualified buyers.	
Density	§15-22-116 Maximum Development Height, Density & Tower Footprints	For lots greater than or equal to 80,000sf, a 3.5 FAR limit shall be observed. Density Proposed 4.18 FAR allowable per Kaiaulu 'O Kaka'ako Master Plan (KKMP) = 4.18 x 183,501 s.f. = 767,034	TOTAL PROPOSED = 510,562 s.f (A1-1 site only) Future conversion of 15 parking stalls for commercial use (2,854 s.f) is anticipated.	
Tower Footprint	§15-22-116 Maximum Development Height, Density & Tower Footprints	For lots greater than 80,000 s.f. the maximum footprint shall be 16,000 s.f.	Refer to Sheet G1.2 for building areas for each floor of the tower.	
Maximum Development Height	§15-22-116 Maximum Development Height, Density & Tower Footprints.	For lots greater than or equal to 80,000 s.f a maximum height of 400' shall be observed.	A maximum height of 400' shall be observed.	Necessary utilitarian features not to exceed 18" above 400' height limit.
Modification of specific provisions	§15-22-120 Modification of specific provisions	Platform heights may be commensurately modified to exceed 45'	Parking Podium Height of 61"-9" to the top level of the parking deck and 71'-6" to the top of the Recreation Deck which is also the first floor of the tower residential units.	<p>15-22-120 (7) (A) - Subsurface Construction is infeasible: Subsurface parking is problematic due to the sites close proximity to the ocean and potential for the disturbance of cultural artifacts and remains.</p> <p>15-22-120 (7) (B) - Design Requirement for Ceiling Height Clearances require height adjustments: The parking structure provides 1,038 stalls that accommodate the A1-1 & A1-2 sites which includes the townhomes, the tower apartments on A1-1 and the commercial spaces and the rental apartments on the A1-2 site. The amount of stalls with the reduced foot print and the required ceiling heights for structural, electrical and mechanical clearance between floors require an encroachment beyond the 45' maximum height allowed.</p> <p>15-22-120 (7) (C) - Industrial, Commercial, Residential or Community service are substantially located within the platform specifically along streets or public spaces: Residential townhomes are located along South & Pohukaina Street reducing the impact of the parking structure. Commercial spaces with rental apartments above on the diamond head side of the parking structure effectively shields this side of the parking structure from view.</p> <p>15-22-120 (7) (D) - Significant public facilities or pedestrian features are provided at the street level, especially a ready or publicly accessible open space in</p>

HCDA Planned Development Requirements
 Keauhou Place (Block A1)
 November 27, 2013
 Exhibit A – Page 5

Category	Mauka Area Rules & Plan, Unofficial Compilation	Requirements (Allowable)	Proposed	Comments
				<p>excess of the minimum grade – level open space: The parking structure services both the A1-1 & A1-2 sites. Combining the parking requirements into one structure not only creates a more efficient parking solution but also allows more site planning flexibility for the A1-2 site. A pedestrian passageway that runs Mauka Makai through the site intersecting with another pedestrian passageway to Keawe Street would not be possible if the parking was not combined into one parking structure. The passageways create a pleasant pedestrian friendly experience and continues Makai through the next block and will eventually form a strong pedestrian linkage that connects all of the blocks under the Kamehameha Kaka'ako Master Plan.</p>
Tower Spacing	§15-22-143	300' between the long parallel sides of neighboring towers 200' between the short side of towers.	No tower within 300' on the Ewa side of the tower 249' from long parallel sides to Halekauwila Place on the Diamond Head side. No Tower within 200' of the tower on the Mauka and Makai sides of the tower.	<p>Taking into consideration all of the components in the project including the rail station site, the tower was sited on a Mauka/Makai axis with the minimum impacts on the neighboring towers.</p> <p>See Sheet A1-1.0.</p>
Landscaping	§15-22-144 Landscaping	Along major streets, tree species, spacing, and location shall be in accordance with Major Street System Trees Table.	<p>Major Street System Trees:</p> <ol style="list-style-type: none"> 1, South Street: Queen's White Shower tree (Cassia x nealiae 'Queens White'). Double row at maximum 45 feet o.c. within front yard setback and within road right of way. 2. Pohukaina Street: Rainbow Shower (Cassia x nealiae). Maximum 45 feet o.c. within road right of way. 	
Neighborhood & Community Parks (Park Over Parking)	Open space Recreation Plan	96,000 SF	See comments	<p>As established in the Mauka Rules, the site is required to provide 96,000 S.F. of "Park/Parking" space. An agreement between HCDA and Keauhou Lane, LP is in the process of being finalized which will fully satisfy this requirement.</p>

In the spirit and conditions of the Kai ālu'ō Kaka'ako Master Plan, we are committed to incorporate sustainable green building design at Keaouhou Lane. Keaouhou Lane will incorporate best management practices in sustainable design to include the following:

1. Alternative Transportation:
 - a. Bus stops along South and Queen Streets are within walking distance of our project.
 - b. Bicycle parking racks will be located next to the lobby entrance of the townhomes.
 - c. Secure bicycle storage will be located on the ground floor within the parking structure.
 - d. The Rail Station will be located on the A3 site directly adjacently to the A1 & A2 sites
 1. A direct pedestrian link will be established between the rail station and the project. A woonerf (service drive and pedestrian passageway) connecting South and Keawe Street provides a direct pedestrian linkage at ground level to Keaouhou Lane. The woonerf will be designed as an extension of the future plazas for the rail station forming a seamless pedestrian friendly route into Keaouhou Lane.
 - e. Utilize the use of hardscape and landscape to promote pedestrian walkability
 1. A raised planter and seat bench will be located at the Townhome Lobby Entry.
 2. Ground floor lanai at the townhomes will have walkways that connect to the South and Pohukaina Street sidewalks.
 3. As noted previously the woonerf will encourage pedestrian traffic into Keaouhou Lane
2. Recreational features to encourage a healthy life style.
 - a. The recreational amenities on the 8th floor will include a Gym, Community Room, Spa, and a Swimming Pool. Raised planters and landscaping will provide shade and relief from the paved areas.
3. Recycling
 - a. Recycling bins will be located in all of the trash rooms of both the Tower and Townhomes on each residential floor.
4. Water Conservation:
 - a. Drought tolerant plant species where applicable.
 - b. Organic and/or inorganic cover mulch.
 - c. Drip irrigation or other low volume, high efficiency application methods for ground covers and shrubs.

- d. High efficiency pop-up spray or rotator heads for lawns or large planting areas where drip systems are not feasible. Heads shall have a pressure regulating device and check valve which restrict water loss by up to 70% if nozzle is removed or damaged.
 - e. Water management irrigation controller with water budgeting capabilities. Controller shall also have the capability of upgrading to ET management and flow sensing.
 - f. Automatic rain shut-off sensor.
 - g. All shower heads will be low flow
 - h. All Toilets shall be low flow.
5. Storm Water Management
- a. Utilization of vegetation buffers to remove runoff from impervious surfaces.
 - b. Minimize impervious areas. Previous use of the site was an on grade paved parking lot so new development will greatly improve runoff.
6. Energy Efficient:
1. Use energy efficient lights:
 - a. LED and Fluorescent lights to be used in common and recreation areas.
 - b. LED and Fluorescent lights to be used in units where feasible.
 2. Appliances shall be energy star rated.
 3. Ceiling fan junction boxes will be offered in the Townhomes.
 4. Energy efficient split system air conditioning units controlled by individual units will be installed in all residential units.
 5. Operable windows for natural ventilation will be offered in Living Room and Bedrooms to minimize the use of air conditioning.
 6. PV panels are being considered and will be located above the top deck of the parking structure to provide power for common area lighting.
 7. Tinted insulated glass with low SHGC will be utilized.
 8. Aluminum sunshade fins will be incorporated into the window wall systems at the tower to reduce solar and heat gain.
 9. Roof and lanai overhangs will provide sunshade at the Townhomes.
 10. Wall and roof insulation will be utilized where applicable.

7. Indoor Environment Quality.
 - a. Low emitting materials shall be used including:
 1. Adhesives and Sealants.
 2. Paints and Coatings.
 3. Flooring.
8. A green planter wall consisting of an eco mesh/vine system will be located on the mauka wall of the parking structure.

**HCDA Planned Development Requirements
Keauhou Place (Block A1)
November 27, 2013
Exhibit C: Preliminary Project Development Program And Phasing Schedule**

Keauhou Place is composed of a 388 unit residential tower on Keawe Street, and a 35 unit mid-rise townhouse structure along South and Pohukaina Streets.

Sales for the project are expected to begin the first quarter of 2014. Prior to the start of construction, the foundation permit is anticipated to be approved by the fourth quarter of 2014 with approvals for the building permit following in the first quarter 2015.

Foundation construction is anticipated to begin in the first quarter of fiscal year 2015 followed immediately by the construction of the tower, parking structure and townhouses which will continue through the third quarter of fiscal year 2016. During the construction term the following building sequence will occur:

- 1st: 43 Story Residential Tower and Parking Structure.
- 2nd: 4 Story Midrise Townhouse Structure along Pohukaina and South Streets.
- Occupancy of all portions the project is anticipated to begin in the last quarter of 2016.

WATER

The Honolulu Board of Water Supply (BWS) provides domestic water and fire protection for the City and County of Honolulu. BWS has a minimum of 8-inch mains on all streets surrounding the property. These streets are South Street, Halekauwila Street, Keawe Street and Pohukaina Street. BWS has been contacted regarding the availability of water for the subject project. The BWS request and a map showing the BWS mains in adjacent streets are included in this synopsis.

As a part of standard BWS policy the Board reserves final decision on the availability until such time as Building Permits are applied for.

Coordination on fire protection has been deferred to the Fire Department. Fire Department coordination will involve fire hydrant spacing, fire access lanes and wet and dry standpipe requirements. The Fire Department will want the rear of any building to be within 450 feet of a fire hydrant and have a 20 foot paved access route with turn-a-round at the fire hydrant. The 450 foot requirement is based on “sprinkled” buildings. However, it is anticipated that Fire Department approved coverage will be available from hydrants on all the surrounding streets.

SEWER

A Sewer Connection Application (SCA) has been made for the property and is included in this synopsis. The project has received an approval and projected Wastewater Service Facility Charge (WSFC) has been identified. The SCA approval is for 633 units and 37,350 square feet of commercial space. The WSFC is estimated at \$2,682,970.50.

The SCA is good for a period of two years from issuance and is renewable upon re-application before the expiration date has been reached.

DRAINAGE

The project site is completely developed with hardscapes. Redevelopment will not produce additional hardscape surfaces and drainage runoff resulting from redevelopment will be equal to or slightly less than under current development conditions. Slightly less runoff will occur due to redevelopment landscaping requirements providing a “greener” site. In addition the project will be required to retain the on-site Water Quality Flow on property and dispose of using subsurface techniques. The Water Quality Flow is a recent requirement of the newly adopted City and County of Honolulu Drainage Standards.

**HCDA Planned Development Requirements
Keauhou Place (Block A1)
November 27, 2013
Exhibit D: Infrastructure Synopsis**

No off-site drainage improvements are anticipated. Drain connection applications (processed with the City and County) are anticipated to allow onsite runoff to connect to the City drainage systems in Kapiolani Boulevard, South Street and Kawaihao Streets. A Drainage Map is attached. On-site runoff will be generated by the building roof systems, paved areas and hardscape areas.

FLOOD HAZARD

Current Flood Insurance Rate Mapping (FIRM) for the project site shows that the property is in Zone X which is defined as areas outside the 0.2% annual chance floodplain. Therefore, the property has no extraordinary flood insurance requirements. It should be noted that the current FIRM became effective January 19, 2011. A current FIRM is contained included.