

KAPOLEI NORTHWEST CORNER Project Alternatives Report

Prepared for:

State of Hawai'i
Hawai'i Housing Finance & Development Corporation

Prepared by:



November 2007

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1.0 INTRODUCTION

The Hawai'i Housing Finance and Development Corporation (HHFDC) retained PBR HAWAII to: 1) prepare various concept plans for its "Village of Kapolei—Northwest Corner" ("NW Corner") property; 2) conduct two workshops regarding the plans; and 3) summarize the concept plans and workshop discussions in a report.

The 26.6-acre NW Corner property is located in Kapolei at the intersection of Fort Barrette Road and Farrington Highway (see Figure 1). The parcel is identified as TMK: (1) 9-1-16:35 (see Figure 2). It is one of the last undeveloped parcels of the Villages of Kapolei and is intended to provide a commercial and mixed-use component to the Villages of Kapolei. The property is zoned BMX-3 (Community Business District). Figure 3 provides photographs of the site.

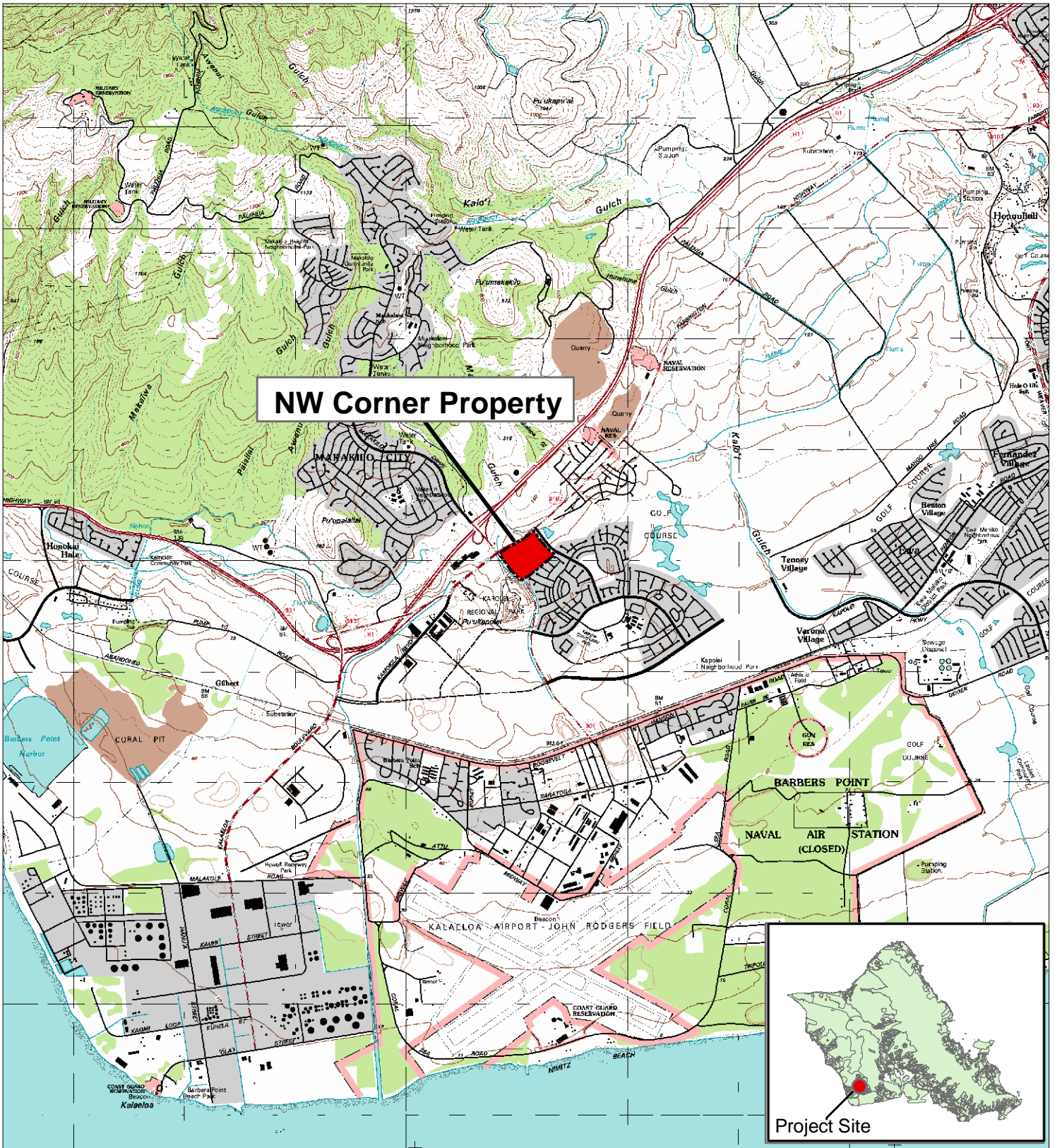
HHFDC wished to explore a variety of land use scenarios for the NW Corner parcel, including: 1) commercial; 2) mostly residential and partially commercial; 3) partially residential and mostly commercial; and 4) residential (various densities). These ideas, the concept plans, and the workshops were designed to assist the HHFDC in determining the best and most feasible use for the NW Corner property.

PBR HAWAII presented the various concept plans alternatives for the NW Corner to selected key community stakeholders at two workshops (October 9 and 18, 2007). Comments and concerns gathered from these workshops have been summarized and included in this report (see Section 5.0).

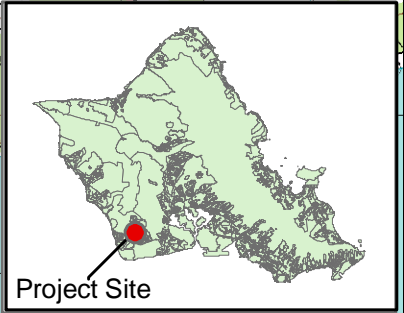
1.1 Regional Context

Kapolei is one of the fastest growing regions in the State and has been designated as O'ahu's "Second City" or secondary urban center by State and County governments. Just 20 miles west of Honolulu, Kapolei has evolved into a self-contained, self-sustaining city with new buildings and expanding network of streets.

The Villages of Kapolei, a Housing and Community Development Corporation of Hawai'i (HCDCH; the predecessor to HHFDC) project on 888 acres, was one of the first communities planned in Kapolei. The Villages of Kapolei include: Village 1 Kumuiki; Village 2 A'eloa; Village 3 Malanai; Village 4 Kekuilani; Village 5 'Iwalani; Village 6 Malu'ohai; Village 7 Kapolei Kai; and soon to be constructed Village 8 Kaupe'a. The Villages have three schools, a golf course, a recreation center, and community park. The NW Corner property is located in the northwest corner of the overall Villages of Kapolei Master Plan (see Figure 3).



NW Corner Property



Project Site

Legend

 NW Corner Property

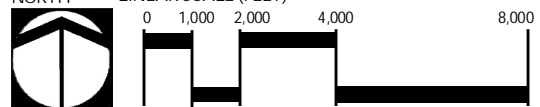
FIGURE 1
Regional Location Map

HHFDC Kapolei Northwest Corner

Hawaii Housing Finance and Development Corporation (HHFDC)

ISLAND OF OAHU

NORTH LINEAR SCALE (FEET)

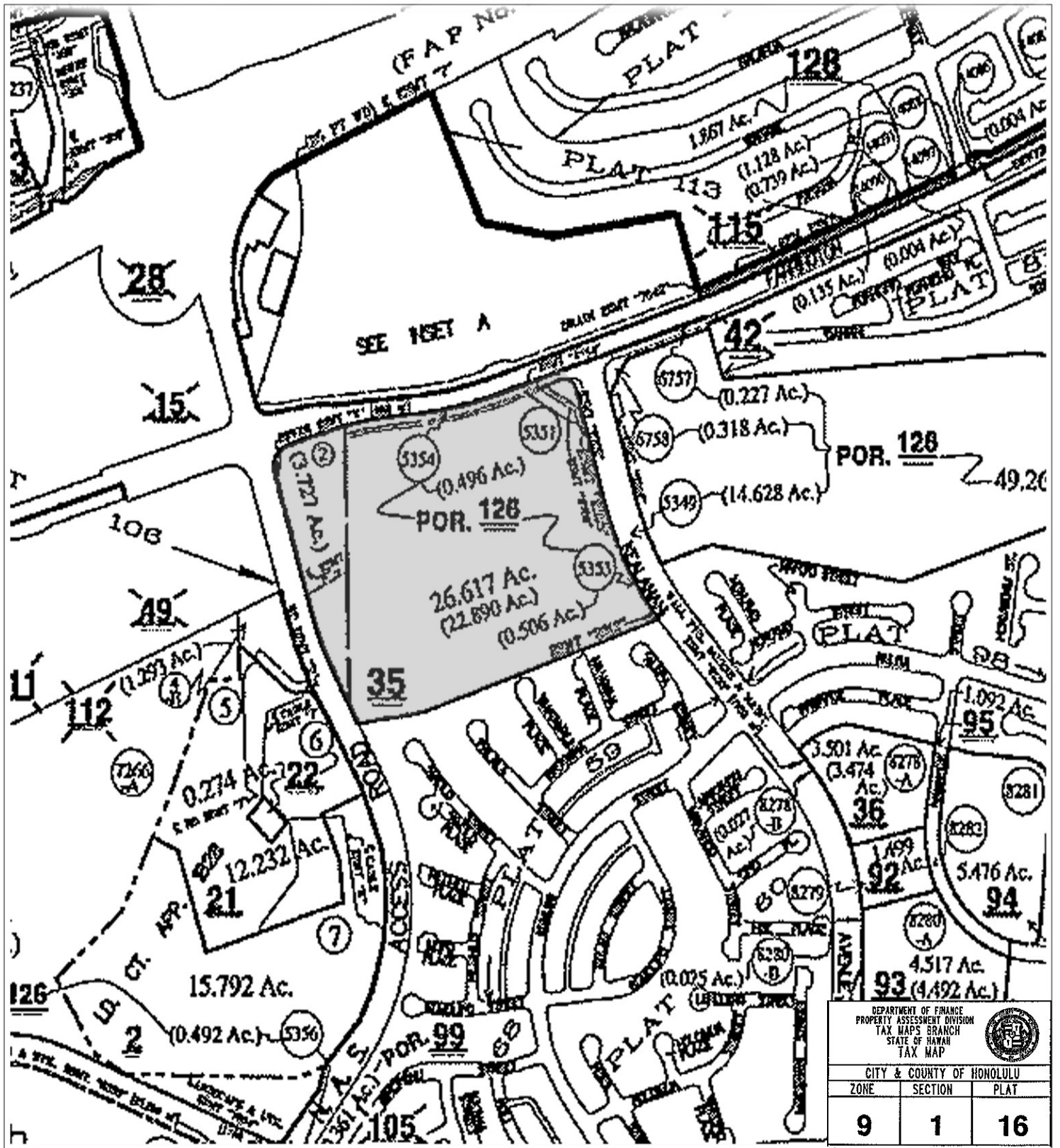


PBR HAWAII & ASSOCIATES, INC.

November 2007

Source: U.S. Geological Survey

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Legend

 NW Corner Property

FIGURE 2
Tax Map Key
HHFDC Kapolei Northwest Corner

Hawai'i Housing Finance and Development Corporation (HHFDC) ISLAND OF O'AHU
NORTH



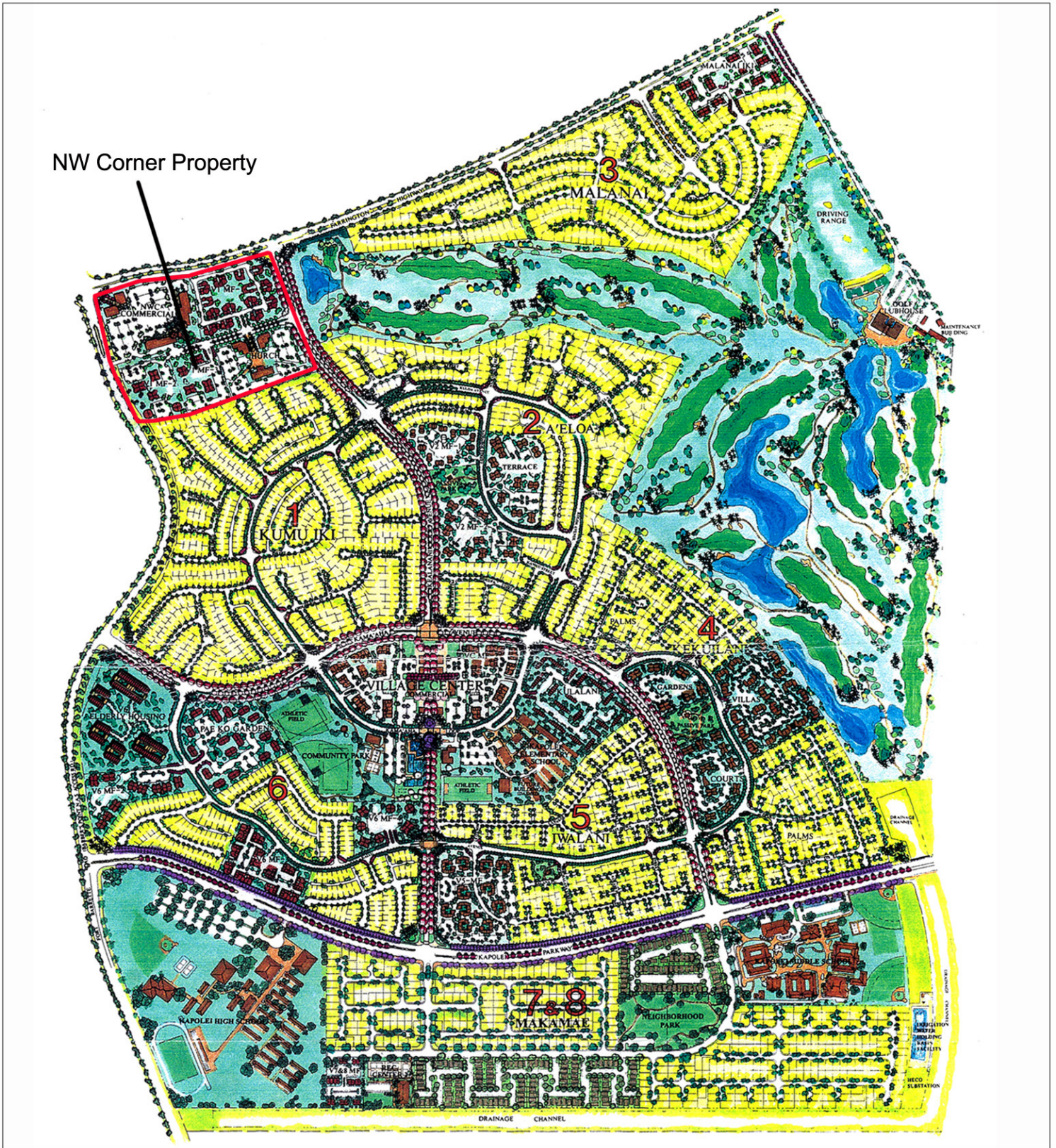
Not To Scale



Source: City and County of Honolulu (2005)

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Legend



NW Corner Property

FIGURE 3

Villages of Kapolei Master Plan

HHFDC Kapolei Northwest Corner

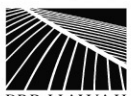
Hawai'i Housing Finance and Development Corporation (HHFDC)

ISLAND OF OAHU

NORTH



Not To Scale



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November 2007

Source: Housing Finance Development Corporation (1997)

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1.2 Property Description

Located in Kapolei at the intersection of Fort Barrette Road and Farrington Highway, the 26.6-acre NW Corner property provides a “gateway” to Kapolei. The Fort Barrette Road and Farrington Highway intersection provides a primary entrance to Kapolei.

The NW Corner property is directly bounded by Fort Barrette Road to the west, Farrington Highway to the north, Kealanani Road to the East, and the Villages of Kapolei’s Village 1 Kumuiki residential neighborhood to the south.

The NW Corner property is currently vacant; it is one of HHFDC’s last remaining open properties. The site has been used as a community gathering place such as for the State Farm Fair. Figure 4 contains site photographs.

1.3 Surrounding Land Uses

The surrounding area is comprised of a variety of commercial, residential, and open space uses. Figure 5 contains an aerial map of the site and the surrounding area.

Across Farrington Highway, directly north of the NW Corner property, is the proposed Wal-mart site. The H-1 Freeway borders the proposed Wal-Mart site to the north and is approximately 1,000 feet north of the NW Corner property. The H-1 Freeway has an on- and off-ramp on Makakilo Drive (which transitions into Fort Barrette Road within Kapolei).

Northwest of the property, directly across the Fort Barrette Road/Farrington Highway intersection, is the Kapolei Shopping Center, which is the major retail hub for the surrounding community. Historically, the Kapolei Shopping Center was the first retail project built in the new City of Kapolei. The shopping center includes a Safeway grocery store, a Longs drug store, banks, restaurants, and a variety of other specialty stores.

West of the property and across Fort Barrette Road is a commercial center with the Kapolei Medical Park, gas stations, and other commercial facilities. The Kapolei Medical Park is a comprehensive medical facility that services the surrounding area by providing a range of medical services by clinics, hospital, 24-hour Emergency Room, dialysis and related services, dental care, vision, chiropractic, mental health, physical and occupational therapy and health management.

Also west of the property is the Kapolei Regional Park, a 73-acre park which includes Pu‘u o Kapolei and an archery range. The Kapolei Regional Park features a vast area of open space designed to encourage a variety of recreational and leisure activities.

Directly south and east of the NW Corner property are the residential communities of the Villages of Kapolei. In addition, the Kapolei Golf Course, an eighteen-hole golf course, is directly east of the NW Corner property.



1. Intersection of Fort Barrette Road and Farrington Highway.



2. View looking from the property looking toward Kapolei Shopping Center.



3. View directly on the property from the corner of Fort Barrette Road and Farrington Highway.



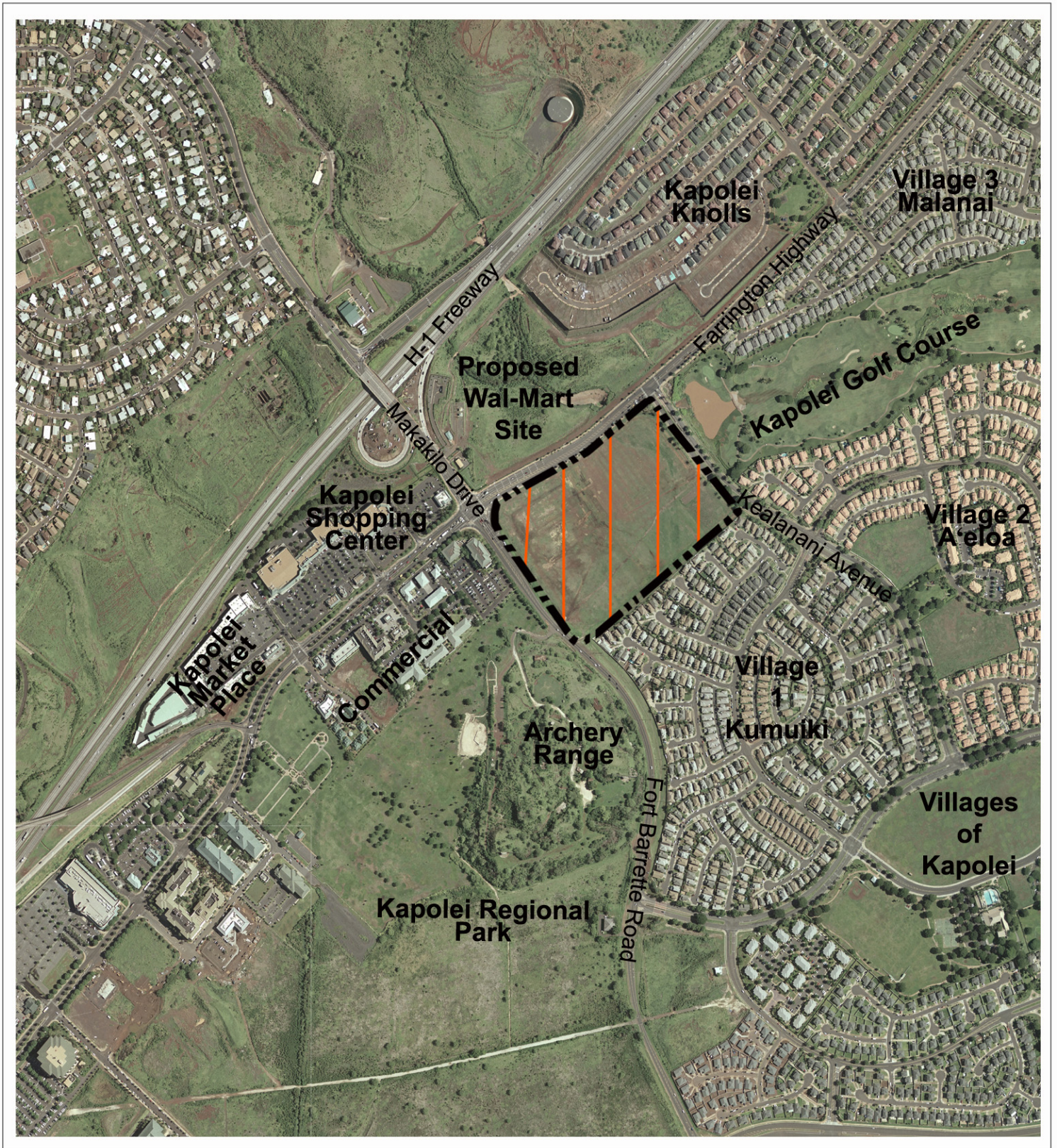
4. View of the property from corner of Farrington Highway and Kealanani Avenue.

FIGURE 4
Site Photographs

HHFDC Kapolei Northwest Corner

Hawai'i Housing Finance and Development Corporation (HHFDC)

ISLAND OF O'AHU



Legend

 NW Corner Property

FIGURE 5

Aerial Map and Surrounding Land Uses

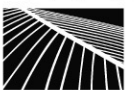
HHFDC Kapolei Northwest Corner

Hawai'i Housing Finance and Development Corporation (HHFDC)
NORTH

ISLAND OF O'AHU



Not To Scale



PBR HAWAII
& ASSOCIATES, INC.

November 2007

Source: Light Detection and Radar Data System (2007)

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2.0 PURPOSE AND GOALS

As shown in Figure 3 (page 4), the NW Corner property—located in the northwest corner of the Villages of Kapolei—has long been planned for commercial, multi-family residential, and community (a church) uses. The HHFDC now seeks to update the plan for this important property in line with the vision to provide a commercial and mixed-use component to the Villages of Kapolei and also in line with its mission to “to increase the supply of workforce and affordable housing by providing tools and resources to facilitate housing development.” The NW Corner is an integral part of the Villages of Kapolei and is envisioned as a cornerstone project that will add to the character of the Village of Kapolei, as well as the City of Kapolei.

Located at the entrance to Kapolei at the intersection of Fort Barrette Road and Farrington Highway, the NW Corner property has outstanding potential to implement HHFDC’s mission of providing affordable housing—either from direct use of the property for affordable homes, by use of the property for income-generating uses to support affordable housing, or a combination of both. HHFDC is open to pursuing a development plan for the NW Corner property that maximizes the value and delivers either unit count and/or financial gain to continue its mission.

To shape the future direction of the NW Corner, HHFDC planned two information gathering workshops to gather insights to various alternative plans for the parcel. The workshops provided a forum for ideas to help HHFDC determine the most favorable and marketable mix of uses for the property.

The purpose and goals of the workshops were as follows:

- Examine a range of potential uses.
- Obtain input on alternatives.
- Obtain input from the community.
- Gather information to determine the scope of a Request for Proposal (RFP).

3.0 LAND USE CONSTRAINTS

Under the present land use entitlements, development within the NW Corner property must conform to the standards described below.

3.1 Hawai‘i State Land Use District

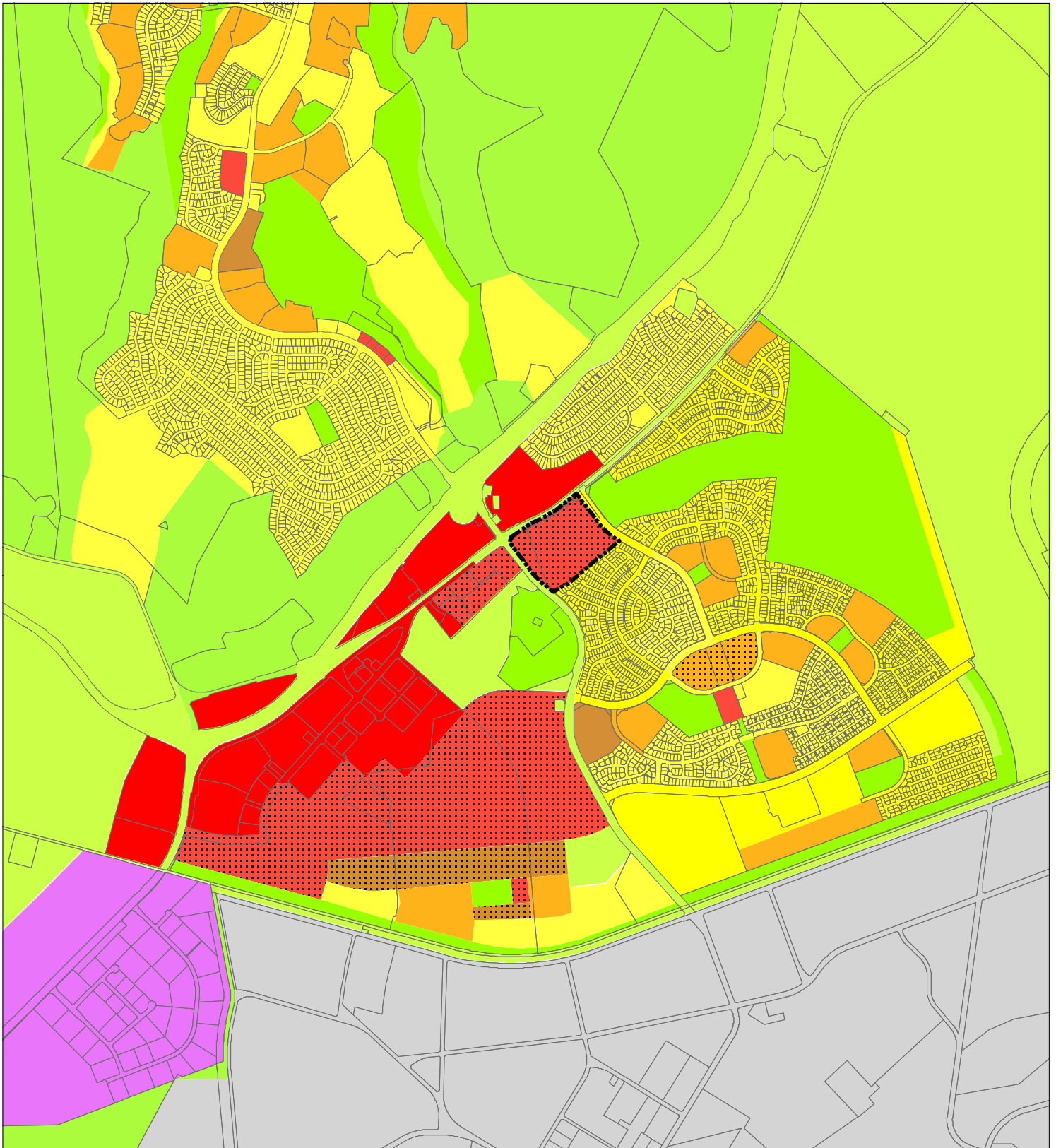
In 1990, the State Land Use Commission reclassified the 888-acre Villages of Kapolei site, including the NW Corner property, from the Agricultural District to the Urban District. Urban districts shall include activities or uses as provided by ordinances or regulations of the County within which the urban district is situated (HRS §205-2).

The conditions of the LUC’s Decision and Order Docket No. A88-622 have been fulfilled by other phases of the overall Villages of Kapolei development.















3.2 City and County of Honolulu Zoning

The City & County of Honolulu zoning of the NW Corner property is BMX-3 (Community Business District) (see Figure 6). The intent of BMX-3 zoning is to provide areas for both commercial and residential uses outside of the central business mixed use district (LUO Sec. 21-3.120(b)). Development standards for BMX-3 zoning (LUO Sec. 21-3.120-2) are provided below:

Minimum lot area:	5,000 square feet (sq.ft.)
Minimum lot width and depth:	50 feet
Front yard:	10 feet for dwellings; 5 feet for other uses – Note: where a zoning lot adjoins a residential, A-1, AMX-1 district and forms a continuous front yard, the lot or the first 100 feet of the lot (whichever is less) shall conform to the front yard requirements for the dwelling use of the adjoining district (Figure 21-3.6; LUO, p. 70).
Side and rear yard:	5 feet for detached dwellings; 10 feet for MF dwellings; 0 for other uses (see notes from Table 21-3.4, LUO, p.60)
Maximum density (FAR):	2.5
Open Space Bonus:	(A) For each square foot of public open space provided, 5 sq.ft. of floor area may be added, exclusive of required yards; (B) For each square foot of arcade provided, 3 sq.ft. of floor area may be added, exclusive of required yards; and (C) Maximum density with open space bonuses shall not exceed an FAR as provided under Table 21-3.4 (LUO, p.60); Max. FAR is 3.5.
Height Limit:	60 feet
Transitional Height setbacks:	(A) Where a zoning lot adjoins a zoning lot in a residential, A-1, or AMX-1 district, the residential district height setback shall be applicable at the buildable area boundary line of the adjoining side of the BMX-3 zoning lot (see Figure 21-3.5; LUO p.69).
Street Setbacks and Street Trees:	(A) No portion of a structure shall exceed a height equal to twice the distance from the structure to the vertical projection of the center line of any street (see Figure 21-3.7; LUO p.71); (B) If street tree plan exists for the street which fronts the project, the applicant shall install street trees, as required by the director.



Legend

 NW Corner Property				
 A-1	 AMX-2	 BMX-3	 P-2	 F-1
 A-2	 B-1	 AG-1	 R-3.5	
 AMX-1	 B-2	 AG-2	 R-5	

Source: City and County of Honolulu (2005)

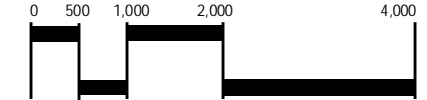
Disclaimer: This graphic has been prepared for general planning purposes only.

FIGURE 6
Zoning Map

HHFDC Kapolei Northwest Corner

Hawaiji Housing Finance and Development Corporation (HHFDC)

ISLAND OF OʻAHU



November 2007

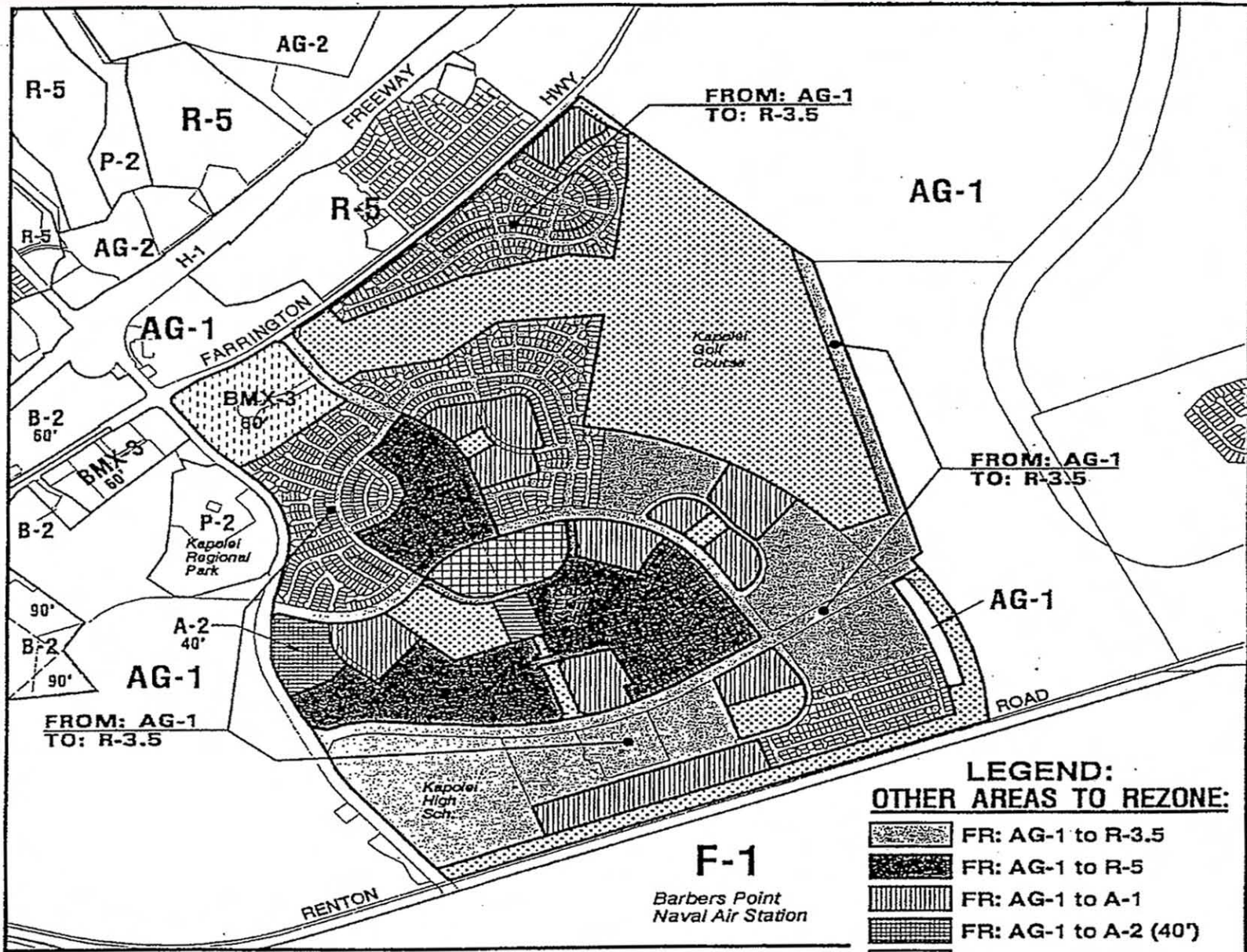
3.2.1 Conditions of Re-zone (City Council Ordinance 01-07)

When the site was re-zoned from AG-1 to BMX-3, the City Council placed conditions on the re-zoning. Figure 7 indicates the areas re-zoned for the City Council Ordinance 01-07. From the Unilateral Agreement and Declaration for Conditional Zoning for Ordinance 01-07, the following conditions are applicable to development of the NW Corner site:

1. Master Site Development Plan for the NW Corner property must be submitted to the City Department of Planning and Permitting (“DPP”) before the property is subdivided. The Master Site Development Plan must address the following elements to assure implementation of policies, principles and guidelines in the Ewa Development Plan:
 - a. Building location and massing which:
 - (1) Reflect provisions for safe and pleasing pedestrian and bicycle circulation within the site, and connecting the site to other focal points in the Kapolei community.
 - (2) Avoid location of open parking, loading and open storage areas adjacent to residential uses.
 - (3) Assign bulkier masses away from streets to create a friendly, pedestrian-oriented streetscape, and promote major streets as public view corridors.
 - (4) Contribute to a vibrant streetscape, particularly along Barbers Point Access Road and Farrington Highway, through such means as locating retailing establishments along the street frontages, lush landscaping and open areas, and attractive signage.
 - b. Landscaping concepts which:
 - (1) Recognize the established landscaping themes of adjacent projects in Kapolei.
 - (2) Promote pedestrian circulation by providing visual and shade relief.
 - (3) Implement the concept of a Hawaiian garden city.

The development of the NW Corner shall conform to the approved Master Site Development Plan, provided that the Master Site Development Plan may be amended from time to time with the prior written approval of the DPP.

A Master Site Development Plan has not yet been submitted to DPP.



LEGEND:
OTHER AREAS TO REZONE:

	FR: AG-1 to R-3.5
	FR: AG-1 to R-5
	FR: AG-1 to A-1
	FR: AG-1 to A-2 (40')
	FR: AG-1 to P-2
	FR: AG-1 to BMX-3 (60')
	FR: AG-1 to AMX-1
	FR: AG-1 to B-1

**PORTION OF
ZONING MAPS NO. 12 & 13
(EWA BEACH - IROQUOIS POINT)
(MAKAKILO)**

APPLICANT: DEPT. OF PLANNING AND PERMITTING
 TAX MAP KEY(S): 9-1-16, 59, 60, 68, 71, 72, 77 to 81, 84, 91, 92, 98, 99, 104 & 105
 FOLDER NO: 99/Z-5
 LAND AREA: APPROXIMATELY 888 ACRES
 PREPARED BY: DEPT. OF PLANNING & PERMITTING CITY AND COUNTY OF HONOLULU
 PUBLIC HEARING: PLANNING COMMISSION CITY COUNCIL
 9/27/00 12/1/00



FIGURE 7
Ordinance No. 01-07 Zoning Maps (2000)

HHFDC Kapolei Northwest Corner
Hawai'i Housing Finance and Development Corporation (HHFDC) ISLAND OF O'AHU
NORTH



Not To Scale



Source: City and County of Honolulu (2000)
Disclaimer: This graphic has been prepared for general planning purposes only.

3.3 ‘Ewa Development Plan

The ‘Ewa Development Plan provides guidance for land use regulations, the location and character of new development and facilities, and planning for County and State facilities and services. The NW Corner property is designated by the ‘Ewa Development Plan as “Community Commercial Center” (see Figure 8). Below is the description from the ‘Ewa Development Plan (page 3-60):

Community Commercial Center. This type of center principally serves the community in which it is located, providing for basic shopping and service needs on a larger scale than the neighborhood center. Community Commercial Centers may contain up to 250,000 sq.ft. of floor area, and major attractions typically include a large grocery store, a drug store, and/or a department store. The other, smaller tenants in the center are largely dependent on the effectiveness of the major tenants to draw customers. The Kapolei Shopping Center is an example of this type of commercial center.

The ‘Ewa Development Plan also includes guidelines to implement general policies and planning principles. Below are the guidelines for Community Commercial Center (pages 3-64 to 3-66):

Architectural Character

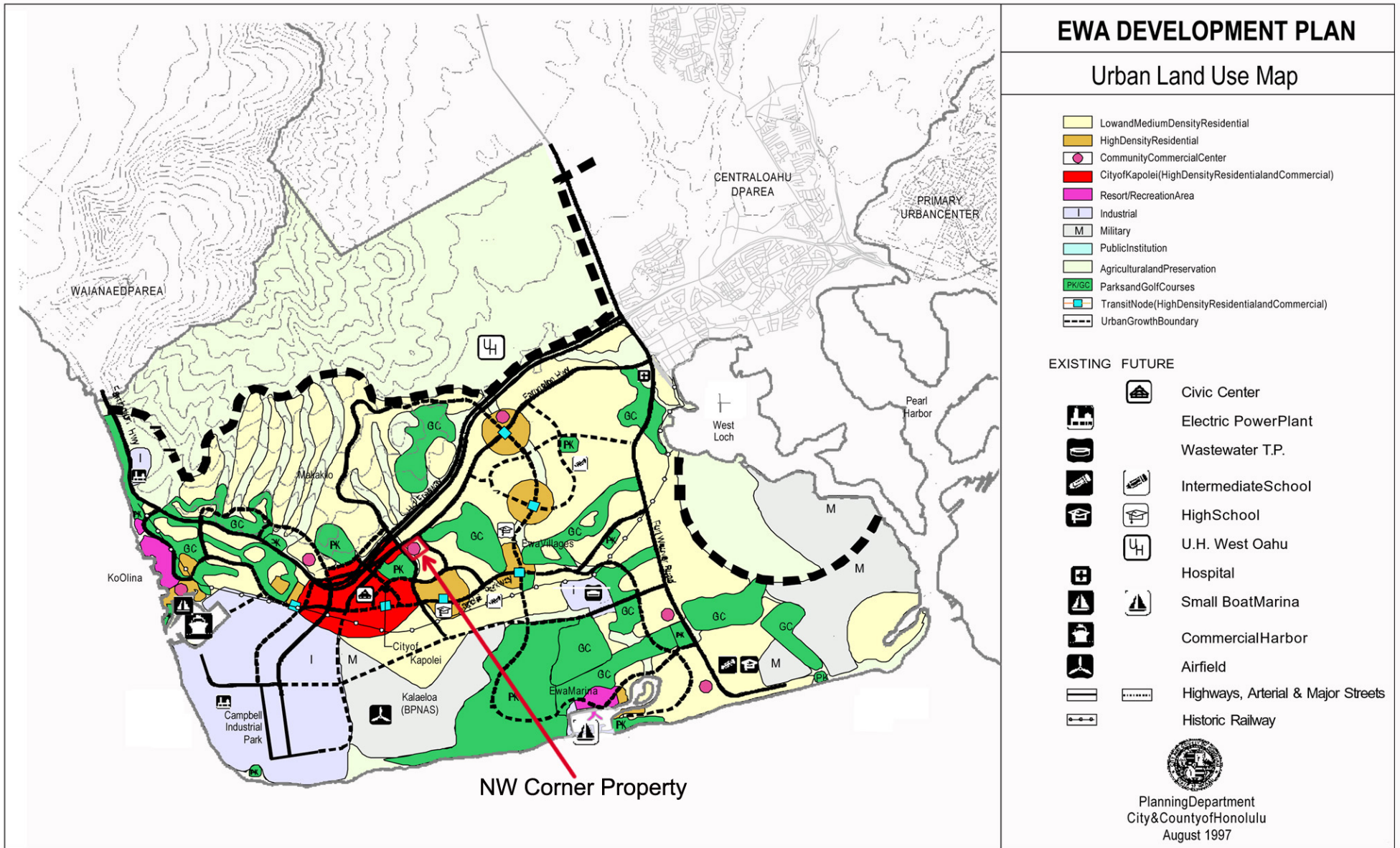
- The architectural character may be varied, depending on the context.
- Commercial center buildings that are visible from adjacent residential areas should reflect a residential character; other facades may have a character more typical of a commercial building.
- The design should avoid disruptive contrasts between facades that are visible simultaneously from public areas.

Building Bulk and Massing

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

Building Height and Density

- Building heights should generally not exceed 45 feet.
- The total floor area should not exceed 250,000 sq. ft. for a standard Community Commercial Center.



Legend

 NW Corner Property

Source: City and County of Honolulu (1997)

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FIGURE 8

Ewa Development Plan Urban Land Use Map

HHFDC Kapolei Northwest Corner

Hawai'i Housing Finance and Development Corporation (HHFDC)

ISLAND OF OAHU



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Pedestrian, Bicycle and Transit Facilities

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

Visual Screening

- The visibility of parking and service areas from the street and adjacent residential areas should be minimized through screening.
- A landscape screen, consisting of trees and hedges, should be planted along the street fronting the parking lot or garage.
- If there is a parking lot, shade trees should be planted throughout.
- If there is a parking garage close to and readily visible from a street, landscape planters should be provided along the facade of each parking level fronting the street.
- Service areas should be visually screened from public and residential areas.

Signage

- Signage visible from residential areas should be indirectly illuminated.

3.4 Villages of Kapolei Design Guidelines

The NW Corner parcel is located within the Villages of Kapolei, and therefore, bound to the Villages of Kapolei Design Guidelines (VKDG). These design guidelines were prepared by the Housing Finance and Development Corporation (HFDC) to provide the developer/builder for each residential village with general design parameters along with specific requirements. The intent of the guidelines is to provide the builder with a great deal of flexibility in designing a village while ensuring a certain level of continuity throughout. Below is a summary of applicable standards to consider for the development of the NW Corner.

Single-family residential:

- Conventional small lot: Min. lot size: 4,000 sq.ft.
 Min. lot width at front yard setback: 45 feet
- Lots with Shared Driveways: Min. lot size: 3,000 sq.ft.
 Min. lot width at front yard setback: 35 feet

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- Rear Access Lots: Min. lot size: 3,000 sq.ft.
Min. lot width at front yard setback: 35 feet
- Other lots: Min. lot size: 5,000 sq.ft.
Min. lot width at front yard setback: 45 feet
- Building heights and setbacks to comply with LUO; additional guidelines contained in VKDG.

Multi-family residential: Minimum lot size and dimension should be consistent with A-1 district; but maximum lot sizes should not exceed approx. 2 acres since 30 to 40 units is maximum desirable in any one area.

Parking lots: Must be landscaped with one canopy tree per 5 parking stalls. Parking lots fronting internal residential roadways or adjacent properties shall be screened with berms and/or hedges.

Streets: Streets in interior villages should generally be curvilinear to minimize wall effect created by long straight streets. All roads must meet City standards, except: rolled curbs may be used on minor streets (44 ft ROW or less) and 4-ft sidewalks may be placed adjacent to curbs on these same minor streets. Elbow turns permitted on minor streets.

4.0 INFRASTRUCTURE

The NW Corner property is included within the Villages of Kapolei. Infrastructure services (water, sewer, power, cable and communications) are available to the site.

4.1 Access and Roadways

Existing roadways bordering the NW Corner property include Fort Barrette Road, Farrington Highway, and Kealanani Avenue. Access to the NW Corner property is available from Kealanani Avenue. Access from Fort Barrette Road is proposed.

Fort Barrette Road is a two-lane State roadway running north-south through Kapolei. Farrington Highway is a four-lane County roadway running east-west parallel to the H-1 Freeway. Kealanani Avenue is a two-lane County roadway running north-south through the Villages of Kapolei.

Roadway infrastructure improvements to alleviate traffic in the overall Kapolei region are now in the design and planning phases with construction beginning in 2008. These roads include: 1) Kapolei Parkway, a major eastwest access road alleviating traffic on Kamokila Blvd.; 2) Kalaeloa Blvd, running from the H-1 to Malakole St.; 3) the City of Kapolei urban core roads

KAPOLEI NORTHWEST CORNER: PROJECT ALTERNATIVES REPORT

which are perpendicular roads connecting Kamokila Boulevard and Kapolei Parkway; 4) Makakilo/Fort Barrette-Farrington intersection which will create five makai-bound lanes extended from the intersection to the freeway onramps where there are currently only three; and 5) the Kapolei Interchange Complex, which includes the Palailai and Makakilo interchanges improving access in and out of Kapolei and Makakilo.

5.0 ALTERNATIVES

To determine the best and most feasible use of the NW Corner property the following alternatives were created for discussion: residential; commercial; large commercial; partially residential and commercial; and mixed-use village. A summary of these alternative plans are provided in the table below with discussion of each alternative following.

Land Use Summary for the Alternatives

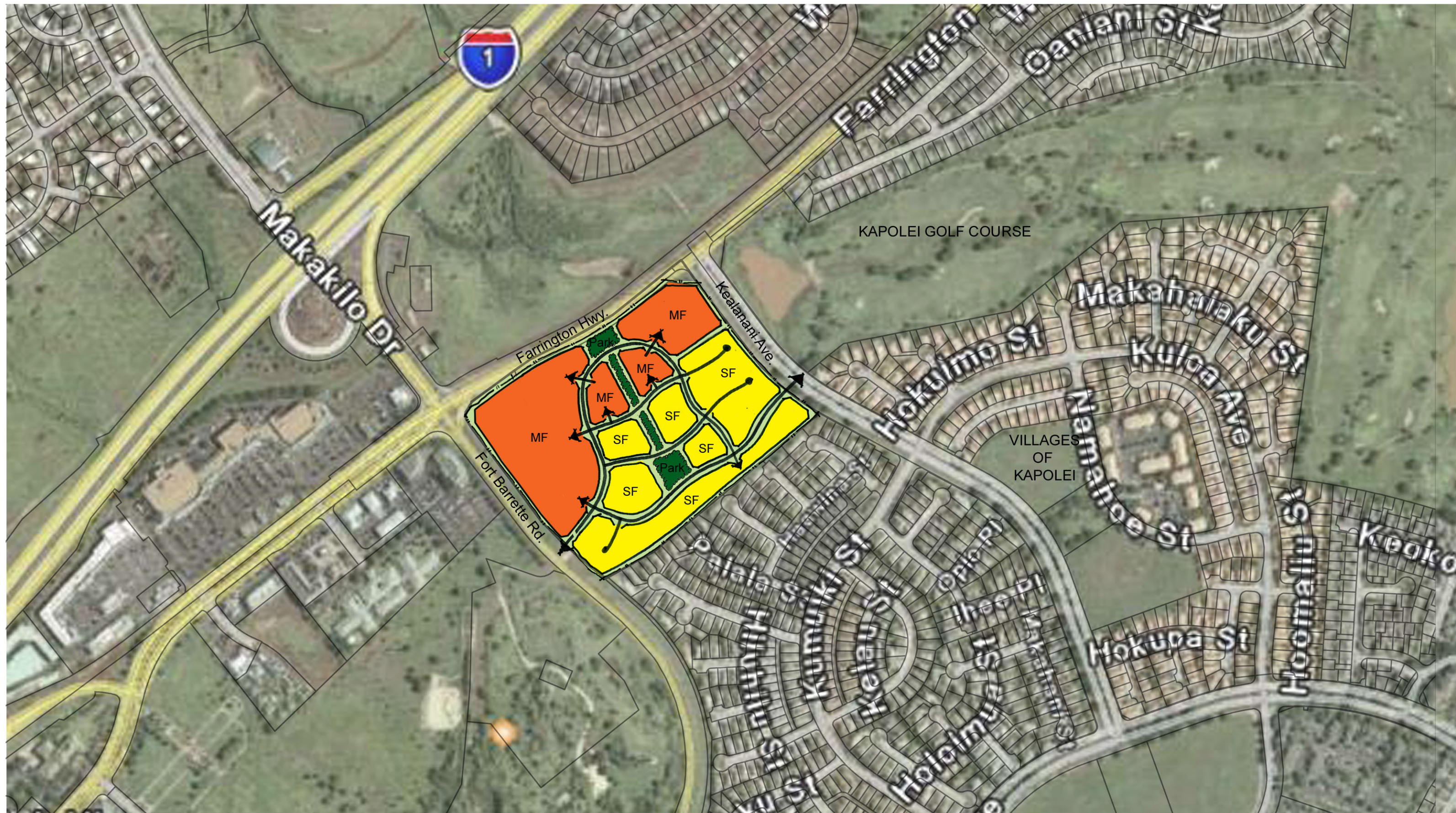
Alternative	Commercial	Single-Family	Multi-Family	Other
Residential	-	109 units on 12.2 acres (DU = 9 units/acre)	158 units on 13.2 acres (DU = 12units/acre)	1.2 acres for Park
Commercial Center	322,800 sq.ft	-	-	375,000 sq.ft for parking
Large Commercial	322,800 sq.ft	-	-	375,000 sq.ft for parking (2,053 stalls)
Residential/Commercial	10.8 acres	54 units (9/acre)	120 units (12/acre)	-
Mixed-Use	386,900 sq.ft	-	750-800 units on 753,800 sq.ft (various DU)	565,100 sq.ft

5.1 Residential Alternative

The residential alternative involves developing the NW Corner property entirely into a mix of residential uses (see Figure 9). This alternative assumes two access points into the property – Kealanani Avenue and Fort Barrette Road – connecting to an internal loop road. This alternative also includes two parks (total of 1.2 acres) anchoring the project site at both ends with a greenway connecting both parks. The park would serve as a gathering area for residents.

In this alternative, approximately 109 single-family homes could be developed on 12.2 acres in the southern portion of the property, which would serve as a natural transition from the neighboring Kumuiki Village. Using the existing Villages of Kapolei as a base, the residential alternative assumes an average 3,500-sq.ft lot size and a density of 9 lots per/acre.

In the northern portion of the property, fronting Farrington Highway and Fort Barrette Road, approximately 158 multi-family residential homes could be developed on 13.2 acres. Similar to existing multi-family homes within the Villages, such as Paiko Gardens, the multi-family units would comprise two-story walk-up townhomes at a density of 12 units/acre.



Source: PBR HAWAII (2007)
 Disclaimer: This graphic has been prepared for general planning purposes only.

LAND USE SUMMARY





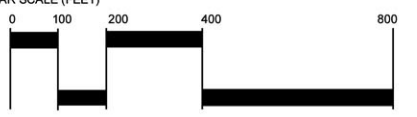

USE	AC	DU/AC	UNITS
 Single-Family	12.2	9	109
 Multi-Family	13.2	12	158
 Park	1.2	—	—
	26.6		267

Figure 9
 Residential Alternative
HHFDC Kapolei Northwest Corner
 Hawai'i Housing Finance Development Corporation (HHFDC)
 Island of O'ahu

NORTH 

LINEAR SCALE (FEET)



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5.2 Commercial Center Alternative

The commercial center alternative involves a shopping center located along the edges with parking in the center of the property (see Figure 10). Accesses would be off Fort Barrette Road and two off Kealanani Avenue.

The commercial alternative would provide approximately 322,800 sq.ft. of commercial space and approximately 375,000 sq.ft. of parking space (approximately 2,000 parking stalls).

Design considerations for the commercial center alternative include:

- Using street frontage along Farrington Highway, Fort Barrette Road, and Kealanani Avenue by locating commercial uses at the perimeter of site with parking on the interior.
- Capturing the traffic passing through the intersection of Fort Barrette and Farrington.
- Using nearby Kapolei Shopping Center and Kapolei Market Place as a model.
- Opening a view corridor into site from the main intersection (such as a gateway feature) to draw traffic into the site.
- Providing an open space buffer along existing residential areas (Kumuiki Village) as a transition into the commercial site.
- Promoting village commercial uses (shops, coffee/juice café, etc.) along Kealanani Avenue (the main pedestrian thoroughfare to the site), which caters to residents walking from the Villages to the site.

5.3 Large Commercial Store Alternative

The large commercial store alternative includes having a “big-box” type commercial store, such as a Kmart or Home Depot, with some village commercial uses across the internal parking lot (Figure 11). The density and access points would be the same as the commercial center alternative, which includes approximately 322,800 sq.ft. of commercial space and approximately 375,000 sq.ft. of parking space (approximately 2,000 stalls), and access from Fort Barrette Road and Kealanani Avenue.

Design considerations for the large commercial store alternative include:

- Using street frontage along Farrington Highway, Fort Barrette Road, and Kealanani Avenue by locating commercial uses at the perimeter of site with parking on the interior.
- Capturing the traffic passing through the intersection of Fort Barrette and Farrington.
- Using building footprint of large big-box store as a model.
- Locating the large commercial store at the main intersection to make use of the street frontage.
- Providing an open space buffer along existing residential areas (Kumuiki Village) as it transitions into the parking lot in the commercial site.
- Promoting village commercial uses (dry cleaners, coffee/juice café, etc.) along Kealanani Avenue (the main pedestrian thoroughfare to the site), which caters to residents walking from the Villages to the site.




LAND USE SUMMARY

USE	SQ. FT.
 Commercial	322,800
 Parking	375,000

Source: PBR HAWAII (2007)
 Disclaimer: This graphic has been prepared for general planning purposes only.

Figure 10
 Commercial Center Alternative
HHFDC Kapolei Northwest Corner
 Hawai'i Housing Finance Development Corporation (HHFDC) Island of O'ahu

NORTH





LINEAR SCALE (FEET)




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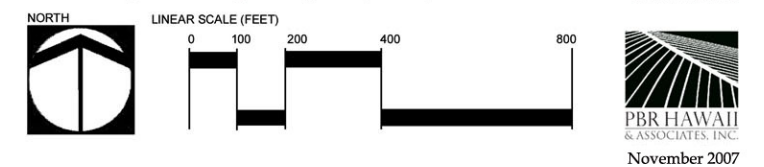


LAND USE SUMMARY

USE	SQ. FT.	STALLS
 Commercial	322,800	
 Parking	375,000	2,053

Source: PBR HAWAII (2007)
 Disclaimer: This graphic has been prepared for general planning purposes only.

Figure 11
 Large Commercial Alternative
HHFDC Kapolei Northwest Corner
 Hawai'i Housing Finance Development Corporation (HHFDC) Island of O'ahu



5.4 Residential/Commercial Alternative

The residential/commercial alternative provides residential uses in southern portion of the property bordering Kumuiki Village transitioning to commercial uses along the Farrington Highway street frontage and main intersection in the northern portion (see Figure 12). This alternative includes 10.8 acres for commercial, 10 acres for multi-family residential, and 6 acres for single-family residential.

This alternative has three access points: two off Kealanani Avenue and one off Fort Barrette Road. There would be an internal loop road connecting with a connecting through road from Kealanani Avenue to Fort Barrette Road.

The northern portion of the NW Corner property would be designated for commercial uses. Access to the commercial site would be off the internal loop from Kealanani Avenue. As discussed in Sections 5.2 and 5.3 above, locating commercial uses along Farrington Highway and Fort Barrette Road takes advantage of street frontage, as well as captures traffic from the main intersection.

The central portion of the property would be for multi-family residential uses. Locating higher density uses in the middle of the site acts as a buffer and transition area from the commercial to the single-family homes to the south. This alternative provides two pods of multi-family residential areas with access from the internal roads. Using the same density of 12 units/acre and two-story walkup townhomes prevalent in the existing Villages of Kapolei, this alternative would provide approximately 120 multi-family homes.

The southern portion of the property would be for single-family residential uses. Single-family homes in the southern portion would buffer the transition of single-family bordering the existing Kumuiki Village. Access would be provided from the connecting through road. Using the same density of 9 units/acre and 3,500-sq.ft lots prevalent in the existing Villages of Kapolei, this alternative would provide approximately 54 single-family homes.



Source: PBR HAWAII (2007)
 Disclaimer: This graphic has been prepared for general planning purposes only.

LAND USE SUMMARY			
USE	AC	DU/AC	UNITS
Single-Family	6	9	54
Multi-Family	10	12	120
Commercial	10.8	—	—
	26.8		174

Figure 12
 Residential/Commercial Alternative
HHFDC Kapolei Northwest Corner

Hawai'i Housing Finance Development Corporation (HHFDC) Island of O'ahu

NORTH

LINEAR SCALE (FEET)

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5.5 Mixed-Use Village Alternative

The mixed-use village alternative mixes multi-family residential among the commercial uses (see Figure 13). This alternative has three access points: two off Kealanani Avenue and one off Fort Barrette Road. There would be an internal loop road connecting with a connecting through road from Kealanani Avenue to Fort Barrette Road. The objective of the mixed-use village alternative is to maximize density and commercial uses in the project site.

A mixed-use village combines commercial and residential uses within a pedestrian-oriented town center. The village is auto accessible but emphasizes pedestrian activity, and has a mix of housing, commercial, and retail uses. A main objective of planning for mixed-use villages is to provide convenient commercial and business services to support the community and thus reduce the number of car trips required to outside regions. The mixed-use village provides a good location for affordable and workforce housing, and, for some people, can eliminate altogether the need to commute to work.

The mixed-use village concept provides opportunities for local businesses. This mixed-use land use concept could also provide for live-work units within the village center, or “main street.” Live-work units allow business owners to live and work in the building. Typically a live-work building will have a commercial space on the ground floor and residential uses above on subsequent floors. This allows local entrepreneurs to live above their business and provides for a human scale and enhances the village aspect of the community.

The mixed-use village alternative provides for approximately 640 multi-family residential apartments within the mixed-use village, and approximately 386,900 sq.ft. of commercial space. Parking to service residential and commercial parking demands most likely would need to be in a parking structure or structures to maximize commercial and residential use on the site while providing a smaller footprint than open parking. This alternative includes approximately 565,100 sq.ft. for parking.

The mixed-use village alternative provides multi-family residential homes (no commercial uses) in the southern portion of the property to help transition from the existing Kumuiki Village into the mixed-use village. Using the same density of 12 units/acre and two-story walkup townhomes prevalent in the existing Villages of Kapolei, the multi-family residential area would include approximately 240 homes.

Design considerations for the mixed-use village alternative include:

- Incorporating design parameters for the parcel, such as building height limits up to 60 feet and roof design guidelines; this allows buildings to be a maximum four stories.
- Providing “live-work” units with commercial uses on the ground floor/street-level, and residential apartments above.
- Making the mixed-use village center around a “main street,” serving as an active commercial area and gathering place with an active streetscape and open area in middle used a gathering place for the community.
- Promoting a pedestrian friendly environment along Kealanani Avenue (the main pedestrian thoroughfare to the site), and within the mixed-use village core.

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- Opening a view corridor into site from the main intersection (such as a gateway feature) to draw traffic into the site.
- Providing a buffer along existing residential areas (Kumuiki Village) with multi-family residential uses as a transition into the commercial uses within the mixed-use village center.



LAND USE SUMMARY

	Commercial (SF)	Parking (SF)	Residential (SF)	DU
A.	116,200	149,400	140,000	+/- 160
B.		307,200		
C., D.	50,600	-	151,800	+/- 178
E.	66,500	108,500	66,000	+/- 77
F.	64,000	-	-	-
G., H., I.	64,000	-	192,000	+/- 225
J.	25,600	-	-	-
MF			204,000	+/- 240
Total				750-800

Source: PBR HAWAII (2007)
 Disclaimer: This graphic has been prepared for general planning purposes only.

Figure 13
 Mixed-Use Alternative
HHFDC Kapolei Northwest Corner
 Hawai'i Housing Finance Development Corporation (HHFDC) Island of O'ahu

NORTH

LINEAR SCALE (FEET)

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6.0 COMMENTS AND CONCERNS RAISED AT WORKSHOPS

Two workshops were held to discuss the various alternatives for the NW Corner and collect feedback from workshop participants. To seek expertise on feasible development alternatives for the site, participants in the first workshop, on October 9, 2007, were primarily real estate, financial, and other business professionals. To gather community expertise and concerns, the second workshop, on October 18, 2007, included people actively engaged in community issues in the 'Ewa region and was held in the Villages of Kapolei.

A total of 48 people attended the workshops and signed in as participants (see Exhibit 1). In addition, some invitees that were unable to attend the workshops provided written comments (Exhibit 2). The input received during the workshops is summarized below.

6.1 October 9th Workshop

Discussions during the first workshop included comments and questions about access, traffic, residential uses, commercial uses, and mixed-uses. The unresolved issue of whether access would be allowed from Fort Barrette Road appeared to influence many comments about the economic feasibility of any type of retail/commercial uses for the property.

6.1.1 Access

Participants felt that access to the property was a key issue. An access point on Fort Barrette Road would be crucial, and another off Farrington Highway would be convenient and better for capturing traffic. Access on Kealanani presently could only be right in/right out since there is a median.

- Accesses only on Fort Barrette Road and Kealanani Avenue may still not be enough exposure to drive retail development there. Farrington Highway and/or Fort Barrette Road access into the property is key for retail demand and lease rent pricing.
- If there is an access from Fort Barrette Road, that would be big plus for project.
- The current limited access to site is a negative aspect for commercial development.
- Kealanani Avenue has a median, so cars can only enter the site going south. A median cut would be needed on Kealanani so those coming from Villages of Kapolei can make a left turn into the property.

6.1.2 Traffic

Participants agreed that there is currently a lot of traffic through the Farrington Highway/Fort Barrette Road intersection. It is also can be a dangerous intersection for pedestrians crossing.

- More information is needed about the DOT-planned Fort Barrette widening/expansion to analyze potential traffic issues for the NW property.

- There will be foot traffic between the NW corner property, the proposed Wal-Mart site, Kaiser, and the Kapolei Marketplace. Public safety issues regarding crossing these major roadways will need to be addressed.

6.1.3 Residential Development

There was not a general consensus on the type of residential development that should occur at the NW Corner property.

- The community may not be open to HHFDC adding more affordable housing since the LUC-imposed 60 percent requirement has already been satisfied at the Villages of Kapolei. It may seem like a burden for one community to have all the affordable housing. So, a 100 percent affordable housing project may not be supported.
- Developers have run into difficulties in developing and selling affordable housing because of the restrictions attached (10-year buyback restriction, income level requirement, 1st time buyer rules, etc.).
- Senior housing should be explored. More senior housing and medical facilities are needed in Kapolei. Possibly look into partnering with a medical facility/organization for senior housing.
- There are challenges with developing low-income senior rentals because they use more resources. The other extreme is the pricey senior housing (Brookfield Mahena project). There really is no middle-income senior project yet, so that is a possibility.

6.1.4 Commercial Development

Participants raised concerns regarding the ability of commercial development to sustain itself financially at the NW Corner property.

- It may be hard to maintain high rents because of all pending commercial activity in area.
- Retail analysis should be done first to determine if there is a demand for additional retail in the area.
- A commercial developer may be wary to develop because there are so many other existing and proposed commercial properties nearby; lots of competition. It is not known if there is a demand for more commercial. There may be a potential oversupply of commercial in the area.
- Competition examples: Kapolei Commons (The MacNaughton Group/Kobayashi Group), Makana Ali'i (DHHL/DeBartelo)
- Commercial development may not be able to generate sufficient rent to sustain itself or meet HHFDC's mission.

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- The community may have concerns regarding commercial area in such close proximity to residential, specifically those in neighboring Kumuiki Village.
- The retail may not be sustainable with access only off Kealanani Avenue.
- Commercial uses may not have enough residential in the area to support it. The retail development may need to attract more customers from outside of the region. This would be challenging with access only off Kealanani Avenue.
- The existing market may not support another 300,000 sq.ft. of commercial in the area.

6.1.5 Mixed-Use Development

Participants provided useful insight to some of the reasons why Hawai'i developers have not yet built much mixed-use development.

- On the mainland, mixed-use development can be successful because the population supporting the development is 3 to 4 million. Hawai'i has different dynamics, so it may/may not work here.
- On the mainland, land costs are cheaper, building materials are cheaper, and communities are more open to change. Hawai'i is more restrictive for development and to change.
- Urban mixed-use village concept is slow to hit Hawai'i but has proven successful on mainland. A change in attitude toward it is needed here.
- There is a challenge from a design standpoint. For example, noise from commercial use may affect nearby residential uses. Rentals over commercial spaces work better than owners over commercial spaces. Renters can relocate, owners stay and complain. Renters are more apt to tolerate commercial uses and annoyances. For, example, Hoku residents complain about the smell/noise from PF Chang.
- Residents tend to want separation from commercial for privacy and security reasons.
- Mixed-use urban development can attract younger, college-age, 20-30 age group, as well as older empty nesters; people that do not desire suburban living.
- Kapolei is not as urban as Honolulu. There are not a lot of condos or high rises; more single family homes. People move to Kapolei to leave urban Honolulu. There would be a need to create a demand in Kapolei to support a mixed-use dense living environment. People that move to Kapolei want a yard.
- Parking is a critical issue for mixed-use development. Parking structures would need different entrances for residents and commercial users. Residents and their guests using commercial parking spaces can be a problem; commercial would suffer if there is not enough parking for customers.

6.2 October 18th Workshop

Discussions during the second workshop also included comments about access, traffic, residential development, and mixed-uses. Additional comments by the second workshop participants included pedestrian issues and community decision-making.

6.2.1 Mixed-Use Village

In general, most participants supported a mixed-use development and provided their own visions of what mixed-use development would entail:

- The mixed-use concept is the most presentable, most appealing concept, and best opportunity to show the site off.
- Live-work units create pride of ownership in an individual's business and home.
- There was a preference for upscale, service-oriented, quaint shops (not big-box retail).
- Mixed-use development with stores within walking distance is attractive to seniors; because they don't have to cross a major street to go to a store.
- The idea and look of a village layout/concept is the desirable aspect rather than what the actual ratio of residential units to commercial it provides. So, it would be nice to keep some open layout/village feel of mixed-use development, but actually have less commercial and more residential. For example, instead of all commercial on the 1st-floor and residential on upper floors, take out some commercial spaces and have some residential on 1st floor too. But, keep the mixed-use village feel and look.

There were also participants that did not support a mixed-use development for the site:

- Mixed-use seems like a good concept but it won't work because people do not walk. People live here but few actually walk to do errands, take kids to school, etc. They just walk for exercise, but not to go places.
- One person was against commercial mixed with residential because of concerns about crime. The thought was that the project should be all commercial or all residential, but not mixed, as mixed uses will encourage crime.

6.2.2 Pedestrian-Friendly Environment

Promoting and supporting a pedestrian-friendly environment was discussed:

- Try to get people to walk into the site from as many places as possible.
- People walk to Longs on Sunday morning.

- People like to walk around villages, but it can be dangerous to walk across major streets to Kapolei Shopping Center.
- Look into creating a tunnel or pedestrian bridge to help people cross Farrington safely.
- Plan a development that allows people to integrate walking into daily life for better health benefits.
- Large green spaces in mixed use (courtyard, parks, greenbelt) appeal to older folks who like to walk around the areas.

6.2.3 Residential Development

Participants generally did not support the idea of four-story buildings.

- People in this area don't want to see high-rises.
- How can we absorb height, and scale the project for the area? How can we have density without going up to four stories?
- Kapolei looks a certain way and an urban village with four-story buildings doesn't fit. It could maybe work on at a two-story scale.
- Keep building heights low to protect views of the ocean and mountains.

Other input regarding residential development included the following:

- Support for mixed-income housing: market homes mixed with affordable.
- Since mixed-use multi-family units are smaller, is there consideration for senior housing? Smaller units would be more attractive to seniors, and even single young people.
- The idea of rows of multi-family housing bordering Kumuiki Village in the southern portion of the property is not attractive. It looks like a tenement row. It looks like a wall of buildings. A change in layout would be better; provide courtyards between buildings to break up "row."
- Social pressures increase when people are packed like sardines, such as in high density areas. People need room.

6.2.4 Commercial Uses

It was noted that people want another grocery store in the area to give them another choice besides Safeway. However, it was pointed out that a grocery store would not necessarily benefit the residents of the Villages directly because a grocery store would bring more traffic from elsewhere.

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Similar to the comments from the first workshop, the second workshop participants questioned the viability of more commercial uses in the area.

- There is high turnover for spaces in shopping centers in Kapolei.
- Kapolei Shopping Center is not good example to follow for this project.
- It is not certain whether commercial uses can be sustained on the property especially with all other commercial coming in already.
- Will commercial at that site be able to sustain itself? For example, in Waianae, their small shopping center can't get tenants even though there is residential community surrounding it.
- Will people go there? How will it be impacted when Wal-Mart opens?
- How many people will actually walk to Wal-Mart?

Some participants recommended examples of commercial areas that might be applied at the NW Corner property.

- Can this be a planned destination? A place to attract specific clientele/residents? Maybe have a theme for area? For example, the Arts district in Chinatown and the Surf town of Haleiwa. These places attract specific type of people. It can reduce traffic because people want to live/work there for the theme/lifestyle.
- Mānoa Marketplace is good example of a community shopping center: two-story buildings, no parking structure, surrounded by residential neighborhoods, and caters to the neighborhood.

6.2.5 Access and Traffic

Traffic in the area was an important topic of discussion. All participants mentioned the traffic problems along both Farrington Highway and Fort Barrette Road.

- There is already too much traffic at Farrington Highway/Fort Barrette Road. The NW Corner property has the potential to create even more traffic there.
- Traffic backs up in morning and afternoon already, so adding 800 residential units will make it worse.
- There are three entrances to the Kapolei Shopping Center and traffic still backs up. Mixed uses on the NW Corner property could be more dense with less entrances, so big back ups could be expected.
- Traffic on Fort Barrette Road is due to parents taking kids back/forth to school, racing, running red lights.

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- Need to think about connectivity to ‘Ewa. Whenever Fort Weaver Road is clogged, people from ‘Ewa come through Kapolei.
- No matter what goes in there, it will be generate traffic.
- Area is in growing pains stage now; the region is still trying to catch up jobs with the amount of houses.
- Timing of development is important to have infrastructure and jobs first, then people don’t have to drive to Town for work.

Other comments addressed the access points to the site.

- A through connection from Fort Barrette Road to Kealanani may be used by some drivers as bypass – so this may not be the best option for safety. It would be necessary to slow down traffic through the site.
- Some would like to see a meandering road through the property, not a road straight-through. Otherwise, it will be used as short-cut.
- DOT engineers will oppose an access from Fort Barrette Road.

6.2.6 Community Decision-Making

Participants agreed that the overall community, not just select community members, should be part of the discussion.

- Participants thought what is proposed depends on what Kapolei community wants on the property.
- Some participants suggested a survey to get feedback on what people really want.
- Participants suggested to provide “open” sessions for people to come and give input. Give parameters and give them opportunity to comment.
- Participants suggested there is a need to talk to those residents living along boundary since they will be heavily impacted.
- Before the recreation facility was built, UH professor (Sam Lankford) surveyed residents to find out what people wanted. Planning for the site should follow a “bottom-up” approach as opposed to “top-down.”
- It was suggested to review Dan Burden’s pedestrian traffic study done for the Villages of Kapolei. It’s on the Villages of Kapolei Association’s website. He made suggestions on where pedestrian improvements are needed.

- Get information from Castle and Cooke, Campbell Estate, and other landowners in the area to get overall idea of what is already taking place in area.

6.3 Workshop Summary

Similar concerns discussed during both workshops included traffic and commercial sustainability. Both groups agree there is currently a lot of traffic going through the Kapolei area, and the Farrington Highway/Fort Barrette Road intersection is congested. Both groups also questioned the economic sustainability of adding another commercial center in an area already saturated with commercial development.

Differing viewpoints were raised regarding the mixed-use village alternative; the participants in the first workshop felt there were negative obstacles associated with building mixed-use development, whereas the participants in the second workshop generally supported the idea of a mixed-use development.

The participants in the first workshop pointed out issues with parking, cost to develop, and having incompatible uses within close proximity of each other, such as smells and noise affecting apartments above commercial uses.

The participants in the second workshop supported the idea of living near neighborhood commercial uses. Senior citizens favor a mixed-use village pedestrian-friendly environment that allows people to do their daily errands without having to cross Farrington Highway, which they consider to be a dangerous road for pedestrian crossings.

7.0 NEXT STEPS

Prior to sending out a request for proposal (RFP) to develop the site, the following steps are recommended:

- Complete a market feasibility study for proposed development. Due to concerns raised regarding the economic sustainability of the various alternatives presented during the workshops, a market feasibility study would assess the market for the proposed use and confirm the highest potential use for the property based on market research for the area.
- Confirm traffic improvements and permitted accesses to the site. As discussed in Section 4.1 (Access and Roadways) of this report, many roadway improvements are planned for the area, including widening of Fort Barrette Road. Prior to any development of the project site, phasing status of the roadway improvements would be crucial to determine the construction schedule of the project site. In addition, discussions with the DOT are imperative to permit an access point off Fort Barrette Road.
- Should the mixed-use village alternative be the preferred plan for the site, consider the possibility of sending the RFP to a mainland developer experienced in building mixed-use developments. As discussed in Section 6.1 (October 9th Workshop), there are not many examples of mixed-use development in Hawai'i.

8.0 EXHIBITS

The following exhibits are attached for your reference:

- Exhibit 1 – Workshop sign-in sheets
- Exhibit 2 – Comments/letters received from invitees unable to attend a workshop

EXHIBIT 1
WORKSHOP SIGN-IN SHEETS

HHFDC Kapolei Northwest Corner Planning Workshop – October 9, 2007

	Name	Company	Email	Phone No.
1	STEVE KELLY	KAPOLEI PROPERTY DEVELOPMENT	stevek@kapolei.com	674-3289
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HHFDC Kapolei Northwest Corner Planning Workshop – October 9, 2007

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HHFDC Kapolei Northwest Corner Planning Workshop – October 9, 2007

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HHFDC Kapolei Northwest Corner Planning Workshop – October 18, 2007

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3	Kimberly ZERTEN	VOK	CHIEF SHERY@HAWAII.PR	OR 674 8866
4	Mitlen Kuyuna	HPO	mitlen.kuyuna mitlen.kuyuna@honolulu.gov	692-4253
5	Michael Moses	HPO (major)	mmoses1@honolulu.gov	692-4253
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9	Menu De la Cruz	VOK	menu91@hawaii.rr.com	5612640
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11	John Riggins	VOK	riggins@lava.net	674-1111
12	TESHA MAAMA	HCD A	Tesha@HCDALUWS.ORG	372-3562

HHFDC Kapolei Northwest Corner Planning Workshop – October 18, 2007

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16	Darrell Ing	DHHL	darrell.h.ing@hawaii.gov	587-6451
17	STEPHEN KISHIDA	HPI	skishida@honolulu.gov	533-2188
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19	Heidi Meeker	DOE	heidi-meeker@notes.k12.hi.us	733-4862
20	Jane Elice Greene	Colliers - (Nat. Trust)	jeg@colliershawaii.com	330-2900
21	Ron Suzuki	DOT	ronald.suzuki@hawaii.gov	587-1830
22				
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24				

HHFDC Kapolei Northwest Corner Planning Workshop – October 18, 2007

	Name	Company	Email	Phone No.
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27	Ryan Morita	"		
28	Kent Miyasaki	"		
29	Gary Umada	"		
30	Leo Domingo	"		
31	Both Azumaran	"		
32	Richard Muri	"		
33	Chris Sadayasu	"		
34				
35				
36				

EXHIBIT 2

OTHER COMMENTS/LETTERS

-----Original Message-----

From: Stanford Carr [mailto:scarr@stanfordcarr.com]

Sent: Tuesday, October 09, 2007 1:22 PM

To: Rose Agbayani

Cc: Janice.N.Takahashi@hawaii.gov

Subject: RE: Your Attendance for the Oct 9th Planning Workshop re: Village at Kapolei NW Corner Property-ATTACHMENT

Rose, thank you for the invitation and thinking of me. Unfortunately, I was out of town all of last week on a road show and missed this mornings workshop. My initial thought is the corner is very important to establish the foundation of the Villages of Kapolei. It is a shame that some land at the opposite corner was never set aside to set forth the frame work for Fort Barrette which would have been a great opportunity. My initial thoughts for the site would be a mixed use residential community of some higher density that stair step back as you go further south to mitigate vertical massing and density with some open space pedestrian friendly and bikeway paths that encourages use from Kapolei Knolls and The Villages. I would suggest a podium product similar to the Colony buildings we did at the Peninsula at Hawaii Kai with the modification of doing 3 and 4 levels of residential over two levels of parking with retail and office on the ground floor on a portion of the property. Two story rentals, retail, restaurants and service providers would provide some competition to the area where the residents would not be forced to drive across the intersection to Kapolei shopping center; this would probably provide the residents with more options and mitigate the traffic congestion on the West side of Kapolei.

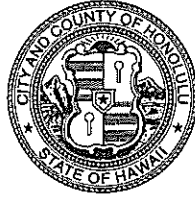
Aloha,

Stan

DEPARTMENT OF PLANNING AND PERMITTING
CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 7TH FLOOR • HONOLULU, HAWAII 96813
TELEPHONE: (808) 768-8000 • FAX: (808) 527-6743
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MUFI HANNEMANN
MAYOR



HENRY ENG, FAICP
DIRECTOR

DAVID K. TANOUE
DEPUTY DIRECTOR

2007/ELOG-2859(TH)
1999/Z-5

October 10, 2007

Mr. Tom Schnell, AICP, Senior Associate
PBR Hawaii & Associates, Inc.
1001 Bishop Street
ASB Tower, Suite 650
Honolulu, Hawaii 96813

Dear Mr. Schnell:

Subject: Hawaii Housing Finance Development Corporation
(HHFDC), October 18, 2007 Workshop

Thank you for your invitation to participate in this workshop regarding future plans for the Northwest Corner property (TMK: 9-1-016:035) in the Villages of Kapolei. Unfortunately, we will not be sending any staff to participate in this workshop.

However, we would like to remind you that Condition 1 of the Unilateral Agreement (UA) attached to Ordinance 01-07, recorded as Document 2689090 dated March 12, 2001 is still in force. As you know, Condition 1 requires that HHFDC submit a Master Site Development Plan to the Department of Planning and Permitting prior to approval of subdivision, grading or building permits, whichever comes first. The Master Site Development Plan shall address building location and massing and landscaping concepts.

Thank you for the opportunity to participate in this process. Should you have any questions, please contact Tim Hata of our staff at 768-8043.

Very truly yours,

A handwritten signature in black ink, appearing to read "Henry Eng".

Henry Eng, FAICP, Director
Department of Planning and Permitting

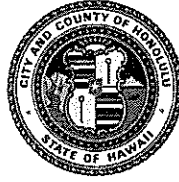
HE:mo
572566

cc: Mr. Chris Sadayasu, HHFDC Project Manager

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU

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MUFI HANNEMANN
MAYOR



MELVIN N. KAKU
DIRECTOR

RICHARD F. TORRES
DEPUTY DIRECTOR

TP10/07-229809R

October 25, 2007

Mr. Tom Schnell, AICP
PBR Hawaii
1001 Bishop Street
ASB Tower, Suite 650
Honolulu, Hawaii 96813

Dear Mr. Schnell:

Subject: HHFDC Villages of Kapolei: Northwest Corner Site

This responds to your letter of September 27, 2007, regarding the invitation to participate in a planning workshop on October 18, 2007.

The department believes that the selection of an appropriate land use for the subject site is a matter that should be decided between the Hawaii Housing Finance and Development Corporation (HHFDC) and the community.

However, we request that HHFDC involve the department in further consultation on transportation matters after an appropriate land use is selected.

We appreciate your invitation to include us in your recent workshop.

Sincerely,


MELVIN N. KAKU
Director