

THE VILLAGES AT HOKUKANO TRAIL PROGRAM AND SHORELINE USE CONCEPT

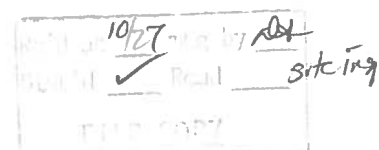
1. Concept

The trail access concept for The Villages at Hokukano, as shown in the attached Figure 1, is envisioned as a series of trails and footpaths that would offer pedestrian access to the shoreline area, the ocean park, the mauka area and certain historic sites. In some areas the trail would be improved to allow relatively easy access to the shoreline area, while other portions of the trail would be unmaintained in a primitive condition that would encourage only experienced hiking activities.

There are historic trails on the project site that would be incorporated into the trail network. The intention is to restore sections of the Ala Loa trail (sometimes referred to as the King's Trail) that can be found and to rebuild lost portions of the trail in the general area in which it was originally located with some adjustment to achieve compatibility with the proposed project uses. Additionally, a mauka-makai trail, providing pedestrian access from the abandoned railroad bed to the shoreline area, is included in the plan. Other, shorter connector mauka-makai trails would provide access between historic sites, the Kuakini Wall, a historic park and the shoreline areas. In all there would be several miles of trail loops for public and resident enjoyment.

A primary focus of the program is within the area between Pu'u Ohau and the northern property boundary where there is the greatest potential for public use and recreational enjoyment. The terrain in this area would allow significant access opportunities to historic sites and the shoreline areas. There are open areas for family picnicking, appropriate spots for fishing and other water activities and extensive archaeological features that would become part of a historical interpretive program. A public road will provide direct vehicular access to a parking area and restroom facilities near the ocean park. Included within this area is an old fishing village now known as Hokukano Village. This parcel is owned by the State of Hawaii and Oceanside 1250 proposes to work with the State to allow this area to be included within the park system under the same management plan as the rest of the access and trail system.

More primitive access and trail elements are proposed in other areas of the project. From Pu'u Ohau south the shoreline consists of steep cliffs 25 to 80 feet in height which in some cases have been undercut by ocean generated erosion. These areas would be generally



unsafe for family activities as dangerous conditions exist along the cliff. The primitive trail along this area would be available to the public, although unimproved, and with signage to advise users of these hazardous conditions. Further inland, the trail along the Kuakini Wall is planned to run the entire length of the property. With only few exceptions, the wall itself would be left intact over most of the project. Some allowance will need to be made for those areas where roads must cross it and where demanding land use conditions are encountered. The Kuakini Wall trail would also allow lateral trail access to a historic park where a large archaeological site is located. From here access is available along a trail either mauka to the railroad bed which crosses the property at approximately the 700 foot elevation, or makai to the shoreline area. This mauka-makai trail would follow a historic ahupua'a wall for at least a portion of its route and may provide access to other appropriate historic sites.

2. Operation and Management

The applicant proposes to build and finance, in multiple phases, the construction of the trails and interpretive features after proper coordination with appropriate government agencies, citizen experts and consulting professionals. The ocean park and much of the proposed trail network would occur within the State Conservation District and the County Special Management Area (SMA). As such, a Conservation District Use Permit and a SMA Use Permit will be required prior to implementing improvements in these areas. Thus, the details of this project will, in part, need to be developed as a part of the regulatory approval process that will be required beyond the scope of Phase 1 applications.

Once improvements are made, these areas are planned to be managed and maintained as a responsibility of a non-profit community homeowners' association established by the developer in concurrence with the conditions of all applicable regulatory permits and approvals. This managing body would be responsible for all maintenance and upkeep of the trails and shoreline areas, operation and management of the interpretative program, protection of the historic resources included in the plan and providing coordination for security and emergency services. Provision of utilities along with other general overhead costs would also be the responsibility of the management association. As permitted by law, perpetual income for management and maintenance will come from association dues paid by property owners within the development.

3. Uses

The developer proposes that activities typically associated with that of a passive park would be encouraged in this plan. The trails would be intended for pedestrian use only, although the developer might support an effort to allow bicycle use along the proposed railroad trail system. Non-commercial fishing during daylight hours will be permitted. Other water activities such as diving, snorkeling and paddling would also be encouraged. All users will be to asked to respect the regulations as established in the management program, so all users may equally and safely enjoy the trail and park amenities. Any limitation of uses would be guided by the protection of land and marine based resources as well as the general welfare of others. In general, hours of operation would likely fall between sunrise and sunset, with extended hours possible special approved activities while the Ala Loa trail is proposed to be a perpetual public foot traffic access. The management association would provide security measures to help facilitate safe operations and to assist in emergency situations. The cost of these operating activities would be assumed by the management association. As proposed, no fees would be collected from the public for the use of any of these trails or other facilities.

4. Phasing and Construction

The developer proposes to restore and build the trail system and related improvements in a phased approach over a ten to fifteen year period. The Phase 1 improvements would be completed and available for public use at the time of the official opening of the golf clubhouse. Subsequent phases will be contingent upon regulatory approvals and will be implemented in conjunction with the various phases of development. Each phase is planned to coordinate with the overall project development such that improvements can be made in an orderly and efficient manner. This phasing plan, shown in Figure 2, is preliminary at this point as further agency and public input is expected as part of the regulatory review process.

Overall, this phasing plan is intended to implement improvements to primary use areas within the initial phases, and to improve secondary trails and those in mauka portions of the project concurrent with latter phases of development.

Phase 1 (Concurrent with Golf Clubhouse Opening)

Construction of a gravel access road would be the initial effort to provide vehicular

access to the shoreline access point south of Hokukano Village. Also included would be a parking area and portable restroom facilities. A shoreline trail from the parking area to Coconut Beach would be improved and some historic sites in this area would be cleaned and identified.

Phase 2

This phase would extend the shoreline trail to the north side of Pu'u Ohau, and provide further protection and restoration of the trail and historic sites in this general area.

Phase 3

This phase would complete most of the improvements to the shoreline trail between Keikiwaha Point and the north side of Pu'u Ohau.

Phase 4

This phase would open the area in and around Pu'u Ohau and restore a portion of the Ala Loa trail just north of Pu'u Ohau. Most of the trail in this area would be restored along existing routes while improvements might be made to allow easier access. This phase would provide further improvements to those areas built during the first three phases, including the addition of more portable restroom facilities. Improvements would be directed at providing more refined site improvements such as site furnishings, improved signage and further interpretative elements.

Phase 5

During this phase, the restoration and provision for trails within Hokukano Village would be undertaken. The plan for this area would be coordinated with State of Hawaii while its operation would be coordinated under the same management plan as the rest of shoreline trail and park system. Careful treatment of the historic resources in this area will be undertaken. In addition, the shoreline trail south to Nawaawaa Bay and Kalukalu Landing would be opened. Since this is the transition area between safer shoreline areas to the north and more dangerous terrain to the south, the trail would likely change from an improved trail to a more primitive footpath. Buffer treatments would be utilized for the kuleanas along Nawaawaa Bay.

Phase 6

A part of this phase would complete a primitive footpath along the steep cliffs south of Kalukalu Landing to the southern property boundary. Another phase would be directed at improving the Ala Loa trail from the shoreline access road to the

northern property boundary. Additional work would refine the trail and interpretative program in and around Hokukano Village. Landscape buffers would be utilized at the northern edge of the area to protect the privacy of the homesites at Kainaliu Beach and to buffer the trail from the golf area. Additional portable restroom facilities will be located to serve this area. The goals of this phase would be to improve visitor experience, improve protective site elements, expand the trail system and allow a limited guided tour operation to proceed.

Phase 7

As a final step in the improvements of the primary activity area, a permanent restroom and shower facility with utilities would be located near to the shoreline access parking area. This as well as additional work during this period would be directed at more effective access through the general area and refinements for capacity and hours of operation.

Phase 8

This component represents the first stage of developing the mauka portions of the trail and access concept. As a part of this first step, a mauka-makai connector trail to the historic park would be built. Further improvements to the park such as interpretative features and restrooms could be expected at this time. Additional paths will link the primary shoreline trail, the Ala Loa trail and the primitive trail to the south on the mauka side of Pu'u Ohau.

Phase 9

The main focus of this phase is to develop the trail along the Kuakini Wall from the historic park north to the shoreline access road at Parcel G. Connecting points at the historic park, the access road and the mauka-makai trail would be created.

Phase 10

During this phase the Kuakini Wall trail will be extended to the north to the property boundary. A mauka-makai connector trail that runs makai along the north property boundary will also be considered as another access alternative to the shoreline area.

Phase 11

During this phase the first component of the mauka-makai trail will be constructed. This trail would run from the old railroad bed makai to the historic park along the Kuakini Wall. The ahupua'a wall associated with this trail would be cleaned as part

of this work program. Appropriate nearby historic features would also be incorporated into this trail route. Access would also be available along the main lateral roadway.

Phase 12

During this phase improvements to protective measures for specific historic sites will be undertaken. Other general system-wide improvements will be made to maintain the high quality of the facilities.

Phase 13

During this phase, the final lateral portion of the trail system would be constructed. This trail route would follow the Kuakini Wall from the historic park south to the property boundary.

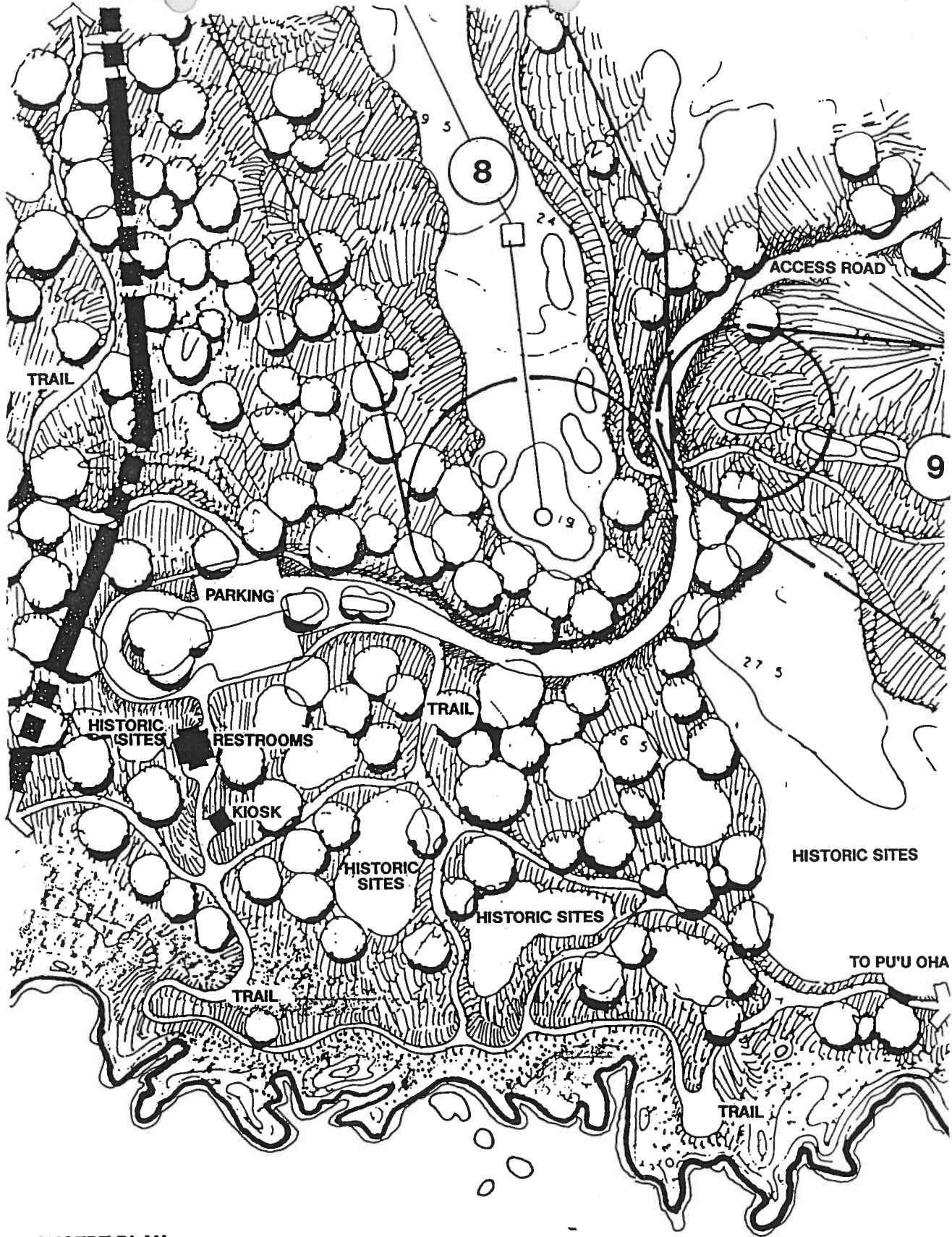
Phase 14

This is a very preliminary concept as most of the land that would be utilized for this phase is not within the ownership of the applicant. However as part of the ongoing effort to provide alternate means of pedestrian circulation in the area, the developer would support and be willing to participate in a program that would utilize the old railroad bed for the purpose of a regional trail. As in many other places in the country, abandoned railroad beds are converted for pedestrian and bicycle use this trail could become an appropriate element of the project trail system as well as the a trail system on a more regional scale. Since there are multiple owners along the projected route this effort would require cooperation and would likely require additional funds and time for construction and opening.

5. Conclusion

To summarize, the overall trail and access concept is meant to provide a managed trail and park system that will enhance the access opportunity and value of this area as a recreational resource available to the general public and residents of the proposed project. Revisions to this proposed program are likely as it proceeds through community and governmental review. Changes to the project development may also be reflected in changes to this program.

TO
HOKUKANO VILLAGE



CONCEPT PLAN
SHORELINE ACCESS AREA

THE VILLAGES AT HOKUKANO

OCTOBER 1993