HO’OPILI
URBAN DESIGN PLAN
FOR THE DEVELOPMENT AND REVIEW OF THE RESIDENTIAL, TOD 1, INDUSTRIAL MIXED-USE AND INTEGRATED COMMERCIAL /RESIDENTIAL NEIGHBORHOODS
APPROVED | MAY 11, 2018
ENVISION A 21ST CENTURY COMMUNITY WHERE HAWAII’S FAMILIES CAN GET SOME BREAKFAST AS THEY WALK THEIR KIDS TO SCHOOL, GRAB A CUP OF COFFEE FROM A CAFE ON THE GROUND FLOOR OF THEIR OFFICE BUILDING, PICK UP LUNCH TO EAT AT THE PARK WITH A QUICK STOP AT THE BANK BEFORE HEADING BACK TO WORK, PICK THEIR KIDS UP FROM SCHOOL IN THE AFTERNOON AND STOP TO PLAY AT THE PARK, SHOP FOR FRESH PRODUCE AT THE FARMER’S MARKET BEFORE HEADING HOME TO PREPARE DINNER, AND THEN OUT AGAIN AFTER THE SUN GOES DOWN FOR A STROLL AND A STOP AT THE LOCAL ICE CREAM STORE, ALL WITHOUT STEPPING FOOT IN A CAR.
A DAY IN HO'OPILI

7:00 am

10:00 am

11:00 am

1:00 pm

2:00 pm

3:00 pm

4:00 pm

7:00 pm

8:00 pm

10:00 pm
# Table of Contents

## 1 Introduction
- 1.1 Purpose and Intent 1-2
- 1.2 How to Use This UDP 1-2

## 2 Development Framework
- 2.1 Location and Physical Setting 2-2
- 2.2 Regulatory Framework 2-4
- 2.3 Zoning 2-5

## 3 Project Vision
- 3.1 The Vision for Ho’opili 3-2

## 4 Urban Planning Framework
- 4.1 Master Plan 4-2
- 4.2 Neighborhoods 4-3
- 4.3 Rail and Transit-Oriented Development 4-5
- 4.4 Circulation Network 4-6
- 4.5 Nodes 4-8
- 4.6 Connectivity Overlay 4-8
- 4.7 Public Facilities 4-10
- 4.8 Agriculture 4-12
- 4.9 Parks 4-14
- 4.10 Landscape 4-16

## 5 General Guidelines & Standards
- 5.1 Objectives 5-2
- 5.2 Overall Design Character 5-2
- 5.3 Building Envelopes 5-2
- 5.4 Building Siting 5-3
- 5.5 Site Development Guidelines 5-4
- 5.6 Architectural Guidelines 5-5
- 5.7 Landscape Guidelines 5-6

## 6 Specific Provisions for Neighborhoods
- 6.1 Residential Neighborhood 6-2
- 6.2 TOD Neighborhood 6-7
- 6.3 Industrial Mixed-Use Neighborhood 6-16
- 6.4 Integrated Commercial/Residential Neighborhood 6-24

## 7 Project Design Review Process
- 7.1 Purpose 7-2
- 7.2 Applicability 7-2
- 7.3 Design Advisory Board 7-2
- 7.4 General Review Standards 7-2
- 7.5 Major and Minor Projects 7-3
- 7.6 Review Procedures - Major Projects 7-3
- 7.7 Review Procedures - Minor Projects 7-6
- 7.8 Construction Review and Approval 7-6
- 7.9 Variances 7-6
- 7.10 Fees 7-6
- 7.11 Rules and Regulations 7-7

## 8 Amendment Procedures
- 8.1 Purpose and Intent 8-2
- 8.2 Applicability 8-2
- 8.3 Application Requirements 8-2
- 8.4 Review Procedures 8-2
- 8.5 Approval 8-2
- 8.6 Adoption of Specific Provisions for Neighborhoods 8-3
1.1. PURPOSE AND INTENT

The Ho’opili Urban Design Plan (UDP) sets forth concepts, standards and guidelines intended to shape approximately 1,287 acres of land into a unique urban environment that realizes a coming together of vision, planning and lifestyles to enhance East Kapolei. This document is to be used by D. R. Horton, land owners, developers, the City & County of Honolulu (the City), and the Ho’opili Design Advisory Board (DAB) in the development and review of projects within the Ho’opili community.

The UDP supplements existing regulatory controls, including the applicable zoning and subdivision requirements adopted by the City. Should any conflict arise between the City regulations and the UDP, the more restrictive provisions shall prevail.

Individual developments and projects are subject to the review and approval by the DAB established by D. R. Horton. The City’s Department of Planning and Permitting (DPP) will also review plans to assure compliance with this UDP. Project approval is required prior to building permit application and commencement of construction. Project submittal requirements and review procedures for the DAB are presented in Chapter 7, Project Design Review Process.

Ho’opili was rezoned by Honolulu City Council Ordinance No. 15-13. The UDP is a condition upon which zoning approval for Ho’opili was granted. Compliance with the Ho’opili UDP is a condition for properties rezoned by Council Ordinance No. 15-13 and mandated by a declaration of covenants, conditions and restrictions.

In addition, portions of land that fall within the East Kapolei Transit-Oriented Development (TOD) Plan boundaries would be governed by the TOD Special District Ordinance once it has been adopted by the City Council.

1.2. HOW TO USE THIS UDP

Developers, designers and builders should begin by understanding the background of the project, its context, and overall vision expressed in the first three chapters of this UDP.

A framework of design principles which guided the physical planning of Ho’opili are described in Chapter 4, Urban Planning Framework. The Urban Planning Framework was designed to establish a cohesive, connected and well serviced community.

The development concepts and guidelines contained in the UDP provide an overall design framework to create compatible developments and projects within the community. The UDP establishes a two tiered hierarchy of guidelines: First, for those that are universally applicable to all projects within Ho’opili; and Second, for each of the four types of neighborhoods, see Figure 1.1 for Types of Neighborhoods within the UDP.

As a living document, the Ho’opili UDP will evolve with the phased development of Ho’opili. An administrative process has been established in order to allow for a relevant creation and implementation of specific provisions for the types of neighborhoods as may be amended from time to time. The procedures for amendments to this UDP are described in Chapter 8, Amendment Procedures.
1.1.1. Differentiation of Concepts, Standards and Guidelines

The development concepts, standards and guidelines contained in this UDP are general in nature and provide an overall design framework to create compatible developments within Ho’opili. Throughout this document, concept, guidelines and standards will be used to describe design intent and shall be implemented as follows:

**Concepts** are regional in scope and include overarching notions such as “walkability” and “connectivity”. These concepts are to guide the development in the Ho’opili community and are presented in statements generally using the word “should”.

**Guidelines** provide an appropriate range of choices to implement the standards. For example, within the architectural character standards, there are various ways to achieve the standard, such as massing, materials and colors. These guidelines are presented in statements using the words “should” or “encouraged”.

**Standards** are requirements that must be addressed to achieve the intent of the concepts. Examples of standards are: architectural styles, landscape treatments and species, building orientation, and setbacks. These standards are presented in statements using the words “shall” or “will”.
2 Development Framework
2.1. LOCATION AND PHYSICAL SETTING

Ho‘opili is located in the ʻEwa region of the Island of Oʻahu, see Figure 2.1 and 2.2. Historically, the site was utilized for sugar cane cultivation and large portions are currently used for diversified crop production.

Today, the project area is described as follows:

**West** of Fort Weaver Road, Honouliuli, West Loch and the Waipahu community;

**East** of the University of Hawai‘i West Oʻahu (UHWO) campus, Department of Hawaiian Home Lands (DHHL) East Kapolei Parcel II;

**North** of the ʻEwa Villages; and

**South** of the H-1 Freeway/Farrington Highway and unimproved agricultural zoned lands.

Ho‘opili is separated from the closest homes within Honouliuli by a steep east-facing slope, dropping down to Old Fort Weaver Road.

2.1.1. Topography

Ho‘opili is located in the ʻEwa Plain on the southwestern flank of the Wai‘anae Range. The topography ranges from approximately 65 feet MSL at the southern boundary to approximately 205 feet MSL at its northwestern boundary. The slope of the site ranges from 1.4 to 3.2 percent with gully and steep east-facing slope located on the eastern boundary along Old Fort Weaver Road.

2.1.2. Drainage

Ho‘opili is within three distinct drainage basins:

**The Kalo‘i Basin** stretches from the top of the eastern Wai‘anae range and slopes down to the ocean in the vicinity of Haseko’s Ocean Pointe community.

**The Honouliuli Stream Basin** extends from the south slopes of the Wai‘anae Range above H-1 Freeway and drains into Pearl Harbor’s West Loch. The Honouliuli Stream system consists of two main branches, the East and West Forks, with a confluence above H-1 Freeway. Below H-1, the flow is confined to Honouliuli Stream.

**The West Loch Basin** is the largest drainage basin affecting the project. The basin extends from H-1 Freeway, across Farrington Highway, and down toward the northeast boundary with ʻEwa Village. Runoff within the basin flows along the cane haul road, primarily crossing under Fort Weaver Road, with the exception of the area just mauka of the West Loch Elder Village where it crosses above.

2.1.3. Views

Mauka and makai views are respected within Ho‘opili. These views and others identified below are consistent with the goals of the ʻEwa Development Plan to retain public views and vistas. Views of the agricultural zoned lands are located north of the H-1 Freeway, mauka of Ho‘opili. Views from Ho‘opili include the Wai‘anae Range, Pu‘u Makakilo, and Makakilo community to the northwest; the Koʻolau Range and Diamond Head to the southeast; the commercial farm areas to the east; and West Loch golf course and existing residential communities to the southeast.

2.1.4. Vehicular and Pedestrian Circulation and Access

Major roadways in the vicinity include:

**H-1 Freeway**, located to the north, is the primary east-west connection between West Oahu with the rest of O‘ahu.

**Farrington Highway** is an east-west arterial roadway which provides regional access between the Wai‘anae coast of O‘ahu and Pearl City. The widening of Farrington Highway near the Kunia Road intersection is being planned by the City. Current plans for Farrington Highway fronting the project site, includes road widening to increase vehicular capacity and the addition of bike lanes. Farrington Highway will provide access points to north-south roadways within the Ho‘opili community.
Kūalakaʻi Parkway is a north-south arterial roadway that provides access from the Kapolei region to areas north of Kapolei. Kūalakaʻi Parkway was constructed to provide a link between Kapolei Parkway, Farrington Highway, and the H-1 Freeway, as well as provide a new gateway and accommodate for growth in the region. Kūalakaʻi Parkway includes sidewalks on both sides of the roadway and a separated bike path along the diamond head side of the roadway, within the utility corridor. Kūalakaʻi Parkway provides access points to four roadways within the Hoʻopili community.

Old Fort Weaver Road is a north-south collector roadway that provides residential access to and from Farrington Highway and Fort Weaver Road. Old Fort Weaver Road begins at its intersection with Fort Weaver Road/ʻAʻawa Drive and runs north where it terminates at its intersection with Farrington Highway. The road has a marked pedestrian path along the diamond head side and a planned City bike route.

Fort Weaver Road is generally a north-south arterial roadway that provides a link between the ʻEwa Beach communities to the south and Farrington Highway and the H-1 Freeway to the north. North of its intersection with Farrington Highway this roadway becomes Kunia Road. There is an existing bike path along the diamond head side of the road and a sidewalk along the ʻewa side of the road.

Kunia Road is a north-south arterial roadway. This roadway begins at the intersection of Farrington Highway and Fort Weaver Road. Kunia Road provides residential and commercial access to and from Kunia. There is an existing sidewalk and bike route along the diamond head side of the road.

Kapolei Parkway is a north-south arterial roadway that provides a link between the Ocean Pointe community to the south and the ʻEwa by Gentry community to the north. Kapolei Parkway then continues west as an east-west arterial roadway providing a link between ʻEwa and Kapolei. Due to its connectivity, linking ʻEwa villages with Kapolei, Farrington Highway and H-1 Freeway and its future extension to KoʻOlina, Kapolei Parkway will most likely be the preferred roadway for vehicles traveling to the west. The parkway has an existing bike path along the diamond head side and a sidewalk along the ʻewa side.

Keahumoa Parkway is a planned, east-west collector roadway that bisects UHWO lands, DHHL East Kapolei Parcel II, and the Hoʻopili Community. The parkway provides regional connectivity from Farrington Highway to Fort Weaver Road. Keahumoa Parkway has a planned sidewalk and bike lane.
2.2. REGULATORY FRAMEWORK

2.2.1. City & County of Honolulu General Plan

The City and County of Honolulu General Plan is a comprehensive statement of the long-range social, economic, environmental and design objectives for the general welfare and prosperity of the people of O‘ahu. Included in the General Plan are broad policy statements that facilitate the attainment of its objectives. The 2035 General Plan update focuses on regional population, economic health, affordable housing, and sustainability. As envisioned in the General Plan, Kapolei is designated as O‘ahu's secondary urban center, with major residential, commercial and employment development targeted for the region. As a result, the entire Kapolei region has witnessed tremendous growth within the past 20 years. Population growth and urban development will continue to be directed to ʻEwa and Central O‘ahu areas. The proposed project is consistent with the General Plan's objectives and policies.

2.2.2. ʻEwa Development Plan

The ʻEwa Development Plan (DP) provides a long range plan for the ʻEwa region. The revised ʻEwa DP was approved on July 10, 2013. In the ʻEwa DP, the Ho‘opili project area is envisioned as residential and low density apartment community with two transit-oriented, medium-high mixed-use development centers located around the two rail stations. The ʻEwa DP also identifies a community commercial center area by the Farrington Highway and Fort Weaver Road’s intersection; an industrial use area between H-1 Freeway and Farrington Highway; a park by the Fort Weaver Road and Keahumoa Parkway’s intersection; a high school; and an intermediate/middle school. The ʻEwa DP provides general policies, planning principles, and guidelines to help guide the development of new communities. For more information, see links below.

City and County of Honolulu General Plan
http://www.honoluludpp.org/Planning/GeneralPlan

ʻEwa Development Plan
http://www.honoluludpp.org/Planning/DevelopmentSustainableCommunitiesPlans/EwaPlan
2.3. ZONING

Land uses within Ho‘opili are governed by the underlying zoning regulations specified in Chapter 21: Land Use Ordinance (LUO) of the Revised Ordinances of Honolulu. Portions of the lands that fall within the East Kapolei Transit-Oriented Development (TOD) Plan boundaries would be governed by the TOD Special District Ordinance once it has been adopted by the City Council.

Ho‘opili lands are zoned, see Figure 2.3, to reflect mixed-use, residential, commercial, agricultural, public, and park uses. Of the 1,512± acres, approximately 48 acres are zoned P-2 (General Preservation) and 223 acres are zoned AG-1 (Restricted Agricultural District). Areas around the future Ho‘opili and UHWO rail stations are zoned BMX-3 (Business Mixed Use 144± acres) and AMX-2 (Apartment Mixed Use 219± acres). The remainder project areas are zoned R-3.5 (Residential), A-2 (Apartment), AMX-2 (Apartment Mixed Use), B-1 (Neighborhood Business), B-2 (Community Business), and IMX-1 (Industrial Mixed Use). A height limit map is also provided, see Figure 2.4 for reference.
3.1. THE VISION FOR HO’OPILI

HO’OPILI
COMING TOGETHER

Ho’opili represents a coming together... it is a coming together of a vision to create an urban community connecting West Oahu with downtown Honolulu. It is a coming together of people; within families and the community through the increased investment of time and energy into the things that matter and into the place they call home. It is a coming together of food production and its integration into an urban setting; bringing the farm closer to tables. It is a coming together of the education of our community through the lifelong learning that can happen with Ho’opili with its five DOE schools and adjacency to UHWO.

Finally it is the coming together of where we are and where we want to be. Ho’opili is the vision of an urban and transit-oriented lifestyle meeting the reality of rail transit. It is the beginning of a new community developed for a new way of living. This is the vision for Ho’opili consisting of agriculture stewardship, efficient land use and transportation systems, and natural resource conservation as contained in the approved Ho’opili Sustainability Plan.

Over the next decades, rail transit will change our lifestyle. It will give us the option to use mass transit, it will be the catalyst for concentrated mixed-use development, and it will transform neighborhoods. While the majority of the rail line and its stations will run through Honolulu’s urban core, Ho’opili will be the first and one of the few communities in Hawai‘i to be designed and developed from the ground up around a rail station.

PRINCIPLES

WEST OAHU <-> HONOLULU
FAMILY <-> COMMUNITY
FARM <-> TABLE
SCHOOL <-> HOME
LIVE <-> WORK
WHERE THEY ARE <-> WHERE THEY WANT TO BE
In its geographic location, Ho'opili is the last undeveloped parcel in the fulfillment of the state and city’s long planned vision for a secondary urban center in the Ewa Plain. It is the piece that connects the City of Kapolei to urban Honolulu.

As the Ewa Plain continues to transform into a vibrant community, it will witness tremendous retail, commercial and educational expansion. Ho'opili will be an integral part of its future. Located adjacent to the H-1 Freeway, Fort Weaver, Old Fort Weaver and Kualaka’i Parkway, Ho'opili has the opportunity to be Ewa’s gateway and to provide the area with much needed jobs, housing and services in a sustainable, attractive development.

People who make the daily commute from Kapolei to urban Honolulu on the rail will ride through the heart of Ho’opili. On their commute, they will observe this new place as it grows around the rail stations and evolve into a transit-oriented, mixed-use community. They will see the connection made as an infill community emerges between Kapolei and Waipahu.
A Community Designed for People, not Houses

Reducing or eliminating commute times will allow people to spend more time doing what they want to do. Families will spend more time exploring and playing together; they will be more engaged with their community.

Ho’opili will not just be a change of address; it will be a change of lifestyle. This will be a dynamic community for residents who will bring Ho’opili to life. A place where individuals are more connected to their families, to their neighbors, and the larger community simply because they will spend more time within their immediate neighborhoods.

The families that live here will spend less time in their individual homes and more time within their community. Ho’opili will get people out of their homes and bring them closer to services and activities. Ho’opili is about an improved quality of life. A healthy lifestyle that will decrease the time and stress of a daily commute, and one that will give people the opportunity to walk or bike as their daily routine.

Urban Agriculture - Bringing the Farm Closer to the Table

Ho’opili brings the farm closer to the table. Historically, the land here has provided food for Oahu families and will continue to put healthy local vegetables and fruits on their plates. The next generation of families that will live at Ho’opili will want to eat healthier and will be more conscious about where their food comes from and how it is grown.

The concept of Ho’opili as an urban garden will be achieved through the planned integration of various sources of food production. Throughout the project, “gardens which give life to land” will perpetuate this urban agricultural lifestyle. Sources of food production identified in the Ho’opili Urban Agriculture Initiative include commercial farms, community gardens and providing homeowners the option of having edible landscaping installed within their homes prior to purchase. The landscaping of Ho’opili will also be inspired by its agricultural ties.
From Kindergarten to College, Lifelong Learning at Ho’opili

Education is vital to any thriving community, and building great schools for Ho’opili’s families is a key part of the community’s master plan. Working closely with the Department of Education, five much-needed new schools will be built to serve West O’ahu - three elementary schools, a middle school and a high school.

In the walkable, transit-friendly community, parents will be able to easily take their kids to school each morning. Bringing schools closer to the homes of the people of Ho’opili will allow parents to walk their young children to school each morning, and when they get older, children will be comfortable walking or biking to school with their friends.

Ho’opili families will have convenient access to quality education from the first day of kindergarten all the way through high school graduation, within their own neighborhood. Children will be inspired by their teachers in modern, brand new classrooms.

With the University of Hawai‘i - West O‘ahu campus just down the road, receiving a comprehensive quality education right here at home will be possible for the first time at Ho’opili.

Ho’opili will be the ideal environment for lifelong learning opportunities.

Working Where We Live

The future workforce will be a generation that will be more inclined to want to work where they live. Technology will support this movement by increasing the popularity of virtual or home offices.

The next generation is demonstrating a greater entrepreneurial spirit, and many will start businesses from their home, or from a starter office just downstairs from their unit. Those that will need to commute will have access to the rail transit system, which will reduce their commute time into downtown Honolulu.
Hawaii’s First Community Designed for Mass Transit, Patterned After Historic Plantation Towns

This new community of Ho’opili will change the way local families live.

As a compact and pedestrian friendly development, the neighborhoods and collective community of Ho’opili are patterned after planning concepts typical of Hawai’i’s historic plantation towns. Often isolated and self-contained, these plantation towns were self-sustaining. Jobs, services and goods were provided within the town’s limits.

Surrounded by schools, services, social and cultural activities, residents of Ho’opili likewise will find much of their daily destinations within a distance that is either walkable or bikeable, see Figure 3.1. Taking full advantage of the benefits of transit; Ho’opili will implement TOD design principles to use land more efficiently and promote walkable neighborhoods. Instead of walking out of the house and into a car to commute to work or driving to the nearest grocery store two miles away, the generation of families who will call Ho’opili home will have the option to be less dependent upon their vehicles.

With many employment and education options within the community and in the surrounding Kapolei area, heading to Honolulu may become unnecessary for many residents. Those that will still need to commute to town will benefit from less time spent traveling.

Reduced time spent commuting, means people have more time to do what they enjoy; whether that may be an early morning run or spending time with family. A similar sense of community will be fostered by this lifestyle change which was also prevalent in the historic plantation towns of O’ahu.

Ho’opili will be a community of more options and less limitations.
FIGURE 3.2  CONCEPT SKETCH OF A NEIGHBORHOOD WITH A MIXTURE OF USES AND SERVICES TO SUPPORT THE RESIDENT’S DAILY NEEDS
4 PLANNING FRAMEWORK
4.1. MASTER PLAN

The Master Plan for Ho’opili utilizes a planning framework built on variety of land uses and densities that are primarily commercial and residential, see Figure 4.1. The agricultural land that surrounds the community is also a large component of the plan, in addition to parks and other open spaces. Facilities that benefit the public such as schools and community centers are also components that are built into the planning framework.

All of these land uses have been organized into neighborhoods. The neighborhoods range from higher-density mixed-use areas near rail stations to lower-density residential areas. Various land uses have been interspersed within the neighborhoods at appropriate intensities to create mixed-use communities within neighborhoods, see Figure 3.2. Surrounded by schools, services, social and cultural activities; daily destinations are within a distance that is either walkable or bikeable. Smaller block sizes and a grid system of streets promote connectivity.
4.2. NEIGHBORHOODS

Neighborhoods have been established within Ho‘opili, each with their own locally distinctive patterns of development using a similar structure of components, see Figure 4.2. Each neighborhood has its own identity, with some sharing similar characteristics. For purposes of organizing standards and guidelines within the UDP, the neighborhoods are grouped based on similarity of character, scale, use and density. These neighborhoods are categorized into four types: Residential, TOD, Mixed-use Commercial and Integrated Commercial / Residential.

A summary describing the neighborhoods is provided in Figure 4.3. In addition to the General Guidelines and Standards (Chapter 5), projects will need to abide by Specific Provisions for Neighborhoods (Chapter 6).
The residential neighborhood will be primarily focused on residences and neighborhood-serving commercial activities. These neighborhoods will serve as a transition in density, character and lifestyle from the TOD neighborhoods.

The residential neighborhoods will be organized around public areas such as schools and community parks to encourage interaction among residents. Commercial uses and activities will be integrated to serve residents.

Convenient, pedestrian and bicycle access to parks and community gardens, and other neighborhoods, are to be provided.

This industrial mixed-use neighborhood will be supportive of the agriculture industry and be a major job center for the area. A broad mix of uses will be promoted here with services relating to food processing, recreation, medical, etc. Light industrial uses will be integrated with commercial uses. The neighborhood will implement urban design and architectural elements that maintain an appropriate level of scale and interest to promote pedestrian activity.

As a community resource and gathering place, this neighborhood will target retail, services, dining and entertainment which serve and appeal to its residents. This neighborhood will be comprised of two centers Gateway and Market, that are geographically separated from the heart and on opposing ends of Ho‘opili. The centers and adjacent housing will be developed to provide good connectivity; availing each of their proximity to one another in an integrated community environment.
4.3. RAIL AND TRANSIT-ORIENTED DEVELOPMENT

The Honolulu Rail Transit Project is a 20-mile elevated rail line that will connect West Oahu with downtown Honolulu and Ala Moana Shopping Center. The UHWO and Ho’opili rail stations are within the project boundary of Ho’opili.

The rail stations are envisioned to be hubs of activity. The touchdown of the Ho’opili rail station is a main point of entry into the community.

TOD sites are envisioned as compact, pedestrian friendly environments that will provide numerous housing, employment and recreational opportunities.

The plan focuses intensity within a 1/4 mile of each station in order to create highly walkable and diverse centers. Within the outer half of the 1/4 mile, a “stepping down” of the development in both building height and intensity transitions to less dense, residential neighborhoods surrounding the station areas. Areas outside of the TOD developments should to the greatest extent feasible extend the principles of compact, pedestrian friendly environments.

Section 6.2 TOD Neighborhood provides more detail on the vision for the TOD within Ho’opili.

TOD Special Districts will be established by DPP to provide special zoning requirements, see Figure 4.4. When the TOD Special Districts are adopted, projects shall also adhere to the new requirements.

FIGURE 4.4 THE RAIL AND TOD SPECIAL DISTRICTS
4.4. CIRCULATION NETWORK

Ho’opili’s circulation network will achieve good connectivity through managed block sizes, multi-modal transportation, a grid system layout, and connections to major regional roadways.

Reflecting the pattern of Hawai‘i’s historic plantation towns, the layout of neighborhoods, streets, and open spaces create places that are convenient and enjoyable to get around on foot and bike. Ho’opili includes an array of land uses with appropriate density to encourage utilitarian walking trips. Tree-lined sidewalks and street crossings will be provided. A diverse and interconnected selection of walking and jogging routes will enable people of all ages to access neighborhood destinations.

4.4.1. Connective Street Pattern

The basic organizational element of Ho’opili is a well-connected internal street network which ties at multiple points into major roadways within the region. Instead of using cul-de-sacs, where possible, a network of local and connector streets disperses traffic and provides multiple circulation options between various destinations. The system maximizes connectivity by linking the neighborhoods, commercial centers and parks with a gridded block structure. A hierarchy of streets reflects the variety in street function and traffic carrying capacity, see Figure 4.5. Streets shall be designed with consideration for public safety, ease of maintenance, and environmental sustainability. The Ho’opili Roadway Master Plan provides the roadway design standards for Ho’opili and may be updated as necessary.

4.4.2. Blocks

Smaller blocks are preferred over larger blocks because they improve connectivity. Within the Pu‘uwai Neighborhood, public or private multimodal ways, will be provided through the highest density blocks. This layout on Figure 4.6 is meant to be illustrative. The actual location and alignment of the multimodal ways may change based on actual conditions and building configuration.

DPP and D. R. Horton will continue to evaluate the location of the multimodal ways as actual development starts to occur. Street locations need to be approved.

FIGURE 4.5 STREET HIERARCHY PLAN
The above graphic is provided to illustrate a preliminary design concept. It is provided for illustrative purposes only. Refer to the Roadway Master Plan.
4.4.3. Multimodal Transportation System

Providing people with different ways to accomplish short-distance daily trips will increase physical activity levels and reduce auto dependence and traffic.

Transit Connections – Ho’opili is directly served by the Honolulu Rail Transit System.

Bus Transit and Bus Routes - The Honolulu bus transit system has been efficiently integrated with the rail transit system.

Bicycle Circulation and Access – Ho’opili has a well-connected bicycle network serving both utilitarian and recreational trips. These include on-street bicycle lanes and multi-use paths. On-street striped lanes provide access to community destinations. Multi-use paths offer alternative bicycling routes that will link into regional facilities, including the Pearl Harbor Historic Trail. Connections are made to all schools, parks, and the two rail stations, with bicycle parking facilities provided at each destination.

Figure 4.7 depicts Ho’opili’s Pedestrian and Bike Active Living Plan.
4.5. NODES

Nodes are breathing spaces that are part of an interconnected open space network of community courtyards and gathering spaces which are anchored by schools, parks, gathering spaces, or commercial cores, see Figure 4.9.

Primary nodes will have distinctive characteristics that are collectively representative of Ho’opili; secondary nodes are tied to neighborhoods and will be reflective of that which they belong. Together with the connectivity overlay, see Section 4.8, the nodes establishes a collective sense of place for the larger Ho’opili community, while allowing for pockets of character and identity to occur at the neighborhood level.

Gateways are nodes that identify a point of entry or arrival. Primary gateways are located at entry points into the Ho’opili community, and will have a character and identity tied to the larger Ho’opili community. Secondary gateways will signify arrival into the neighborhoods. They will be consistent with the character and identity of the neighborhood with which it is associated.

4.6. CONNECTIVITY OVERLAY

The connectivity framework is Ho’opili’s placemaking and wayfinding system, see Figure 4.9. Aligned with the concept of ‘Coming Together’ and the weaving of Lauhala, the neighborhoods shall be tied together by clear strands of connectivity bringing the collective development together as one community.

The connectivity overlay is defined by three tiers of circulation. The Link is the primary circulation mechanism running mauka-makai; the Loop is an outer ring of circulation; and the Connectors which are streets that feed off both the Link and the Loop, like a web that connects all of Ho’opili’s neighborhoods. The Link, the Loop and the Connectors provide an organized system of circulation throughout Ho’opili and tie together its nodes.

The Connectivity Overlay Diagram highlights the hierarchy of these connections and nodes, see Figure 4.8. The components will be highlighted layers of circulation that will be treated with landscaping and other features in a manner which gives them distinction (refer to the Roadway Master Plan and Landscape Guidelines within the UDP for more detail).
Connections are linkages made from node to node. They are local streets that form a web-like structure linking nodes back to the Link and the Loop.

The Loop is an outer ring of circulation acting as the connector between the Link and the neighborhoods-serving nodes; linking key destinations and spaces together within inner Ho‘opili.

Nodes are communal gathering places. They are strategically located throughout Ho‘opili anchored by community uses such as schools, parks and community centers.

The Link is a central corridor that runs through the heart of Ho‘opili. This Link connects each of the primary nodes within Ho‘opili providing crucial linkage from mauka to makai.

Connections are linkages made from node to node. They are local streets that form a web-like structure linking nodes back to the Link and the Loop.

The Loop is an outer ring of circulation acting as the connector between the Link and the neighborhoods-serving nodes; linking key destinations and spaces together within inner Ho‘opili.

The Link is a central corridor that runs through the heart of Ho‘opili. This Link connects each of the primary nodes within Ho‘opili providing crucial linkage from mauka to makai.

Nodes are communal gathering places. They are strategically located throughout Ho‘opili anchored by community uses such as schools, parks and community centers.

The above graphic is provided to illustrate a preliminary design concept. It is provided for illustrative purposes only.
4.7. PUBLIC FACILITIES

Public facilities at Ho‘opili provide services to the community. The facilities have been distributed to the greatest extent possible to service different neighborhoods. The Department of Education (DOE) schools and the private community centers are located in Figure 4.10. Public facilities will primarily serve residents of Ho‘opili.

Other public facilities noted in the Public Facilities diagram include the rail stations, a park & ride and a fire station. Other public facilities which may be developed in Ho‘opili, may include, a police substation, satellite city hall, library, social service office(s), club or meeting house(s), water tower(s) and a recycling center(s).

4.7.1. Schools

Ho‘opili’s five DOE schools; one high school, one middle school, and three elementary schools serve its residents and nearby subdivisions in UHWO and DHHL.

These schools were deliberately integrated into the heart of their neighborhoods. Schools are a central, unifying element in the community. It is encouraged that they be designed to achieve an iconic presence when they front parks or prominent streets.

As a community facility, these schools are located within walking distance to a majority of Ho‘opili’s residences. The schools will be accessible by alternate modes of transportation. It is encouraged that the schools be designed to provide connectivity to its surrounding neighborhood. Perimeter fencing, if any, should have appropriately located points of ingress and egress to promote pedestrian and bicycle access and reduce traffic congestion.
Elementary Schools An approximately ten-acre elementary school site is located between the UHWO and Ho’opili rail stations. The school site within TOD 2 is smaller than the other two traditional elementary school sites located in the residential neighborhoods at approximately twelve-acres each. DOE may choose to develop a vertical or compact school at this site.

Middle School A 15-acre middle school site is centrally located along the Link and near Pearl Park, see Figure 4.13. The 15-acre site is near the geographic center of the community.

High School An approximately 45-acre high school site is located mauka of Farrington Highway as a terminus for the Link. The high school location outside of the core allows for the creation of smaller block configurations, makai of Farrington Highway.

4.7.2. Community Centers

The community centers serve as communal gathering spaces for the people whom live within Ho’opili. These centers have been strategically located to serve the greatest amount of residents with reasonable walking distance and typically sited outside of the densest areas where large, multi-family complexes will likely provide similar private amenities.

Community centers will be privately developed, owned and operated. The amenities of one community center may differ from another to provide variety and options. Amenities may include meeting spaces, swimming pools, and other recreational facilities. Such facilities would provide meeting space for not-for-profit organizations.

Community centers are typically located close to a school or neighborhood park. When possible, centers that are adjacent to parks should be designed in a manner that integrates the two uses. Community centers that are identified as a node should be representative of the neighborhood in which they reside.
4.8. AGRICULTURE

The Ho‘opili Urban Agricultural Initiative is a unique program designed to integrate agricultural opportunities into Ho‘opili residents’ everyday lives. Ho‘opili will allow for people to participate in the cultivation of some of the area’s rich agricultural traditions and commodities. The island’s fresh fruits and vegetables, coffee, and sugar, have brought a unique lifestyle and tradition for the people of Hawai‘i.

This agricultural program provides the opportunity for continued small-scale, commercial farming on approximately 159 acres, see Figure 4.11 and 4.12. Although not within the confines of the UDP, these farm lands will be an important element toward the creation of a vibrant sustainable community.

The Ho‘opili Urban Agricultural Association (HUAA) is a non-profit association that will be formed to administer and manage leases for the commercial farms. These commercial farms will engage in farming techniques that will ensure food production is safe for residents living nearby. If necessary, separation buffers will be installed to reduce disruption caused by the commercial farms. There are three major commercial farm areas: Mauka Agriculture Belt which is located along the makai side of the H-1 Freeway; Honouliuli Agriculture Area which is located along the ‘ewa side of the Old Fort Weaver Road; and an off-site agriculture area which is located about 0.5 mile makai of Ho‘opili.
Community Gardens

Residents in higher-density areas of Ho’opili will have access to 8 acres of community gardens. Residents could farm small plots of land for themselves, or work with others to grow food to share. This will allow residents the opportunity to practice sustainable farming methods and reap the benefits of homegrown fruits and vegetables.

Being able to grow and raise their own food will have many positive impacts on both the lifestyle of people of Ho’opili and the community at large.

Steward Farms

Farming can also occur at a smaller scale on privately held single family home and duplex lots. Homeowners of these lots will be offered an edible landscape plan as an option with the purchase of their home. These steward farms provide homeowners the opportunity to raise their own fruits and vegetables. If most homeowners in the single family homes opt for the edible landscape option, a total of 84 acres of steward farms could be provided.
4.9. PARKS

Connection to the natural environment is one of the key components to a healthy lifestyle. Open space within Ho‘opili will be developed in a variety of concepts ranging from urban parks to natural open spaces, and will accommodate active and passive activities. The parks and open spaces are sized and located to serve Ho‘opili residents at different levels of proximity, see Figure 4.13. The parks are located within walking distance of most residences and are tied to Ho‘opili’s bikeways and mass transit systems. The parks should provide a variety of recreational and physical wellness activities, support social gathering and cultural activities.

County Parks

There are three county parks within Ho‘opili that are intended to serve community-wide and regional residents: Gateway Park, Pearl Park, and SOHO Park. All county parks will be built and maintained by the City. These parks are accessible by regional or major internal roadways. Each park has a service radius of approximately one half mile.

Gateway Park extends parallel to Farrington Highway and along the boundary of the high school. This park is planned as a series of open playfields. As a major open space adjacent to the highway, Gateway Park is a highly visible signature piece as a gateway to Ho‘opili.

Pearl Park serves as the major node along the Link. It is the main gathering place at the heart of Ho‘opili, see Figure 4.16. At the fringe of the Ho‘opili TOD neighborhood, it will be the major open space statement at the edge of the mixed-use district and retail streets.

SOHO Park on the southern edge of Ho‘opili serves as the community’s Ewa gateway. SOHO Park is located to conveniently serve adjacent communities and will be a highly visible component of Ho‘opili from Fort Weaver Road.
Neighborhood Parks

Neighborhood parks are dispersed throughout Ho‘opili. These parks shall be accessible by walking or biking and are intended to serve the immediate neighborhood residents. They are typically located adjacent to a community center. Pu‘uwai Park is a neighborhood park within Pu‘uwai which extends along the rail guideway within Ho‘opili. The park provides a landscape buffer between the rail guideway and the residences, as a greenway through most of the TOD core. The area below and adjacent to the guideway will be an active urban greenway, approximately one hundred (100) feet wide, that will be linked by a multi-use path, see Figure 4.14.

FIGURE 4.14 CONCEPTUAL PU‘UWAI PARK RENDERING
The above graphic is provided to illustrate a preliminary design concept. It is provided for illustrative purposes only.

FIGURE 4.15 CONCEPTUAL PEARL PARK RENDERING
The above graphic is provided to illustrate a preliminary design concept. It is provided for illustrative purposes only.
4.10. LANDSCAPE

The landscaping of Ho’opili will be inspired by its agricultural ties. The concept of Ho’opili as an urban garden will bring new life to the land much like the agriculture of the area has over the past century. The urban garden will reveal the culture and heritage through a dynamic and evolving landscape allowing for people to participate in the cultivation of some of the areas rich commodities and produce. Throughout the project, “gardens which give life to the land” will be integrated at various capacities.

Trees, landscape plant forms, plant material and density should be used to highlight and differentiate the components of the Connectivity Overlay including the Link, the Loop, the Connectors, and Nodes. Landscape theming along the Link and Loop shall be designed to create a sense of anticipation as one approaches a Node (for example by opening up or closing down view-planes), which will culminate upon arrival at the Node. This concept will also be carried through to the Connections, providing a rich and varied visual experience as one travels through the Ho’opili community.

FIGURE 4.16 THE LOOP LOOKING OVER PEARL HARBOR
The above graphic is provided to illustrate a preliminary design concept. It is provided for illustrative purposes only.
### 4.10.1. Street Trees

The street tree palette will help delineate and unify the neighborhoods and allow for a safe and pleasant pedestrian experience, see Figure 4.16 and 4.17. The street trees will provide a coherent pattern and help develop a “sense of place” within that specific district while reflecting the scale and hierarchy of the different street types. Street trees serve a functional purpose by providing shade and a comfortable walking environment for pedestrians, framing desired views and delineating key outdoor spaces/corridors within the community. Street hierarchies will be identified by the level and variation of the streetscape treatment.

See additional guidelines in the landscape sections of Chapters 5 and 6.

#### Street Tree Legend

<table>
<thead>
<tr>
<th>Neighborhood Type</th>
<th>Color Code</th>
<th>Tree Species</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential Neighborhoods</td>
<td></td>
<td>- Ohia Lehua, Silver Trumpet, Mahogany</td>
</tr>
<tr>
<td></td>
<td></td>
<td>- Silver Buttonwood</td>
</tr>
<tr>
<td></td>
<td></td>
<td>- Rainbow Shower Tree, Silver Trumpet</td>
</tr>
<tr>
<td>TOD Neighborhoods</td>
<td></td>
<td>- White Tecoma</td>
</tr>
<tr>
<td></td>
<td></td>
<td>- Tulipwood, Maki</td>
</tr>
<tr>
<td></td>
<td></td>
<td>- Gold Tree</td>
</tr>
<tr>
<td></td>
<td></td>
<td>- Monkey Pod in median with Rainbow Shower along edge of right-of-way</td>
</tr>
<tr>
<td>Mixed-Use Commercial Neighborhood</td>
<td></td>
<td>- Lanomea, Milo, Loulu Palm, Mahogany, Leopard Tree</td>
</tr>
<tr>
<td>Integrated Commercial/Residential Neighborhood</td>
<td></td>
<td>- Royal Palm, Foxtail Palm, Queen Palm</td>
</tr>
<tr>
<td></td>
<td></td>
<td>- Crape Myrtle, Hongkong Orchid, Tulipwood</td>
</tr>
<tr>
<td>Major Roadway Connections</td>
<td></td>
<td>- The Link - Rainbow Shower</td>
</tr>
<tr>
<td></td>
<td></td>
<td>- The Loop - Queen’s Hospital White Shower, Rainbow Shower</td>
</tr>
</tbody>
</table>

Note: Comparable trees as approved by Department of Parks and Recreation (DPR), may be substituted for those listed above.

FIGURE 4.17 STREET TREE PLAN
5

GENERAL GUIDELINES AND STANDARDS
5.1. OBJECTIVES

The following guidelines in conjunction with the Urban Planning Framework (Chapter 4) should ensure that individual projects contribute toward the implementation of this UDP’s vision and principles.

5.2. OVERALL DESIGN CHARACTER

5.2.1. Configuration of Buildings on a Site

The configuration of buildings and open spaces defined should take advantage of public amenities and view opportunities, ensure safety, and encourage pedestrian activity and social interaction, see Figure 5.1.

5.2.2. Continuity Within Projects

A project’s buildings and landscaped open spaces should maintain a consistent design concept and palette of materials, see Figure 5.1.

5.2.3. Transition between Buildings, Projects and Neighborhoods

Design compatibility should occur at multiple levels; from building to building, from project to project, and from neighborhood to neighborhood. Design compatibility shall be established through the use of appropriate forms, scale, architectural style and building elements, see Figure 5.1.

5.3. BUILDING ENVELOPES

5.3.1. Building Bulk and Massing

The bulk and scale of a building shall remain in character with its neighborhood. Buildings and complexes in Ho’opili must be human in scale. While the scale of buildings will vary with building size, “user scale” should be consistently intimate.

Offsetting building bulk and massing by the articulation of the building form or by the addition of scale-giving elements articulated and organized with a variety of composite forms is encouraged.

5.3.2. Building Setbacks

Building edges define the streets they front. Successful pedestrian-friendly urban streets are often defined spaces where the buildings come directly to a strong edge.

FIGURE 5.1 OVERALL DESIGN CHARACTER IN HIGHER DENSITY NEIGHBORHOODS
5.4. BUILDING SITING

5.4.1. Relationships of Building to Street

When buildings are sited tight to the street, they successfully define the public realm. The building’s form and the uses that occupy it, become a part of the streetscape.

Priority should be given to locating primary buildings adjacent to streets and other public rights-of-ways. Secondary buildings, parking lots, etc., are to be located on the interior of lots or furthest from the primary street edge.

On the interior of large sites, mid-block buildings should face pedestrian spaces, such as plazas and/or greenways, when possible.

Commercial, mixed-use and multi-family buildings shall be oriented toward the streets and sited to define the edge of the street, see Figure 5.2.

5.4.2. Entries and Access

Primary entries should be dominant and recognizable features. They should engage with the streets they front. For mixed use, multi-family and commercial building types, it is encouraged that well-defined, attractive and functional building entries be located at appropriate intervals on all street frontages.

Where direct access from the sidewalk is not possible, provide internal walkways which physically and visually connect the building entrance to the public sidewalk. Primary entries to buildings that are adjacent to streets shall be directly accessible from the sidewalk.
5.5. SITE DEVELOPMENT GUIDELINES

5.5.1. Off-Street Vehicular Parking

Provide sufficient on and off-street parking for residents and visitors while promoting a multi-modal lifestyle that reduces dependency on automobiles. The City's LUO parking requirements must be met.

To the greatest extent possible, parking should be located at the interior of a lot. Where it is infeasible to locate parking at the interior of a site, screening measures such as vegetation, berms, attractive fencing (appropriate to neighborhoods or combinations thereof) must be used to soften the visual impact of on-grade parking adjacent to streets.

Connecting walkways shall be provided to afford convenient pedestrian access from the interior of parking areas to adjacent buildings, open spaces, and sidewalks.

Shared parking is encouraged. Preferential location and access shall be given to alternate travel modes including: bicycles, motorcycles, carshare vehicles, neighborhood and other compact electric vehicles (NEVs), and carpools/ vanpools.

5.5.2. Bicycle Parking

Conveniently locate bicycle racks that are accessible and easy to find. Bike Share stations are encouraged and should be located in areas convenient to the Ho`opili and UHWO rail stations.

Commercial and mixed-use developments should provide accessible and secure bicycle parking facilities which match or exceed 5% of the total number of automobile parking stalls required for that use. Multi-family developments should provide bike racks or in-unit storage.

5.5.3. Loading

Off-street loading areas, service entrances and outdoor storage areas shall be screened and should not be visible from roadways and public view. Shared loading and shared access to loading is encouraged.

5.5.4. Driveways and Curb Cuts

Minimize the number and width of curb-cuts to provide uninterrupted sidewalks and building facades. To the greatest extent possible driveways should be shared between multiple projects.

5.5.5. Pedestrian Access

Pedestrian facilities and access to all buildings shall be designed to be convenient, comfortable and interesting.

5.5.6. Exterior Lighting

Spot lighting of landscaping, architectural details or signage is encouraged if it enhances the pedestrian experience.

Exterior lighting will be designed to conserve energy while maintaining night-time safety, utility, security, productivity and avoid light pollution which is defined as “Any adverse effect of man-made light including sky glow, flare, trespass, light clutter, decreased visibility, at night and energy waste.”

To the greatest extent possible, landscape lighting should be designed to minimize light pollution. The use of up lighting and/or unshielded lighting shall be avoided. Lighting shall provide appropriate levels of intensity and use full cutoff shields to prevent glare, atmospheric lighting, and light trespass onto adjacent properties or onto the public right-of-way.
5.6. ARCHITECTURAL GUIDELINES

5.6.1. Architectural Character

As a vibrant community, an array of architectural styles will be a part of the eclectic character of Ho’opili, see Figure 5.3. The commonality from project to project and building to building will be attained through the consistency of scale, proportion, massing and architectural elements.

Architecture in Ho’opili can be approached from the perspective of three main design principles.

1. Draw on the historic and cultural aspects of the ‘Ewa Region and the architectural vocabulary of ‘Ewa Villages to create an architectural aesthetic that is reflective of the area’s past, yet contemporary in its expression.

2. Architectural forms, character and style shall incorporate and respond to sustainable design applications that are appropriate to the project, taking into consideration the site, climate and project’s context.

3. Architectural elements and forms shall enhance the community and the overall experience of Ho’opili by highlighting entryways, and providing shaded outdoor seating and walkways. It shall contribute to the overall identity of Ho’opili.

FIGURE 5.3 ARRAY OF ARCHITECTURAL STYLES WILL BE A PART OF THE ECLECTIC CHARACTER OF HO’OPILI
5.6.2. Building Materials and Colors

Building materials must be permanent in nature to ensure quality and performance.

A color palette of neutral and earth tones colors are preferred. Excessively bright or garish colors are to be avoided. Bolder colors are encouraged when used to highlight building elements.

5.6.3. Walls and Fences

Walls and fences provide security and privacy, but their use should be limited to maintain a pedestrian friendly environment. A wall or fence should be used only on residential or lower density mixed-use properties. The use of walls or fences in the front yards of commercial or high density mixed-use properties is not allowed except to screen mechanical equipment, loading areas, or other areas that are unsightly or require security.

It is encouraged that walls or fences transition from one project to the next with similar design character and/or materials. Walls and fences should generally be of a material compatible with the building’s finishes.

5.7. LANDSCAPE GUIDELINES

5.7.1. Landscape Character

The overall landscape character shall maintain a consistent design concept and palette of materials. The plant palette may vary between the different districts to give that specific area its own unique identity within the overall Ho’opili “Urban Garden” design concept.

The landscape character shall draw on the existing agricultural aspects of the region and translate it within the urban environment throughout its urban gardens and open spaces.

The planting layout within the TOD and Integrated Commercial / Residential neighborhoods shall have a more “formal and uniform” patterning, where they complement the layout of the smaller open space plazas created by adjacent buildings, entries, malls, see Figure 5.4. The planting layout within the residential neighborhoods shall have more “informal arrangements” of plantings placed in bigger open areas between buildings and residential locations, creating an environment more conducive to relaxation and recreation, see Figure 5.4. Both schemes shall be inviting in their own unique way, and encourage interaction within the community.
5.7.2. Landscape Function

Consistency within the landscape and hardscape design around public amenities, signage, and site furnishings shall also help reinforce the strong sense of place within each neighborhood and within the larger context of Ho’opili.

Screening with dense foliage may be planted when necessary between residential areas and busy streets, highways, and transit alignments. These “buffer zones” of dense planting can help to absorb/reduce vehicular noise. Dense foliage may also be utilized as “windbreaks” and should be strategically planted at the edge of agriculture where commercial farms border the neighborhoods to help filter dust and debris.

Canopy trees shall be planted to provide shade along pedestrian paths. Large expanses of exterior paved surfaces should be shaded by canopy trees, awnings, trellises or roofing for energy conservation and the reduction of the urban heat island effect. Parking lots and paved public plazas shall be landscaped with medium to large canopy shade trees (at mature growth) to reduce the heat island effect.

Plantings should be used to soften stark walls and paving, or screen visual impacts of unsightly views including utilities, mechanical equipment, loading and services.
5.7.3. Landscape Plant Material

The Hala tree will be Ho’opili’s signature tree. It will be planted at significant locations throughout the developments. The Hala tree was selected because the weaving of its fronds was representative of the ‘Coming Together’ concept. As part of the wayfinding system; gateways and nodes have been developed to establish a sense of entry or arrival. The primary gateways and nodes will also be primarily highlighted with the signature Hala tree. Depending on the location and available open space, either a specimen Hala tree or a Hala grove may be planted. Other select trees will accompany the Hala tree providing an identity to that specific neighborhood.

Planting strips and medians within the street right-of-ways identified in Figure 4.17 Street Tree Plan, shall be planted with Zoysia “El Toro” grass, or other comparable grass, as approved by DPR, and have an automatic irrigation system installed to water the plantings.

The use of native and adaptive plant species shall be encouraged, particularly those proven to be adaptable to the warm climate, low precipitation, and steady breezes present on the Ho’opili site.

Avoid the use of plants that are listed as invasive to the native Hawaiian forest and ecosystems. These lists are provided by the State Department of Land and Natural Resources, Division of Forestry and Wildlife.

5.7.4. Landscape Sustainability

Drought tolerant and/or appropriate native plants shall be incorporated into the landscape design where applicable to help conserve water and reduce maintenance.

BIOSWALES INTEGRATED INTO LANDSCAPE

Where applicable, bioswales, rain gardens and pervious paving may be incorporated into the landscape design along parking lots, roadways and affected open spaces to help reduce erosion and minimize storm water runoff into the storm drains.

5.7.5. Landscape Maintenance

Appropriate plant selection and proper installation can minimize maintenance requirements while improving the visual quality and sustainable design aspects of the landscape. Landscaping should be designed for minimal maintenance.

Care should be taken so that trees, palms, and shrubs with aggressive roots are not placed in close vicinity to structures, hardscape, roads, sidewalks, utilities, or concrete drainage channels without an appropriate root barrier system.

5.7.6. Landscape Lighting

Landscape lighting shall be brighter in the urban and commercial areas highlighting the planting along storefronts, restaurants and also for general public safety. Landscape lighting shall be brighter along public access ways and gathering areas to provide for an environment for people at night and not glare into adjacent properties. To the greatest extent possible, landscape lighting should be designed to minimize light pollution.

Low voltage lighting is encouraged to accent any signage, structures, and highlight key landscape features and not be used to illuminate the entire area. All lighting must be directed away from, and the light source may not be visible to, neighboring properties or the street. Quality fixtures should be used and be of a color that blends into the landscape.

5.7.7. Landscape Furniture

Site amenities will incorporate ample shaded seating areas to accommodate businesses and outdoor gathering, protected from heavier vehicular traffic by low walls and traffic bollards for safety. There shall be a greater volume of available public seating/gathering areas located in the commercial urban areas and less in the residential neighborhoods. Site furnishings color, style, and quality shall compliment the theme of the surrounding neighborhood.

See additional guidelines in the landscape sections of Chapter 6.
SPECIFIC PROVISIONS FOR NEIGHBORHOODS
6.1. RESIDENTIAL NEIGHBORHOOD

6.1.1. Objectives

The residential neighborhood will be primarily focused on residences and neighborhood-serving commercial activities, see Figure 6.1. This neighborhood will serve as a transition in density, character and lifestyle from the TOD neighborhood.

The residential neighborhood will be organized around public areas such as schools and community parks to encourage interaction among residents. Neighborhood-serving commercial uses and activities such as the Wai’anae Coast Comprehensive Health Center for example, will provide community health care services along Keahumoa Parkway. Another community service, The Hawai’i Humane Society will be located adjacent to Fort Weaver Road.

Convenient, pedestrian and bicycle access to parks and community gardens, and other neighborhoods, are to be provided. The visual intrusiveness of off-street vehicle parking facilities is to be minimized.
6.1.2. Specific Provisions for Building Envelopes

Generally, building height, density and use should be of greater intensity and scale nearer to the rail stations. Development further away from the rail stations will be of lower density, height and focused on housing, see Figure 6.3.

6.1.2.1. Building Massing and Scale

Buildings and projects within this neighborhood shall maintain a low-rise residential massing and scale. Buildings shall have massing and roof forms that are proportionate to a human scale.

Residential lots and dwelling types should typically get larger the further away they are from the rail stations with small more compact dwelling types within closer proximity to it.

6.1.3. Specific Provisions for Building Siting

To strongly define the urban street, housing should be sited up to the setback line, minimizing derivation from the setback line within the TOD Special Districts. As housing moves further out from the rail stations, the placement of housing can be staggered with greater setbacks but still relate to the street.

Organize residential developments around public spaces, such as parks, pedestrian and recreational amenities. Entry into the project and connection into the buildings shall be enhanced with landscaping, hardscape, way-finding elements and/or accented architectural design, see Figure 6.2.

For multi-family projects, buildings shall be clustered to provide clear site circulation and parking patterns, to avoiding the aesthetic of a large institution, see Figure 6.2.
6.1.4. Specific Provisions for Architectural Guidelines

6.1.4.1. Architectural Character and Building Elements

This primarily residential neighborhood will consist of a variety of housing types that will vary in size and shape, with a consistent level of scale and detail that is residential in manner. Building materials and architectural vocabulary will reinforce the residential character of this neighborhood.

Entry lanais are encouraged to provide a transition between the indoor and outdoor environments, to provide shade and shelter, to contribute to an inviting streetscape and to pronounce the main entry. Shutters and horizontal overhangs are encouraged to add architectural character and scale, see Figure 6.4.

A coordinated range of buildings materials, textures, colors, landscaping and architectural vocabulary should be used to establish the neighborhood’s identity.

FIGURE 6.4 EXAMPLE OF LARGER MULTI-FAMILY ARTICULATED AT AN APPROPRIATE SCALE

SHUTTERS AND SUNSHADES

ARTICULATED ROOF FORMS

ENTRY LANAI GIVES FORMAL EXPRESSION TO INDIVIDUAL ENTRIES ON MULTI-FAMILY BUILDING

EXAMPLE OF MULTI-FAMILY AND SINGLE-FAMILY HOUSING WITH RESIDENTIAL DETAIL AND SCALE
6.1.4.2. Roof Forms and Material

Appropriate selection of roof materials gives character and visual interest to a neighborhood. Extended eaves and roof overhangs are encouraged to provide visual and climatic relief.

Within this neighborhood sloped roof forms are encouraged as the dominant roof form. Flat or low-slope roofs may be used for multi-family, mixed-use and commercial buildings. Roof forms shall be articulated rather than monolithic so as to provide varied roof types, shapes forms and sizes. Combinations of roof forms are encouraged and may be used to give prominence to entrances or primary spaces, see Figure 6.4.

6.1.4.3. Exterior Finishes and Colors

Exterior finishes shall be used to enhance the architectural character of the building.

The color compositions of buildings within these neighborhoods should evoke a calming residential quality. Bolder colors may be approved on a case by case basis, as its use may be appropriate as an accent color.

6.1.4.4. Perimeter Walls and Fences

Developments within the residential neighborhood should strike a balance between providing security and privacy for homeowners and creating an inviting and pedestrian friendly street edge. Where provided, the design of perimeter walls or fences should be compatible with similar improvements on adjoining projects.

Front yard fences should not exceed a maximum height of three (3) feet from finish grade, unless a retaining wall is required, see Figure 6.5 and 6.7. A two (2) foot minimum width landscape strip shall be located between the sidewalk and fence. Rear and side yard fences shall not exceed a maximum height of six (6) feet, see Figure 6.8.

Chain link fencing may be used around loading or other “back of house” space serving commercial uses if properly screened from public view with adequate landscaping. Public facilities (i.e., schools and parks), may also use chain link fencing where required by the governing agency, however it is encouraged that the use of chain link fencing be limited to service areas and likewise screened from public view with landscaping.
Acceptable wall and fences styles are determined by the location and visibility of the wall; Figure 6.6 indicates typical single-family fence/wall locations.

The Ho`opili Declaration of Covenants, Conditions and Restrictions establishes a Ho`opili Master Association (HMA), which has, among other responsibilities, assumes control of enforcement of the homeowner improvements related to fence and wall designs, such as but not limited to location, type, style, color and visibility. The purpose of this process will be only to provide an intermediary between the DAB and Ho`opili’s HMA and will in no way pre-empt the continuing applicability of the Ho`opili UDP. The HMA will be responsible to ensure that the Ho`opili UDP and guidelines of the Ho`opili UDP are enforced and to cure any obvious material infraction.

**FIGURE 6.7 ACCEPTABLE WALL AND FENCE STYLES ALONG FRONT YARDS**

**FIGURE 6.8 ACCEPTABLE WALL AND FENCE STYLES ALONG SIDE AND REAR YARDS**
6.2. TOD NEIGHBORHOOD

6.2.1. Objectives

The TOD neighborhood will be high-density, mixed-use districts that support transit ridership, uses multimodal transportation, and encourages walkability, see section 4.3 Rail and Transit-Oriented Development for more detail. The TOD neighborhood will be comprised of two districts; TOD 1, which surrounds the UHWO rail station and TOD 2, which surrounds the Ho’opili rail station, see Figure 6.9.

Active ground floor and commercial uses shall create an urban environment where residents will have access to basic needs, services and jobs within walking distance of their living and work spaces.

A distinctive and memorable entry sequence within the TOD districts will be provided with touch points highlighting nodes such as the rail stations, centers of activity, gathering areas and landmarks. Entry and departure sequences from vehicular, pedestrian and rail stations will be considered.

The pedestrian experience will be enhanced with active ground floor uses, interesting and transparent commercial frontage treatments, and landscaping to accent gateways and gathering areas.

Density within this neighborhood will achieve the critical mass needed to be the catalyst which creates the energy and intensity necessary for a successful urban environment. The integration of publicly accessible gathering spaces will offer the community places to recreate, relax and socialize.
6.2.2. Specific Provisions for the Urban Framework of TOD 1

The UHWO Station and TOD 1 will be a major gateway for Ho’opili. The area surrounding the UHWO Station will be a destination for people from all over Oahu including faculty, students, workers, shoppers and residents. This station, the park & ride and the bus transit station will draw island-wide ridership.

This neighborhood will be a high-density university village that supports UHWO. As a modern “college town”, with a youthful urban experience, this neighborhood will be a bridge between UHWO and Ho’opili. TOD 1 will be progressive and attractive to a diverse crowd. It will provide an informal, eclectic, and vibrant atmosphere with an emphasis on the arts and entertainment.

Local restaurants, eateries, casual dining, coffeehouses, and drinking establishments will promote an active nightlife. A neighborhood grocery store, wedding cake shop, boutique gift shop, photography studio, art gallery, and music shop, could be some of the commercial uses appropriate for this neighborhood.

Housing will be strategically developed to attract a diverse demographic; provided in a variety of building types that may include townhouses, mid-rise apartments, lofts and stacked flats. The majority of housing will be integrated in a form of mixed-use development; including live-work units.

The above graphic is provided to illustrate a preliminary design concept. It is provided for illustrative purposes only.
6.2.2.1. Relationship of Buildings and Uses to Transit

Rail Stations

The UHWO Station is located on the east side of Kualaka’i Parkway north of Road E, see Figure 6.10. A single station entrance will first be provided on the UHWO side of Kualaka’i Parkway. In the future, a second station entrance will be built on the Ho’opili side of the Parkway at the park and ride location.

Park & Ride and Bus Transfer Facility

A combination park & ride and bus transit station will be located mauka of Road E, east of Kualaka’i Parkway. The land upon which the facility will be built is currently owned by DLNR, and it will be up to DLNR, HART and the City to determine how the area around the second station entrance is developed. This facility at the UHWO Station is intended to serve commuters from Makakilo, Kapolei West, Ko’Olina, and the Waianae Coast. The facility should be wrapped with commercial and/or residential spaces to provide an interesting and walkable edge along Road E and Road 2. Convenient multimodal access to and from this facility to neighboring uses shall also be provided.

EXAMPLE OF AN INFORMAL, ECLECTIC, AND VIBRANT URBAN GATHERING SPACE

FIGURE 6.11 SECTION AND IMAGES SHOWING THE RELATIONSHIP BETWEEN KUALAKA’I PARKWAY, THE RAIL GUIDEWAY, KALO’I GULCH AND TOD 1
6.2.2.2. Key Streets

Key Streets are distinguished as being the most vital to facilitate a walkable, vibrant, economically active neighborhood in the direct vicinity of the rail station, see Figure 6.10. Buildings along these streets shall be designed and used for active commercial and residential uses at the street level, see Figure 6.12. A Key Street defines and regulates the development that fronts the street, and not just the street itself.

The UDP identifies Key Streets for the TOD neighborhood and provides within this section certain development standards, which will only apply to those lots fronting a designated Key Street. Key Streets and development standards along Key Streets, have been included in this UDP.

The Key Streets for TOD 1 are as follows:

Road E

It is envisioned that active uses will occur along Road E on both sides of Kualaka’i Parkway. Road E will be a Key Street within the TOD 1 limits.

TOD 1 Main Street - Road 2

The main street of TOD 1, Road 2 will be the length of two blocks running perpendicular to Road E.

Festival Street

Festival Street runs in the east-west direction within TOD 1 between Road 2 and 3, see Figure 6.10. This pedestrian-oriented street provides space for outdoor dining areas, diagonal parking, colored/textured pavement, and will be closed to traffic on multiple occasions for open air markets and community events, see Figure 6.13.
6.2.2.3. Project Connections

Direct and convenient multimodal access shall be provided to neighboring properties from commercial and mixed-use developments whenever possible. At a minimum, internal pedestrian connections to adjacent projects shall be provided. Enabling pedestrians to exit a transit station, their home or place of business and be able to reach a variety of places after a short walk or bike ride creates highly desirable communities. Pedestrian access through blocks is highly encouraged; access should be inviting, safe and pleasant.

Specific standards for development along Key Streets:
The primary pedestrian entryway shall be connected to the public sidewalk.

6.2.2.4. Gathering Spaces

Publicly accessible gathering spaces will occur in the form of small plazas, cafes, seating areas and wide sidewalks. These important elements will help strengthen the sense of community in this new neighborhood and foster positive interactions between residents and visitors.

TOD 1 includes the first segment of Puʻuwai Park; an active urban greenway below and adjacent to the guideway, see Section 4.9 for more detail.

6.2.3. Specific Provisions for Urban Framework for TOD 2

To be added at a later date.
6.2.4. Specific Provisions for Building Envelopes

6.2.4.1. Building Massing and Scale

Multi-story buildings will be the predominant building type within this neighborhood. Large forms will create the urban atmosphere of this neighborhood and the managed development of these forms will make the difference between buildings that enhance the streetscape and buildings that impose upon it.

Emphasis should be placed on distinguishing tripartite massing with distinctive base, body, and top zones, see Figure 6.14. These distinguished zones will improve visual continuity with adjacent buildings and provide human scale at the street level.

The expression and continuity of the base should be apparent from building to building. This articulation and establishment of base zone at the street level is especially important to provide interest for pedestrians.

6.2.4.2. Density

Projects around the rail stations should be provided at a density that establishes a critical mass. Projects are encouraged to take full advantage of allowed density under the LUO. Projects are encouraged to push the limits of density and height (noted in subsection below) to efficiently utilize their land and to achieve the critical mass of an active, vibrant neighborhood.

Specific standards to be pursued with the adoption of the TOD SD or other ordinance:

Projects are encouraged to take advantage of additional density allowances under the TOD SD, once approved.

6.2.4.3. Height

Height limits are established by the current zoning.

Specific standards to be pursued with the adoption of the TOD SD or other ordinance:

With the adoption of the TOD SD, parcels within this neighborhood may be considered for increased heights. When aligned with the goals and objectives of the UDP, developers are encouraged to attain maximum height limits under the TOD SD, to make good use of land supply and provide critical mass for an active, vibrant neighborhood.
6.2.5. Specific Provisions for Building Siting

6.2.5.1. Relationship of Building to Street

Building facades shall maintain a strong edge along the street creating the sense of the street as an outdoor room and strengthen the urban characteristics of the street. Buildings should maintain a frontage with the building face adjacent and parallel to the front yard and should address and open directly on to the sidewalk, see Figure 6.15.

Buildings adjacent to parks or other public spaces or amenities should be sited to energize, engage with and enhance the public interface. It is strongly discouraged that buildings turn their back to such spaces and locate non-active uses along this edge.

Projects are encouraged to build up to the minimum setbacks to the greatest extent possible in commercial uses. Small variations from the building setback may be appropriate to create open spaces for café seating or gathering spaces, delineate pedestrian pathways and emphasize main building entries.

Specific standards for development along Key Streets:

Buildings shall be sited to engage with Key Streets to promote social and commercial activity along this and adjoining streets. Primary building entrances must be located along Key Streets.

Small shops and eateries should line large commercial spaces along Key Streets.

Specific standards to be pursued with the adoption of the TOD SD or other ordinance:

It is recommended that the LUO be amended to allow outdoor dining to occur within front yards in order to encourage an active, vibrant pedestrian environment in the TOD neighborhood.

For buildings with commercial ground floors, the area between the property line and the building facade should be hardscaped and treated as an extension of the public realm. This area should provide comfortable outdoor space for dining, seating, merchandising display and walking.

FIGURE 6.15 RELATIONSHIP OF BUILDINGS TO STREETS
6.2.5.2. Parking Requirements

Parking provided within the TOD neighborhood should be kept to a minimum to reflect a lifestyle that relies more on walking, biking and transit, and less on automobiles. The Hoʻopili Travel Demand Management (TDM) strategy proposes to reduce the overall trip demand through mixed-use zoning, enhanced multimodal access, increased building density near transit centers and possible employer incentives.

Parking requirements are established by the underlying zoning. With the adoption of the TOD SD, projects should take advantage of the reduced standards. It is encouraged that parking be shared between projects. Shared parking is subject to the approval of DPP.

6.2.5.3. Parking Lot and Structures

Parking structures shall be compatible in massing, scale, style, and materials with the buildings they support or surround.

Specific standards for development along Key Streets:
Parking shall be predominately behind buildings.

6.2.5.4. Driveways and Curb Cuts

Continuous sidewalks for pedestrians shall be provided to the greatest extent possible.

Specific standards for development along Key Streets:
Driveways and curb cuts shall be limited along Key Streets; blocks with frontage along Key Streets are encouraged to utilize the mid-block public/private modal ways to access parking and services. The widths of curb cuts and driveways on Key Streets must also be kept to a minimum and not oversized.

6.2.5.5. Loading

It is encouraged that loading areas be shared between projects. The location of loading spaces that are shared or on a separate site is subject to the approval of the DAB and DPP.

Specific standards for development along Key Streets:
Visibility of service and loading areas are restricted along Key Streets.
6.2.6. Specific Provisions for Architectural Guidelines

6.2.6.1. Architectural Character and Building Elements

To reflect the vibrancy of the TOD neighborhood, the architectural character shall be the most contemporary of the neighborhoods, see Figure 6.16. While it is encouraged that the architectural vocabulary and materials draw from the area’s historic plantation style, it should be applied in a contemporary application.

The treatments of facades provide architectural character to the urban spaces that front them. An appropriate layer of texture and detail should be applied to facades to create attractive street edges and storefronts at the ground level. The use of awnings, arcades, canopied entry ways and courtyards is encouraged to create a comfortable and inviting pedestrian street. This also reduces the impact of the building’s mass.

Transparency of building facades, specifically along the ground floors create a spatial connection between what is happening on the street and inside the building.

Specific standards for development along Key Streets:

Buildings with retail and commercial ground floor uses on a Key Street shall contain windows, doors or other openings for at least 60 percent of the ground floor building facade between two and a half (2.5) feet and seven (7) feet above the level of the adjacent sidewalk, see Figure 6.17. Blank walls shall not extend more than thirty (30) feet in a continuous horizontal plane without an opening on the ground floor of the building.

Residential units or live work units that occupy the ground floor of buildings on a Key Street must locate windows and doors to provide some transparency and promote engagement with the street; they are not required to meet the same level of transparency as retail and commercial ground floor uses.

6.2.6.2. Roof Form

Flat or low-slope roof forms are appropriate for this neighborhood and are consistent with an urban character. Gable and hip roof forms may also be used. The shapes, forms and sizes of these roofs, along with facades, should be articulated to provide visual interest and deter the appearance of a box-shaped building. The use of extended eaves, skirt roofs and trellises is encouraged to articulate the building and to provide sun shading.

6.2.6.3. Exterior Finishes and Color

The color compositions within the TOD neighborhood should evoke an urban flavor that may use a bolder color palette to spur interest and excitement. Garish colors that are jarring or have a negative impact on adjacent projects, should not be used.

6.2.6.4. Perimeter Walls and Fences

When the LUO allows walls and fences in the front yard (setback) areas, they should not exceed three (3) feet in height. Walls and fences should be transparent or open picket to provide visibility.

Specific standards for development along Key Streets:

A planter or hedge of not more than thirty (30) inches in height may be provided in the required yard to further define the perimeter of the outdoor dining area where permitted.
6.3. INDUSTRIAL MIXED-USE NEIGHBORHOOD

6.3.1. Objectives

The main focus of the industrial mixed-use neighborhood will be service related industries that serve the residents and the businesses of Ho'opili. Ho'opili's residents should have convenient access to auto-service and repair shops located in this neighborhood. Other uses identified for this area include processing, warehousing, wholesaling and distribution.

As a job center for Ho'opili, the industrial mixed-use neighborhood will provide diversified business and employment opportunities by permitting a broad range of uses in an industrial setting. Capitalizing on its proximity to UHWO, the neighborhood will attract industries in science and technology and promote experimentation, innovation and business incubation. Businesses within the neighborhood will also support commercial and non-commercial agriculture as a part of Ho'opili's urban agriculture initiative. With an emphasis on both agriculture and industry, this neighborhood could also partner on initiatives with the adjacent high school and UHWO.

A variety of community uses could also be integrated into this neighborhood. As an industrial mixed-use neighborhood within the urban community of Ho'opili, it should complement the overall community in context and in use; and be well connected with its neighbors.

The industrial mixed-use neighborhood will implement the requirements documented in Chapter 5 - General Guidelines and Standards consistent with all other neighborhoods within Ho'opili to the greatest extent possible.

6.3.2. Specific Provision for the Urban Framework of the Industrial Mixed-Use Neighborhood

6.3.2.1. Lot Design

Moderate-sized lots are necessary to accommodate light industrial uses in a flexible, mixed-use environment. These blocks will typically be larger than blocks within other neighborhoods to accommodate a mix of lot sizes for industrial mixed-use.

Lots shown on the conceptual diagram range in size from one (1) acre to five (5) acres, and are shown for illustrative purposes only, see Figure 6.19. Smaller lot sizes may also be considered. The size of the lots and internal road layout will be determined during the subdivision process.
6.3.2.2. Connectivity

This neighborhood will be well connected to other neighborhoods within Ho’opili, and to the regional roadway network. The two major roads, Road K and Road A, are part of the Loop in Ho’opili’s connectivity framework system, see Figure 4.8. As multi-modal connections, they tie together a network of parks, public facilities, and housing to this neighborhood and the neighborhood gathering place, see Figures 4.5 and 4.8. Both roads have dedicated bicycle lanes. Road A also has continuous multi-modal paths on both sides of its right-of-way connecting Road K to the vibrant transit-oriented development neighborhood, TOD 2, makai of Farrington Highway, see Figure 4.6.
6.3.2.3. Farrington Highway Edge

While buildings fronting Farrington Highway should take advantage of good visibility along this major thoroughfare to the greatest extent possible, vehicular access to individual lots directly off of Farrington Highway will not be permitted. The primary entrance to the industrial mixed-use neighborhood and access to businesses will be via Road A and Road K, and therefore the rear or side yards of lots will typically line the Farrington Highway edge.

A thirty (30) foot wide State Energy Corridor (SEC) easement is located along the Farrington Highway Edge, see Figure 6.20. Development is limited within this easement and any improvements must be approved by the SEC's tenants and the State Department of Transportation, Harbors Division. Subject to similar approval, a six (6) foot high wall shall be built along this edge to protect privacy and property at the side and rear yards of the lots. The wall shall be of a consistent style and color; it shall be installed and maintained by the AOAO.

A four (4) foot planting strip shall be planted and maintained by the AOAO between the wall and property line. A hedge shall be planted here to soften the wall and shall be kept two (2) foot clear of any sidewalk or multi-use path within the Farrington Highway right-of-way.

Figure 6.20 illustrates a preliminary design for the improved street section of Farrington Highway. The improvement would modify the limits of the current ROW which will typically be coterminous with the edge of the SEC easement fronting this neighborhood.

High School Edge

The most 'ewa end of the neighborhood borders the new high school in the residential neighborhood. At this edge, is a seventy-five (75) foot HECO powerline easement within which high voltage lines are carried between the HECO 'Ewa Nui Substation and lands mauka of H-1. The easement will limit development in this easement and provide a buffer between the industrial mixed-use neighborhood and the high school, see Figure 6.21.

The above graphic is provided to illustrate a preliminary design concept. It is provided for illustrative purposes only.
6.3.2.4. Areas of Preservation

The industrial mixed-use neighborhood will have the greatest adjacency to commercial farms and other areas which have been preserved within and around Ho‘opili, see Figure 6.22. These other areas include the agriculture parcel between the industrial mixed-use neighborhood and the H-1 Freeway; and the Honouliuli Gulch between the industrial mixed-use neighborhood and the integrated commercial/residential neighborhood. Although not within the limits of the UDP, the integration of these other areas, their uses and connections to the neighborhood shall be considered.

Commercial Farm Edge

The mauka edge of the neighborhood which runs parallel to the H-1 Freeway will be defined by a buffer installed primarily to control the dust originating from the farm, see Figure 6.23. Vertical form trees shall be planted on the commercial farm land and be installed and maintained by the commercial farm(s).

In most cases, the rear yard of the lot will abut this edge. A fence or wall may be built by the individual lot owner to provide security for the service or storage areas, which will likely be located adjacent to the commercial farms.

Honouliuli Gulch Edge

Development along the edge of the gulch should take advantage of the view and also be mindful of the visual appearance of buildings or other site improvements, see Figure 6.24. In most conditions, the rear or side yard of the lots will face the gulch. To mitigate the view from the housing in the integrated commercial/residential neighborhood across and along the gulch, IMX-1 lots along the edge of the Honouliuli Gulch shall install a six (6) foot high wall or screen to screen service, storage or any other back of house uses visible from the integrated commercial/residential neighborhood, Farrington Highway or the H-1 Freeway, see Figure 6.24. Low maintenance, vertical form trees installed and maintained by the commercial farm(s), shall provide additional screening.
6.3.2.5. Neighborhood Gathering Space

A neighborhood gathering space is located adjacent to the HECO substation and the Board of Water Supply booster pump station. It is envisioned as the neighborhood gateway and gathering place, see Figure 6.25. This flexible outdoor space shall be hardscaped and landscaped. The plaza shall accommodate a regular gathering of food trucks, or similar types of retailing. Seating areas and shade shall be provided for informal outdoor dining, see Figure 6.25. The gathering space will be an engaging environment which is well connected to the surrounding neighborhoods.

The booster pump station will be secured by an eight (8) foot high perimeter fence. A hedge will be planted outside of the fence along Road A and Road K, see Figure 6.26. Hedges will also be planted where the HECO 'Ewa Nui Substation and boost pump station border the neighborhood gathering space.

![Conceptual Diagram of the Plaza](image1)

![Section View at Booster Pump Station](image2)

![Casual Outdoor Dining with Food Trucks](image3)
6.3.3. Specific Provisions for Use

The entire neighborhood is zoned as an industrial-commercial mixed use district (IMX-1); which the LUO is defined as a viable mix of light industrial and commercial uses. Light industrial uses differ from heavy industrial uses by typically relying more on labor and less on heavy machinery; they have less impact on the environment and require less resources.

There are different types of light industrial uses. Some uses categorized as food production, contain industries such as produce, bakeries, and breweries. Some uses categorized as the manufacturing of arts and crafts, contain industries like pottery manufacturing. Some uses categorized as repair, include auto-service shops. Other typical uses include warehousing and distribution.

Uses with ties to UHWO such as health services, research and development in fields of technology and other sciences would also be ideal for this neighborhood.

Light-industrial uses that support commercial and non-commercial agriculture shall be highly encouraged within the industrial mixed-use neighborhood to support the Ho‘opili Urban Agriculture Initiative.

The uses within this neighborhood will result in higher truck traffic.

6.3.4. Specific Provisions for Building Envelope

6.3.4.1. Building Massing and Scale

To accommodate light industrial uses, it is expected that buildings in this neighborhood will be larger in massing and scale. Simple, strong forms are appropriate. Large forms can be broken down into a series of repeated bays; this reduces the building’s scale and sets up visual rhythm. The expression of the building’s structure or functional construction bays may also be used to create a natural subdivision of elevation. Architectural elements, changes in material and color may secondarily be used to achieve the same visual effect; however excessive articulation is not preferred.

6.3.5. Specific Provisions for Building Siting

6.3.5.1. Building Relationship to the Street

Building orientation and siting shall provide for an attractive streetscape, where possible, see Figure 6.27.

To the greatest extent possible, active spaces such as showrooms, offices, meeting and retail spaces shall be located on the ground floor of spaces facing the street. The ground floor of buildings should be articulated to present a storefront appearance.

Any back of house, storage yard, work yard, service or loading areas that services the facility shall be located within the site; properly shielded to limit visibility from public streets or adjacent lots.
6.3.6. Specific Provisions for Site Development Guidelines

6.3.6.1. Parking

One bay of parking may be allowed between the façade of the building and the front lot line to encourage active uses to face the street, see Figure 6.28. The travel lane of the parking lot bay should run parallel to the front lot line, providing parking for multiple business entrances along its path. Screening measures such as vegetation, berms, and fencing, or combination thereof, should be used to soften the visual impact of at-grade parking adjacent to the streets.

All other parking lots should be located in the rear yard or on the side of the primary building.

6.3.6.2. Entries

Building entries should be accentuated and articulated with awnings, canopies, trellises or other architectural elements. The entries should be attractive and evident on what will otherwise be a simple building. Buildings with multiple tenants should highlight multiples entries.

6.3.6.3. Exterior Lighting

The light temperature for exterior lights shall not exceed 3,000K, or as required by code.
6.3.7. Specific Provisions for Architectural Guidelines

6.3.7.1. Architectural Character and Building Elements

The architectural character of the industrial mixed-use neighborhood should have an unmistakable industrial overtone. Architectural references shall be drawn from old agriculture and modern warehouses to achieve an eclectic mix, see Figure 6.29.

Industrial buildings with a rustic aesthetic should be expressed with the exposure of the building's structure and the use of more crude and basic materials. Modern warehouses have strong forms, clean lines and utilize modern exterior systems. Metal finishes and simple detailing should be typical of both architectural styles.

6.3.7.2. Roof Form and Material

Preferred roof forms are flat, low-slope, gable, or shed roofs. Metal roofs are preferred to reinforce the industrial character.

6.3.7.3. Exterior Finishes and Color

Exterior finishes should be simple and plain. Finishes should be executed in a manner consistent with the industrial aesthetic of metal siding, plaster, tilt-up concrete or decorative CMU. Primary building forms should utilize earth tones, accent colors are encouraged to provide articulation where appropriate.

6.3.7.4. Perimeter Walls and Fences

Perimeter walls and fences should be designed to provide the businesses protection, but still be welcoming.

Metal picket-style fencing is preferred. Chain link or CMU walls are allowed at side and rear yards abutting other industrial mixed-use lots, but are restricted for use fronting public spaces or streets.

FIGURE 6.29 ARCHITECTURAL CHARACTER
6.4. INTEGRATED COMMERCIAL/RESIDENTIAL NEIGHBORHOOD

6.4.1. Objectives

Establish a successful commercial neighborhood that takes full advantage of its highly visible frontage along H-1 and other major thoroughfares servicing the ‘Ewa Plain. As a community resource, this neighborhood will target retail, services, dining and entertainment which serve and appeal to its residents.

The commercial neighborhood will be comprised of two centers: Gateway, which is on the west side of Kualaka’i Parkway, between the UHWO campus, and the H-1 Freeway; and Market, which is on the east end of Ho’opili and adjacent to Kunia Road, see Figure 6.30. The centers are on opposing ends of Ho’opili, almost two miles apart. Geographically separated from other Ho’opili neighborhoods and from each other, they will each have their own identity, yet be identifiably part of Ho’opili.

To be competitive, these centers may target different commercial markets based on their location, visibility, access, and adjacent opportunities.

6.4.2. Specific Provisions for the Urban Framework of Market

Market will be a commercial center integrated with a residential neighborhood, see Figure 6.31. Market’s residents will have, within their neighborhood, a park, a community garden, and a DOE elementary school, all of which will be anchored by the commercial center. Residential projects should be developed to avail themselves of their proximity to the center with good connectivity. With low-to-medium density housing as the majority use within Market, this neighborhood shall, in addition to this section, follow the guidelines and standards outlined in Section 6.1, Residential Neighborhood, for the development of most of its non-commercial parcels. This section of the UDP will provide guidance for the commercial center (zoned B-2) and its interface with the mixed-use and residential developments.

The commercial center of Market is envisioned as the neighborhood gathering place. An internal Main Street will be a focused gathering space, this area should be designed and programmed to provide an all-day shopping, entertainment, and dining experience, see Figure 6.31. These spaces could include food courts and other open spaces which provide opportunities for people to relax and enjoy interacting and socializing with their neighbors, see Figure 6.47.
FIGURE 6.32 CONCEPTUAL PLAN OF MARKET
The above graphic is provided to illustrate a preliminary design concept. It is provided for illustrative purposes only.
The commercial area will be integrated into the community. The blending of the commercial center and the residential community occurs at the primary thoroughfare, Road 13. Road 13 could be lined on one side of the parkway by a blend of small coffee shops and cafes, and a have mixed-use development on the opposing side, see Figures 6.33 and 6.34. Multiple pedestrian crossings along this road will increase pedestrian activity.

6.4.2.1. H-1 Freeway Edge at Market

The mauka edge of the center is topographically below the H-1 Freeway and is edged by the off-ramp. Figure 6.36 illustrates the relationship between the freeway and this edge of the site, which creates a situation for loading and back of house uses to be hidden. Landscaping should be installed to provide additional screening as necessary, where loading and service areas occur. The upper portions of buildings should be attractive to passersby, see Section 6.4.8.1 and Figure 6.51 for more detail.

6.4.2.2. Farrington Highway Edge at Market

The rail guideway will be in the center median of Farrington Highway as it borders Market, see Figure 6.35. The Farrington Highway edge of the center may be impacted by the rail guideway as it rises at its point of intersection with Fort Weaver Road. Outdoor gathering spaces should be located on the interior of the center, to be sheltered by buildings along this edge. If visibility can be established, openings between buildings shall provide a visual connection into these spaces. Buildings along this edge will be situated to accentuate the entry into Market via Road 13.
6.4.2.3. Kunia Road Edge at Market

Kunia Road is a one hundred and seventy-two (172) foot right-of-way which provides access from the H-1 Freeway into the ‘Ewa Plain, see Figure 6.37. A primary entrance into the center will be located along this edge at an already established point of access. A full signalized intersection at this location would greatly increase the access to and the viability of this center.

Pedestrian activities along this edge will be limited due to the high capacity of traffic and in-place restrictions which deter any pedestrian, bicycle or vehicular crossing of this road between the center and the Waipahu community across the way. A future road widening setback is located along the Market side of Kunia Road. Improvements within this roadway including the addition of a landscape strip and sidewalk should be considered to improve this edge condition. Such improvements would be up to DOT when this section of Kunia Road is improved. Landscaping should also be used to soften this edge of this center.

**FIGURE 6.35 FARRINGTON HIGHWAY EDGE AT MARKET**

The above graphic is provided to illustrate a preliminary design concept. Elevation of the lots and building pads are representative; final grading has not been determined. It is provided for illustrative purposes only.

**FIGURE 6.36 H-1 FREEWAY EDGE AT MARKET**

The above graphic is provided to illustrate a preliminary design concept. Elevation of the lots and building pads are representative; final grading has not been determined. It is provided for illustrative purposes only.

**FIGURE 6.37 KUNIA ROAD EDGE AT MARKET**

The above graphic is provided to illustrate a preliminary design concept. Elevation of the lots and building pads are representative; final grading has not been determined. It is provided for illustrative purposes only.
6.4.3. Specific Provisions for the Urban Framework of Gateway

Located at the H-1 Freeway off-ramp and the corner of Farrington Highway and Kualaka‘i Parkway, Gateway will be a landmark development that marks entry to East Kapolei.

The center is currently zoned B-2 and if developed as such, it is suited to be a power center, or agglomeration of big box retail and similar vehicular oriented commercial. Patronage of Gateway would be purposeful, and a high priority would be placed on convenient access between parking and the store entry.

Proximity to the growing UHWO campus may influence the retailers attracted to this location. The types of businesses appropriate to this center, in addition to big box retail, include office complexes and auto dealerships. Smaller retailers, dining and entertainment venues should be clustered to create a smaller scale shopping atmosphere to the greatest extent possible, see Figure 6.38.

This center may also be considered for inclusion in the TOD Special District with the adoption of the East Kapolei Neighborhood TOD Plan. With this, most, if not all of the center would be rezoned to BMX-3. A residential component within the center would increase its viability as a neighborhood and strengthen it as a retail center. Mixed-use development would be concentrated on the site, away from H-1 and nearer to UHWO, see Figure 6.42. Integrated housing will expand the market for retailers with residential apartments above ground level shops and eateries, see Figure 6.39.

In either scenario, the center will, 1) be a gateway into the ‘Ewa Plain and Ho‘opili, and 2) be developed with a mix of uses and spaces to create a neighborhood experience within the center.

From the major thoroughfares, the two prominent tree-lined entry drives into the center will be highly visible, marked with entry features and accentuated by landscaping. These two drives will intersect at a roundabout which will be a landmark at the crossroads within the center, see Figure 6.42. Secondary circulation routes provide access to developments within the center.

The drives will form a grid within the center that establishes regular blocks, a high level of connectivity, and frequent intersections. The establishment of the backbone infrastructure at an interim stage of development will create value for long-term opportunities as the center evolves.

A plaza will open a view into a main street until its termination in an open space at the opposite end of the center, see Figures 6.40 and 6.42. The main street could be lined with active retail creating an outdoor space in the form of a shopping street, see Figure 6.38 and 6.39. The open space at the termination of the main street is a drainage retention basin which may be naturalized to create the appearance of a park like setting, see Figure 6.41.

6.4.3.1. H-1 Freeway Edge at Gateway

The mauka edge of the center is topographically below the H-1 Freeway and is edged by the off-ramp, see Figure 6.43. The figure illustrates that the view of the lower half of buildings along the mauka edge of the center will be limited from the Freeway. This creates a situation for loading and back of house uses to be located against this edge with minimum visual impact. Landscaping may be installed to provide additional screening of loading as services areas, as necessary. The upper portions of buildings should be attractive to passersby.
FIGURE 6.40 OPEN PLAZA AT THE BEGINNING OF THE MAIN STREET
The above graphic is provided to illustrate a preliminary design concept. It is provided for illustrative purposes only.

FIGURE 6.41 NATURALIZED RETENTION BASIN AT THE TERMINATION OF THE MAIN STREET
The above graphic is provided to illustrate a preliminary design concept. It is provided for illustrative purposes only.

FIGURE 6.42 CONCEPTUAL PLAN OF GATEWAY
The above graphic is provided to illustrate a preliminary design concept. It is provided for illustrative purposes only.
6.4.3.2. Kualaka’i Parkway Edge at Gateway

Kualaka’i Parkway is a significant thoroughfare of one hundred and twenty four (124) feet from curb-to-curb, see Figure 6.45. A future ROW widening strip which ranges in width from about forty (40) to almost two hundred (200) feet at the point nearest the H-1 Freeway off-ramp.

Improvements within this right-of-way to be considered (to be determined by DOT), include the addition of a landscape strip and sidewalk, see Figure 6.45. A primary multi-modal entrance into the center will be located along this edge at an already established point of access, see Figure 6.41. A fully signalized intersection at this location would greatly increase the access to and the viability of this center.

The Main Street will commence along this edge in the form of a plaza, see Figure 6.42 and Section 6.4.7.2 for more details. This will provide a visual opening into the main space of the center.
6.4.3.3. Farrington Highway Edge at Gateway

The Farrington Highway edge of the center will be its front door to the UHWO campus. Retail tenants and buildings fronting Farrington Highway should be strategically aligned with the demographics of the campus and inviting enough to create a draw from across the thoroughfare. Improved pedestrian crossings at this signalized intersection of Kualakai Parkway and Farrington Highway, would help to promote this behavior.

The thirty (30) foot SEC easement continues along the Farrington Highway edge of Gateway, see Figure 6.41. Improvement within the easement is limited by DOT-Harbors. Because of this, buildings will be setback from Farrington Highway. It is encouraged that the commercial uses along this edge develop outdoor spaces within the easement to interface with the ten (10) foot multi-use path within Farrington Highway, once it is improved to this condition, see Figure 6.44. A primary entrance into the center will be located along this edge.

6.4.4. Specific Provisions for Building Envelopes

6.4.4.1. Building Massing and Scale

Commercial structures tend to be large and bulky. The visual impact of these buildings should be considered in the design and development of projects. The centers should be broken into definable developments that give scale and sense of place to the larger development.

Specific standards for development at Market:
Along Road 13, the massing of building in this center should remain in scale with the adjacent residential development and maintain a neighborhood feel, see Figure 6.46. Larger masses should be kept to the interior of the retail parcel or along the H-1 Freeway edge to the greatest extent possible.

Specific standards for development at Gateway:
The scale of commercial buildings within Gateway will typically be larger than what is envisioned for Market. Uses that require larger spaces should be located on the H-1 Freeway side of the center, see Figure 6.42 and 6.46.

FIGURE 6.46 EXAMPLE SHOWING DIFFERENCE IN SCALE OF RETAIL FROM MARKET (ABOVE) AND GATEWAY (BELOW)
6.4.5. Specific Provisions for Building Siting

6.4.5.1. Building Siting

Sites within the commercial areas of the two centers will likely be developed with retail pads along highly traveled thoroughfares. Long linear developments should not be located along the edges of the center. Smaller building forms provide visual breaks that allow glimpses into the site. This is especially encouraged to increase visibility along heavily traveled streets; and to improve the viability of retail. The exception would be along edges such as the H-1 Freeway Edge where the ground floor of building would not be at grade and there is no pedestrian activity.

Buildings at the interior of the site will either be configured in clusters or linearly.

Specific standards for development at Market:

Buildings should be clustered into complexes to provide gathering areas for the neighborhood community, see Figure 6.47.

Specific standards for development at Gateway:

The H-1 Freeway side of the site is better suited for larger warehouse type structures or uses which do not promote active frontages. Buildings on the UHWO portion of the site however should be sited to promote outdoor activity and gathering spaces, utilizing the SEC to the greatest extent possible, see Figure 6.42.

6.4.5.2. Relationships of Building to Street

Buildings which are situated along streets or internal driveways should be sited and designed to engage, activate, and reinforce the edge of the street. An exception to this would-be area where the site is topographically separated or otherwise hindered from active pedestrian activity. The distance between building and the cars traveling along thoroughfares may be significant due to site constraints. Careful consideration should be taken to design the site and articulate buildings when they are highly visible from active streets.

Specific standards for development at Market:

Market shall be focused towards its community along Road 13, with a visual presence outward to other major thoroughfares. Buildings along Road 13 should especially be designed to activate this edge of the center. The Main Street, internal to the center, will similarly require buildings to be situated and designed to activate this area of the center.

Specific standards for development at Gateway:

Gateway shall be focused on its Main Street, with a visual presence outward to major thoroughfares. Buildings along Main Street should be situated and designed to activate this area of the center.

6.4.5.3. Entries and Access

Entry points into the commercial projects should be prominent, easily identifiable, and accessible. Vehicular access into the commercial centers will be limited and strategically located to provide clear, safe, and convenient access. Entry points should be emphasized using either landscaping, signage, or building forms.

Internal circulation throughout the commercial center should be clearly defined.

FIGURE 6.47 RETAIL SPACE CLUSTERED TO FORM A FOOD COURT AND OUTDOOR GATHERING SPACES; PROVIDING SEATING AND SHADE
6.4.6. Specific Provisions for Uses and Density

A mix of large and small retailers, dining, and entertainment establishments is encouraged at each center. Offices, small retail shops, and dining should be integrated within the centers at strategic locations. Cluster active commercial uses to create critical mass.

It is highly encouraged that uses provided within the commercial centers be programmed to provide family-friendly dining and entertainment options, to the greatest extent feasible.

Specific standards for development at Market:
The commercial and residential uses within the neighborhood should be synergistically blended. Build upon the critical mass created by the commercial center through the promotion of complementary commercial uses on the ground floor of mixed-use projects across of Road 13. Retail should front both sides of Road 13 to the greatest extent possible given the underlying zoning, to create a pedestrian oriented and vibrant street, see Figure 6.48. Dining and active retail should be concentrated around the main street.

Specific standards for development at Gateway:
Dining and active retail should be concentrated around the main street, see Figure 6.48. Large warehouse-type commercial uses that are lower in density should be located on the H-1 side of the center. The density of buildings and intensity of uses should grow towards the UHWO side of the center nearer to the UHWO rail station.

6.4.7. Site Development Guidelines

6.4.7.1. Parking

The appearance of ample and convenient parking is often a market requirement for commercial centers, see Figure 6.48. Parking lots and structure should be centrally located. They should also be easily accessible and identifiable.

In situations where parking lots are large or abutting streets, landscape, or earthen berms, (no taller than three (3) feet high) shall be required to soften the edge.

6.4.7.2. Pedestrian Access

To the greatest extent possible, develop a well-connected, pedestrian friendly, network of driveways at an urban block scale within the commercial centers. A comfortable and safe walking environment shall be provided between projects within the center and to-and-from major gathering spaces to encourage people to walk, instead of driving from store to store.

Specific standards for development at Market:
To provide convenient access to and from residences within this neighborhood and the commercial center, the center should be highly permeable with frequent pedestrian access provided from Road 13.

Specific standards for development at Gateway:
Main Street is the center’s primary pedestrian-oriented street. It will provide an open space for outdoor dining area, diagonal parking, colored/texture pavement, and will be closed to traffic on multiple occasions for open air markets and community events.

6.4.7.3. Open Spaces

Open spaces with shaded seating and outdoor dining opportunities should be provided within the commercial centers at various scales. The centers will be community gathering places and their open spaces should be designed to provide attractive and comfortable spaces for meeting, eating, and people watching, see Figure 6.49.
6.4.8. Specific Provisions for Architectural Guidelines

6.4.8.1. Architectural Character and Building Elements

Building facades at the street level should provide an appropriate level of transparency to create a spatial connection between what is happening on the street and inside the building, see Figure 6.50.

When the potential for pedestrian engagement is limited due to reasons such as topography, buildings often tend to face inwards, turning their back to the street. In such cases where commercial entries are not provided along the street frontage, other architectural features or building elements should be employed to create interesting facades when they are visible from public thoroughfares, see Figure 6.51.

Specific standards for development at Market:

The architectural character of the Market will be modern. Its character will draw from the residential development that surrounds it.

Specific standards for development at Gateway:

The general architectural style of Gateway should be modern in its ultimate expression; like the UHWO campus’ buildings, the commercial buildings will take keys from historic plantation factory buildings of Hawai‘i.

6.4.8.2. Roof Forms and Material

Roofs should have low-slope, mansard, parapet, or shed roof form. Hip roofs may be used as secondary roof forms because of typically large structures required for this project type.

6.4.8.3. Exterior Finishes and Color

Bolder colors may be used in greater capacity to create attractive frontages.

Specific standards for development at Market:

A mixture of painted plaster and wood (or faux wood) finishes are appropriate. Bolder colors will be reserved for accents while the dominant colors should be muted earthtones.

Specific standards for development at Gateway:

Finishes should be executed in a manner consistent with an industrial aesthetic of metal siding, plaster, title up concrete or CMU. Colors at Gateway should be more playful and engaging.
7

PROJECT REVIEW
PROCESS
7.1. PURPOSE

The purpose of this design review process is to implement the vision, urban design framework, design principles, guidelines and standards for all projects within Ho‘opili set forth in this UDP. The promotion of conformance to the principles and themes in the UDP will thus contribute to the overall experiential quality desired for the community.

7.2. APPLICABILITY

Any construction, installation or alteration upon any building, or other type of structure, any major planting or removal of major vegetation upon any lot may be undertaken only after review and approval in accordance with these procedures.

Nothing herein removes or otherwise affects the responsibility of each project owner and/or developer from satisfying all applicable laws, codes and ordinances along with obtaining all permits and approvals, as required by law. It is also intended that covenants, conditions and restrictions (CC&Rs) will be prepared and adopted for Ho‘opili. Should a conflict arise between any of the aforementioned governing documents, the stricter provision will prevail.

7.3. DESIGN ADVISORY BOARD

D. R. Horton and DPP retain design review and approval authority over all developments within Ho‘opili.

In order to assist in the review of projects and interpretation of the provisions of the UDP, D. R. Horton has established the Ho‘opili Design Advisory Board (DAB) comprised of but not limited to professionals in the fields of architecture, planning, sustainability, landscape architecture and/or engineering. D. R. Horton shall have the sole authority to appoint members of the DAB. The DAB shall be governed by rules or covenants adopted by D. R. Horton, as may be amended from time to time.

Submittals for Major and Minor Projects will be forwarded to DPP. The DPP will be notified of DAB meetings held to review the submittal of Major Projects. It will be at the discretion of DPP whether a representative attends the DAB project review meeting. If DPP is unable to attend the DAB meeting, the DPP and applicant may arrange to have a separate meeting. The DAB may make available its meeting notes and approval status letters to DPP as well. The applicant must include the respective approval letter to DPP with building permit application(s).

D. R. Horton, with the DAB, will pre-screen projects as a part of the land sale process to minimize non-conformance to the UDP guidelines. D. R. Horton encourages applicants to seek review(s) with county agencies at the beginning and throughout the project development process.

Each owner, developer, or applicant seeking approval from the DAB for conformance with the UDP and provisions of this Chapter 7, shall submit the necessary documents and plans to the DAB.

7.4. GENERAL REVIEW STANDARDS

In reviewing plans and specifications, the DAB will be evaluating the overall design concept and details of the design. General concerns will include whether the proposed project:

1. Contributes to the implementation of the urban concept, key design elements, and is consistent with the development standards and guidelines of the UDP.
2. Contributes to active and pleasant pedestrian oriented streets.
3. Is compatible and in harmony with existing structures and site improvements in the area in terms of exterior design, quality and type of materials, workmanship, color and relationship to topography and landscaping.
4. Will not, because of its design, unreasonably interfere with the light, and airflow or view of adjoining lots.
5. Promotes resource conservation through energy efficiency, water conservation, recycling and other environmentally sustainable practices.
6. In other respects constitutes a suitable and adequate development of the property.

Plans found to be inconsistent with the UDP’s vision, urban design framework, design principles, standards and guidelines contained in this document in whole or in part shall be rejected. Major inconsistencies will not be approved. Determinations of consistency, and of whether a project constitutes a “suitable and adequate” development, shall be at the sole discretion of the DAB.
7.5. MAJOR AND MINOR PROJECTS

Separate processes are established for the review of “Minor Projects” and “Major Projects.” Examples of minor projects include the development of structures of less than 5,000-sf and 15-ft or less in height. The changing a building’s color and/or materials, or a significant replacing of plant material, are also examples of minor projects.

The determination of which process is to be applied to each project rests with the DAB. The applicant shall notify the DAB of their proposed project.

7.6. REVIEW PROCEDURES - MAJOR PROJECTS

For projects processed as Major Projects, review will be as follows, see Figure 7.1:

7.6.1. DAB Introduction/Pre-Design Meeting

The applicant shall request a DAB Introduction/Pre-Design Meeting with the DAB prior to the start of the project's Schematic Design Phase. The applicant shall provide an overview of their proposed project and a preliminary project schedule at this meeting.

Applicants are encouraged to consult with DPP during the early stages of this phase of the review process to coordinate and reconcile DAB and DPP reviews and comply with both the Ho‘opili UDP and City and County regulations. As previously noted, submittals will be forwarded to DPP by the DAB.

This meeting may include the following participants: the applicant, the project architect, representative(s) of DPP, and the DAB representative(s).

7.6.2. DAB Schematic Design Approval

Prior to the commencement of a project’s Schematic Design Phase, a DAB Schematic Design Approval will be required. The applicant shall request a DAB Schematic Design Review Meeting with the DAB.

At least ten (10) business days prior to the meeting, the applicant is to submit half-sized prints of the DAB Schematic Design Package (the number of which will be determined by the DAB) and a digital pdf of the package for distribution to the DAB.

The DAB Schematic Design Package should include sufficient information to show how the proposed design satisfies the parameters established at the DAB Introduction/Pre-design Meeting and the development standards and guidelines of this UDP. The following shall be included in the DAB Schematic Design Package:

a. **UDP Vision** - Provide two paragraphs of text describing how the project implements the Vision of the UDP.

b. **Schematic Site Plan** - Graphically conveying considerations including traffic flow, pedestrian ways, parking, service, etc. The site plan should show relationships to adjacent streets, adjacent properties, any adjacent existing or anticipated development and conceptual grading plans.

c. **Schematic Landscape Plans** - Show landscape concept, general planting characteristics, etc.

d. **Schematic Building Set** - Drawing set shall include all building(s) or building types. Building set should include floor plans, all exterior elevations and any site and/or building sections to appropriately communicate the building’s characteristics including architectural style, volumetric forms, building materials, colors, etc. Perspective drawings and/or physical models are encouraged.

e. **Sustainable Design Elements** - Documentation of, but not limited to, energy and water conservation methods and provisions for recycling.

This meeting may include the following participants: the applicant, the project architect, other appropriate consultants and representative(s) of the DAB.

Applicants may consult with the DPP and other county agencies during this phase of the review process.

Recommendations arising from the DAB review will be forwarded to the applicant within ten (10) business days of the meeting and additionally provided to DPP. Other meetings in the schematic stage may be necessary if the design is not initially approved.

7.6.3. DAB Design Development Approval

Prior to the commencement of a project’s Construction Document Phase, a DAB Design Development Approval will be required. The applicant shall request a DAB Design Development Review Meeting with the DAB.

At least ten (10) business days prior to the meeting, the applicant is to submit half-sized prints of the DAB
FIGURE 7.1 PROJECT DESIGN REVIEW CHART

MAJOR PROJECT

Introduction/Pre-Design

Meeting with a representative from D. R. Horton and a representative from the DAB

Schematic Design Phase

Schematic Design Approval

DAB Schematic Design Package Submittal
DAB Meeting

Design Development Phase

Design Development Approval

DAB Design Development Package Submittal
DAB Meeting

Construction Document Phase

Construction Document Approval or FINAL APPROVAL

DAB Construction Document Package Submittal

Construction Phase

As-Built Submission

DAB As-Built Package Submittal

MINOR PROJECT

Notify D. R. Horton of proposed project

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Schematic Design Approval

DAB Schematic Design Package Submittal

Design Development Phase

Design Development Approval

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DAB Meeting

Construction Document Phase

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MAJOR PROJECT

MINOR PROJECT

Major or Minor Project?

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Design Development Package (the number of which will be determined by the DAB) and a digital pdf of the package for distribution to the DAB.

The information to be provided on the DAB Design Development Package will include the following:

a. **Site Plan** - At a minimum, site plan shall include the following information: all building locations and size, number of stories, roof overhangs and setbacks; locations of roads and walks; location and size of parking areas and/or parking structures, and a description of basic parking requirements for the project; location and size of loading areas; locations, size and intended use of any recreational facilities, courtyards, water features, etc. Ground elevations with existing and finished grades, drainage, earthwork, utility lines, etc. should be indicated. Special attention should be given to relationships to adjacent properties. Also, sustainable design elements should be identified.

b. **Design Development Floor Plans and Roof Plans** Drawings at a scale of at least 1/8” = 1'-0” for all building types.

c. **Design Development Elevations** Drawings of all exterior elevations. Inclusion of perspective drawings and/or physical model is encouraged. Special attention will be given to roof forms and materials, balcony and arcade treatments, elevator penthouses, mechanical stacks, trellises, etc. Proposed colors should be submitted.

d. **Design Development Building and Site Sections** Major sections of the buildings and the site. Attention will be given to any major changes in ground elevations in regard to drainage, adjacent streets, views and adjacent properties.

e. **Landscape Plans** - These drawings should show the location, type, size, and quantity of all plant materials, walks, landscape lighting, signs, paved areas, rock walls, etc.

f. **Outline specifications**

This meeting is to include the following participants: the applicant, the project architect, any other appropriate consultants, representative(s) of DPP, and representative(s) of the DAB.

The review of the DAB Design Development Package will be completed within thirty (30) days following the Design Development Review meeting, and a report forwarded to the applicant containing the comments, recommendations and requirements arising from the review and meeting. The report will also be provided to DPP. The review period may be extended by the DAB for up to thirty (30) additional days to review plans for large or complex projects which will require more study.

Approval will depend on the extent to which the proposed design satisfies the objectives, standards and criteria established in previous reviews, as well as those identified in this UDP. Other meetings in the Design Development Phase may be held if the design is not initially approved. In no case should the applicant proceed with construction documents prior to design development approval.

### 7.6.4. DAB Construction Document Approval

Prior to the commencement of a project’s Construction Phase, a DAB Construction Document Approval will be required.

The information to be provided on the DAB Construction Document Package will include the following:

a. **Construction Drawings**

b. **Construction Specifications**

The DAB Construction Document Package will be checked for compliance with prior design review comments. Two (2) sets of half-sized construction drawings and specifications should be submitted to the DAB.

Approval of the documents or a report listing required modifications of the Construction Document Package will be completed within thirty (30) days from the date when the submittal is deemed complete. The report will also be provided to DPP. The review period may be extended by the DAB for up to thirty (30) additional days to review plans for large or complex projects which are deemed to require more study.

Drawings should be accompanied by a CD containing a digital copy of the Construction Document Package. Approval of Construction Document Package for conformance with the UDP by the DAB shall not constitute authorization to proceed with the project. Compliance with applicable codes, laws, ordinances, and government agency conditions of approval is the responsibility of the applicant. Approval of DAB Construction Document Package for conformance with the UDP shall be granted Final Approval under the UDP for the design review of Major Projects. The applicant should be aware that other permit and requirements are still the responsibility of the applicant. D. R. Horton reserves the right to simplify and expedite the review and approval process for Major and Minor Projects on a case by case basis.
7.7. REVIEW PROCEDURES - MINOR PROJECTS

Upon notice of a proposed action, D. R. Horton will determine whether the project will qualify for Minor Project processing. If qualified, D. R. Horton may consult with one or more of the members of the DAB. The entire DAB would not be convened.

Applicants are encouraged to consult with DPP during the early stages of this phase of the review process to coordinate and reconcile DAB and DPP reviews and comply with both the Ho‘opili UDP and City and County regulations. As previously noted, submittals will be forwarded to DPP by the DAB.

D. R. Horton and consulted DAB representative(s) will review the project at its various stages. The content and number of copies of required submittal will be as directed by D. R. Horton. Phases of the review will generally be as follows (see Figure 7.1):

1. **DAB Schematic Design Approval** - At the initiation of the project, a narrative and graphic DAB Schematic Design Package shall be submitted which outlines the action, describes its major characteristics, and briefly assesses its impacts on any existing or approved site improvements and adjacent properties. It should include any applicable drawings.

2. **DAB Design Development Approval** - A DAB Design Development Package shall be submitted for review. The drawings and its contents must address any comments provided by the DAB resulting from the review of the DAB Schematic Design Package. Emphasis should be given to relationships (setbacks, colors, materials, etc.) to adjacent properties and existing buildings.

3. **DAB Construction Document Approval/Final Approval** - Half sized set of construction drawings and other specifications shall be submitted for Final Approval. Any comments resulting from the review of the DAB Design Development Submittal shall be addressed.

D. R. Horton and consulted DAB representative(s) will, whenever possible, complete all phases of the review within 30 days exclusive of the applicant’s preparation time.

7.8. CONSTRUCTION REVIEW AND APPROVAL

1. **Duration of Final Approval** - Once granted, final approval shall be effective for a period of 12 months and shall be deemed revoked if the approved construction, reconstruction, refinishing, alteration, or other work approved thereby has not begun within the 12-month period. D. R. Horton may upon request, extend the 12-month approval period.

   If approval lapses hereunder, the owner or lessee shall be required to resubmit the final plans and specifications for approval. The DAB and D. R. Horton shall not be bound by any previous decision in reviewing such plans and specifications, but shall either approve or disapprove the same in writing within thirty (30) days after such resubmission.

2. **As-built Plans** - Upon completion of construction, a complete set of as-built plans and specifications for infrastructure improvements will be provided to D. R. Horton. A digital copy shall concurrently be submitted.

7.9. VARIANCES

Variances from the development standards and guidelines of the UDP may be approved by the DAB and DPP if they are found to be consistent with the goals and objectives for Ho‘opili and the UDP. If the variance requested conflicts with any other law, code, and ordinance, or any permit or approval condition, the applicant may need to apply for variance from appropriate agencies.

7.10. FEES

Professional fees and the expenses incurred by the DAB members in reviewing and approving plans will be paid by the applicant at each stage of the review process.
7.11. RULES AND REGULATIONS

1. Any proposed work that does not conform to a “will”, “shall” or “should” principle may be rejected on that basis.

2. Any proposed work may be rejected based on D. R. Horton’s or its designee’s concerns about matters set forth in other legal parameters affecting the site of a proposed improvement. For example, and not by way of limitation, as a condition to the sale or lease of any parcel covered by this UDP, an applicant may be required to comply with a separate set of recorded or unrecorded covenants, rules or guidelines, and land use entitlement conditions. Such parameters may result in the rejection of a proposed work that is not otherwise prohibited under this UDP.

3. Nothing in this UDP is intended to govern or restrict in any way the use or improvement of (a) land outside of the area covered by the UDP, (b) land while owned or used by a governmental entity, and (c) land used for utility purposes exempted from this UDP, provided that such exemption is documented in a written instrument signed by D. R. Horton or its designee.

4. Nothing in this UDP is intended to be the basis of a legal cause of action by one landowner or lessee against any other landowner or lessee for failure to comply with this UDP. It is intended that only D. R. Horton, or a person/entity designated in writing by the D. R. Horton to have such rights, shall have any right to enforce this UDP. Except for such a designee of D. R. Horton, no other person, entity or third party beneficiary is to acquire legal rights under this UDP.

5. While D. R. Horton, its designee, or the DAB will do its best to protect the views identified in the Ewa Development Plan, nothing herein is intended to be a promise, covenant, representation, warranty or guaranty that D. R. Horton, or its designee or DAB will act to protect views.

6. Plans may be rejected for failure to address infrastructure requirements to the satisfaction of D. R. Horton or its designee.

7. The commencement of any review process may be conditioned upon the payment of an application fee to cover all anticipated costs of D. R. Horton, its designee or the DAB, and upon the completion of an application form with such terms and conditions as may be required by D. R. Horton, its designee or the DAB.

8. No consent, approval or waiver of the requirement under any provision of this UDP for consent or approval shall be deemed to be a promise, covenant, representation, warranty or guaranty of the adequacy, quality, safety, structural soundness or legality of the requested or proposed matter, including but not limited to approved plans, drawings and specifications. No person or entity providing a consent, approval or waiver under any provision of this UDP shall have liability with respect to giving of any consent or approval or waiver of same. To the fullest extent permitted by law, D. R. Horton, its designee, the DAB, and the members of the DAB, shall have no liability with regard to any decision or non-decision made by D. R. Horton, its designee or the DAB under this UDP, even if a mistake in judgment or negligence in making such decision or non-decision results in damage, loss or prejudice to any person or entity. Without limiting the generality of the foregoing, no consent, approval or waiver concerning any matter under this UDP shall in any manner constitute anyone’s promise, covenant, representation, warranty or guaranty that such matter (a) has been prepared free of defects or is of good workmanship or design, (b) will result in improvements which are readily marketable or free of any design or construction defects, (c) complies with any or all applicable laws (including but not limited to zoning and building code requirements, or (d) will result in any government entity’s or anyone else’s approval of the same item.
AMENDMENT PROCEDURES
8.1. PURPOSE AND INTENT
To respond to changing conditions, modifications to the provisions of this UDP may, from time to time, be appropriate. The purpose of these amendment procedures is to provide a process for modifications when requested by D. R. Horton, DPP, landowners or prospective developers.

8.2. APPLICABILITY
Any request to amend the UDP shall be made at the discretion of D. R. Horton and submitted to DPP for review and approval. As previously noted, the provisions of this UDP are general in nature and are not intended to be comprehensive in their coverage or exhaustive in detail. Any amendments must be consistent with the UDP’s vision and objectives. Minor variations will be considered through a variance procedure, as described in Section 7.9.

8.3. APPLICATION REQUIREMENTS
Applications for amendments must include the following information and analyses:

1. Existing provisions of this UDP for which amendments are being requested.

2. Amendments (i.e., deletions, modifications and/or new provisions) which are proposed to establish project consistency.

3. The basis or rationale for the proposed amendments, and the circumstances and changed conditions that necessitate the amendment.

8.4. REVIEW PROCEDURES
Applications to amend provisions related to districts and supporting themes in this UDP will be processed in accordance with the following procedures:

1. Pre-application Meeting - This meeting will include the following participants: the applicant, the project architect, a representative(s) of D. R. Horton, and a representative of the DAB.

The purpose of the meeting is to briefly review the nature and purpose of the proposed amendment(s). To the extent possible, areas of particular concern which will need to be addressed in the application will be identified.

2. Application Review - Applications to amend the UDP must be approved by both the DAB and D. R. Horton. Written applications, the required number of copies and all required information must be submitted to D. R. Horton for distribution to the DAB at least seven (7) days prior to the DAB meeting at which a proposed amendment is scheduled for review.

Whenever possible, the review will be completed and action taken within thirty (30) days of the DAB meeting.

The DAB or D. R. Horton may extend its review period for up to thirty (30) additional days.

8.5. APPROVAL
All applications for amendments to this UDP must be approved by both D. R. Horton and DPP. Once the amendment is approved by D. R. Horton, the application for amendment must be submitted to DPP for review. If approved by DPP, the UDP amendments shall become effective on the date determined by DPP and shall be officially incorporated into the UDP.
8.6. ADOPTION OF SPECIFIC PROVISIONS FOR NEIGHBORHOODS

As a living document that will evolve with the phased development of Ho‘opili, an administrative process has been established to allow for a phased creation and implementation of specific provisions developed for each type of neighborhood.

Inclusion of neighborhood provisions to this UDP approved by both D. R. Horton and DPP will be worked on collaboratively. If approved by DPP, the specific provisions for neighborhoods shall become effective on the date determined by DPP and shall be officially incorporated into the UDP.

The rolling approval of each of the aforementioned will precede the final approval of subdivision of land within that affected neighborhood.