Mehana
At Kapolei

Design Guidelines

April 2008

D·R·HORTON ™
America's Builder
Schuler Division
MEHANA AT KAPOLEI

DESIGN GUIDELINES

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Prepared For:
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April 2008
Preface

The Mehana Design Guidelines were prepared pursuant to City and County of Honolulu Ordinance 04-46. The Guidelines are intended to be used by the developer, D.R. Horton, Inc., Schuler Division, its successors and assigns, and the future owners of Mehana to establish and maintain a distinctive community and architectural character that complements the City of Kapolei and creates a high quality living environment. The Guidelines provide a pattern book of community and architectural elements (streetscapes, public spaces, roof types, materials, patterning of windows, fence treatments, etc.). Future housing products will be guided by the approval of the patterns established herein.

The Guidelines were first issued in December 2005. This April 2008 edition incorporates minor adjustments to the street pattern, a minor re-orientation of the Kapolei Green park, an updated description of the proposed regional drainage corridor to be constructed adjacent to Mehana, and several other minor changes to make the Guidelines more user-friendly.
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1.0 DEVELOPMENT VISION

Mehana ("warmth of the sun") at Kapolei is a 134-acre master planned, integrated residential community situated within the City of Kapolei’s Residential District. It will include approximately 1,150 multi-and single-family residential units within defined neighborhoods that are supported by a mixed-use commercial complex, an adjoining elementary school, and parks and recreation facilities.

Residents of Mehana will be able to live, work and play within walking distance, or a very short commute to the nearby City of Kapolei’s growing “downtown” area. Integrated neighborhood serving retail and recreational uses will create a convivial atmosphere where you could meet your neighbor for a walk around the park and share an espresso within minutes of your home – without getting into a car. Kids may again feel safe biking to and from Mehana’s new Elementary School using the internal network of special use paths.

Mehana is envisioned to address the housing needs of a cross section of the population, and may include townhome and apartment flats, duplexes and single family-detached homes. Multi-family neighborhoods will include opportunities for neighborhood-serving commercial uses as part of the mixed-use zoning. "Alley-loaded" single family residential configurations will be utilized in certain neighborhoods, minimizing streetscapes dominated by garages and driveways in favor of more neighborhood-friendly front yards and porches that encourage social interaction among residents.

Regional connectivity will be enhanced by extending the City of Kapolei’s roadway grid into Mehana’s internal street network and providing opportunities for linkages to the Kalafoa Redevelopment area to the south. Pedestrian and bicycle connectivity will be achieved via the proposed Palailai Mall extension, Village Walk and other key pathway connections to adjacent communities. Mehana’s neighborhoods will be set within an overall park-like setting, with internal pedestrian/bicycle pathways linking to the neighborhood park (Kapolei Green) and to Kapolei’s City Center and Regional Park to the north, the proposed Elementary and existing High School to the east, the proposed Civic Center to the west, and the Kalafoa District and the proposed Rail Trail (a segment of the proposed Pearl Harbor Historic Trail) to the south. The internal Village Walk, Palailai Mall and other pathway corridors will include landscaping, street furniture and nodes for informal gatherings. The intent is to encourage walking and bicycling in lieu of the use of automobiles within the community and Kapolei City limits.

Mehana’s community and architectural patterns will respect and complement the urban design character of the City of Kapolei. The street pattern and housing orientation toward the street provides for generous public spaces and an organizational framework for development. Architectural patterns described herein are designed to complement the street as an important public space. Façade details, including front porches, will be incorporated to enhance the streetscape experience. A focal point of community activity is planned at the center of Mehana oriented around Kapolei Green, the Mehana Community Center and the mixed-use commercial area to provide a gathering place for Mehana’s residents to meet and socialize.

Mehana will provide a generous selection of residential living choices within comfortable, convenient and active neighborhoods for the working residents of Kapolei and its surrounding areas, and will do so in a manner consistent with the overall goals of the City's Urban Design Plan.
2.0 COMMUNITY PATTERNS

This section describes the essential qualities of the community space and how the various community elements are integrated. It describes the development context, overall land use plan, and desired forms of streets and public spaces, and specific design provisions relating to block sizes, building envelopes and land uses. As reflected in Figure 1, this section also highlights the community’s overall built environment with respect to building design variations and façade articulation, social gathering places, pedestrian corridors and public open spaces and recreation facilities.

2.1 Site Characteristics and Area Relationships

The project site is bounded by Fort Barrette Road to the east, a utility and regional drainage corridor the Kalaeloa redevelopment district (former Barbers Point Naval Air Station) to the south, and the future State Civic Center and Village Center mixed-use districts to the west and north (Figure 2). It is relatively flat with a gentle slope to the south (makai). Scattered shallow depressions and pits caused by previous quarrying activities are found in the western portion of the site. An existing 60-foot wide utility easement crosses the site, coinciding with the future extension of Kama'aha Boulevard. Existing vegetation consists of non-native buffalo grass (*Cenchrus ciliaris*), koa haole (*Leucaena leucocephala*) and kiawe (*Prosopis pallida*), characteristic of dry, leeward climatic zones.

As shown on Figure 2, the project site is well placed with respect to proximity to the City of Kapolei's existing and future commercial, retail, office and leisure/entertainment establishments and Kapolei Regional Park. This aspect is highlighted by the five, ten and fifteen-minute walking distance radii originating from Kapolei Green, Mehana's Central Park. Pedestrian and bicycle movement between Mehana and Kapolei City services and attractions will be facilitated with the development of the Palailai Mall pedestrian corridor identified in the Kapolei Urban Design Plan. The proposed City of Kapolei Transit Station at the future intersection of the Kapolei Parkway and Kama'aha Boulevard would be within a 10-minute walk for Mehana residents.

Figure 3 presents Mehana in the context of the Kapolei Urban Design Plan’s districts and building heights. The future Village Center District and commercial emphasis mixed-use districts are located between Mehana and the planned alignment of Kapolei Parkway, integrated with Mehana by Village Walk. When constructed, this block will include a mix of uses, including retail services, which will be readily accessible to Mehana residents. Potential for commercial uses on the Mehana side of Village Walk will be enhanced by this location. The Civic Center District to the west was recently designated as the new home for the State Judiciary’s Family Court. As shown in Figures 2 and 11, a proposed regional drainage corridor and the proposed alignment of the Pearl Harbor Historic Trail run along Mehana’s southern boundary, with the Kalaeloa redevelopment district situated to the south.
SINGLE-FAMILY RESIDENTIAL

COMMUNITY PATTERNS
MEHANA AT KAPOLEI

Figure 1A
MULTI-FAMILY RESIDENTIAL

COMMUNITY PATTERNS
MEHANA at KAPOLEI

Figure 1B
MIXED USES and GROUND FLOOR COMMERCIAL SPACES

COMMUNITY PATTERNS
MEHANA at KAPOLEI

Figure 1C
Design Guidelines
Mehana at Kapolei

April 2008

Legend
- School / Public Facility
- Retail / Commercial
- Office / Commercial
- Leisure / Entertainment
- Senior Living
- Park

Hawaiian Waters Adventure Park
KAPOLEI REGIONAL PARK
KAPOLEI PARK
TRANSPORTATION STATION (Future)
KAPOLEI VILLAGE CENTER
FUTURE ELEMENTARY SCHOOL
HIGH SCHOOL

Project Site

PROJECT LOCATION MAP
MEHANA at KAPOLEI

Figure 2
FIGURE 14

26 The City of Kapolei Urban Design Plan

DISTRIBUTED ELEMENTS

- City Center
- Commercial Emphasis Mixed Use
- Commercial
- Village Commercial
- Civic Center
- Residential Emphasis Mixed Use
- Mehana

ELEMENTS

- Elementary School
- Park
- Public Transit Center

BUILDING HEIGHTS

- 150 feet
- 120 feet
- 90 feet
- 60 feet
- 45 feet
- 30 feet
- 25 feet

DISTRICTS AND BUILDING HEIGHTS
MEHANA at KAPOLEI

Figure 3
2.2 Land Use Plan

Mehana’s land use plan is presented in Figure 4 and is described below. The plan illustrates the optimum and ultimate build-out development of the 134.4-acre residential community.

Table 1 presents the supporting land utilization schedule with respect to specific use and zoning categories, the land area of each category, and projected residential densities and unit counts. At build-out, it is projected that the community will accommodate approximately 1,150 multi- and single-family residential dwellings.

<table>
<thead>
<tr>
<th>Land Use</th>
<th>Zoning</th>
<th>Acres*</th>
<th>Height Limit</th>
<th>Density* (du/ac.)</th>
<th>Units*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Medium Density Residential</td>
<td>AMX-2</td>
<td>33.9</td>
<td>60’/45’</td>
<td>18</td>
<td>620</td>
</tr>
<tr>
<td>Medium/Low Density Residential</td>
<td>A-1</td>
<td>18.9</td>
<td>30</td>
<td>15</td>
<td>280</td>
</tr>
<tr>
<td>Low Density Res.</td>
<td>R-5</td>
<td>38.0</td>
<td>25’</td>
<td>6</td>
<td>230</td>
</tr>
<tr>
<td>Mixed-Use Commercial/Res.</td>
<td>BMX-3</td>
<td>7.0</td>
<td>45’</td>
<td>10</td>
<td>20</td>
</tr>
<tr>
<td>Community Center</td>
<td>AMX-2</td>
<td>1.4</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Neighborhood Park (Kapolei Green)</td>
<td>P-2</td>
<td>4.7</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Village Walk</td>
<td>AMX-2</td>
<td>1.2</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Palailai Mall</td>
<td>AMX-2</td>
<td>0.7</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Elementary School</td>
<td>A-2</td>
<td>12.3</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Roads/sidewalks</td>
<td>Varies</td>
<td>21.3</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td><strong>134.4</strong></td>
<td></td>
<td><strong>1150</strong></td>
<td></td>
</tr>
</tbody>
</table>

* Estimated, subject to change

Mehana is set back from the proposed Kapolei Parkway corridor, yet is convenient to the City’s business/retail districts. It will be comprised of medium to low density homes, with buildings up to five stories. Building types consist of single-family detached homes, duplexes, townhomes, apartment flats and other types of multi-family dwellings. A 12-acre public elementary school site anchors the northeast corner of the Mehana community.

Kapolei Green, a mixed-use commercial complex and the Mehana Community Center are located at the center of the community, within easy walking distance for most residents. This area will serve as the focal point of community activity for the community.

Important objectives of the plan include:

- Provide multi- and single-family dwellings in an attractive living environment close to the City’s urban center.
- Establish well defined neighborhoods focused around public areas such as pedestrian and recreational amenities and convenience shopping, to encourage interaction among residents.
- Provide ample pedestrian, bicycle and recreational open spaces and minimize the visual intrusiveness of off street vehicle parking facilities.
- Provide a variety of housing types and price ranges to accommodate a range of housing options.
- Provide opportunities for neighborhood-serving commercial uses in the mixed-use neighborhoods.
LAND USE PLAN
MEHANA at KAPOLEI
Figure 4
2.3 Circulation

This chapter describes Mehana’s general roadway characteristics, traffic calming features and street tree landscaping requirements. Connectivity has been achieved by connecting the City of Kapolei’s major mauka-makai streets down through Mehana to its southern boundary, for future connection to the Kalaeloa Redevelopment Area.

2.3.1 General Roadway Characteristics

Initially, access to Mehana from the H-1 Freeway will be via Fort Barrette Road and an extension of Kapolei Parkway to the eastern intersection with Road N (Figures 4 and 5). In the mid term, Kama’aha Boulevard (Road K) will be extended to the Uluohia Street intersection, mauka of the future Kapolei Parkway right-of-way, to provide a secondary access. In the long term, as the Kapolei Parkway commercial district mauka of Mehana is developed, other City roadways (Manawai Street (Road M), Wakea Street (Road W) and Alohikea Street (Road E)) will be connected to Mehana’s roadway grid.

Mehana’s gridded network of residential streets will provide access to adjoining single- and multi-family housing and mixed-use commercial developments. The design characteristics are in accordance with City and County of Honolulu’s Subdivision Street Standards. An additional 5 feet will be added along Road A, B, K and N’s interior sidewalk to create a 10-foot wide shared use (bicycle and pedestrian) sidewalk that loops through the development (Figure 5). Bicycles would share travel lanes along project roadways.

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**ROADWAY CLASSIFICATION**

MEHANA at KAPOLEI

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Figure 5
2.3.2 Traffic Calming Features

Mehana’s street network incorporates a number of traffic calming features. The roadway grid calms traffic due to the increased number of intersections relative to the traditional local/collector/arterial roadway hierarchy. Street trees and on-street parking throughout Mehana also acts as a traffic calming measure. Medians and crossing islands will provide pedestrian refuge and enhance the attractiveness of the pedestrian experience.

2.3.2.1 Medians

Four mid-block medians within the two collector roads and a full length median along the proposed Wakea Street extension will also calm traffic. Two of the mid-block medians will be designed as landscaped pedestrian refuge islands (part of the Palaialai Mall corridor and facilitating pedestrian access to Kapolei Green) while the other two medians will be landscaped with canopy trees to provide additional shade and to enhance the streetscape experience for residents and visitors. The Wakea Street median will separate north and southbound traffic, provide a cooling effect on the microclimate, and the landscape design will encourage pedestrians to use identified pedestrian crosswalks. The locations, sections and conceptual plans for the medians are provided in Figure 6.

2.3.2.2 Diagonal Parking

Diagonal on-street parking bays along the AMX-2 and BMX-3 street frontages could serve and enhance the viability of street-level retail uses. The diagonal parking configuration changes the perception and function of the street, increases motorist and pedestrian awareness and parking efficiency which in turn calms traffic and increases the convenience/viability of the adjacent retail uses. Diagonal parking bays can be incorporated into the landscaped area between the curb and the sidewalk. Front yards adjacent to these bays may incorporate hardscape paving elements consistent with ground floor commercial uses permitted in the respective zoning districts. Diagonal parking will be limited to 50 percent of each block face.
PEDESTRIAN MEDIAN A

LANDSCAPE MEDIAN B

TRAFFIC CALMING MEDIANS
MEHANA at KAPOLEI

LOCATION MAP

Figure 6
2.3.3 Pedestrian Systems

Mehana is planned to provide a pedestrian and bicycle friendly environment. Connectivity is achieved through an interconnected system of sidewalks, greenbelts and bike lanes. Incorporation of traffic calming features, the creation of public promenades such as Palailai Mall and Village Walk, numerous public sidewalks and the provision of strategically located street furniture provide the primary pedestrian circulation system.

A 10-foot wide, shared-use path will loop through Mehana along Road A, B, K and N’s interior sidewalk (Figures 4 and 5) to accommodate a range of travel modes from baby strollers to pedestrians to beginning bicycle riders. Six public pedestrian connections to the OR&L Bikeway/proposed Pearl Harbor Historic Trail will be provided along Mehana’s southern boundary as shown in Figure 4 (3 of them provided as part of planned roadway extensions). A network of private pedestrian pathways will be established within each apartment-zoned block to provide access to adjacent public streets. At least one mid-block pedestrian connection will be provided along each side of the block.

Mehana’s residents will live within a ten minute walk of Kapolei Green, the Mehana Community Center and the commercial mixed-use area. Mehana’s streets will have public sidewalks shaded by street trees. Because traffic calming measures will keep automobile speeds low, bicyclists will feel comfortable sharing the streets with motorists.
2.3.3.1 Palailai Mall

Within the City of Kapolei, Palailai Mall extends from its mauka end at Campbell Square, past Kapolei Green terminating on Mehana’s makai side at the Rail Trail. The privately owned and maintained mall is intended to provide a pleasant landscaped path for pedestrian circulation.

Within Mehana, the 30-foot wide, landscaped and tree-lined mall provides an important ped/bike connection and linear park running through the heart of the community, connecting from Village Walk to the north of Mehana to the Rail Trail on the south. The Mall provides direct access to Kapolei Green, the Community Center and the mixed-use commercial center. Seating areas and landscaped lighting will be provided along the mall to enhance the pedestrian experience. Homes have direct access to the mall as shown in Figures 7A, B and C.
The two plans illustrate different segments of the Mall. Figure 7B shows the segment of the Mall intersecting with Road A while Figure 7C shows the Mall’s intersection with the Rail Trail.
2.3.3.2 Village Walk

Village Walk, a major pedestrian spine, originates at the proposed State Judiciary complex on the west, passes along the top of the Mehana community, bisects Palailai Mall, and terminates at the proposed Elementary School on the east.

Village Walk is part of a one-way promenade/vehicular road bisecting the mixed-use commercial districts to the north of Mehana with the medium density, mixed-use apartment areas within Mehana. As illustrated in Figures 8A and B, it's intended to become a popular place for strolling and will serve as an important pedestrian link both mauka-nakai and in the Ewa-Diamond Head direction. As with other public frontages, multi family homes within Mehana will be oriented towards Village Walk, enhancing the prominence of the corridor and providing opportunities for integrating neighborhood serving commercial uses.

VILLAGE WALK
MEHANA at KAPOLEI

Figure 8A
2.3.4 Street Landscaping

Mehana’s Street Tree Plan will provide for a unified and coherent landscape pattern on all streets to create the strong sense of place envisioned for the City of Kapolei. Figure 9 provides an artist’s conception of the shaded, pedestrian-friendly streetscape envisioned for Mehana. Street trees are to be planted following the plan set forth in Figure 10 and in accordance with vehicle sight distance safety standards. The specific street trees to be used reflect the scale and hierarchy of the roadways, as well as the various districts of the City. Examples of trees being considered include:

- Large Canopy Trees: Queens Shower (yellow flower), Rainbow Shower and/or Pak Lan, Narra, Poinciana, and/or Manele;
- Medium Canopy Trees: Kou (*cordia subcordata*) (red flower), Harpullia, Silver Buttonwood, Hong Kong Orchid and/or Satin leaf (redish under leaf); and
- Small Canopy Trees: Alibangbang, False olive and/or Silver Trumpet, along Village Walk.

All landscaped areas are to be provided with a permanent underground automatic irrigation system.
2.4 Parks and Open Space

Kapolei Green, a 4.7-acre neighborhood park, is located at the center of the Mehana Community. Planned to be dedicated to the City and County of Honolulu as a Neighborhood Park, the conceptual plan envisions a regulation soccer field, comfort station, several hard courts, a children’s play area and off-street parking. Across the street is the proposed 1.4-acre Mehana Community Center to serve Mehana residents. The Rail Trail, a proposed segment of the Pearl Harbor Historic Trail master planned by the City and County of Honolulu, runs alongside the makai boundary of Mehana. These important recreational elements will be linked to the greater Mehana community by the promenades, numerous public sidewalks and pedestrian connections discussed in Section 2.3.3 and as illustrated in Figures 1C and 4. Private recreation and open spaces will be provided within each of the multi-family blocks.

2.5 Specific Design Provisions

2.5.1 Block Sizes

Median block sizes in the A, AMX and BMX districts are approximately 400 feet by 400 feet with several blocks greater and less than that. Block sizes will essentially conform to the roadway grid as reflected in Figure 4. Block sizes in the Residential-zoned District will be established in the design phase based generally on City standards and with DPP approval.

2.5.2 Building Envelopes

**Density.** The floor area ratio will be as allowed in the City & County Land Use Ordinance’s Medium Density Apartment Mixed-Use (AMX-2), Low Density Apartment (A-1), Residential (R-5), and Community Business Mixed-Use (BMX-3) Districts.

**Height.** The maximum building heights are as identified on Figure 4 and Table 1. For multi-family dwellings this includes a required roof form, which may be used as occupied space. Within the AMX-2 zoning district, the building heights will vary and building massing will be "tiered" up to the maximum height, incorporating sloped roofs, covered lanais, and variety in the building massing.

**Setbacks.** Residential yard setbacks (not including interior, private circulation) will conform to City & County Land Use Ordinance standards. To enhance the streetscape experience, no more than two adjacent single family homes should have the same front yard setback.

Multi-family building front yards will be varied along public street frontages to prevent unbroken wall or roof plane surfaces of more than 75 feet. Rear and side yard setbacks will conform to City & County Land Use Ordinance standards.
2.5.3 Uses

Although single-family dwellings and duplex units are a permitted use, they are subject to proportionality with multi-family dwellings. Multi-family dwellings, defined as 3 or more dwellings within a single structure, will dominate and be no less than 51 percent of the total number of dwellings within the Mehana community. Single-family and two-family dwellings are not permitted in AMX-2 and BMX-3 zoning districts.

Uses and activities that complement single- and multi-family dwellings such as neighborhood retail, schools, parks, meeting facilities, churches and daycare facilities are permitted in accordance with City & County Land Use Ordinance provisions.

2.6 Regional Drainage Corridor

A regional drainage corridor – also referred to as the Makai Channel - is planned along the makai edge of Mehana, above the OR&L right-of-way, on lands to be owned by the James Campbell Company (JCC). The facility will collect drainage from the City of Kapolei and convey it to the west, to the existing JCIP drainage channel just east of Kalaeloa Boulevard. The Makai Channel includes a tree-lined path on the mauka bank, open for public use, to accommodate maintenance vehicles, bicycles and pedestrians (Figure 11). The path segment running along the makai edge of Mehana is called "Rail Trail" because of its proximity to the OR&L railway right-of-way. The channel width and depth increases from east to west. At the east end near Ft Barrette Road, the canal bottom is relatively narrow and shallow (about 20 feet wide and 8 feet deep) and the mauka bank is retained by a vertical concrete wall (shown in grayscale in Figure 11). For most of its length (i.e., west of Manawai Street) the canal bottom is 40 to 50 feet wide with sloping banks reaching a maximum depth of about 24 feet at the west end.

JCC and DR Horton, Inc. Schuler Division (or their respective successors and assigns) will jointly construct the Makai Channel and JCC is responsible for dedicating it to the City. JCC received DPP’s approval for an Updated Drainage Master Plan for the City of Kapolei in March 2007, which included plans for the Makai Channel.

2.7 Sustainable Design Elements

Consistent with the objectives set forth in the City of Kapolei’s Urban Design Plan and its build-out to date, Mehana has been designed with the consideration of sustainable principles to create a compact, walkable community that promotes a healthy lifestyle through its many promenades, bikeways and central park and mixed use community center. A future transit station planned for a nearby site will ultimately provide easy transit access to Mehana residents. Common area landscapes will consist of plants that adapt well to the warm Kapolei climate and will be irrigated by non-potable water sources. Areas of Mehana will be served by the Honolulu Board of Water Supply’s non-potable water system, including the major pedestrian mall landscaping, Kapolei Green and the planned elementary school. Solar power and water heating devices are permitted to take advantage of Kapolei’s high solar insolation and promote alternative energy usage. Homes will include Energy Star features such as energy and cost efficient appliances offering improved energy performance.
REGIONAL DRAINAGE CORRIDOR
MEHANA at KAPOLEI

Note: Gray scale section corresponds with eastern end of drainage corridor - roughly between Ft. Barrater Road and Road M. Corridor widen to the west.

Figure 11
3.0 ARCHITECTURAL PATTERNS

This section provides design guidelines and photographs and images to define the architectural patterns and styles that will be developed at Mehana. Figure 12 schematically illustrates building orientation and massing and Figure 13 provides a palette of architectural characteristics that represent the general qualities and designs being considered.

3.1 Architectural Guidelines

3.1.1 Architectural Character

Building design should be domestic in scale and reflect the Hawaiian environment and include some of the following traditional elements: front porches, high-pitched roofs, gable vents, muntin windows, extended eaves and patterned screens. Renovations and expansions will be fully compatible with the primary dwelling. These elements are graphically illustrated in Figure 13.

Corner single-family and multi-family units are highly visible and require special treatment. To address this, exposed facades along each street frontage will display similar level of quality and architectural interest.

3.1.2 Building Bulk, Massing, Materials and Colors

Single-family building facades, roof forms, and exterior colors will be varied to avoid repetitive patterns. Transitions between one and two story buildings should be provided to ensure architectural compatibility. This will be accomplished through roof forms, wall articulation and materials.

Multi-family buildings will be organized to clarify site circulation and parking patterns. Facades of building clusters should be varied to emphasize individual units and visually reduce housing scale.

Figure 12: Building Massing and Orientation

Both horizontal and vertical facade articulation will be incorporated to establish identity and break up monotonous wall planes. Multi-family buildings on block perimeters should be punctuated by side yards used for semi-private pedestrian access to internal areas. On small block faces, ground floor pedestrian penetrations, such as a private arcade, are an acceptable alternative.
Mehana at Kapolei - An architectural character that reflects contemporary Hawaiian design elements and lifestyle.

ARCHITECTURAL CHARACTERISTICS
MEHANA at KAPOLEI

Figure 13
All building exteriors will be painted in muted earth tone colors (examples are shown in Figure 14).\(^1\) Acceptable building materials include horizontal and vertical siding, board and batten, EFS, rock veneer and patterned work accents. These elements are also illustrated in Figure 13.

### 3.1.3 Roof Form, Materials and Color

Roof forms should reflect kama'aina characteristics and can include hip and gable styles (including Dutch gables and double pitched roof forms). Shed roofs will be permitted when they cover incidental projections attached to the major building form. Mansards and parapet roof forms are not permitted except were they are needed to screen roof top fixtures such as solar and HVAC equipment, and only if the design doesn't detract from the overall building form. Homeowner-installed roof-mounted equipment --such as solar panels-- must be generally compatible with the overall building form as directed by Mehana's declaration of covenants, codes and restrictions.

Single-and multi-family buildings will incorporate a variety of roof planes. Monotonous, simple pitched roofs should be avoided by varying roof orientation, slopes and heights to create interesting planes and ridges and to break up large expanses.

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\(^1\) Examples only represent range of colors. Other colors within this range are acceptable.
Color swatches are coded with Sherwin Williams paint numbers

BUILDING EXTERIOR COLORS
MEHANA at KAPOLEI

Figure 14
3.2 Site Development Guidelines

3.2.1 Building Siting

Rear (alley)-loaded dwellings are strongly encouraged along the collector roads and shall be the predominant single-family home type. Rear loaded family dwellings are also encouraged in other single-family locations.

Where public open space is adjacent to housing sites, buildings will be oriented to take advantage of views towards the open space.

3.2.2 Off-Street Parking

Parking will conform to requirements of the City & County Land Use Ordinance. In multi-family developments, parking will be distributed throughout the project sites to reduce the overall visual impact of large paved expanses and maximize convenience for the residents. Garages or parking areas should not be sited adjacent to public open spaces such as parks and malls.

Landscaping will be used to visually screen freestanding parking structures or uncovered parking areas from residential entries and roadways, and to break up surface parking areas.

3.2.3 Exterior Lighting

Exterior lighting will be designed to conserve energy while maintaining night-time safety, utility, security and productivity and to avoid light pollution which is defined as “Any adverse effect of man-made light including sky glow, glare, light trespass, light clutter, decreased visibility at night, and energy waste.” The use of up lighting and/or unshielded lighting shall be avoided or designed with appropriate level of intensity and full cutoff shields designed to prevent glare, atmospheric lighting, and light trespass onto adjacent properties or onto a public right-of-way.

3.2.4 Commercial Loading

Commercial uses are permitted in the BMX-3 and AMX-2 zones. Commercial loading facilities will be separated from residential access, to the extent practicable, via building and site design. They will be visually screened from major thoroughfares and hours of commercial operation will be maintained to minimize conflicts with adjacent residential uses.
3.2.5 Walls and Fences

Where provided, the design of perimeter walls or fences should be compatible with similar improvements on adjoining projects. Front yard fences (Type A) should not exceed a maximum height of three feet, be limited to an open slat or picket design style and accompanied with a two-foot minimum width, developer-installed, landscape strip between the sidewalk and the fence.

Rear and side yard fences (Types B and C) should not exceed a maximum height of six feet. Acceptable fence materials include: wood, vinyl, aluminum, stone and EFS.

Figure 15a indicates conceptual single family fence/wall locations. Figure 15b illustrates the relationship of the sidewalk, planting strip, fence and front yard. Figure 16 illustrates conceptual wall and fence design characteristics. The perimeter fence along the Regional Drainage Corridor frontage should be a developer-installed, Type B or C fence.
Open Picket Style
Public View Fences - Maximum 3-foot height
Type A

Upper Open Slat Style
Public View Fences - Maximum 6-foot height
Type B

Solid Style
Privacy Fences/Sign Walls - Maximum 6-foot height
Type C

ACCEPTABLE FENCE/WALL DESIGNS
MEHANA at KAPOLEI

Figure 16
Trash receptacle storage areas should be visually screened from the street with a solid fence or wall and landscaping. Split face CMU is acceptable for use at locations off of the major thoroughfares.

3.2.6 Landscape Planting

Landscaping will be used to soften the building mass and scale and enhance the appearance of the community and to reinforce the identities of individual neighborhoods. Plant material selection will be guided by the arid conditions of the Ewa Plain. Opportunities for incorporating xeriscapes into the development will be considered.

At least one entry node will be provided to identify each multi-family residential project. Entry nodes will include accent landscaping integrated with entry signage to establish a gateway to individual projects.

Parking lots will be landscaped with canopy shade trees and ground cover to reduce direct sunlight and heat absorption.
4.0 PROJECT DESIGN REVIEW PROCEDURES

4.1 Purpose

The purpose of the design review process is to ensure that all projects in the Mehana development conform to and implement the design concepts and themes, and development standards and guidelines set forth in these Design Guidelines and thus contribute to the City of Kapolei’s overall environmental quality.

4.2 Review Procedures

The James Campbell Company, the original developer of the City of Kapolei, and DPP retain design review and approval authority over all developments in the City of Kapolei, including Mehana. In order to assist in the review and interpretation of the provisions of the Kapolei Urban Design Plan and related documents such as the Mehana Design Guidelines, JCC established the Kapolei Design Advisory Board.

Mehana’s design review process is set forth in The City of Kapolei’s Urban Design Plan.

4.3 Operational Period Design Review

The developer of Mehana will record a Declaration of Covenants, Conditions and Restrictions establishing a Master Association of Apartment Owners (AOAO), which will, among other responsibilities, assume control of enforcement of these Design Guidelines for homeowner improvements, such as, but not limited to, landscaping, building additions, exterior building colors and roofing. The purpose of this process will be only to provide an intermediary between the DAB and Mehana's AAO, and will in no way pre-empt the continuing applicability of these Design Guidelines. The AAO will be responsible to ensure that the KUDP and these Design Guidelines are enforced, and to cure any obvious material infraction.