CONTENTS

1.0 KOA RIDGE ................................................................. 1
1.1 INTRODUCTION .......................................................... 1
1.2 PURPOSE ..................................................................... 2
1.3 THE PLAN ..................................................................... 3

2.0 SITE ANALYSIS ............................................................. 4
2.1 HISTORY OF THE SITE .................................................. 4
2.2 LOCATION & PHYSICAL SETTING ................................. 5
2.3 SITE ANALYSIS ............................................................ 6
   Site Access.................................................................. 6
   Ka Uka Boulevard ...................................................... 6
   Kamehameha Highway ............................................... 6
   Pineapple Road Overpass .......................................... 6
   Topography/Drainage ................................................ 7
   Climate ......................................................................... 8
   Views .......................................................................... 9
   Easements .................................................................. 10

2.4 LAND USE ENTITLEMENTS ........................................ 11
   State Land Use Designation ...................................... 11
   Sustainable Communities Plan .................................. 11
   Zoning ........................................................................ 11

3.0 COMMUNITY MASTER PLAN ....................................... 12
3.1 DEVELOPMENT VALUES & GUIDING PRINCIPLES .... 13
3.2 COMMUNITY THEMES ................................................ 14
   The Village as the Focus of Community Life .................. 14
   Regional Shopping - Opportunities in the Gateway ....... 14
   A Healthy Community Planned Around a New Healthcare District .................................................. 14
   Interconnected Roadway, Bicycle & Pedestrian Systems .... 15
   Integrated Open Space System .................................... 15

3.3 PLAN DESCRIPTION .................................................... 16
   Land Use Plan .............................................................. 17
   Illustrative Plan ............................................................ 18

3.4 LAND USE PATTERN .................................................. 19
3.5 THE GATEWAY ......................................................... 21
   Gateway Illustrative Plan .......................................... 21
   Gateway Concept Plan .............................................. 22
   Access to the Gateway .............................................. 22
   Ka Uka Boulevard Streetscape ................................... 23
   The Retail Components ............................................ 23

3.6 THE VILLAGE ............................................................. 25
   Village Concept Plan ................................................. 25

3.7 THE HEALTHCARE DISTRICT ..................................... 29

3.8 LIGHT INDUSTRIAL DISTRICT .................................... 30

3.9 RESIDENTIAL NEIGHBORHOODS ............................... 31
   High Density Village Mixed-Use Condominium ........... 32
   High Density Village Mixed-Use Rental ...................... 32
   High Density Condominium ...................................... 32
   Medium Density Stacked Flat Rental ......................... 32
   Medium Density Attached Units ................................ 32
   Single Family Detached Residences .......................... 32
   Single Family Condominium Dwelling Units ............... 32

3.10 COMMUNITY FACILITIES ......................................... 33
   Community Park ...................................................... 33
   Elementary School .................................................. 33
   Fire Station .............................................................. 34
   Neighborhood Parks ................................................. 34
   Community Center ................................................... 34
   Day Care ................................................................. 34
   Church .................................................................... 34

3.11 CIRCULATION .......................................................... 35
   Gateways from Surrounding Street System ................. 35
   The Connected Street Grid ....................................... 35
   Street Sections ......................................................... 36
   Coordinated Pedestrian & Bicycle Network ................. 40
   Integrated Transportation Services ............................ 42
4.0 LANDSCAPE DESIGN GUIDELINES............... 44
4.1 STREETSCAPE GUIDELINES .......................... 45
   Street Tree Master Plan................................................ 46
4.2 LANDSCAPE - COMMERCIAL & NON RESIDENTIAL .................. 47
4.3 LANDSCAPE - RESIDENTIAL .......................... 48
4.4 LANDSCAPE - COMMON AREAS & PARKS ............. 49
4.5 WATER CONSERVATION ..................................... 50
5.0 ARCHITECTURAL DESIGN GUIDELINES........... 51
5.1 DESIGN CHARACTER ....................................... 52
5.2 NON-RESIDENTIAL SITE GUIDELINES ............... 53
   Site Ingress/Egress & On-Site Circulation ................. 54
   Parking ............................................................................. 54
   On-site Pedestrian Circulation & Amenities ............... 54
   Service Areas & Service Facilities ............................ 55
   Grading & Drainage ............................................................ 55
   Exterior Lighting ................................................................ 55
5.3 NON-RESIDENTIAL BUILDING GUIDELINES ....... 56
   Gateway Buildings......................................................... 56
   Village Buildings ............................................................... 57
5.4 RESIDENTIAL BUILDING GUIDELINES ............. 58
   Building Siting & Orientation ..................................... 58
   Building Massing & Design ....................................... 59
   Setbacks ........................................................................... 59
   Perimeter Walls & Fences .......................................... 60
5.5 ARCHITECTURAL DESIGN CHECKLIST............... 62
   Non-Residential Architectural Design Matrix .............. 63
   Residential Architectural Design Matrix .................. 64
6.0 PROJECT REVIEW PROCESS .......................... 65
   Applicability .................................................................. 65
   Design Review Committee ............................................. 65
   Major & Minor Projects .................................................. 65
6.1 DESIGN REVIEW - MAJOR PROJECTS .............. 66
   1. Pre-design Meeting - Major Projects ....................... 67
   2. Schematic Design - Major Projects .......................... 67
   3. Design Development - Major Projects .................... 68
   4. Construction Documents - Major Projects .............. 69
   5. As-Built Documents - Major Projects .................... 69
6.2 DESIGN REVIEW - MINOR PROJECTS ............. 70
   1. Schematic Design - Minor Projects .......................... 70
   2. Design Development - Minor Projects .................... 70
   3. Construction Documents - Minor Projects .............. 70
   4. As-Built Documents - Minor Projects .................... 70
6.3 DESIGN REVIEW CONDITIONS ...................... 71
   Duration of Final Approval ........................................... 71
   Fees .............................................................................. 71
   Variances from Established Standards ....................... 71
   Governmental Laws, Codes & Ordinances .................. 71
   Subsequent Changes ..................................................... 71
   Use of Architect, Landscape Architect & Engineer ....... 71
   Alterations ..................................................................... 71
   Plan Approvals ............................................................... 72
7.0 AMENDMENT PROCEDURES ......................... 73
   Applicability ................................................................. 73
7.1 AMENDMENT REVIEW PROCEDURES ............. 74
   Pre-Application .............................................................. 74
   Application ..................................................................... 74
   Application Requirements .......................................... 74
   Application Review Process ....................................... 74
   Final Plan Amendment Approval ................................ 74
1.1 INTRODUCTION

Koa Ridge is conceived as a vibrant new community with a small town character. Its mix of residential, commercial, institutional and recreational land uses complement its location adjacent to existing urban development and open space. This Urban Design Plan embodies and incorporates the desires and visions of the broader community as determined over a 10-year public planning process, with the input from the City and County of Honolulu and the more than 50 years of experience in community building of the land owner and developer, Castle & Cooke Homes Hawaii, Inc.
1.2 PURPOSE

The Koa Ridge Urban Design Plan (UDP) is intended to guide and inspire creative, thoughtful design in the implementation of the Koa Ridge Community. The Urban Design Plan outlines the development of a new Central O‘ahu community with the physical, social and cultural characteristics of a new master planned community. The community will incorporate a wide-range of residential and mixed-use commercial/residential neighborhoods interconnected by a network of safe, pedestrian and bicycle pathways and an intelligent, interconnected system of roadways. Of utmost importance is a hierarchical series of planned active and passive community open spaces and recreation facilities. All are connected physically and visually to the adjacent natural open space within the Kipapa Gulch, maintaining views from key view points to the Wai‘anae Mountains.

The Vision

The Koa Ridge design vernacular encourages architectural and landscape design to respond not only to the social, shelter and cultural needs of residents, but also to the climatic, environmental, economic and lifestyle forces of the entire community. Koa Ridge’s architecture should reinforce a hierarchy within the master plan, using height, density and building form to signify the relative importance of each element in contributing to the development of the community as a whole. The careful design of streetscapes and residences should reinforce the sense of community, appropriately balancing social and sustainable goals with the health, and wellbeing of the community.

The Koa Ridge community will be developed in compliance with all Federal, State and City and County regulations, ordinances, codes, standards and requirements in effect at the time. The policies, guidelines and provisions outlined within the Koa Ridge Urban Design Plan are designed to supplement existing governmental codes and regulations and do not replace or supersede City and County Zoning Ordinances or Subdivision Standards, the General Plan, the Central O‘ahu Sustainable Communities Plan, Public Works Standards, or other public ordinances which precede and have precedence over the provisions of the Koa Ridge Urban Design Plan. Should any conflict arise between City and County regulations and the urban design guidelines established in this document, the more restrictive provisions shall prevail. In order to provide a more vibrant and healthy community, the Koa Ridge Urban Design Plan suggests some variations to the Land Use Ordinance which would be subject to City approval.
1.3 THE PLAN

The Koa Ridge Urban Design Plan:

- Ensures the intent to create a new community utilizing a traditional interconnected roadway pattern and incorporating well planned bicycle, pedestrian, and transit routes to minimize the need for automobile trips;
- Establishes a rational land use pattern for local and regional retail, a multi-use village center, a healthcare complex, passive and active open space opportunities and a wide range of residential types to meet the demographic and economic needs of Koa Ridge and the region;
- Assures a consistent level of creativity through well-designed structures and a quality landscape throughout the community for a positive physical image and community character to enhance neighborhoods, create identity and improve the overall quality of life within Koa Ridge;
- Promotes a quality landscape environment that defines and enhances the neighborhoods, the commercial areas, the roadway system, the pedestrian and bicycle ways and the integrated system of community open space and recreation areas;
- Includes the provision of a minimum of 30% affordable housing units either for sale or rent;
- Provides design guidance to the development community, architects/designers and property owners;
- Promotes a healthy lifestyle for its residents and employees by providing for active, recreational opportunities and safe environs;
- Promotes high quality development that stimulates investment in and strengthens the economic vitality of Koa Ridge’s commercial facilities and healthcare district;
- Maintains the property values and pride of ownership as the Koa Ridge community is implemented over time.

This Koa Ridge Urban Design Plan satisfies a condition within the Unilateral Agreement and Declaration for Conditional Zoning for Ordinance 13-38. All lands rezoned under Ordinance 13-38 are subject to compliance with the UDP.
2.1 HISTORY OF THE SITE

The site has been under the ownership of Castle & Cooke since 1952 and under agricultural management, primarily for the growing of pineapples. With the demise of pineapple production in Hawaii, the land was leased to various agriculture entities for the cultivation of a variety of agricultural products. Due to the long-term commercial agricultural use, the site is relatively clear of significant historic sites, with the exception of the Wai`ahole Ditch and the Kipapa Ditch. A portion of the Wai`ahole Ditch, a historic irrigation system providing water to agricultural uses in Central O`ahu and the Ewa plain, crosses the northern end of the site.
Koa Ridge is located within the Central O`ahu District of the City and County of Honolulu on the Island of O`ahu in the State of Hawaii. The site, comprising some 576 acres, completes the urbanized land use pattern on the west side of the H-2 Freeway. Land uses bordering the Koa Ridge site include the H-2 Freeway to the east, Ka Uka Boulevard and the Gentry Waipio Business/Industrial Park to the south, the Patsy T. Mink Central O`ahu Regional Park (CORP) to the southwest, and Kamehameha Highway, and Kipapa Gulch to the west. Approximately four acres of land bordering the west side of the H-2 Freeway, in the middle of the site, are occupied by two City and County of Honolulu-owned water storage tanks. Located bordering the south side of Ka Uka Boulevard and the Koa Ridge site are major regional and local retail users including Costco and automobile dealerships.
2.3 SITE ANALYSIS

**Site Access**
Access to the Koa Ridge site occurs in three primary locations:

**Ka Uka Boulevard**
The Koa Ridge site is accessible from two points on Ka Uka Boulevard west of the interchange with H-2 Freeway. The primary access point from Ka Uka Boulevard is located approximately 1,100 feet west of the intersection of the southbound H-2 Freeway off-ramp and Moaniani Street with Ka Uka Boulevard. This intersection is a full four-way intersection aligning with the existing private drive on the south side of Ka Uka Boulevard. The second point of access is located approximately halfway between the Moaniani Street intersection and the primary access. This access point is limited to right-in and right-out for west bound traffic on Ka Uka Boulevard.

**Kamehameha Highway**
Access is planned from Kamehameha Highway to the southwest end of Koa Ridge. This Kamehameha Highway access is limited to northbound ingress and egress to and from Koa Ridge.

**Pineapple Road Overpass**
A new interchange is planned with the H-2 Freeway at the northeast end of Koa Ridge at a point near the existing bridge spanning the H-2 Freeway known as the Pineapple Road overpass. The new interchange will allow ingress and egress from both north and southbound traffic on the H-2 Freeway.
Topography/Drainage

The Island of O`ahu is a volcanic doublet, formed of the Wai`anae Range on the west and the younger Ko`olau Range on the east. Both are the eroded remnants of great shield volcanoes. Lava flows from the Ko`olau volcano banked against the already eroded slope of the Wai`anae volcano to form the gently sloping surface of the Schofield Plateau. The Koa Ridge site is located on the southern slope of the Schofield Plateau.

This plateau was built up by many successive lava flows originating from the Ko`olau shield volcano. This rock unit is comprised of firm to very hard volcanic rocks which form bedrock in the project area and vicinity. The soils in this area are typically residual, derived from the weathering of basic igneous rock.

Overall elevations within the Koa Ridge site range from approximately 435 to 730 feet above mean sea level from the south to north. The terrain is generally gently sloped with an average slope of 3% over the north to south length of the site. There are steeper sections near the western edge of the site where lateral gulches drain into the Kipapa Gulch, as well as along the western edge of the site where the typical flat plain drops steeply into the bottom of Kipapa Gulch some 250' below. Lateral gulches, or ditches running perpendicular to the edge of Kipapa Gulch, drain water from the Koa Ridge plateau to Kipapa stream.
Climate
Koa Ridge is located in the Central O`ahu plain averaging some 580’ above sea level. This location provides ideal weather for outdoor living. The average rainfall is within the lower range typically found in the coastal areas of the island (21-48”). The average temperatures and humidity are generally less than the lower elevations on the island near the shore. In the summer months the temperature in the Waipio area averages 76°F with the average low being 60°F and the average high approximately 86°F.

Annual prevailing trade wind direction for this area of O`ahu is east-northeast. Winds from the south are infrequent, occurring mostly in winter. Wind speeds average about 12 miles per hour and mostly vary between about 6 and 17 miles per hour.
Views
The vision of the Central O`ahu Sustainable Communities Plan is to preserve and enhance Central O`ahu’s historic and cultural resources. This will be achieved by retaining visual landmarks and vistas from the western edge of the Koa Ridge site, and the dramatic views of the Wai`anae Mountain range to the west. The community will be able to enjoy these views from perimeter parks along the edge of Kipapa Gulch. Views to the south and known landmarks such as Diamond Head generally are not available due to the shallow overall north to south slope. As shown in the Illustrative Plan (page 18), view opportunities occur at the overlook parks at the perimeter of the northwest side of Koa Ridge, and the community park. The east side of the site provides limited views of the Ko`olau mountain range and can be seen from the residences along the east side of Koa Ridge and the community center.
Easements

The Koa Ridge site is traversed by easements for Hawaiian Electric’s (HECO) electrical transmission lines and the irrigation canal known as the Wai`ahole Ditch. HECO has recently replaced the aging 138 kV powerlines and wood supporting structures with steel supports. No vertical development is permitted within the easements and landscape improvements are limited in height and must conform to established HECO criteria. The easements are integrated into the overall plan and accommodate uses such as the community park, overlook parks, view corridors, portion of the Bike/Pedway system, right-of-ways, and parking.

The historic Wai`ahole Ditch is aging, but the intent is to replace and modernize the functional water transmission aspects of the existing facility within the Koa Ridge borders.

Another historic ditch that borders the west side of Koa Ridge is the Kipapa Ditch. This ditch is no longer used for irrigation. The intent of the plan is to remove certain areas of the ditch. All work on both ditches and any mitigative measures will be planned with guidance from the Hawaii Department of Land and Natural Resources State Historic Preservation Division (SHPD).
2.4 LAND USE ENTITLEMENTS

State Land Use Designation
On June 21, 2012 in Docket No. A11-793, the State Land Use Commission adopted the Findings of Fact, Conclusions of Law and Decision and Order reclassifying the 576-acre Koa Ridge property from the State Agricultural District to the Urban District.

Sustainable Communities Plan
The O‘ahu General Plan designates Central O‘ahu for urban fringe growth to meet anticipated growth demands without overburdening the communities targeted for growth. Pursuant to the Central O‘ahu Sustainable Communities Plan (COSCP) dated December 2002, residential growth will occur primarily in master planned communities. The community must support the vision of the COSCP, and address the needs of a wide range of families and age groups. Koa Ridge is identified as a master planned community within the COSCP Community Growth Boundary.

Zoning
On November 27, 2013, Ordinance 13-38 was approved rezoning the 576-acre Koa Ridge property from AG-1 Restricted Agricultural District to A-2 Medium Density Apartment District, BMX-3 Community Business Mixed-Use District, B-1 Neighborhood Business District, IMX-1 Industrial-Commercial Mixed-Use District, and P-2 General Preservation District. Ordinance 13-38 condition 5 states that an Urban Design Plan shall be submitted prior to receiving subdivision approvals.
The values and principles shaping the planning for Koa Ridge grew out of a community visioning process that began in 2003 and included representatives of 53 community organizations and constituencies from Central O‘ahu. A vision statement was established for the future Koa Ridge.

To achieve the community’s vision for the new community, a conceptual land use plan was formulated that provides for an integrated mixed-use community that incorporates the core values and guiding principles, thus assuring a new contemporary community that is rooted in the past while meeting the physical, social and educational needs of the community and preserving the natural environmental setting.

**Vision Statement**

**KOA RIDGE: A COMMUNITY FOR THE NEW MILLENNIUM**

A multi-generational, multi-cultural community that honors the past while embracing the future. A “first name” community where neighbors share their love for natural beauty, commitment to life-long education, a healthy lifestyle, shared traditions and values while pursuing their individual dreams.
3.1 DEVELOPMENT VALUES & GUIDING PRINCIPLES

The following core values and guiding principles for Koa Ridge emerged from the community planning process to create a:

- Distinct focal point, or gathering place, where residents of all ages and cultures frequently come together to celebrate life in their community.
- Safe and secure community focused on health, wellness and an active lifestyle.
- Multi-generational community with facilities and activities that cater to all ages.
- Reduced dependence on the automobile by providing local-serving retail, jobs, services, recreation, and schools within walking distance of the majority of residents.
- Balance between residents and jobs of roughly two jobs for every three residences reduces the need to commute by private auto.
- Carefully planned bus transit network to allow efficient public transit service and connections to the coming rail transit service on Oahu.
- Broad mix of residential housing types for all ages, cultures, and incomes with opportunities for shopping, services, healthcare, education, recreation, entertainment, leisure and employment.

- “Green” sustainable community that recognizes and preserves the important environmental characteristics of the site, provides enhanced pedestrian and bicycle routes, conserves energy and resources, and locates active and passive open space and parks in close proximity to residents.
- Strategic approach to seeking a sustainable community as outlined in the Koa Ridge Sustainability Plan; including, strategic approaches to reduction of energy and potable water use and carbon emissions, and tactical approaches such as Low Impact Development (LID) practices, optimum building orientation, shading devices and provisions to capitalize on the benefits of the tradewinds.
- Community that places a major emphasis on transportation choices to reduce reliance on the private automobile, conserve energy, decrease pollution, and provide safe and healthy alternatives.
3.2 COMMUNITY THEMES

Koa Ridge’s Community Plan incorporates the following overarching themes:

The Village as the Focus of Community Life
A new mixed-use Village is conceived as the social and cultural center of the Koa Ridge community. It is perceived as a pedestrian accessible, friendly, social place for gathering, relaxing, dining, shopping, doing business and being entertained. The Village is located near the heart of the community’s high-density residential population and is easily accessible to the majority of the residents by foot, bicycle, transit and automobile.

Regional Shopping - Opportunities in the Gateway
The Gateway and its regionally focused retail mirrors the regional retail shopping pattern on the west side of Ka Uka Boulevard. The Gateway includes uses that complement the existing uses on Ka Uka Boulevard and support the uses within the Village. Due to the regional nature of the Gateway, primary retail access is by automobile. However, careful attention will be paid to the pedestrian environment within the Gateway and in creating a strong pedestrian connection between the Village and the Gateway along Main Street.

A Healthy Community Planned Around a New Healthcare District
An approximate 28-acre healthcare and wellness district is planned within the Koa Ridge Community. Facilities may include an acute care hospital, outpatient surgery center, drop in clinics, medical offices and skilled nursing facilities, assisted living and appropriate residential housing. Senior housing is planned within walking distance of the Healthcare District, the Village and the Gateway. The proximity of the food services, grocery store and other retail to the Healthcare District will significantly reduce the use of employee autos.

A Vibrant Village Center — Both Day and Night

Wahiawa General Hospital
Interconnected Roadway, Bicycle & Pedestrian Systems
The primary points of ingress and egress to Koa Ridge are linked through an interconnected network of streets designed for safety and to accommodate a balance between vehicles, bicyclists and pedestrians. The interconnected system of roadways provides for options and flexibility in selecting routes between one’s home and the Village & Gateway, school, healthcare, grocery shopping, community parks and workplaces.

Integrated Open Space System
Koa Ridge’s integrated open space system includes a community park, neighborhood parks, open space within easements linked via a multi-purpose Bike/Pedway. These outdoor spaces will provide opportunities for passive and active recreation, exercise areas, social gatherings, and enjoying views from a series of parks along the edge of Kipapa Gulch.
3.3 PLAN DESCRIPTION

Koa Ridge is a 576-acre mixed-use community located in Central O‘ahu bordering the H-2 Freeway on its eastern edge and the majestic Kipapa Gulch on its northern and western edge. Key districts of Koa Ridge are planned around an interconnected series of roadways, pedestrian/bike ways, and transportation routes. Koa Ridge will provide safe, convenient and healthful options to the automobile by elevating the priority for walking, biking and transit.

The Koa Ridge Illustrative Plan demonstrates one potential configuration of the elements, components of the Village and the Gateway to meet the aspirations outlined in the vision statement and the guidelines.

Vision Statement

**KOА RIDGE: THE GATEWAY AND THE VILLAGE**

The Koa Ridge Village and Gateway will create a fully integrated, human scaled, mixed-use community and regional destination. The guiding vision is an urban village, reflecting local core values, embracing sustainable principles and producing a legacy of enduring pride for the Koa Ridge community.
The optimal plan for the Village and Gateway may vary from the Illustrative Plan as the design of each component is finalized through an interactive design process.
3.4 LAND USE PATTERN

The Koa Ridge land use pattern is derived from input received during the community planning process, an analysis of the physical, environmental, cultural, market, economic and financing forces influencing the planning, the Hawaii State governing legislation and approvals the Honolulu City and County ordinances and plans, and the City/County/State staff.

The Gateway with its regional serving retail and services is located along Ka Uka Boulevard and serves the Koa Ridge residents and supports the existing regional retail pattern along Ka Uka Boulevard. The intent is to concentrate regional traffic on Ka Uka Boulevard near its interchange (Waipio) to the H-2 Freeway to minimize the impact of regional traffic on other roadways in the area. The Healthcare District is located adjacent to Ka Uka Boulevard to the west of the Gateway commercial center. Two points of ingress and egress from Ka Uka Boulevard serve the Gateway and the Healthcare District with a third ingress and egress point located on the west end of the site connecting to Kamehameha Highway.

The Village with its focus on a mix of retail, entertainment and residential is planned around the Village Green and is located centrally with vehicular access from Koa Ridge Parkway, Main Street, Gateway Boulevard, Upper Koa Ridge Parkway and Side Street. The Village is located within easy walking or biking distance of the Gateway, the Healthcare District, Senior Housing, and the High-Density Housing neighborhoods. Open space amenities near the Village include the Community Park, the Community Center and the Easement Open Space and Kipapa Gulch.

The land use pattern is supported by a logical implementation of the infrastructure elements serving Koa Ridge. The intent is to initiate commercial development within the Gateway. Residential construction will begin at the west end of the site near the Kamehameha Highway entrance to Koa Ridge. Water service is currently supplied by the Board of Water Supply from existing on-site storage tanks located along the H-2 Freeway frontage. These existing facilities currently supply sufficient water volume and pressure to serve the site from the west end at Kamehameha Highway northeast to elevation 495 feet, which includes most of the Village and the Gateway. The main sanitary sewer line is to be extended from the south-west near Waikele to Koa Ridge’s western border and then eastward along Gateway Boulevard. High-Density Residential (HDR) is located near the Village to facilitate a walkable, pedestrian-friendly community. The HDR is planned within an interconnected street pattern to reinforce the concept of a pedestrian/bike-friendly community, providing a multitude of routes for vehicles, pedestrians, bicyclists, and transit.

Koa Ridge Parkway, Main Street, Gateway Boulevard, and Side Street are names used to identify the major roadways in the Koa Ridge Urban Design Plan. The actual roadway names will be determined in the future and approved by the Honolulu City and County.
The HDR is connected to the Elementary School and Community Center by the primary Bike/Pedway. The phased development of Koa Ridge extends from the Village and Gateway to the north and east along the Upper Koa Ridge Parkway and its interconnected roadway system. Additional residential unit types are integrated into the plan with community facilities including the Elementary School, the Community Park and Community Center.

The central, east-west off-street Bike/Pedway parallels the Upper Koa Ridge Parkway with parallel east-west routes located to the north and south of the Upper Parkway. The northern Bike/Pedway route offers a unique natural character as it passes through the HECO Easement Open Space. The route south of the Upper Koa Ridge Parkway connects the Elementary School, the Community Center/Fire Station and the Village. North-South streets with a Bike/Pedway intersect with the east-west Bike/Pedway routes.

As Koa Ridge grows to the east, the sanitary sewer and water systems are phased with the roadway infrastructure. New water storage facilities are constructed mauka of Koa Ridge on the opposite side of the H-2 Freeway to provide the required water pressure. With growth, additional access to/from the H-2 Freeway will be constructed near the existing Pineapple Road overpass. A small commercial site is located to serve the convenience needs of the residents of Koa Ridges’ east end.

The Koa Ridge land use pattern is interconnected with roadways, bus transit routes and a shared-use bicycle and pedestrian circulation system that links the community (Bike/Pedway). The Koa Ridge Roadway Master Plan, developed by Castle & Cooke Homes Hawaii and accepted by the Department of Planning & Permitting, defines the proposed Koa Ridge primary roadway types and locations, and incorporates the City’s roadway design standards. See roadway types on Roadway Plan shown on page 35.
3.5 THE GATEWAY

The Gateway commercial district consists of approximately 29 acres of regional retail uses serving the residents of Koa Ridge, and the residents of the island of O‘ahu. The Gateway includes a wide variety of types and sizes of retail uses.

The Gateway is located along Ka Uka Boulevard opposite the existing, highly successful Costco warehouse retail facility and the Tony Group Autoplex, which draw customers primarily from Northern, Central and West O‘ahu.
The Gateway Concept Plan
Access to The Gateway
The Gateway commercial is accessed from Ka Uka Boulevard at two points. The first access point is located at the intersection of Ka Uka Boulevard and the access point serving the northwest corner of the Costco parking lot, Starbucks and other small retail shops. A new signalized intersection will connect directly to the new Lower Koa Ridge Parkway that provides primary access to the Gateway commercial and the Healthcare District. The second access point is located approximately 500' west of the current intersection of Moaniani Street with the H-2 southbound off-ramp to Ka Uka Boulevard. This new access aligns with Koa Ridge’s Main Street and provides right in and out movements to and from Ka Uka Boulevard.

At the request of DPP an easement is provided from the intersection of Midway Street and Side Street eastward to the southbound H-2 Ka Uka Boulevard off-ramp to provide access to The Gateway directly from the off-ramp to Midway Street should traffic conditions warrant and if it were permitted in the future. Approvals for this additional access point would be required from the Hawaii State Department of Transportation and the Federal Highways Administration.

Ka Uka Boulevard Streetscape
The Ka Uka Boulevard face of The Gateway and the auto entries to The Gateway are lined with landscape to provide additional buffering extending from Ka Uka Boulevard to the intersection with Midway Street, where the landscape transitions into an urban landscape with wide tree-lined sidewalks that open up dramatic views west to the Healthcare District and north and east toward The Gateway regional commercial uses.

The intent of the master plan is to minimize the visual impact of large scale buildings along Ka Uka Boulevard by providing open space between the buildings and defining the architecture with landmark corners and facades incorporating layered materials and textures. Parking fields are landscaped to provide a canopy of trees to provide shade for vehicles and pedestrian pathways connecting the various parcels.

The Retail Components
The Gateway is planned for large and medium sized box retail, major grocery and drug store tenants, smaller retail, financial institutions and food services. Preliminary Concept Plans for The Gateway were prepared to test the feasibility of the master plan with potential retail tenants. The Gateway Plan depicts an optimum layout that synthesizes the input received
from both retailers and the real estate broker community. The plan embodies the planning and aesthetic requirements of the Master Developer and the City and County of Honolulu, and conforms to the criteria for site access/egress and internal circulation, parking for customers and employees, access for service and emergency vehicles, and the interface with The Village and the Koa Ridge Bike/Pedway system.

Within The Gateway are several types of retail offerings. Among these are a community-sized drug store on parcel G1 and supermarket on parcel G2, a regional-scaled anchor store located on parcel G3, and national fashion retailers on G1, G4, and G5. Restaurants and cafes, as well as banking uses may be located on each of the parcels with the exception of G3. Pedestrian walkways are located mid-block to connect these similar uses to encourage pedestrian circulation. Servicing for each medium and large scale tenant will be hidden from view to the maximum extent possible, by locating service areas in remote locations, enclosing service areas with walls and gates and by screening with abundant landscaping.

For the purpose of the UDP, the easterly entrance road from Ka Uka Boulevard, has been designated “Main Street” to reinforce the concept that the streetscape and development pattern is designed to emulate the characteristics of a traditional Main Street. Main Street north of Midway is designed around a pedestrian environment with wide sidewalks and street furniture. On-street parking assists in slowing the traffic and provides protection for pedestrians. Additional parking is located to the rear of the retail stores. Retail entrances predominately face the street and abut the sidewalk paving. Street trees and street furniture add to the ambiance. Show windows and entrances, along with outdoor dining, are encouraged along the pedestrian ways leading from the rear parking to the sidewalk. The intent is to introduce the pedestrian shopping experience at Main Street and Midway and to encourage the pedestrian shopper north towards the retail and entertainment venues within the Village.
3.6 THE VILLAGE

The four-block approximately 17-acre mixed-use Village is conceived as a thriving place, alive with activity in the daytime and magical in the evening hours.

The focus of the Village is a large open community green. The Village Green is designed to accommodate a wide variety of community events such as weddings, music and dance events, arts and craft shows, farmer’s markets, swap meets, holiday celebrations, classic car shows and activities for children of all ages. In addition, the Village includes intimate spaces for reading, playing table games, playing with or overseeing children, or relaxing and conversing with old and new friends.

Koa Ridge benefits from having a somewhat cooler climate than the other adjacent leeward areas, but shade and protection from rain showers is key for comfort and encouraging a longer stay in the Village. Restaurants are encouraged to provide al fresco or outdoor dining and retail establishments are encouraged to incorporate retractable storefronts to facilitate the merchandising of their goods on the sidewalks in front of their stores.

Trellises, horizontal and vertical louvers, screens, trees or porticos, as found in small towns and villages, are among the strategies that should be incorporated in the architecture and landscape to facilitate protection from the rain and sun, while creating a locally inspired sense of place.

While the Village is conceived as an amenity for the residents of Koa Ridge, it is expected that its unique offerings
and the character of the Village will draw visitors from the wider regional market, and provide economic support for the merchants in the initial development phases as the Koa Ridge population grows.

The Koa Ridge Village concept is unique on O‘ahu. Its retail/mixed-use “experience based” shopping, where shoppers are attracted to the unique environment, stores, food venues and entertainment, currently does not exist on the island. Existing shopping complexes are primarily “need based” and serve primarily to fulfill the need for merchandise items sought by the customer. The Village should strive to become an established “place” with a true community presence with the required level of energy and vitality imbued in the Village by the quality of the public spaces, the emphasis on walkability, the ease of access and the mix of residential housing types and retail, restaurants, entertainment and community activities.

In establishing the Village as a “place” it is important to create an orchestrated arrival sequence and a sense of arrival for both the pedestrian and the automobile. The arrival sequence from Main Street begins at the intersection of Main Street with Midway. This portion of the Gateway retail is planned in urban fashion with retail store entries facing
the street and show windows abutting the tree lined, landscaped sidewalk with rear loaded customer parking.

The Village as planned is a true mixed-use neighborhood with a variety of rental and for sale residential units over the ground floor commercial shops and around the outer perimeter of the Village. The inclusion of the residential uses is designed to provide pedestrian activity throughout the Village, as well as “eyes on the street”, customers for the merchants, and lighted windows and lanais to enliven the Village at night.

The Village plan includes a small, modestly priced 150 room hotel to meet the regional need of serving the new Healthcare District, families visiting from the Mainland or Asia, athletes and their families playing in tournaments at the Central O‘ahu Regional Park Sports Facilities and the Waipio Peninsula Soccer Park and business persons doing business in Pearl Harbor, Central O‘ahu and the North Shore. Beyond simple breakfast/café and room service, it is not anticipated that the hotel will include food services, but rather, will direct its clientele to the food services in the Village.

The Village streetscape follows the authentic urban pattern that has proven a successful mixed-use model for many years. Ground floor retail/restaurant and entertainment facilities are required to “build to” the street facing property line (or set-back line) abutting a wide landscaped pedestrian sidewalk. Retail on the main village streets is limited to active retail to encourage shopping, strolling, attract window shoppers and to create an interesting, attractive pedestrian environment. Restaurants are encouraged to have outdoor sidewalk dining to add
to the street activity. Large street trees provide shade and street furniture will provide places to sit and enjoy watching the passersby. Service retail, offices and community facilities are located on side streets or on upper floors.

On-street parking adds activity to the street scene, while providing a sense of protection for the pedestrians on the sidewalk and visibility and exposure for the retail merchants. The primary parking is located in common parking structures hidden from street view with direct pedestrian access from the garage via landscaped pedestrian ways. The parking is shared to take advantage of peak parking demands from different types of uses; however, residential parking will be assigned and secured.

The Village is located adjacent to the highest density housing to encourage residents to come to the Village on foot and/or by bicycle. The main dedicated bike/pedestrian system provides direct access to the Village where convenient and secure bicycle parking corrals are planned into each parking structure for longer term parking. In addition, on-street bike racks and a bike sharing station will address City ordinances requiring both customer and long-term bike parking for all the areas including the Village Green.
3.7 THE HEALTHCARE DISTRICT

The 28-acre Healthcare District will be planned to incorporate current healthcare best practices. The Healthcare District serves as an amenity to the residents of Koa Ridge and Central O‘ahu providing medical services and jobs. The medical services and programs are key elements in Koa Ridge’s emphasis on wellness.

The medical facilities envisioned for the district range from an acute care hospital, to outpatient surgery center, to drop-in clinics and emergency services. The core facilities will be supported by uses such as medical offices, skilled nursing facilities and assisted living.

The Healthcare District’s primary entrance is from Ka Uka Boulevard via Koa Ridge Parkway and a left turn on Midway Street. The District will be planned with the major buildings oriented toward the Parkway and Gateway Boulevard. It will also be physically interconnected with Koa Ridge’s primary roadway, transit, bicycle and pedestrian network, and the neighboring Village, Gateway and residential uses via Koa Ridge Parkway, Gateway Boulevard and Midway Street. The close proximity and connection to the neighboring districts are enhanced by the interconnection to the overall Bike/Pedway system. Safe passage for pedestrians and bicyclists to and from the Healthcare District is provided via the signalized intersection at Koa Ridge Parkway and Gateway Boulevard. It is anticipated that the Healthcare District will be built in phases with expansion capabilities in the future.

Additional points of vehicle access to the Healthcare District are located along Gateway Boulevard west of Koa Ridge Parkway. The district is linked directly to the primary bicycle and pedestrian system. The major Bike/Pedway is located along the east boundary adjacent to Koa Ridge Parkway and along the north boundary adjacent to Gateway Boulevard. An emergency ingress from Ka Uka Boulevard west of the Lower Parkway intersection with Ka Uka Boulevard is proposed to allow emergency vehicles direct access to emergency room services.

The Healthcare District is supported by the surrounding land uses. Senior Housing is envisioned to be located north of the district to assure ease of access and convenience to medical services by Koa Ridge’s older residents. The adjacent Village and Gateway will provide a broad range of services to serve the clientele and the employees of the Healthcare District. The proximity and ease of access to the food services, grocery store and other retail from the Healthcare District is expected to significantly reduce the number of employee auto trips.
3.8 LIGHT INDUSTRIAL DISTRICT

The Light Industrial District may include a mixture of light industrial and commercial uses to serve the needs of the community and the Healthcare District. Uses such as creative office and studio spaces, schools for vocational, technical, dance or music classes, research facilities, church, daycare, retail and wholesale establishments and distribution, warehousing, repair establishments (minor), publishing plants, and light manufacturing, processing and packaging may be included that can extend the amenities and services beyond the Gateway and the Village. The wide variety of allowable uses may result in a variety of building types with differing functional requirements, however, generally the uses along Gateway Boulevard shall have a landscape buffer.
3.9 RESIDENTIAL NEIGHBORHOODS

Koa Ridge provides a wide variety of rental and for sale residential products (homes) and price points. Of the approximate 3,500 residences, a minimum of 30 percent are to be designated affordable. The affordable residences will be integrated with and developed in concert with the market-priced residences. Approximately 500 senior residential units are planned to be developed mostly near the Village and Healthcare District. To achieve a pedestrian-friendly, accessible community, the net density of residential development in Koa Ridge is higher than typically found in planned communities on O‘ahu. The following are the expected residential types:

**PLANNED RESIDENTIAL UNIT TYPES**

<table>
<thead>
<tr>
<th>Unit Type</th>
<th>Bedrooms</th>
<th>SF</th>
<th>Stories</th>
<th>No. of Units</th>
<th>Parking</th>
<th>Density</th>
</tr>
</thead>
<tbody>
<tr>
<td>High Density Village Mixed-Use Condominium &amp; Rental</td>
<td>Studio-3</td>
<td>450-1,100 sf</td>
<td>2-7</td>
<td>150</td>
<td>Structure or surface</td>
<td>N/A</td>
</tr>
<tr>
<td>High Density Condominium</td>
<td>Studio-3</td>
<td>450-1,100 sf</td>
<td>4-7</td>
<td>1,100</td>
<td>Structure or surface</td>
<td>40/A</td>
</tr>
<tr>
<td>Medium Density Stacked Flat &amp; Rental</td>
<td>Studio-3</td>
<td>450-1,100 sf</td>
<td>2-4</td>
<td>700</td>
<td>Surface</td>
<td>35/A</td>
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<td>Medium Density Townhouse</td>
<td>2-3</td>
<td>1,100-1,500 sf</td>
<td>2-4</td>
<td>350</td>
<td>In unit and/or surface</td>
<td>12/A</td>
</tr>
<tr>
<td>Medium Density Row House</td>
<td>2-4</td>
<td>1,100-1,600 sf</td>
<td>1-3</td>
<td>200</td>
<td>In unit and/or surface</td>
<td>8/A</td>
</tr>
<tr>
<td>Single Family</td>
<td>2-4</td>
<td>1,300 - 2,200 sf</td>
<td>1-3</td>
<td>1,000</td>
<td>In unit</td>
<td>6/A</td>
</tr>
<tr>
<td>Single Family Condominium Dwelling Unit*</td>
<td>Studio</td>
<td>800 sf or less</td>
<td>N/A</td>
<td>option*</td>
<td>Off street</td>
<td>N/A</td>
</tr>
<tr>
<td><strong>Total Units</strong></td>
<td></td>
<td></td>
<td></td>
<td><strong>3,500</strong></td>
<td></td>
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</tr>
</tbody>
</table>

*Single Family Condominium Dwelling Units are optional add-on living areas to single family units.*
High Density Village Mixed-Use Condominium
For sale condominium units located on the upper floors (floors 2-7) of the mixed-use buildings in the Village Center. Parking for the units is located on-grade or within a secured section of the structured parking facility in each block.

High Density Village Mixed-Use Rental
Rental units located on the upper floors (floors 2-7) of the mixed-use buildings in the Village. Parking for the units is located on-grade or within a secured section of the structured parking facility in each block.

High Density Condominium
4-7 story condominium buildings with on-grade or structured parking.

Medium Density Stacked Flat Rental
2-4 stories of single-level stacked flat units with double loaded corridor. Parking on grade.

Medium Density Attached Units
Units will include 1-3 story row house units with garages and parking on grade, 2-4 story townhouse units with garages and/or parking on grade, and 2-4 story stacked flats with parking on grade.

Single Family Detached Residences
1-3 story detached units either front or rear loaded.

Single Family Condominium Dwelling Units
800 sf or less optional add-on living area to a single family unit. The option will include living space, a kitchen, bathroom, and off-street parking.

In addition to the above residential types, senior residential units will be integrated into the Koa Ridge Community. The senior housing may be combined with various levels of care to meet the needs of the senior members of the community.
### Community Park

A 14+ acre public park site is located near the Village along the northside of the community. Access to the park is enhanced with the location of one leg of the major bike and pedestrian system being located along the length of the gulch side of the park. The community park is located within walking and biking distance for many residences. Parking is available onsite or along the road bordering the northern edge of the park. HECO electrical transmission lines are located along the length of the park. The park will be dedicated to the City & County of Honolulu.

![Community Park Illustrative Plan](image1.png)

### Elementary School

A 12-acre site, located near the center of the site alongside Upper Koa Ridge Parkway, will be provided to the State of Hawaii for the construction of an Elementary School. Direct vehicular access to the school will be from a secondary road. The Bicycle/Pedway is located on three sides of the school providing safe bicycle and pedestrian routes to and from school.
Fire Station
The Koa Ridge Fire Station is located at the eastern end of Gateway Boulevard adjacent to the Community Center on land provided to the City & County of Honolulu. This location provides for excellent response time to the Gateway, Village and Healthcare District and the balance of the Koa Ridge community, as well as destinations external to Koa Ridge.

Neighborhood Parks
Neighborhood Parks will be located within walking distance of residential neighborhoods on sites yet to be determined. Park activities range from passive use to health and recreational use for young children, teenagers and adults. In addition, pocket parks along the perimeter of the Gulch are developed to enhance views of the surrounding areas. It is desirable to have the parks visible and accessible to the residents. Where possible, homes will face the park. However, Koa Ridge has a unique situation with large expanses of land that contain 138kv electrical transmission lines and poles within 100’ wide easements. Many of these areas will be utilized as part of the community park, neighborhood parks or the Bike/Pedway. In park spaces containing the 138kv electrical easements, it is not desirable to have homes facing the 138kv lines and poles.

Community Center
The Koa Ridge Community Center located at the east end of Gateway Boulevard, adjacent to the Fire Station, serves the residents of the Koa Ridge community. The community facility may include multi-purpose meeting areas, recreational spaces and a swimming pool.

Day Care
A site for a day care facility is planned at Koa Ridge. The day care facility will be in close proximity to the Village and community park.

Church
The Koa Ridge community will include a church site near the Village.
3. Community master plan

3.11 CIRCULATION

Gateways from Surrounding Street System
The interface of the Koa Ridge street system with the existing roadway network occurs at four points in three general locations. Two points of ingress and egress are located on Ka Uka Boulevard and provide the primary access to the Gateway commercial area, the Healthcare District and the Village. A third point of access is located on the west end of the site with access to and from Kamehameha Highway. Access is provided to Koa Ridge for northbound travelers on Kamehameha Highway and egress onto northbound Kamehameha Highway from Koa Ridge. The fourth access point is located on the northern end of the site near the existing Pineapple Road overpass. This northern access will include an interchange with the H-2 Freeway.

The Connected Street Grid
The four ingress and egress points are connected by Gateway Boulevard and Koa Ridge Parkway. These boulevards provide the backbone elements for an interconnected grid of streets. Complete Streets concepts will be incorporated into the plan.

Details of the street system including street sections are contained in the Koa Ridge Roadway Master Plan.
Section A1 - Parkway through Parking/Commercial

Section B1 - Parkway through Residential
3. Community master plan

KOA Ridge

Section C1 - Gateway through Retail

Section C2 - Gateway through Retail
Section D1 - At Built Out Condition

Section D2 - At Parking Condition
Section E1 - Midway Street through Retail
Coordinated Pedestrian & Bicycle Network

Koa Ridge features a Bike/Pedway system, composed of more than seven miles of all-weather shared bicycle and pedestrian paths. The Bike/Pedways are physically separated from the vehicular roadway system and provide the primary links between the residential neighborhoods and the major activity centers, as well as providing connections to the surrounding region.

The Bike/Pedway system is designed to encourage and facilitate walking and biking by creating an attractive and safe environment with minimal conflict with the automobile. A major focus of the Bike/Pedway system is the connection of the Village with the balance of the community. Further, the Bike/Pedway system provides access from the residential neighborhoods to all four perimeter edges of the Village where on-street transition routes are provided from the Village perimeter to strategically placed bicycle parking areas within the Village.

Bike/Pedway routes radiate from the Village. Routes to the west and south of the Village link to the Gateway, the Healthcare District, the Light Industrial park, Kamehameha Highway, Ka Uka Boulevard and the Waipio community beyond. The

Pedestrian & Bicycle Network

Bike/Pedway connects the Village and its High Density Residential to the Community Park, Elementary School and Community Center. To further enhance connectivity within the Village and Gateway commercial areas, the low-volume and low-speed, secondary and parallel roads, such as Main and Midway Streets incorporate shared bike routes with supporting amenities and traffic calming features to allow full bicycle mobility in the area. The integrated bicycle network provides circulation throughout the entire development with access to store fronts, restaurants, parks, and other community services.
East of the Village the Bike/Pedway parallels the Upper Parkway. In addition, a parallel route south of the Upper Koa Ridge Parkway connects to the high activity areas of the school and community center. A third east-west route provides access to the easement Open Space and the edge of Kipapa Gulch.

While the Bike/Pedway is physically separated from the vehicular traffic, it is typically located parallel to a vehicular roadway and adjacent residential development. This configuration provides visibility of the Bike/Pedway from the vehicles and residences and thus greater security and enhanced safety. The front doors, porches of the residences adjacent to the Bike/Pedway face the street to assure a friendly streetscape. Where possible all residential units that face the Bike/Pedway should have rear access to minimize conflict between the Bike/Pedway and driveways.
Integrated Transportation Services
Koa Ridge is planned with proposed circulator, local trunk and express bus routes to provide opportunities for the community to use alternate modes of transportation. The natural and relatively narrow geographic shape of Koa Ridge allows for an effective bus transit route along Koa Ridge Parkway. The grid-like street pattern is conducive to convenient access to bus stops anywhere in the community. The transit service will evolve with the residential and commercial development and will incorporate existing and proposed transit service routes. Passenger shelters will be located within the right-of-way. The transit center at Koa Ridge is where buses meet and allow passengers to transfer to other buses. In the initial and interim phases, Koa Ridge residents may connect to the Waipahu Transit Center and Rail Station via an extension of a current bus route and by a new planned bus route. In the final phase, residents may additionally connect to rail via bus from Koa Ridge to the Pearl Highlands Station Transit Center or by automobile to the Pearl Highlands Station Park & Ride via a direct access ramp.
Routes D (limited-stop express) & 52 provide service to Pearl Highlands Transit Center and Rail Station. Route 50 provides service to Waipahu Transit Center and Rail Station.
4.0 LANDSCAPE DESIGN GUIDELINES

Koa Ridge is a community blessed with panoramic vistas of the Wai`anae mountain range and deep ravines of Kipapa Gulch. Koa Ridge sits on a gently sloping plateau cut by broad gullies and deep wooded ravines and cooled by gentle mauka tradewinds—Koa Ridge is truly a special place.

Koa Ridge derives its inspiration and landscape concepts from the central O`ahu environment while respecting the sweeping mountain views surrounding Koa Ridge. The landscaping of Koa Ridge is designed to expand and reinforce the central O`ahu character of the community.

Koa Ridge is comprised of neighborhoods with a range of commercial, mixed-use and residential uses focusing on regional architectural styles. The landscaping reinforces these various individual architectural styles while providing a cohesive and compelling visual harmony and continuity throughout the neighborhoods, parks and open spaces. The landscaping creates a community identity and establishes and maintains a timeless and permanent design theme and character for the community.

The majestic views of the Wai`anae mountain range and the proximity to Kipapa Gulch set the tone for landscaping identity of this environmentally conscious community. The creative use of landscape materials appropriate to the distinct eco-climate will be an important part of the community image. The desired result will be a sustainable, small town or upland village which smoothly transitions into the surrounding ravine environment.

To help establish a visual consistency and unified theme throughout the Koa Ridge development, and to encourage quality design and installation, it is required that all development within Koa Ridge conform to these Landscape Guidelines and be submitted for design review in accordance with the process outlined in this document.
4.1 STREETSCAPE GUIDELINES

The neighborhoods, commercial areas, parks and open spaces of Koa Ridge are interconnected by tree lined and shaded streets and a pedestrian and bicycle oriented circulation network. The emphasis is on a comfortable, walkable community with active and passive recreation as the focus of the community interaction and identity. Koa Ridge’s goal is for a healthy, activity oriented community which encourages walking, jogging, bicycling and outdoor recreation.

Landscaping along the streets within individual neighborhoods shall reinforce the visual continuity of the streetscape and visually minimize changes at individual property boundaries. Landscaping shall reinforce pedestrian and vehicular circulation patterns. Boundaries between adjacent neighborhoods or product types shall be landscaped and integrated in terms of landscape materials and design to create a smooth flowing transition between neighborhoods. Significant views and vistas shall be framed and enhanced by the landscaping.

The streets and adjoining landscape areas, open spaces, gateways and parks are distinguished by their unique tree, shrub and groundcover plantings that provide identity and character to both the circulation network and the surrounding neighborhoods, making visiting and living at Koa Ridge an enjoyable and memorable experience.
The intent of the Street Tree Master Plan is to provide a consistent street tree treatment along the length of each street with the flexibility to provide a distinct character for gateways or neighborhoods through the selection of alternative trees from the list. Street tree selection shall be in compliance with the current City & County of Honolulu Division of Urban Forestry’s (DUF) Street Tree guidelines and may be amended with the guidance of the DUF.
4.2 LANDSCAPE GUIDELINES - COMMERCIAL & NON-RESIDENTIAL

The planting and hardscape materials and designs within the commercial and non-residential areas shall be selected to support the architectural themes of the commercial or non-residential area and to create a cohesive transition to adjacent residential areas through use of common landscape elements and planting.

Planting or screening elements shall be utilized to minimize undesirable views of freeway traffic and service and loading areas within the commercial or non-residential area. Screening can be achieved through a combination of walls, fences, gates, trellises, green screens, vertical trees, shrubs and climbing vines. In addition, screen planting shall be utilized to minimize views of blank building or freestanding walls and such elements as trash areas, mechanical equipment, utility enclosures and air conditioning equipment. Planting shall also provide shade and privacy and enhance outdoor dining and seating areas and provide visual relief and cooling shade to exposed walkways. A landscaped buffer shall be provided along the H-2 freeway where there are buildings and the project site is at the same grade or lower than the freeway.

Parking areas shall be screened from street frontages. Berms, walls, fences, hedges or shrub planting shall be utilized to screen parking areas and vehicle headlights from adjacent residential areas.
4.3 LANDSCAPE GUIDELINES - RESIDENTIAL

The planting and hardscape materials and designs within the residential areas and neighborhoods shall be selected to support the architectural themes of the individual neighborhood and to create neighborhood identity while providing a cohesive connection to the overall Koa Ridge community. Theme trees, shrubs, groundcovers and other site specific landscaping approaches shall be utilized to create a strong, compelling identity for each neighborhood.

Landscaping shall be designed to visually soften the building mass and scale of large buildings while enhancing the overall appearance of the neighborhood and reinforcing its theme and identity. Landscape design concepts shall strive to provide privacy, shade and wind protection through careful selection and placement of plant material while preserving desirable views and vistas.

Landscape materials shall be utilized to minimize undesirable views and to create transitions, conceal foundations, accentuate three dimensional spaces, control erosion, glare, noise, excessive wind and dust as well as enhance aesthetics and design continuity.

Screen planting shall not only serve to screen blank walls and such elements as trash areas, utility enclosures and air conditioning equipment, but also provide privacy to outdoor spaces and visual relief or cooling shade to exposed walkways and outdoor areas. Screening can be achieved through a combination of walls, fences, trellises, green screens, trees, shrubs and vines.

Foundation planting shall be provided to buffer buildings and residences fronting streets or common areas. Foundation planting should be composed of informal or semi-formal planting of complementary shrubs and groundcovers which respond in layout to the building elevation with taller planting along blank facades and between windows.

Accent planting shall be provided at project, building and residence entries and other focal areas and entry points to highlight and accentuate these areas. Accent planting can be accomplished through dramatic plant layout and selection of planting with bold textures or patterns or bright or significant colors; possibly complemented where appropriate with landscape accent lighting.
4.4 LANDSCAPE GUIDELINES - COMMON AREAS & PARKS

The parks and open spaces will create a special destination, focal point and identity for the community while providing active and passive recreation opportunities and interaction with friends and neighbors.

Common area landscaping shall be designed to create a park-like setting with tree shaded walkways and larger common open spaces, rather than smaller land fragments that limit functional use. Where private development adjoins the overall community common area, the community landscaping shall smoothly transition into the private land through use of similar and complementary planting and design concepts. Elsewhere within Koa Ridge, landscape design should be site specific, providing both a neighborhood identity and a smooth transition to adjacent neighborhoods. Boundaries between adjacent neighborhoods or product types shall be landscaped and integrated in terms of landscape materials and design to create a smooth flowing transition between neighborhoods. Significant views and vistas shall be framed and enhanced by the landscaping.

Tree and shrub massing shall be utilized to shade and reduce the visual mass of parking areas. Parking areas shall be screened from adjacent roadways with a combination of trees, hedges, shrub massing, walls, fences, trellises and berms. The landscaping shall minimize glare from automobile headlights between vehicle traffic areas and residences.

Transition planting shall be provided between significantly different use areas or spaces. Transition planting will provide a transition in terms of size and density of planting between the larger scale of a parking area with its large shade trees for example and the intimate courtyard at the entry to a building with its small trees, and fine textured shrubs and delicate groundcovers. This transition will be created in various ways through the introduction of trees which are intermediate in size between the two areas, informal shrub planting and changes or transitions in groundcovers and related patterns, textures and colors between the two areas.
4.5 WATER CONSERVATION

Water conservation is a primary design and maintenance consideration at Koa Ridge. Native or Polynesian introduced plant material in combination with non-native planting which provides bold patterns and textures, color, low maintenance, pest resistance and drought tolerance shall be utilized. Drought tolerant or xeriscape (plant selection that minimize water/irrigation usage) is to be a key determinate in the selection of plant materials for Koa Ridge. Incorporation of rain sensors is encouraged for automatic irrigation systems.
5.0 ARCHITECTURAL DESIGN GUIDELINES

The Guidelines for Non-Residential and Residential buildings are meant to ensure that the Koa Ridge Community will achieve its desired character and image as one of Central O`ahu’s most vibrant, attractive and inviting places to live, work and play. Use of the architectural design guidelines should support and interpret the vision of the Koa Ridge Community plan; establish and preserve the sense of community within a natural environment; and contribute to a timeless community image and identity, paying homage to its Hawaiian traditions and “up-country” tropical environment.

Koa Ridge lies within the County of Honolulu in the State of Hawaii and as such the development of the site and the design and construction of the buildings is subject to the regulations, ordinances, standards and laws of the State and County. The Design Guidelines are intended to supplement the public laws rather than supersede them.
5.1 DESIGN CHARACTER

The architectural design approach focuses on the reinterpretation of regional architectural styles through authentic forms drawing on fundamental architectural principles such as scale, proportion, materials and color.

Architectural principles create a unifying design language between single family residences, low-rise apartments, town-houses, mid-rises, mixed-use structures and commercial buildings.
5.2 NON-RESIDENTIAL SITE GUIDELINES

Non-Residential Design Guidelines apply to institutional, commercial, retail/restaurant, recreation and mixed-use development. Non-residential or mixed-use development is typically located in the Village, Gateway, Healthcare and Light Industrial districts. These non-residential building types are of particular importance as they provide the initial impression of residents and visitors to Koa Ridge. To achieve the desired quality level, the Koa Ridge Design Review Committee (KRdrc) will be established. The KRdrc, composed primarily of experienced design professionals, will meet with the proponent of every project to explore appropriate design concepts, relationships with adjacent development, etc. and establish a clear design direction for the subject project that is consistent with the Urban Design Plan and the Non-Residential Design Guidelines. The KRdrc will review and approve the proponent’s design proposal at each stage of the design process.

The structures within the Gateway accommodate a wide range of types and sizes of merchants. More than likely, the largest retailers will occupy large single tenant buildings. Medium-sized and smaller tenants may occupy a range of building types from single tenant structures to multiple tenant, clustered groups of buildings or individual pad buildings. Many national or international retail and food service companies have prototypical building plans and standards for the construction of their facilities. Through the design review process, building designs shall be modified to ensure that the design fits contextually within Koa Ridge. While the building layout shown in the Gateway Illustrative Plan illustrates a suggested preferred layout, the final plan may differ from the Illustrative Plan. Every effort has been taken to test the Gateway’s initial planning with a series of prospective tenants and developers to assure that the plan as shown accommodates tenant specific needs such as visibility, parking, vehicular and pedestrian circulation, service access, etc.

The Village will primarily consist of mixed-use projects with retail, restaurant, and pedestrian oriented uses at the ground floor. Upper floors may include residential use as well as other commercial and community uses.
Site Ingress/Egress & On-Site Circulation
Convenient vehicular access and egress are essential to good commercial development. Illustrative plans for Gateway sites and Village blocks have carefully considered vehicular access and egress proposals to ensure ideal vehicular circulation as well as preserve the pedestrian experience.

The following are guidelines for the planning of site ingress and egress, as well as on-site vehicular circulation:

- Site access to and from public and private streets should promote safety, efficiency and convenience;
- Continuous vehicular circulation routes are encouraged. Dead-end driveways should be avoided;
- Pedestrian and vehicular access is encouraged between adjacent uses/sites;
- Building entries should be clearly visible, appropriately located and designed to be in scale with the building and the site; and
- Where applicable, driveway access points should be located opposite access points on the opposite side of street.

Parking
Parking should not dominate the site at the sacrifice of good design and an aesthetically pleasing environment. Projects should be designed to balance parking needs while maintaining design quality. Parking lots along street frontages should be screened with landscaping shade trees or combinations of low walls, berms, architectural elements and landscaping. Electric vehicle parking shall be provided as required and located where possible and feasible. Employee parking is encouraged to be located in the more remote locations within the parking reservoir to minimize the visual impact of long-term parking from the entry roads and pedestrian/bikeways.

On-site Pedestrian Circulation & Amenities
Pedestrian walkways should be located to provide safe walking between various commercial/retail facilities within the Gateway and Village parcels. Shaded sitting areas or opportunities to stop and rest should be encouraged along the length of the pedestrian circulation ways between the Gateway, Village and Healthcare districts.
Service Areas & Service Facilities
Service facilities and utility equipment and apparatus are necessary to serve commercial uses. Consider creative design and architectural features to minimize the visual, noise and any odor impacts.

Service facilities should be screened from view from public streets and adjoining properties to the greatest extent possible. Access routes to service areas should minimize conflicts with vehicular and pedestrian circulation. Where possible provide service vehicle routes separate from other on-site circulation patterns.

Enclosures should be constructed of the same quality of materials and construction as the primary building.

Access to commercial service areas should be designed to discourage general public use.

All mechanical equipment located on the roof or the ground should be screened from public view.

Grading & Drainage
Wherever possible, earthwork volumes should balance within a development parcel and grading should not adversely affect adjacent existing development or terrain. Low impact development (LID) concepts to be included in site sustainability measures. On- and off-site grading activities shall conform to the City & County’s Grading Ordinances and Drainage Master Plan. Drainage improvements will be in conformance with the drainage master plan approved by the City & County.

Exterior Lighting
Light fixtures and lighting levels within the outdoor parking areas should provide adequate lighting levels for safety yet assure preservation of the night (dark) sky. Light fixture plans should be designed in conjunction with the landscape plan to avoid conflicts between trees and light fixture standards. All light sources should be shielded to prevent glare or direct illumination on adjacent properties. Light fixture design is encouraged to reinforce architectural themes and character of mixed-use district.
5.3 NON-RESIDENTIAL BUILDING GUIDELINES

Gateway Buildings
Strategies to be considered to reduce the perceived building mass of medium to large retail/commercial structures within the Gateway:

- Vary the height of walls or parapets around the perimeter of the building to reduce the apparent scale;
- Utilize lower-scaled building elements that project from the typical perimeter wall to vary the building massing. Possible lower one-story elements could accommodate restrooms, employee facilities, and/or retail uses that do not require the full height of the main building;
- Provide horizontal off-sets in the perimeter wall to reduce scale and give the visual impression of multiple buildings;
- Incorporate multiple materials and patterns to articulate solid walls and reduce the overall scale of the buildings;
- Ensure public building entrances to be in scale with the size of the building. Utilize trellises and porte-cochères as add on elements that provide functionality.

- Utilize building materials that are durable with colors, textures and patterns that complement the colors of the surrounding buildings and the intent of the Master Plan;
- Incorporate trellis, screening and louver elements that provide sun protection for windows and cast shadows on the perimeter wall of the main building; and
- Utilize perimeter landscaping at the face of the wall with landscape materials of a size that reduces the scale or screens views to large buildings.
- Apply layered elements to the basic building shell to mitigate natural forces of sun, wind and precipitation exposure. These will be evaluated during the design review process for their effectiveness.
**Village Buildings**

The buildings of the Village front prominently on the central Village Green and the Village streets. The buildings are predominantly mixed-use with retail and dining uses at the ground level fronting the central green and the sidewalks. Supporting residential, commercial and community uses are located on the upper levels. Strategies to be considered in the design and development of Village buildings include:

- **Primary Design Building entrances** should be clearly identifiable from public ways, while providing a sense of welcome and easy passage from exterior to interior. Whenever possible, entrances should be located facing the street or Village Green;

- **Access ways from the parking structures to the street** should be well lit, landscaped and lined with retail show windows where possible;

- **Storefronts, windows, entrances and signage** should provide a quality pedestrian experience;

- **Retracting storefronts and sun shade elements** to further engage the store and the sidewalk with outdoor dining and retailing;

- **The ground floor shall have clear glazing to create visibility in the retail space.** Where appropriate, trellises and vertical and horizontal louvers should be incorporated into the architectural design to minimize heat gain and damage to merchandise. Tinted glass may be used on upper floor levels. Maximum transparency through storefronts is encouraged;

- **Exterior building finish materials should be of durable, color-fast materials that provide compatibility between the multiple structures and facades within the context of the Village**;

- **Storefronts, show windows and store entries** should not be separated from the sidewalk and pedestrian way by landscape strips or other obstructions.
5.4 RESIDENTIAL BUILDING GUIDELINES

Koa Ridge includes a wide range of housing types to meet the needs of the residents. Where appropriate, the design of residential buildings should recognize the importance of the unique environmental setting; the orientation to natural forces such as sun, rain and wind; the emphasis placed upon biking and walking; the social importance of neighborhoods and the relationship to active and passive community facilities and open space. The planning for Koa Ridge takes into consideration the natural hierarchy within and between the residential neighborhoods depending on the location, residence type, density, and the scale between the village, neighborhood, and social needs and desires of the residents.

Building Siting & Orientation
Building facades are recommended to face prominent streets and pedestrian linkages, encouraging a strong physical and visual relationship between the private residences and the public realm composed of natural views, pedestrian/bike linkages, schools, community parks and open spaces. This close relationship between the residence and the public elements of Koa Ridge are designed to promote social interaction in a safe environment. The following strategies should be considered in the siting and orientation of the residential buildings.

- Building entries and porches, where possible, should be oriented to face street frontages to activate public spaces such as parks and public streets;
- Residences should face public streets.
- Buildings should be oriented to capitalize on passive energy conserving strategies to capture prevailing trade winds and energy from the sun;
- Buildings should be sited to capitalize on views to Koa Ridge, to Kipapa Gulch, and to the views of the nearby mountains where appropriate;
- The amount of landscape area within the residential front yards should be maximized and conversely limit the amount of impervious paving;
- The face of garages and carports to be setback from the edge of the sidewalk a minimum of 12’ and wherever possible 16’ to accommodate the length of a vehicle that may be parked in the driveway without blocking the sidewalk is encouraged where appropriate.
Building Massing & Design
The use of architectural design strategies including adjustments in building scale, modulating the massing, providing offsets of building setbacks, articulation in building facades and variation of building finishes are strongly encouraged such as:

- Emphasize the building entry through the use of architectural elements independent of the basic building mass such as covered entry porches. Encourage the use of lower scaled roof forms on the porches railings which provide shade on the front of the building;

- Encourage the use of multiple roof forms to reduce the scale of the buildings;

- Utilize roof overhangs or projections from the walls to protect the wall surface from the weather, provide shade for windows, and create an ever-changing shadow pattern on the walls;

- Encourage the use of shutters and other architectural elements that provide shade and cooling for the building and architectural interest on the facades; and

- Encourage the use of multiple wall materials and/or colors that are integral to the building design to reinforce the architectural design of the building.

Setbacks
Building setbacks shall comply with County requirements, but should be appropriately varied to respond to the general scale of the neighborhood and the type and level of activity on the street. Setbacks should complement the design intent of the public or private streets, public way or private road. Generally, the highest priority should be to provide wider setbacks to residential facades fronting arterial or collector streets. Setbacks will be scaled according to the development pattern of each neighborhood as the plan is implemented.
Perimeter Walls & Fences

Walls and fences may be used as they provide privacy and security. To promote a neighborly environment within the Koa Ridge community, the use of walls and fencing in the residential front yards to the front face of the house shall not exceed a maximum height of three (3) feet from finish grade to the top of the fence, unless it is a retaining wall. Use of low, visually open enclosures such as picket fences are preferred. Rear and side yard fences shall not exceed six (6) feet. Wall and fence guidelines will be created for detached single family units. Following are examples of typical wall and fence styles and typical wall and fence conditions.

Acceptable Wall & Fence Solutions

Maximum 3’ Height Public View Fences/Walls - Open Picket Style Along Front Yards

Maximum 3’ Height Public View Walls - Low Rock Wall/Retaining Wall along Front Yards

Maximum 6’ Height Public View Fences/Walls - Upper Open Slat Style Along Side and Rear Yards
KOA Ridge

5. Architectural Guidelines

**Single Family Fence/Wall Locations**

- 6’ maximum Side and Rear Yard Fence/Wall
- 3’ maximum Front Yard Fence/Wall

**Row House Fence/Wall Locations**
All proposed new development, additions, exterior renovations, major exterior repair and site/landscaping projects must be submitted to the Koa Ridge Design Review Committee (KRdrc) for design approval in accordance with the Urban Design Plan (see Section 6 - Project Review Process). Following the KRdrc's approval of the design at the Construction Document stage, the applicant shall submit the Construction Documents to the Honolulu Department of Planning and Permitting (DPP) for required entitlements and permits prior to the initiation of any on-site grading, infrastructure or building construction. The KRdrc will notify the DPP of the initiation of the design review process for all projects and invite DPP representatives to attend review meetings and provide comments.

The Koa Ridge Urban Design Plan provides direction and guidance for the applicant, the KRdrc and DPP in the preparation and review of the design proposals for all proposed development. To facilitate the review process the Urban Design Plan includes Checklists for both Residential and Non-Residential projects. The Checklists summarize the key design requirements, principles and guidelines embodied within the Urban Design Plan. Applicants are required to identify for each of the KRdrc and the DPP submittals where the proposed design meets or does not meet the requirements of each item on the Checklists.
## Non-Residential Architectural Design Checklist

<table>
<thead>
<tr>
<th>Product Type</th>
<th>Commercial</th>
<th>Mixed Use</th>
<th>Park</th>
<th>Light Industrial</th>
<th>Healthcare</th>
<th>Elementary School</th>
<th>Non Residential</th>
<th>Complied</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>BMX-3</td>
<td>B-1</td>
<td>Commercial/Residential BMX-3</td>
<td>Recreation Center/Restrooms/Maintenance Facilities</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bldg. Height (Maximum)</td>
<td>60 ft</td>
<td>40 ft per LUO</td>
<td>60 ft</td>
<td>35 ft</td>
<td>60 ft</td>
<td>60 ft</td>
<td>50 ft</td>
<td>50 ft</td>
</tr>
<tr>
<td>Front Yard Setback (Minimum)</td>
<td>0 ft Waiving 5 ft per LUO to 0 ft at active retail frontages</td>
<td>10 ft per LUO</td>
<td>10 ft where ground floor is residential, 5 ft where ground floor is commercial</td>
<td>30 ft</td>
<td>5 ft</td>
<td>5 ft</td>
<td>10 ft</td>
<td>10 ft</td>
</tr>
<tr>
<td>Side Yard Setback (Minimum)</td>
<td>0 ft per LUO</td>
<td>0 ft per LUO</td>
<td>0 ft between abutting commercial uses, 5 ft between residential uses</td>
<td>15 ft</td>
<td>0 ft</td>
<td>0 ft</td>
<td>10 ft</td>
<td>10 ft</td>
</tr>
<tr>
<td>Rear Yard Setback (Minimum)</td>
<td>0 ft per LUO</td>
<td>0 ft per LUO</td>
<td>0 ft between abutting commercial uses, 5 ft between residential uses</td>
<td>30 ft</td>
<td>0 ft</td>
<td>0 ft</td>
<td>10 ft</td>
<td>10 ft</td>
</tr>
<tr>
<td>Roof Forms</td>
<td>Flat Roofs &amp; Parapets Sloped Roof Accents Preferred, Allowed</td>
<td>60% of roof to be 3:12 slope or greater</td>
<td>——</td>
<td>——</td>
<td>——</td>
<td>——</td>
<td>60% of roof to be 3:12 slope or greater</td>
<td>Yes/No</td>
</tr>
<tr>
<td>Lot Coverage Restrictions</td>
<td>Per LUO</td>
<td>Per LUO</td>
<td>Per LUO</td>
<td>——</td>
<td>Per LUO</td>
<td>Per LUO</td>
<td>Per LUO</td>
<td>Per LUO</td>
</tr>
<tr>
<td>Hardscape (Front Yard)</td>
<td>100% allowable as an extension of the sidewalk in front of commercial uses</td>
<td>100% allowable as an extension of the sidewalk in front of commercial uses</td>
<td>100% allowable as an extension of the sidewalk in front of commercial uses</td>
<td>——</td>
<td>——</td>
<td>——</td>
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<td>——</td>
</tr>
<tr>
<td>FAR</td>
<td>Per LUO</td>
<td>Per LUO</td>
<td>Per LUO</td>
<td>——</td>
<td>Per LUO</td>
<td>Per LUO</td>
<td>Per LUO</td>
<td>Per LUO</td>
</tr>
<tr>
<td>Fencing (Max. Height)</td>
<td>See non-residential guidelines for service area enclosures</td>
<td>——</td>
<td>——</td>
<td>——</td>
<td>——</td>
<td>——</td>
<td>——</td>
<td>——</td>
</tr>
<tr>
<td>Mechanical Equipment</td>
<td>All mechanical equipment to be screened from public view</td>
<td>——</td>
<td>——</td>
<td>——</td>
<td>——</td>
<td>——</td>
<td>——</td>
<td>——</td>
</tr>
<tr>
<td>Signage</td>
<td>Per Signage Master Plan as approved by DDP</td>
<td>——</td>
<td>——</td>
<td>——</td>
<td>——</td>
<td>——</td>
<td>——</td>
<td>——</td>
</tr>
<tr>
<td>Glazing</td>
<td>Ground Floor Retail - Clear Glazing</td>
<td>——</td>
<td>——</td>
<td>——</td>
<td>——</td>
<td>——</td>
<td>——</td>
<td>——</td>
</tr>
<tr>
<td>Lighting</td>
<td>Lighting to be shielded to preserve dark skies. Color temperatures to be 3000° Kelvin or less</td>
<td>——</td>
<td>——</td>
<td>——</td>
<td>——</td>
<td>——</td>
<td>——</td>
<td>——</td>
</tr>
<tr>
<td>PV Panels</td>
<td>Align with plane of the roof If PV panels are angled above roof plane, panels should be screened from public way.</td>
<td>——</td>
<td>——</td>
<td>——</td>
<td>——</td>
<td>——</td>
<td>——</td>
<td>——</td>
</tr>
</tbody>
</table>
## Residential Architectural Design Checklist

<table>
<thead>
<tr>
<th>Product Type</th>
<th>High Density</th>
<th>Medium Density</th>
<th>Single Family Residential</th>
<th>Condominium Dwelling Unit</th>
<th>Compiled</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Bldg. Height (Maximum)</td>
<td>Flats</td>
<td>Row Houses</td>
<td>Townhouse</td>
<td>Multi-Plex</td>
</tr>
<tr>
<td></td>
<td>Midrise</td>
<td>Single Level Stacked Units, attached</td>
<td>Rear-loaded, 2 or more stories, attached</td>
<td>2 or more stories, attached</td>
<td>Combination flat &amp; townhouse units, attached</td>
</tr>
<tr>
<td></td>
<td>Bldg. Height</td>
<td>60 ft</td>
<td>50 ft preferred maximum</td>
<td>45 ft preferred maximum</td>
<td>45 ft preferred maximum</td>
</tr>
<tr>
<td>Front Yard Setback (Minimum)</td>
<td>10 ft</td>
<td>10 ft</td>
<td>10 ft</td>
<td>10 ft</td>
<td>10 ft</td>
</tr>
<tr>
<td>Side Yard Setback (Minimum)</td>
<td>10 ft</td>
<td>10 ft</td>
<td>10 ft/ 5 ft Duplex</td>
<td>10 ft/ 5 ft Duplex</td>
<td>10 ft</td>
</tr>
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<td>10 ft</td>
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<td>5 ft</td>
</tr>
<tr>
<td>Roof Forms</td>
<td>Flat Roofs &amp; Parapets Preferred. Sloped Roof Accents Allowed</td>
<td>60% min. of roof to be 3:12 slope or greater.</td>
<td>Yes/No</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Driveways (Lengths)</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Building Faces</td>
<td>Articulate front faces of building by setting back or projecting elements of facade</td>
<td>Yes/No</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Including Garages</td>
<td>Per LUO</td>
<td>Per LUO</td>
<td>Per LUO</td>
<td>Per LUO</td>
<td>Per LUO</td>
</tr>
<tr>
<td>Lot Coverage Restrictions</td>
<td>Per LUO</td>
<td>Shall not exceed 50% of the width of the lot.</td>
<td>Yes/No</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hardscape (Front Yard)</td>
<td>Per LUO</td>
<td>Per LUO</td>
<td>Per LUO</td>
<td>Per LUO</td>
<td>Per LUO</td>
</tr>
<tr>
<td>FAR</td>
<td>Rear &amp; Side Yard behind bldg. front facade not to exceed 6 ft (Front yard in front of bldg. face and others see project guidelines.)</td>
<td>Yes/No</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fencing (Max. Height)</td>
<td>——</td>
<td>——</td>
<td>——</td>
<td>——</td>
<td>——</td>
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<tr>
<td>Mechanical Equipment</td>
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<td></td>
<td></td>
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<tr>
<td>Lighting</td>
<td>Lighting to be shielded to preserve dark skies. Color temperatures to be 3000° Kelvin or less</td>
<td>Yes/No</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>PV Panels</td>
<td>Align with plane of the roof</td>
<td>Yes/No</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Residential Architectural Design Checklist**

- **Product Types:** High Density, Medium Density, Single Family Residential, Condominium Dwelling Unit
- **Bldg. Height (Maximum):**
  - High Density: 60 ft
  - Midrise: 50 ft preferred maximum
  - Row Houses: 45 ft preferred maximum
  - Townhouse: 45 ft preferred maximum
  - Multi-Plex: 45 ft preferred maximum
- **Front Yard Setback (Minimum):**
  - High Density: 10 ft
  - Midrise: 10 ft
  - Row Houses: 10 ft
  - Townhouse: 10 ft
  - Multi-Plex: 10 ft
- **Side Yard Setback (Minimum):**
  - High Density: 10 ft
  - Midrise: 10 ft
  - Row Houses: 10 ft/ 5 ft Duplex
  - Townhouse: 10 ft/ 5 ft Duplex
  - Multi-Plex: 10 ft/ 5 ft Duplex
- **Rear Yard Setback (Minimum):**
  - High Density: 10 ft
  - Midrise: 10 ft
  - Row Houses: 10 ft/ 5 ft Duplex
  - Townhouse: 10 ft/ 5 ft Duplex
  - Multi-Plex: 10 ft/ 5 ft Duplex
- **Roof Forms:**
  - Flat Roofs & Parapets Preferred. Sloped Roof Accents Allowed
- **Driveways (Lengths):**
  - N/A
- **Building Faces:**
  - Articulate front faces of building by setting back or projecting elements of facade
- **Lot Coverage Restrictions:**
  - Per LUO
  - Shall not exceed 50% of the width of the lot.
- **Fencing (Max. Height):**
  - Rear & Side Yard behind bldg. front facade not to exceed 6 ft
- **Mechanical Equipment:**
  - All mechanical equipment to be screened from public view
- **Signage:**
  - Per Signage Master Plan as approved by DDP
- **Lighting:**
  - Lighting to be shielded to preserve dark skies. Color temperatures to be 3000° Kelvin or less
- **PV Panels:**
  - Align with plane of the roof

**KOA RIDGE**

**5. ARCHITECTURAL GUIDELINES**
6.0 PROJECT REVIEW PROCESS

The Design Guidelines are intended to be used to inform the design of physical development within Koa Ridge. The Koa Ridge Urban Design Plan defines the “vision” and the framework for the Koa Ridge community. The Urban Design Plan and its Design Guidelines for Non-Residential Development, Residential Development and Landscape provide guidance for the implementation of the Plan’s overall policies and frame work.

Owners, developers, and designers should strive to be creative and innovative and should look to the design guidelines as a starting point in implementing the vision for each Koa Ridge project. Although the design guidelines include specific design guidelines and recommendations, the designer should endeavor to incorporate these recommendations while keeping in mind the needs of the specific project. Single design recommendations should not be incorporated into proposals for the sole purpose of endeavoring to satisfy a particular guideline; rather, the designer should look at all aspects and elements that influence the larger project design and suggest solutions that will ensure a functional, unified design concept. Designs should be consistent with the Koa Ridge Sustainability Plan and its goals to reduce energy and potable water use.

Applicability
The Koa Ridge Design Review Process is applicable to any new building or structure, any revision or amendment to existing structures, any landscape planting or removal and any above grade infrastructure improvement. None of the above works may proceed without the review and approval of the Koa Ridge Design Review Committee.

Design Review Committee
To aid in the review of proposed developments, the master developer shall create a design review committee, hereafter referred to as the Koa Ridge Design Review Committee (KRdrc), consisting of, but not limited to, at least 3 professionals in the field of planning, urban design, architecture, landscape architecture, engineering or other related fields, and a representative of Castle & Cooke (CCHH). The Master Developer shall have sole authority to appoint members of the KRdrc. CCHH shall appoint a representative who shall serve as the KRdrc Chair. CCHH as the Master Developer and the KRdrc, in close cooperation with the master developer, shall review schematic, preliminary and construction drawings prior to the construction or alteration of residential and non-residential property within the Koa Ridge Community. The KRdrc is also responsible for continually refining the guidelines in order to ensure a high standard and quality of development.

Major & Minor Projects
Separate processes are established for the review of Major and Minor Projects. Examples of Minor Projects include:

- New structures or additions/modifications to existing structures of less than 2,000 SF and less than 15’ in height.
- Modifications to existing exterior entrances, changes to exterior materials or colors and significant replacement of existing landscape planting or hardscape.

The determination of whether a specific proposal is a Minor or a Major Project is solely at the discretion of the KRdrc Chair. Typically, Minor Projects are reviewed by the KRdrc staff and Major Projects are reviewed by the KRdrc.
6.1 DESIGN REVIEW PROCESS - MAJOR PROJECTS

All proposed projects within Koa Ridge must be submitted for Design Review approval. Once submitted for review, the KRdrc staff will decide as to whether the project is a major or minor project. The KRdrc staff will notify the Honolulu Department of Planning and Permitting (DPP) of the pending design review for each specific project.

The KRdrc staff will review the submittal and will work with the applicant to refine the project proposal by providing design input and recommendations. These same recommendations will be provided to the KRdrc and the DPP. Incorporation of some or all of the staff recommendations for components of the design guidelines does not guarantee an approved project. While each project should be designed to incorporate the relevant elements of the design guidelines, the review process will always encourage any project that contains superior design solutions. The design guidelines are not meant to suppress creative, new and innovative design, but meant to support achieving good design within the overall vision for Koa Ridge. The UDP provides design guidance to the review process leading to a design approval; however, the design review and approval process does not have precedence over the public entitlement process.

No construction (including grading, excavation or fill work) shall be performed or commenced on any development parcel or lot without the prior approval of the KRdrc and the Master Developer in accordance with the following procedures, unless the KRdrc Chair deems the work minor, temporary, or necessary to meet an immediate problem.
1. Pre-design Meeting - Major Projects
Prior to preparing preliminary plans or design schematics, the applicant (or developer) and the applicant’s design team must meet with the KRdrc staff to review the applicant’s initial program for development and the KRdrc’s requirements and standards for review. This meeting is intended to be an introductory orientation to the Koa Ridge community and the context in which a project is to be evaluated throughout the design process. The KRdrc will notify DPP of the design review application and the date of the pre-design meeting.

2. Schematic Design Review Meeting - Major Projects
After, the submittal of a complete Schematic Design Package, the KRdrc Chair will schedule a meeting of the KRdrc to review the Schematic Design submittal. The KRdrc Chair will notify DPP of the design review application and the date of the pre-design meeting. The Schematic Design review shall involve the applicant, his/her design team, the Master Developer, and the full KRdrc.

Three (3) full sized sets of the Schematic Design Plans are to be submitted to the KRdrc Chair and a pdf file of all documents to all other attendees no later than ten (10) calendar days prior to the meeting date.

Schematic Design documents to be submitted for the Schematic Design review shall include the following:

- Building Program outlining proposed square footage of each type of use, number of parking spaces, etc.
- Site analysis containing information responding to contextual forces: view planes and corridors, existing vegetation and slopes, sun and wind direction, existing or planned adjacent development, access, existing drainage patterns and other environmental information deemed pertinent to the site based on earlier discussions with the master developer.
- Written statement indicating conformance with zoning and other public ordinances regulations.
- A preliminary site plan at a minimum scale of 1”=40’ indicating all buildings, the location of access from surrounding streets, walkways, driveways, parking areas, service access/loading areas, required setbacks/easements and connections with surrounding development. Site plans should also show on-site pedestrian and bicycle access and circulation, as well as bicycle parking locations.
- Schematic floor plans, elevations and sections for typical buildings at 1/8”=1’-0”.
- Schematic design of proposed climate mitigating permanent architectural features based on solar orientation at ¼” = 1’.
- Schematic grading plan at 1”=40’.
- Schematic landscape plan at 1”=40’.
- Schematic utility layouts and connections.
- Narrative description of the energy conservation, greenhouse gas reduction and green construction methods proposed for the project.
- Perspective drawings or Three Dimensional Views showing the proposed architectural character of the buildings and existing or proposed development within the surrounding context.
- Other information deemed pertinent by the KRdrc Chair.

The KRdrc will provide a written notice of approval or contingent approval within fourteen (14) days of the meeting. The KRdrc Chair will send a copy of the KRdrc action to the DPP.
3. Design Development Review Meeting - Major Projects
This meeting will include the applicant, his/her design team, the full KRdrc, and the KRdrc Chair. The intent of this meeting is to review the evolution and refinement of the design concepts generated from the previous meeting. The KRdrc will notify DPP of the design review application and the date of the Design Development review meeting. This review serves as an intermediate stage between the Schematic Design phase and the development of construction drawings.

Three (3) full sized sets of the Design Development Plans are to be submitted to the KRdrc Chair and a pdf file of all documents to all other attendees no later than ten (10) calendar days prior to the meeting date.

Design Development documents to be submitted for this meeting shall include the following:

- An engineered base map of the development parcel showing existing topography, streets (curbs, sidewalks, and rights of ways, trees with trunks over 6” in diameter, property lines, and all setbacks and easements.
- A site plan of the development at a scale of 1”=40’ indicating the following: all buildings, the location of walkways, driveways, parking areas, service access/loading areas, required setbacks/easements and connections with surrounding development.
- Building plans at 1/8”=1’0” (showing floor plans for each floor); elevations (showing general treatment of doors, windows, exterior walls, roofs, etc.); sections showing the relationship of buildings to the site; and larger scale drawings showing details of key elements of the design.
- Key building element details such as trellises, louvers and screening mechanisms.
- A sample board of exterior materials colors and finishes.
- Landscape drawings at 1”=40’ scale, indicating location of plants, their species and sizes, treatment of walkways and other exterior surfaces, the general location of major ground signs, and treatment of the entry into the project.
- A grading and utilities plan showing grading and drainage improvements and utility connections at a scale of 1”=40’.
- A preliminary signage plan and details; including location, materials, shape, color, wording, typography and illumination.
- A preliminary exterior lighting plan and details; including location, color, lighting specifications and fixture illustration.
- A narrative description of the energy conservation, greenhouse gas reduction and green construction methods proposed for the project.
- Any other information deemed relevant by the KRdrc or by the Master Developer.

Design Development documents will be evaluated based on their compliance with the KRdrc’s comments from the previous Schematic Design review meeting and the design principals and guidelines contained within the Koa Ridge Urban Design Plan. The KRdrc Chair will provide a written notice of approval or contingent approval of the Design Development Review Documents within fourteen (14) days of the meeting. The KRdrc Chair will send a copy of the KRdrc action to DPP.
4. Construction Documents & Specifications - Major Projects
Following the approval of the Design Development plans, the applicant may proceed with the preparation of the Construction Documents. Upon completion of the Construction Documents the applicant shall submit three (3) sets of the following Construction Documents along with a pdf file to the KRdrc. The KRdrc staff will review the Construction Document package to determine if the project as documented in the Construction Documents is consistent with the KRdrc Design Development approval. The KRdrc will notify the applicant of approval and/or conditions of approval within 20 working days. The Construction Document submittal shall include pertinent items from the list below:

- Site Improvements
  - Grading and roadway plans
  - Sewer and water plans
  - Storm drain plans
  - Power and communication systems’ plans
  - Erosion control plans

- Architectural Drawings
  - Building floor plans, sections and elevations
  - Building details
  - Building site plans

- Landscape Drawings
  - Planting plans
  - Irrigation plans
  - Hardscape plans

- Material and color board with samples of actual selections.

- Specifications

- The signage plan and details, including location, materials, shape, colors, wording, typography and illumination.

- Exterior lighting plan and details, including location, color, lighting specification and fixture illustration.

- An updated construction schedule and green construction procedures.

- Any other information deemed relevant by the KRdrc.

The Master Developer shall review all construction documents and specifications, reviewing the design to assure compliance with all previous requested changes. The applicant and his design team may need to meet again with the master developer regarding any questions or elements which do not comply with previous review comments.

5. As-Built Documents - Major Projects
One (1) complete set of as-built documents and an electronic pdf file shall be submitted to the KRdrc and CCHH for its permanent record no later than ninety (90) days following “substantial completion” of the proposed development or improvement.
Upon notice of a proposed action, the KRdrc Chair will determine whether a proposed project qualifies for a Minor Project review. While the KRdrc is not generally convened for the review during the Minor Project design review process, the KRdrc Chair may consult with one or more individuals on the KRdrc. The KRdrc Chair will notify DPP of the application for review.

The KRdrc staff will review the application and approve the project at the various stages. The number of copies of the submittal will be determined by the KRdrc Chair.

1. Schematic Design – Minor Projects
   At the initiation of the Minor Project design review process, a narrative and graphic Schematic Design package will be submitted that outlines the proposed actions, describes the major characteristics and briefly assesses its impacts on any existing, approved or proposed project. The KRdrc staff will review the application and approve with any required conditions. The KRdrc Chair will advise DPP and the KRdrc of the action.

2. Design Development – Minor Projects
   A narrative and graphic Design Development package is submitted that further develops the proposed actions as modified based on the comments received following the Schematic Design review. The KRdrc Chair will advise DPP and the KRdrc of the action.

3. Construction Documents – Minor Projects
   Following approval of the Design Development package, the applicant will prepare the Construction Documents for review by the KRdrc staff to determine if the documents are in conformance with the approved Design Development package. The KRdrc will notify the applicant of approval and/or conditions of approval within 15 working days. The KRdrc Chair will advise DPP and the KRdrc of the action.

4. As-Built Documents – Minor Projects
   One (1) complete set of as-built documents and an electronic pdf. file shall be submitted to the KRdrc and CCHH for its permanent record no later than ninety (90) days following substantial completion of the proposed development or improvement.
6.3 DESIGN REVIEW CONDITIONS

The KRdrc shall use reasonable judgment in commenting on any item submitted to the KRdrc for its review under this declaration. However, neither the KRdrc nor the Koa Ridge Master Developer (CCHH) shall be liable for any comments which result in damages to the applicant, its design team or any future project users, tenants or lessees. Project designs must conform to all applicable federal, state and city/county laws, codes and regulations, and it shall be the responsibility of the applicant and its design team to ensure compliance with these regulations.

Duration of Final Approval
Once granted the Final Approval shall be effective for a period of twelve (12) months and shall be deemed revoked if the approved construction, reconstruction, refinishing, alteration, or other approved work has not begun. CCHH may, upon request, extend the original approval period.

Fees
Fees will be paid by applicants upon submission of the plans for review and at subsequent steps of the review process. The fees will include professional fees and all expenses incurred by the KRdrc in reviewing and approving plans. All fees and other charges and expenses incurred in applying for and obtaining approvals from any governmental agency shall be paid by the applicant, and CCHH, the Master Developer and/or the KRdrc shall bear no liability.

Variance from Established Standards
The KRdrc may approve variations and deviations from the provisions of the Koa Ridge Urban Design Plan providing such variations or deviations do not conflict with applicable governmental regulations; and the variations or deviations meet the high standards of design that CCHH, the Master Developer is trying to achieve.

All requests and approvals shall be in writing.

Governmental Laws, Codes & Ordinances
Each applicant will be responsible for satisfying all applicable government codes, ordinances and regulations and will be required to obtain all governmental approvals required under applicable laws, regulations and ordinances in securing building and other permits for the construction, alteration or installation of any improvements. In the case of conflict between any of the provisions of this document and any applicable laws, codes and ordinances, the stricter provision will prevail.

Subsequent Changes
Any amendment, variation, change, omission from, or addition to, any submittal previously approved by the KRdrc (other than amendments, variations, changes and additions which are immaterial or insubstantial), may require the KRdrc’s prior approval, at the discretion of the Koa Ridge Master Developer.

Use of Architect, Landscape Architect & Engineer
All building plans and specifications, if required, must be prepared or reviewed and signed by an architect licensed to practice in Hawaii. All landscape plans must be prepared by a landscape architect licensed to practice in Hawaii. All grading plans, utility plans, drainage plans, roadway layouts and other engineering plans must be prepared or reviewed and signed by a civil engineer licensed to practice in Hawaii.

Alterations
After construction, no owner shall, except with the prior review of the KRdrc, make alterations which would affect the exterior appearance or change the basic layout, design concept, character or ambiance, or lower the standards of the improvements (other than alterations which are immaterial or unsubstantial).
Plan Approvals
Notwithstanding anything contained herein to the contrary, each applicant, by submitting plans, specifications and other data for review by the KRdrc, shall be deemed to have agreed that neither the KRdrc nor any of its members, shall be responsible or liable for ensuring that such plans, specifications and other data submitted for review are in compliance with any laws, ordinances or codes, or any governmental or private restrictions or requirements, other than these design guidelines, and that the review and/or approval by the KRdrc of any such plans, specifications or other data submitted to it, shall not form a basis for any claims or liability against the KRdrc or its members. The applicant further agrees that the approval of any plans, specifications or other data by the KRdrc shall not prevent the KRdrc from thereafter requiring corrections to said plans, specifications or other data which violate these design guidelines.
7.0 AMENDMENT PROCEDURES

This Koa Ridge Urban Design Plan may be revised over time to respond to changing internal or external conditions and/or learning process inherent in creating a new mixed-use community. The purpose of this chapter of the Koa Ridge Urban Design Plan is to document the methodology for modifying the document when requested by Castle & Cooke Homes Hawaii (CCHH), the land owner and master developer or other prospective developers.

**Applicability**

As stated above the provisions of the Koa Ridge Urban Design Plan are intended to be general in nature and not comprehensive in its coverage or exhaustive in detail; however, any amendments must be consistent with the Koa Ridge Urban Design Plan’s vision and objectives for the Koa Ridge Community.
7.1 AMENDMENT REVIEW PROCEDURES

The following outlines the review and approval procedures for the amendment of the Koa Ridge Urban Design Plan. The amendment process is begun with a written request to CCHH to amend the Koa Ridge Urban Design Plan.

**Pre-Application**

Upon receipt of a letter indicating the intent to file an application to amend the Koa Ridge Urban Design Plan, CCHH will schedule a Pre-Application Meeting to review the nature, purpose and rationale for the proposed amendment(s). Participants in the Pre-Application Meeting are to include, the Applicant, the Applicant’s Project Architect, a representative of the Koa Ridge Design Review Committee (KRdrc) and a representative of CCHH.

**Application**

Based upon the discussions and findings from the Pre-Application Meeting, the Applicant will file ten (10) copies of a formal written application with CCHH for the proposed amendment(s) to the Koa Ridge Urban Design Plan.

**Application Requirements**

Applications for amendments to the Koa Ridge Urban Design Plan must contain the following information and analysis:

- A statement outlining the hardship being imposed by the specific conditions of the Koa Ridge Urban Design Plan;
- A description of the change in conditions or circumstances or the rationale for the proposed amendment;
- The Identification of the existing provisions of the Koa Ridge Urban Design Plan for which amendments are being requested; and
- A draft of proposed amendments, deletions or new provisions to be incorporated into the Koa Ridge Urban Design Plan.

**Application Review Process**

CCHH will within thirty (30) calendar days of receipt of the completed application schedule a meeting of the KRdrc at which time the KRdrc and CCHH will formally review the application and make a recommendation on whether to approve the Application and recommend appropriate modifications to the Koa Ridge Urban Design Plan for approval by DPP or to not approve the Application and allow the document to stand as is. All applications for amendment to the Koa Ridge Urban Design Plan must have approval of both the KRdrc and CCHH.

**Final Plan Amendment Approval**

Following the approval by the KRdrc and CCHH, the application for plan amendment must be submitted to DPP for review. If approved by DPP, the subject amendments to the Koa Ridge Urban Design Plan shall become effective on a date determined by DPP.