University of Hawai'i West O'ahu

Long Range Development Plan Update

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In Association with:

West O'ahu Campus Development

UH-7

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5.7 UNIVERSITY VILLAGE/ MIXED USE (WITH STUDENT HOUSING) DESIGN PRINCIPLES AND GUIDELINES

At the mauka entry to the campus from the North-South Road, the 15.1-acre mixed-use parcel is envisioned as a pedestrian-oriented commercial/residential development that shall be designed to create a welcoming entry into the campus. The adjacent 38-acre Student Housing/ Mixed Use or Campus Expansion parcel is located at the intersection of Farrington Highway and the North-South Road, and will provide a mix of uses including student housing, multi-family residential units, commercial uses and possibly campus expansion.

Together, these two parcels (commonly referred to as the University Village) total 53.1 acres, serving as the University's Town Center. As a goal, the campus and the University Village will strive to create a "sustainable campus village".

Utilizing principles of Smart Growth and Sustainability, the University Village is envisioned as having a mix of land uses that are closely related and cater to the University and its diverse population. Retail establishments, such as bookstores, copy centers, coffee shops, and specialty food item stores, as well as small start-up offices, are envisioned for this development. Approximately 797 residential units (including student housing) are proposed for the upper floors of mixed-use buildings and in residential buildings.

Kalo'i Plaza, a large central plaza, will be located near the transition between the mixed-use village and the University campus. The plaza will serve as the "heart" of the campus. It will be designed as a gateway to both the campus and adjacent University Village. To encourage interaction between the campus and the community near the plaza, University-related uses, possibly including a theater, community services facility, and museum, will extend from the plaza into the University Village.

Kalo'i Plaza

The University Village will also promote multi-modal transportation with tree-lined, pedestrian-friendly roadways and bike and jogging paths. Regional transit access to the University Village will be provided via the City's proposed elevated rail transit node to be located in the University Village (in the vicinity of the North-South Road and Farrington Highway intersection) and through municipal bus service. From the proposed transit node[8], the University will be within comfortable walking distance for staff, students, residents, and visitors.

General Guidelines for the University Village follow.

1. Foster a mutually supportive, sustainable mixed-use environment.

2. Design buildings to create a "village," with appropriately-sized buildings to accommodate small retail establishments, business establishments,

[8] As indicated in the City and County of Honolulu's *Ewa Development Plan* (August 1997).

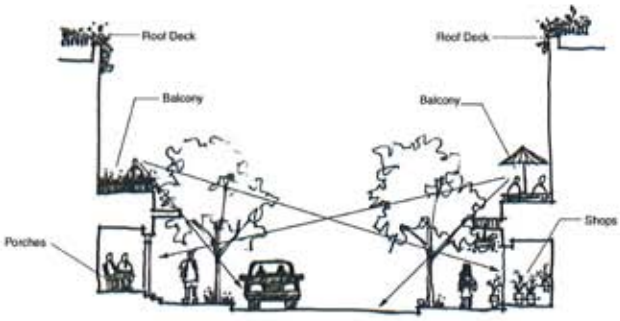
and other commercial activities on the ground floors, with residential uses located on the upper floors.

Creating a "village" atmosphere with commercial activities on ground floor with residential above

- Working in conjunction with the City and County of Honolulu, proactively plan for accommodating a possible transit node within the development. Should a transit station be provided, appropriately plan land uses and associated densities in a manner that best promotes transit-oriented development.

3. Create an active and vibrant pedestrian streetscape.

- Provide clearly identified and secure entries that are visible from the street.
- Provide for ground floor shops and activities that encourage and stimulate street activity. Use awnings, arcades, display windows, porches, balconies, decks, outdoor seating, and other elements to promote the use of the street front, provide places for social interaction, and give buildings a strong street presence.



Elements along the streetfront which promote a human scale on the street

- Locate parking behind buildings to minimize pedestrian and vehicular conflicts.

Parking lots located behind buildings

- Maintain continuity along the street front by implementing a generally uniform building setback along pedestrian-oriented streets through the establishment of a "build-to" line or similar standard. Provide appropriate space within the setback to allow for outdoor eating areas, "sidewalk sales", exhibit spaces, and other interactive activities, without impeding the flow of pedestrian activity on the street.

Outdoor eating areas

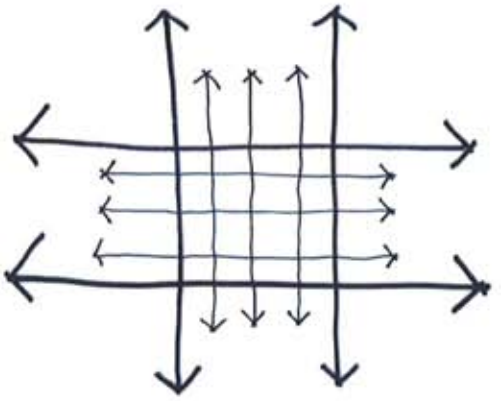
- Minimize excessive breaks in the street façade.
- Utilize the sidewalk landscaping on major streets to create a strong visual element that unifies the streetscape.

4. Ensure compatibility with the UH West O'ahu campus.

   - Use sustainable building design to reinforce the relationship to the UH West O'ahu. Incorporate design details, building proportions, and scale that reflect an understanding of the 'Ewa region's climatic conditions, while promoting the overall sense of place established for the University.
   - Building heights should range from 3 to 5 stories with similar building massing, style, and character (with consistent lines and details).
   - Utilize hip and gable roof forms with standing seam metal as the primary roof material. Minimize the use of flat roofs. Use consistent roofing materials throughout the various building designs.
   - Select light tones for building color and textured wall surfaces.
   - Create a landscape theme that is compatible with the landscaping on the UH West O'ahu campus.
   - Utilize the same or compatible signage, lighting, paving, streetscape, and site furniture as that utilized on the UH West O'ahu campus to assure a seamless transition between the University Village and the campus. Some variation should be allowed to give the University Village its own identity, but this should be permitted within the overall context of compatibility with the campus.
   - Utilize similar or very compatible building material in the construction of buildings, site walls, and fences.

5. Encourage pedestrian activity and biking.

   - Prepare a Transportation/Access Plan (TAP) (focusing on vehicular, pedestrian, bicycle, transit, and ADA requirements) for each site to address issues and conflicts that may arise from the various modes of transportation.
   - To the extent feasible, promote street connectivity through the use of a grid-oriented roadway network, with roadways designed to accommodate pedestrians and bicycles.

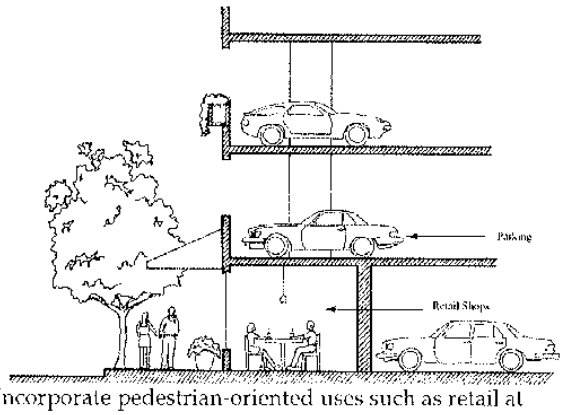


Grid-oriented roadway network

   - Where appropriate, incorporate traffic-calming elements and appropriate landscaping to enhance the streetscape for pedestrians and bicycles.

Traffic-calming device (bulb-out)

- Provide a well-articulated, identifiable entry sequence for pedestrian and vehicular uses from street to buildings within each project. Enhance entries onto the project and connections to and into buildings with landscaping, hardscape, and accented architectural design.
- Utilize courtyards, plazas, and other landscape features to provide areas for gathering and social interaction.
- Where appropriate, develop pedestrian routes through sites and buildings to supplement the public right-of-way. Provide an attractive convenient pedestrian access way to building entrances. Design parking lots, walkways, and courtyards at a human scale to promote pedestrian and bicycle movement.
- Disperse parking throughout the community to minimize large expanses of paving and extreme walking distances to entries.
- Should a transit station be developed within the project, plan for an integrated pedestrian and bicycle network which efficiently distributes pedestrians and bicycles from the transit station to the University and surrounding community.
- Integrate large-scale parking facilities into the pedestrian environment.

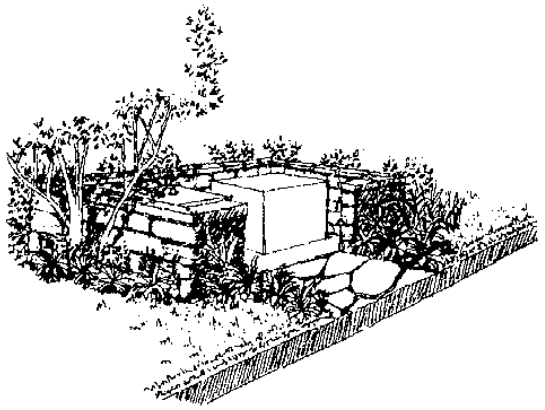


Incorporate pedestrian-oriented uses such as retail at street level on parking structures

- Incorporate pedestrian-oriented uses, such as retail stores and offices, at street level to reduce the visual impact of parking structures to the urban fabric of the University Village.
- Design vehicular entries to parking facilities so that they do not dominate the street frontage of the building.

6. Provide for proper screening of undesirable views.

- Utilize landscaping to conceal large areas of blank walls.
- Separate all truck loading, unloading, and circulation from automobile parking.
- Completely screen loading spaces and outdoor storage areas from public areas with walls, berms, or plant material.
- Prohibit the location of garage-type loading doors on a building façade directly fronting an accessible public street.
- Locate and/or screen trash/recycling containers, garbage cans, and mechanical equipment (i.e., transformers, backflow preventors, etc.) with both plant material and a wall to conceal them from public view.



- The use of exterior antennas or satellite dishes or other apparatus of any kind shall be subject to the approval of the DAC.

7. Incorporate appropriate levels of sustainable design into all projects.

   - Strive to achieve Leadership in Energy and Environmental Design (LEED) certification for every project and consider the following LEED prerequisites for green building rating systems: sustainable sites, water efficiency, energy and atmosphere, materials and resources, indoor environmental quality, and the design process.
   - Develop a landscape concept that incorporates the use of native/adaptive vegetation compatible with the dry climatic characteristics of the 'Ewa region and utilizes xeriscaping techniques for water conservation.
   - Comply with the Sustainability Guidelines in Section 4.