



UNIVERSITY OF HAWAI'I WEST O'AHU

LONG RANGE DEVELOPMENT PLAN UPDATE

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UH-8

August 2006

5.9 MIXED-USE (COMMERCIAL/ RESIDENTIAL): DESIGN PRINCIPLES AND GUIDELINES

Three mixed-use parcels are identified on the master plan. Two of the parcels are located at the intersection of Road F and North-South Road. These parcels, which together comprise a total of 21.7 acres, include a smaller 10.5-acre parcel and an 11.2-acre parcel within the WOCD Lands. A transit station could be located in or near one of the two parcels.

The third parcel is a 10.2-acre parcel located at the intersection of Road F and Farrington Highway. This parcel will remain under University ownership and could be developed through a lease to a developer.

Like the University Village, these mixed-use parcels will include a mix of land uses, but will focus on catering more to the needs of the residential community and surrounding neighborhoods.

These centers are complementary to the commercial areas projected for the University Village, and include commercial uses such as supermarkets, drugstores, retail establishments, specialty food item stores, general offices, medical facilities, restaurants, personal services; along with multi-family residential uses catering to residents with a range of incomes (a portion of which may be developed to fulfill the City's affordable housing requirements).

Guidelines for the mixed-use parcels follow.

1. Foster a mutually supportive, sustainable mixed-use environment.
2. Design buildings to create a "village," with appropriately sized buildings to

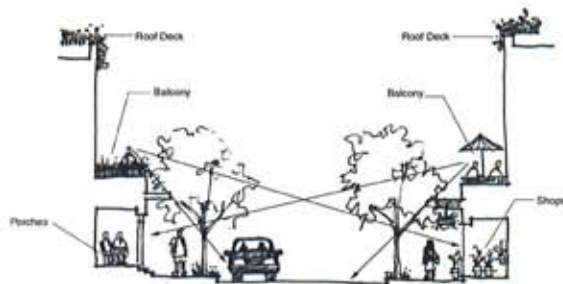
accommodate small retail establishments, business establishments, hospitality, and other commercial activities on the ground floors, with residential uses located on the upper floors.



Create a "village" atmosphere with commercial activities on the ground floor and 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.

- Design buildings, whether clustered in complexes or individually designed, to create or orient to courtyards or plazas.
- Incorporate smaller building elements and fenestration to provide human scale.
- Use canopies, awnings, and articulated fenestration to avoid large expanses of a blank unarticulated building façade. Use landscaping, such as trellises and vertical trees, to conceal blank walls.
- Highlight major gathering areas and destinations with street furniture, landscaping, and special paving to accent these areas.



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

- Where practical, 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.



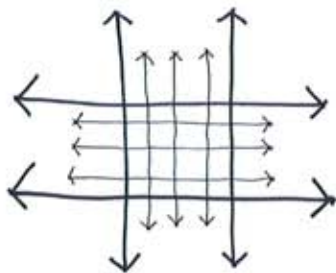
Maintain a uniform building setback along the street through the use of a “build-to” line

- 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.
 - 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 University and neighboring residential developments.
- 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 2 to 4 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.
- Incorporate a building design that reflects a low horizontal profile and a strong roof line that is consistent from building to building.
- In creating a landscape theme and planting plan for the project, consider the development's overall context in relation to the University and surrounding community.
- Consider the use of comparable or compatible signage, lighting, paving, streetscape, site walls and fences, and site furniture as that utilized in the University Village and context of surrounding developments.

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.

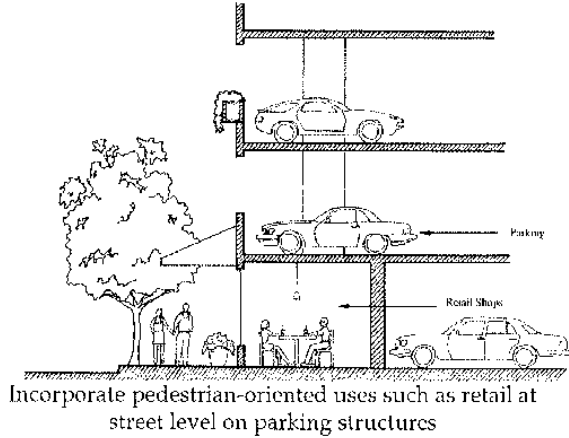


Traffic-calming device (bulb-out)

- 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.
- Plan and provide appropriate areas for transit nodes identified by the City and County of Honolulu. Plan the pedestrian and bicycle network in coordination with the City to allow

for pedestrian and bicycle access from future transit nodes.

- Integrate large-scale parking facilities into the pedestrian environment.



- 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 mixed use parcel.
 - 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 related 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.
 - Screen trash containers, garbage/recycling containers, and site utilities (i.e., transformers) with both plant material and a wall to conceal

from public view on neighboring streets and properties.

- The use of exterior antennas or satellite dishes or other apparatus of any kind shall be subject to the approval of the DAC.
 - Provide landscaping that meets the landscaping requirements of the City and County of Honolulu's Land Use Ordinance. In situations where there are large parking lots visible from major streets, provide more extensive landscape planting for screening purposes.
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.