University of Hawai‘i – West O‘ahu Non-Campus Lands

URBAN DESIGN PLAN

Prepared for:
University of Hawai‘i- West O‘ahu

Prepared by:

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ACRONYMS

DAB     Design Advisory Board
DHHL    Department of Hawaiian Home Lands (State of Hawai‘i)
DPP     Department of Planning and Permitting (City & County of Honolulu)
DPR     Department of Parks and Recreation (City & County of Honolulu)
HHCTC   Honolulu High-Capacity Transit Corridor
LEED®   Leadership in Energy and Environmental Design
LRDP    Long Range Development Plan
Luo     Land Use Ordinance
PRU     Public Review Use
SUC     Secondary Urban Center
TIZ     Transit-Influenced Zone
TOD     Transit-Oriented Development
UDP     Urban Design Plan
UHWO    University of Hawai‘i – West O‘ahu
1.1 PURPOSE OF PLAN

The University of Hawai‘i – West O‘ahu (UHWO) Non-Campus Lands Urban Design Plan (UDP) defines the design character of the Non-Campus Lands surrounding the UHWO Campus, and sets forth concepts, standards and guidelines for its development as part of East Kapolei and the City and County of Honolulu’s (City & County) plans for the first segment of the Honolulu High-Capacity Transit Corridor (HHCTC) or “rail transit” project. The document is to be used by the City & County, Department of Planning and Permitting (DPP) and prospective developers of the UHWO Non-Campus Lands and the UHWO Design Advisory Board (DAB) in the development and review of projects.

The development concepts, standards and guidelines contained in the UDP are general in nature and provide an overall design framework to create compatible developments within the general fabric of the UHWO Non-Campus Lands.

- **Concepts** are regional in scope and include overarching notions such as “Town and Gown” and “connectivity”. These are to guide the development of the UHWO Non-Campus Lands and are presented in statements generally using the word “should”.

- **Standards** are requirements that must be addressed to achieve the intent of the concepts. Examples of standards are: kama‘aina architecture building styles; landscape treatments and species; and building orientation and setbacks. Standards are presented in statements using the words “shall” or “will”.

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

The UDP supplements and is subject to existing regulatory controls, including the zoning and subdivision requirements adopted by the City & County. Should any conflict arise between City & County regulations and the urban design standards established in this document, the more restrictive provisions will prevail.
The preparation of this UDP also fulfills the requirement imposed by the State of Hawai‘i Land Use Commission under Docket No. A99-728A of the Findings of Fact, Conclusion of Law and Decision and Order, Condition 16 which requires the following:

“Prior to construction of any residential or commercial uses within the Petition Area, Petitioner, or its successors and assigns, shall submit a conceptual Urban Design Plan to the City and County for review and approval. The Urban Design Plan shall depict the overall design theme and architectural character of streetscapes, residential neighborhoods and town centers. The Plan shall also include a conceptual landscape plan showing treatment of project entries, major roadways, and common areas.”

Also, the Honolulu City Council, as part of the conditions upon which zoning approval for the UHWO Campus and Non-Campus Lands was granted (City Council Ordinance No. 08-30), required the following:

“The University of Hawaii West Oahu Long Range Development Plan (dated August 2006), shall be utilized to prepare the Urban Design Plan for the Property not subject to the PRU. The Urban Design Plan shall be reviewed and approved by the DPP prior to tentative subdivision approval or building permit approval for the Property not subject to PRU, whichever occurs first. This is not a requirement for development of the proposed Fixed Guideway Project. The Urban Design Plan shall incorporate Fixed Guideway station area planning, if required by the DPP. The Declarant shall comply with the approved Urban Design Plan.” (Condition 8)

Individual development projects will be subject to the review and approval of a Design Advisory Board established by UHWO. The DPP also reviews plans to assure compliance with this UDP. Project approval is required prior to building permit application and commencement of construction. Project submittal requirements and review procedures for the DAB are presented in Chapter 7.

UDP compliance is a condition of zoning for properties that were rezoned under City Council Ordinance No. 08-30, but not subject to the Plan Review Use (PRU) approval for the UHWO Campus. UDP compliance “…for the Property not subject to PRU...” is mandated by a declaration of protective covenants, conditions and restrictions.
1.2 ORGANIZATION

This UDP is organized into separate chapters, beginning with an introduction, development framework, and vision for the plan (Chapters 1-3). This is followed by a discussion of general design standards and guidelines applicable to all neighborhoods within the UDP planning area (Chapter 4) followed by specific neighborhood design guidelines (Chapters 5-6) for each neighborhood identified within the planning area. The UDP concludes with design review and other regulatory procedures (Chapters 7-8).

Chapters in the UDP are as follows:

**CHAPTER 1** Introduction

**CHAPTER 2** Development Framework

**CHAPTER 3** Vision and Supporting Principles

**CHAPTER 4** General Standards and Guidelines for All Districts

**CHAPTER 5** TOD and Mixed-Use District

**CHAPTER 6** TOD Transition and Residential District

**CHAPTER 7** Design Review Procedures

**CHAPTER 8** Amendment Procedures
2.1 PROJECT AREA

The UHWO Non-Campus Lands are located in the ‘Ewa district, Honouliuli ahupua’a at the foot of the Wai‘anae Mountain Range. Pu‘u Kapua‘i, at approximately the 1,050 foot elevation, lies about two miles mauka and is the most important physiographic feature in the area. The UHWO Non-Campus Lands are generally flat to slightly sloping, and traversed by Kalo‘i Gulch and Hunehune Gulch.

The UHWO Non-Campus Lands cover approximately 364 acres of land bounded to the east by Küalaka‘i Parkway (formerly “North-South Road”), to the south by the State Department of Hawaiian Home Lands (DHHL) Kānehili Subdivision, and to the west by Farrington Highway and Kapolei Golf Course. The project area surrounds most of the proposed UHWO Campus. A regional location map of the project area in relation to the surrounding communities is provided in Figure 2-1.

Existing residential communities in the region include Kānehili, ‘Ewa Beach, ‘Ewa by Gentry, Ocean Pointe, ‘Ewa Villages, Honokai Hale/Nanakai Gardens, Makakilo, Villages of Kapolei, Kapolei Knolls, and West Loch Estates. Proposed projects which are in various stages of planning and approvals include DHHL East Kapolei 2, Kapolei West, Makaïwa Hills and Ho‘opili.

Within the UHWO Non-Campus Lands, two different districts are identified which, while inter-related, are subject to different land use and development patterns. The two different districts that are the focus of this UDP are the: 1) TOD and Mixed-Use District; and 2) TOD Transition and Residential District (see Figure 2-2). The TOD and Mixed-Use District includes five smaller neighborhoods each with their distinct character and role. The neighborhoods include: the UHWO Office Park, University Village, UHWO TOD Makai, East Kapolei TOD, and the Farrington Mixed-Use/Campus Expansion Neighborhood. The TOD Transition and Residential District includes two smaller neighborhoods referred to as the TOD Transition Neighborhood and the Residential Neighborhood.
Figure 2-1 Regional Location Map
Figure 2-2 Neighborhood Concept
2.2 SITE ANALYSIS

2.2.1 TOPOGRAPHY

The UHWO Non-Campus Lands are located on the makai slopes of the Wai‘anae Mountain Range. The elevation at the lower boundary of the site is 80 feet above mean sea level and rises to about 155 feet above mean sea level at the upper boundary, over a 6,400-foot distance. The site is relatively flat, with an average slope of about one percent.

Since much of the site has been historically utilized for sugarcane cultivation (and portions of land are currently used for vegetable and fruit cultivation), the site has been extensively modified with cane haul roadways, a furrow irrigation system, and other appurtenant agricultural structures.

2.2.2 DRAINAGE

The UHWO Non-Campus Lands are located within the middle to lower portions of the Kālo‘i Gulch watershed. Prior to the construction of the Kūalaka‘i Parkway, drainage from the Kālo‘i Gulch entered the UHWO Non-Campus Lands from the Diamond Head side of the site, about 900 feet makai of Farrington Highway. With the construction of the parkway, runoff from Kālo‘i Gulch has been diverted to a drainage channel within the 300-foot-wide utility, drainage, and access corridor along the Diamond Head side of Kūalaka‘i Parkway. The channel diverted flow in Kālo‘i Gulch away from both the UHWO Campus and UHWO Non-Campus Lands and into a regional detention basin at the downstream end of the channel above the ‘Ewa Villages Golf Course.

Hunehune Gulch enters the UHWO Non-Campus Lands from the mauka area, about 1,200 feet on the Wai‘anae-side of the Farrington Highway and Kūalaka‘i Parkway intersection. Hunehune Gulch is an ephemeral drainage feature, flowing in response to storm events that are significant enough to generate direct runoff. A proposed box drain system will divert the flow from Hunehune Gulch toward the approximately 11-acre detention basin proposed at the makai boundary of the UHWO Non-Campus Lands. The flow would then discharge into the regional detention basin through box culverts under the Kūalaka‘i Parkway. The detention basin is proposed at the makai boundary of the UHWO Non-Campus Lands to accommodate development.

Flood control detention areas will be required until a downstream drainage connection to the Pacific Ocean is established.
2.2.3 Views

Currently, the UHWO Non-Campus Lands are highly visible from surrounding roadways and properties. There is very little in the way of man-made structures and the lands are either fallow or being cultivated.

Since the UHWO Non-Campus Lands are relatively flat, the most prominent view from the site is the Wai’anae Mountain range. Distant views of the Koʻolau Mountain range, Diamond Head and the ocean are also visible from various portions of the site. The closest natural landmarks are Puʻu Makakilo and Puʻu Kapua’i. “The City of Makakilo,” a large-scale ridgeline residential development is highly visible from the site, during both days and evenings. According to the ‘Ewa Development Plan, the areas between the UHWO Non-Campus Lands and the coast are planned for development and will likely obstruct views of the ocean.

The UHWO Non-Campus Lands do not contain any landforms that could serve as a regional visual landmark or scenic resource.

2.2.4 Vehicular and Pedestrian Circulation and Access

Portions of the UHWO Non-Campus Lands abut both Farrington Highway and Kūalakaʻi Parkway. The “Campus Road” (Road “B”) intersection with Kūalakaʻi Parkway has been improved with traffic signals. Major existing roadways in the project area are described below and shown in Figure 2-3.

**Farrington Highway** is a major arterial roadway that provides Diamond Head to Waiʻanae mobility through the ‘Ewa region. Farrington Highway has been widened between Makakilo Drive/Fort Barrette Road to the Kapolei Golf Course (at the Waiʻanae-side boundary of the UHWO Non-Campus Lands). From the Kapolei Golf Course to the intersection of Kūalakaʻi Parkway, Farrington Highway is a 2-lane, undivided roadway. The widening of Farrington Highway near the Kunia Road intersection has long been planned. Although still in the early stages of planning, current plans for Farrington Highway, fronting the UHWO Non-Campus Lands, includes road widening to a four lane roadway and bike lanes.
**Kūalaka‘i Parkway** is a new mauka-makai arterial roadway built by the State Department of Transportation between H-1 Freeway and Kapolei Parkway. The Kūalaka‘i Parkway provides additional access to H-1 Freeway for the ‘Ewa region (the remaining portions of Kapolei Parkway to the Diamond Head side of Kūalaka‘i Parkway have been completed and are now open for traffic) and provides sub-regional accessibility for developments in the vicinity of East Kapolei. In conjunction with the Kūalaka‘i Parkway, a new diamond interchange connecting it to H-1 Freeway was recently completed and is now open. Kūalaka‘i Parkway will include sidewalks on both sides of the roadway and a separated bike path along the Diamond Head side of the roadway, within the utility corridor.

The **H-1 Freeway** is a 6-lane freeway located mauka of the UHWO Non-Campus Lands. There are no plans for bike or pedestrian circulation and access along this roadway.

In addition to the above, there are planned regional roadways that provide connectivity to/from the UHWO Non-Campus Lands.

**“Campus Road” (Road “B”).** Road “B” is proposed as the first access to the UHWO Campus and the UHWO Non-Campus Lands from Kūalaka‘i Parkway, makai of the Farrington Highway/Kūalaka‘i Parkway intersection. It will be located opposite one of the main entries for the proposed D.R. Horton development, Ho‘opili, located Diamond Head of Kūalaka‘i Parkway.

**“East-West Connector Road” (Road “F”).** Road “F” is proposed as a four-lane, collector roadway that will bisect the UHWO Non-Campus Lands, eventually connecting Farrington Highway, Kūalaka‘i Parkway, DHHL East Kapolei 2, Ho‘opili and Fort Weaver Road. Road “F” will intersect Kūalaka‘i Parkway directly opposite a major access for the DHHL East Kapolei 2 development located Diamond Head of Kūalaka‘i Parkway.

**Kinoiki Street “Extension” (Road “G”).** Kinoiki Street is the main connector for the DHHL Kānehili Subdivision (located makai of the UHWO Non-Campus Lands) to Kapolei Parkway. To provide connectivity between Kapolei Parkway to Farrington Highway, Kinoiki Street is proposed to be extended through the UHWO Non-Campus Lands as Road “G”.
Figure 2-3 Non-Campus Lands Circulation Map
2.3 GROWTH PROJECTIONS

The Kapolei region is developing as a balanced area with a range of housing, jobs, and public facilities consistent with a true urban area. According to DPP socio-economic projections, the ‘Ewa Development Plan area will experience an increase of over 26,000 new homes to the 29,800 homes that existed in ‘Ewa in the year 2010.

DPP population projections and other studies indicate the continuation of significant growth within the Kapolei region (‘Ewa Development Plan area). Population is expected to grow from 94,500 in 2010 to 164,500 by 2035. The region’s share of O‘ahu’s population is expected to increase from 10.3% to 15.8% during the same period.

The Kapolei region’s commercial, industrial and residential development will create a significant increase in the number of jobs available in Kapolei. DPP economic projections and other recent studies indicate that jobs within the area will increase by over 150% from 33,500 non-construction jobs in 2010 to 87,000 by 2035. Key to the creation of the new non-construction jobs includes UHWO Campus, as well as the UHWO Non-Campus Lands, of which approximately 169.3 acres are zoned BMX-3 (Business Mixed-Use) which allows for a mix of commercial (and multi-family residential) uses that would generate long-term employment opportunities.

2.4 OPPORTUNITIES AND CONSTRAINTS

There is very little in the way of constraints in developing the site. It is relatively flat and would be conducive to both ADA and bicycle accessibility.

The functional value of Kalo‘i Gulch has been replaced by off-site drainage improvement, but the gulch area will be converted into a linear pathway system within the UHWO Campus. Hunehune Gulch is planned to be replaced by drainage improvements in the future.

While there are long-held plans for regional drainage improvements to the Kalo‘i Gulch drainage area, the discharge point has not been finalized, so all developments within the drainage area (including the UHWO Campus and UHWO Non-Campus Lands) are required to retain any increase in runoff (from undeveloped conditions) on-site.

Views across the site from Farrington Highway and Kūalaka‘i Parkway will change from its present cultivated and fallow state to a mixed-use development, with possibly buildings 90- to 120-feet in height along Kūalaka‘i Parkway, and up to 90 feet along a portion of Farrington Highway.

The proximity of the UHWO Non-Campus Lands to Farrington Highway and Kūalaka‘i Parkway and eventually to “Campus Road” (Road “B”), the
“East-West Connector Road” (Road “F”), and Kinoiki Street “Extension” (Road “G”) provides good regional connectivity, ensuring many opportunities for vehicular, pedestrian and bicycle access.

2.5 REGULATORY FRAMEWORK

A general explanation of how this UDP fits within the existing regulatory framework is provided in Section 1.1. The following sections provide additional information on existing land use plans and policies that: 1) established ‘Ewa as the Secondary Urban Center (SUC) on O‘ahu; 2) introduced the idea of a rapid transit corridor, with transit stations and surrounding TOD areas; 3) identified a University of Hawai‘i campus as a major public facility within the SUC; and 4) established the character of the built environment (as manifested in many of the major buildings in the City of Kapolei) for the region. These plans include:

- City and County of Honolulu General Plan;
- ‘Ewa Development Plan and Proposed Update;
- East Kapolei Neighborhood TOD Plan Public Review Draft
- City of Kapolei Urban Design Plan; and
- University of Hawai‘i-West O‘ahu Long Range Development Plan.

2.5.1 CITY AND COUNTY OF HONOLULU GENERAL PLAN

In the early 1970’s, the City & County Planning Department began a “General Plan Revision Program” which focused on directing growth to ‘Ewa. This culminated with the adoption of a new O‘ahu General Plan in 1977 and designated the City of Kapolei as a “Secondary Urban Center” in order to “…relieve developmental pressures in the urban fringe and rural areas.”

The General Plan for the City & County of Honolulu is intended to be a dynamic document, expressing the aspirations of the residents of O‘ahu. It sets forth the long-range objectives and policies for the general welfare and, together with the City Charter, provides a direction and framework to guide the programs and activities of the City & County of Honolulu. The O‘ahu General Plan was last updated in 1992 with amendments adopted in 2002.

2.5.2 EWA DEVELOPMENT PLAN (1997) AND PROPOSED EWA DEVELOPMENT PLAN UPDATE (2008)

The official long range master plan for ‘Ewa is the Ewa Development Plan (Ewa DP) adopted as City policy in 1997. In the Ewa DP, the UHWO Non-Campus Lands are envisioned to be a residential and low-density apartment community with two transit-oriented, medium mixed-use development centers located around the two transit stations on Kūalaka‘i Parkway. It also locates the UHWO Non-Campus Lands mauka of the H-1 freeway on agricultural lands (see Figure 2-4).
The Ewa DP provides general policies, planning principles, and guidelines to help guide the development of new communities, as well as the expansion or renovation of existing communities in ‘Ewa. The following general policies and guidelines apply to residential and commercial development.

**RESIDENTIAL**

Section 3.6.3 (Existing and Planned Residential Communities) of the Ewa DP addresses “General Policies” related to:

- **Overall Density.** Density guidelines are provided to achieve the desired compactness and character of development in planned residential communities, with densities and heights ranging from:
  - 5-12 units per acre with building heights not over two stories for Low Density Residential,
  - 10-30 units per acre with building heights not over three stories for Medium Density Residential, and
  - 25-90 units per acre, not over 90 feet for High Density Residential.

- **Higher Density Housing Along the Transit Corridor.** To promote the use of mass transit, higher density residential use should be developed along a major rapid transit corridor.

- **Physical Definition of Neighborhoods.** The boundaries of neighborhoods should be made evident through the use of street patterns, landscape or natural features, and building form and siting. The focus of neighborhood activity should be on the local street or a common pedestrian right-of-way or recreation area.

- **Compatible Mix of Building Forms.** There should be a variety of housing types and densities to avoid visual monotony and accommodate a variety of housing needs, without sharp contrasts between the exterior appearance of adjacent housing areas.

- **Transit-Oriented Streets.** Street patterns and rights-of-way should be designed to accommodate mass transit service and are convenient to access for as many households as possible.

- **Pedestrian and Bicycle Travel.** Pedestrian and bicycle travel should be encouraged, particularly to reach neighborhood destinations such as schools, parks and convenience stores.

- **Integration of Linear Corridors.** Physical and visual connections between communities should be encouraged through the creative design of transportation and utility corridors and drainage systems.

- ** Provision of Community Facilities.** The provision of community facilities including churches, community centers, and elderly and child care centers.
In addition, “Guidelines” are included in the Ewa DP to implement the “General Policies” described above. These guidelines address such topics as: Low Density Residential, Medium Density Residential, High Density Residential, Circulation System and Landscape Treatment.

**COMMERCIAL**

Section 3.7.1 (Planned Commercial Retail Centers) of the Ewa DP includes “General Policies” related to planned commercial centers. The plan notes that commercial centers should concentrate commercial uses in central locations, instead of in continuous commercial strips along arterial roads, and that pedestrian and transit access to and within the centers should be emphasized. Two types of commercial centers are identified in the plan and they include the Neighborhood Commercial Center and Community Commercial Center.

In addition, the following “Planning Principles” were identified for Neighborhood and Community Commercial Centers:

- **Mix of Uses.** Planned commercial centers should be dedicated primarily to retail use and to office uses that provide services to the surrounding community. Residential uses may also be incorporated into the commercial centers.
- **Appropriate Scale.** The building mass of a commercial center should be in keeping with its urban and natural setting.
- **Compatible Style.** The architectural character of commercial centers should respect the surrounding urban and natural features, particularly where located adjacent to a residential area or significant natural or historic feature. Neighborhood commercial centers should reflect a residential architectural character.
- **Accessibility.** Commercial centers should incorporate site design and facilities to promote pedestrian, bicycle, and transit access. Pedestrian and bicycle access is more important for smaller, neighborhood centers, while transit access is more significant for community centers.

Finally, “Guidelines” for Neighborhood Commercial Centers and Community Commercial Centers are provided in the Ewa DP to implement the “General Policies” and “Planning Principles” described above.

**UHWO**

While the general policies, planning principles, and guidelines in the Ewa DP are directed towards the UHWO Campus, these same policies may, as appropriate, be applicable to the UHWO Non-Campus Lands. Section 3.7.6 (University of Hawaii West Oahu) of the Ewa DP states the following:
The campus should be oriented to support pedestrian access to and transit usage from a major transit node located on the North-South Road [Kūalakaʻi Parkway].

- The campus should function as a fully integrated community within the context of the broader regional community.
- Buildings and structures should reflect a sensitivity to the local environmental conditions as well as to Hawaiian regional styles.
- Street trees and accent plantings should be used to feature gateways, define circulation corridors or enhance special activity areas.
- Circulation patterns should provide for easily accessed routes to, within and around the campus.
- The hierarchy of roadway, bikeway, and pedestrian circulation patterns should be highlighted by a distinctive design treatment for each element of the system.
- Provisions for public transportation with ties to the regional system and transit corridor should be an integral part of the campus plan.
- The internal campus open space system should provide links with the adjoining regional open space systems of the adjacent developments.

A proposed revised *Public Review Draft Ewa Development Plan* (Public Review Draft Ewa DP) was released for public review and comment in 2008. While the 1997 version of the Ewa DP is still considered the official document for the ‘Ewa region, the 2008 Public Review Draft Ewa DP, which requires City Council approval, can also be used to identify best design practices that are included in this UDP. In general the proposed revisions to the Public Review Draft Ewa DP provide greater specificity and guidance on how policies adopted in 1997, such as the vision of building communities instead of projects or of developing “a transportation system which provides easy access to transit” and “encourages people to walk and bike,” can be implemented.

The proposed revised Public Review Draft Ewa DP has the same vision for the UHWO Non-Campus Lands with modifications reflecting the relocation of the UHWO Campus back to the lands near the intersection of Farrington Highway and Kūalakaʻi Parkway, as well as the movement of the UHWO Transit Station away from its original location to the current proposed location (see Figure 2-5). Additional elements added to the general policies and guidelines applicable to residential and commercial development in ‘Ewa include the following:

- A requirement to identify and plan for village centers or Main Street areas for each planned community;
- Guidelines for how connectivity should be provided in residential communities;
- A requirement to plan for transit routes and facilities and to create a layout and circulation plan that ensures most residences are accessible to mass transit;
• Support for medium density mixed use commercial development within a quarter mile radius of the proposed transit stations in ‘Ewa;
• Support for office development providing support to UHWO in the Transit-Oriented Development (TOD) areas around the two transit stations closest to the UHWO Campus; and
• Guidelines for buildings and parking in identified “Main Street”/Town or Village Centers.

Additional elements added to the general policies and guidelines applicable to the UHWO Non-Campus Lands include the following:

• Development of a University Village in combination with the campus to evoke a unique sense of place that distinguishes it as an important civic and cultural institution in ‘Ewa.
• Place Making. The main campus should clearly establish an identity and “Sense of Place” through attentive design and careful integration with the adjacent mixed-use commercial area referred to as “University Village.” The campus center should serve as one anchor for a University Village “main street” commercial/residential area anchored at the other end by a major transit center near the Farrington/North-South Road [Kūalakaʻi Parkway] Intersection.
Figure 2-4 Ewa Development Plan - Urban Land Use Map, 1997

Figure 2-5 Ewa Development Plan - Urban Land Use Map, 2008

Source: Department of Planning and Permitting
City & County of Honolulu
Ewa Development Plan
Urban Land Use Map, 1997
Urban Land Use Map, 2008
2.5.3 **East Kapolei Neighborhood TOD Plan Public Review Draft**

Portions of the University District lands fall within the proposed East Kapolei Neighborhood TOD Plan area (see Figure 2-6). The East Kapolei Neighborhood TOD Plan is one in a series of community-based planning efforts led by DPP for future station areas along the transit line. The plans address land use, circulation, urban design, housing, community facilities, parking, pedestrian amenities, historic and cultural enhancements and desired and necessary public investments. It is from these plans that new zoning regulations will be adopted for the station areas.

The current version of the *East Kapolei Neighborhood TOD Plan Public Review Draft* focuses on three proposed transit station areas, two of which are near the University District: “UHWO Station” and “East Kapolei Station”. The plan aims to give each station area its own identity based on the local conditions and development needs. UHWO Station area caters to the university scene by offering a different mix of uses focused on students. The East Kapolei station area includes the Kroc Center, housing for the campus and a mixed-use center near the station.

The *East Kapolei Neighborhood TOD Plan Public Review Draft* proposes TOD Special District regulations that may supplement or modify the existing underlying zoning regulations as codified in the LUO. If any TOD Special District regulation conflicts with any provision contained in Article 3 of the LUO (Establishment of Zoning Districts and Zoning District Regulations) the more restrictive regulation takes precedence. A property owner must follow the provisions of the TOD Special District in order to develop property. In doing so, the property may be subject to different permitted and conditional uses, modified densities and building heights, modified yards and modified parking requirements. To take advantage of such increased entitlements, additional design-related criteria may be required. All applications are subject to design review.

The *East Kapolei Neighborhood TOD Plan Public Review Draft* is a draft document and is subject to change and adoption by the Honolulu City Council. Since information in this document utilized information from the *East Kapolei Neighborhood TOD Plan Public Review Draft*, references to TOD development standards and guidelines in this UDP may need to be revised accordingly to reflect any changes upon approval or disapproval of the *East Kapolei Neighborhood TOD Plan Public Review Draft*. 
Figure 2-6 East Kapolei Neighborhood TOD Plan Public Review Draft Preferred Plan
2.5.4 **CITY AND COUNTY OF HONOLULU ZONING**

Chapter 21 of the Revised Ordinances of Honolulu is the Land Use Ordinance (Zoning Ordinance) for the City & County of Honolulu. The permitted land uses within the University District are governed by the underlying zoning specified in the LUO, except where the portions of the University District lands fall within the TOD or TIZ precincts, in which case the list of permitted and prohibited uses in the *East Kapolei Neighborhood TOD Plan Public Review Draft* take precedence, should the *East Kapolei Neighborhood TOD Plan* be adopted by the City Council.

Historically, most of the ‘Ewa Region was zoned Agriculture reflecting its past use and the historical use of this zoning as a default designation for open land. On November 21, 2008, following the Honolulu City Council approval, the Mayor signed into law Ordinance No. 08-30 rezoning approximately 500 acres of the UHWO Campus and Non-Campus Lands from Agriculture to various uses as shown on Figure 2-7. UDP compliance is a condition of zoning for properties that were rezoned under Ordinance No. 08-30, but not subject to the Plan Review Use (PRU) approval for the UHWO Campus.

The entire 364.3± acre UHWO Non-Campus Lands is zoned to reflect mixed use, residential, and park uses in accordance with the UHWO Long Range Development Plan. Of the 364.3± acre parcel, approximately 65.9 acres are planned to remain under UHWO ownership. The remaining 298.4± acres are planned to be sold or leased to private developer(s), the proceeds from which will be used for the construction of the campus.

An area of approximately 169.3 acres of UHWO Non-Campus Lands along Kūalaka‘i Parkway and portions along Farrington Highway is zoned BMX-3 (Business Mixed-Use, Community). The BMX-3 zoned lands include 65.9± acres that will remain under UHWO ownership and a 103.4± acre parcel that will be sold or leased to private developer(s). Most of the portion along the Kapolei Golf Course (59.7± acres) is zoned R-5 Residential. Between this latter area and the UHWO Campus is an area of 95.9± acres zoned A-2 (Apartment). Between the A-2 and BMX-3 zoned areas is an 11.5± acre area zoned P-2 (Park) and a 28± acre area zoned R-3.5 (Residential). Based on discussions with the DPP and the City & County, Department of Parks and Recreation (DPR), a zoning boundary adjustment may be sought to move the P-2 zoned area to the boundary abutting the Kapolei Golf Course and the DHHL Kānehili Subdivision. For the purpose of this UDP, it is assumed that the park will be located to the boundary of the site abutting the Kapolei Golf Course.
Figure 2-7 Zoning Map

Approx. 65.9 acres. UH West O'ahu Lands covered in the UDP

Approx. 55 acres. BMX-3 Parcel on Private Development Lands ("55 Acre Parcel")

Area to be included in the PRU (excluded from the UDP)
- BMX-3
- A-2
- R-5
- R-3.5
- P-2

Kapolei Golf Course

DHHL Kanéhili Subdivision

UH West O'ahu Lands (University Owned)
3 Vision and Supporting Principles

3.1 VISION

3.1.1 UHWO CAMPUS

As described in the UHWO Long Range Development Plan (LRDP), the vision for the UHWO Campus is focused on creating a “sustainable campus community” that is welcoming and accessible and creates a feeling of ho’okipa (hospitality) towards students, faculty, staff, visitors and the community. The vision for the UHWO Campus also includes a discussion of architecture, open space, landscape, and sustainability. The vision for the UHWO Campus is included below.

A CAMPUS FOR ALL

Located within the ahupua’a of Honouliuli, the UH West O’ahu campus will serve as the premier four-year public university serving the Leeward and Central O’ahu region. The UH West O’ahu campus is envisioned as a sustainable campus environment which provides a caring and nurturing academic setting for its diverse faculty and student population, the surrounding community, and the region. Viewed from the H-1 Freeway and surrounding communities, the UH West O’ahu campus will be a distinctive landmark while remaining respectful of its neighbors. Upon entering the campus, there is a feeling of ho’okipa (hospitality) where students, faculty, staff, visitors and the community will feel that the campus is welcoming and accessible to them. The community is especially invited to the campus to encourage life long learning and build stronger ties with the region. The campus will strive to embrace all elements of sustainability, and its architecture, open space, and landscape will work in unison to foster a Hawaiian sense of place that is also reflective of the ‘Ewa region, both its natural attributes and its cultural history.
Urban Design Plan

ARCHITECTURE

Buildings on the campus will be designed to be flexible and accommodate diverse space needs, creating an environment that comfortably supports innovative teaching, learning opportunities, and cultural venues represented by the University. A unified architectural and landscape theme will be established for the campus to ensure that the buildings will be scaled to reflect a distinct sense of place on the ‘Ewa Plain.

OPEN SPACE

A hierarchy of outdoor open spaces or “outdoor rooms” linked through a pedestrian network will be provided on the campus to create outdoor learning environments that promote interaction between students, faculty and the community. The spaces will include: small outdoor spaces to encourage quiet student interaction; larger spaces for informal group gatherings; a major open space for large campus functions, such as graduations and community-related activities; and possibly, an ethno-botanical garden that will incorporate native Hawaiian plantings.

LANDSCAPE

As part of the outdoor learning environment, the campus will incorporate xeriscape techniques aimed at creating a sustainable landscape that complements the dry climate, pays tribute to the region’s agricultural past, and incorporates planting of native vegetation. The landscape will also serve to create a pedestrian- and bicycle-friendly environment for students, providing greenery and shade from the hot climatic conditions of the ‘Ewa plain.

SUSTAINABILITY

The UH West O‘ahu campus’ sustainability guidelines establish a vision of a distinct campus within a vibrant neighborhood. The plan is to create a development that is environmentally and financially sustainable, with all the urban qualities distinguishing it within the context as a unique, vibrant, attractive and healthy community.
3.1.2 UHWO Non-Campus Lands

Building off of the vision for the UHWO Campus presented above, the vision for the UHWO Non-Campus Lands is as follows:

**VISION**

The UHWO Non-Campus Lands shall be planned to work in unison with the UHWO campus to create a University District that functions cohesively, is accessible, and conveys a feeling of ho’okipa (hospitality). The University District will be clearly distinguished from other developments and communities within the region as a University-focused district. Working as a cohesive unit, the UHWO Non-Campus Lands must support the UHWO Campus, providing the necessary services for faculty and students, while also providing services and facilities to residents and the larger community. The UHWO Non-Campus Lands will be developed as a sustainable mixed-use, live, learn, work, and play environment. To promote interconnectivity between various district activities and uses, the University District will be designed to be internally accessible via a variety of modes of transportation.

3.2 PLANNING PRINCIPLES

This vision for the UHWO Non-Campus Lands is supported by three interrelated planning principles that have been established to assure implementation of the vision:

1. An interconnected community with the campus at its core.
2. A University District with smaller, distinct integrated communities.
3. A sustainable development, promoting alternative energy, while catering to our Hawaiian lifestyle.

Each of the planning principles identified above are described further below.
Connectivity should be provided through alternative modes of transportation including interconnected roads, bikeways and sidewalks catering to all modes of transportation. The proposed rail transit system and bus transit should be taken into consideration in the planning for the Non-Campus Lands. In addition, a greenway system, connected to major activity nodes is critical to enhancing connectivity within the project. Besides providing for interconnectivity between the Campus and communities, interconnectivity should be provided between the University District and surrounding neighborhoods.

- **Create Activity Nodes or Gathering Areas**
  The concept of community activity nodes or gathering areas as a destination area should be incorporated into the plan. The community activity areas, should be interspersed throughout the community and have their own distinct character to help create a sense of place and identity within the University District. They should be carefully planned to foster community life and activity and linked through the circulation network system.

- **Provide an Efficient, Multi-Modal Transportation Network within the Community**
  To be a livable community, the UHWO Non-Campus Lands must have an efficient and accessible multi-modal transportation network. This includes an environment where people on bicycles, buses, or foot can conveniently and safely travel to work, run errands, or engage in recreation easily moving from one mode of transportation to another. This includes acknowledging and planning around the HHCTC “rail transit” project by incorporating transit-oriented development in the areas of the UHWO Non-Campus Lands closest to the planned rail transit stations.
A UNIVERSITY DISTRICT
WITH SMALLER, DISTINCT INTEGRATED COMMUNITIES

This principle is organized around the concept of creating smaller distinct communities each fulfilling its role in helping to contribute to the live, learn, work, and play environment envisioned for the University District. Within the UDP, two different districts have been identified and they include: 1) the TOD and Mixed-Use District; and 2) the TOD Transition and Residential District (see Figure 2-2). The TOD and Mixed-Use District includes five smaller neighborhoods each with their distinct character and role. The neighborhoods include: the UHWO Office Park, University Village, the UHWO TOD Makai, East Kapolei TOD, and the Farrington Highway Mixed-Use/Campus Expansion Neighborhood. At the center of the community will be the UHWO Campus which will serve the function of a learning environment, around which student housing (live), employment (work) and recreational activities (play) will occur. The University Village will serve as an employment center (work), a place for housing (live) and will include an open space. Emphasis for the UHWO TOD Makai, East Kapolei TOD, and Farrington Highway Mixed-Use Neighborhoods will primarily serve the function of a work and living environment, with recreational activities provided as needed. Emphasis within both the mixed-use and residential neighborhood will focus on catering to housing (live) and recreation (play). The following are applicable to this principle.

- **CAPITALIZE ON THE UNIQUENESS OF THE UHWO DISTRICT AND WORK TOWARD IMPLEMENTING A COMMON VISION FOR UHWO AND THE NON-CAMPUS LANDS**

Developers and their project teams should consider the context of the UHWO Non-Campus Lands and the UHWO Campus as a whole, as a University District. They should assure that designs on the UHWO Non-Campus Lands are compatible with the UHWO Campus and reinforce the “town and gown” relationship of the campus and the surrounding community. This should be fostered in all aspects of the design guidelines.

- **CREATE A LIVABLE, HEALTHY COMMUNITY**

The UHWO Non-Campus Lands should be planned as a livable community that encourages a healthy, outdoor, active lifestyle, providing opportunities for a quality education; affordable, quality housing; employment opportunities; and recreational opportunities.
Planning Principle #3

**A Sustainable Development, Promoting Alternative Energy, while Catering to our Hawaiian Lifestyle**

This principle focuses on sustainability and lifestyle (quality of life). Sustainable design elements should be responsive to the historic and cultural aspects of the area, and responsive to the Hawaiian lifestyle. The focus for the UHWO Non-Campus Lands will also be on working with the campus as a model for education on sustainable design techniques and applications for the surrounding community. Architectural styles should be flexible and respond to sustainable design applications.

- **Integrate Natural Environmental Conditions and Appropriate Sustainable Design Practices**
  The site should establish the context for the overall planning of both the campus and the adjacent community areas through its natural conditions (topography, drainage, wind, solar orientation, view corridors, etc.), its current and planned infrastructure (especially access and circulation), and its historic and cultural heritage.

- Incorporate appropriate sustainable design practices, and considerations for livability, cultural context and responsiveness to the Hawaiian lifestyle in the design of communities.

- Promote energy efficiency, resource conservation, recycling, and the use of renewable energy resources.

- Promote a plant palette comprised of native Hawaiian plants and plants adapted to the region to enhance the cultural landscape and create a sense of identity for the community.

- **Utilize Site Planning, Architecture, Landscape and Natural Elements to Create Continuity**

  In designing a project, the site elements, land uses, circulation, architecture, and landscape should work in unison to create continuity and enhance the vision through careful relationships among adjacent uses in terms of massing, scale, setbacks, etc.

- Architecture should be used to complement a project and should not dominate a project design. It should be complementary to both site relationships and landscape; and should allow for some amount of controlled variety over time.
3.3 DESIGN CONCEPT

The UHWO Non-Campus Lands surround most of the UHWO Campus and provides the development parcels with a unique identity that is unmatched anywhere in the State. The UHWO Non-Campus Lands will be attractive to UHWO faculty, staff, and students as a place to live, learn, work, shop and play. The UHWO Non-Campus Lands would also provide a walkable community for families seeking to assure that their children are within walking/biking distance to educational facilities. Those who will reside and work in the UHWO Non-Campus Lands will enjoy the benefits of a new community, with proximity to the UHWO Campus (and the learning, employment and cultural opportunities it will provide), as well as access to rail transit via two transit stations within walking distance.

The design concept for the UHWO Non-Campus Lands is shaped by a framework of organizing elements which serve to implement the vision and planning principles for the UDP. The Organizing elements for the UHWO Non-Campus Lands are shown in Figure 3-1 and expressed below as:

- **Kalo‘i Greenway and Greenway Linkages** – A mauka to makai greenway serves as the primary unifying element linking the campus and surrounding community.

- **Open Space Activity Nodes** – Major open space gathering areas provide for both active and passive recreational activities.

- **Activity Nodes/Destination Areas** – Major activity nodes include the UHWO Campus, UHWO Transit Station, and East Kapolei Transit Station.

- **Edges** – A consistent and distinct perimeter edge treatment helps establish a unified University District along its entire boundary.

- **Gateways** – A hierarchy of gateways comprised of walls, landscaping, lighting, or signage help establish a landscape theme and identity for the community.

- **Pedestrian/Bicycle Network** – Pedestrian ways and bikeways offer a healthy and environmentally friendly travel alternative to personal automobile use.
Figure 3-1 Organizing Framework
4 General Standards and Guidelines for All Districts

The following general standards and guidelines apply to all developments within the UHWO Non-Campus Lands. They provide guidelines for a wide range of design elements and planning concepts, and serve to promote a cohesiveness and visual continuity in achieving the overall vision and goals established in the urban design framework for the Non-Campus Lands. The following should be reviewed and adhered to for any project proposed within the UHWO Non-Campus Lands. For site specific (District) guidelines, please also refer to the applicable section for each District in Chapters 5-6.

4.1 OVERALL DESIGN CHARACTER

- **Configuration of Projects**
  The configuration of buildings and open spaces defined by them should take advantage of public amenities and view opportunities, ensure privacy and safety, and encourage pedestrian activity and social interaction.

- **Continuity Within Projects**
  A project’s buildings and landscaped open spaces should maintain a consistent design concept and materials.

- **Transition to Adjacent Projects**
  Project and building design should maintain design continuity with adjacent projects through the use of complementary materials and/or transitions. Disruptive visual contrasts should be avoided.

4.2 NEIGHBORHOOD CONCEPT

Two different districts have been identified and include the: 1) TOD and Mixed-Use District; and 2) TOD Transition and Residential District (see Figure 4-1). The TOD and Mixed-Use District includes five smaller neighborhoods each with their distinct character and role. These neighborhoods include: the UHWO Office Park, University Village, the UHWO TOD Makai, East Kapolei TOD, and the Farrington Mixed-Use/Campus Expansion Neighborhood. The TOD Transition and Residential District includes two smaller neighborhoods referred to as the TOD Transition Neighborhood and the Residential Neighborhood.
Figure 4-1 Neighborhood Concept Plan
Specific development standards and guidelines for each of the two different districts are provided in their respective Chapters, 5 and 6, of this document. The development standards and guidelines establish a distinctive character for the UHWO Non-Campus Lands and its individual districts, and provide specific guidance in the design of projects within these districts. While each district will likely have different characteristics, implementation of this UDP will help to ensure a compatible design character.

4.3 BUILDING HEIGHTS

All maximum heights and height setback requirements are subject to the restrictions established in the underlying zoning. Table 4-1 shows the allowable building heights within the UHWO Non-Campus Lands.

<table>
<thead>
<tr>
<th>DISTRICT</th>
<th>HEIGHT (IN FEET)</th>
<th>INTENT</th>
</tr>
</thead>
<tbody>
<tr>
<td>TOD/Mixed-Use</td>
<td>90 (^1)</td>
<td>Allows for relatively high density given proximity to rail transit</td>
</tr>
<tr>
<td>TOD Transition(^2) / Residential</td>
<td>25-30 (R-5 zone) 65 (A-2 zone)</td>
<td>Allows for low and medium density residences</td>
</tr>
</tbody>
</table>

\(^1\) Up to 120 feet proposed in the East Kapolei Neighborhood TOD Plan Public Review Draft for buildings fronting Kūalaka‘i Parkway if providing Community Benefits Bonus.

\(^2\) Recommended height for the TIZ zone is 60 feet according to the East Kapolei Neighborhood TOD Plan Public Review Draft.

4.4 PERMITTED USES

The permitted land uses are governed by the underlying zoning and specified in the LUO. Portions of the UHWO Non-Campus Lands fall within the proposed TOD or TIZ precincts, in which case the list of permitted and prohibited uses in the East Kapolei Neighborhood TOD Plan Public Review Draft, may in the future, be incorporated into the TOD Special District regulations as adopted by the City Council (See Section 2.5.3 for further detail). Until such time, permitted uses under the current zoning for the various zoning districts in the LUO apply.

4.5 SUSTAINABLE BUILDING AND DESIGN

The building sector alone contributes to 40% of the nation’s carbon footprint. The building sector, through new construction and building retrofit, has the potential to reduce energy consumption and associated emissions by incorporating sustainable and green design principles into building design. As such, any new development within the UHWO Non-Campus Lands should strive to incorporate sustainable and green design principles.

Organizations such as nationally recognized Leadership in Energy and Environmental Design (LEED) have developed green standards and
certification requirements for neighborhood development (creating planned communities), new building construction and existing buildings. These standards in collaboration with national industry standards (ASHRAE, EPA Energy Star®) have created milestones that make sustainable and green design achievable at varying levels.

The UHWO LRDP served as a guide in developing sustainability design guidelines for the Non-Campus Lands. The sustainability design guidelines identified solutions and metrics appropriate to the entire development with an aim to reduce the short- and long-term environmental impacts through appropriate design, construction and operation of the development now and into the future.

Similar to the sustainability guidelines in the UHWO LRDP, the guidelines for the UHWO Non-Campus Lands should work to promote urban livability, enhance educational, residential, and workplace environments, while preserving and enhancing the historical fabric of the area. Each strategy must also be considered in terms of its effects on a range of environmental, social and economic factors that exist at the local, regional and global level. Like the UHWO LRDP, these guidelines are comprehensive in that they address goals across what is commonly referred to as the “triple bottom line” of sustainability, designed to recognize the challenges and opportunities inherent in improving environmental quality and addressing social and community development concerns, while maintaining an economically viable plan.

In total, the incorporation of appropriate sustainable design in the development of the UHWO Non-Campus Lands could significantly help to reduce the carbon footprint in the Kapolei/Ewa region and set a precedent for smart green design. Developers and future residents should also work collaboratively and engage the UHWO on the current sustainable design practices and techniques that may be available to them or that may possibly be developed jointly with the UHWO. The UHWO should serve as a learning resource for the community and surrounding region for opportunities to learn, participate, discuss and interact on issues related to sustainable design practices and applications. Applicable guidelines related to collaboration with the UHWO are included below.

The guidelines described below are provided for consideration to promote the incorporation of sustainable building and design elements into the development of the UHWO Non-Campus Lands. Each project should consider incorporating appropriate sustainable design techniques and strive to achieve some level of LEED certification, based on the LEED certification criteria most appropriate for the development. As a general goal, for the UHWO Non-Campus Lands, in conjunction with the campus, development of the lands should strive to reduce energy consumption, increase energy efficiency, and explore renewable energy options. In addition, local Hawaii green building guidelines developed by the State Department of Business
Economic Development and Tourism, the Building Industry Association of Hawai‘i, and the University of Hawaii Sea Grant Institute Center for Smart Buildings, which have established recommendations specific to Hawaii’s climate and context, should also be considered to incorporate appropriate sustainable and green design into projects. More detailed land use and activity specific guidelines related to sustainability are also included in various sections of this report.

The guidelines presented below are organized by the following topic areas:

- Site Planning and Land Use
- Transportation and Circulation
- Water and Wastewater Management and Efficiency
- Energy Efficiency and Conservation
- Renewable Energies and Green Technologies
- Waste Management and Recycling

### 4.5.1 SITE PLANNING AND LAND USE

The goal of the Site Planning and Land Use guidelines is to create a University District that is an integrated community where residents can live, work, learn and play, with activities, services, and amenities within close proximity of one another. The following are recommended sustainable strategies.

- Building orientation should consider the site’s microclimate and environmental conditions in order to capitalize on opportunities for alternative energy and natural solutions.

- Highlight the agrarian roots of the site by retaining and incorporating existing site features, historic and cultural elements of the site.

- Configure buildings and open space to take advantage of public amenities and view opportunities.

- Provide for a diversity of housing to accommodate various household types, incomes and family sizes, within close proximity to one another.

- Near transit stations and within the mixed use zones, promote higher building densities, a mix of land uses, and compact designs by vertically stacking programmatic uses and locating buildings within walking distance to adjacent services and transportation centers, preferably 1/4 mile of one another.
Promote connectivity for all modes of transportation and design communities so that students and faculty within the University District can walk to the campus and/or school.

Locate utility corridors together, where feasible, to ensure ease of access and reduce unnecessary site degradation.

Encourage multiple use of buildings and facilities to encourage constant activity and the highest use of facilities.

4.5.2 TRANSPORTATION AND CIRCULATION

The goal of the Transportation and Circulation guidelines is to provide for various modes of convenient transportation to all students, residents and visitors within the Non-Campus Lands. The following are recommended sustainable strategies.

- Provide pedestrian, bicycle and automobile connections that are convenient and coordinated with existing and planned public transportation services. At key transportation hubs, such as transit and bus stations, provide bicycle parking, vehicular parking, comfort facilities, and wayfinding through proper signage, to enhance the multi-modal circulation network.

- Incorporate plans for bus stops and bus and transit service through coordination with appropriate City & County agencies.

- Promote carpooling, ridesharing and bike share programs within the community and provide a website and other information sources to help link people in the community to these programs.

- Allocate priority parking spaces to car/van pools and low emission vehicles.

- Incorporate shared parking within the community, based on different times of use, to help reduce parking requirements and minimize the parking area for a project.

- Connect sidewalks, bike and pedestrian paths to adjacent communities for easy access. Have direct links in desired areas separated from street traffic.
4.5.3 Water and Wastewater

The goal of the water management and efficiency guidelines is to reduce potable water use and limit the amount of wastewater generated from a project. The following are recommended sustainable strategies.

- Use drought tolerant landscaping, xeriscaping, and plant material suited for the climate to reduce irrigation needs.
- Use drip-irrigation, low-flow systems, and rain sensors with automatic systems to reduce water use.
- Enhance groundwater recharge and filter site runoff by integrating swales, biofilters, permeable paving, rain gardens, etc., or a combination of these techniques, where possible.
- When designing new buildings and retrofitting existing buildings use water and energy efficient and/or low-flow fixtures.
- Prepare a stormwater management plan that reduces impervious cover, promotes infiltration, and captures and treats the stormwater runoff using acceptable BMPs.
- If permitted, design stormwater treatment facilities, such as detention and retention areas to be multi-functional, serving as recreational facilities as well.
- If permitted, use a non-potable water source or water from catchment systems in buildings and for irrigation.
- Limit the use of chemical-based fertilizers and pesticides.

The City of Portland requires developers and landowners to participate in their Green Streets program to help manage and treat the stormwater generated from roadways.

Bioswales are located at the streetfront to filter stormwater and runoff generated from the residential roadways.
4.5.4 **ENERGY EFFICIENCY**

The goal of the Energy Efficiency guidelines focuses on minimizing energy demand and consumption so buildings and uses can be as efficient as possible. Energy efficient design is best accomplished through a combination of the following recommended sustainable strategies.

- Orient and design the buildings and landscaping to minimize solar heat gain and maximize natural ventilation.

- Strategically place landscaping such as large trees for shade, adjacent to buildings and introduced green surfaces (green roofs) to passively cool buildings.

- Integrate daylighting (technique of using indirect sunlight to light interiors rather than electric lights) in the design of buildings.

- Use shading devices, light shelves, courtyards, atriums, and high performance glazing (glazing with high R-value, double pane, and low-e) to increase illumination while reducing interior heat gain and to control glare.

- Use materials with a higher R-value, including wall and roof insulation, and radiant heat barriers to decrease cooling demands.
• Prepare a sustainability education guideline for new owners/tenants to assist them in the selection and purchase of energy and water efficient options.

• Design buildings to accommodate future electric vehicles and alternative energy options.

• Minimize cooling loads by installing weather stripping on doors and windows to eliminate air leakage.

• To control lighting, temperature, humidity and ventilation, consider installing individual room controls, photosensors, occupancy and vacancy sensors, and timers, as appropriate.

• Promote the use of energy efficient appliances and equipment such as Energy Star.

• Create an employee-training program to educate employees on the operations and maintenance of green systems and how to effectively manage these systems.
4.5.5 **RENEWABLE ENERGIES AND GREEN TECHNOLOGIES**

The goal of this section is to utilize a number of alternative renewable energy as sources for energy, to help decrease the dependency on imported fossil fuels. The following are recommended sustainable strategies.

- Explore alternative energy sources including solar water heating, photovoltaics, wind turbines, and the use of bio-fuels.
- Orient and network buildings with proper wiring and monitoring systems to support renewable energy production and use.
- Collaborate with the UHWO campus on alternative energy education and programs for the possible purchase of energy from the UHWO.
- For multiple buildings and larger developments, consider purchasing energy from green power suppliers, or sell excess to utility companies in a buy-back program.

4.5.6 **WASTE MANAGEMENT AND RECYCLING**

The goal of the waste management and recycling guidelines is to strive to minimize solid waste and promote recycling. The following are recommended sustainable strategies.

- During construction of a project, develop a waste management program to address recycling, on-site reprocessing and reuse opportunities, and potential markets for salvaged goods. The waste management program should also provide incentives to maximize on-site recycling by designating areas for waste collection and storage by product type.
- Provide bins for recycling next to trash receptacles near pedestrian amenities and facilities.
- Include a central collection space within building floor plans or site plans where recyclables can be sorted and picked-up.
- Inform owners and tenants of waste management and recycling programs through newsletters and by locating drop-off sites within community/business centers.
4.6 ARCHITECTURAL GUIDELINES

ARCHITECTURAL CHARACTER
The architectural character and design for the UHWO Non-Campus Lands can be approached from the perspective of three main design principles.

1. The overall architectural character of buildings should be reflective of the contemporary Hawaiian lifestyle and draw on the historic and cultural aspects of the ‘Ewa region for inspiration.

2. The architecture character and style shall incorporate and respond to sustainable design applications appropriate for the project.

3. Finally, an important aspect of the architecture is to promote compatibly-designed neighborhoods. Both traditional and modern architectural styles may be used, but should in all cases relate to Hawai‘i, in order to create a unique sense of place and a harmonious and inviting environment.

The following general guidelines will help to assure compatible architectural character for the development.

Contemporary Hawaiian architecture is always evolving, but is best characterized by forms that promote the connection between indoor and outdoor spaces in a way that responds to our Hawaiian climate, inviting cool temperatures and tradewind breezes indoors.

- Architectural expression and design should be based on a contemporary interpretation of Hawaiian styles.
Covered walkways help to provide transition between indoor and outdoor environments

- Hawai‘i’s climate, which suggests an emphasis on the indoor/outdoor relationship through the use of covered walkways, deep overhangs, patios and porches and open atriums, should also be taken into consideration in the design and planning of all projects.

- A strong relationship between architecture and the landscape is desired to create a sense of place, tranquility and shade. Landscape treatments can also serve as a unifying theme throughout the community.

**Building Materials and Colors**

Building materials must be permanent in nature to ensure quality and performance. Use of sustainable and/or recycled building materials is encouraged where available, suitable, cost effective, consistent with existing building codes, and consistent with the UDP. A color palette that emphasizes whites, off-white, and neutral and moderate earth tones is recommended. Excessively bright or garish colors are to be avoided.

4.7 **Walls and Fences**

Walls and fences for screening should generally be of a material compatible with the building’s finishes. Walls screening service roads for commercial areas that abut residential development should be partially screened with landscaping.

4.8 **Signage**

Signs can be a welcome part of the UHWO Non-Campus Lands environment. They provide information and add visual variety to the street. Building signs should be attractive, blend with building façades, and be compatible with signage on adjacent buildings. Signage must conform with the requirements of the City and County of Honolulu’s Land Use Ordinance.

4.9 **Exterior Lighting**

Adequate lighting should be provided for safe and secure movement of pedestrians and vehicles at night. Low intensity light fixtures are preferred.

- All lighting shall be shielded, recessed, screened and directed in such a way as to minimize glare, reflection and light trespass to streets, sidewalks, parking areas, buildings, and adjoining properties.

- Upward lighting, flickering lights, and lights outlining the structure of buildings are not permitted.
• The height for light standards for surface parking areas shall not exceed 20 feet measured from finished grade. Lighting fixtures should be scaled to the pedestrian and the automobile, with light directed downward.

• Special lighting that enhances landscaping, architectural details, and signage, while maintaining “dark sky” requirements, is encouraged.

4.10 GATEWAYS AND PEDESTRIAN ENTRIES

Gateways are entry features (comprised of walls, landscaping, lighting, or signage) provided at key intersections that identify an entry to the University District. They help to establish a landscape theme and identity for the community. A hierarchy of gateways, including major gateways and secondary gateways, are proposed at intersections shown in Figure 4-2 Gateways.

General guidelines are provided below:

• Entries and gateways should be defined by using accent landscaping, lighting and signage;

• Clear, comprehensive and consistent signage adhering to a signage hierarchy should be provided to ensure easy way-finding;

• Pedestrian access points and crossings should be highlighted at the entries to the projects; and

• Plant material, wall material, lighting components, and signage should be coordinated so that there is a sense of compatibility between all gateway elements.
Major Gateways proposed for the Non-Campus Lands include the intersections at “Campus Road” (Road “B”) and the “East-West Connector Road” (Road “F”). These gateways should be landscaped with entry signage, landscape lighting, walls, and accent planting. Although not a part of this UDP, development in the University Village adjacent to Road “A” should be coordinated with the UHWO, to assure that proposed developments are coordinated and compatible with the design and character of Road “A”.

Campus Road (Road “B”) Gateway
Campus Road (Road “B”) is proposed as a major gateway to the UHWO Transit Station and to Farrington Highway. The gateway should strive for an overall sense of consistency and high level of quality. A landscaped entry feature which could include sign walls, signage, accent landscaping and landscape lighting is proposed at the entry to the roadway.

*The above graphic is provided to illustrate a preliminary design concept. It is provided for illustrative purposes only. Final design of the gateway may or may not include elements depicted above, and will be based on the actual plans prepared for the gateway and approved by the DAB during the design review process.*
SECONDARY GATEWAYS into the Non-Campus Lands include the Road “G”/Kinoiki Street (DHHL) transition area, Road “G”/Farrington Highway intersection, Road “H”/Kūalaka’i Parkway Intersection, and Road “E”/Kūalaka’i Intersection. Like the major gateways, these entries should be highlighted but do not require as high a level of landscape elements as do the major gateways.

*The above graphic is provided to illustrate a preliminary design concept. It is provided for illustrative purposes only. Final design of the gateway may or may not include elements depicted above, and will be based on the actual plans prepared for the gateway and approved by the DAB during the design review process.*
4.11 EDGES

A consistent and distinct perimeter treatment is important in helping establish a unified University District along its boundaries. Careful attention should be given to the treatment between the UHWO Campus and the surrounding Non-Campus Lands. The transitional treatment should vary depending on the relationship of land use type to the campus. Further recommendations for each treatment are described below.

4.11.1 THE UNIVERSITY DISTRICT BOUNDARY

Edges along the perimeter of the University District, fronting Kūalaka‘i Parkway, DHHL Kānehili Subdivision, Kapolei Golf Course, and Farrington Highway should utilize a consistent landscape treatment comprised of vertical tree planting, low rock walls and berming to assure compatibility along the boundary of the University District. Each of these landscape elements should be coordinated so that there is a sense of compatibility with the other elements to create a successful definition of a border.

4.11.2 THE UHWO CAMPUS BOUNDARY

For these areas, it is recommended that uses along the edge focus on enhancing and serving the public interface by providing buildings that are compatible with the scale and density of campus buildings. Edges along this boundary are further described below.

Figure 4-3 Edges
**University Village and UHWO Office Park**

To promote a seamless transition between the UHWO Campus and University Village and the UHWO Office Park, no edge treatment is recommended for the area where the two zones meet. If the edge between the campus and the University Village and UHWO Office Park needs to be delineated, it should not prohibit pedestrian activity and circulation between the two zones. Boundary elements used in delineating the two zones should be limited to special landscape treatment including, but not limited to, special accent planting, low walls, and/or bollards.

**Mixed-Use and Residential**

For the mixed-use and residential zoned areas adjacent to the UHWO campus, that are located within the University Village, UHWO Office Park and Farrington Mixed Use/Campus Expansion, setback requirements in excess of what is required in the Land Use Ordinance shall be determined by the UHWO prior to conveying or leasing the property. For the mixed-use and residential zoned areas adjacent to the UHWO campus, not within the University Village and UHWO Office Park, and Farrington Mixed-Use/Campus Expansion, a building setback of 20 feet from the edge of property line into the Non-Campus Lands side of the property shall be provided, to assure that adequate open space is provided between the campus and surrounding community. Construction within the 20-foot building setback will be limited to driveways, front and rear yards, open space, landscaping, hardscape, and other amenities conducive to pedestrian activities. Also, at appropriate areas, developments adjacent to the campus should provide for pedestrian connections between the campus and community.

**Additional Requirements**

In areas where mixed-use developments are adjacent to the UHWO Campus, development proposals must take into consideration the need to create an appropriate public interface with the campus. In addition, to enhance the public interface between the UHWO Campus and mixed-use areas, front doors of buildings should be placed along the street fronting the campus. For large commercial facilities (such as large supermarkets, big box, and high-rise residential towers) that are not proportionately in scale with the adjacent UHWO Campus, the larger building should be fronted with smaller liner shops (see Figure 4-4). In addition, loading, maintenance and “back-of-house” activities for mixed-use and commercial developments should not be located along the interface with the UHWO Campus.
In areas where multi-family residential developments are adjacent to the UHWO Campus, development proposals must take into consideration the need to create an appropriate public interface with the campus. It is desired that parking areas not dominate the edge of the development fronting the campus and should be limited from view from the campus. The edge fronting the campus should be appropriately landscaped and buildings should address the street fronting the UHWO Campus.

In areas where single-family residential developments are adjacent to the UHWO Campus, the following yard conditions are permitted.

- **Front Yard of House Fronting the UHWO Campus**
  One site planning option is to allow for houses with front yards at the interface with the UHWO Campus. Under this option, garage parking can be provided with access from the roadway or from a rear alley (see Figure 4-5). Special landscaping requirements should be established for the front yards to assure that a consistent roadway treatment is provided along the frontage. Walls and or fences visible from the front yard of the property facing the UHWO Campus shall not extend beyond the front plane of the dwelling structure (not including garages, porches, and bay windows).

*Figure 4-5 Front Yard Options for Single-Family Developments fronting the Campus*
- **Rear Yards Fronting the UHWO Campus**
  For rear yards proposed along the interface between the UHWO Campus and residential community, a five-foot landscape buffer, which is maintained by the development’s community association, shall be provided at the interface with the UHWO Campus (see Figure 4-6). The five-foot landscape buffer shall be landscaped with a consistent landscape treatment along the entire length of the residential frontage of the property, with the exception of breaks for open space and access points to the campus. The landscape treatment shall be comprised of a wood or vinyl or metal fence, or a combination low wall and fence of up to six feet in height. A low hedge and ground cover shall also be provided on the UHWO Campus side of the wall to help mitigate the visual impact of the six-foot fence (see Figure 4-7).
4.12 CIRCULATION NETWORK

While roads are often viewed as just a travel way for motorized vehicles, streets can: 1) provide the most direct thoroughfare for pedestrians and bicyclists; 2) help to organize developments; 3) provide connectivity and connections to surrounding developments (such as Ho‘opili, DHHL Kānehili Subdivision and East Kapolei 2, the Kroc Center) and regional destinations beyond; 4) provide routes for public transportation; and 5) provide a sense of consistent design character among disparate land uses and architectural styles.

4.12.1 CONNECTIVITY

Connectivity is an intentional linking or network of paths and/or roadways. Increased connectivity decreases travel distances and increases route options and mobility allowing more direct travel between destinations. A high level of connectivity is more supportive of alternative modes of transport such as biking and walking, while reducing vehicle miles traveled and the accompanying contribution to greenhouse gases. Thus, the plan encourages the development of a multi-modal transportation network including the use of rapid transit, buses, automobiles, bicycling, walking and other non-automobile forms of transport that are safe and convenient. Increased connectivity can reduce traffic congestion and travel time on major arterials.

To provide connectivity, new public or private streets should be created on large parcels when land is developed. Smaller blocks between 300’-400’ in length are ideal. As needed, longer block lengths are allowed as long as proper connectivity is provided. New developments should provide internal pedestrian pathways through blocks connecting to public streets.

The UHWO Non-Campus Lands also have multiple connections to the region. There are multiple accesses to Farrington Highway and Kūalaka‘i Parkway and to the H-1 Freeway (via the Kūalaka‘i Parkway interchange). Additionally, the planned East-West Road (Road “F”) through the UHWO Non-Campus Lands will eventually connect Farrington Highway with the East Kapolei Transit Station, through DHHL East Kapolei 2 and Ho‘opili with Fort Weaver Road. Road “G” connects UHWO Non-Campus Lands with DHHL’s Kānehili Subdivision and Road “B” connects the UHWO Non-Campus Lands with the UHWO Transit Station and the Ho‘opili project.
4.12.2 GENERAL ROADWAY CHARACTERISTICS

The H-1 Freeway links the UHWO Non-Campus Lands with the island-wide community. Farrington Highway and Kapolei Parkway interconnect the major urban developments throughout the ʻEwa region. Kūalakaʻi Parkway is a new mauka-makai arterial roadway between H-1 Freeway and Kapolei Parkway. Bikeways also are planned for all major roadways to link up with the regional bikeway system. The UHWO Non-Campus Lands’ circulation pattern is premised on ample mauka-makai and Diamond Head-Waiʻanae connectivity.

4.12.3 UHWO NON-CAMPUS LANDS ROADWAY HIERARCHY

In recognition of the variations in street functions and traffic carrying requirements, a hierarchy of roadways is planned for the UHWO Non-Campus Lands as shown on the Roadway Master Plan (See Figure 4-9). The Roadway Master Plan provides the general circulation design for the University District and is prepared in coordination with, and administered by DPP. The internal roads planned within the UHWO Non-Campus Lands include Roads “B”, “D/J”, “E”, “F”, “G” and “H”.

ROAD “B” (“CAMPUS ROAD”).

Road “B” is proposed as the first access to the UHWO campus and the UHWO Non-Campus Lands from Kūalakaʻi Parkway, makai of the Farrington Highway/Kūalakaʻi Parkway intersection. It will be located opposite one of the main entries for the proposed D.R. Horton development, Hoʻopili, located Diamond Head of Kūalakaʻi Parkway. Road “B” is planned to be a four-lane divided roadway with a raised median providing left-turn lanes at intersections. Road “B” will provide access to the UHWO Campus and the “University Village”. It will also provide access to the UHWO Transit Station TOD areas planned adjacent to Kūalakaʻi Parkway. The Road “B” right-of-way will include bike lanes and 16-foot sidewalks with tree wells on either side of the travelway (see Figure 4-8).

Figure 4-8 Road "B" Typical Section
Figure 4-9 Roadway Master Plan

LEGEND
- Bike Lane
- Multi-Purpose Path

Source: Engineering Concepts, Inc.
ROAD “D”
Road “D” is proposed as an undivided, four-lane, collector roadway that will provide an internal connection between Road “B” and Road “F” within the UHWO site. Left-turn lanes at intersections along Road “D” will be provided, as needed. Road “D” will provide internal circulation within the UHWO site and access to the mixed-use and residential parcels which border the roadway. The roadway is proposed to have 8-foot sidewalks with tree wells outside of the travelway, with bike lanes included within the travelway (Figure 4-10).

ROAD “J”
Road “J” is proposed to be an extension of Road “D” from Road “F” to Road “G”. It will be an undivided, four-lane roadway that will provide an additional access route for vehicles entering or exiting DHHL’s Känehili Subdivision. The roadway is proposed to have 8-foot sidewalks with tree wells outside of the travelway, with bike lanes included within the travelway (Figure 4-10).

Figure 4-10 Road “D” and “J” Typical Section
**ROAD “E”**
Road “E” is proposed as a two-lane roadway that connects Road “D” to the Campus Loop Road. The roadway is proposed to have sidewalks and a planting strip outside of the travelway, and bike lanes are included within the travelway (see Figure 4-11).

**ROAD “H”**
Road “H” is proposed to be a two-lane roadway providing access to Küalaka‘i Parkway at a proposed right-in/right-out (RI/RO) intersection located between the planned Road “B” and Road “F” intersections along Küalaka‘i Parkway. The roadway is proposed to have sidewalks and a planting strip outside of the travelway, and bike lanes are included within the travelway (see Figure 4-11).
**ROAD “F” (“EAST-WEST CONNECTOR ROAD”)**

Road “F” is proposed as a four-lane, arterial roadway that will bisect the UHWO Non-Campus Lands, eventually connecting Farrington Highway, Kūalakaʻi Parkway, DHHL East Kapolei 2, Hoʻopili and Fort Weaver Road. Road “F” will intersect Kūalakaʻi Parkway directly opposite a major access for the DHHL East Kapolei 2 development located on the Diamond Head side of Kūalakaʻi Parkway. Road “F” is proposed to be a four-lane, divided roadway with left-turn lanes at intersections. The Road “F” right-of-way will include bike lanes and sidewalks on either side of the travelway (see Figure 4-12).

![Figure 4-12 Road "F" Typical Section](image-url)
ROAD “G” (KINOIKI STREET “EXTENSION”)  
Kinoiki Street is the main connector for the DHHL Kānehili Subdivision (located makai of the UHWO Non-Campus Lands) to Kapolei Parkway. To provide connectivity between Kapolei Parkway to Farrington Highway, Kinoiki Street is proposed to be extended through the UHWO Non-Campus Lands as Road “G”. Road “G” will intersect Roads “J” and “F”. Two sections are provided for Road “G”. The first section depicts the roadway section from Farrington Highway to the Road “J” intersection. The second section depicts the roadway section makai of Road “J”. The modification to the roadway section makai of Road “J” is provided to assure consistency with DHHL’s roadway section for Kinoiki Street so that the right-of-way matches with its connection to DHHL Kānehili Subdivision. The right-of-way of Road “G” is proposed to include two 10-foot multi-purpose paths on either side outside of the travelway mauka of Road “J” (see Figure 4-13).

Figure 4-13 Road “G” Typical Sections

Mauka of Road J

Makai of Road J
4.12.4 ROADWAY DEDICATION AND MAINTENANCE

Roadways in the UHWO Non-Campus Lands are to be built by the master developer and individual project developers or through public-private partnerships. All roadways within the UHWO Non-Campus Lands must be approved by the appropriate State and/or County agencies to assure they will be acceptable for roadway dedication. It is expected that the City and County of Honolulu and appropriate utility companies will maintain the dedicated streets, utilities, and street lighting.

4.12.5 PUBLIC TRANSPORTATION

**Bus Transit Routes.** As of 2010, City & County bus service consists of an existing bus route along Farrington Highway with an existing bus stop near the access to the Kapolei Golf Course in the western portion of the UHWO Non-Campus Lands and another stop a little over a quarter mile to the east (near the intersection of the proposed Road “G”). The *Final Environmental Impact Statement for the Honolulu High-Capacity Transit Corridor Project* identifies a number of proposed bus routes providing bus service through the UHWO Non-Campus Lands. In addition to these routes, this UDP recommends consideration for an additional route or reconfiguration of a proposed route to provide service from Farrington Highway along Road “F” (East-West Connector) to Kūalakai Parkway. If implemented, this system should provide good transit service between the HHCTC and the UHWO Campus and Non-Campus Lands.

Recommended considerations for accommodating buses within the UHWO Non-Campus Lands include coordination with the City on the following:

- Phasing and coordination on bus routing and bus stop locations so that they are developed in coordination with the development of the Non-Campus Lands and to assure that adequate bus service is available as the project develops.

- Providing for bus stops near major activity centers and areas where population is concentrated.

**Honolulu High-Capacity Transit Corridor Project (Rapid Transit Route and Stops).** A rail transit system is planned that will link the UHWO Non-Campus Lands to East Kapolei and Honolulu. A comprehensive mass transit system will play an important role in the evolution of both UHWO Campus and the UHWO Non-Campus Lands.
Urban Design Plan

Figure 4-14 Public Transportation Plan
Two rail transit stations have been designated near the University District (the stations are called “East Kapolei Station” and “UHWO Station”). Both will be transit hubs that integrate buses and park and ride facilities. Both rail transit stations have half-mile walking distance radii to most of the residential and commercial areas in the UHWO Non-Campus Lands.

The *East Kapolei Neighborhood TOD Plan Public Review Draft* calls for the establishment of TOD Special District “zoning overlay districts” with regulations that may supplement or modify the underlying zoning district regulations as codified in the LUO.

As mentioned earlier, the *East Kapolei Neighborhood TOD Plan Public Review Draft* is still a draft document and subject to approval and adoption by City Council. Elements of this document are referenced here in this report, however, upon approval by the City, the ordinance for the East Kapolei Neighborhood TOD Plan will take precedence over the recommendations provided in this document. As such, this UPD may need to be revised accordingly to reflect such changes.

### 4.12.6 Pedestrian and Bikeway Systems

Pedestrian ways and bikeways offer a healthy and environmentally friendly travel alternative to personal automobile use thereby reducing vehicle miles traveled and greenhouse gas emissions. The conceptual bike plan for the University District includes State Bike Plan Hawai‘i (2003) and O‘ahu Bike Plan (July 2009) routes. Bike Plan Hawai‘i shows the extension of the improved portion of Farrington Highway (from the Kapolei Golf Course in the Diamond Head direction) towards Fort Weaver Road.

The Draft O‘ahu Bike Plan proposes bikeways including “lanes,” “paths,” and “routes” throughout O‘ahu. The O‘ahu Bike Plan defines “bicycle lanes” as on-street facilities delineated by a wide, white line and pavement stencils that indicate they are for bicycle use only. “Bike lanes” are separated from vehicular lanes. “Bicycle paths” are described as off-street facilities considered to supplement, rather than replace, on-street bicycling facilities. “Bicycle routes” are described as on-street facilities, posted with street signage and in some instances, pavement markings. The Draft O‘ahu Bike Plan shows “bicycle paths” along Farrington Highway, Kūalaka‘i Parkway and along the Wai‘anae-side boundary of DHHL Kānehili Subdivision (between Kapolei Parkway and the proposed East-West Road within the UHWO Non-Campus lands). It also shows Farrington Highway as a “bicycle route.” The Draft O‘ahu Bike Plan indicates “bicycle lanes” along the proposed East-West Road (see Figure 4-15).
Additionally, the *East Kapolei Neighborhood TOD Plan Public Review Draft* states:

Streets should be designed with bicycles in mind. Signed routes should be incorporated along many of the streets in the TOD Special Districts in order to allow mauka-makai and Diamond Head-Waianae bicycle traffic flow. Special considerations should be given to streets that connect directly to the transit stations…

An interconnected network of bicycle and pedestrian routes are proposed for the Non-Campus Lands and for the UHWO Campus. The network of bicycle and pedestrian paths/sidewalks is shown in Figure 4-16. All of the major roadways shown on the Roadway Master Plan have sidewalks and bike lanes, and/or a shared bike/pedestrian path.

<table>
<thead>
<tr>
<th>PLANNED ROADWAYS</th>
<th>BIKE PLAN ROUTES</th>
<th>SERVES (UHWO CAMPUS AND/OR UHWO NON-CAMPUS LANDS)</th>
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<td>“3-50”</td>
<td>UHWO Campus only</td>
</tr>
<tr>
<td>“B”</td>
<td>“3-51”</td>
<td>UHWO Campus and UHWO Non-Campus Lands</td>
</tr>
<tr>
<td>“D”</td>
<td>“3-53”</td>
<td>UHWO Non-Campus Lands</td>
</tr>
<tr>
<td>“E”</td>
<td>“3-54”</td>
<td>UHWO Campus and UHWO Non-Campus Lands</td>
</tr>
<tr>
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</tr>
<tr>
<td>“J”</td>
<td>“3-55”</td>
<td>UHWO Non-Campus Lands</td>
</tr>
</tbody>
</table>
Figure 4-15 Regional Bikeway System
Figure 4-16 UHWO Bikeways
4.13 OPEN SPACE ACTIVITY NODES

Open space activity nodes are the major open space gathering areas within the UHWO Campus and the Non-Campus Lands, they include the Village Green, Great Lawn (on the UHWO Campus), and the UHWO Community Park.

Open space and landscaping play a critical role in establishing a visual framework and unified character for the UHWO Non-Campus Lands. Open spaces, such as parks, greenways, and natural areas, and the landscape treatments of these spaces, as well as streetscape design, will be utilized to achieve this. They will also be used to increase visual interest by accenting intersections and gateways, framing views, and providing a variety of interesting and attractive places for the community to enjoy.

Responding to the functional needs of the community, and in conjunction with the campus, the parks and pedestrian/bike paths have been located and planned to provide for both active and passive recreational activities. The Kalo’i Greenway will serve as a major mauka to makai organizing element to link the open space network with the campus and Non-Campus Lands. In addition, the roadway network, with pedestrian/bike paths landscaped to establish a unified landscape theme and character, has been planned to serve to provide a unified character for the UHWO Non-Campus Lands and distinguish this community from others in the region.

Parks and open spaces include the Kalo’i Greenway, UHWO Detention/Recreation areas, the Great Lawn (within the UHWO campus and not a part of the Non-Campus Lands), UHWO Community Park, Village Green, detention basins, and smaller pocket parks. These parks and open spaces are dispersed throughout the Non-Campus Lands so as to provide easy access and enjoyment by residents.
Figure 4-17 Open Space and Green Paths
**Kalōʻi Greenway**

Within the University District, the Kalōʻi Greenway is a primary unifying element linking the campus with the surrounding community. This mauka to makai greenway is envisioned as a vehicle free, pedestrian and bicycle link extending from the UHWO Community Park in the southern portion of the project, through the campus, terminating at the Village Green in the mauka portion of the UHWO Non-Campus Lands. The greenway will provide a direct link to the major “Open Space Activity Nodes” within the University District, including the UHWO Community Park, the retention/future campus recreation areas, the campus “Great Lawn,” and the Village Green. The Kalōʻi Greenway will also be linked to major activity nodes/destination areas including the UHWO Transit Station, University Village, and the East Kapolei Transit Station. These major nodes and activity areas are further discussed below.

Within the UHWO Campus, the greenway will have a 22-foot wide easement with a 10-foot wide concrete bicycle/jogging path (see Figure 4-18 and Figure 4-19). Landscaping along the greenway will include grasses, ground cover and trees.
As the Kalo‘i Greenway extends makai into the Non-Campus lands, it shall remain a 22-foot wide easement with a 10-foot wide pathway until it reaches Road G. At Road G, the greenway will become a dual, 10-foot wide path system along Road “G” as it extends down and connects into the DHHL Kānehili Subdivision (see Figure 4-20).

As the Kalo‘i Greenway extends mauka into the Non-Campus Lands, it shall remain a 10-foot wide pathway until it terminates at the Village Green (see Figure 4-21). It is recommended that native plantings, similar to the plants used for the greenway within the campus, be utilized as the greenway extends into the University Village and terminates at the Village Green.

*The above graphics are provided to illustrate a preliminary design concept. It is provided for illustrative purposes only.*
**Great Lawn (within UHWO Campus).** The UHWO Campus is planned to be organized around a large open space, Great Lawn, located within the “heart” of the campus. Although the Great Lawn is not a part of the UHWO Non-Campus Lands, it is a major organizing element and gathering area for the campus and also serves as a major organizing element for the UHWO Non-Campus Lands. It serves as a major activity node, linking the campus with the Non-Campus Lands through the Kalo‘i Greenway.

This open space, which comprises approximately 3.9 acres, is located directly adjacent to the Kalo‘i Greenway at the terminus of the Campus Road (Road “B”) on the Diamond Head side of the campus. Landscaping and site furnishings are planned to be incorporated into the design to provide space for students to gather, socialize, eat, and study. In addition, commencement exercises are planned to be held at the Great Lawn. Since the Great Lawn will be used for major gatherings and activities, it will primarily be a grassed lawn area, with seating walls of natural stone and trees planted along the perimeter.

**Detention Basins/Future Recreational Opens Spaces**

An approximately 11-acre detention basin is proposed in the makai/Diamond Head side of the Non-Campus Lands. The detention basin will accommodate the current drainage required for the site, but in the future could be used for other activities including open space and/or residential development.

A 3.7-acre and 7.2-acre detention area is located within the makai portion of the UHWO Campus, on both sides of the Kalo‘i Greenway. In the future, the need for the use of the two areas as detention basins may be eliminated and UHWO envisions that these areas may be replaced by future academic programs, and/or recreational activities such as passive recreation, intramural sports, or for other recreational activities.

**Public/Private Pocket Parks.** Public and/or private pocket parks should be provided within the residential communities to assure that residential developments have recreational amenities in close proximity to where they live. The recreational activities within the public and/or private pocket parks should be planned and designed according to the demographics and needs of residents within each community.
UHWO Community Park. An approximately 11.5-acre County-dedicated park is proposed in the makai portion of the Non-Campus Lands, adjacent to the DHHL Kānehili Subdivision, the elementary school and Road “G.” The park will serve as the southern terminus of the Kalo‘i Greenway. A master plan for the park was approved by the Department of Parks and Recreation (DPR) and the Department of Design and Construction (DDC). This park will provide for active recreational activity, including grassed fields, a recreation pavilion and hard courts.

The master plan provides opportunities for both active and passive recreation and will include a multi-purpose soccer/football field, a softball field, recreation center, children’s playground, volleyball courts, tennis courts, and basketball courts (see Figure 4-22).

Figure 4-22 UHWO Community Park Master Plan
It should be noted that under the current zoning the park is currently sited on an 11.5-acre parcel directly makai of the UHWO Campus and adjacent to Road “G” and Road “F” (see Figure 2-7). However, based on discussions with the DPP, DPR and DDC, their preference is to relocate the park to the area in the southern portion of the Non-Campus Lands adjacent to the DHHL Kānehili Subdivision and the elementary school. The UHWO would need to successfully rezone the existing P-2 (General Preservation) zoned area which was designated as the park parcel to a more appropriate zoning district first, prior to dedication of the land for the park in the proposed location adjacent to the DHHL Kānehili Subdivision and elementary school. Should this not occur, the park may need to remain in the P-2 zoned area.

**Village Green.** An approximately 1-acre Village Green, located in the mauka/Diamond Head side of the Non-Campus Lands serves as the mauka terminus to the Kalo’i Greenway. The Village Green is envisioned to be a town square for the University Village and UHWO Office Park. It will feature a grassed open lawn with landscaping and a possible fountain or artwork at the terminus of Road “D”. This open space should be designed as a major gathering/activity area for residents, visitors and students.

*The above graphic is provided to illustrate a preliminary design concept. It is provided for illustrative purposes only.*
4.13.1 Activity Nodes/Destination Areas

In addition to the Open Space Activity Nodes described above, a number of major activity nodes or destination areas are proposed within the UHWO lands. These activity nodes are described below.

UHWO Campus

The UHWO Campus serves as a major activity node or destination area for the University District. Although not a part of this UDP, the UHWO Campus establishes the tone and character from which the UHWO Non-Campus Lands are planned.

UHWO Transit Station, University Village, and UHWO Office Park

A second activity node would be associated with the UHWO Transit Station. Although the actual transit stop would be located across of Kūalakaʻi Parkway from the UHWO Non-Campus Lands, an access to the transit stop or “touchdown” will be provided within the site. The touchdown would be located within the area designated as the University Village at the corner of Campus Road (or Road “B”) and Kūalakaʻi Parkway. The University Village could accommodate campus expansion and/or a mix of land uses, including commercial, office and residential uses (including student housing), planned to foster a “town and gown” interaction. Further mauka of the University Village, near the intersection of Kūalakaʻi Parkway and Farrington Highway, is an area that is designated as a UHWO Office Park. The UHWO Office Park would serve as a global think tank, promoting a synergy between academia and industry. The University Village and UHWO Office Park’s close proximity between the campus and transit station could provide a “captured market” of customers/transit riders. Additionally, the proximity of these activities to the UHWO Transit Station could also make these areas attractive to residents who still would need to commute to the Honolulu Central Business District, Ala Moana, UH Mānoa or Waikiki and points in between.

East Kapolei Transit Station

The East Kapolei Transit Station is the third activity node identified within the University District. As indicated within the East Kapolei Neighborhood TOD Public Review Draft, the East Kapolei Station will have the identity of a “community use” station, drawing ridership from users of the Kroc Center. Within the UHWO Non-Campus Lands, the area near the transit station is envisioned to include a higher density, mixed-use core, including commercial, office and residential uses.
4.14 LANDSCAPE DESIGN

Landscaping and streetscape design can play a critical role in: 1) establishing a unified development; 2) creating a sense of place and identity; 3) reinforcing the image of the UHWO Campus and Non-Campus Lands; and 4) supporting connectivity among East Kapolei projects (including DHHL Kānehili Subdivision and East Kapolei 2, and Ho‘opili).

Of special importance to the landscape concept is the design of streetscapes and their relationship with the campus roadways and surrounding community. Streetscapes with street trees reinforce the image of the University District as a distinct community within East Kapolei, while also working to reinforce the image of East Kapolei as a generously landscaped collection of neighborhoods.

4.14.1 OBJECTIVES

The following objectives provide a framework for guiding the landscape design.

- Create a distinct landscape character and identity for the UHWO lands, with landscaping serving as a unifying element throughout the development integrating the UHWO Campus and Non-Campus Lands.
- Utilize landscaping to reinforce circulation patterns by establishing a landscape hierarchy for roadways and project gateways. Although the design of each roadway and entry feature may vary, a consistent landscape theme should be established at all major gateways to the project.
- Utilize landscaping that responds to the context of the site, including the areas climate/micro-climate, surrounding areas, and architecture to create a sense of identity for each project within the overall landscape framework established for the project.

4.14.2 SPECIFIC GUIDELINES

The following landscape guidelines provide recommendations for both public spaces and private properties within the Non-Campus lands. Within the public realm, these guidelines reinforce the organization and hierarchy of landscaping along roadways and open spaces. They also seek to establish an environment that is uniquely representative of the project. Within private properties, the landscape guidelines provide environmentally responsible options that can help cool buildings, shade parking areas, reduce and filter runoff, and improve site drainage. These guidelines also recommend street tree themes for the major roadways within the project and future public spaces such as parks and pedestrian promenades.
4.14.3 DESIGN CONSIDERATIONS

The landscape plan advocates the use of native and adaptive plant species, particularly those proven to be adaptable to the hot sun, low precipitation, and steady breezes present on the UHWO site. Planting design conditions should focus on establishing a hierarchy of landscaping elements for the various parts of the community. Plants should also be used in formal patterns where they complement the layout of the buildings, entries, malls, and plazas. Informal arrangements of trees can be placed in open areas between buildings and residential locations, creating a softer character more conducive to relaxation and studying. The consistent use of a prescribed palette of paving materials, site furniture, lighting, and plant material will provide a common theme which will create a strong sense of place and unify the project environment. The landscape design will support the concept of a development that is sustainable and open to the community, and encourages interaction with the surrounding mixed-use village.

ACCENT PLANTINGS
As part of a planting theme, use accent tree plantings and flowering ornamental shrubs to highlight entries, major plazas, open spaces, buildings, and circulation paths. Plants should also be used in formal patterns where they complement the layout of the buildings, entries, gateways, and commercial destinations.

EROSION CONTROL AND BIOFILTRATION
Use plant materials to control erosion and slow and filter runoff. Natural Drainage Systems (NDS) such as bioswales should be considered along parking lots and roadways and integrated into site drainage plans to improve runoff quality as well as beautify the site.

AMENITIES AND STREET FURNITURE
The consistent use of a selected unique palette of paving materials, site furniture, public art, bus shelters, lighting, trash receptacles, bicycle racks and plant materials can help to create a strong sense of place and unique identity.
**Dust and Noise Control**

Dense foliage can help to absorb and deaden noise. In open areas between housing and busy streets or highways, buffer zones of dense planting will help to reduce traffic noise. The background noise of wind rustling through leaves and vegetation can help to mask undesirable noise. Plants can also be used to control soil erosion and filter dust.

**Wind Control**

Landscaping can be used to help mitigate the impacts of wind by blocking, guiding, deflecting or filtering wind. The placement of trees and shrubs in different combinations and distances from buildings can affect the velocity and the direction of air flow through buildings.

**Passive Cooling**

Where appropriate, consider placing trees on the makai (south) and Wai‘anae (west) sides of buildings, particularly those with a large expanse of windows. This will allow for the shading of windows and walls during the afternoon sun, helping to lower the building temperatures and decrease the use of air conditioning.

**Buffers and Screening**

Use landscaping to help screen visual impacts of unsightly views including utilities, mechanical equipment, loading and services. Planting should also be used to soften stark walls and paving.

**Exterior Surfaces**

Minimize exterior paved surfaces that are not shaded by trees, awnings, trellises or roofing for energy conservation.

**4.14.4 Site Design and Xeriscaping**

Xeriscaping is a concept of water conservation in the landscape. It preserves water and can reduce operational costs. The following xeriscaping principles are encouraged:

- Use lower water demand ("drought tolerant") landscape materials;
- Use salt tolerant landscape materials;
- Limit the extent of high water demand turf areas to a functional minimum and select appropriate turf species that require less water;
- Develop planting designs that group plant species in zones of similar water needs;
- Develop irrigation systems zoned for water delivery in accordance with plant and microclimatic requirements;
- Where feasible, use appropriate water-efficient irrigation methods (e.g., automated operation, drip irrigation, rainwater catchment systems, non-potable water sources) to maximize efficiency;
- Use non-potable water for irrigation;
- Improve the soil to absorb and retain water;
- Provide an appropriate level of maintenance; and
- Consider pervious paving materials to decrease stormwater run-off.

4.14.5 **PLANT MATERIALS**

**NATIVE PLANTS**
Plantings should incorporate the use of native plant materials that are appropriate and well adapted to ʻEwa’s climatic conditions. Also, select plants that are appropriate for the amount of sunlight, shade, and wind they will be exposed to within its particular microclimate. Include signage with botanical, interpretive and historic information as appropriate.

**INVASIVE PLANTS**
Avoid plants that are listed as pest plants or highly invasive to native Hawaiian forests and ecosystems. These lists are provided by the State Department of Land and Natural Resources, Division of Forestry and Wildlife and the University of Hawai‘i Department of Botany at the following website: http://www.lichawaii.com

4.14.6 **STREET TREES AND LANDSCAPING**

Along the major roadways, street tree themes are established to provide uniformity and create a visually coherent identity for each travel corridor. Variations in the landscape treatment of roadways are intended to identify the street hierarchy.

Tree species shall conform to the Street Tree Master Plan (Figure 4-23) and are subject to approval by the City. The specific street trees to be used reflect the scale and hierarchy of the roadways, as well as the development parcels of the UHWO Non-Campus Lands.

**ROADWAY TREES**

- Queen’s Hospital/White Shower
- Crape Myrtle
- Tulipwood
- Monkeypod
Figure 4-23 Street Tree Master Plan
Consistency in landscape treatment and material palette is required.

- Major roadways are to be planted with the street trees according to the Street Tree Master Plan. Trees should be consistent along the respective roadway or pedestrian path to provide visual continuity and a consistent tree canopy.

- All maintained landscaped areas are to be provided with a permanent, automatic irrigation system.

- Careful consideration should be given to the siting of landscaping, lighting, and other vertical elements that may obstruct or encroach on the view to/from roadways or that may cause glare for drivers, pedestrians and building occupants.

- Off-street parking lots should be landscaped with medium to large canopy shade trees and groundcover areas to reduce direct sunlight and heat. If visible from the public right-of-way, parking lots are to be screened with plant materials, berms, attractive fencing or combinations thereof. Landscaping of off-street parking areas should comply with parking standards in the LUO.

- In areas of high pedestrian activity, tree wells are encouraged and should be sized to accommodate pedestrian usage, and as determined by the City & County of Honolulu, Department of Parks and Recreation.

- Consider the use of bioswales (green swales), pervious concrete or pervious paver systems to improve water runoff quality and reduce parking lot temperatures.

4.14.7 Irrigation

Due to the arid climate of the ‘Ewa region, automatic landscape irrigation is recommended for commercial, mixed-use and multi-family residential developments, utilizing non-potable water sources as available (This requirement for automatic landscape irrigation does not apply to single-family homes). All maintained landscaped areas are to be provided with a permanent, automatic irrigation system. Appropriate methods of water application (such as drip systems) should be incorporated to conserve water and support optimum plant growth. Utilize a centrally-controlled irrigation system, if possible, and include climate sensing devices such as rain and soil moisture sensors.

To aid in water conservation and ease of maintenance, group plant species together by their water use, exposure type, and salt tolerances.
4.14.8 MAINTENANCE

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

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

PLANT LITTER
Plant litter is another maintenance problem that can be minimized with the proper selection and placement of plant material. Trees that drop leaves, seed pods, or fruits should be used sparingly in high use areas or planted in areas such as parks or ground cover areas where litter can be tolerated for longer time periods or left to break up naturally. Trees that drop fruits can be messy and unsightly and should be avoided in highly visible ornamental lawns where they can interfere with lawn mowers, attract insects, or inhibit public use.

BRITTLE TREES
Trees that are brittle and break easily in the wind should not be planted near buildings, streets or outdoor use areas.

PEST MANAGEMENT
To the extent possible limit the use of chemical-based fertilizers and initiate an integrated pest management plan. Plant pests and diseases can be minimized by the proper selection and placement of plants. Plants installed in unsuitable environments will not do well and will be more susceptible to pests and disease.
4.15 PHASING

The phasing of development of the UHWO Non-Campus Lands will be determined in large part by market conditions and the phased development of infrastructure. To aid in the infrastructure development of the UHWO Non-Campus Lands, a preliminary roadway phasing plan was developed for the site. Along with the roadway phasing plan, a preliminary phasing plan has been developed for the Non-Campus Lands. The phasing plan proposes the development of the Non-Campus Lands in three phases (see Figure 4-24). The initial development of the Non-Campus Lands will be in the area near the UHWO TOD Makai and University Village neighborhoods. The second phase of development of the Non-Campus Lands would extend makai to Road “F”. The final phase of development would encompass the TOD Transition and Residential Neighborhoods in the makai side of the Non-Campus Lands.

4.15.1 MIXED USE PHASING CONSIDERATIONS

During the initial development phases of the TOD and Mixed-Use District, flexibility needs to be provided to recognize that densities of specific projects within the UHWO Non-Campus Lands will vary according to market economic conditions. Based upon the experiences of the City of Kapolei and other commercial developments, initial development densities and infrastructure development are constrained due to start-up economics, lower market demand, and the “pioneering” required to establish larger scale businesses and service operations in a new locale. For the TOD and Mixed-Use District, the development of the UHWO Campus, the region (surrounding neighborhoods and communities), and the timing and development of the two transit station will play a major role influencing densities and the urbanization of the area. As the area matures and urbanizes, and development constraints are resolved, densities and the mix of uses on the UHWO Non-Campus Lands are expected to increase. Lower density development parcels will ideally be redeveloped with higher density developments as market conditions change. This is the pattern witnessed in Honolulu over the past 100 years. While the developments are anticipated to eventually reach an optimal mature phase, because of market forces, land values and population densities, interim phases must be provided to meet these needs.

With the goals of 1) encouraging interest and street life along the street, and 2) allowing phasing of development reflective of market demand, two possible scenarios of development should be considered.
Figure 4-24 Phasing Plan
**Phased Development Scenario.** In the Phased Development Scenario, the larger building(s) within a block/lot (such as a supermarket or anchor store) is/are setback from the street, with surface, off-street parkingfronting the larger building(s). To address “street life”, “liner” or ancillary shops should line key commercial-lined streets. Liner buildings will generally have a uniform setback along roadways to present a well-defined edge along public sidewalks. Breaks in the street façade will be permitted in the first phase. At appropriate areas within the breaks, pedestrian entries, plazas, outdoor dining, cafes, etc., could also be provided. This scenario permits flexibility for “in-fill development” within a block/lot to convert part or all of the block/lot’s surface parking with more building(s) and structured parking, while maintaining “street life” (see Figure 4-25). As development of the community matures and market conditions make further development feasible, infill development can occur along the pedestrian oriented street edges, while those streets designated for “back-of-house” activities can remain as is. Parking structures can be provided, as feasible, to accommodate the additional commercial space and residential, office or other mixed use activities can occur along the street frontage (see Figure 4-26 ). The final phase of the Phased Development Scenario can include further development of the mixed-use, pedestrian-oriented street frontage, with additional residential, office or other mixed use developments with higher density occurring along the street frontage of the block (see Figure 4-27). The initial phases of development should not preclude the potential for future development and higher density as an area matures and market absorption of higher density development becomes more feasible.

In areas where the TOD and Mixed-Use District abuts the UHWO Campus, the Phased Development Scenario must take into consideration the interface with the campus and need to create an appropriate public interface with the campus. As such, for these areas, it is recommended that uses along this edge focus on enhancing and serving the public interface and provide for a finer grain (smaller scale) of commercial, office and residential uses (refer to Section 4.11 for more information).
Phased Development Scenario

Figure 4-25 Initial Development

Figure 4-26 Intermediate Development

Figure 4-27 Ultimate Development

*The above graphic is provided to illustrate a preliminary design concept. It is provided for illustrative purposes only.
Mixed-Use Development Scenario. The second scenario would allow for the immediate fulfillment of the development of a mixed-use TOD community. In this scenario, the first new building(s) within a block/lot should be sited up to the front-yard setback. As each block/lot is built out, buildings should be sited to have a uniform setback along roadways to present a well-defined edge along public sidewalks. Breaks in the street façade will be encouraged to identify pedestrian entries, plazas, cafes, etc. It will allow for the immediate development of parcel.

Like the Phased Development Scenario, where the TOD and Mixed-Use District abuts the UHWO Campus, this scenario must take into consideration the interface with the campus and need to create an appropriate public interface with the campus. For the interface areas, it is recommended that uses along this edge focus on enhancing and serving the public interface and provide for a finer grain (smaller scale) of commercial, office and residential uses (refer to Section 4.11 for more information).

For both scenarios, surface parking should be designed to be attractively landscaped, as well-designed landscaping will help to reduce reflective heat from paved parking areas. Street trees should be installed to enhance pedestrian activity.

In both development scenarios, primary building entries should be oriented to promote pedestrian movement which will support ground level commercial uses. Careful siting and design of vehicular access within blocks/lots is highly encouraged to ensure continuity in the pedestrian streetscape and experience.
The TOD and Mixed-Use District includes all BMX-3 zoned areas within the UHWO Non-Campus Lands. The lands fronting along Kūalakaʻi Parkway extending from the intersection of Farrington Highway to the DHHL Kānehili Subdivision are located within the proposed UHWO TOD and East Kapolei TOD areas of the East Kapolei Neighborhood TOD Plan Public Review Draft. The TOD and Mixed-Use District is planned as the higher density, commercial and mixed-use cores of the UHWO Non-Campus Lands. This category includes five smaller neighborhoods each with their distinct character and role. The neighborhoods include: the UHWO Office Park, University Village, the UHWO TOD Makai, East Kapolei TOD, and the Farrington Highway Mixed-Use/Campus Expansion Neighborhood. Each of these neighborhoods are described further in this Chapter (see Figure 5-1).

**OBJECTIVES:**

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

- Create a higher density urban environment with an active and vibrant pedestrian streetscape at the ground level along roads designated for pedestrian activity.

- Provide pedestrian and bike linkages within the TOD and Mixed-Use District and to other neighborhoods within the University District.

- Enhance the pedestrian experience with buildings and frontage treatment oriented to a comfortable and inviting pedestrian-scaled environment, along with landscaping to accent intersections, gateways and gathering areas.

- Provide a distinctive and memorable arrival sequence into the TOD and Mixed-Use District with views and vistas directed to natural features (view elements) and to community focal points, gathering areas and landmarks.
Figure 5-1 TOD and Mixed-Use District

TOD Mixed Use District

UHWO Office Park

University Village

UHWO TOD Makai

East Kapolei TOD

Farrington Mixed Use/ Campus Expansion

KUALAKAI PARKWAY

1/4-Mile Radius

1/2-Mile Radius

0 (FEET) 1,000
5.1 UHWO OFFICE PARK

Located at the corner of Kūalakaʻi Parkway and Farrington Highway, the UHWO Office Park is bordered by the University Village, the UHWO Campus and Road “A.” This high technology park will emphasize the synergy between academia and industry, providing opportunities for students and industry through research, internships, scholarships and work programs. The park is envisioned as including a conglomeration of smart companies poised to be a global think tank for the development of “cutting-edge” technology and research that could include development of new energy resources, healthcare facilities, digital media, advanced technology products and biomedical products. Campus and educational related facilities, student housing and ancillary and related housing could also be provided within the technology park. (See Figure 5-2)

At the boundary between the UHWO Office Park and the University Village is the Village Green, an open space or “town square” of about an acre that will serve as a community gathering center and social activity area for the UHWO Office Park, University Village and the UHWO Campus. The space will also serve as the mauka terminus for the Kaloʻi Greenway.

OBJECTIVES:

- Focus on “town and gown” interaction and research, office and related activities that allow for synergy between academia and industry, providing opportunities for students and industry. Incorporate elements of University towns, including a safe and pleasant walking environment and human scale detail in architecture.

- Encourage a high level of pedestrian day and night-time activities along most of the roadways within the UHWO Office Park.

- At the terminus of the Kaloʻi Greenway, create a Village Green that will serve as a major gathering space and social activity center for the UHWO Office Park, University Village and UHWO Campus.

- Promote a roadway network that provides for pedestrian, bicycle and vehicular connectivity.

- Provide a distinctive and memorable arrival sequence to the UHWO Office Park with views focused on the UHWO Campus, Village Green, community focal points, landmarks, and views of the Waiʻanae Mountain Range.
5.2 UNIVERSITY VILLAGE

The “University Village” will be located makai of the UHWO Office Park and is bordered by Kualaka‘i Parkway, the UHWO TOD Makai Neighborhood, and the UHWO Campus. The University Village will serve as the “heart” of the University District, fulfilling the role as a social, commercial, research and civic hub for students and residents. It will be easily accessible by foot, bike, car and transit. A conceptual illustration of the University Village is provided in Figure 5-2.

Depending on future University program requirements, this parcel could accommodate campus expansion and/or a mix of land uses, including commercial, office, research and residential uses as well as student housing. The parcel should be planned to foster “town and gown” interaction, with an emphasis on creating a borderless transition with the UHWO Campus. Also included within the University Village is a transit station touchdown along Road “B” with a direct pedestrian connection to the campus.

OBJECTIVES:

- Focus on “town and gown” interaction and creating a more intimate pedestrian scale that is closely related to the scale of the UHWO Campus. Incorporate elements of University towns, including a safe and pleasant walking environment and human scale detail in architecture.
- Provide for a range and viable mix of services and activities (including retail, commercial, office, educational, recreational and residential uses) that cater to students, faculty, staff, and visitors to the UHWO Campus and residents. The focus of the University Village will be catered toward the UHWO Campus, students, and residents within the UHWO TOD.

- Encourage a high level of pedestrian day and night-time activities along most of the roadways within the University Village.

- Promote an interconnected grid network that provides for pedestrian, bicycle and vehicular connectivity throughout the University Village.

- Provide a distinctive and memorable arrival sequence to the University Village with views focused on the UHWO Campus, Village Green, community focal points, landmarks, and views of the Wai‘anae Mountain Range.

- Provide appropriately sized and designed spaces for the establishment of retail shops, personal service establishments, restaurants, financial institutions, medical and professional offices and other uses typically located in a University Town.

5.3 UHWO TOD MAKAI AND EAST KAPOLEI TOD

The UHWO TOD Makai Neighborhood includes the area makai of the University Village, within a five to 10-minute walk of the UHWO Transit Station. This neighborhood is bordered by Kūalaka‘i Parkway, the East Kapolei TOD Neighborhood, the UHWO campus and the University Village. The East Kapolei TOD Neighborhood includes the area along Kūalaka‘i Parkway makai of the UHWO TOD and incudes the area within a five to 10-minute walk of the East Kapolei Transit Station.

Objectives:

- The UHWO TOD Makai Neighborhood and the East Kapolei TOD Neighborhood should provide for community-wide and regional serving commercial uses that cater to residents within the Non-Campus Lands and in the surrounding region.

- Encourage a high level of pedestrian day and night-time activities, especially along Roads “D,” “F,” “H,” and “J.”
5.4 FARRINGTON MIXED-USE/CAMPUS EXPANSION

The Farrington Highway Mixed-Use/Campus Expansion Neighborhood includes a parcel zoned BMX-3 (business mixed-use), along Farrington Highway. This area is envisioned to include an area for UHWO Campus expansion, and/or for multi-family or residential/commercial mixed-use. Campus expansion may require a modification to the PRU permit.

OBJECTIVES:

- Provide for mixed-use (commercial and multi-family dwellings) and other University serving/University-related uses in an attractive living environment close to the UHWO Campus.

- Serve as a transition zone between the campus and the adjacent residential neighborhoods. Assure compatibility with both the campus and residential community.

- Establish appropriately sized blocks that encourage pedestrian activity between the UHWO campus and residential neighborhood.

- Allow for a variety of housing types and prices to accommodate a range of housing options.

5.5 SPECIFIC PROVISIONS

(See also Chapter 4.0)

5.5.1 SITE DESIGN

An important consideration for most developments is their potential contribution to “street life” and distinctive, vibrant public spaces at the ground level. Building orientation should be toward the street, and generally observe a uniform setback in order to create a continuous facade. However, it should be acknowledged that not all buildings will have a front yard on each side of a rectilinear lot. Every block/lot needs to be served by maintenance activities or needs to receive goods and services, so in some instances, maintenance and other “back-of-house” activities will need to front a roadway. If this is the case, the maintenance and “back-of-house” activities should be carefully screened from public view at the street level.

Within the TOD and Mixed-Use District, roadways should be developed to promote an active, vibrant streetscape and include commercial activity on the frontage of most streets within the UHWO Office Park and University Village, along with roads “D,” “F,” “H,” and “J” at the interface with the UHWO campus. Along these streets, buildings should be placed and designed to promote pedestrian activity, and complement block/lot shape, street function/hierarchy, and adjacent land uses. For the TOD and Mixed-
Use District, special consideration and attention needs to be provided at the interface of these zones and the UHWO Campus. It is also recommended that building siting should strive to enhance the public interface, creating an environment where buildings do not turn their back to the campus. The location of loading, maintenance and “back-of-house” activities along this edge should not be permitted along the interface between the campus and this district.

Developments which do not line a major street, or which result in leftover or “dead” space, are only allowed when a future phase of development that in the future can enhance the streetscape and pedestrian environment along the street frontage. On the other hand, forcing a uniform density to a consistent “build-to” line too early on, without the proper density and land uses in place to support a higher density mixed-use environment, may actually impact the development feasibility of the site.

**Building Siting**
Generally, buildings should orient their storefronts to face public streets, with the back of buildings located toward Farrington Highway and Kūalakaʻi Parkway.

**Building Bulk and Massing**
Bulk refers to the apparent massiveness of a building compared to its surroundings. Where possible, buildings should avoid awkward or oversized forms. Offsetting building bulk and massing by the articulation of the building form is encouraged, especially when viewed from public spaces and roadways (such as Kūalakaʻi Parkway and Farrington Highway). Also, to help mitigate the impact of taller buildings along roadways and to adjacent uses within the University District, a recommended building setback envelope is discussed below.
Buildings should not appear to be warehouse-like and design should focus on reducing the scale of large structures through fenestration, development of lower arcade forms and detailing. Buildings can also be reduced in scale into smaller buildings. The use of liner commercial spaces, dividing ground floor facades of a larger building into smaller scale units, is desired to avoid a blank wall appearance and to offer interesting window shopping opportunities.

**Block Size**
For the UHWO Office Park and the University Village, relatively smaller block sizes are desirable as opposed to the UHWO TOD Makai, East Kapolei TOD and Farrington Highway Mixed-Use/Campus Expansion Neighborhood. With the exception of areas fronting Kūalakaʻi Parkway and Farrington Highway, street blocks should allow for vehicular access/roads on all four sides of the block. The configurations of blocks and the street network of between 300 to 400 feet in length is desired. As needed, longer block lengths may be allowed if proper connectivity is provided.

**Building Height**
The maximum building height on the BMX-3 zoned lands is 90 feet. The *East Kapolei Neighborhood TOD Plan Public Review Draft* proposes a height of 120 feet for buildings fronting Kūalakaʻi Parkway which may be permitted in exchange for providing Community Benefits Bonus.

Buildings may vary in height, but there should be consistency in the heights of first floors, awnings, horizontal cornices, etc. along the street.

**Building Setbacks**
Successful pedestrian-friendly urban streets are often defined spaces where the buildings come directly to a common setback line. To maintain continuity and a clearly defined edge to public spaces, uniform building setbacks are encouraged along streets except where sidewalk cafes and/or bus transit amenities and other pedestrian-related activities and open spaces are proposed.

In addition to the minimum front yard setback requirements established in the LUO, buildings within the TOD and Mixed-Use District that front Farrington Highway and Kūalakaʻi Parkway should be appropriately setback from these roadways to allow buffering from noise and other impacts associated with the roadways.
To help mitigate the impact of taller buildings on major roadways and adjacent land uses, a building setback envelope is established for buildings along the frontages of Roads “B,” “D,” “F,” “G,” “H,” and “J,” along the frontage of the UHWO Campus, and in areas adjacent to lower density residential developments. The building envelope requires that the upper floors of buildings or towers (above the third floor) should be stepped-back from the street. From a height of 45 feet, buildings should be set back at a ratio of one foot from the existing setback line for every 3 feet in height (1:3).

Front yards for buildings with retail uses on the ground floor should include additional pedestrian space and seating areas along its storefront. Outdoor dining and cafes encourage an active, vibrant pedestrian environment. Allowance for greater building setbacks should be permitted to accommodate activities that promote pedestrian-oriented street life such as outdoor dining, cafes, seating areas and small plazas. Ground floor uses should have a high degree of transparency, with storefront windows and entries facing the streets.

The recommended minimum side yard shall comply with the requirements as established in the Land Use Ordinance.

**Floor Area Ratios**

Floor area ratios for each neighborhood will be in accordance with the LUO and the underlying zoning.
Uses
Land uses in the TOD and Mixed-Use District are to include a mix of commercial, office, retail, educational, research, and multi-family residential uses. Below is a description of the uses envisioned for the five neighborhoods. The description should not be construed as a list of permitted uses, rather it is a description of the vision and types of uses that may be incorporated into the development of these properties.

- **UHWO Office Park**
  The UHWO Office Park is envisioned as including a conglomeration of smart companies poised to be a global think tank for the development of “cutting-edge” technology and research. Uses envisioned for this neighborhood could include, but are not limited to, development of research facilities, healthcare facilities, technology-oriented businesses and industries, light industrial, offices, campus/educational and campus-related facilities, student housing and ancillary and related housing.

- **University Village**
  The University Village should include uses that typically characterize a “University Town” or “University District,” catering to the University and its diverse student, faculty, staff, and visitor population, along with residents of the University community. Retail establishments (including restaurants, bookstores, copy centers, coffee shops, and specialty food item stores), along with medical and professional services, and housing (including student housing) are envisioned for the University Village. Uses may also include governmental offices, cultural facilities, public transportation, child care and other support services. Within the University Village, uses that serve the public, such as shops, offices, professional services, and educational/business support uses, should be located on the ground floor in order to create visual interest and an active pedestrian environment along public sidewalks.

- **UHWO TOD Makai & East Kapolei TOD**
  Larger regional serving uses should be concentrated within the UHWO TOD Makai Neighborhood and the East Kapolei TOD. These uses include supermarkets and other large and small retail and commercial establishments, multi-family housing, offices, business support services, personal services, and other commercial activities. Vehicle oriented uses are discouraged in TOD areas. Commercial activities are envisioned to be the more dominant land use and concentrated on the lower floors of buildings. Multi-family housing is envisioned on the upper floors of some of the commercial buildings.
- **Farrington Mixed Use/Campus Neighborhood**
  Uses envisioned for the Farrington Highway Mixed-Use/Campus Neighborhood could include, mixed-use commercial and residential uses including retail, restaurants, financial, business and support services, and personal services, offices and multi-family dwelling units. Also, the development of this parcel could be shaped by the programmatic growth requirements of the campus and could include UHWO campus buildings (such as classrooms and/or labs), or campus-related office space, and research facilities.

**ROADWAYS AND CIRCULATION**
Collaborate with adjacent landowners and tenants to create a secondary pedestrian and bikeway network that connects building entrances/exits and major public/open spaces to sidewalks or all-weather pathways in the surrounding neighborhood.

**OFF-STREET PARKING**
Each development within the UHWO Non-Campus Lands will provide sufficient off-street vehicular parking per the requirements of underlying zoning. Shared parking is encouraged and joint development of parking structures is also encouraged.

The provision of permanent off-street surface parking alongside major commercial streets is to be avoided as it does not contribute to pedestrian activity and street vitality. Where surface parking is unavoidable, views from main roads and pedestrian pathways should be screened with plant material, berms, low walls, or a combination thereof (without obstructing safe sight-lines).

Parking structures should strive to incorporate visually interesting façades that help to hide the parking structure or mitigate a visual impact of the structure. This can be accomplished through articulation of the façade and landscaping. In addition, pedestrian-oriented uses such as retail and office uses could be incorporated at street level to reduce the visual impact of the parking structure to the urban fabric and human scale along the road. Night lighting “spill” effects from parking structures should be carefully controlled to avoid light pollution of neighboring residential developments.

**ACCESS AND SITE CIRCULATION**
Access points should be coordinated with adjacent parcels to maximize joint access for parking and circulation. Driveways should be consolidated as much as possible. Whenever practicable, access points should align with that of development parcels across the street. Driveways and parking areas
for commercial and mixed-use areas should be designed to provide for sufficient vehicular stacking during peak hours.

Pedestrian facilities and access to all buildings should be designed to be safe, convenient, comfortable and interesting. This includes providing shade, and adequate and attractive shelter and lighting.

Provide clearly identified entries that are visible from the street.

Ground floor uses and activities should encourage and stimulate street activity.

**BICYCLE PARKING**

Bicycle parking is required for all projects, and at a minimum should be equal to 10% of the number of required parking stalls. Bicycle racks should be conveniently located for easy access to buildings and facilities.

**LOADING AND UTILITIES**

Shared access to loading areas is encouraged as it provides less interference with automobile and pedestrian movement.

The location of garage-type loading doors on a building façade directly fronting a public street is prohibited.

Loading and unloading areas, service entrances, utility infrastructure, mechanical equipment, refuse collection and outdoor storage areas will be screened and should not be visible from public roadways, including Kūalakaʻi Parkway and Farrington Highway.
SITE FURNISHINGS
Uniform site furnishings such as benches, lighting, drinking fountains, trash receptacles, recycling bins are encouraged and should be compatible with the character of the neighborhood, and secondarily, the fronting building. Site furnishings should be dispersed strategically throughout mixed-use developments.

Site furnishings of durable, recyclable materials are encouraged.

Where possible incorporate sitting surfaces in building architecture and site design, such as ledges, planter areas, and seat walls.

There should be a consistent design for all bollards, gates, fences, etc. within each neighborhood.

5.5.2 ARCHITECTURAL GUIDELINES
The following guidelines are specific to the TOD and Mixed-Use District and are intended to supplement the general architectural guidelines stated in Section 4.6.

ARCHITECTURAL CHARACTER
The architectural character of buildings should be reflective of the contemporary Hawaiian lifestyle and draw on the historic and cultural aspects of the ‘Ewa region for inspiration.

Buildings should be designed to relate to the larger community, streetscape and neighborhood by striving to be contextually integrated within the community. This approach should incorporate sensitivity to the surrounding urban, built and natural conditions.

Buildings should be pedestrian-scaled, especially at the ground floor level, and incorporate elements that encourage pedestrian activity along the street frontage such as arcades, awnings, canopies, overhangs, display windows, porches, balconies, decks, outdoor seating and other elements to promote the use of street front, provide places for social interaction and give buildings a strong sense of place.

Large “blank walls” as viewed from public roadways within the Non-Campsu Lands and from Kūalaka‘i Parkway and Farrington Highway are to be avoided.
Buildings should be unified by a consistent scale, refined level of details and high quality materials.

**UHWO Office Park**

The UHWO Office Park should be characterized by buildings that can both accommodate the needs of research, office and technology businesses, and multi-family housing and related uses; as well as provide for street character and articulation to encourage pedestrian activity along street fronts. It is anticipated that buildings will have larger footprints and be bulkier in nature, than that of the University Village.

**University Village**

Within the University Village, the architectural character will be characterized by a compact street network with smaller blocks, higher lot coverage, catering more to multi-use tenants- smaller scale commercial tenants in comparison with the UHWO Office Park and UHWO TOD Makai and East Kapolei TOD neighborhoods. The University Village should be appropriately scaled, well-articulated, and detailed to provide a rich pedestrian environment, similar to “main streets” that characterize university towns and town centers.

**Farrington Mixed-Use/Campus Expansion**

The architectural character of the Farrington Highway Mixed-Use parcel should strive to complement and be compatible with the architectural character of the UHWO Campus.

**ROOF MOUNTED EQUIPMENT**

The use of exterior antennas, satellite dishes and other roof mounted equipment should be screened from view from public roadways or integrated into the building design.

**ROOF FORM, MATERIALS AND COLOR**

Building roofs should predominately incorporate classic hip, gable, dutch gable, and mansard forms to create an interesting skyline. Double pitched roof forms of the roofs styles described above are permitted. In addition, false front roofs are permitted. Shed roofs are permitted, if they are limited to one-story projections or if their design contributes to incorporating sustainable design elements within them. Roofs should generally be articulated rather than monolithic in order to provide richer forms. Roof colors should be earth tones and will be in the gray/green, blue/gray, and green/brown range. Shiny reflective surfaces or bright colors should be avoided.

The use of more than one type of roof material is not permitted unless it contributes significantly to the overall building design and character of the neighborhood.
Building façades for mixed-use and commercial buildings should employ the classic tri-part layering with a base, body and roof for each building. At the base, the building should be pedestrian scaled, friendly, and inviting.

Elements such as windows, doors, ornamentation, visually interesting details, fenestration (the arrangement of windows), and/or other scale referencing should be used to help break-up large surfaces. Canopies, overhangs, and balconies can be used to help to reduce the vertical emphasis of buildings. These elements can provide visual interest for the pedestrian, as well as to address building mass.

The design of the parking structures must be compatible with surrounding buildings.

Buildings located at street corners should be designed to take advantage of corner location and to engage the interest of drivers, pedestrians, and bicyclists at the intersection.
**Wall Finish and Color**
A common color palette that emphasizes light earth tones, off-whites, neutrals and moderate earth tones is recommended. Brighter and/or darker colors may be approved on a case-by-case basis. Principal finish materials should be concrete, stone, terra cotta, plaster and wood. The use of shiny metal or reflective surfaces, including paints and smooth or plastic-like surfaces, should be minimized and used only for accents.

**Building Awnings**
The inclusion of awnings on building fronts is encouraged where permitted. The design of awnings should respect the scale and character of the building and its surroundings, enhance the pedestrian experience, and provide shade for pedestrians.

Awnings should be placed within the first story of a building and should generally abut an awning on an adjacent building at the same plane level. Awnings should be of a permanent nature and compatible with awnings of adjacent buildings.

**UHWO Office Park, University Village, and the Farrington Mixed-Use/Campus Expansion Neighborhood Compatibility with UHWO Campus**
For the UHWO Office Park, University Village, and Farrington Highway Mixed-Use/Campus Expansion Neighborhood, utilize similar or compatible site furniture, signage, bollards, walls, fences, and lighting fixtures as that utilized on the UHWO campus to assure consistency between these neighborhoods and the campus.
The TOD Transition and Residential District encompasses lands outside of the TOD/Mixed-Use District. The area is characterized by distinct neighborhoods supported by community facilities including an elementary school and community park. This area includes lands zoned as A-2 Apartment, R-3.5 Residential, R-5 Residential, and P-2 Preservation (for the proposed park). Most of this area is within a five to 10-minute walking distance of the UHWO Campus and a 15- to 20-minute walking distance of the Kroc Center. This District offers privacy for residents, while maintaining a connection to the greater UHWO Campus and other land uses within the University District.

The TOD Transition and Residential District includes a portion of lands identified as the TOD Transition Neighborhood whose boundaries correspond roughly with the TIZ Precinct in the East Kapolei Neighborhood TOD Plan Public Review Draft (see Figure 2-6 and Figure 6-1). The goal of the TOD Transition Neighborhood is to serve as a transition zone between the higher density TOD districts and the adjacent residential neighborhoods, encouraging density and mixed-use for areas that are in closer proximity of the East Kapolei Transit Station. Should the East Kapolei Neighborhood TOD Plan be adopted by the City, this UDP may need to be amended to incorporate or further refine guidelines for the TOD Transition Neighborhood. However, until such time, the underlying zoning requirements apply and the following objectives shall apply.

**OBJECTIVES:**

- The TOD Transition and Residential District serves as a transition between the higher density, TOD and Mixed-Use District and adjacent residential neighborhoods.
- Provide for a range of housing types and prices to accommodate residents of varying incomes by allowing for a range of residential densities that may include apartments, town homes, duplexes, cluster and single-family housing.
- Ensure a suitable residential living environment compatible with neighboring UHWO Campus.
- Provide for community serving activities including churches, meeting facilities, day-care centers and other facilities that are easily accessible through various modes of transportation.
- Provide appropriate recreational opportunities through the development of private and/or public parks for residents of each neighborhood.
Figure 6-1 TOD Transition and Residential District
6.1 SPECIFIC PROVISIONS

(See also Chapter 4.0)

6.1.1 SITE DESIGN

BUILDING SITING
All buildings (except single-family residences) should be sited to the setback standards and requirements identified below. For multi-family housing, a uniform setback along roadways to present a continuous façade and well-defined edge along public sidewalks, is recommended. Interior courtyards or areas away from the street are preferred for parking to create a more active pedestrian environment (see Figure 6-2).

Focus residential developments around public spaces, such as parks and pedestrian and recreational amenities, which encourage interaction among residents.

Provide for ample pedestrian walks, bikeways, and recreational open spaces. To the extent possible, segregate pedestrian functions from vehicular/service functions.

For natural ventilation maximize passive cooling by orienting buildings towards prevailing winds, install operable windows with larger openings to increase ventilation (consider casement windows which provide the most ventilation), and maximizing interior room performance by optimizing room depth and height to increase air circulation effectiveness.

Community facilities such as churches, meeting facilities, day-care centers, etc., can be sited in the TOD Residential Neighborhood or any of the other residential neighborhoods. The siting of these facilities should consider the specific use proposed, space requirements, hours of operation, impacts to assure that there is ample space available, buffers provided to accommodate the use and minimize impacts to the surrounding neighbors. Community facilities should be located at key intersections or in areas that are easily accessible through various modes of transportation.

Within the TOD Transition Neighborhood, major roadways “D,” “E,” “F,” “G,” and “J,” and at the interface with the UHWO campus, buildings should be placed and designed to promote pedestrian activity, and complement block/lot shape, street function/hierarchy, and adjacent land uses.
Also, where the TOD Transition and Residential District interfaces with the UHWO Campus, it is recommended that building siting should strive to enhance the public interface, creating an environment where buildings do not turn their back to the campus. The location of loading, maintenance and “back-of-house” activities along this edge should not be permitted along the interface between the campus and this neighborhood.

**Building Massing and Scale**

The architectural image of the neighborhood will be perceived from surrounding areas outside the development and therefore, careful attention should be given to the articulation of building massing, scale and roof forms.

Building massing should be articulated so as to break-up large masses, uninterrupted expanses of walls or roofs should be avoided. Also, the offsetting of volumes along edges allows for a softer transition.
Generally, building bulk, height and massing should transition from bulkier, taller buildings located closer to the TOD and Mixed-Use District to smaller, shorter, less dense development in the area closer to the Kapolei Golf Course and DHHL Kānehili Subdivision.

**BUILDING HEIGHTS**

- **Apartment Medium Density (A-2)**
  The building height limit for the Apartment Medium Density areas is 65 feet. Building heights should typically range from two to four-stories with variations in building elevations to reflect the individual residential units, while maintaining a neighborhood quality through consistent massing, scale and material palette. Within these zones, taller buildings and higher densities should be concentrated closer to the transit station/TOD Mixed-Use Neighborhoods with lower densities and building heights located in areas adjacent to the lower density residential developments.

- **Residential (R-3.5 and R-5)**
  Building heights should typically range from one to two-stories with variation in building elevations to reflect the individual homes, while maintaining a neighborhood quality through consistent massing, scale and material palette.

For the TOD Transition Neighborhood, height limits may be increased for the residential zoned (R-3.5 and R-5) lands with the adoption of the East Kapolei Neighborhood TOD Plan by the City. Should this permitted, an increase in building heights would be encouraged in this neighborhood.
USES

- **Apartment Medium Density (A-2)**
  Uses envisioned for the Apartment Medium Density zones include medium-high and medium density multi-family residences with either covered or uncovered parking spaces. For the TOD Transition Neighborhood, additional commercial/mixed-use land uses may be considered should the East Kapolei Neighborhood TOD Plan be adopted by the City.

- **Residential District (R-3.5 and R-5)**
  Duplex and single-family residences will be developed in the residential zoned areas along the boundary with Kapolei Golf Course and along Road “D”. The proposed elementary school is also located in this district. For the areas within the TOD Transition Neighborhood, commercial/mixed-use land uses may be considered should the East Kapolei Neighborhood TOD Plan be adopted by the City.

ACCESS TO PROJECT

For multi-family housing, cluster buildings to clarify site circulation and parking patterns and to avoid creating a large institutional image.

For multi-family housing, implement a design for multi-family residential communities that take advantage of views and natural climatic conditions, while providing a safe, secure home environment.

For multi-family housing, provide a well-articulated, identifiable entry sequence for pedestrian and vehicular uses from buildings facing the street. Enhance entry onto the project and connections to and into buildings with landscaping, hardscape, and accented architectural design.

OFF-STREET PARKING

The provision of off-street parking will comply with the off-street parking requirements of the City & County LUO.

For multi-family residences, the provision of off-street parking at ground level adjacent to public sidewalks and streets is to be avoided as it does not contribute to pedestrian activity or street vitality. If it cannot be avoided, off-street, on-grade parking will be screened with adequate berming and landscaping. The landscaping of all off-street parking areas will comply with the off-street parking landscape standards of the City & County LUO.

For multi-family residences, parking should be distributed to reduce the overall visual impact of large paved expanses and maximize convenience for residents.
Entrances to parking structures should be located away from street intersections. Where possible, the placement of uncovered ramps at the exterior of the structures should be avoided. The parking structures should be designed to fit with the overall street front appearance.

Parking structures should strive to incorporate visually interesting façades that help to hide the parking structure or mitigate a visual impact of the structure. This can be accomplished through the use of textured or articulated façade and/or landscaping. In addition, pedestrian-oriented uses such as retail and office uses could be incorporated at street level to reduce the visual impact of the parking structure to the urban fabric and human scale along the road. Night lighting “spill” effects from parking structures should be carefully controlled to avoid light pollution of neighboring residential developments.

**Loading**

Shared access to loading and parking areas will be encouraged, provided interference with automobile or pedestrian movement is minimal.

**Site Furnishings**

Site furnishings of durable, recyclable materials are encouraged. Site furniture should be compatible with a project’s architectural character and the general character of similar furnishings along public sidewalks and malls. Accessible drinking fountains, recycling bins and trash receptacles of a consistent design should be strategically placed throughout each project.

There should be a consistent design for all bollards, gates, fences, etc. within each project area.

**Roadway Network and Circulation**

Promote street connectivity through the use of a grid-oriented roadway network within residential communities, with roadways designed as complete streets, accommodating motorists, pedestrians and bicyclists.

**Screening of Transformers and Undesirable Views**

Screen refuse collection areas, recycling containers, mechanical equipment, and outdoor storage areas with either plant material and/or a wall to mitigate visual impacts from public views.
6.1.2 **Architectural Guidelines**

**Architectural Character and Building Elements**

The TOD Residential Neighborhood is characterized by a variety of scale, level of detail and materials. While individual buildings within a project might differ, they should be held together through a consistency in building design, landscaping, and materials.

Utilize forms and materials that provide relief from the natural elements such as direct sunlight, strong winds and tropical rainstorms. Solar and rain protection is commonly provided by diffusing direct sunlight and providing shelter through the use of deep-set windows, trellises, doors, arcades, sunshade devices, interior courtyards, pitched roofs that offer generous overhangs and spacious patios, entry porches and lanais. These elements also help to shade and transition between the indoor and outdoor environment.

Create a residential scale and enhance the indoor-outdoor relationships. Entry porches and lanais are encouraged to provide a transition between indoor and outdoor environments, shade and shelter, and to encourage an active streetscape.

Use a coordinated range of building materials, textures and colors to establish a neighborhood definition.

**Roof Mounted Equipment**

The use of exterior antennas, satellite dishes and other roof mounted equipment should be screened from view from public roadways, and their siting is subject to review by the DAB.

**Roof Form, Materials and Color**

For single-family residences, required roof forms include hip, gable, Dutch gable, and double pitched combinations of these roof forms are permitted. Shed roofs are permitted for carports or garages. Flat roofs are not allowed.

For multi-family residences, hip, gable and Dutch gable roofs, and double pitched combinations of these roof forms are permitted. Shed roofs are permitted if their design contributes to incorporating sustainable design elements within them. Flat roofs should be used only as support roofs that will help to define the overall building design. Exceptions may be granted for roofs when not visible from major public viewing areas.

The use of more than one type of roof material is not permitted unless it contributes significantly to the overall building design and character of the neighborhood.
Allowable roof materials can include clay tile, concrete tile, slate, composition asphalt, shingle, and wood or man-made wood-like substitutes.

Roof colors will be in the gray/green, blue/gray and green/brown range.

Deep eaves and roof overhangs are encouraged as they provide visual and climatic relief.

**ROOF FORMS**

Allowable roof materials can include clay tile, concrete tile, slate, composition asphalt, shingle, and wood or man-made wood-like substitutes.

Roof colors will be in the gray/green, blue/gray and green/brown range.

Deep eaves and roof overhangs are encouraged as they provide visual and climatic relief.

**BUILDING EXTERIOR WALL FINISH AND COLOR**

Exterior colors shall be harmonious in composition and designed to integrate with the surrounding natural landscape. Building wall surface colors emphasize light earth tones, whites, off-whites, neutrals and moderate earth tones. Brighter and/or darker colors may be approved on a case-by-case basis.

**BUILDING AWNINGS**

The inclusion of awnings on building fronts is encouraged where permitted. The design of awnings should respect the scale and character of the building and its surroundings, enhance the pedestrian experience, and provide shade for pedestrians.

Awnings should be placed within the first story of a building and should generally abut an awning on an adjacent building at the same plane level. Awnings should be of a permanent nature and compatible with awnings of adjacent buildings.

**PERIMETER WALLS AND FENCES**

Single-family residential developments should avoid a “walled-in” appearance (characterized by opaque unarticulated walls and fences) when viewed from adjacent properties and at a distance. Instead, perimeter walls and/or fences which front a public street should be transparent, designed to be pedestrian friendly and allow for interaction between residents.
Garages and Carports
A variety of garage entry conditions are encouraged. Garages facing a street should be set back from the front of the home to allow the architecture of the home to be more dominant. If front-loading garages are incorporated into the design of the home, no more than two garage doors may be on the same plane. Carports may be allowed only if they are designed to be integrated with the home structure and partially screened to minimize views of parked cars from adjacent roadways.
7 Design Review Procedures

7.1 PURPOSE

The purpose of the UHWO Non-Campus Lands’ design review process is to implement the vision, urban design framework, design principles, standards, and guidelines set forth in this UDP. Implementation of the UHWO Non-Campus Lands UDP is intended to promote a high level of design quality and cohesiveness in new projects, and contribute to enhancing the character of the University District.

7.2 APPLICABILITY

Any and all construction, installation or alteration upon any lot (excluding individual single-family residences), roadway, utility line, building, or other type of structure; any and all excavation, filling or change to surface drainage; and any planting or removal of street trees, and gateway trees shall be collectively referred to as “UDP Actions” and shall not commence and shall not be undertaken unless and until the UDP Action has been reviewed and approved in accordance with the procedures in this Chapter 7.

Nothing herein removes or otherwise affects the responsibility of each project owner and/or developer for satisfying all applicable laws, codes and ordinances, and for obtaining all permits and approvals required by law. UHWO also intends to prepare and place covenants, condition and restrictions (CCRs) on the UHWO Non-Campus Lands. Should a conflict arise between any of the UDP standards and any law, code or ordinance, or any permit or approval condition or CCR, the stricter provision will prevail.

7.3 DESIGN ADVISORY BOARD

The approval of UHWO or its designee and DPP shall be required for all developments and UDP Actions on the UHWO Non-Campus Lands requiring approval under this Chapter 7.

In order to assist in the review of UDP Actions and interpretation of the provisions of this UDP, a Design Advisory Board (DAB) which may be comprised of professionals in various fields including but not limited to architecture, planning, landscape architecture and engineering will be established. UHWO or its designee shall have the sole authority to appoint members of the DAB.

The DAB shall be governed by rules or covenants adopted by UHWO or its designee, as amended from time to time.

The DAB will pre-screen UDP Actions to minimize inconsistencies with the UDP and prevent poor design. Applicants are encouraged to seek DPP
review early in their respective project development process and to invite a representative of the DAB to the DPP meeting.

Each owner, developer, or applicant seeking approval by the UHWO or its designee, and the DAB for conformance with the UDP and provisions of this Chapter 7, shall submit the necessary documents and plans to the UHWO, or its designee, and the DAB and shall also provide copies of each to DPP concurrently. The DAB may make available its meeting notes and approval status letters to DPP as well. The applicant must include the respective approval letter to DPP with building permit application(s).

The UHWO reserves the right to assign or delegate, in whole or in part, its right and authority under the UDP, including but not limited to its rights under Chapters 7 and 8 hereof.

7.4 GENERAL REVIEW STANDARDS

The plans and specifications for UDP Actions shall be reviewed for the overall design concept and the details of the design. General review criteria include, but are not limited to, how the proposed project:

1. Contributes to, and is consistent with, implementation of the vision, urban design framework, design principles, standards, and guidelines of the UDP. This includes a review of how the project contributes to the overall cohesiveness of the area in terms of exterior design, quality and type of materials and workmanship, and relationship to site conditions.

2. Will not, because of its use or design, adversely impact nearby properties’ air quality, noise levels, or overburden infrastructure requirements.

3. Promotes resource conservation through energy efficiency, water conservation, recycling and other environmentally sustainable practices.

Plans and specifications determined to be inconsistent with the vision, urban design framework, design principles, standards, and guidelines established in this UDP will not be approved. Major variations from the development standards and guidelines contained in this document will not be approved. Determinations of consistency, and of whether a project constitutes a “suitable and adequate” development in conformance with the UDP, will be at the sole discretion of UHWO or the DAB, and the DPP.

7.5 MINOR AND MAJOR ACTIONS

Separate processes are established for the review of “Minor UDP Actions” and “Major UDP Actions.” Examples of Minor UDP Actions include
structures under 5,000 square feet that are under 15 feet in height, changing a building’s color, adding awnings at ground level, or replacing individual plant material. All projects not determined to be “Minor UDP Actions” shall be processed as “Major UDP Actions.” The determination of which process is to be applied to UDP Actions rests initially with UHWO.

The applicant should be aware that in addition to approval of “Major UDP Actions” and “Minor UDP Actions,” other permit and requirements are still the responsibility of the applicant. The compliance with applicable codes, laws, ordinances, and government agency conditions of approval is the responsibility of the applicant.

7.6 REVIEW PROCEDURES – MINOR UDP ACTIONS

Upon the initial request for Design Review, UHWO or its designee will determine whether the project will be processed as a Minor UDP Action. If so processed, UHWO or its designee may consult with one or more of the members of the DAB. The entire DAB need not be convened.

Applicants are encouraged to consult with DPP during the early stages of this phase of the review process to coordinate and reconcile DAB and DPP reviews and comply with both the UDP and City & County regulations.

The consulted DAB members will review the project at its various stages. The content and number of copies of required submittals will be as directed by UHWO. Phases of the review will generally be as follows:

1. Schematic Submittal Approval - At the initiation of the planned action, a verbal and graphic submission should be made which outlines the action, describes its major characteristics, and briefly assesses its impacts on any existing or approved site improvements and adjacent properties.

2. Design Development Submittal Approval - After approval of the Schematic Phase, drawings addressing schematic design comments should be submitted for design development review. Emphasis should be given to relationships (setbacks, colors, materials, etc.) to adjacent properties and existing buildings.

3. Final Submittal Approval - Should approval be given at the Design Development Phase, final drawings and other documents that are part of this review process to be submitted to the City for permitting reviews should be submitted for final approval for conformance with the UDP.

UHWO or its designee and consulted DAB members will, whenever possible, complete each phase of the review within thirty (30) days of the submission of the complete set of the respective submittal documents.
7.7 REVIEW PROCEDURES – MAJOR UDP ACTIONS

For projects processed as Major UDP Actions, review will be as follows:

1. Orientation/Pre-Design Phase – An Orientation/Pre-Design Meeting will be required. The meeting will serve to discuss with the applicant and the project architect an overview of the UHWO Non-Campus Lands UDP, the design review process, and a context for further work and reviews. The following may be discussed:

   - Applicant’s intent in the design of the proposed action;
   - The applicability to the action of the overall design framework and the specific development guidelines established in this UDP;
   - Infrastructure and elements such as pedestrian ways, bikeways, roadways, and landscaping; and
   - Information regarding the character of the area.

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

   Applicants are encouraged to consult with DPP during the early stages of this phase of the review process to coordinate and reconcile DAB and DPP reviews and comply with both the UDP and City & County regulations.

2. Schematic Design Approval Phase - Following completion of the Orientation/Pre-Design Phase, and prior to commencement of the Design Development Phase, a Schematic Design Approval will be required. The process will include review of the following:

   a. A schematic site plan (including considerations for relationships to adjacent properties, grading, traffic flow, pedestrian ways, parking, service, etc.);

   b. Schematic building plans including floor plans, sections, and elevations (showing overall building massing, building characteristics such as architectural style, volumetric forms, building materials, colors, and considerations for view planes, heights, setbacks, etc.), perspective drawings and/or models (as required);

   c. Schematic landscape plans (showing concept, general planting characteristics, etc.);

   d. Basic environmental effects (i.e., sunlight and shade exposure, wind velocity, air quality, noise, drainage), especially on adjacent properties;
e. Sustainable design elements (including energy and water conservation methods and provisions for materials re-use and recycling).

This process should include the following: the applicant, the project architect and other appropriate consultants, UHWO or its designee and DAB representative(s).

At least seven (7) days prior to the initial meeting, the applicant shall submit copies of half-sized schematic plans (the number of which will be determined by UHWO or its designee) for distribution. The schematic plans should include sufficient information to show how the proposed design satisfies the parameters established at the Orientation/Pre-design Meeting and the development standards and guidelines of this UDP.

Whenever possible, comments and recommendations arising from the DAB review will be forwarded to the applicant within thirty (30) days of the meeting. Other meetings in the Schematic Design Phase may be necessary if the design is not initially approved. The review period may be extended by UHWO, its designee, or DAB for up to thirty (30) additional days to review plans for large projects or actions which require more study.

3. Design Development Approval - Following approval of the Schematic Design Phase, and prior to commencement of the Construction Document Approval Phase, a Design Development review and approval will be required. The information to be submitted and information to be provided on the design development plans includes the following:

a. Site plan drawings. At a minimum, these drawings will include: all building locations and size, number of stories, roof overhangs and setbacks; locations of roads and walks; location and size of parking areas and/or parking structures, and a description of basic parking requirements for the project; location and size of loading areas; locations, size and intended use of any recreational facilities, courtyards, water features, etc. Ground elevations with existing and finished grades, drainage, earth work, utility lines, etc. should be indicated. Special attention should be given to relationships to adjacent properties. Also, sustainable design principles and elements including energy conserving methods should be identified.

b. Building conceptual floor plan and roof plan drawings at a scale of at least 1/8” = 1’-0” for all building types. Special attention will be directed at public spaces such as entry lobbies, courtyards, restaurants, etc.
c. Elevation and section drawings. Section drawings should include buildings and the site, with attention given to any major changes in ground elevations in regards to drainage, views and adjacent properties.

d. Perspective drawings and a model, may be required as needed.

e. Exterior finish materials and colors. Samples of exterior materials and colors should be mounted on boards.

f. Landscape drawings. These drawings should show the location, type, size, and quantity of all plant materials, walks, landscape lighting, signs, paved areas, rock work, etc.

This process should include the following: the applicant, the project architect, any other appropriate consultants, UHWO and DAB representative(s).

At least seven days prior to the initial meeting, the applicant shall submit copies of half-sized design development plans (the number of which will be determined by UHWO) and outline specifications for distribution.

The design development review will be completed within thirty (30) days, and a report forwarded to the applicant containing the comments, recommendations and requirements arising from the review and meeting. The review period may be extended by UHWO or DAB for up to thirty (30) additional days to review plans for large projects or actions which are deemed to require more study.

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

4. Construction Documents Approval - Following approval of the Design Development Phase, and prior to commencement of construction, construction documents must be submitted for review and approval. Construction documents will be checked for compliance with prior design review comments. Two (2) sets of half-sized construction drawings and specifications should be submitted to UHWO. Approval of the documents or a report listing required modifications will be forwarded to the applicant within thirty (30) days of their receipt. The review period may be extended by UHWO or its designee, or DAB for up to thirty (30) additional days to review
plans for large projects or actions which are deemed to require more study. Drawings should be accompanied by a CD containing the overall site plan, landscape plan and roof plan of the project.

Approval of construction documents for conformance with the UDP by the DAB and as applicable, UHWO or its designee, shall not constitute authorization to proceed with the project. Compliance with applicable codes, laws, ordinances, and government agency conditions of approval is the responsibility of the applicant. Approval of construction documents for conformance with the UDP shall be Final Approval under the UDP for the design review of Major UDP Actions. The applicant should be aware that other permit and requirements are still the responsibility of the applicant.

UHWO reserves the right to simplify and expedite the review and approval process for Major and Minor UDP Actions on a case by case basis.

### 7.8 CONSTRUCTION

1. **Duration of Final Approval** - Final Approval shall be effective for a period of twelve (12) months and will be deemed revoked if the approved construction, reconstruction, refinishing, alteration, or other work approved thereby has not commenced within the twelve (12)-month period from the date of Final Approval or if such work is not diligently pursued to completion thereafter. UHWO or its designee may upon request extend the twelve (12)-month approval period.

   If approval lapses hereunder, the owner or lessee will be required to resubmit the final plans and specifications for approval. None of the DAB, UHWO, or its designee will be bound by any previous decision in reviewing such plans and specifications, but will either approve or disapprove the same in writing within thirty (30) days after such resubmission.

2. **As-built Plans** - Upon completion of construction, a complete set of as-built plans and specifications for infrastructure improvements will be provided to UHWO or its designee.
7.9 VARIANCES (DEVIATIONS)

Variances or deviations from the development standards of the UDP may be approved by UHWO and DPP if they are found to be consistent with the goals for the UHWO Non-Campus Lands, and do not materially alter or deviate from the vision, design principles, and urban design framework.

7.10 RULES AND REGULATIONS

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

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

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

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

5. While UHWO, its designee, or the DAB may consider the impact that proposed work has on a view, nothing herein is intended to be a promise, covenant, representation, warranty or guaranty that UHWO, or its designee or DAB will act to protect views.

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

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

8. UHWO or its designee reserves the option to waive any required review
and approval under this UDP at any time or at any stage of the review
process; provided, however, that the DPP’s approval of plans for
compliance with this UDP is required.

9. No consent, approval or waiver of the requirement under any provision
of this UDP for consent or approval shall be deemed to be a promise,
covenant, representation, warranty or guaranty of the adequacy, quality,
safety, structural soundness or legality of the requested or proposed
matter, including but not limited to approved plans, drawings and
specifications. No person or entity providing a consent, approval or
waiver under any provision of this UDP shall have liability with respect
to giving of any consent or approval or waiver of same. To the fullest
extent not prohibited by law, UHWO, its designee, the DAB, and the
members of the DAB, shall be immune from liability and lawsuits with
regard to any decision or non-decision made by UHWO, its designee or
the DAB under this UDP, even if a mistake in judgment or negligence in
making such decision or non-decision results in damage, loss or
prejudice to any person or entity. Without limiting the generality of the
foregoing, no consent, approval or waiver concerning any matter under
this UDP shall in any manner constitute anyone’s promise, covenant,
representation, warranty or guaranty that such matter (a) has been
prepared free of defects or is of good workmanship or design, (b) will
result in improvements which are readily marketable or free of any
design or construction defects, (c) complies with any or all applicable
laws (including but not limited to zoning and building code
requirements, or (d) will result in any government entity’s or anyone
else’s approval of the same item.
8 Amendment Procedures

8.1 PURPOSE

To respond to changing conditions and circumstances, modifications to the provisions of this UDP may from time to time be appropriate. These amendment procedures provide a process for amendments to the UDP when requested by UHWO, DPP, landowners or prospective developers.

8.2 APPLICABILITY

To respond to changing conditions and circumstances, the UHWO may from time to time amend any section of the UHWO Non-Campus Lands UDP. Applications for proposed amendments to the UDP shall be submitted to UHWO or its designee for review and approval prior to submission to DPP. As previously noted, the provisions of this UDP are general in nature and are not intended to be comprehensive in their coverage or exhaustive in detail. Amendments will generally be necessary only in instances where a project’s design concept or basic design details substantially diverge from the provisions of this UDP. Minor variations/deviations will be considered through a variance/deviation procedure, as described in Section 7.9.

8.3 APPLICATION REQUIREMENTS FOR PROJECT SPECIFIC AMENDMENTS BY PARTIES OTHER THAN UHWO

Applications for amendments must include the following information and analyses:

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

2. Amendments (i.e., deletions, modifications and/or new provisions) which are being proposed.

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

8.4 REVIEW PROCEDURES FOR AMENDMENTS BY PARTIES OTHER THAN UHWO

Applications to amend provisions related to General Design Principles and Guidelines for All Neighborhoods and/or Neighborhood Specific Design Guidelines in this UDP will be processed in accordance with the following procedures:
1. Pre-application Meeting - This meeting should include the following participants: the applicant, the project architect, a representative(s) of UHWO, and a representative of the DAB.

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

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

Whenever possible, the review will be completed and action taken within thirty (30) days of the DAB meeting. The DAB, UHWO, or its designee may extend its review period for up to thirty (30) additional days. Any failure to act on any application for amendment to the UDP shall be deemed a denial of the application.

8.5 APPROVAL BY DPP

If approved by UHWO or its designee, the application and proposed amendments shall be submitted to DPP for review. If approved by DPP, the UDP amendments shall become effective on the date determined by DPP, and shall be officially incorporated in the UDP.