HOFSTRA UNIVERSITY

Master Plan

2016

ACKNOWLEDGMENTS

We would like to thank the students, faculty, and staff who generously gave their time to participate in the planning process. In particular, we thank the members of the Master Plan Committee:

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Contents

The Master Plan is the product of several years of study with input from all constituencies. Thus some of the proposals have already been implemented; others have been modified; and yet others have developed after this Plan was in its final drafting stage.

1 executive summary

Why plan? Master planning is a process through which institutions assess their current campus environment, taking a holistic and integrated approach towards linking their mission with the physical development of their campus. A master plan provides a physical framework that guides incremental investment over time, towards a vibrant and robust physical environment that expresses the institution's mission and vision. This physical vision for the campus contributes to the university's strategic goals, while remaining flexible enough to accommodate changing conditions that may arise over time.

A VISION FOR HOFSTRA

Hofstra University is a private institution whose primary mission is to provide a quality education to its students in an environment that encourages, nurtures, and supports learning through the free and open exchange of ideas, for the betterment of humankind. Hofstra University is fully committed to academic freedom and to the transmission, advancement, and preservation of knowledge for its own academic community and for the community at large. Hofstra University offers undergraduate and graduate programs taught by a research-active and professionally engaged faculty. Academic excellence guides everything the University undertakes.

- Hofstra Mission Statement

The goal of the master plan is to establish a vision for Hofstra's physical environment for the next ten years, based on the university's mission and strategic plan. The master plan is guided by four interrelated principles that speak to the university's mission and emerging initiatives: identity, innovation, connectivity, and community. The proposed master plan projects enhance the physical campus in support of these principles.

A

IDENTITY

The campus experience is, in part, formed by sense of place and the feeling that you are at Hofstra. It's more than just signage and the school colors – like the annual tulip display and the Pinetum, the entire physical environment can express what it means to be at Hofstra.

INNOVATION

Hofstra has positioned itself at the forefront of innovation, on multiple fronts. The physical environment can help foster collaboration and interdisciplinary interactions, towards a comprehensive culture of innovation and discovery.

CONNECTIVITY

Connectivity refers to the cohesion of academic, residential, and student life destinations. It's not just about the physical realm – the more connected a campus is, the more potential there is for students, faculty, and staff to collaborate.

COMMUNITY

The people of an institution are just as important as its programs. Bringing people together drives innovation and engagement, and the master plan can support this goal by creating more spaces in key locations for people to mix and interact.

Master Planning Background

Introduction

The master planning process for Hofstra includes the following components:

- Assessment of current needs, as well as anticipated growth in engineering, business, and nursing
- Strategies to enhance sense of place throughout the campus
  - *Improve connectivity between North and South Campuses*
  - *Create a landscape strategy for North Campus, and strengthen the landscape identity of South Campus*
  - *Define a sense of identity and cohesion for East Campus*
  - *Build on recent student life facility improvements*
- Strategies to rationalize access and circulation for pedestrians and vehicles
- Planning for the impact of future development on campus infrastructure
- Development of a strategy for future building locations, and establishment of a sequence for phased implementation

What we heard

The master planning process included a series of interviews with campus stakeholders as well as a campus-wide survey known as MyCampus. The following themes summarize the conclusions drawn from these interviews, which have informed the master plan as well as the planning process.

TEACHING + LEARNING PEDAGOGY IS CHANGING

- Faculty would like more flexible classrooms
- Faculty would like spaces that encourage collaboration and interdisciplinary discussion
- Informal engagement is desired both between faculty and between faculty and students, but there is limited space where this can occur on campus
- Students would like increased study areas on campus, in the library and distributed throughout other buildings
- HCLAS has 20 departments distributed throughout the campus

THE CAMPUS SHOULD BE WHERE STUDENTS WANT TO BE

- Student Center feels "closed off," but should be the "living room" of campus for all students, faculty and staff
  - *Student Center lower level is underutilized*
  - *Interfaith groups and student organizations are underserved*
- Memorial Hall could use a refresh, and is not well organized
- Outdoor event venue is needed (music fest, summer camp, concerts, etc)
- Informal outdoor space is needed on North Campus to connect buildings and make it feel more cohesive

» Outdoor spaces need a common and welcoming palette of chairs and tables to encourage more activity, and adequate furnishings in high-traffic areas

THE CAMPUS SHOULD BE EASIER TO NAVIGATE

» North Campus needs to be more pedestrian-friendly

» The visitor experience needs to be improved, especially for prospective students and their families

» Parking on South Campus is very difficult on peak days (Tuesdays + Thursdays)

» Parking lots are very visible on campus – need to avoid the feeling of walking through parking lots to get between destinations

Master Plan Drivers

The drivers determine the focus of the master plan, and were derived from the conclusions of the stakeholder interviews. These drivers include the following:

FUTURE OF HIGHER EDUCATION

The master plan should consider emerging trends in higher education, including trends in hybrid and online learning.

DEMOGRAPHICS

Demographic changes and trends in Long Island and the metro area may affect recruitment, and the university will need to identify strategies to maintain enrollment growth.

GROWTH IN STEM

Significant growth in STEM and health sciences has increased pressure on instructional and research lab space, particularly for chemistry, biology, and physics.

COLLABORATION

Informal collaboration and gathering space is needed across campus, to encourage more student-to-student and student-to-faculty interaction.

COMMUNITY BUILDINGS

The university needs to continue to move from a traditional library towards a learning commons model. The Student Center has the opportunity to be a more open, visible, and easily navigable social environment.

FUTURE SITE OPPORTUNITIES

Potential sites for future development need to be considered as growth occurs.

WAYFINDING AND CONNECTIVITY

Campus gateways and wayfinding for first-time visitors and the Hofstra community should be clarified, including better connectivity between North and South Campuses.

The priority projects from each of the overall master plan principles are described on the following pages.

IDENTITY

PROPOSED CALIFORNIA AVENUE GATEWAY

The campus experience is, in part, formed by sense of place and the feeling that you are at Hofstra. It's more than just signage and school colors – like the annual tulip display and the Pinetum, the entire physical environment can express what it means to be at Hofstra.

Hofstra has a strong identity and legacy, with many signature programs and emerging strengths in engineering and science. The university's identity is captured through its signature open spaces like the Pinetum and the quads, from which the rest of campus can take note as Hofstra prepares to more comprehensively spread its brand and increase engagement.

One engagement initiative is to enhance Hofstra branding along Hempstead Turnpike. This highway is the primary route by which people access the campus. Though it separates the North and South Campuses, the university has found a creative solution in the Unispan. The master plan proposes new signage and site elements to make key gateways more recognizable.

The university could also partner with the County to improve the landscaping in the median, which would be another branding opportunity for Hofstra.

The master plan also proposes several signature open spaces and buildings that are additional opportunities to maximize the Hofstra ethos in the physical environment. Signage should also be considered in the future, and could be implemented incrementally.

PROPOSED PROJECTS

Campus Gateway Enhancements

The master plan proposes to add signage and brand elements at the highly visible campus gateways along Hempstead Turnpike at California Avenue and Oak Street. These enhancements will improve the visitor and wayfinding experience, and are integrated with landscape and pedestrian crossing improvements.

INNOVATION

PROPOSED HOFSTRA HALL PLAZA

Hofstra has positioned itself at the forefront of innovation, on multiple fronts. The physical environment can help foster collaboration and interdisciplinary interactions, towards a comprehensive culture of innovation and discovery.

A new culture of collaboration and innovation has emerged on college and university campuses over the past several years: a renewed push towards interdisciplinary projects, active learning in classrooms, and places for informal learning outside of the classroom. Innnovation is facilitated and supported by a multitude of factors, from modern facilities, to partnerships and programming, to spaces for informal collaboration.

The campus has been responding to this change in pedagogy; the master plan includes planned projects that will further enhance the existing innovation infrastructure. Projects include both indoor and outdoor interventions. For example, a re-envisioned Hofstra Hall Plaza (shown above) could energize

this plaza as a gathering space for informal learning at the crossroads of the campus. The Hofstra Hall Plaza, in particular, is integrated with existing collaboration spaces in the Axinn Library.

At the building scale, new business and engineering buildings on the east side of campus will establish a critical mass of interdisciplinary business, science, and engineering thinking, along with new, state-of-the-art facilities. Additional building interventions include collaboration spaces to create a comprehensive network throughout campus, as buildings are renewed.

PROPOSED PROJECTS

Hofstra Hall Plaza

This plaza is re-envisioned as a more welcoming gathering space that can also be programmed.

Business + Engineering Buildings

These new state-of-the-art facilities will create a hub of energy and innovation on the east side of campus.

Collaboration Spaces

These spaces will increase interaction throughout campus.

CONNECTIVITY

PROPOSED CALIFORNIA AVENUE CROSSING

Connectivity refers to the cohesion of academic, residential, and student life destinations. It's not just about the physical realm - the more connected a campus is, the more potential there is for students, faculty, and staff to collaborate.

Moving around the campus easily and comfortably is critical. The Hofstra campus is walkable, but is bisected by major roads that are not always pedestrian-friendly; limiting full engagement in the campus and the community. Improved connectivity would shorten perceived distances between destinations, increase engagement, and reduce time spent looking for parking in congested areas of campus. Efficient mobility helps ensure a vibrant academic setting, where connectivity and community transcend physical boundaries.

Any initiatives related to mobility and connectivity should be integrated with program and land use projects. The Scoot Shuttle – currently under review – is an express shuttle

intended to link high-activity destinations on North and South Campuses more directly, along California Avenue/Hofstra Boulevard.

A series of streetscape and traffic-calming improvements will enhance the pedestrian experience while crossing California Avenue, Oak Street, and Hempstead Turnpike. Associated landscape improvements will enhance these crossings aesthetically. Improvements to parking lots will also be implemented over time, to accommodate new buildings, as well as to create more attractive edges and better pedestrian connections between parking lots and buildings.

PROPOSED PROJECTS

Scoot Shuttle

This express shuttle could improve connectivity between North and South Campuses.

Pedestrian Crossing Improvements

Improving key crossings could enhance the pedestrian experience and encourage movement between campus districts.

Parking Lot Improvements

Improvements will support new buildings and wayfinding.

COMMUNITY

PROPOSED STUDENT CENTER NORTH PLAZA

An institution's people are just as important as its programs. Bringing people together drives innovation and engagement, and the master plan can support this goal by creating more spaces in key locations for people to mix and interact.

Hofstra is an institution that is committed to diversity as a building block of community. Bringing diverse groups together creates a common understanding and an environment where people can interact and exchange ideas. The physical environment provides crucial support to the way in which people interact, and the way they are welcomed into the campus. The university has commenced the transformation of community spaces across the campus, with strategic renovations to key buildings: the Axinn Library, the Student Center, and Memorial Hall.

The Student Center is the heart of the community and could function more fully as a locus for engagement, both formal and

informal. The master plan envisions a complex that engages students both inside the building as well as in the plazas adjacent to the building. Improvements to the plazas on the north and east sides of the building will welcome people into the building and extend its boundary into the outdoor campus landscape. Improvements to the interior of the building will create more community spaces on the ground floor, and open up the rest of the building to make it more welcoming, and easier to navigate. In addition to the Student Center, proposed collaboration spaces throughout campus will create more opportunities for students, faculty, and staff to encounter each other, increasing the potential for exchange and dialogue.

PROPOSED PROJECTS

Student Center North Plaza

The expansion of this plaza will include new paving, plantings, and furnishings to welcome students, faculty, and staff into the Student Center, as well as to provide an outdoor space for programming and events.

Student Center Improvements

Incremental improvements to the Student Center will transform it into a more open and welcoming living room for the Hofstra community, indoors and out.

Proposed Projects

The master plan provides a framework for implementing a variety of building and site projects over an extended period of time. The key projects identified in the plan, both short and long-term, are as follows:

Major Projects

1. New Business Building
2. New Engineering Building
3. School of Communication Addition
4. Future Residence Hall
5. Health Sciences Complex
6. Health Sciences Plaza
7. North Campus Lawn
8. Student Center North Plaza
9. Hofstra Hall Plaza
10. California Avenue Gateway
11. Oak Street Gateway
12. Admissions Welcome Plaza
13. Circle Road Gateway
14. Business, Science + Engineering Quad
15. New Parking Lot
16. Soccer Stadium
17. Scoot Shuttle


CHARLES LINDBERGH BOULEVARD
COLONIAL DRIVE
DOME ROAD
OVINGTON BOULEVARD
HOFSTRA NORTHERN BOULEVARD
MACK SPORTS & EXHIB. COMPLEX
16
5
6
SCHOOL OF MEDICINE
7
4
HOFSTRA BLVD
8
HEMPSTEAD TURNPIKE
MACK STUDENT CENTER
10
SHUART STADIUM
UNIONDALE AVENUE
AXINN LIBRARY
9
12
11
CALIFORNIA AVENUE
CV STARR
15
HOLLAND HOUSE ROAD
CALKINS
14
1
2
3
SCHOOL OF LAW

2 planning background

The planning background is comprised of the key issues and physical conditions that drive and impact the master plan. The existing conditions range from internal to external, physical to demographic, and fixed to temporal; however, they all impact the physical environment and how students, faculty, and staff experience the campus. For Hofstra, the planning background revolves around three major areas of focus: the physical land use, landscape, and mobility context; and the classroom context that impacts educational development.

Regional Context

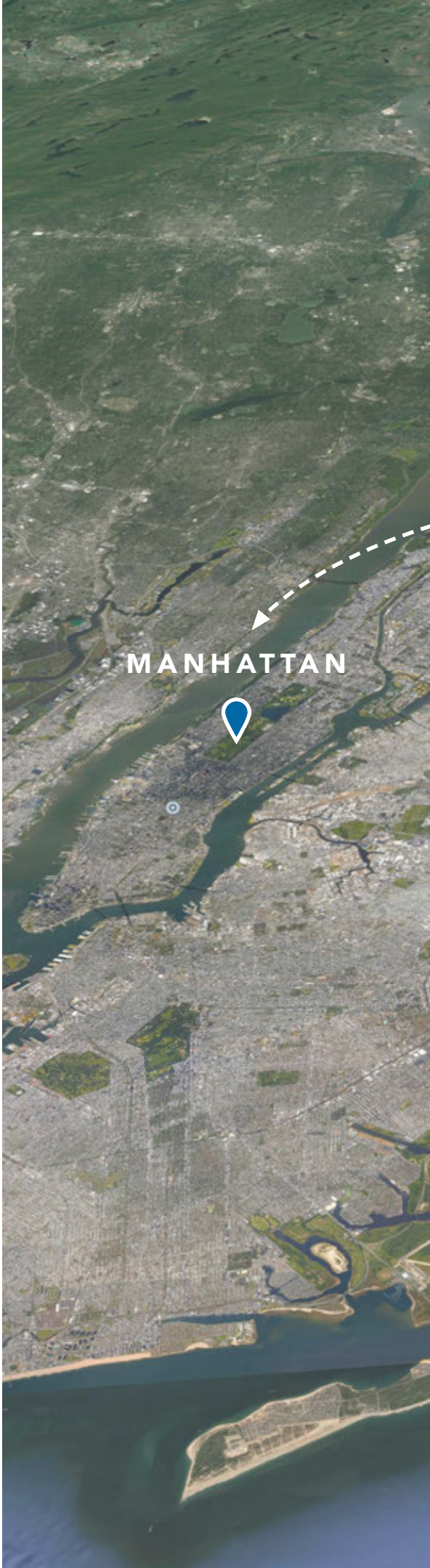
Introduction

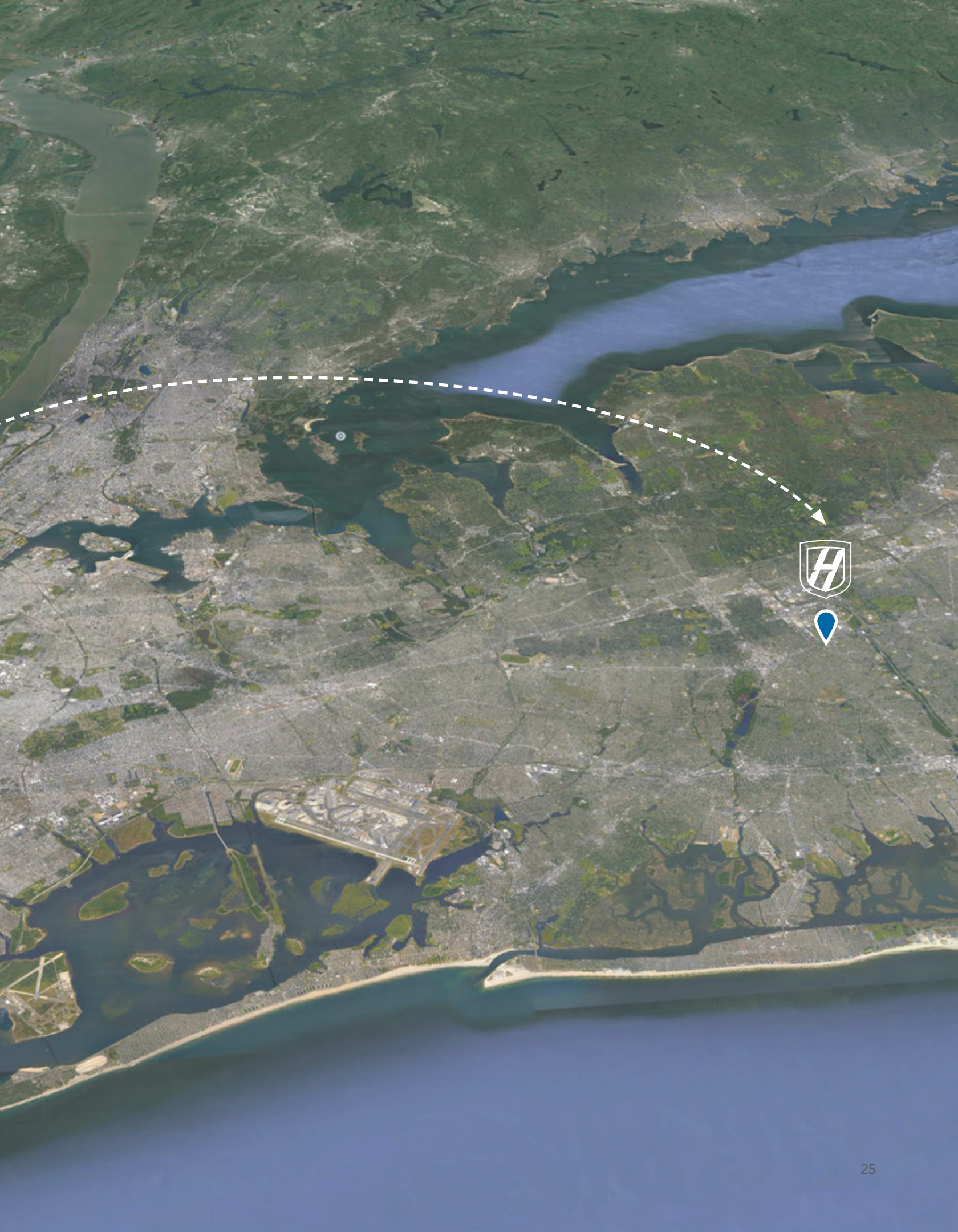
Hofstra's location puts the university in close proximity to the economic and cultural engine of the United States' largest city. While the university draws students from around the world, it still attracts many students from the New York area, which is a highly competitive environment for institutions of higher education. Demographic trends from New York and the Northeast impact all of these institutions.

This section provides an understanding of potential challenges and opportunities for Hofstra, based on external factors. Components of the regional context include:

» Peer institution context

» Local context





02 Planning Background

REGIONAL CONTEXT

New York City and Long Island offer wealth of educational options; the Northeast region, in general, boasts a rich educational environment. Hofstra competes with private and public institutions in New York State, across the Northeast, and around the globe.

National growth in STEM programs and enrollment has made institutions' offerings in these fields ever more crucial. Institutions are competing not only for students, but also for faculty. Heeding this trend, Hofstra recently established its Fred Dematteis School of Engineering and Applied Science, which is distinguished by its programs to connect students to internships and co-op programs. The university is in the process of transitioning from an institution focused on instruction, to an institution with a higher research profile. This transition will transform the type of students and faculty that the university recruits.

LOCAL CONTEXT

Many students from New York State travel to campus each day from around Long Island, and from as far as Westchester County, NY.

Although many undergraduates live on campus today, many of Hofstra's commuter students live with their families, saving themselves the cost of living on campus. These commuter students present a challenge to any institution; since they spend less time on campus, the university has less time in which to keep them fully engaged in the campus community and programming. Commuter students who find themselves disengaged are less likely to graduate, or may eventually choose to finish their education with another local institution.

FIGURE 2.3

NEW YORK STATE AND LONG ISLAND STUDENTS HAVE A WIDE RANGE OF EDUCATIONAL OPTIONS

Keeping students engaged is partially dependent on the physical environment: teaching facilities, but also community-building facilities. An active campus environment translates directly to the increased engagement and retention. Another important consideration is that as out-of-state and international student enrollment continues to increase, so will the demand for on-campus housing.

In order to maintain a diverse and increasing student body in the face of changing demographics, Hofstra will need to employ a combination of progammatic and physical strategies.

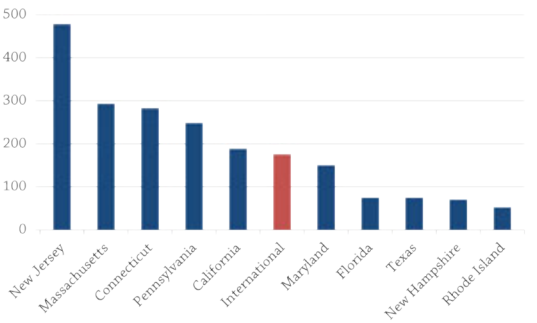


FIGURE 2.4

OUT-OF-STATE ENROLLMENT BY STATE

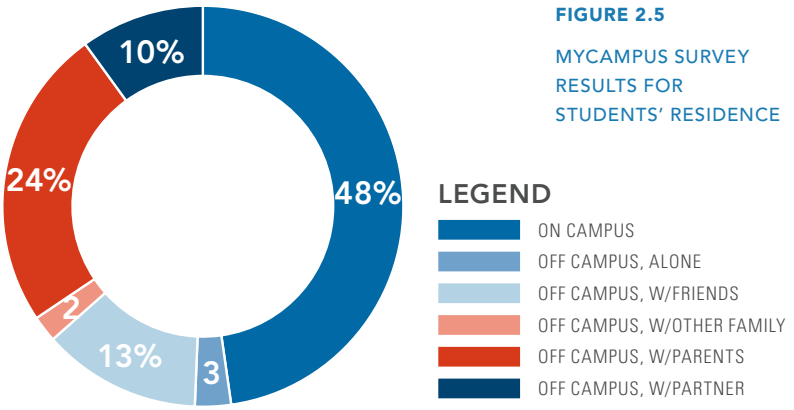


FIGURE 2.5

MYCAMPUS SURVEY RESULTS FOR STUDENTS' RESIDENCE

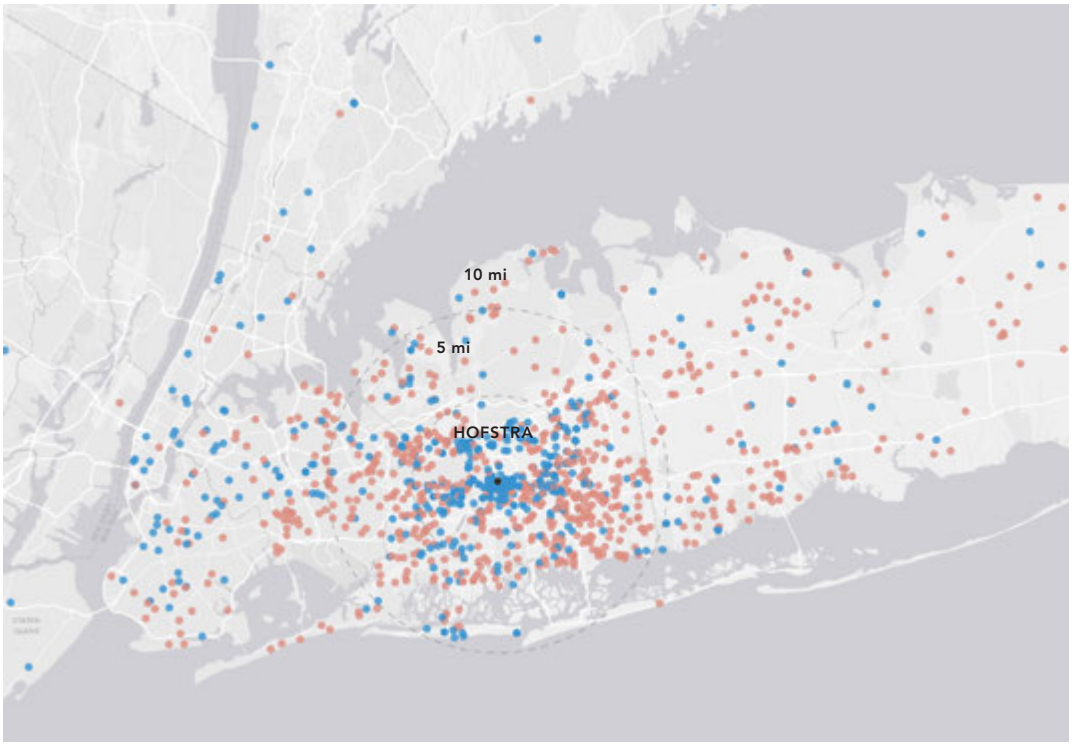


FIGURE 2.6

STUDENTS COMMUTE TO HOFSTRA FROM ALL OVER LONG ISLAND AND NEW YORK CITY

Physical Context

Introduction

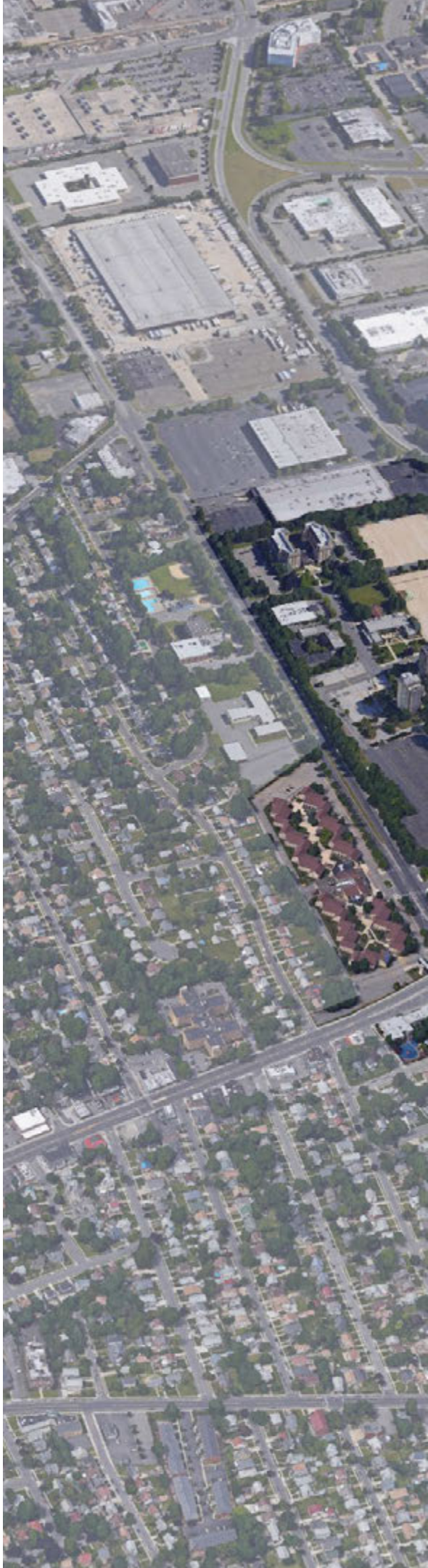
Hofstra's 244-acre campus represents the academic and social home for nearly 11,000 students and over 2,500 faculty and staff. An understanding of the physical context of the campus, including the way that the Hofstra community uses and moves through the space, is derived from interviews and data sharing with faculty, staff, and student groups, as well as from on-campus observations and the results of the MyCampus online survey (MyCampus is a graphic online survey that was completed by the Hofstra community). This physical context, in combination with the university's operational context, comprises a foundation for the master plan. Opportunities and challenges revealed by the analysis of campus organization and development, mobility needs, and future growth all inform the master plan vision and principles, as well as future decision-making.

The analyses in this section establish existing conditions for Hofstra University; their conclusions reveal opportunities to improve the physical environment at Hofstra and consequently, the student experience. Components of the analysis include:

» **Land Use:** Campus land use patterns and classroom utilization

» **Landscape:** Open space network and landscape features

» **Mobility:** Vehicular network, transit networks, and pedestrian/bicycle networks



Existing Land Use Patterns

Historical campus land acquisition and development has generated a unique land use pattern in which the majority of the academic core is located on the South Campus – the oldest part of the campus. With the acquisition of the Mitchel Air Field in the 1960s, the campus expanded to the north. This expansion coincided with an effort to enhance the Hofstra experience with the addition of residential facilities on the North Campus.

ACADEMIC FACILITIES

Academic facilities are concentrated on the compact South Campus, with a growing cluster of science buildings on the adjacent East Campus. The Schools of Business, Medicine, Education, Law, Communication, and Engineering and Applied Science are each consolidated in a single building (the latter in two adjacent buildings). The Hofstra College of Liberal Arts and Sciences (HCLAS) is distributed throughout the South Campus. Academic facilities expanded to the North Campus in 2011 with the addition of the Hofstra/Northwell School of Medicine.

LEGEND

- LIBRARY
- RESIDENTIAL
- ACADEMIC/RESEARCH
- MAJOR CLASSROOM HUB
- STUDENT LIFE
- CULTURAL
- ATHLETICS/RECREATION
- SUPPORT
- BUILT SINCE 2000
- RENOVATED SINCE 2000


CHARLES LINDBERGH BOULEVARD
COLONIAL SQUARE
COLONIAL DRIVE
HOFSTRA NORTHERN BOULEVARD
MACK SPORTS & EXHIBITION CENTER
OVINGTON BOULEVARD
HIGH RISES
SCHOOL OF MEDICINE
SPORTS BUBBLE
HOFSTRA BLVD
STUDENT CENTER
HEMPSTEAD TURNPIKE
SHUART STADIUM
UNIONDALE AVENUE
AXINN LIBRARY
CALIFORNIA AVENUE
CV STARR
HOLLAND HOUSE ROAD
WEED
ADAMS
SCHOOL OF COMM.
SCHOOL OF LAW

AXINN LIBRARY

The Axinn Library is an iconic high-rise building that is highly visible from Hempstead Turnpike. Consistent with trends in libraries across the country, Axinn has many volumes that have not circulated in the past decade. Remote storage of some library collections would allow stack space to be repurposed for study space, which is in high demand. The renovations of the second floor and lower level study areas, and the 24/7 Hammer Lab have been very successful. The conversion of stack space to study space is limited by building systems (elevators, etc).

The Axinn Library now houses some of the most desirable collaboration and study spaces on campus. The quality of the space and the 24-hour nature of the Hammer Lab should be the standard for future building projects on campus. In the MyCampus survey, many students pointed to Axinn as the heart of their academic life on campus. In general, the Hofstra community would be well served by ongoing increases in programmatic and physical transparency in Axinn.

WELLER HALL

Weller Hall houses offices and computer labs for the School of Business; the school also has business classrooms in C.V. Starr across California Avenue. The building structural grid is not suitable for classrooms, and the current office layout includes offices in the interior that lack natural light. Office sizes vary significantly. A new business building is being planned for the school; Weller can then be renovated and repurposed, or demolished and replaced with green space.

WEED + ADAMS HALLS

Weed and Adams Halls were recently renovated to accommodate the growing Engineering program. The renovations have been very well received, although Engineering would benefit from being on East Campus, closer to frequent collaborators in Physics, Business, and the sciences. The Hofstra Center for Innovation was created in 2015, with the goal of creating partnerships in which faculty and students can collaborate with industry professionals on relevant technical problems, and will be allocated space on East Campus. Planning is underway for a new building for Engineering on the East Campus, which will allow Weed and Adams Hall to be repurposed.

MEMORIAL HALL

Memorial Hall houses various student services, including advising, financial services, financial aid, academic records, and student accounts. The main level of the building also houses the Bits and Bytes dining venue, and a lounge for commuter students. The building is somewhat difficult to navigate, and parts are in need of renovation. With its convenient central location overlooking the quad, Memorial Hall has potential to be a more active environment.

HOFSTRA HALL

Historic Hofstra Hall – the first campus building – helps define the physical center of South Campus. The need to limit wear and tear on the historic building precludes a high-intensity use for the building. As such, current building use is confined to school administrative offices.

PHILLIPS HALL

Phillips Hall enjoys a prime location on campus directly south of the Axinn Library. It currently houses administrative offices, but could adopt a more active use with classrooms, collaboration spaces, etc.

SCHOOL OF COMMUNICATION

The School of Communication program and facilities are a major draw for prospective Hofstra students. Labs in this building have been renovated as technology advances have emerged, in order to keep the program current and competitive. Some rooms, such as the video editing suite and the equipment room, would benefit from additional space.

There is a pressing need for additional study and lounge space that will help facilitate collaboration and faculty-student interactions. Students are often in the building late for classwork or co-curricular activities, but currently do not have any community spaces. In the long term, the building will also have to address the location of a large dance studio, as well as consider how transparency would allow passersby to view activity or work displayed inside.

SPACE NEEDS

Growth in STEM programs is driving space needs on campus. In particular, math and science departments are impacted, as they teach service courses to both science and engineering majors. Enrollment growth in these areas has resulted in a need for both lab class sections as well as faculty to teach them. This growth has also impacted office space. Chemistry and Physics are both housed in Berliner Hall, but growth has consumed all available space in the building. Continued growth will require one of these departments to be relocated from the building. The School of Graduate Nursing and Physician Assistant Studies continues to grow, and additional space will be required.

The Hofstra College of Liberal Arts and Sciences (HCLAS) has twenty departments housed across thirteen buildings throughout South Campus. The departments of the college do not all require immediate adjacency, but the college lacks a center of gravity for administration, student resources, and both faculty and student collaboration.

As on any university campus, buildings must go through regular cycles of renewal or be demolished at the end of their useful lives. There are various buildings at Hoftstra for which deferred maintenance needs to be addressed, or for which replacement should be considered. These buildings include: Heger Hall, the Gallon Wing, Hofstra Dome, Memorial Hall, Weller Hall, the School of Law, and Phillips Hall.

ARMY PROPERTY (NEW OAK STREET CENTER)

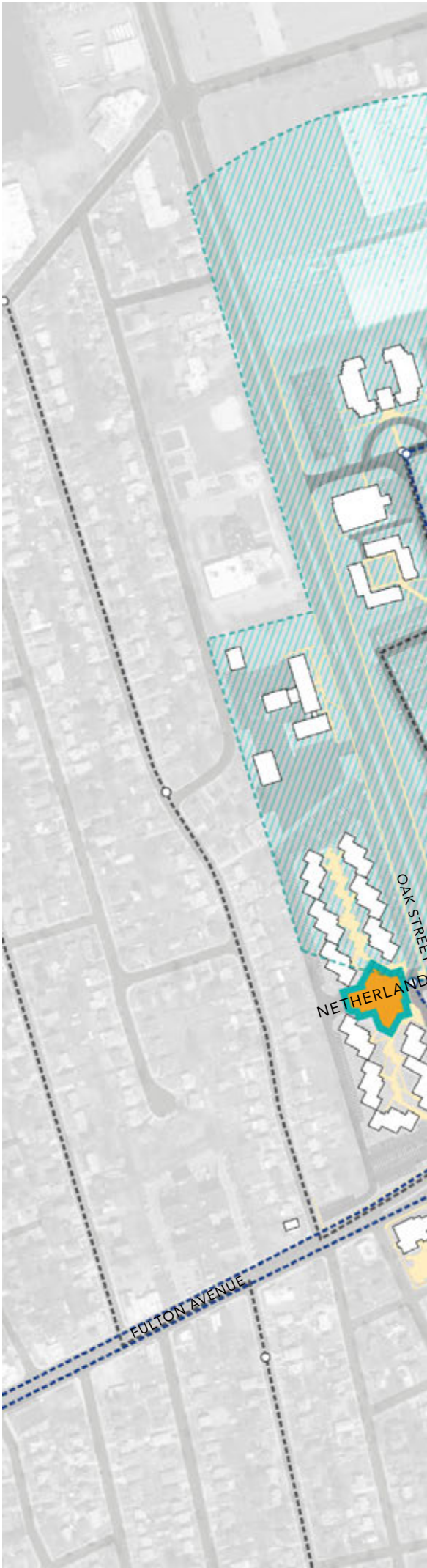
The recently acquired Army property, located north of the Netherlands residence hall has been fully renovated. The new Oak Street Center is home to Continuing Education, ROTC, and the National Center for Suburban Studies.

Existing Student Life

Student life revolves around the Student Center and the Axinn Library, connected across Hempstead Turnpike by the Unispan. In addition to these two buildings, the Academic Quad outside Memorial Hall and the Calkins Quad are popular during the warmer months. In the MyCampus survey, students responded that the campus lacks a true "living room" where they can gather and socialize, although they do use the game room, movie theater, and lower level in the Student Center. Students with cars socialize in nearby restaurants and off campus venues.

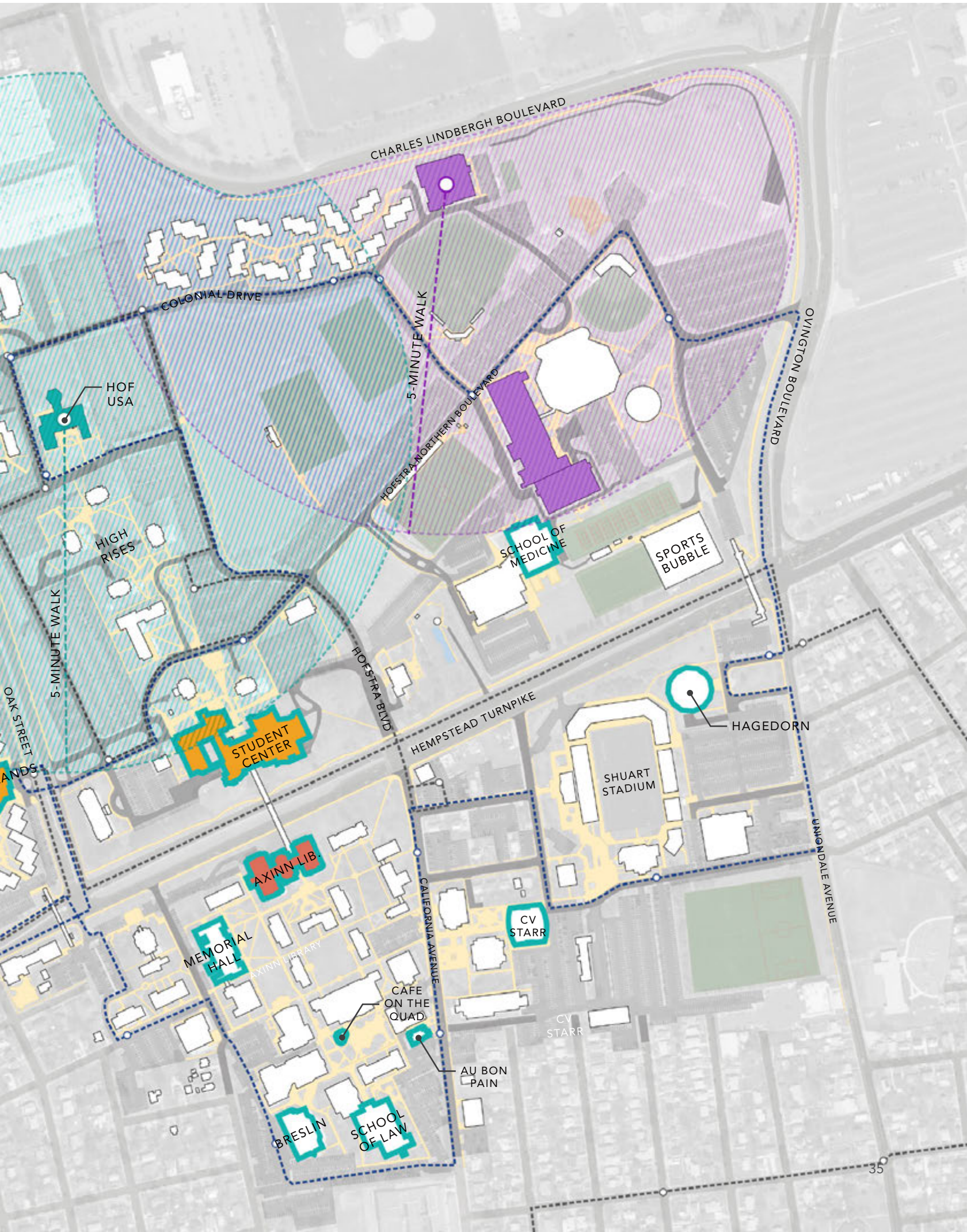
The MyCampus survey results indicate that resident students are most likely to study in the Axinn Library and their residence halls, while commuter students are more likely to study in the Student Center and their respective department buildings. Students like the 24/7 access to the Hammer Lab, and would like more similar spaces, especially ones with designated quiet study areas.

Both the MyCampus responses and stakeholder interviews revealed a need for spaces on campus to 'hang out' and collaborate. Commuter students also noted that they rarely come to campus on weekends due to a perceived lack of events. There was also a desire for a more expansive quad for informal recreation, with furniture to make outdoor spaces more welcoming.



LEGEND

- 24-HOUR DINING VENUE
- OTHER DINING VENUE
- RECREATION FACILITY
- STUDENT LIFE
- LIBRARY


CHARLES LINDBERGH BOULEVARD
COLONIAL DRIVE
5-MINUTE WALK
HOFSTRA NORTHERN BOULEVARD
OVINGTON BOULEVARD
HOF USA
HIGH RISES
5-MINUTE WALK
SCHOOL OF MEDICINE
SPORTS BUBBLE
OAK STREET
HOFSTRA BLVD
HEMPSTEAD TURNPIKE
STUDENT CENTER
HAGEDORN
SHUART STADIUM
AXINN LIB.
CALIFORNIA AVENUE
UNIONDALE AVENUE
CV STARR
MEMORIAL HALL
AXINN LIBRARY
CAFE ON THE QUAD
CV STARR
AU BON PAIN
BRESLIN
SCHOOL OF LAW
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RESIDENTIAL LIFE

Residential life at Hofstra takes place entirely on the North Campus. Residential housing provides a total of 3,500 beds in Townhouse suites, high rise towers, and other residence halls.

The university continues to address renewal and deferred maintenance in the residence halls. The incremental nature of renewal means that quality can vary across the residence halls.

The legacy of the former use of the North Campus as an airfield is apparent in the way that the campus has been developed over time. Rather than excavate the reinforced concrete of the former runways – a costly endeavor – the university has instead chosen to develop the campus around the runways. The resulting campus is dispersed; Colonial Square and Nassau Suffolk, in particular, feel distant from the campus core, although the Student Center is walkable from the northern edge of campus. The lack of a pedestrian-scaled environment along that walk, which cuts through multiple parking lots, makes the distance feel longer.

Freshmen who live on campus generally live in the Netherlands residence hall, or in Stuyvesant Hall across the street. Students eat in the shared dining hall in the Netherlands. These facilities create strong bonds within the cohort, and is reinforced by freshman academic classes that are held in the Netherlands.

ATHLETICS + RECREATION

Athletics and recreation spaces are clustered on the northeast side of the North Campus. Recreation fields are relatively centrally located in proximity to the residence halls, while athletics competition fields are located further out, with the PE & Swim Center and the Exhibition and Sports Center. The Fitness Center is located on the northern edge of campus, adjacent to the Colonial Square residential facility, which limits its use by students despite a recent renovation that added fitness and multi-purpose space.

Athletes often prefer to live in Colonial Square, for its proximity to the training facilities and fields.

STUDENT CENTER

The Student Center is a major student life complex that collects many different student functions. The main dining facility is located in the building, along with the bookstore, post office, Starbucks, Student Affairs offices, student organization offices, an auditorium, meeting and multi-purpose rooms, the lower level lounge, a game room, commuter lounge area, and other administrative support units. The recently renovated multi-purpose room on the west side of the building is a very successful space, serving flexible needs well and accommodating formal events.

The following issues were observed and expressed in stakeholder interviews:

» Layout of the building is confusing and lacks signage directing users to student services or even basic building functions

FIGURE 2.7

STUDENT CENTER ATRIUM, LOOKING SOUTH TOWARDS THE UNISPAN

» Bookstore occupies two floors, including a high-traffic space on the ground floor

» Lack of interfaith space, which has been an issue but is being addresssed with the proposed lower level renovation project

» Lower level and upper mezzanine are underutilized and difficult to access

» Lack of connection to the outdoors

The corridor leading from the entrance of the Student Center to the Unispan is the primary north-south pedestrian axis for the campus. The corridor is used constantly throughout the day as a pedestrian connection. The Unispan leads into an atrium space in the Student Center that is used for student programming, but is drafty in winter. TD Bank occupies prime frontage on this corridor, as does the bookstore.

DINING

Students, faculty, and staff all pointed to a desire for improved quality of dining options. The university is negotiating a new dining contract to incorporate future dining changes into new dining concepts and renovations.

Existing Campus Landscape

Hofstra's campus was recognized as an arboretum in 1985 by the American Public Gardens Association. The campus has more than 12,000 evergreen and dediduous trees ranging across 625 species and varieties. The majority of mature trees are located on the South Campus, which is the oldest part of the campus. Hofstra is also known for its annual display of tulips across campus, a nod to its Dutch heritage.

Hofstra's campus precincts each have a distinct landscape character: the South Campus, with its traditional and compact network of quads; the North Campus, with its residence halls and recreational fields; and the East Campus, with its larger scale plazas. These landscape precincts are further defined by unique landscape features, including the Pinetum, the bird sancutary, the recreational fields, the C.V. Starr labyrinth, and a robust collection of public art. Landscapes around campus double as gathering spaces with the incorporation of outdoor furniture and seat walls.

NORTH CAMPUS

The North Campus is characterized by its residence high rise towers and legacy as a former airfield. A large area of the campus is occupied by recreational fields and the former

LEGEND

- ACTIVE
- PASSIVE
- ATHLETICS + RECREATION
- PERIPHERAL
- SURFACE PARKING

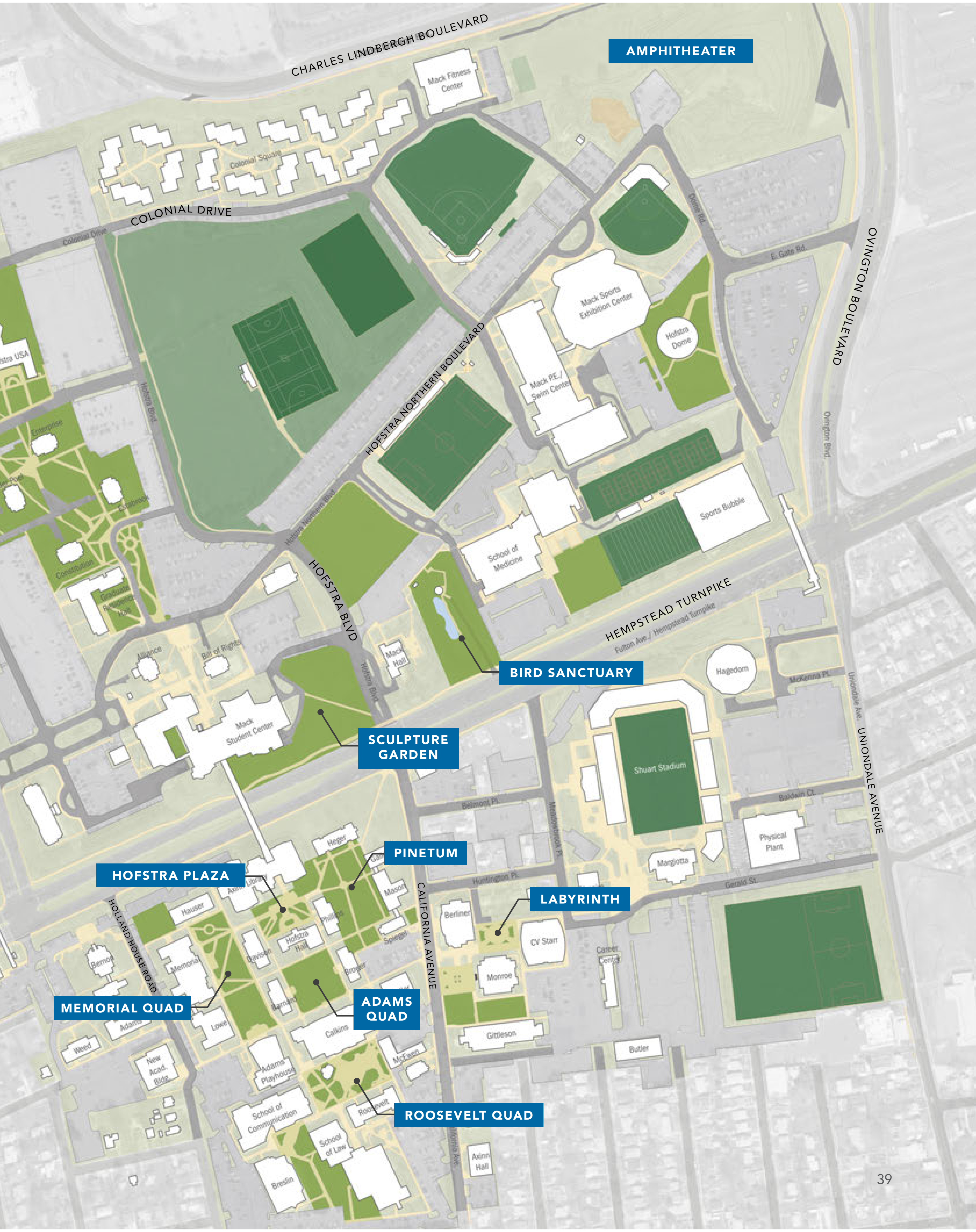

AMPHITHEATER
CHARLES LINDBERGH BOULEVARD
Mack Fitness Center
Colonial Square
COLONIAL DRIVE
Colonial Drive
Dome Rd.
E. Gate Rd.
OVINGTON BOULEVARD
Ovington Blvd.
Mack Sports Exhibition Center
Hofstra Dome
HOFSTRA NORTHERN BOULEVARD
Hofstra Northern Blvd
Mack P.E./ Swim Center
Hofstra Blvd
Enterprise
Eastbrook
Constitution
Sports Bubble
School of Medicine
HOFSTRA BLVD
HEMPSTEAD TURNPIKE
Fulton Ave./ Hempstead Turnpike
Alliance
Bill of Rights
Mack Hall
BIRD SANCTUARY
Hagedorn
McKenna Pl.
Uniondale Ave.
Mack Student Center
SCULPTURE GARDEN
Shuart Stadium
UNIONDALE AVENUE
Baldwin Ct.
Belmont Pl.
Meadowbrook Pl.
Physical Plant
Heger
PINETUM
Margiotta
HOFSTRA PLAZA
Huntington Pl.
Gerald St.
HOLLAND HOUSE ROAD
Hauser
Mason
CALIFORNIA AVENUE
LABYRINTH
Berliner
CV Starr
Phillips
Hofstra Hall
Davison
Spiegel
Career Center
Memorial
Brower
Monroe
MEMORIAL QUAD
ADAMS QUAD
Barnard
Lowe
Adams
Calkins
Gittleson
Weed
New Acad. Bldg.
Adams Playhouse
McEwen
Butler
School of Communication
Roosevelt
ROOSEVELT QUAD
School of Law
Axinn Hall
California Ave.
Breslin

FIGURE 2.8

NORTHERN ENTRY PLAZA TO THE STUDENT CENTER (LEFT)

FIGURE 2.9

HOFSTRA HALL PLAZA CONNECTS AXINN LIBRARY TO THE REST OF SOUTH CAMPUS (RIGHT)

runways have been repurposed for surface parking. The university has recently improved the primary pedestrian pathway between the high rise residential towers and the Student Center, and would support a signature open space for gathering and events.

North Campus has a variety of green spaces. The open space between the four northern high rise residence halls provides a shaded seating area, but which functions as a walkway more than a gathering space. The bird sanctuary and sculpture garden east of the Student Center are visited with some frequency by campus visitors.

The parking lots on North Campus, currently uninterrupted pavement, would benefit from shading and sidewalks.

North Campus is the home base for all resident students, who would take advantage of additional informal outdoor spaces for casual recreation and relaxation. The Netherlands and Stuyvesant residence halls, where the freshmen are housed, would be enhanced by high quality outdoor spaces.

SOUTH CAMPUS

The South Campus has the feel of a traditional collegiate campus, with buildings sited around quads that serve as both ceremonial and gathering spaces. South Campus has two major academic quads: Memorial and Adams Quads. These quads are lined by trees and buildings, and the university sets out adirondack chairs on the quads in temperate weather.

Hofstra Hall Plaza is the heart of the South Campus. This plaza connects all pedestrians coming from the north through the Axinn Library to the rest of the South Campus. Highly trafficked and well loved, Hofstra Hall Plaza can become a more welcoming and well utilized space. The plaza could both emphasize Hofstra Hall coming into view upon exiting Axinn Library, showcasing the building's heritage, as well as provide moments of rest where passersby would stop and linger. The latter would be further encouraged through redesign to better accommodate programming and events.

For events, the university also has the Roosevelt Quad, a paved plaza between Calkins and Roosevelt Halls. The plaza is outfitted with the infrastructure for a large event tent, and is used throughout the year. The quad is also populated with picnic tables scattered around the edge, which are optimal for events. Accordingly, the quad often lacks activity when events are not being hosted, while the trees, planters, and seating wall along the southern edge of the quad limit the points at which pedestrians can enter the space from the adjacent sidewalk. The Roosevelt Quad's desirable location along the main pedestrian axis to East Campus from Breslin, however, presents opportunities for quad and surrounding building improvements that would build upon the existing strategies to activate the space.

The South Campus is also home to the Pinetum, a special landscape that has been dedicated to different varieties of conifer trees. The Pinetum offers a respite from the bustle of everyday campus life with its 110 varieties of conifers, which are fairly densely planted and create an atmosphere of quiet contemplation.

FIGURE 2.10

THE LABYRINTH, ADJACENT TO C.V. STARR

The South Campus boasts numerous nooks for students to enjoy the outdoor environment, with seating and seat walls adjacent to buildings and open spaces.

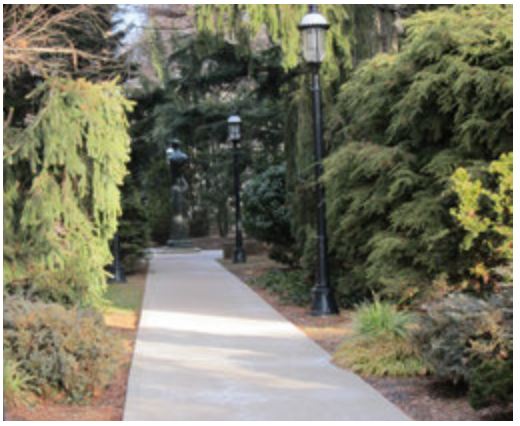


FIGURE 2.11

THE PINETUM FEATURES OVER 110 VARIETIES OF CONIFERS

EAST CAMPUS

Open spaces on East Campus are not cohesive, a result of the development of this campus district over time. Most of the campus' open space is located between the academic buildings on California Avenue, while the Public Safety Center, Shuart Stadium, Hagedorn Hall, Butler Annex, and Career Services building have their own separate landscape treatments. In the plaza area along California Avenue at Gittleson Hall, the grading of the berms creates a visual and physical barrier that can hinder pedestrians from passing through the area. The plaza immediately west of Monroe Hall is an excellent opportunity to redefine the landscape on East Campus, especially as the new business school building is built in the vicinity. Plans are underway to implement site furnishings, additional vegetation, and shade to make the plaza more welcoming to students, faculty, and staff. The Labyrinth is a high quality plaza in East Campus; attractively vegetated and connected seamlessly to the adjacent C.V. Starr.

East Campus is the most likely location for academic growth, and will need the landscape to support new buildings planned for the next few years.

PARKING LOTS

Hofstra's parking lots are typically the least vegetated areas of campus in order to maximize parking capacity. This is especially true on South Campus, where parking demand is highest. As a result, many buildings lead into parking lots. Without vegetation many of the larger parking lots feel very large, prompting questions about how landscaping tactics might best guide pedestrians through lots.

WAYFINDING + CHARACTER

Wayfinding to buildings around campus has largely been addressed with the new signs outside of the buildings. However, signage at parking lots can be confusing due to the way that the parking lots are numbered; some lots have the same number. Similarly, many open spaces on campus do not have formal names. Naming the campus landscapes would potentially brand them as campus destinations and allow for better wayfinding, and can also be a donor opportunity. Signage inside buildings reflects the time at which they were built or renovated.

FIGURE 2.12

PATHWAYS THROUGHOUT THE SOUTH CAMPUS ARE LINED WITH TREES AND VEGETATION

Outdoor furniture generally lacks a consistent style across campus. For instance, North Campus has minimal outdoor seating options in comparison to the rest of campus. Site furniture across campus is comprised of benches oriented parallel to pathways, which encourage observation rather than interaction. Since the character of site furniture can help or hinder community bonding, there is a lot of potential to employ specific furnishing styles and arrangements to activate open spaces.

The North Campus is separated from the South and East Campuses by Hempstead Turnpike. For the length of the North Campus boundary, Hempstead Turnpike spans three to five lanes on either side, and is lined with light poles that bear blue and yellow Hofstra banners.

Existing Public Art

Outdoor sculpture at Hofstra is an integral part of the educational and research mission of the university. It provides visual enjoyment and excitement for members of the university community and visitors. Sculptures around campus help create distinct identities for different outdoor spaces and provide focal points for gathering and wayfinding.

Most of the public art at Hofstra is concentrated on the South Campus, particularly in the quads. Traditonal quads are enhanced by both traditional and modern sculptures. The North Campus employs sculpture as navigational landmarks at campus gateways – for example, *Group of Bears* along Hofstra Boulevard. The open space to the east of the Student Center also has sculptures installed in it, but is not frequently trafficked due to the lack of pedestrian paths.

The campus has many opportunities for further installations of public art, at building entrances, in quads, and at other landmarks and destinations. Sculptures also offer passersby additional opportunities for engaging with the campus environment, and sculptures that can be inhabited or interacted with are another consideration for the university.

LEGEND

PUBLIC ART

BUILDING


CHARLES LINDBERGH BOULEVARD
COLONIAL SQUARE
COLONIAL DRIVE
HOFSTRA NORTHERN BOULEVARD
MACK SPORTS & EXHIBITION CENTER
OVINGTON BOULEVARD
HIGH RISES
SCHOOL OF MEDICINE
SPORTS BUBBLE
HOFSTRA BLVD
HEMPSTEAD TURNPIKE
STUDENT CENTER
SHUART STADIUM
UNIONDALE AVENUE
AXINN LIBRARY
CALIFORNIA AVENUE
CV STARR
HOLLAND HOUSE ROAD
CALKINS
SCHOOL OF COMM.
SCHOOL OF LAW

Existing Pedestrian Network

Primary pedestrian routes for resident students include the north-south spine connecting South Campus to North Campus residence halls, and the east-west spine connecting academic buildings on the South and East Campuses. Secondary pedestrian routes include most pathways on the South Campus, as well as the paths between the Student Center and the Fitness Center, the Student Center and the Netherlands; and the Netherlands and South Campus.

Commuter student, faculty and staff pedestrian routes are primarily concentrated on the South Campus, extending over the Unispan to the Student Center. Pedestrian routes to the East Campus are primarily used by commuter student population and students, faculty and staff from the Schools of Education, Business, Health Sciences and Law, based on office and parking lot locations.

Students generally perceive the distances between the North and South Campuses to be quite long. However, analysis of the actual distances reveals that much of the North and East Campuses are within a 5-minute walking distance of the South Campus. Perceived distances are longer because the North and East Campuses are optimized for vehicles. For example, North Campus' surface parking lots surround pedestrian routes, and make distances feel longer.

LEGEND

- BUILDING ENTRANCE
- PRIMARY PEDESTRIAN PATHWAY
- SECONDARY PEDESTRIAN PATHWAY
- TERTIARY PEDESTRIAN PATHWAY
- PEDESTRIAN NETWORK


CHARLES LINDBERGH BOULEVARD
COLONIAL SQUARE
COLONIAL DRIVE
MACK SPORTS & EXHIBITION CENTER
OVINGTON BOULEVARD
HOFSTRA NORTHERN BOULEVARD
HIGH RISES
SCHOOL OF MEDICINE
SPORTS BUBBLE
HOFSTRA BLVD
HEMPSTEAD TURNPIKE
STUDENT CENTER
SHUART STADIUM
UNIONDALE AVENUE
AXINN LIBRARY
CALIFORNIA AVENUE
CV STARR
CALKINS
SCHOOL OF COMM.
SCHOOL OF LAW

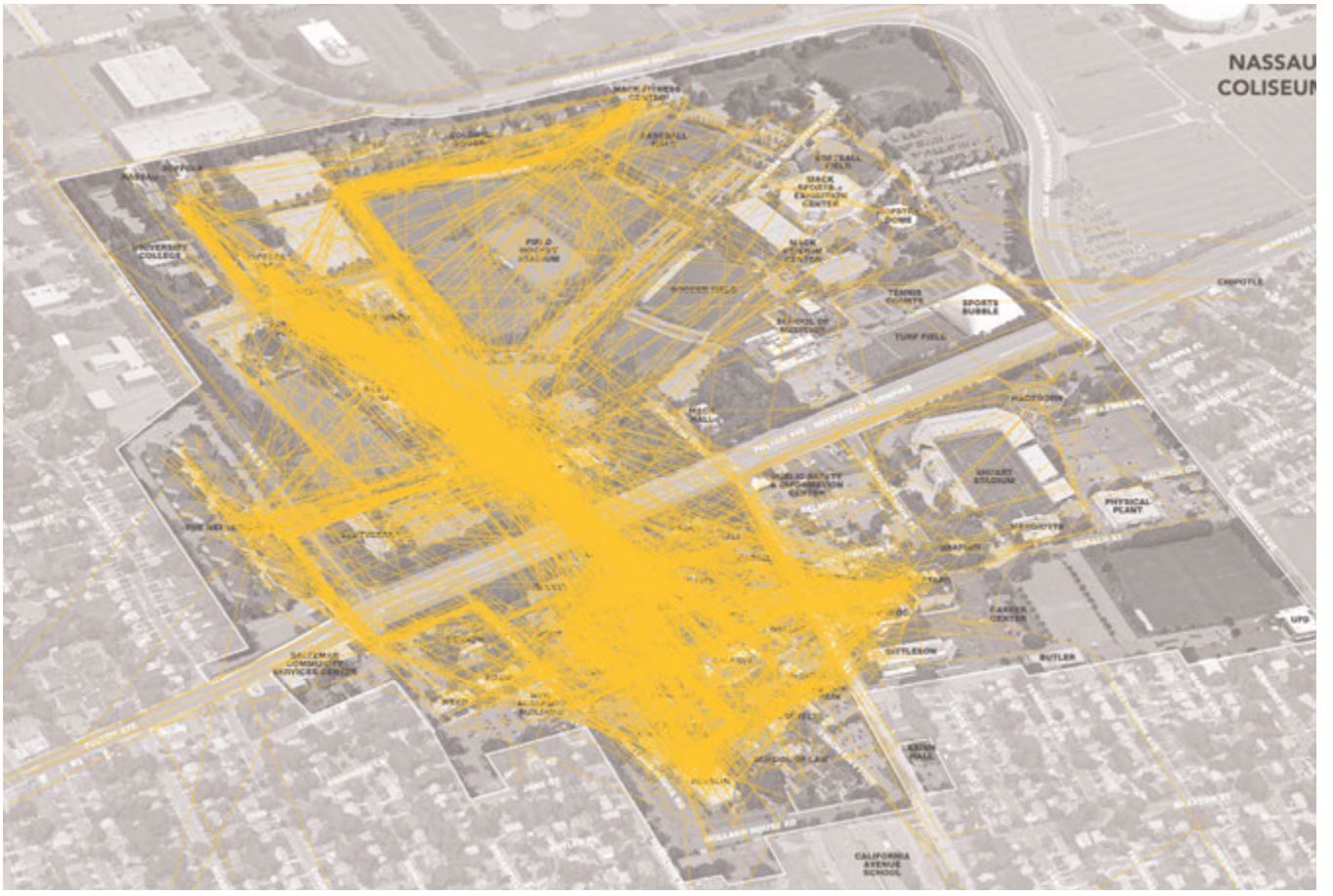
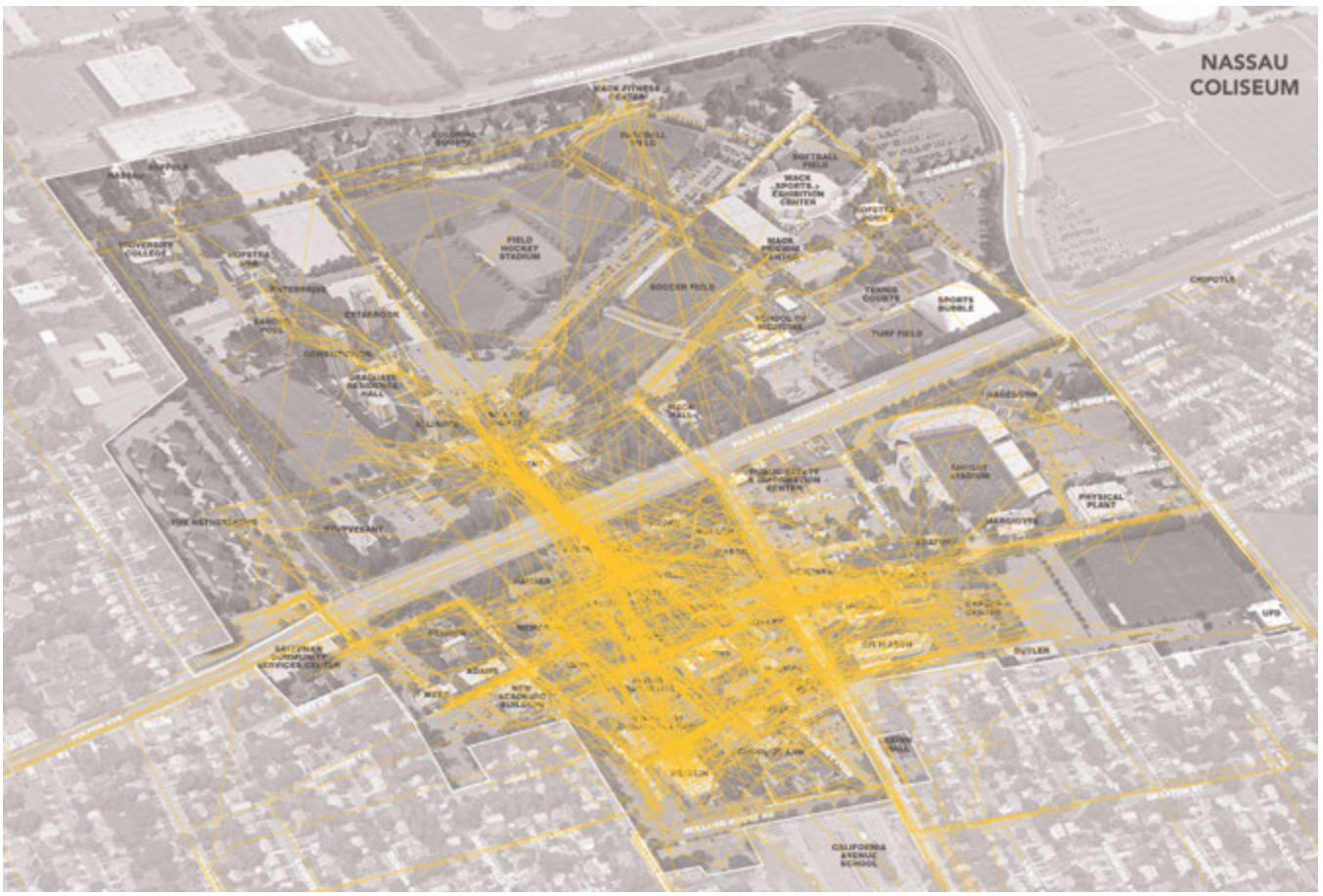


FIGURE 2.13

RESIDENT STUDENT WALKING PATHS FROM THE MYCAMPUS SURVEY

The campus has good north-south connections for students moving between the Student Center on North Campus and the academic buildings on South Campus. The connections between the South and East Campuses are hampered by California Avenue that divides these campus precincts.

The extensive vehicular network cutting through campus results in a large number of intersections between roads and pedestrian pathways, especially on the North and East Campuses. This results in several intersections where there is potential for pedestrian-vehicle conflict. The separation



of vehicular and pedestrian networks is a priority not only for increasing the sense of place, but also for improving safety.

In the 1960s, Hofstra was one of the first campuses across the nation to adapt campus buildings' entrances and circulation to accommodate persons with disabilities. Universal design can be employed in the campus landscape as an alternative, aesthetically pleasing strategy to adding switchback ramps to all building entrances.

FIGURE 2.14

COMMUTER STUDENT WALKING PATHS FROM THE MYCAMPUS SURVEY

PEDESTRIAN-VEHICLE CONFLICTS

1. California Avenue

The volume of traffic on California Avenue is smaller than Hempstead Turnpike, but this road is still a major conduit to the turnpike. The width of the road allows cars to travel at higher speeds. While there are designated crosswalks, pedestrians do not always use them, instead following desire lines to their destinations. The university recently added new pedestrian crossing signage and flashing lights between Weller Hall and the southern entrance to Berliner Hall.

2. Hempstead Turnpike

The high speed limits on Hempstead Turnpike (55 miles per hour) make this crossing inhospitable to pedestrians, despite recent improvements to add pedestrian signals and crosswalks. Hofstra community members who park in the lots along Hofstra Northern Boulevard use this crossing to get to East Campus, rather than going through the Unispan, which is farther away. There is no pedestrian refuge in the median of the turnpike, which makes it difficult for pedestrians to make this crossing.

3. Oak Street

Freshmen currently cross Oak Street at Circle Road from the Netherlands, to reach the Student Center. The crossing is signalized, but because of the short distance from the intersection at Hempstead Turnpike and Oak Street, students cannot always see approaching cars, and often cross against the light. The signalized crossing is also located far enough from the Hempstead Turnpike signal that vehicles have time to speed up, another potential hazard for pedestrians.

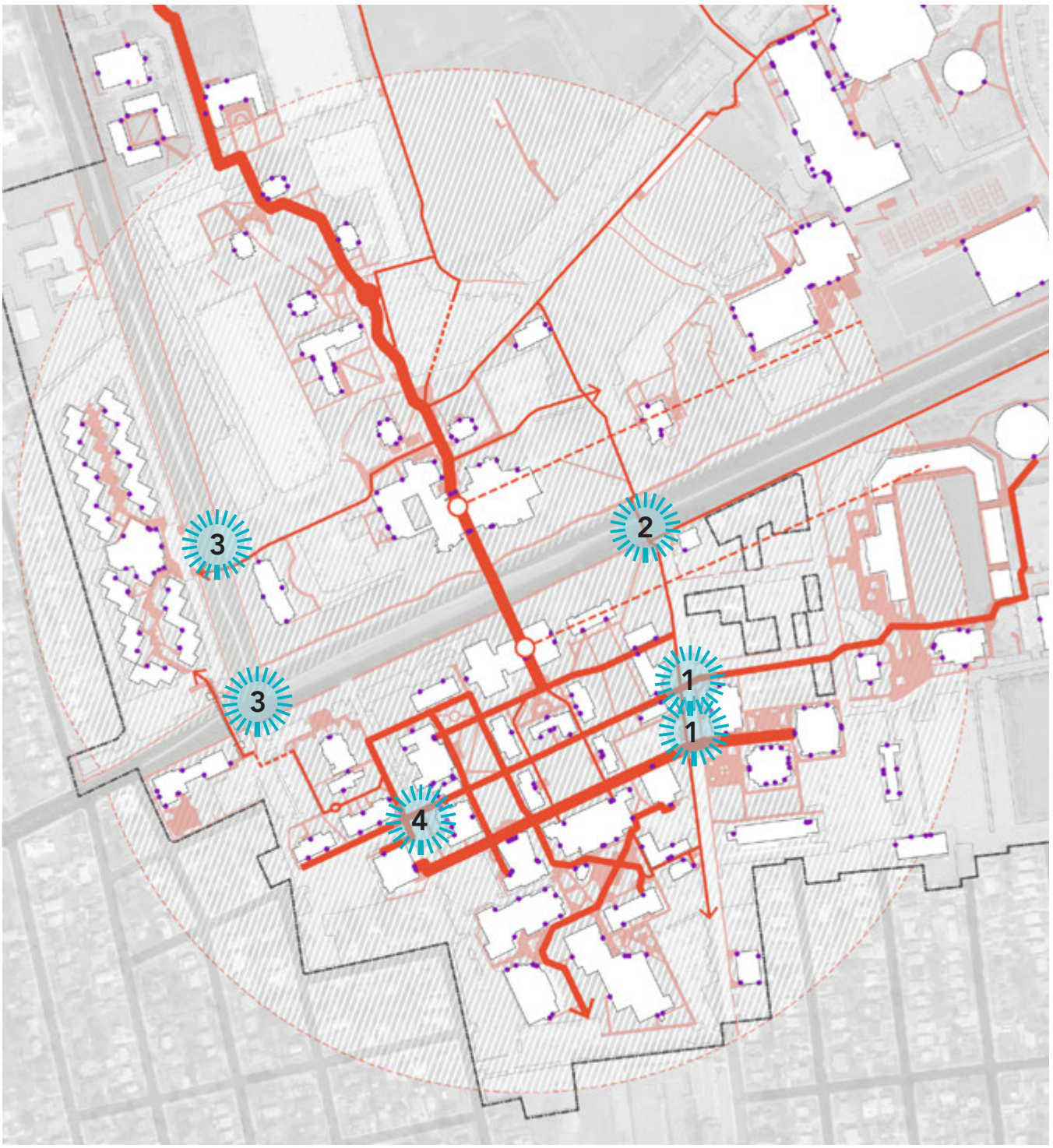
The intersection of Oak Street and Hempstead Turnpike is another area of conflict. Students have a bridge crossing at this intersection, but frequently use the at-grade crossing because they do not want to walk up and down the stairs. Unlike the Unispan, which is integrated in the Student Center and Axinn Library, the Oak Street bridge is a crossing with only staircases on either end. Students do not always cross with the pedestrian signal, creating a hazard for vehicles.

4. Holland House Road

Holland House Road is a vehicle and service road that runs along the western facades of Memorial and Emily Lowe Halls, continuing the length of the South Campus through parking lots to the School of Law building. The road provides essential access to parking and academic buildings, as well as service to Memorial Hall and the Adams Playhouse. The width of the road is designed more for service vehicle turning radii and for the head-in parking that lines the east side of the road, than for pedestrians. There are crosswalks along major east-west pedestrian routes across the street and traffic-calming treatments have been installed.

LEGEND

- BUILDING ENTRANCE
- PEDESTRIAN-VEHICLE CONFLICT
- PRIMARY PEDESTRIAN PATHWAY
- SECONDARY PEDESTRIAN PATHWAY
- TERTIARY PEDESTRIAN PATHWAY
- PEDESTRIAN NETWORK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2
3
1
1
4

Existing Transit Network

Hofstra runs multiple shuttles connecting its students, faculty, and staff to the amenities on and off campus, including to other modes of transportation.

TRAIN SHUTTLE

The shuttle connecting the campus to the Hempstead and Mineola LIRR train stations is well utilized by students and faculty using the train to commute from NYC and other points west of Hofstra. The university does its best to coordinate shuttle times with train arrivals, but due to a number of factors, travelers are often left waiting at the station for a half an hour or more, or are forced to walk or take a taxi. In the evenings, safety can be an issue in and around the stations.

NIGHT SHUTTLE

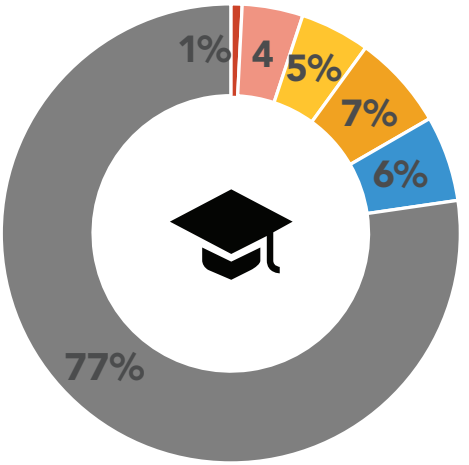
A night shuttle runs throughout the week between campus and the residential neighborhoods to the west, south and east of campus. The shuttle runs approximately every half hour and is very popular among students, many of whom live in the surrounding neighborhoods. This shuttle has improved the safety of traveling off campus at night.

SHOPPING SHUTTLE

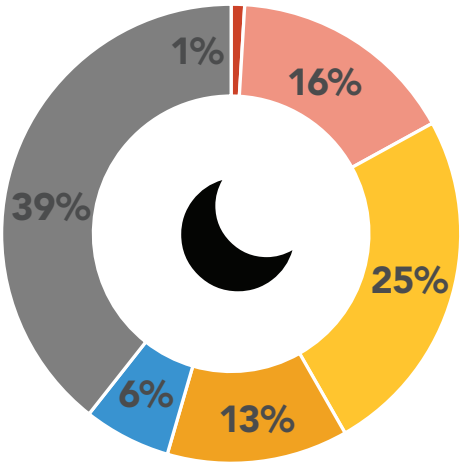
A shopping shuttle runs between North Campus and the various shopping malls located north of campus (i.e. Roosevelt Field). This shuttle runs on the hour on Wednesdays, Saturdays and Sundays. The shuttle can be crowded with students who are visiting and working at the malls, and students without cars would like the shuttle to run more frequently to make it easier to run errands.

CAMPUS SHUTTLE

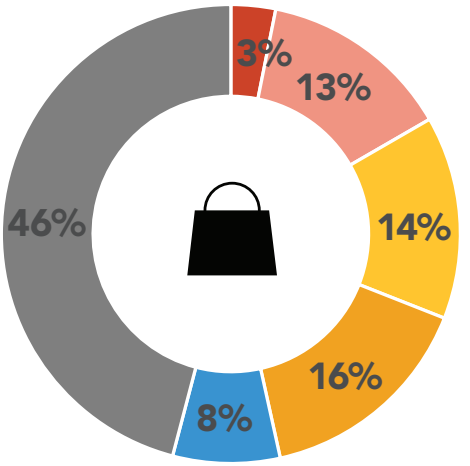
The campus shuttle runs during the week around the campus perimeter. Students seldom use this shuttle because it takes an hour to make the full loop, compared to 13 minutes to cross North and South Campuses.



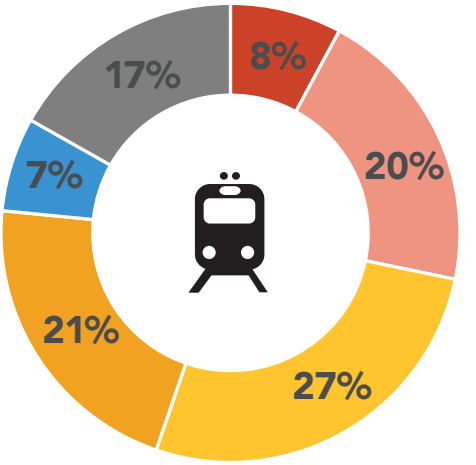
CAMPUS



NIGHT



SHOPPING



TRAIN

EXISTING TRANSIT RIDERSHIP

- DAILY
- ONCE PER WEEK
- ONCE PER MONTH
- ONCE PER SEMESTER
- ONCE PER YEAR
- NEVER

Existing Vehicular Network

Hofstra must maintain equally robust pedestrian and vehicular networks to support its residential students, commuting students, faculty, and staff. Public transit is not a sufficiently easy connection to render it a solution for the commuting population, thus many are still driving to campus.

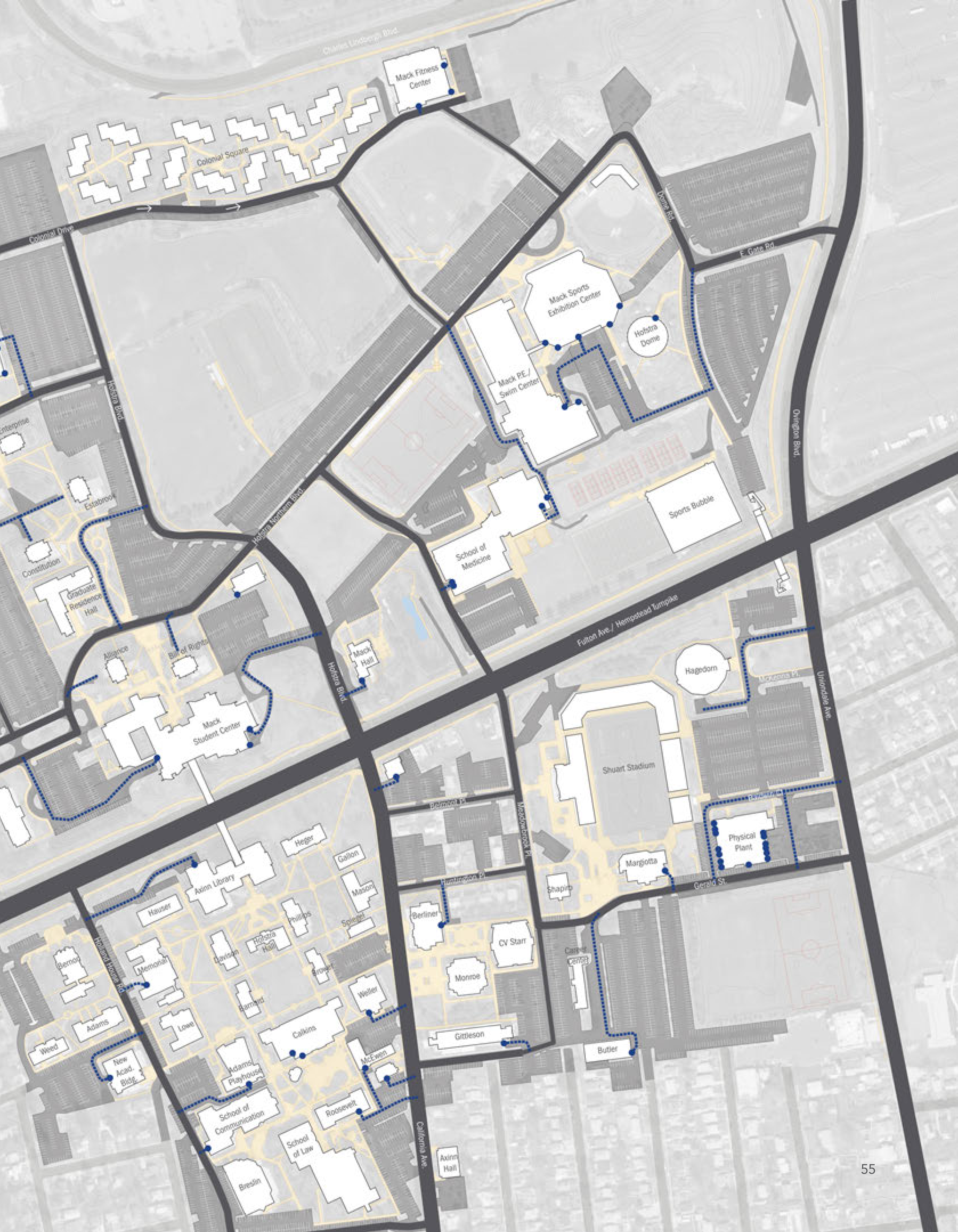
ROAD NETWORK

Hempstead Turnpike acts as a major division between the North and South Campuses; driving onto campus from the multi-lane turnpike can be an abrupt transition. The vehicular network on campus follows either the grid of the surrounding neighborhood or that of the turnpike, which meets the urban grid at an angle; the North Campus follows the geometry of the former runways. These competing grids can be confusing for visitors and service vehicles, which has a corresponding impact on the pedestrian environment.

The majority of the South Campus is pedestrian, with a vehicular access road around its periphery. The size of North Campus is such that people typically drive around campus, although it is technically a walkable expanse.

LEGEND

- PRIMARY VEHICULAR ROAD
- SECONDARY VEHICULAR ROAD
- TERTIARY VEHICULAR ROAD
- BUILDING SERVICE


Charles Lindbergh Blvd.
Mack Fitness Center
Colonial Square
Colonial Drive
Dome Rd
E. Gate Rd
Mack Sports Exhibition Center
Hofstra Dome
Mack P.E./ Swim Center
Oviington Blvd.
Hofstra Blvd.
Enterprise
Estabrook
Constitution
Graduate Residence Hall
Hofstra Northern Blvd.
Sports Bubble
School of Medicine
Fulton Ave./ Hempstead Turnpike
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Lowe
Adams
Weed
Calkins
Gittleson
New Acad. Bldg.
Adams Playhouse
McEwen
Butler
School of Communication
Roosevelt
School of Law
California Ave.
Axinn Hall
Breslin

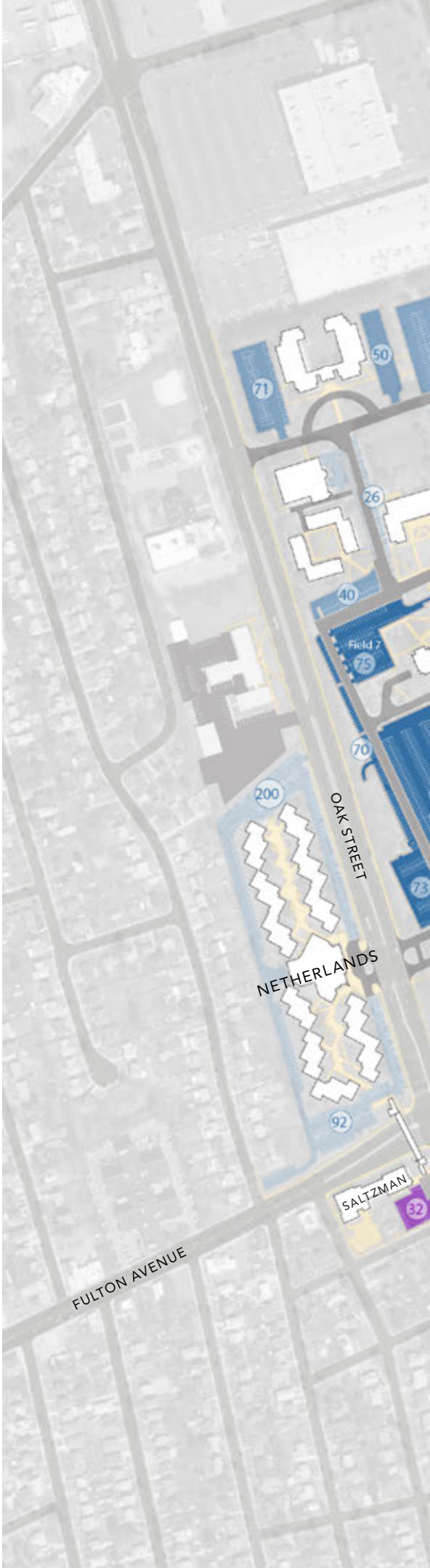
02 Planning Background

East Campus is a mix of pedestrian and vehicular circulation, primarily because of the large commuter parking lot in its center. East Campus also has more buildings that have dedicated parking, like the HIC, the stadium and Hagedorn Hall.

PARKING

Overall, the campus has excess parking capacity. The parking network is organized into three permit categories: commuter, employee, and unrestricted. There is high demand for parking on the South Campus on heavily scheduled Tuesdays and Thursdays, during which the commuter and employee lots generally reach full capacity. However, there is always available parking on North Campus. Resident students who drive from North Campus to South Campus contribute to overall congestion on campus roads. The Admissions parking lot often becomes congested in the afternoons, a function of many people leaving at the same time and inefficient layout of the parking lot circulation.

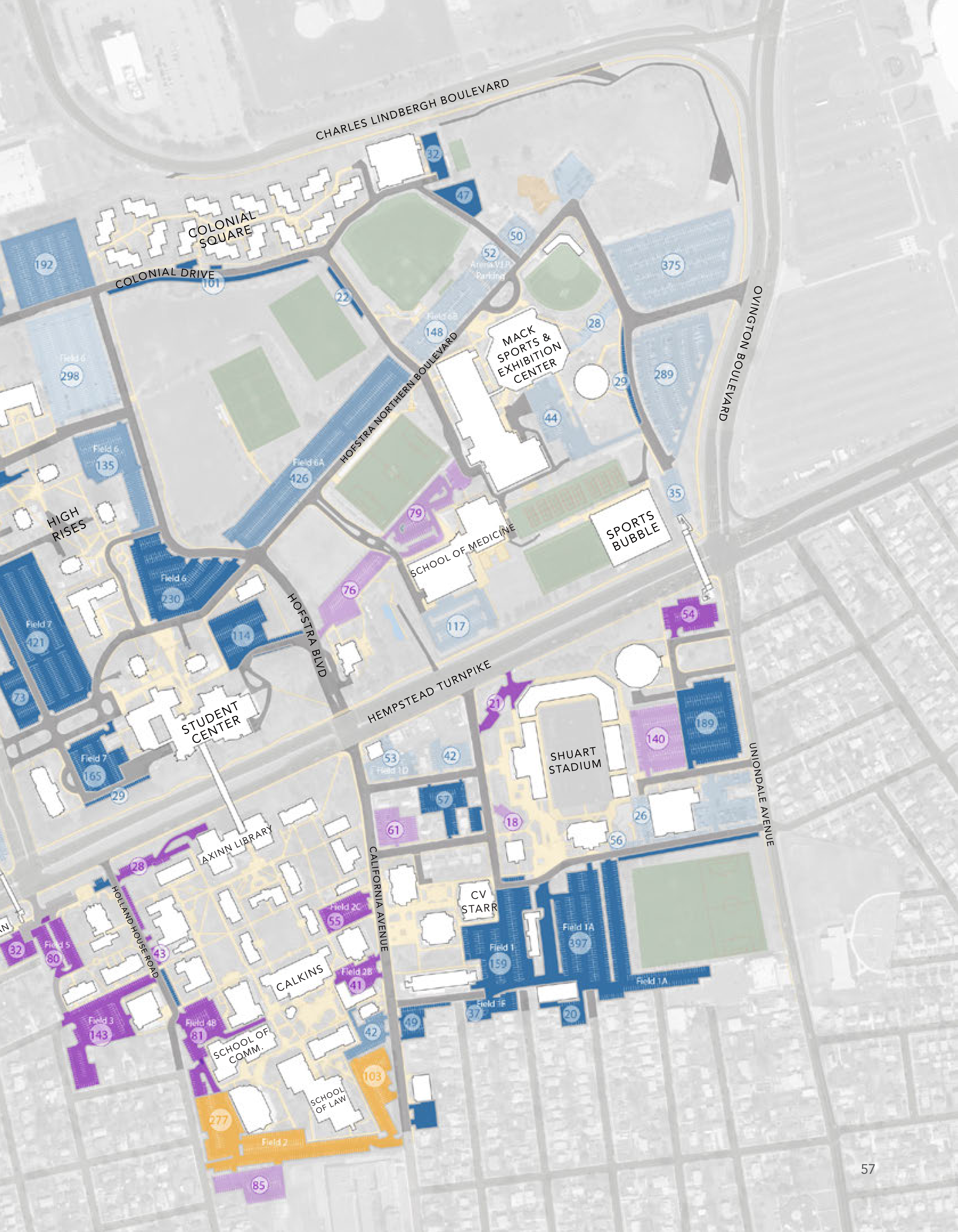
Hofstra's student population includes commuters who drive each day and whose experience on campus necessitates parking with ease and safety. Ideally, these students would park once and then walk to their destinations around campus. The more effective and enjoyable the pedestrian experience, the easier a "park once" mentality will become to faciliate on campus.



LEGEND

- UNRESTRICTED PARKING
- COMMUTER PARKING
- EMPLOYEE PARKING

DARKER SHADE INDICATES HIGHER AVERAGE OCCUPANCY RATE


CHARLES LINDBERGH BOULEVARD
COLONIAL SQUARE
COLONIAL DRIVE
HOFSTRA NORTHERN BOULEVARD
MACK SPORTS & EXHIBITION CENTER
OVINGTON BOULEVARD
HIGH RISES
SCHOOL OF MEDICINE
SPORTS BUBBLE
HOFSTRA BLVD
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UNIONDALE AVENUE
AXINN LIBRARY
CALIFORNIA AVENUE
HOLLAND HOUSE ROAD
CV STARR
CALKINS
SCHOOL OF COMM.
SCHOOL OF LAW

Existing Gateways

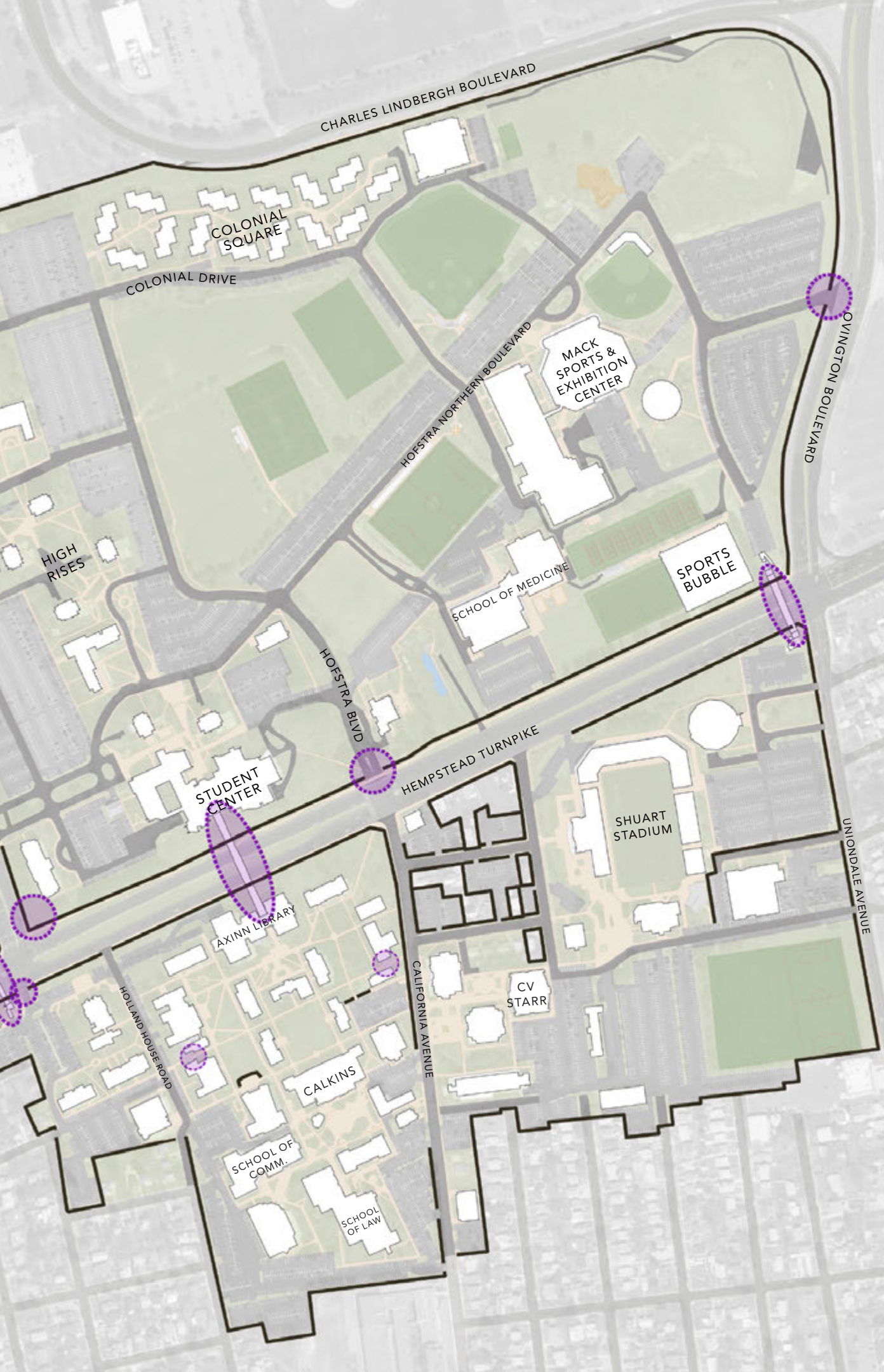
A unique and palpable sense of arrival contributes to every institution's identity. First impressions are important: campus gateways communicate identity, welcome visitors, and provide visual cues to those navigating the campus. Hofstra has both challenges and opportunites in its arrival sequence. Hempstead Turnpike gives the school visibility on a major thoroughfare, although cars are often going too fast to properly see the campus. The setback from the turnpike, as required by zoning, also complicates how the university can brand its most prominent boundary. On the other hand, the Axinn Library and the Unispan are two highly visible elements along the turnpike, and can be used as highlights in the overall branding strategy.

Currently, there are multiple signs that mark campus entrances, although not all entrances are signed – for example, the southern end of campus along California Avenue and the northern end of campus along Oak Street. These signs have been established over time, and lack a consistent lexicon and form, as well as a clear hierarchy between primary, secondary and tertiary campus gateways. Consistency between sign style and appropriate scale are important for legibility, brand identity, and wayfinding.

LEGEND

GATEWAYS

FENCED CAMPUS BOUNDARY


CHARLES LINDBERGH BOULEVARD
COLONIAL SQUARE
COLONIAL DRIVE
HOFSTRA NORTHERN BOULEVARD
MACK SPORTS & EXHIBITION CENTER
OVINGTON BOULEVARD
HIGH RISES
SCHOOL OF MEDICINE
SPORTS BUBBLE
HOFSTRA BLVD
HEMPSTEAD TURNPIKE
STUDENT CENTER
SHUART STADIUM
UNIONDALE AVENUE
AXINN LIBRARY
CALIFORNIA AVENUE
CV STARR
HOLLAND HOUSE ROAD
CALKINS
SCHOOL OF COMM.
SCHOOL OF LAW

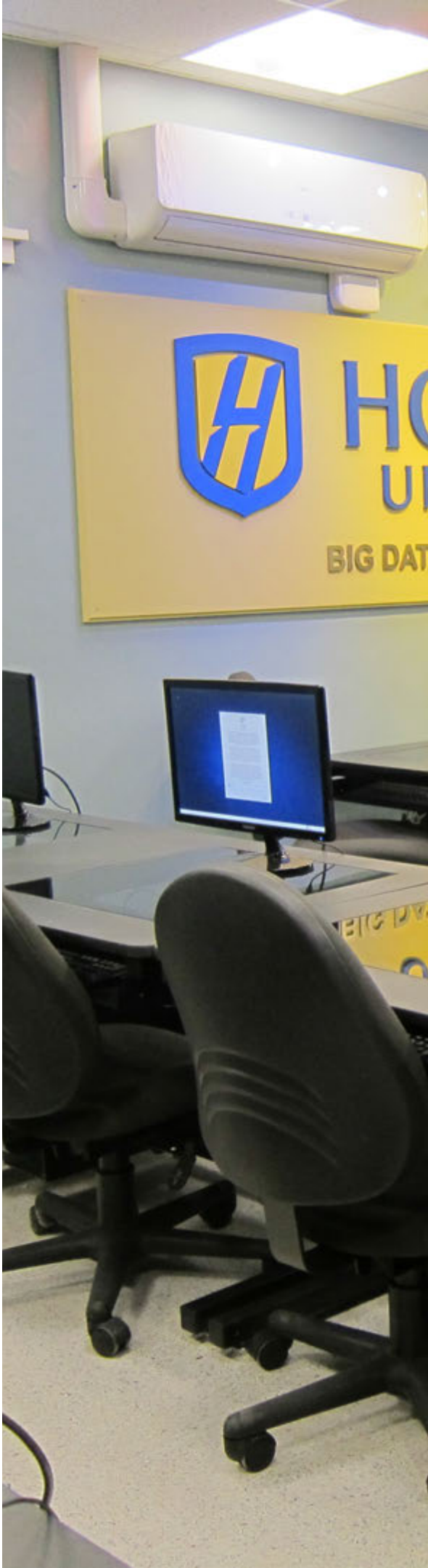
Classroom Context

Introduction

Classrooms comprise the foundation of students' academic experience. The way that classrooms support and facilitate learning is an increasing issue for colleges and universities across the country, as active learning becomes more integrated into mainstream curricula. Responding to this trend, Hofstra has modernized its classroom inventory in recent years, with additional classrooms awaiting their place in this cycle of modernization.

A classroom utilization analysis was completed for Hofstra, using the Fall 2014 class schedule. The analysis includes the following sections:

- Existing classroom inventory
- Overall utilization
- Individual classroom utilization
- Teaching lab utilization
- Classroom seat occupancy
- Classroom right sizing
- Recommendations




HOFSTRA
UNIVERSITY
DATA LABORATORY

The assumptions that underpin the analysis are as follows:

- Utilization analysis is based on the busiest week of the semester
- Classrooms were sorted into five sizes:
  - Small (1-15 seats, 16-30 seats)
  - Medium (31-45 seats)
  - Large (46-75 seats, 76-120 seats)
- Unscheduled classrooms without capacity information were excluded from the analysis
- 68 classrooms were unscheduled, according to the Fall 2014 class schedule; these rooms were included in the sizing analysis, but excluded from the utilization analysis
- Law and Medicine classrooms were excluded, as they are dedicated to their respective students

Some definitions are necessary to understand the analysis findings. These definitions include:

- Weekly Room Hours (WRH): The total number of hours that a specific room is scheduled during the busiest week of the semester.
- Weekly Student Contact Hours (WSCH): WRH multiplied by the number of students enrolled in sections scheduled in that room.
- Target Utilization: The recommended utilization of a given classroom to maximize efficient use of space. The guideline is 30-40 WRH for individual classrooms.

Existing Classroom Inventory

During the Fall 2014 semester, Hofstra had 154 scheduled classrooms, with 6,004 classroom seats distributed throughout 24 buildings. The diagram on the following page shows the concentration of classroom seats in specific buildings across the campus.

Most classrooms are located on South Campus, although the buildings with the most classroom seats – Breslin, Roosevelt, and CV Starr – are located towards the southern edges of the campus. Almost a quarter (24%) of all classroom seats are located in Breslin Hall, while the majority (54%) of all classroom seats are located in the top five buildings (Breslin, Roosevelt, CV Starr, Brower, and Davison).

Departmental classrooms, which are dedicated to a specific department's use, have a significant impact on the overall classroom inventory, and comprise nearly one-third (31%) of all classrooms. Of the 154 scheduled classrooms, 22 rooms (15%), are departmental classrooms, while 36 of 37 unscheduled classrooms are departmental. The distribution of room sizes varies between departmental and general classrooms – the majority of small (1-15 seat) classrooms are departmental, while the majority of 31-45 seat classrooms are general.

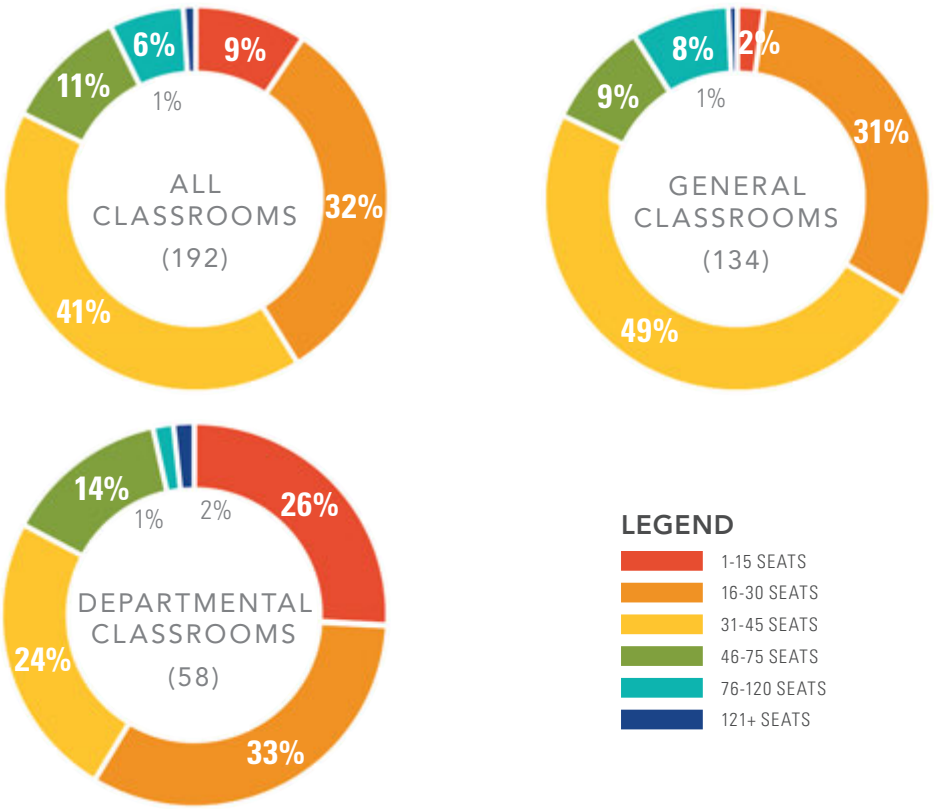


FIGURE 2.15
COMPARISON OF CLASSROOM SIZES ACROSS ALL, GENERAL, AND DEPARTMENTAL CLASSROOMS

FIGURE 2.16

TOTAL CLASSROOMS AND SEATS BY BUILDING

LEGEND

- 401+ SEATS
- 201-400 SEATS
- 81-200 SEATS
- 1-80 SEATS
- NO SEATS

Building	# of Classrooms	# of Seats
Breslin Hall	**28**	**1,418**
CV Starr Hall	**17**	**801**
Roosevelt Hall	**11**	**418**
Brower Hall	**9**	**320**
Davison Hall	**10**	**291**
Hagedorn Hall	11	282
Berliner Hall	4	270
Monroe Lecture Center	5	245
The Netherlands	8	238
Adams Hall	7	217
School of Comm.	7	216
Hofstra Dome	6	181

Building	# of Classrooms	# of Seats
Emily Lowe Hall	3	142
Barnard Hall	3	141
Gallon Wing	5	140
Hauser Hall	1	129
Calkins Hall	5	108
Weed Hall	3	108
Heger Hall	2	94
Axinn Library	3	91
Memorial Hall	2	37
Mason Hall	2	37
McEwen Hall	1	22
Saltzman Center	1	10

Building	# of Seats	WRH per Building
Breslin Hall	**1,418**	**895**
CV Starr Hall	**801**	**573**
Roosevelt Hall	**418**	**369**
Brower Hall	**320**	**313**
Davison Hall	**291**	**236**
School of Comm.	216	212
Hagedorn Hall	282	206
Hofstra Dome	181	163
Berliner Hall	270	144
Barnard Hall	141	111
Adams Hall	217	95
Axinn Library	91	94

Building	# of Seats	WRH per Building
The Netherlands	238	89
Weed Hall	108	87
Monroe Lecture Hall	245	83
Gallon Wing	140	82
Heger Hall	94	59
Calkins Hall	108	52
Emily Lowe	142	50
Memorial Hall	85	41
Hauser Hall	129	23
Saltzman Center	10	23
Mason Hall	37	22
McEwen Hall	22	19

FIGURE 2.17

TOTAL **WEEKLY ROOM HOURS** (WRH) BY BUILDING

WRH represents the total number of hours classrooms are scheduled in each building during the busiest week of the semester

LEGEND

- 501+ WRH
- 301-500 WRH
- 101-300 WRH
- 50-100 WRH
- 1-49 WRH
- NO WRH

Overall Utilization

Daily histograms indicate that overall utilization of classrooms is generally below target. (Figure 2.19) Beginning at 8:00 AM and moving incrementally throughout the day, the peaks represent the highest utilization and the valleys represent the lowest utilization, most often associated with class change times. A red dotted line indicates the average number of rooms in use overall for each day. A higher percentage of rooms should be scheduled throughout the day in order to raise the average utilization to the minimum target of 65%.

Average utilization is higher on Tuesdays and Thursdays than on Mondays and Wednesdays, which corresponds with peak parking periods on the South Campus. There is capacity for increased utilization. However, increases in utilization may be limited by available parking, or may require changes to parking assignments.

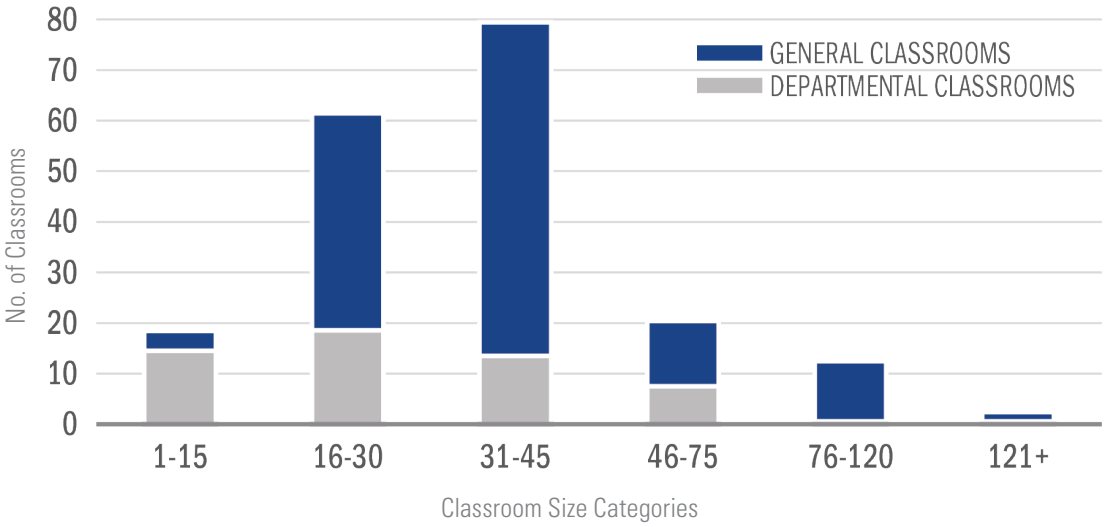
Monday and Wednesday utilization is slightly below Tuesday and Thursday, and it may be possible to add capacity on these days, rather than other days, to increase utilization. It is important to note that Wednesday utilization is close to zero between 11am-12:30pm, because this block of time is dedicated to student meetings for academics and student groups.

Utilization remains fairly strong in the evenings through 8pm, Monday through Thursday. Friday utilization generally falls below the target range, and there is significant capacity to increase utilization.

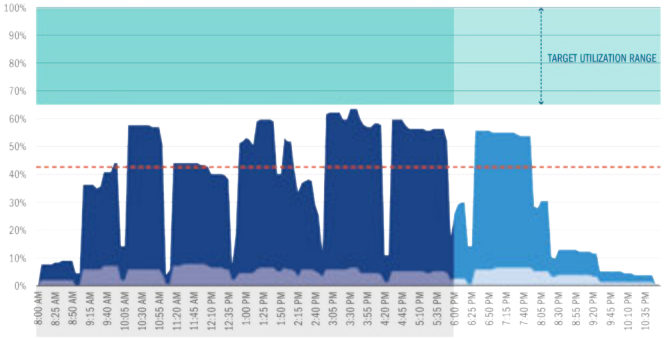
Departmental classrooms comprise a small proportion of overall utilization, although they represent nearly a third of the classroom inventory. (Figure 2.18) Some of these classrooms may be in use for other scheduled activities and events. Tracking and accounting for other events would contribute to higher overall utilization.

FIGURE 2.18

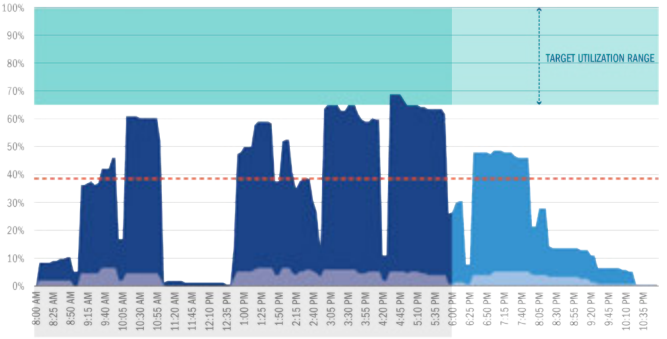
NUMBER OF CLASSROOMS – GENERAL VERSUS DEPARTMENTAL



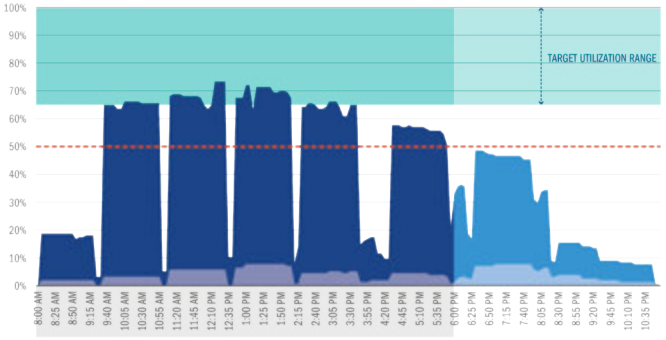
MONDAY



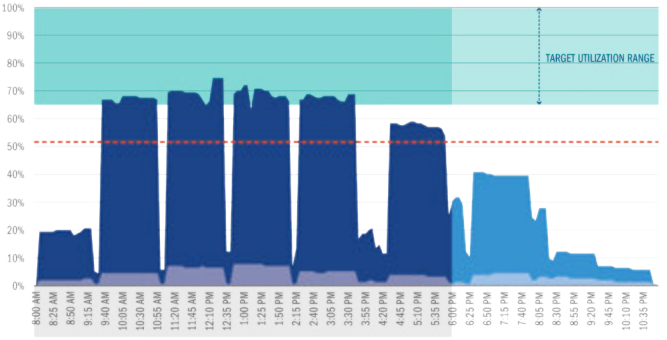
WEDNESDAY



TUESDAY



THURSDAY



FRIDAY

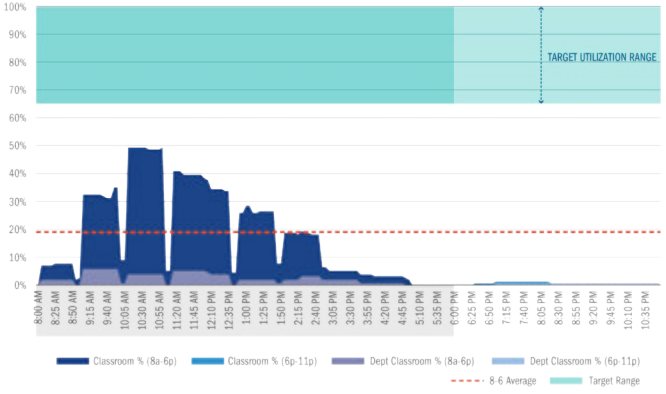


FIGURE 2.19

HISTOGRAMS ILLUSTRATE OVERALL CLASSROOM UTILIZATION BY DAY

Histograms illustrate the use patterns of classrooms over time. The "peaks" represent the percentage of classrooms in use at any given point and the "valleys" indicate the class change interval.

LEGEND

- CLASSROOM UTILIZATION (8A-6P)
- CLASSROOM UTILIZATION (6P-11P)
- DEPT. CLASSROOM UTILIZATION (8A-6P)
- DEPT. CLASSROOM UTILIZATION (6P-11P)
- TARGET UTILIZATION RANGE
- AVERAGE UTILIZATION

CLASSROOM UTILIZATION

Histograms indicate general scheduling trends and opportunities, but reveal less about individual classrooms. Figures 2.20 - 2.22 show individual room utilization by classroom size, and provide additional context about which classrooms are well utilized and which classrooms are not. Unscheduled classrooms are not shown.

Few small classrooms are within the target range for WRH, indicating that they may be used for other purposes (i.e. meetings) or that they may not be configured well for instructors who need to use small classrooms.

In contrast, the majority of medium-sized classrooms fall within or are close to the target range. Many of these rooms are located in CV Starr, Breslin, Roosevelt, and Brower Hall, as well as in some of the recently renovated buildings on campus (Weed, Barnard, etc). The medium-sized classrooms in the Netherlands have some of the lowest utilization due to their specialized nature.

There is no correlation between utilization and departmental classrooms in the medium size range – they appear throughout the entire range of individual room utilization. However, among small classrooms, departmentally owned classrooms generally have the lowest utilization, which indicates that they may be in use as conference rooms, in addition to their use for classes. Large departmental classrooms are also underutilized, and the university should further explore how these rooms are being used. If general classrooms are primarily being used for specialized programs, they may need to be reclassified in the inventory.

Large classrooms are generally well utilized. Those in Monroe are among the least well

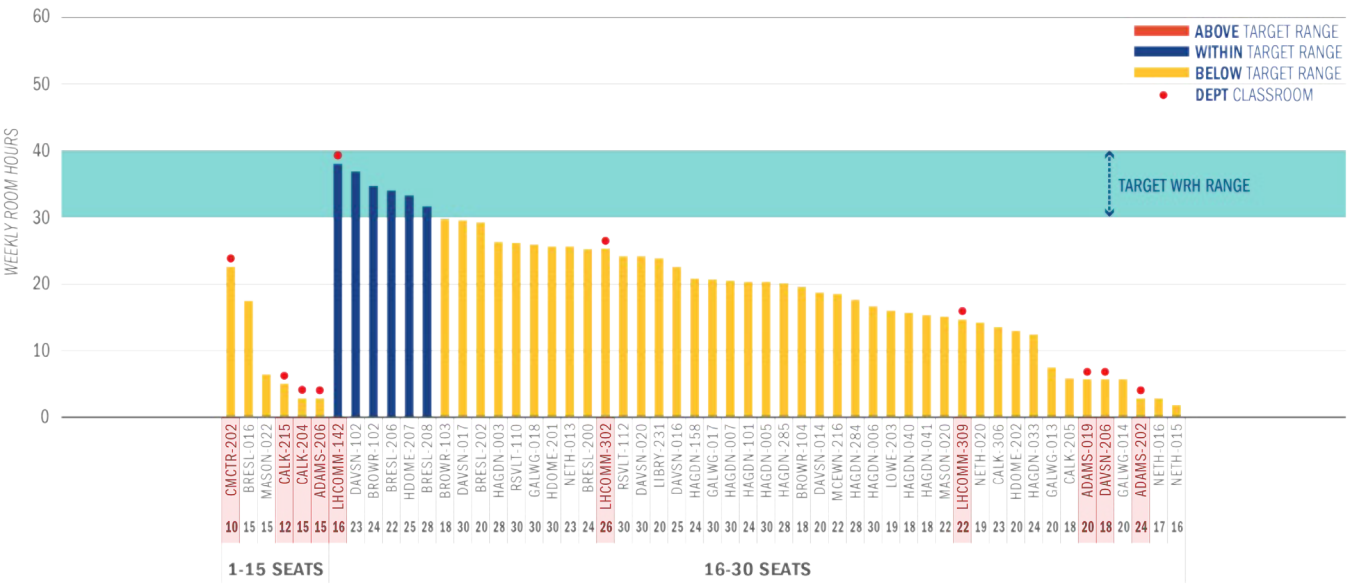


FIGURE 2.20 TOTAL WEEKLY ROOM HOURS BY ROOM – SMALL CLASSROOMS

This chart illustrates the utilization of small classrooms in the 1-15 seat and 16-30 seat ranges. Each bar, labeled with the building, room number and number of seats, indicates a classroom's WRH. Departmental classrooms are identified with a "dot" above the bar.

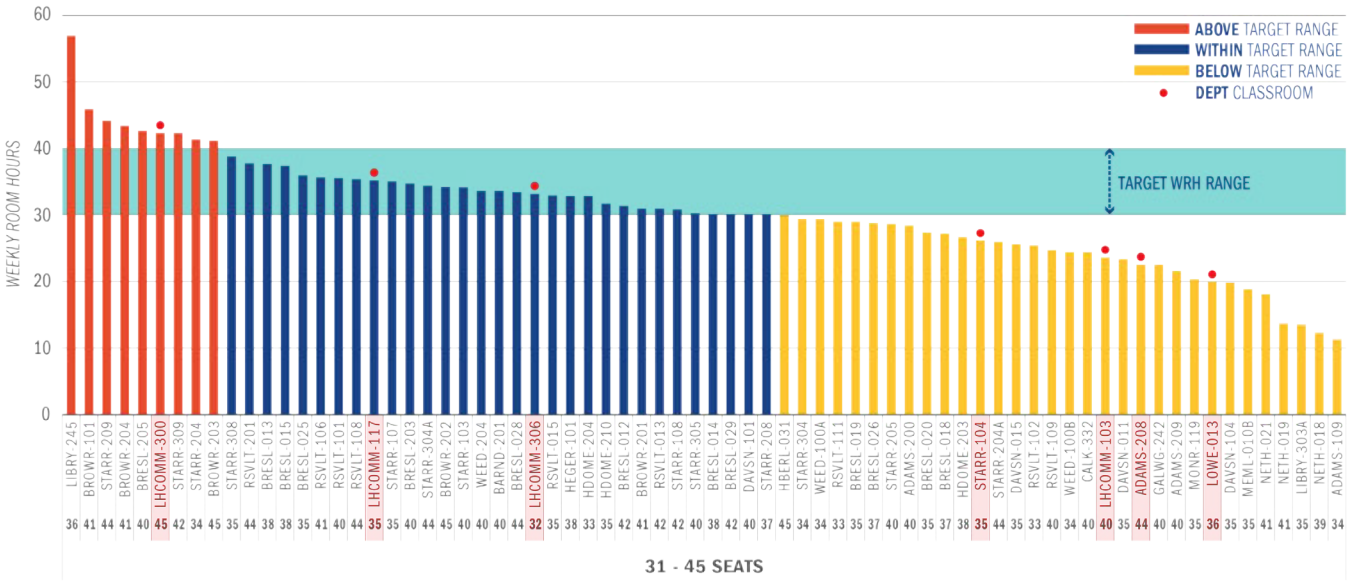


FIGURE 2.21 TOTAL WEEKLY ROOM HOURS BY ROOM – MEDIUM CLASSROOMS

This chart illustrates the utilization of medium sized classrooms in the 31-45 seat range. Each bar, labeled with the building, room number and number of seats, indicates a classroom's WRH. Departmental classrooms are identified with a "dot" above the bar.

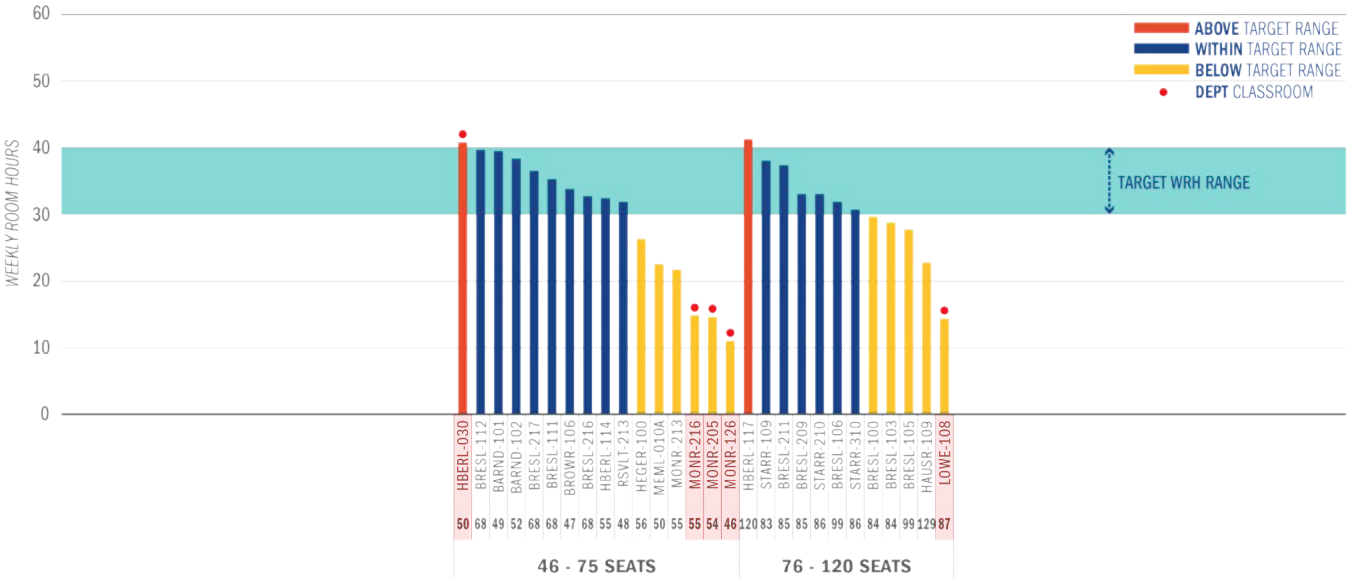


FIGURE 2.22 TOTAL WEEKLY ROOM HOURS BY ROOM – LARGE CLASSROOMS

This chart illustrates the utilization of large sized classrooms in the 46-75 and 76-120 seat ranges. Each bar, labeled with the building, room number and number of seats, indicates a classroom's WRH. Departmental classrooms are identified with a "dot" above the bar.

utilized rooms, as well as the large classroom in Emily Lowe Hall – all of these rooms are departmentally owned. The large classrooms in Berliner Hall are above the target range, which likely reflects the growth in science and engineering programs, and its consequent impact on service courses taught to students in both of these programs. Large classrooms in Breslin, one of the major classroom buildings on campus, are generally within or close to the target range. (Figure 2.22)

TEACHING LAB UTILIZATION

Teaching labs, by definition, are specialized and department-specific spaces. Measuring overall utilization is not as useful for labs because they are not as easily shared between disciplines as classrooms are. Because of their specialized nature, it is helpful to know which individual labs are underutilized and which are overutilized. Labs have a lower target utilization range of 18-25 WRH because they typically require extra setup time for equipment and experiments, and unscheduled "open" time for student projects, study and practice.

The utilization heat map in Figure 2.23 confirms the anecdotal evidence shared in the stakeholder meetings – that biology, chemistry, and physics labs are overutilized, as well as some of the School of Communication labs. These labs are all utilized well above the target range, indicating demand for more of these spaces.

Labs that are significantly underutilized--10 WRH or below--should be explored further to understand whether other events in these labs impact their availability for classes, or whether equipment and technology need to be upgraded. Highly specialized labs often have fewer opportunities for scheduled use, or they may be left "open" intentionally for student work outside of class.

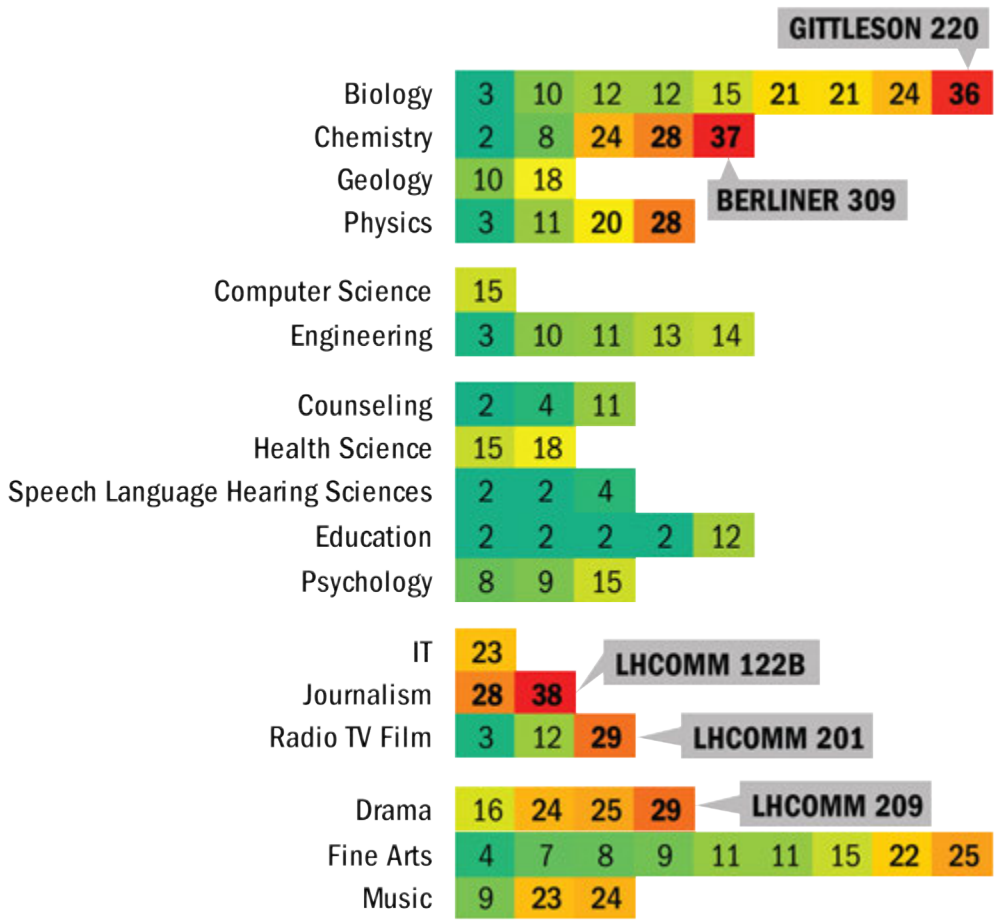


FIGURE 2.23 INDIVIDUAL TEACHING **LAB** UTILIZATION (WRH)

The heat map illustrates the utilization of campus lab categories in Weekly Room Hours. The color ramp ranges from green for low utilization, to yellow for target utilization, to red for above-target utilization.

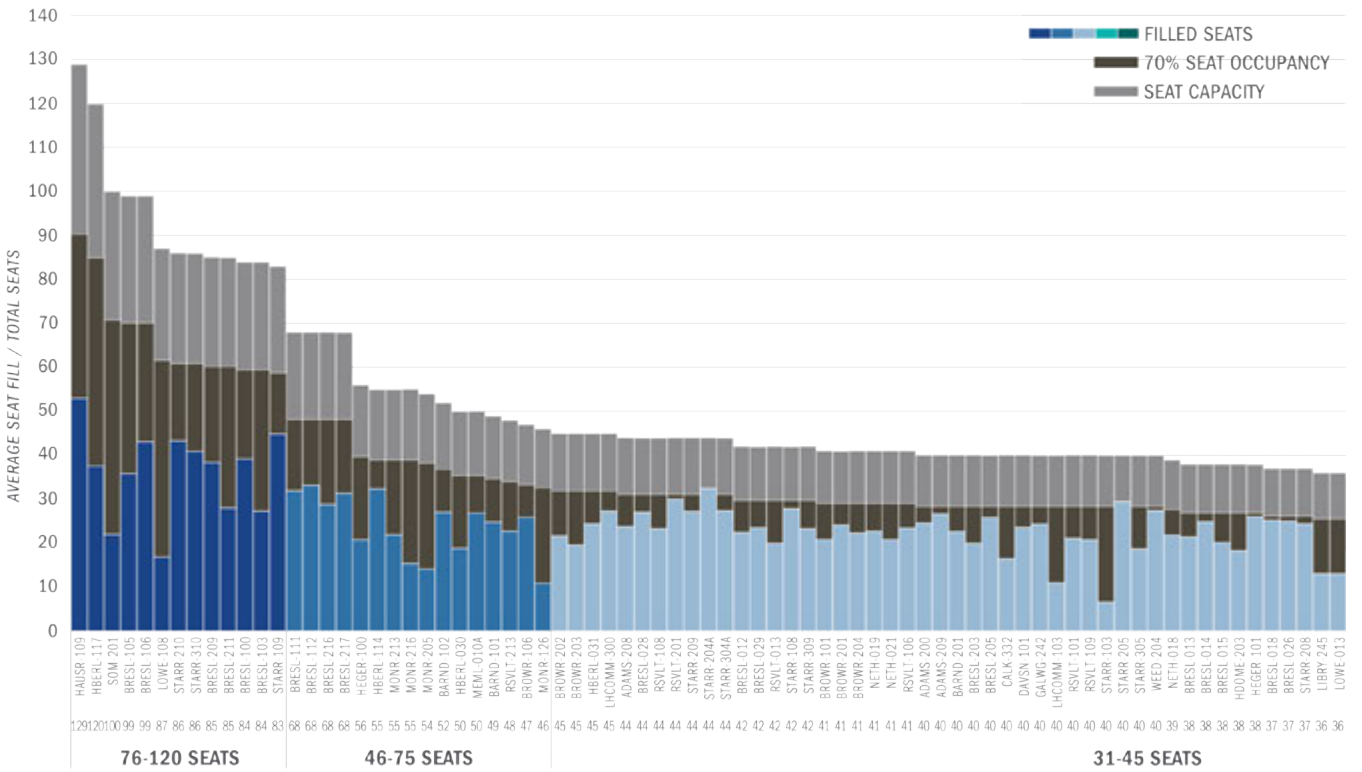


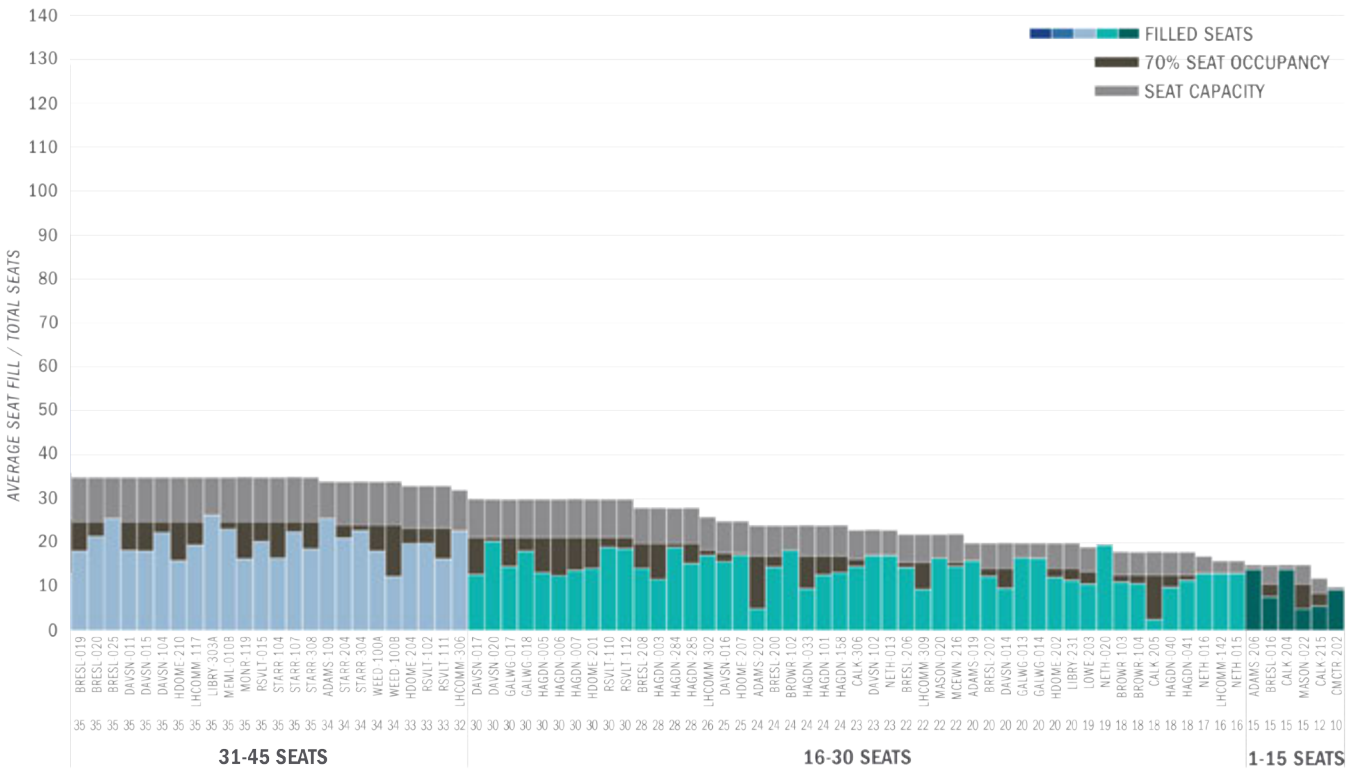
FIGURE 2.24 CLASSROOM SEAT OCCUPANCY BY INDIVIDUAL ROOM AND SIZE
This chart illustrates the average seat occupancy of classrooms based on the given capacity of each room.

CLASSROOM SEAT OCCUPANCY

Seat occupancy indicates how well classrooms are being matched to section sizes. It impacts both efficiency and the educational experience – classrooms where most seats are full are a better use of space. Qualitatively, it can be more difficult to engage students in a room that is not properly sized for the number of students in the class.

The target for seat occupancy is 65-70%, although a well configured room should feel relatively comfortable with nearly all of its seats full. However, some inefficiency is inevitable when trying to match course sections with the classroom inventory. An average seat occupancy which trends above the target should be considered a good thing.

Seat occupancy varies between classroom types (Figure 2.24). A higher average is more likely for smaller classrooms, while a lower average is more likely for larger classrooms, especially lecture halls.



Seat occupancy varies considerably at Hofstra. Large classrooms and lecture halls are typically half full, indicating that these rooms are too large for the sections scheduled in them. Misalignment between section sizes and the room inventory can result in the perception of space shortages when in fact an excess of seats are left unfilled.

Assuming that average section sizes will remain the same over time, underfilled large classrooms represent an opportunity to right-size portions of the classroom inventory. In some cases large classrooms can be converted to smaller classrooms by simply moving or changing the furniture. Classrooms currently fitted with traditional tablet arm chairs would likely lose capacity when they are upgraded to more modern, flexible furnishings.

Classroom Right Sizing

These charts illustrate the existing classroom supply and demand at Hofstra, expressed as WSCH. For example, a 15-seat room scheduled for 40 hours has a capacity of 600 WSCH. However, to accommodate a 65% occupancy target, only 390 WSCH can be reasonably scheduled in that room. The overall occupancy rate improves when supply is optimized to meet demand. "Actual" WSCH indicates how rooms were actually scheduled regardless of how well they matched the section sizes.

FIGURE 2.25 (LEFT)

EXISTING WSCH

SEE FIGURE 2.27

Room Size	WSCH			Efficiency Ratio
	Supply	Demand	Actual	
1-15	7,360	13,477	486	1.83
16-30	57,000	42,017	14,209	0.74
31-45	122,040	26,816	48,781	0.22
46-75	45,760	6,826	12,371	0.15
76-120	43,920	1,923	12,898	0.04
121-200	12,760	0	1,206	0.00

FIGURE 2.26 (RIGHT)

RIGHT-SIZED (OPTIMIZED) WSCH

SEE FIGURE 2.28

Room Size	WSCH			Efficiency Ratio
	Supply	Demand	Actual	
1-15	20,360	13,477	-	0.66
16-30	64,040	42,017	-	0.66
31-45	47,920	26,816	-	0.56
46-75	11,400	6,826	-	0.60
76-120	7,400	1,923	-	0.26
121-200	0	0	-	0.00

Definitions

WSCH SUPPLY: Maximum weekly student contact hours available in the current supply of rooms (40 weekly room hours x # of seats in a given room).

WSCH DEMAND: Aggregate weekly student contact hours within a given size range, based on the actual enrollment for each section in the Fall 2014 class schedule.

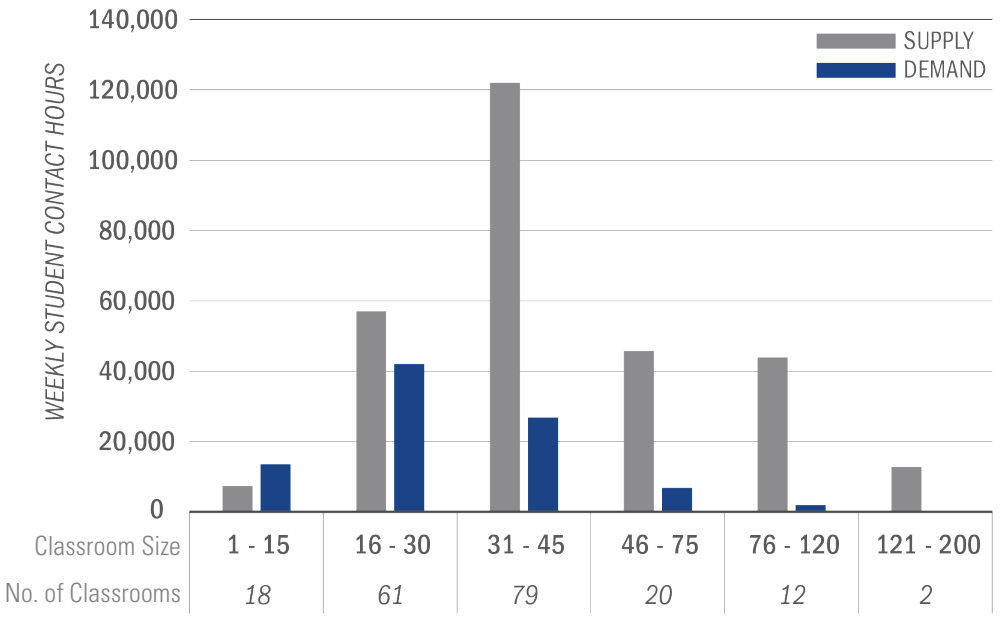
WSCH ACTUAL: Actual WSCH scheduled in a given size range, based on the Fall 2014 class schedule (section size does not necessarily match its scheduled room size).

EFFICIENCY RATIO: Ratio of WSCH DEMAND to WSCH SUPPLY; it indicates how efficiently the classroom inventory is being used. A target ratio of 0.65 - 0.75 is recommended for best classroom utilization. A higher ratio indicates unmet demand.

Note: Analysis excludes Law and Medicine classes and rooms.

FIGURE 2.27

WSCH BY CLASSROOM TYPE, ACTUAL



WSCH SUPPLY vs. DEMAND BY ROOM SIZE

The existing room count in each size range is determined from the room inventory. Supply is the number of WSCH that rooms in a given range can accommodate. Demand represents the number of WSCH expected to be scheduled in a given room size based on the current course schedule. Side by side, these bars reveal a mismatch between classroom supply and demand. Demand for space in the 1-15 seat range clearly exceeds supply. Small sections are inevitably scheduled in larger rooms, leaving an excess of unfilled seats and decreasing overall efficiency.

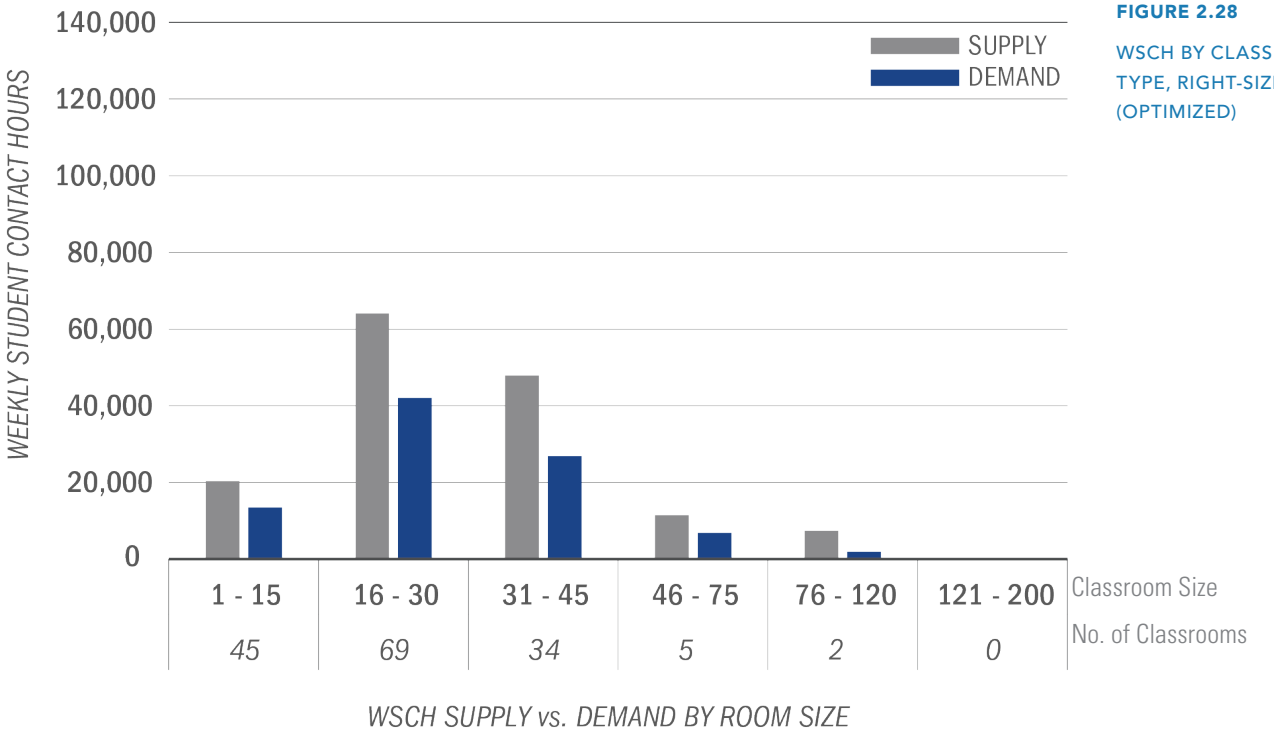


FIGURE 2.28

WSCH BY CLASSROOM TYPE, RIGHT-SIZED (OPTIMIZED)

In a right-sized (optimized) context, capacity is the number of WSCH needed to support optimized scheduling of existing registrar data. Note that the room count in the 1-15 seat range has increased while the count in the 31-45 seat range has decreased dramatically. Demand in this case represents scheduled WSCH reallocated to the ideal classroom size.

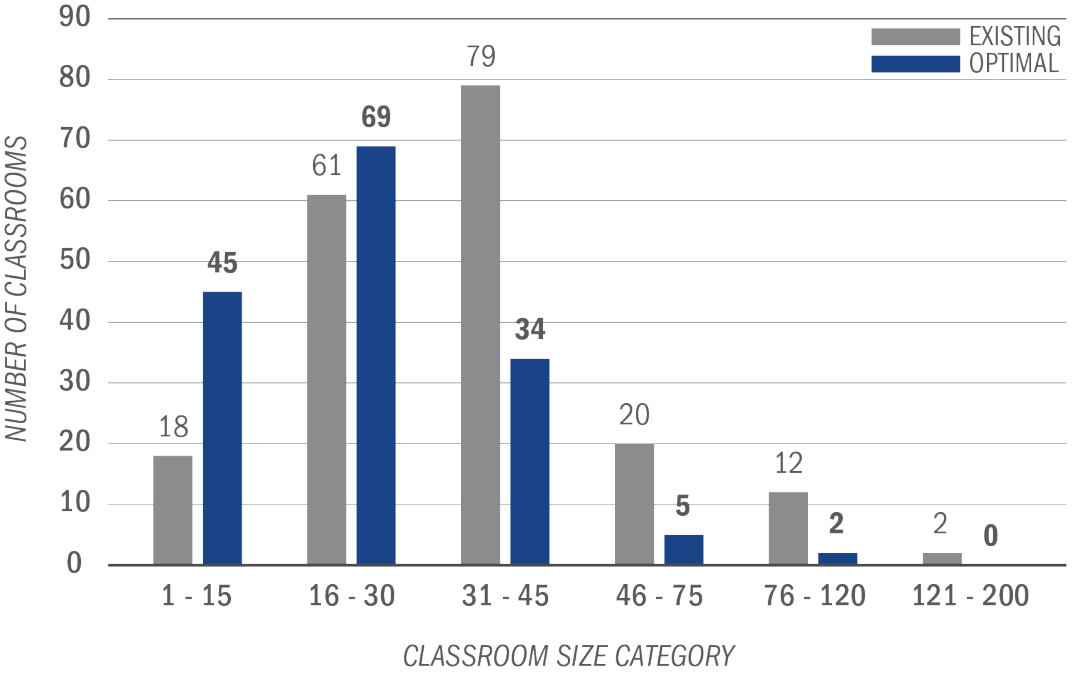


FIGURE 2.29

EXISTING AND RIGHT-SIZED (OPTIMIZED) CLASSROOM SUPPLY BY # OF ROOMS

This redistribution of classroom counts in each size range can serve as a general guide. As new buildings are constructed and older building renovated, the university should work towards balancing the supply of rooms with the anticipated demand in each category, assuming scheduling patterns found in 2014 continue into the future.

Recommendations

The analysis compares existing room counts to optimized room counts. Optimal room counts have been developed by adjusting the classroom inventory to better fit current scheduling practices with the goal of improving overall efficiency and heading off future shortages in specific categories. The result shows an inventory with significantly more small classrooms, which would free up seats in larger categories over time. Small classrooms can be used as flexible spaces with movable furniture, potentially used as well for conferencing and group study, although scheduled class activity should take priority. Not accounting for future growth, the optimized inventory also includes a reduction in medium and large classrooms. The recommendation should be viewed not as a call to remove rooms, but as a guide for redistributing room sizes as buildings and classrooms are renovated in the future.

Tuesdays and Thursdays are the busiest class days on campus, and the university should consider scheduling more classes on Mondays and Wednesdays. This would more evenly distribute classes and parking demand, towards increased efficiency. The university should also decide whether departmental classrooms are needed, or whether they should be incorporated into the general inventory. This is dependent on understanding how these classrooms are used throughout the day.

Relative to class labs, it is clear that there is demand for life sciences labs, to accommodate growth in science and engineering. Additional labs for the School of Communication, one of Hofstra's signature programs, could also be considered over time, to alleviate pressure on existing labs.

The university would also benefit from an up-to-date space inventory to support future classroom and space analyses.

3 master plan framework

The planning framework synthesizes the planning context, through the lens of Hofstra's vision and goals. The overall framework is comprised of three interrelated and integrated frameworks for land use, landscape, and mobility; they reflect the master plan themes of identity, innovation, connectivity, and community. Each of these frameworks consists of a set of physical strategies and principles that provide a structure and a logic for the proposed master plan projects. In this section, each framework and the associated strategies and principles are summarized, followed by descriptions of the corresponding proposed projects.

Land Use Framework

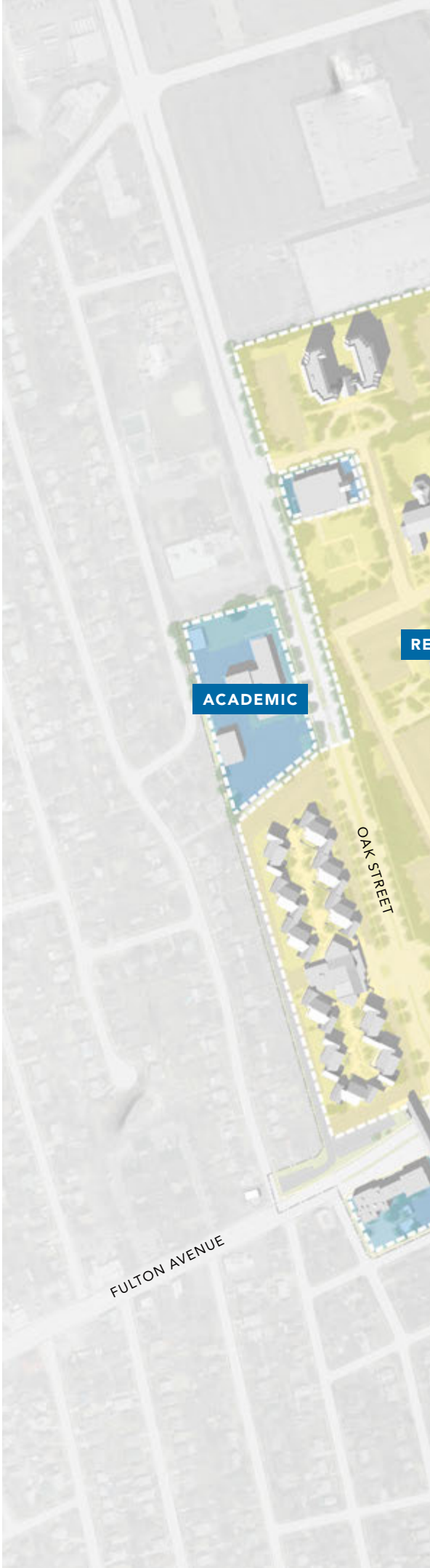
Introduction

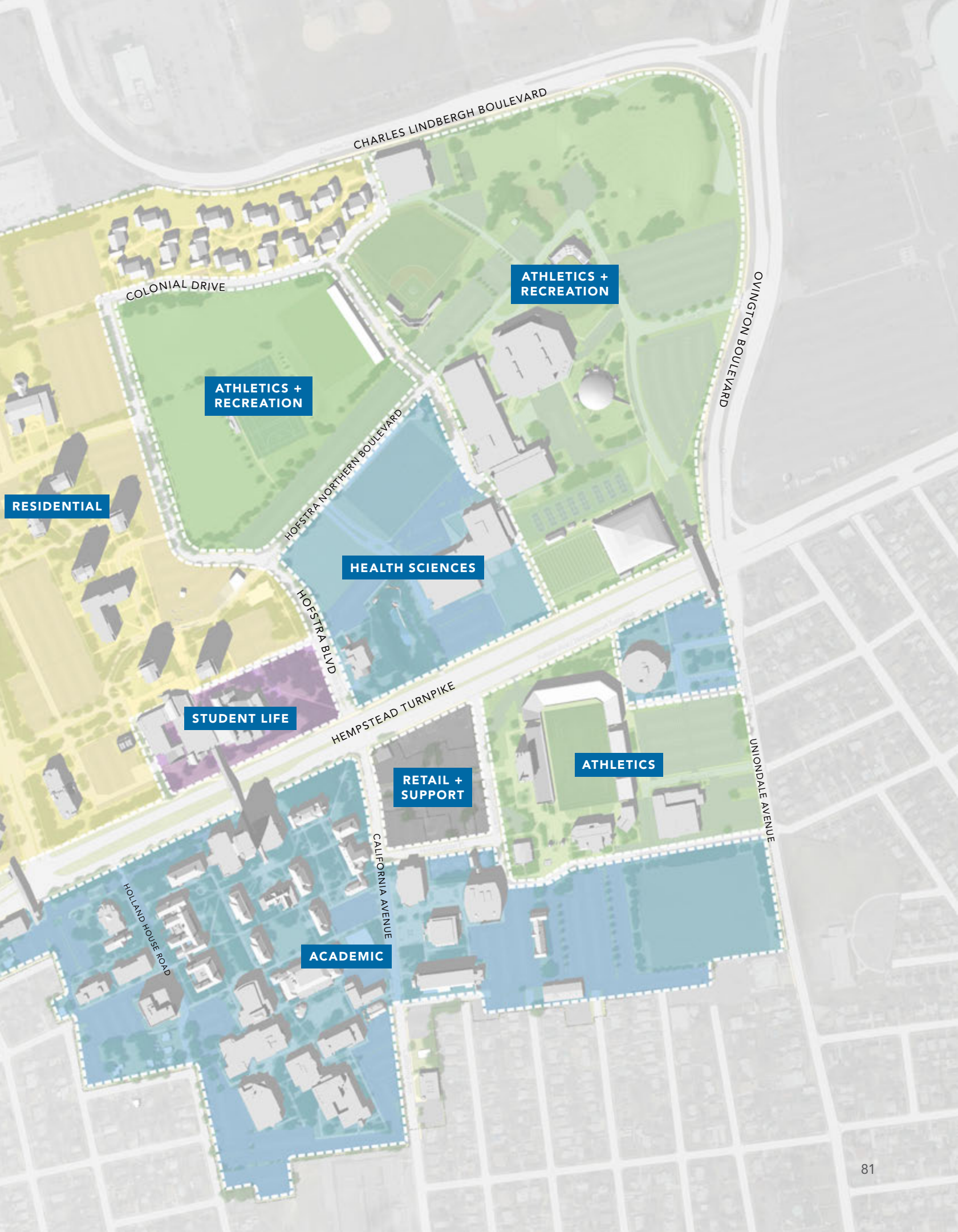
Hofstra's campus has developed over time into discernible precincts. The South Campus developed according to a traditional collegiate model, and was mostly built out with academic buildings in the 1940s and 1950s. North Campus has generally grown as a student residential and recreational space, with development occurring during the 1960s and 1970s. More recently, a health sciences precinct has emerged to the east of the Student Center. East Campus has evolved as a land bank that has been utilized as needed, with the stadium in the 1960s, and acacdemic buildings in the 1970s and 1990s. Hofstra's colleges have been distributed, rather than centralized, on the South and East Campuses.

The land use framework provides a structure through which the character of the three campus precincts can be enhanced, and blended into a cohesive campus whole. The land use framework is integrated with the landscape and mobility frameworks, in order to provide a holistic, coordinated, and complementary whole. The land use framework is governed by a set of physical strategies that are employed across the campus in support of Hofstra's vision and goals. These strategies are summarized on the following pages, and include:

- Focus development in the campus core, which is defined by the Student Center and Axinn Library
- Establish a sense of place for East Campus
- Plan a future Health Sciences District
- Create places for people to collaborate
- Enhance student life and build community

The implementation of these strategies is described relative to specific building projects, in the second part of this section.




CHARLES LINDBERGH BOULEVARD
COLONIAL DRIVE
ATHLETICS + RECREATION
ATHLETICS + RECREATION
OVINGTON BOULEVARD
RESIDENTIAL
HOFSTRA NORTHERN BOULEVARD
HEALTH SCIENCES
HOFSTRA BLVD
STUDENT LIFE
HEMPSTEAD TURNPIKE
ATHLETICS
RETAIL + SUPPORT
UNIONDALE AVENUE
CALIFORNIA AVENUE
HOLLAND HOUSE ROAD
ACADEMIC

Land Use Principles

FOCUS DEVELOPMENT IN THE CAMPUS CORE

In order to create a critical mass of student life and academic activity, development should be focused in the campus core, particularly around the Student Center and the Axinn Library. Adding buildings and high-activity program in the campus core will also help knit together the North and South Campuses into a cohesive, walkable and vibrant environment, preventing buildings being isolated physically and programmatically at the periphery of campus.

ESTABLISH A SENSE OF PLACE FOR EAST CAMPUS

The North and South Campuses have a more defined character than the East Campus, which is currently home to a mix of academic, athletic, and support buildings. The science quad is the most cohesive part of East Campus, but the quad and the other buildings in this area are disconnected and interrupted by parking lots, privately owned parcels, and a lack of pedestrian connectivity.

Future development on East Campus should be considered according to existing connections to the South Campus and emerging programmatic needs, priorities, and synergies. The science and engineering quad has capacity for further buildout, while the property along California Avenue represents a land bank that can be developed in the long term. The university should continue to acquire privately owned properties as they become available.

PLAN TO DEVELOP A FUTURE HEALTH SCIENCES DISTRICT

The Northwell School of Medicine is the first step in the redevelopment of the eastern side of the North Campus. With high-visibility frontage along Hempstead Turnpike, this area represents an area of opportunity for the university in the long term.

The university should plan to develop this area as a health sciences district, as additional space is needed. For example, as the School of Graduate Nursing grows in enrollment and programs, a new building could be sited adjacent to the existing School of Medicine building. The existing and continued adjacency between these programs can also increase efficiencies realized from shared spaces and functions.

The concentration of health sciences programs in a single location could also be a factor in potential partnerships for research and other related programs. Based on programmatic synergies and the need for more academic space on South Campus in the long term, the School of Law – like the Schools of Medicine and Nursing, a professional school – could be relocated to this precinct.

CREATE PLACES FOR PEOPLE TO COLLABORATE

Hofstra has recognized the need for collaborative spaces for students, faculty, and staff; this is reflected in the renovation of existing space for group study and other collaborative spaces, particularly in the Axinn Library. The demand for collaboration spaces continues to increase among faculty

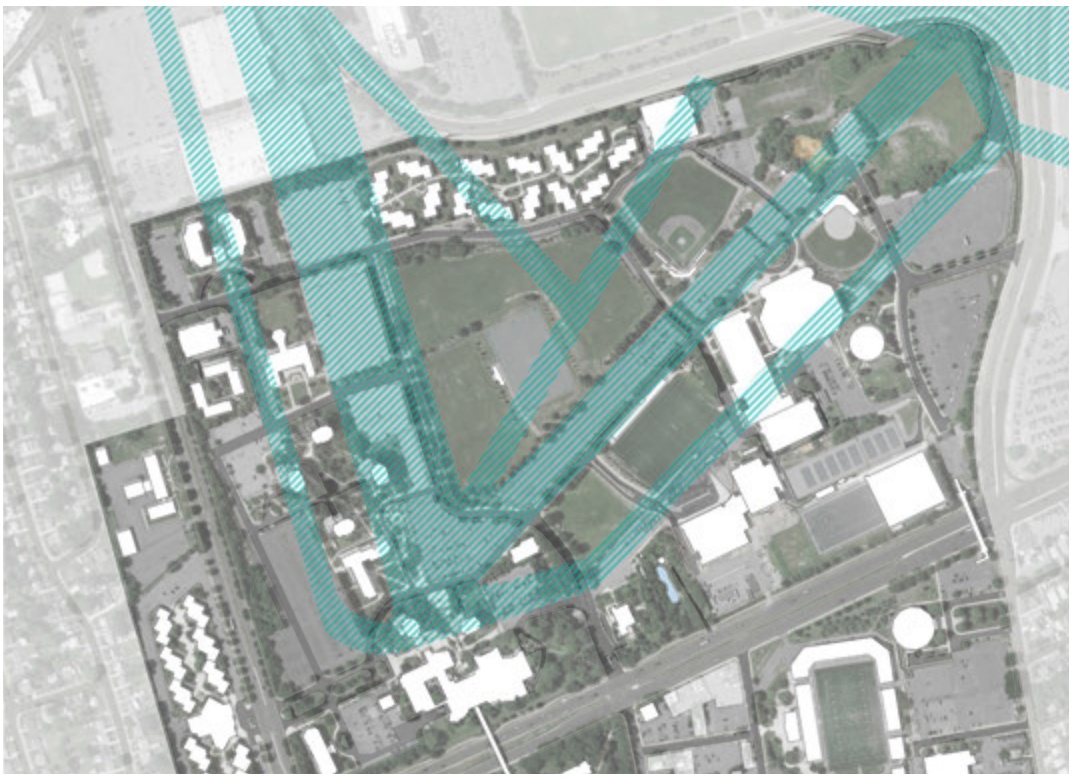


FIGURE 3.1

CURRENT CAMPUS PLAN OVERLAID WITH THE FORMER MITCHEL FIELD RUNWAYS

and students, especially as interdisciplinary programs increase in number and breadth.

The university should continue to distribute collaboration spaces for faculty and students throughout the campus. The distributed model will provide proximate access to a larger proportion of the campus than a centralized model would, but it should be linked with the circulation and landscape networks to maximize potential for activity. Regarding implementation, collaboration spaces could be included as a required programmatic element when buildings are renovated, or when new buildings are designed. The location of these spaces should consider both faculty and student needs for collaboration, as well as a range of different collaborative activities.

ENHANCE STUDENT LIFE AND BUILD COMMUNITY

While campus dining and recreation facilities have recently been renovated, Hofstra could benefit from a campus "living room" for student engagement and interaction. The university should consider projects that will enhance student life, towards the goal of building community among students, as well as between students and faculty. Increased interaction and collaboration outside of the classroom comprise an important component of the student experience.

Proposed Projects

This section describes the proposed projects included in the master plan. Phasing and implementation of these projects are discussed in the Master Plan Phasing chapter. Proposed projects include:

- New Business Building
- New Engineering Building
- Health Sciences Complex
- Future Residence Hall
- Backfill of Weed + Adams
- School of Communication Addition
- Phillips Hall Collaboration Commons
- Student Center Renovation
- Strategic Renovations: Hofstra Dome, Law School, Weller Hall, Heger Hall, Gallon Wing, Memorial Hall

NEW BUSINESS BUILDING

Plans for a new Business School building connected to C.V. Starr are underway. The new building's location will contribute to the growing center of science, business and engineering innovation on the East Campus and emphasize the need for strong east-west pedestrian connections as outlined in the landscape framework section. The building will include collaboration space on the ground floor.

NEW ENGINEERING BUILDING

Although Engineering was recently accommodated in the renovated Weed and Adams Hall, significant growth in STEM programs has led to overcrowding. The master plan proposes to accommodate this growth with a new building sited to the east of the proposed Business building. Proximity to the new Business building will help build on nascent synergies between engineering and business. Design of the two buildings must take care to foster pedestrian circulation back to South Campus and allow permeability, similar to C.V. Starr. The addition of the Engineering building and the new Business building will also help create a critical mass of academic buildings on the East Campus, making it a true destination in its own right.

PROJECT LIST

1. NEW BUSINESS BUILDING
2. NEW ENGINEERING BUILDING
3. HEALTH SCIENCES COMPLEX
4. FUTURE RESIDENCE HALL
5. WEED + ADAMS HALL
6. SCHOOL OF COMMUNICATION ADDITION
7. PHILLIPS HALL COLLABORATION COMMONS
8. STUDENT CENTER RENOVATION
9. MEMORIAL HALL


COLONIAL DRIVE
HOFSTRA NORTHERN BOULEVARD
HOFSTRA BLVD
HEMPSTEAD TURNPIKE
OAK STREET
FULTON AVENUE
HOLLAND HOUSE ROAD
CALIFORNIA AVENUE
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Various sites for the new engineering building were considered as part of the master planning process. Some of the proposed alternates and their rationale are briefly described below:

» **As part of future Health Sciences District on North Campus:** Site was complicated by its relative distance from South Campus. Site does not take advantage of adjacencies and collaboration potential with the sciences and business

» **Current Weller Hall site:** Site is undersized for desired square footage and footprint of the Engineering building; however, it is a suitable development site for an academic building in the long term.

» **North of Berliner Hall:** Site has desirable frontage on California Avenue and visiblity from Hempstead Turnpike. However, it requires challenging property aquisitions that would hold up planning process. The site will be considered for longer term projects.

HEALTH SCIENCES COMPLEX

The master plan includes the long-term buildout of the Health Sciences District around the existing School of Medicine complex. The district will include an additional health sciences facilities with research and class laboratories as well as an adjacent open space. The open space will help promote community, and allow Hofstra to host outdoor events and programming. The complex could also house future clinics serving patients and visiting professionals; parking and vehicle access will need to be planned to meet the needs of these programs.

The district will be connected back to the main campus by a robust pedestrian corridor that will reduce some of the physical separation between the Medical School and the student center today. The buildout of this precinct will require the relocation of the soccer stadium in the long term, which could be coordinated with the end of life of the existing synthetic field surface. The complex can also be built in phases, as funding becomes available and program growth requires additional space.

FUTURE RESIDENCE HALL

As Hofstra's older residence halls reach the end of their natural lifespans, Hofstra should consider replacement housing closer to the Student Center. Adding more density to the southern part of the North Campus will help build a more vibrant community on campus, with a more proximate critical mass. Towards this goal, a new residence hall is proposed in the long term, to be located north of the Student Center. This new residence hall could border the new campus quad between the high rises and the recreation fields.

The university should continue to diversify its housing portfolio to include more apartment and suite style beds, which are popular at other universities, and for which Hofstra students expressed interest in the Housing and Retail Study completed in 2014.

WEED + ADAMS HALLS

Weed and Adams Halls were recently renovated for the Engineering program, with a number of specialized lab spaces. However, the growth of this program

has necessitated a larger facility in a new building. Construction of the new building will vacate Weed and Adams, which can then be repurposed for other academic and administrative uses.

One option for repurposing the buildings would be to accommodate growth in natural sciences. Chemistry, physics, and biology have increasing demand for class labs, offices, and research space, due to increased enrollment in science and engineering. Research space demand is driven in part by an increasing focus on research faculty as a universitywide initiative. Some natural sciences departments could move to Weed and Adams to relieve crowding in Berliner and Gittleson. The recent renovations make Weed and Adams Engineering well suited for lab uses.

Another option would be to relocate administrative uses to Weed and Adams, while accommodating growth in natural sciences in Phillips Hall, with an overall strategy of concentrating academic space in the campus core. Phillips Hall enjoys a prime location on campus directly south of the Axinn Library, and currently houses administrative offices; it could be converted to classrooms, collaboration space, and academic offices. Ground level space with better visibility could be dedicated to classrooms and student collaboration spaces, and the quieter upper level could be allocated to faculty offices and collaboration space.

SCHOOL OF COMMUNICATION ADDITION

The School of Communication has identified a need for collaboration space. The master

FIGURE 3.2

PROPOSED SCHOOL OF COMMUNICATION ADDITION

plan proposes an active, light-filled addition on the eastern side of the building. The addition will be transparent, allowing for visibility to the pedestrian axis that passes directly adjacent to the proposed addition. The 2,000 square foot addition will provide much-needed community space in the building, and better integrate the School of Communication into the campus as whole.

COLLABORATION SPACE

The ways in which people work are changing, and collaboration spaces are in demand, for both students and faculty. Currently, the only such spaces on the South Campus are recently renovated spaces in the Axinn Library, including open study areas and the Hammer Lab. However, collaboration spaces throughout the rest of the campus are limited, and not always open to the entire campus community (for example, the Calkins Learning Lab). Additional collaboration spaces could further increase student engagement in South Campus after class hours, during evenings, and on weekends, as well as provide space for faculty to gather and collaborate.

FIGURE 3.3

VIEW OF PROPOSED COLLABORATION COMMONS AT PHILLIPS HALL, FROM HOFSTRA HALL PLAZA

The master plan proposes a strategy for adding collaboration spaces to the campus incrementally. This strategy includes the following principles:

» Use underutilized classrooms or redistribute classroom demand in order to accommodate collaboration spaces

» Consider creating collaboration spaces when renovating buildings or relocating departments/administrative units

» Convert classrooms to collaboration spaces, with consideration for safety, security, maintenance, and cleaning

» Spaces – sometimes separate – are needed for both students and faculty

» Include collaboration spaces in all new buildings

Adding collaboration spaces according to these principles will be dependent on the following criteria for selecting locations:

» Location within the campus core

» Location on the ground floor, in proximity to the building entrance; or second floor for quieter or faculty collaboration spaces

» Visibility from the outside; ease of finding the space

» Proximity to other high-activity uses (i.e. classrooms, food, etc)

» Even distribution of spaces across the campus core

» Open to all students and faculty

During the master planning process, a task force was convened to explore converting the third floor of the Axinn Library to collaboration space.

PHILIPS HALL COLLABORATION COMMONS

Philips Hall enjoys a location at the very heart of campus, outside of Axinn Library and adjacent to the historic Hofstra Hall. Today, Phillips houses various adminstrative functions; however, none of these uses are front-facing. If these administrative functions could be relocated, the building could be converted to a combination of student-centric uses, including a new collaboration space on the ground floor. This space would help contribute to the feeling of a campus "living room," and would be integrated with Hofstra Hall Plaza.

STUDENT CENTER RENOVATION

The Mack Student Center, a building that has undergone incremental renovations and additions over time, presents a long-term opportunity to greatly improve the student experience and strengthen the campus community. The proposed renovation of the Student Center is focused on creating a campus living room where students can gather, collaborate, eat, and feel at home.

A strategic reorganization of spaces within the Student Center has the potential to create a more welcoming hub for student life. Renovated spaces will be organized along two axes, one passing north-south through the atrium, and one passing east-west through the dining area. High-activity areas will be located along these axes on the ground floor of the building, and lead into its lower level. Potential interventions, phased over time, include:

- Social stair expanding the dining area to the lower level
- Reconfiguration of the lower level to house the bookstore, and renovate the lower level open area to create a more welcoming space that is connected to the social stair
- New plaza on the east side of the building, connecting to the lower level open area
- Better wayfinding throughout the building, especially to student services
- Expansion of student organization space with open office and work area
- Interfaith space or chapel

Given the complicated nature of the Center's building systems, a comprehensive master plan will be needed to coordinate improvements with phased upgrades to the building systems.

FIGURE 3.4

VIEW OF POTENTIAL SOCIAL STAIR AND RENOVATED DINING AREA IN THE STUDENT CENTER

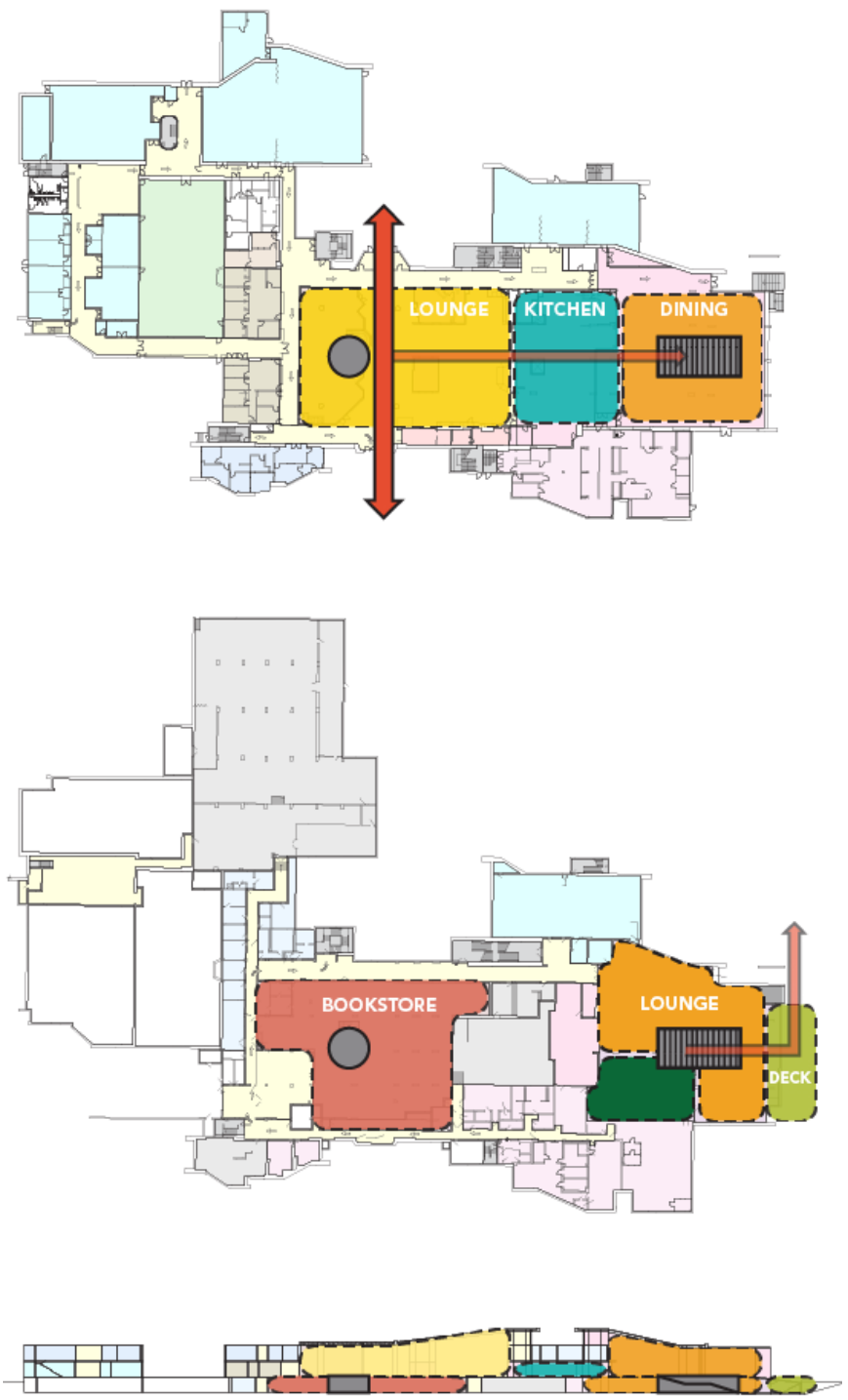
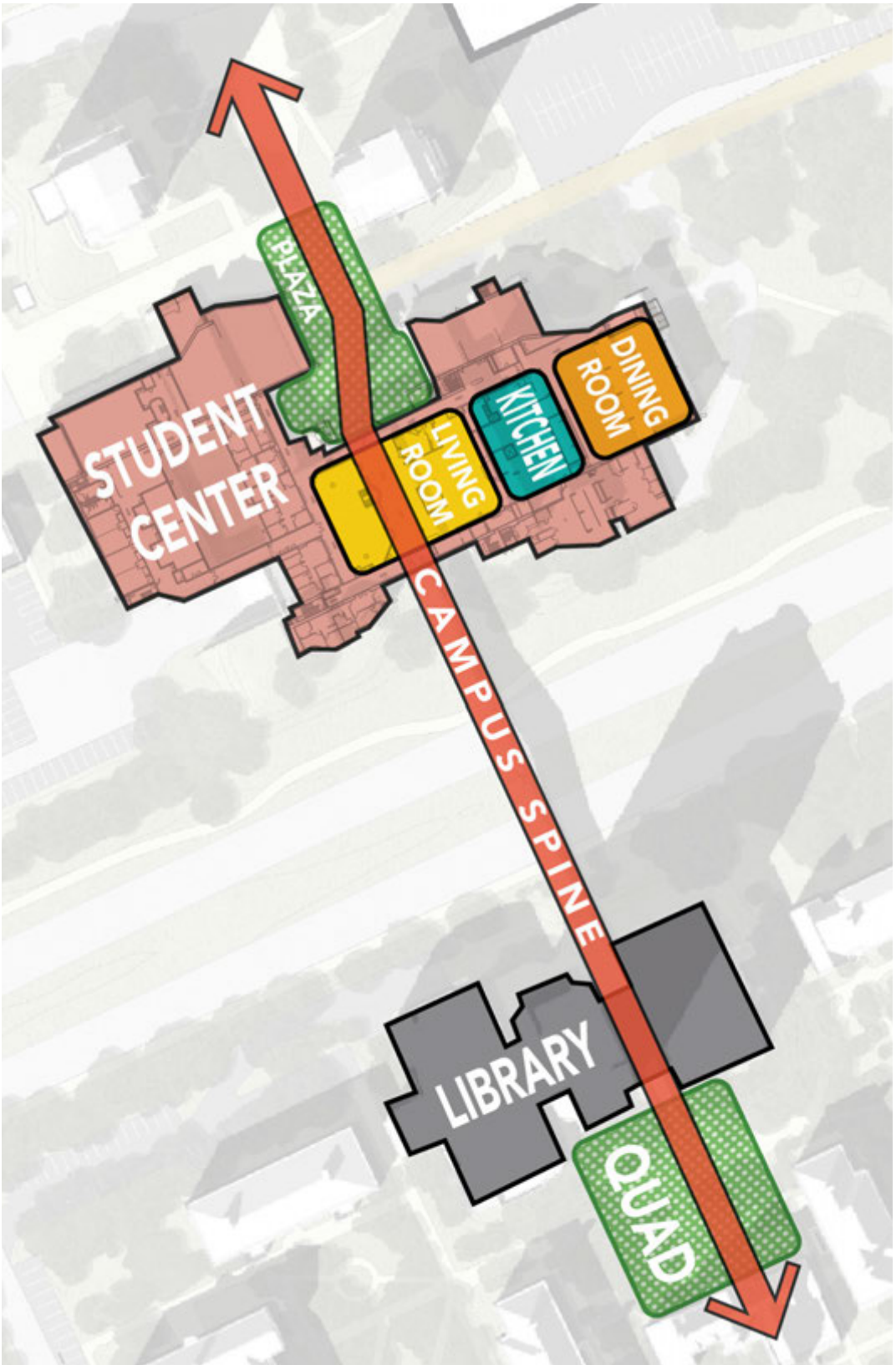


FIGURE 3.5

THE PROPOSED STRATEGY FOR THE STUDENT CENTER INCLUDES TWO MAIN AXES THROUGH THE BUILDING THAT WILL IMPROVE CONNECTIVITY AND OPENNESS.

SPACES ALONG THE CENTRAL CORRIDOR WILL FLOW INTO EACH OTHER, AND FEATURE MORE PLACES FOR GATHERING (TOP).

THE NEW LOWER LEVEL WILL CONNECT TO THE UPPER LEVEL VIA THE SOCIAL STAIR (MIDDLE).



CAMPUS SPINE

THE STUDENT CENTER IS ALONG THE KEY NORTH SOUTH SPINE OF THE CAMPUS

STRATEGIC BUILDING RENOVATIONS

The university has made a point of renewing buildings over time. This is a strategy that will preserve building longevity and results in more flexibility in the allocation and disposition of space. However, renovations are about more than building condition – they can allow the university to accommodate unmet needs, or move academic or administrative groups around for operational reasons. In short, renovations should be considered to be a part of the university's strategic goals.

Some campus buildings are recommended for renovation over time, as a result of their overall condition. These buildings include the Hofstra Dome, Heger Hall, and the Gallon Wing. Others are renovations that are in prominent locations, or have existing uses that have a significant impact on campus life. These buildings include Weller Hall, whose location along California Avenue has high visibility; the vacating of the building after the new business building is completed represents a key opportunity for the university. The building is not suited for classrooms, but could be used for office or study space after being renovated. Memorial Hall is another prominent campus space that is in need of renovation. The renovation would transform the building into a more open, connected, and welcoming space that is better connected to the adjacent Memorial Quad.

All buildings eventually reach the end of their useful lives – when the cost of renovating the building further outstrips the cost of building a new building. At this point, the university should consider the best location for the occupants of the building. In the case of the School of Law, for example, when the building eventually reaches the end of its life in the long term, one strategic option would be to move it to the North Campus, with the university's other professional programs (nursing and medicine).

Landscape Framework

Introduction

Hofstra's campuses each have a distinct landscape character: the South Campus with its traditional and compact network of quads; the North Campus, with its residence halls and recreation fields; and the East Campus, with its larger scale plazas. These landscape precincts are further defined by unique landscape features, including the Pinetum, the bird sanctuary, recreational fields, the CV Starr labyrinth, and a robust collection of public art. Hofstra is also known for its annual display of tulips across campus, a nod to its Dutch heritage.

The landscape framework provides a structure through which all three campus precincts can be linked and enhanced. The landscape framework is integrated with the land use and mobility frameworks, and is governed by a set of physical strategies that are employed across the campus, with the goal of enhancing the landscape. These strategies are as follows:

- Create a central open space on North Campus
- Enhance east-west pedestrian corridors and improve walkability
- Strengthen the primary north-south corridor (Unispan)
- Create places for people to connect
- Establish branded, visible campus gateways

The implementation of these strategies is described relative to specific landscape projects, at the end of this section.

LEGEND

- PLAZA
- LAWN/QUAD
- RECREATIONAL/ATHLETICS


CHARLES LINDBERGH BOULEVARD
COLONIAL DRIVE
HOFSTRA NORTHERN BOULEVARD
OVINGTON BOULEVARD
HOFSTRA BLVD
HEMPSTEAD TURNPIKE
UNIONDALE AVENUE
CALIFORNIA AVENUE
HOLLAND HOUSE ROAD
OAK STREET

Landscape Principles

CREATE A CENTRAL OPEN SPACE ON NORTH CAMPUS

The North Campus is characterized by residence halls and recreation fields. A large area of the North Campus is occupied by recreational fields and former airfield runways that have been repurposed for surface parking, resulting in a disconnected sense of place on North Campus. The university has recently improved the primary pedestrian pathway between the high rise residential towers and the Student Center. There is also a desire among students for an informal gathering space on campus.

The landscape framework addresses these conditions by proposing a new network of open spaces throughout the North Campus that enhance pedestrian connectivity, create a sense of place, and provide needed informal gathering space. The framework also supports the land use goal of concentrating development closer to the Student Center, in order to create a critical mass of students and program space.

ENHANCE EAST-WEST PEDESTRIAN CORRIDORS AND IMPROVE WALKABILITY

The South Campus has good north-south connections for students moving between the Student Center and the academic buildings to the south. Connections between the South and East Campuses, as well as between the Student Center and the School of Medicine, are impacted by major roads that divide these campus precincts. As business and engineering grow in popularity, and the health sciences district is further developed, the need for enhanced connections will only increase.

Improving these connections and creating pedestrian corridors will help people move around campus, and make all three precincts feel more like a single campus. The landscape framework reinforces pedestrian corridors by anchoring them with buildings, introducing landscape improvements to the corridors to better define them and make them feel inviting, and helping to separate them from vehicular traffic as much as possible. The framework also proposes new segments of these corridors where they do not currently exist, to create a continuous network.

STRENGTHEN THE PRIMARY NORTH-SOUTH CORRIDOR

The north-south corridor connects the Student Center on North Campus to the Axinn Library and academic core on South Campus, and is the primary connection for students moving from residence halls to classes. This corridor is anchored by the Unispan across Hempstead Turnpike, which is integrated into the two buildings on either end. However, while students are going to destinations further north and south of the student center and the library, the pedestrian corridor does not continuously reach all of those destinations. Recent improvements to

the stretch between the Student Center and the high rises have helped, but do not create all of the desired linkages.

The landscape framework strengthens this major corridor by better integrating it with key destinations. The framework also improves the plazas at the entrances to the Student Center and the library, to create more generous gathering spaces where there is significant student activity. The plazas also extend towards the new campus lawn to the north, and Hofstra Hall to the south, to better integrate these landmarks into the campus realm.

CREATE PLACES FOR PEOPLE TO CONNECT

Hofstra's campus boasts numerous nooks for students to enjoy the outdoor environment on South Campus, with seating and seat walls adjacent to buildings and open spaces. The landscape framework proposes to make the distribution of these spaces more consistent across campus, adding and improving them as needed. The goal is to create a network of welcoming spaces that fully activate the outdoor environment and help build community between students, faculty, and staff. Proposed changes could range from furniture improvements to creating new spaces.

ESTABLISH BRANDED, VISIBLE CAMPUS GATEWAYS

The North Campus is separated from the South and East Campuses by Hempstead Turnpike, a state route known as NY 24 to the east of Nassau County. For the length of the North Campus boundary, Hempstead Turnpike spans 3-5 lanes on either side, and is lined with light poles that bear blue and yellow Hofstra banners.

The turnpike intersects with the two key roads that lead into campus: California Avenue/Hofstra Boulevard, and Oak Street. These intersections serve as vehicular gateways into campus. However, besides the light poles, the only major branding element that is currently in place is the university's name painted on the Unispan.

The landscape framework establishes these intersections as major campus gateways. While there is limited scope to make improvements to the light poles, more can be done to use signage to mark the gateways – signage at a larger scale than the light pole banners. The proposed improvements will help guide visitors into the campus, and create memorable landmarks for those traveling along the turnpike.

Proposed Projects

This section describes the proposed landscape projects included in the master plan. Phasing and implementation of these projects are discussed in the Master Plan Phasing chapter. Proposed projects include:

- North Campus Lawn
- Student Center North Plaza
- Student Center East Plaza
- Circle Road Quad
- Health Sciences Quad
- Health Sciences Pedestrian Corridor
- Hofstra Hall Plaza
- Campus Gateways
- Business, Science + Engineering Quad
- Soccer Stadium
- Streetscape improvements
- Parking Lot enhancements

NORTH CAMPUS LAWN

This proposed campus lawn project will create a central gathering space on the North Campus, an amenity that does not currently exist. It is sited between the high rises and the Student Center, incorporating the existing improvements to the pedestrian corridor between these two major nodes. This new open space is intended to function as a campus lawn, and can be used for informal recreation as well as small gatherings and events. The campus lawn acts as a new organizing feature of the North Campus, and begins to connect buildings together into a cohesive whole. It also provides a more pleasant connection between the Student Center and the recreation fields.

The proposed campus lawn is located on a site currently occupied by surface parking. Students currently walk through this parking lot to access the Student Center, and this landscape project is integrated with the mobility framework in prioritizing pedestrians and separating them from vehicular circulation. The existing parking spaces can be relocated elsewhere on campus, as there is an overall surplus of parking.

PROJECT LIST

1. NORTH CAMPUS LAWN
2. STUDENT CENTER NORTH PLAZA
3. STUDENT CENTER EAST PLAZA
4. CIRCLE ROAD QUAD
5. HEALTH SCIENCES QUAD
6. HOFSTRA HALL PLAZA
7. CAMPUS GATEWAYS
8. BUSINESS, SCIENCE + ENGINEERING QUAD
9. SOCCER STADIUM
10. STREETSCAPE IMPROVEMENTS
11. PARKING LOT ENHANCEMENTS


COLONIAL DRIVE
HOFSTRA NORTHERN BOULEVARD
HOFSTRA BLVD
HEMPSTEAD TURNPIKE
OAK STREET
FULTON AVENUE
HOLLAND HOUSE ROAD
CALIFORNIA AVENUE
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STUDENT CENTER NORTH PLAZA

The plaza at the northern nexus of the Unispan operates primarily as a transitional space between the Student Center and the residence halls to the north. The proposed landscape project will transform this plaza into gathering place and wide pedestrian corridor that connects seamlessly into the new campus lawn. It will also create a more inviting entrance into the Student Center.

Improvements include replacing existing paving to unify the entire open space, and lining its edges with benches and shade trees. Some vegetation will be cleared from the middle of the plaza, in order to provide a view corridor to the campus lawn. This project also supports the mobility components of the master plan.

STUDENT CENTER EAST PLAZA

To the east, the lower level of the Student Center looks out onto the sculpture garden. The master plan proposes a renovation to the interior space in this wing, that can transition into an outdoor gathering space. The new plaza can be used for events and programming, in addition to informal use for studying and socializing.

CIRCLE ROAD QUAD

Circle Road is a recent improvement to the North Campus, and provides a vehicular drop-off location at the Student Center, as well as improved pedestrian connectivity between the Netherlands and the Student Center. Students typically live in the Netherlands or Stuyvesant Hall in their freshman year, and generate a significant amount of foot traffic to and from the Student Center.

The proposed landscape project reconfigures Circle Road by eliminating the southern segment of the existing boulevard. This change is intended to simplify the crosswalks at Oak Street. Access to the parking lot adjacent to Stuyvesant will be maintained.

HEALTH SCIENCES QUAD

The master plan includes the long-term build-out of the Health Sciences District around the existing School of Medicine complex. Currently, the School of Medicine is mostly surrounded by surface parking lots, with a small plaza and adjacent vegetated area at the building entrance.

The proposed quad will be located between the School of Medicine and a future building to the north, and also includes an expanded plaza with tables and chairs, that can be used for informal gatherings as well as programmed events. The quad will be incorporated into a drop-off loop that provides access to both buildings.

HEALTH SCIENCES PEDESTRIAN CORRIDOR

Currently, many medical students drive to campus and spend their days in the School of Medicine building, rarely engaging in activities or amenities in the Student Center or in the campus core. The proposed pedestrian corridor includes landscape components that will invite pedestrians to walk between the medical school and the Student Center.

The pedestrian corridor will connect to the proposed Health Sciences Quad, and raise awareness of the Sculpture Garden outside the Student Center and the Bird Sanctuary.

HOFSTRA HALL PLAZA

On the south side of the Unispan, this proposed new plaza will integrate the ramp and plaza at the Axinn Library, the open space at the lower level of the library, and the plaza in front of Hofstra Hall into a single open space that can be used for programming and informal gatherings. The existing plaza is divided into different sections that do not fully celebrate Hofstra Hall coming into view upon exiting the ramp, despite its iconic status and history.

The new open space provides an enhanced entrance into South Campus from the Unispan, and will strategically remove trees to provide a more open space, and improved vista of Hofstra Hall. The project otherwise preserves much of the existing open space immediately in front of Hofstra Hall. The enlarged space can be utilized for larger gatherings and programmed events. The hardscape area is envisioned to utilize new pavers that help mark the plaza as a landmark.

The proposed plaza will transition to the lower level of the library via a new social stair, providing a distinctive environment for gathering and programming. The proposed landscape will also provide an improved entrance into the lower level of the library, which was recently transformed into a learning commons.

CAMPUS GATEWAYS

The primary campus gateways into campus from Hempstead Turnpike, at California Avenue and Oak Street, currently have understated signage, leading to wayfinding issues. Wayfinding is particularly difficult for visitors to Admissions who are approaching the Oak Street intersection from the west; the pedestrian bridge obstructs the view of the entrance into Admissions.

The master plan improves both gateways with new signage that can be easily seen from Hempstead Turnpike. Conceptually, the signage is envisioned as a significant visual landmark that orients visitors, in addition to better displaying the Hofstra identity and brand at these visible locations. Both projects are integrated with mobility improvements.

BUSINESS, SCIENCE + ENGINEERING QUAD

The construction of new buildings for the Schools of Business and Engineering, in the existing Science and Engineering quad, will be transformative for the East Campus. The existing landscape between the new buildings, as well as CV Starr, Monroe, Berliner, and Gittleson, is generally underutilized. However, the new buildings will bring a significant number of people to this precinct, and the landscape can be better utilized to accommodate gathering.

The proposed improvements leverage the existing landscape framework and extend it to the new buildings with a combination of softscape and hardscape. The existing plaza in front of Monroe is a key component of the landscape for potential activity, with frontage along California Avenue and proximity to the academic core across the street. Proposed improvements to this plaza will create a more flexible open space with site furnishings and shade trees. An event plaza is located between Monroe and the

future Business building. To provide better sight lines to the Business building, the landscape between Monroe and Gittleson is proposed to be regraded and partially cleared of vegetation.

SOCCER STADIUM

The construction of the Health Sciences Complex in the long term will require the relocation of the soccer stadium. As the Health Sciences Complex becomes a reality, investments in a soccer stadium should be coordinated with the schedule of the complex.

STREETSCAPE IMPROVEMENTS

The Hofstra campus has a generous tree canopy. Trees line major campus edges, as well as newer streets; however, there are areas where the tree line is interrupted, and there are few trees in parking lots to provide shade or screening.

The master plan improves campus streets as needed, to create more unified visual corridors, as well as to enhance the pedestrian realm. Major pedestrian paths are also reinforced with trees and vegetation.

Mobility improvements are linked with these proposed changes. For example, proposed improvements along California Avenue include both landscape and traffic calming interventions.

PARKING LOT ENHANCEMENTS

Hofstra's parking lots are typically the least vegetated areas of campus, in order to maximize parking capacity, especially on South Campus. However, this creates a condition in many areas of campus in which one steps directly into a parking lot upon exiting a building. Also, without vegetation, many of the larger parking lots feel very large, and pedestrians are not always sure how to walk to their destinations.

The master plan proposes to subdivide the larger lots by creating dedicated, vegetated pedestrian paths. These paths will help pedestrians move through the parking lots after they secure their cars, and better separate them from moving vehicles. Trees planted along the edges of the parking lots will also provide better screening and a more pleasant view from campus buildings.

STREETSCAPE + PARKING IMPROVEMENTS

1. CALIFORNIA AVENUE
2. OAK STREET GATEWAY
3. CIRCLE ROAD
4. ENHANCED PARKING LOT


COLONIAL DRIVE
HOFSTRA NORTHERN BOULEVARD
HOFSTRA BLVD
HEMPSTEAD TURNPIKE
JAMES M. SHUART STADIUM
OAK STREET
FULTON AVENUE
HOLLAND HOUSE ROAD
CALIFORNIA AVENUE
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Mobility Framework

Introduction

Efficient and walkable routes are vitally important for healthy and connected communities. Navigating the campus is a core part of the Hofstra experience and should be attractive, convenient and enjoyable. Pedestrians and cyclists need clear and accessible routes to comfortably navigate between buildings and North and South Campuses, and, going forward, to the growing East Campus area. Where possible, their passage should take priority over non-emergency vehicular traffic.

The mobility framework is enhanced through thoughtful design of the vehicular and pedestrian networks, and by providing a structure through which navigation will be greatly improved. The mobility framework is governed by a set of physical strategies that are employed across the campus, with the goal of enhancing campus mobility and supporting Hofstra's vision and goals. These strategies are summarized on the following pages, and include:

- Improve intercampus connectivity
- Prioritize pedestrian movement
- Enhance key intersections and improve vehicular functionality
- Improve the arrival experience
- Integrate pedestrian connections into new building projects

The implementation of these strategies is described relative to specific mobility projects, at the end of this section.


CHARLES LINDBERGH BOULEVARD
COLONIAL DRIVE
OVINGTON BOULEVARD
HOFSTRA NORTHERN BOULEVARD
HOFSTRA BLVD
HEMPSTEAD TURNPIKE
OAK STREET
UNIONDALE AVENUE
CALIFORNIA AVENUE
HOLLAND HOUSE ROAD

Mobility Principles

IMPROVE INTERCAMPUS CONNECTIVITY

Hofstra's North, East, and South Campuses are currently divided by major roads: Hempstead Turnpike, Oak Street, and California Avenue. Connectivity, and easy movement throughout campus, is essential to creating a cohesive campus that promotes interaction, and is a key theme of this plan.

The master plan proposes a series of integrated mobility projects that tackle connectivity at different scales, from a new express shuttle to traffic calming across California Avenue, to improvements to campus gateways that make crossings more hospitable and welcoming to pedestrians.

PRIORITIZE PEDESTRIAN MOVEMENT

The South Campus is a pedestrian environment, with no vehicular access to the campus core – a characteristic of the traditional quad organization of the campus. The North and East Campuses have developed according to different models, influenced by a combination of physical and temporal factors, which have prioritized vehicles over pedestrians.

With a growing enrollment and a desire to engage students, faculty and staff more fully in the campus community, a pedestrian-scaled environment is becoming increasingly important. Getting people out of their cars and into an inviting, welcoming campus environment that prioritizes pedestrians is a principle that underpins not only the mobility framework, but also contributes to like-minded principles in the land use and landscape frameworks to create vibrant, attractive spaces, both indoors and outdoors. The master plan proposes to expand pedestrian accommodations throughout the campus, to improve connectivity and build community across barriers.

ENHANCE KEY INTERSECTIONS + IMPROVE VEHICULAR FUNCTIONALITY

Hempstead Turnpike, a state controlled road, acts as a barrier that bisects the campus. While this barrier remains a reality for the future planning of the campus, improvements to key campus gateways along Hempstead Turnpike will help to minimize its impacts on the campus and on the campus community. Vehicular circulation around campus is also a reality for Hofstra, and the master plan seeks to separate vehicular and pedestrian networks as much as possible, to provide safe and efficient routes for both modes of transportation.

The mobilty framework improves the intersections to make vehicular routes clearer to enhance the Hofstra brand and to enhance

the pedestrian experience. It also proposes road realignments in the long term to create a more logical grid to navigate portions of North Campus near the Oak Street gate and to create future development sites.

IMPROVE THE ARRIVAL EXPERIENCE

Passing through a campus gateway does not signal an end to the arrival experience. Students, faculty, staff, and visitors are all looking for a seamless and enjoyable experience from door to door. Once through a campus gateway, those traveling to campus will arrive at one of the many parking lots on campus. Currently, most of Hofstra's parking lots closely border campus buildings, leaving minimal landscape buffers and sidewalk accommodations for pedestrians once they exit their vehicles.

The mobility framework proposes an integrated mobility and landscape strategy to create landscape buffers around buildings that bridge the space between parking lots and campus pedestrian routes. It also proposes, in conjunction with the landscape framework, that parking lots are scaled for pedestrians, by creating designated pedestrian pathways through parking lots that signal to pedestrians where they can walk.

INTEGRATE PEDESTRIAN CONNECTIONS WITH NEW BUILDING PROJECTS

New buildings are an opportunity not only to accommodate space needs, but also to continue to integrate campus buildings, landscape, and mobility networks. Every building project is also a landscape and mobility project. The program for ground floor spaces, for example, can tie into existing and desired pedestrian connections. Where buildings act as barriers to pedestrian connections, planning for renovation should include consideration of making buildings more permeable. These integrated moves reinforce all networks, and create a more active and engaging physical environment.

The mobility framework proposes that new building projects should consider not only the interior environment, but also long-term plans for the exterior environment, according the master plan. When considering building demolition, removing barriers to pedestrian connections should also be considered as a factor.

Proposed Projects

This section describes the proposed mobility projects included in the master plan. Phasing and implementation of these projects are discussed in the Master Plan Phasing chapter. Proposed projects include:

- Scoot Shuttle
- California Avenue Traffic Calming
- Health Sciences Pedestrian Corridor
- California Avenue Gateway
- Oak Street Gateway
- Recreation Fields Pathways
- New Parking Lot
- Parking Lot Enhancements

SCOOT SHUTTLE

Hoftra's Campus Shuttle is underutilized due to route inefficiencies and the infrequency of shuttles. The Campus Shuttle's run time makes it unpopular as a quick mode of transportation around campus.

The master plan introduces a new scoot shuttle that has a minimal number of stops, and that provides easy and fast connectivity between the North and South Campuses. The new shuttle will optimize shuttle stops in order to facilitate connections to major campus destinations. The new shuttle stops will also align with major pedestrian corridors, so that walking to and from the shuttle stops will be easy and convenient. Efficiency of transport to the northernmost part of campus has potential to improve participation in recreational activities, which today is appreciated but considered somewhat inconvenient.

The Student Center stop will serve both the medical school (and future Health Sciences District) and serve as the "hub" connection for all of the shuttles (shopping, train, night). Once the shuttle is running, stops can be consolidated or adjusted based on feedback from riders.

Route frequency is a subject for further study and should be coordinated with class schedule times when possible; the shuttle route run time is estimated at 15 minutes. Real time shuttle tracking technology can increase ridership and convenience for riders.

PROJECT LIST

1. SCOOT SHUTTLE
2. CALIFORNIA AVENUE TRAFFIC CALMING
3. HEALTH SCIENCES PEDESTRIAN CORRIDOR
4. CALIFORNIA AVENUE GATEWAY
5. OAK STREET GATEWAY
6. RECREATION FIELDS PATHWAYS
7. NEW PARKING LOT
8. PARKING LOT ENHANCEMENTS
9. CIRCLE ROAD INTERSECTION IMPROVEMENTS


COLONIAL DRIVE
HOFSTRA NORTHERN BOULEVARD
HOFSTRA BLVD
HEMPSTEAD TURNPIKE
OAK STREET
FULTON AVENUE
HOLLAND HOUSE ROAD
CALIFORNIA AVENUE
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CALIFORNIA AVENUE TRAFFIC CALMING

The master plan proposes a redesigned street as part of a broader strategy to transform the character of the street, slow down traffic and funnel pedestrians to defined crossing points. Specifically, the street cross section is redesigned to include the following elements:

» **Threshold paving and gateway elements**, where California Avenue intersects Huntington Place and South Road. The purpose of the paving and gateway pillars is to indicate that the driver is passing through a campus zone and that a reduction in speed is necessary.

» **A median with decorative paving**: the median paving is intended to help define the travel lanes.

» **Narrower vehicle lanes to accommodate bike lanes**: the travel lanes on either side of the median have been adjusted to accommodate a 10 foot wide vehicular laneway and a 5 foot wide bike lane.

» **Crosswalks:** a change in material is proposed for the crosswalks at the intersection of California and Huntington Place, at Berliner Hall, and at the Gittleson. The change in material is intended to indicate to drivers where pedestrians will be crossing. It will also help persons with disabilities to navigate the crossing.

» **Street Trees:** a consistent line of street trees is proposed on both sides of California Avenue, from Huntington Place to South Road, to improve the overall character of the street and provide a more pedestrian environment.

HEALTH SCIENCES PEDESTRIAN CORRIDOR

As the Health Sciences District is built out to include more programs with undergraduate students, the connection to the Student Center and the resources of the campus core will be increasingly important. The proposed creation of a pedestrian corridor between the Student Center and the Health Sciences District will provide an easy and attractive connection between these buildings and their communities. The corridor will also serve students and staff parking in the lots to the north of the Health Sciences precinct or those who are going to the Mack Physical Education Center & Swim Center.

The proposed pedestrian corridor includes a wide, shaded sidewalk connecting to a raised crossing at Hofstra Boulevard. It also provides easy connections from the proposed Scoot Shuttle route to the Student Center.

CALIFORNIA AVENUE GATEWAY

The intersection of California Avenue and Hempstead Turnpike serves as a key campus gateway on both the north and south sides of the turnpike. On the north side, it serves as a key entry point into the North Campus.

Vehicles on Hempstead Turnpike are moving at high speeds, and the intersection, while recently restriped, still lacks a refuge in the median for pedestrians and bikes that cannot make it across the wide road within the time allotted by the signal.

The proposed improvements will enhance the pedestrian experience, as well as improve campus identity as described in the landscape section. Landscaping in the median, and on either side of Hempstead Turnpike, will help indicate entry into a university area and help brand the gateway with the Hofstra identity. If possible, reducing the number of westbound lanes on the turnpike to two lanes east of California Avenue, matching the road condition on the section of the turnpike that begins just west of the campus, would dramatically improve the pedestrian environment.

OAK STREET GATEWAY

Visitors, including prospective students and their families, approach the campus from the east and west along Hempstead Turnpike. The Oak Street pedestrian bridge indicates to visitors that they have arrived; they should feel welcomed onto the campus. The master plan proposes new signage at this gateway, in order to signal to visitors that are on the Hofstra campus. These improvements will also enhance pedestrian experience at the crossing.

The Oak Street gateway also leads visitors to Admissions, in Bernon Hall. The master plan also proposes parking lot improvements and the addition of a landscaped plaza in front of the building to welcome visitors and reduce traffic congestion. The separation of parking lots and vehicular circulation, via a new roundabout, will help alleviate parking congestion and end-of-day queues.

RECREATION FIELDS PATHWAYS

The expanse of recreation fields east of the residence halls was recently improved with a dedicated pedestrian route along the western edge of the fields. However, the interior of the field complex is still undeveloped relative to pedestrian circulation. In the long term – potentially with the relocation of the soccer stadium to this area – a network of pedestrian paths should be added around the fields to make it easier to access the fields and to move through the complex.

NEW PARKING LOT

Construction of the new business building and the new engineering building require staging grounds for construction equipment, and will permanently displace parking spaces once the buildings are completed. In 2016, the university constructed a parking lot to accommodate the new business school. A future engineering building parking lot on land currently occupied by underutilized practice fields will help meet parking demand on South Campus, from both commuters and the faculty and staff working in buildings on East Campus.

PARKING LOT ENHANCEMENTS

As described in the landscape framework, the master plan proposes to subdivide the larger lots by creating dedicated, landscaped pedestrian paths. These paths will help pedestrians move through the parking lots after they secure their cars, and better separate them from moving vehicles. Trees planted along the edges of the parking lots will also provide better screening and a more pleasant view from adjacent campus buildings.

This proposed initiative of parking lot improvements also includes the creation of a more logical naming convention for all lots, to enhance wayfinding between parking lots and campus destinations. Better enforcement of lot designations and adequate space allocations for various user groups will also reduce congestion and frustration in commuter and employee lots. The master plan recommends that the new lot created on the practice field on East Campus be designated for commuter students. In the long term, resident students could be required to keep their cars in lots that are located on the periphery of campus, such as those adjacent to Hof USA, in order to free up spaces closer to the Student Center for commuters and visitors.

4 master plan phasing

Master plans, with their long-range vision, are inherently long term plans, although they include a range of projects that can be implemented over both the near term and the long term. It is important to consider phasing sequences and project prioritization in order to set out a strategy for implementation that is achievable over time. Phasing and prioritization of projects for this plan was developed with university senior leadership. Projects have been prioritized based on their impact, ease of implementation, required enabling projects, and potential funding sources.

04 Master Plan Phasing

Near Term Plan

Several of the proposed master plan projects can be implemented in the near term, over the next 2-8 years. Near term projects include a combination of building, landscape, and mobility projects, and have been selected because of the significant impact that they will have on the campus. Most of these projects do not require enabling projects to be completed first, although some are located in high-activity areas, and construction will need to be scheduled to minimize impacts on the spaces adjacent to the work.

Two near-term building projects, identified as potential capital projects during the planning process, are already underway – the Business and Engineering Buildings. The new and future parking lots noted to the east of these new buildings will replace parking that will be displaced by the construction of the buildings. The Scoot Shuttle has also been studied further and is currently in implementation.

1. Scoot Shuttle
2. Oak Street Gateway
3. Admissions Welcome Plaza
4. Hofstra Hall Plaza
5. California Avenue Gateway
6. Future East Campus Parking Lot
7. New Business Building
8. New Engineering Building


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04 Master Plan Phasing

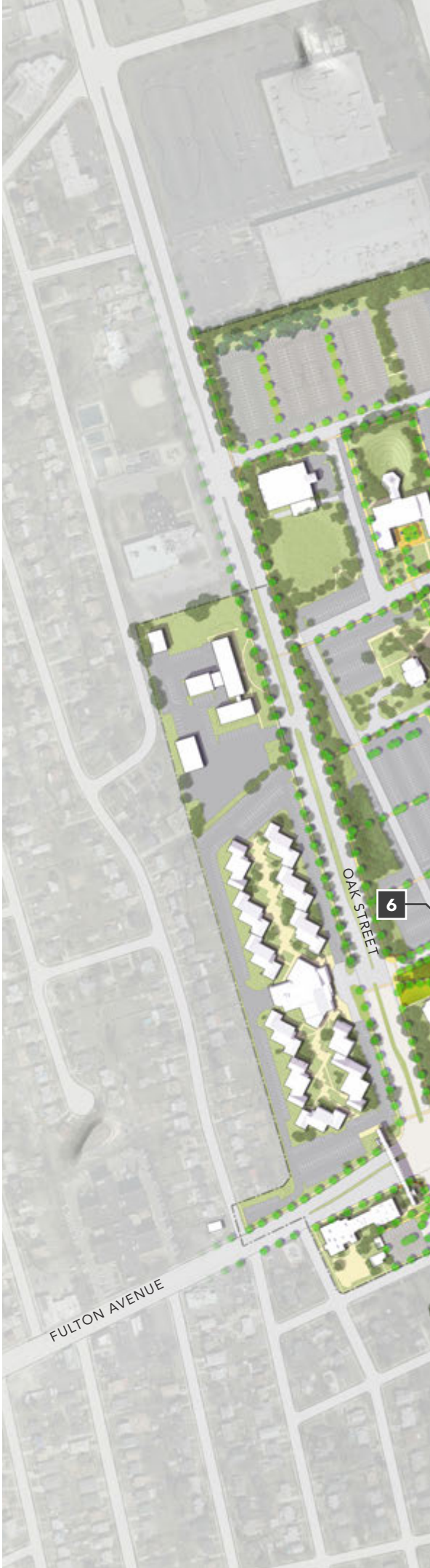
Long Term Plan

The remaining projects proposed in the master plan are projects that may take longer to implement. However, if funding becomes available for a given project, or strategic goals change, projects may move up in priority.

The Health Sciences complex, when built, will require the relocation of the existing soccer stadium. Relocating the field will also provide the opportunity to reorient the field to the preferable north-south alignment, as well as to add a network of pathways through the adjacent complex of recreational fields.

The future residence hall is part of a long-term strategy to concentrate development on North Campus to the area between the Student Center and the recreation fields. This project can be implemented as Nassau and Suffolk residence hall buildings reach the end of their useful lives. This project will also require the relocation of the administrative units from the Human Resources Center.

1. North Campus Lawn
2. Future Residence Hall
3. Soccer Stadium
4. Recreation Field Pathways
5. Health Sciences Complex
6. Circle Road Gateway
7. Phillips Hall Collaboration Commons
8. California Avenue Traffic Calming
9. Business, Science + Engineering Quad
10. Memorial Hall renovation
11. Student Center North Plaza
12. School of Communication Addition
13. Health Sciences Plaza

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Next Steps

It is common for a master plan to trigger additional questions for future study, given their holistic perspective. Master plans impact the entire campus community by design, and asking the initial planning questions frequently gives rise to follow-up questions. Some of these questions will be incorporated into the master plan, while others may require additional data that may not be available during the planning process.

This planning process did provoke additional questions throughout its duration. The questions that merit further study following the conclusion of the planning process include the following.

WAYFINDING AND SIGNAGE STUDY

The university recently installed new exterior building signs that aid with wayfinding, and that incorporate the university's brand. A design study to expand the signage family to include interior building signage, as well as gateway signgage, is recommended. These additional signage components would help express the university's branding more consistently throughout campus, and provide cues to visitors to help them reach their destinations.

STUDENT CENTER MASTER PLAN

The Student Center is a cornerstone of the student experience at Hofstra, and is a central building on campus. The master plan proposes an overall strategy for the building. However, the original building is a connected complex of building additions constructed over time. Significant renovations to the building will trigger code upgrades, and attempting to complete all of the proposed renovations at once would require a large amount of capital funding. A master plan for this complex is the next step in the planning process for this building. The master plan would involve the development of a detailed program, as well as a comprehensive review of code compliance and building systems. The goal of the study would be to identify individual project scopes, cost estimates, and a strategy for phasing and implementing the projects with reasonable increments of capital resources.


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