

WAIMEA DESIGN PLAN

3.1 INTENT

The intent of the Waimea Design Plan is to identify and recognize the unique rural character of Waimea and to provide recommendations and guidelines to:

1. Insure the preservation of Waimea's ranch and agricultural heritage in the face of growth and change;
2. Reinforce the traditional role of Waimea town as the regional support and service center for ranching and intensive agricultural activities;
3. Encourage the present trend towards the establishment of Waimea as the home base for various educational, cultural, medical, and scientific organizations.

This plan is the direct result of Hawaii Revised Statutes Chapter 57 which calls for the preparation of design plans to facilitate quality design in future development and construction, both public and private, for certain areas of the County. Section 57.1 of the implementing legislation reads:

"The Legislature finds that the urban environment in the State has deteriorated; resort development is often scattered; the visual impact of new development is often ill considered; historic sites are often infringed upon; buildings of significant architectural, cultural or historic value are disappearing; and injudicious development mars the scenic landscape which is Hawaii's priceless asset."

Consistent with the intent of this enabling legislation, the Waimea Design Plan inventories both manmade and natural assets of Waimea town and encourages quality development which adds-to rather than takes-away from the town character. In the past two decades an 80% growth rate and the prospects for continued growth in the coming decades due to resort developments on the coast

underlines the need to preserve that unique character which has made Waimea a special place to live. Presently, Waimea is the support center for a population which exceeds 5,000 persons within the South Kohala District and portions of the Hamakua and North Kohala Districts.

Through this plan, it is hoped that Waimea will continue to grow as an orderly, functional, and aesthetically pleasing community that it has historically been.

3.2 DESIGN CONTROL

3.2.1 AREA OF CONTROL

The area of control includes all commercial and light industrial properties in Waimea. The guidelines provided in this plan, along with relevant County codes and standards, will be applicable to all future commercial development.

3.2.2 PROCEDURES

Design review procedures should be developed by the Hawaii County Planning Department to insure community input on planning proposals, development applications, and building permits for all but single family detached residences, agricultural buildings, and permits for renovations. Consideration for expansion of existing buildings which may have a marked impact on the community should be subject to review, as determined by the Planning Director. Review should be based on adopted design controls, goals, objectives and guidelines of this Plan.

3.3 GOALS AND OBJECTIVES

The design goals and objectives for the town of Waimea are as follows:

3.3.1 CHARACTER

To encourage development compatible with the unique rural ranch ambience of Waimea.

3.3.2

FORM

To consolidate commercial growth around the emerging town center and encourage industrial growth southwest of the town center and makai of the Mamalahoa Highway.

3.3.3

DESIGN

To preserve and reinforce the significant features of Waimea.

DESIGN OBJECTIVES

1. To preserve and enhance the form and function of Waimea's commercial areas;
2. To encourage that new commercial structures complement the environment in terms of form, scale, choice of materials, and architectural styles;
3. To preserve historic buildings and sites;
4. To preserve views toward distant focal points including Mauna Kea, Mauna Loa, adjoining puu's and Kohala Mountains;
5. To enhance the character of Waimea and to encourage landscaping and landscape elements such as signage, paving, and lighting;
6. To encourage the use of signs which are compatible with the character of Waimea;
7. To encourage a respect for local weather conditions in the design and orientation of buildings;
8. To encourage the development of an integrated circulation system for pedestrians, horses and bicycles linking key functions, landmarks and recreation elements;

9. To ensure compatibility with adjacent land uses; and
10. To minimize the visual impact of motor vehicles and associated parking, service and sales facilities.

3.4 LAND USE

3.4.1 LAND USE CONCEPT

The land use concept shown in Figure 3.1 forms the basis for land development patterns in Waimea. This concept proposes distribution of land uses and circulation based on the County General Plan and Waimea Design Plan goals and objectives.

3.4.2 LAND USE GUIDELINES

The following guidelines shall be applicable to all proposed commercial and light industrial developments:

- a. Sideyard setbacks and the height of new structures and/or expansions of existing structures in commercial and industrial area shall take into account the surrounding property, existing private and public improvements, community characteristics, natural features, and the size of the parcel being developed. It is recognized that smaller parcels have less room for alternate site planning than larger parcels; thus, some measure of "hardship" consideration for smaller parcels shall be given.
- b. To the extent practicable, the location or siting of all structures and improvements shall:
 - (1) Not hinder existing and prospective traffic movements;
 - (2) Provide landscaping as required by the County;

- (3) Within reasonable limits, preserve natural features of community value; and
- (4) Include use of landscaping and screening elements to minimize visual impacts of parking.

3.5 CIRCULATION AND SAFETY

The local circulation system suffers from two major traffic constraints: (1) the three-way intersection at the Waiaka Bridge on the west side of town, and (2) the choke-point or bottleneck at the major intersection of Mamalahoa Highway and Lindsey Road in the central business district.

These two problem areas present serious dangers to the local population because Waimea is the hub of most east/west cross-island traffic between the Hilo and Kona districts, and north/south traffic between North Kohala and the rest of the Big Island.

Additional hazards are faced daily by Waimea residents, employees who live elsewhere, and many tourists and other users of the highway that runs west from the Waiaka Bridge intersection to Kawaihae and the rapidly-developing areas along the coastal Queen Kaahumanu Highway.

The long-discussed east/west bypass highway around Waimea, would do much to alleviate growing pressures on the main central intersection, but no plans for major in-town circulation changes can be finalized until the bypass issue is resolved. The bypass, in and of itself, will not eliminate the main intersection choke-point across north/south movement.

1. Waiaka Bridge intersection. The approaches to this three-way intersection and its adjacent narrow bridge, restrict visibility of east/west drivers to its dangerous configuration, until they are almost upon it. First-time users (especially visitors) are particularly endangered, but the threat to them

extends also to local travellers familiar with its risks. One death, and many injuries, have resulted from accidents there.

The hazards of this intersection and its narrow bridge, are increased by the north/south traffic on the North Kohala highway, which also serves Hawaii Preparatory Academy's upper campus, and some Lalamilo residences. The entire intersection and bridge must be rebuilt for safety, or continued accidents there are unavoidable, at a likely increasing rate.

2. Center-of-town choke-point. Any blockage of the main highway intersection in the middle of Waimea, would disrupt or completely halt all east/west and north/south traffic. No alternate routes are available around this bottleneck. At present, during peak morning and afternoon use, long vehicular backups occur, which are only partially alleviated by police direction during those times. The condition will necessarily worsen in future years, as cross-island and local traffic increases.

A greater potential danger would be the massive buildups in all three directions, which would be unavoidable in case of actual blockage of this intersection. The Lucy Henriques Medical Center would become inaccessible to any person trapped north or west of this intersection, whether in need of medical attention or a provider. Two alternate routes are required around this choke-point, one to the east and one to the west.

3. Kawaihae road. Several deaths and many injuries have resulted from accidents on the road which runs west from the Waiaka Bridge intersection to Kawaihae and the coastal Queen Kaahumanu Highway. The multiple hazards on this road, and at the associated Waiaka Bridge intersection, have been major concerns of the

Waimea-Kawaihae Community Association and its Traffic Safety Committee. Many urgent requests for safety upgrade have been directed to the responsible government bodies over the years. An east/west bypass around Waimea which removes most long-haul traffic from this road appears to be the only long-range solution, as visitor, local, and commercial traffic increases in the future. However, the safety of the road itself should be improved without delay.

4. East/west bypass highway around Waimea. This long-discussed major project has been stalled for many years. The increasing east/west cross-island traffic is already burdening the capacity of the present route through the heart of town. Delay in resolving this issue in turn causes delay in finalizing most in-town circulation planning, because local traffic routes will necessarily be based on location of the island's major east/west artery. Bypassing Waimea appears to be an inescapable long-term imperative, and action should begin promptly.

Priority consideration must be given to roadways which allow bypass of the central business district and accessibility to and from the medical, police, and fire facilities. Priority must also be given to improvements to minimize the high hazard conditions on existing roadways.

3.6 DESIGN OBJECTIVES

Objectives for architectural styles, materials, and exteriors are as follows:

3.6.1 DESIGN OBJECTIVES

1. Encourage an architectural style which is consistent with the rural ranch character of Waimea;

2. Encourage functional designs which are compatible with local weather conditions; and
3. Encourage creative massing and configuration techniques to minimize the negative visual impact of large structures.
4. Encourage designs which incorporate one or more of the following: gable, hipped or Hawaiian roof forms; lanais/verandas with perimeter posts; and panelled doors and windows.

3.6.2 MATERIALS AND COLORS

Materials and colors preferred are those which are complementary to the natural environment. Stained and painted surfaces should be light-absorbing whenever possible.

3.6.3 FENCES

The use of typical post and rail fences left natural or painted is encouraged in landscaping. Stone walls are also encouraged.

Where possible, high screen fences should be constructed with a natural appearance in commercial and industrial areas where security or visual screening is desired.

3.7 LANDSCAPING

3.7.1 LANDSCAPE CONCEPT

Landscaping shall be used to complement structures and to minimize negative visual impacts whenever possible. Landscaping shall not disrupt vistas of Mauna Kea, Mauna Loa, and the Kohala Mountains.

3.7.2 LANDSCAPE OBJECTIVES

- a. Reinforce and extend tree masses along west and south approaches on the Kawaihae Road and Mamalahoa Highway,

- b. Encourage extensive plantings in the central business area,
- c. Incorporate where possible the existing lineal windbreak patterns in new developments,
- d. Preserve views toward the mountains,
- e. Discourage planting of trees which are unstable under high wind conditions,
- f. Encourage colorful plantings along the main entry-ways into Waimea town.

3.7.3

RECOMMENDED FLORA

Examples of flora adaptable to the Waimea environment are shown in Appendix A.

3.8

SIGNS

Signs in Waimea should conform to the existing County code. Ground signs should be placed with maximum consideration of safety and traffic flow. All signs should be compatible with its respective business, as well as with the area in general.

Sign designs encouraged in Waimea are shown in Figure 3.2.

3.9

STREETS AND LIGHTING

Standards for safety and public convenience should be paramount; however flexibility should be given for design and consideration.

Curbs, gutters, and sidewalks should not be required unless drainage and/or pedestrian and vehicular traffic dictate.

The construction of roads to rural standards--without curbs, gutters and sidewalks, is a major aspect of the ranch character of Waimea. Consequently, where there is a clear need for such elements in all but the central commercial areas, their design could incorporate rural appearance; for example, rolled curbs without sidewalks.

Where possible, light standards should be distinctive in character and complement the natural environment of Waimea. Light standards and intensity of illumination should relate to the type of street and adjacent land use. Upward reflection should be minimized.

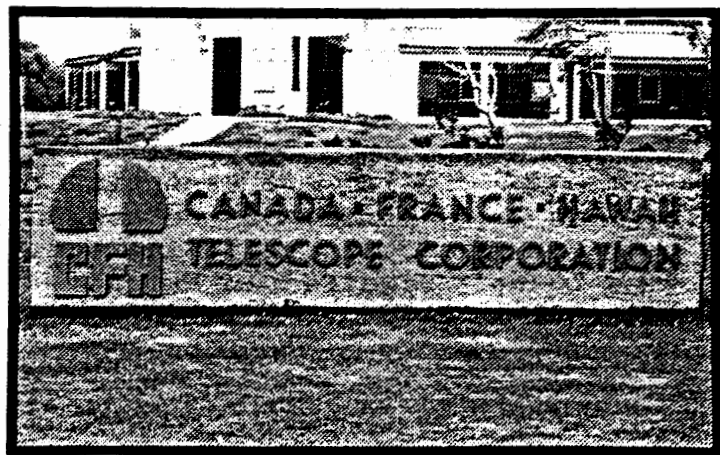
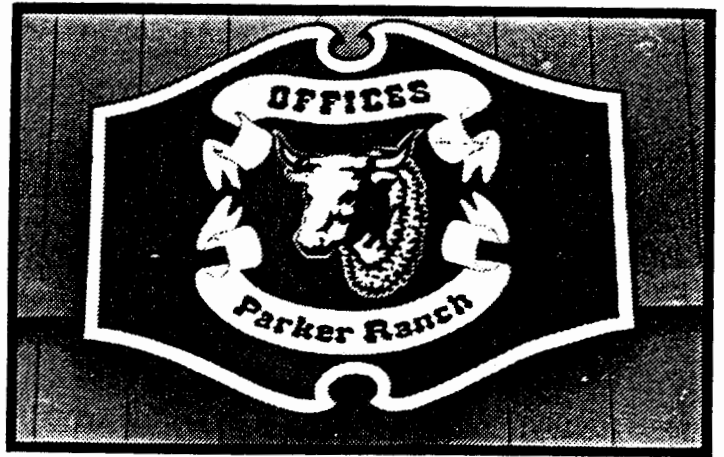
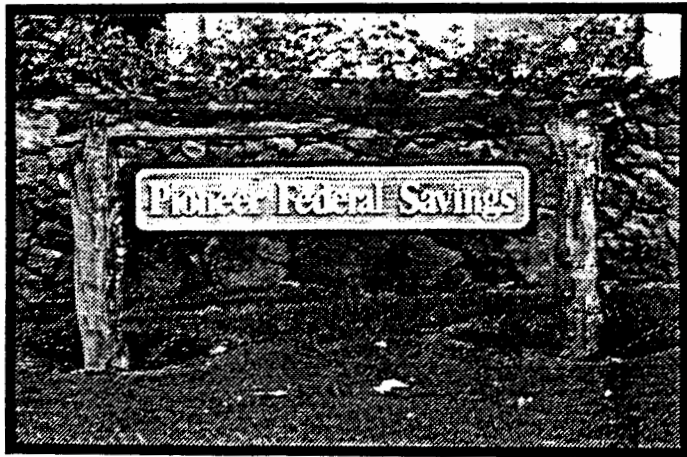
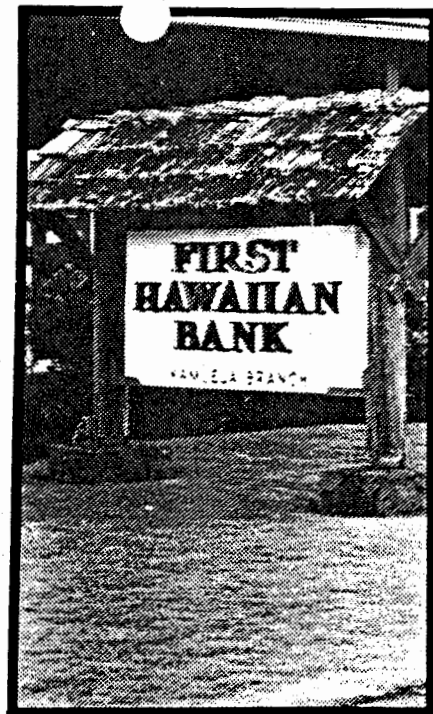


FIGURE 3.2
GROUND SIGNS

IMPLEMENTATION

4.1 ACTION

The implementation of the design plan will require action by both private and public sectors. The following key actions are required by the community and the County in order to encourage development of Waimea in accordance with the Plan:

1. Public review and general support for the proposed Waimea Design Plan,
2. County adoption of the proposed design plan,
3. County supported request for modification of the urban boundary by the State Land Use Commission in accordance with the Waimea Design Plan,
4. Ongoing review by the County and community of projects proposed by either the public or private sector, which are affected by the Plan, and
5. A five-year review of the Waimea Design Plan starting from the date of adoption by the community.

4.2 PHASING

The Waimea Design Plan is flexible and can be structured to meet both government and private sector limitations.

The Waimea-Kawaihae Community Association should continually prioritize those improvements which are essential for the health, safety and welfare of the community and should actively seek County and State action on capital improvements required in Waimea.

APPENDIX A

Table 1. Recommended Trees and Shrubs
for Waimea Design Plan

<u>VEGETATIVE ZONES</u>	<u>ADAPTED LIST OF TREES AND PLANTS</u>
Lalamilo Residential Elevation: 1,000'-2,500' Rainfall (Annual): 10"-20" Soil Type: High calcium	1. Acacia: Koaii Melanoxylon (Blackwood) 2. Cupressus: Arizona Cypress 3. Bignonia Mimosifolia: Jacaranda 4. Pinus: Radiata (Monterey) Pine 5. Eucalyptus: a. Paniculata (gray bark) b. Sideroxylon (black bark) 6. Naio: Myoporum Sandwicense "Bastard" Sandalwood 7. Others...California Pepper
Central Part of Waimea Elevation: 2,500'-2,700' Rainfall: 20"-40" Soil Type: Moderate to good (excellent) PH: 6.5-6.8	1. Acacia: Koaiia, Koa, Melanoxylon (Blackwood) 2. Cupressus: Monterey cypress, Mexican cypress 3. Jacaranda: Mimosifolia (Bignonia family) 4. Pinus: Radiata (Monterey) Pine 5. Magnolia 6. Flowering Peach 7. Eucalyptus: Euc. Pauciflora (flowering) 8. Cherry Blossom: Taiwan & Hi-igan variety

9. Podocarpus: yew family. Maki
(fern pine)
10. Ohia Lehua (Metrosideros
Polymorpha)
11. Others...California Pepper

Puukapu Homestead

Elevation: 2,700'-3,000'

Rainfall: 40"-70"

Soil Type: Acid, fair to
moderate, very
low in calcium

1. Ohia Lehua
2. Podocarpus: Maki (fern pine)
3. Cherry Blossom
4. Magnolia
5. Acacia: Koa
6. Cupressus: Mexican cypress,
Monterey cypress
7. Flowering Peach
8. Pinus: Radiata (Monterey) Pine
9. Pine: Lawsonii (Lawson Pine)
Thuja: (Pinaceae, pine
family)
Occidentalis: White-cedar
Plicata: Western red-
cedar
10. Others...