COUNTRY TOWN DESIGN GUIDELINES
PAIA-HAIKU

APRIL 1990

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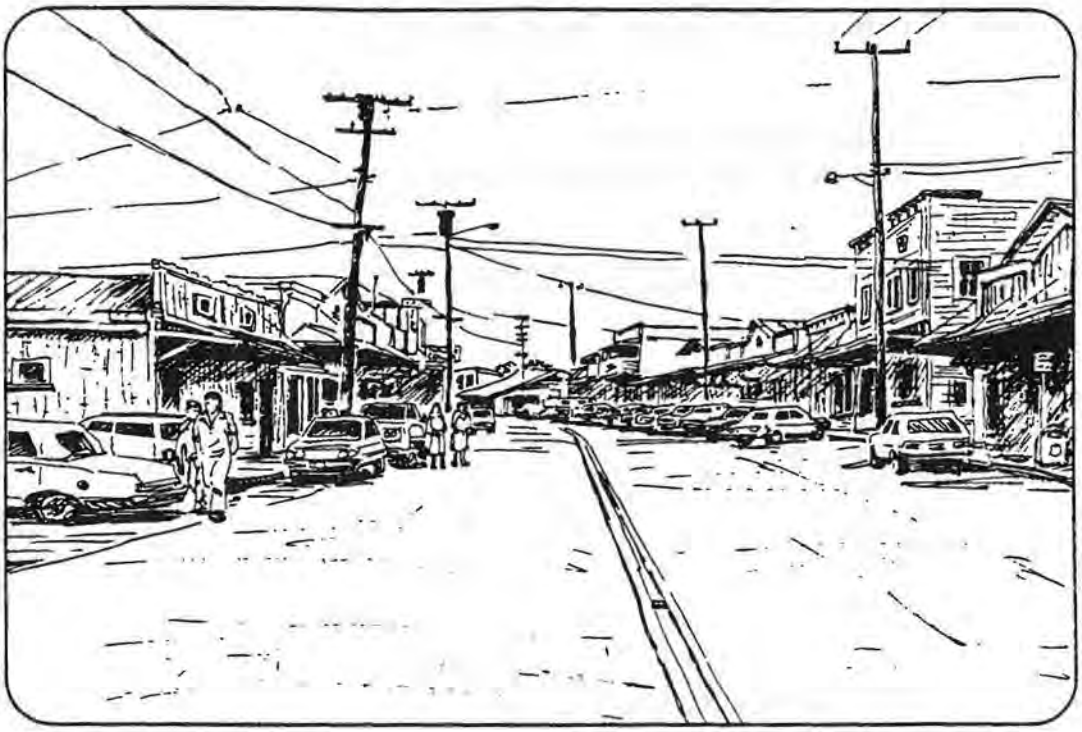
PAIA-HAIKU



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APRIL 1990

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INTRODUCTION

The purpose of the Paia–Haiku Country Town Design Guidelines is to document existing conditions and establish an identifiable and unified urban design theme to be retained within Paia–Haiku Country Town Business District zoned areas. Potential business/commercial areas within Paia–Haiku are defined in the Paia–Haiku Community Plan, adopted April 5, 1983 by the County of Maui. The Design Guidelines are intended to be used in conjunction with Chapter 19.15 of the Maui County Interim Zoning Ordinance, which allows Country Town Business District zoning for Community Plan Business/Commercial areas within rural Maui communities.

The stated purpose and intent of the Country Town Business District Ordinance establishes the need to document the unique urban design character of remote business districts throughout the County of Maui and preserve them as an important feature of these rural business communities. Principal permitted uses, special uses and conditional uses within the Country Town Business District Zone include retail and service establishments, restaurants, religious and educational facilities, governmental agencies, public utilities, light manufacturing uses, apartments and transient accommodations. The Design Guidelines for Paia–Haiku have been structured to accommodate this full range of uses in relation to existing lot sizes, surrounding uses and other conditions. The design guidelines address those design issues specifically set forth within the Country Town Business District Zoning Ordinance including site planning, parking lot design, architectural design, materials selection, building massing, drainage, roadway standards, color selection, landscape planting, signage and lighting.

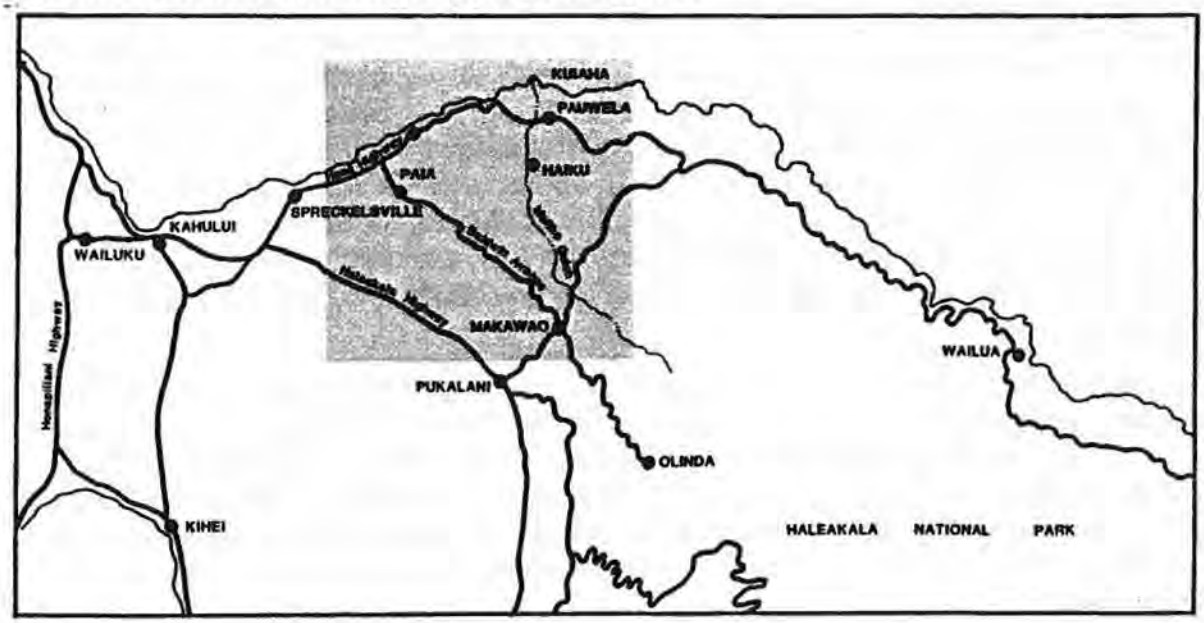
The methodology used for the development of the Design Guidelines will satisfy the ordinance requirements for review and comment by the Urban Design Review Board and a public review process. In the development of the Design Guidelines for Paia–Haiku, emphasis has been placed on an objective evaluation of existing physical features and development, recommendations for the preservation of existing elements which have value, and guidance of future development within the context of a unified design theme.

STUDY AREA

The Paia–Haiku Country Town Design Guidelines address business/commercial areas within the Paia–Haiku Community Plan boundary. The location and limits of the Paia–Haiku Community Plan area are shown in Figure 1. These business/commercial areas can be divided into three general groups:

- The first group consists of roughly contiguous strips of business and commercial uses flanking either side of Hana Highway and Baldwin Avenue in the vicinity of the intersection of those two thoroughfares. Interspersed between business/ commercial uses are some existing residential uses, vacant lots, and what appear to be vacant commercial establishments, as well as public uses, such as a Maui Electric Co. substation.
- The second group consists of a well established residential area and agricultural area mauka of Hana Highway and on the Kahului side of Baldwin Avenue.
- The third group consists of scattered parcels in the vicinity of Haiku and Kuiaha, and along Haiku Road between those two rural communities.

FIGURE 1. PAIA-HAIKU COMMUNITY PLAN AREA



GOALS AND OBJECTIVES

The specific goals and objectives of the Paia–Haiku Country Town Design Guidelines are an extension of the general intent of the Country Town Business District Zoning Ordinance and relate to specific concerns and opportunities which exist in Paia–Haiku. The primary goals and objectives of the Paia–Haiku Country Town Design Guidelines are:

- Provide incentives to preserve the existing eclectic architectural character of Lower Paia by retaining, where possible, existing structures with desired character and guiding new development.
- The implementation of adequate and appropriate roadway and utility improvements to address concerns such as flooding of low lying areas, pedestrian safety, and adequacy of street lighting. The measurement of utility appropriateness and roadway improvements was based upon local acceptance and functionality of existing conditions. For example, it is not recommended that existing overhead power lines be taken underground in Lower Paia or that private developers of parcels within these areas be required to do so because power lines and power poles have always been a part of the Lower Paia visual scene and are accepted by the community.
- Document the importance of existing development within the study areas so that redevelopment or renovation can be done in relation to meaningful criteria.

METHODOLOGY

The Paia–Haiku Country Town Design Guidelines were developed through a series of definitive steps illustrated in Figure 2, and outlined as follows:

- The first step in the development of the Design Guidelines included an evaluation of existing conditions within Paia and Haiku. Baseline information, including general physical considerations, was assembled to determine existing opportunities and constraints. The surrounding open space, residential and agricultural areas of Paia and Haiku were studied to understand the overall context of the area.
- The second step in the development of the Design Guidelines consisted of the formulation of architectural, site design, street/utility and other design guidelines based on the analysis performed in the first phase. An initial draft of the analysis/design guidelines was submitted for review to the Planning Department and discussed during a public hearing held in Paia.
- Based on comments received during meetings with the community and the Planning Department during previous phases, a final draft of the Design Guidelines report was prepared and submitted to the County Planning Department.

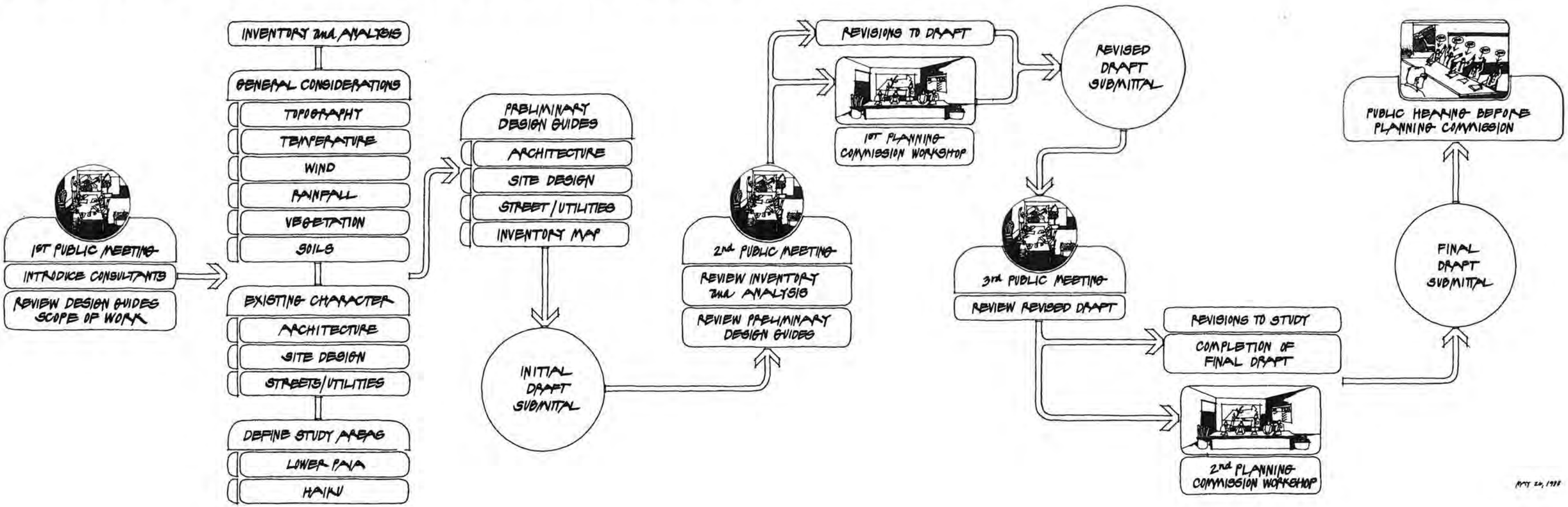
SUMMARY OF RECOMMENDATIONS

Recommendations contained within the Paia–Haiku Country Town Design Guidelines are generally summarized as follows:

- The final draft Design Guidelines, as enabled by Chapter 19.15 of the Maui County Interim Zoning Ordinance, should be adopted. Design guidelines contained within the Paia–Haiku Country Town Design Guidelines' final draft were developed through a strict methodology consisting of inventory and analysis, reviews of draft documents with the County Planning Department and extensive dialogue with the Paia–Haiku community. The final draft represents a consensus of the parties who participated in this process as to the appropriate levels and types of business design controls for the Paia–Haiku area.
- Design guidelines for Country Town Business District Zone areas should enhance existing types of business/commercial development within Paia and should reflect the scale and development patterns of those uses (applicable design guidelines were noted for Haiku where appropriate).
- Related planning policies should be adopted which address issues peripheral to those that are a specific part of the Country Town Business District Design Guidelines, but that are critical to the viability of the Country Town Business District concept within Paia and Haiku.

FIGURE 2. PROCESS CHART

COUNTRY TOWN DESIGN GUIDES - PROCESS CHART



RELATED PLANNING POLICY RECOMMENDATIONS

RELATED PLANNING POLICY RECOMMENDATIONS

The purpose of this section is to appropriately address those peripheral issues which are not specifically a part of the design guidelines for the Country Town Business Zone, but that are critical to the viability of the Country Town Business District concept within Paia and Haiku. Recommended policies include:

- Creation of a public off-site parking area(s) in Paia to relieve the pressure to develop on-site parking for individual business parcels. Public parking could be partially funded by parking assessments for new business/commercial development through such provisions as an in-lieu of parking ordinance or creation of a Parking Assessment District for Paia Town.

  Parking assessments provide a method to fund new parking areas while eliminating the need for on-site parking by individual business/commercial developments. The elimination of on-site parking requirements for business/commercial uses would encourage development that is sympathetic to existing buildings and would help to preserve existing small lot sizes which are critical in determining architectural character.

- Provide residential zoning for existing residential uses within Community Plan Business areas. Residential zoning would protect existing residential uses from potentially disruptive commercial activities. The Community Plan Business boundary within Paia contains a well established residential area which will likely remain in residential use for the near future. Future Community Plan review of this business/commercial area mauka of Hana Highway and makai of the proposed bypass road should reevaluate the desirability of expanding the commercial use of the area.

- Commercial development should be along Hana Highway and Baldwin Avenue encompassing the existing lots immediately adjacent to the roadways. Commercial development of the large business designated area in the cane field mauka of Hana Highway and Kahului side of Baldwin Avenue should be carefully considered. Development that is potentially harmful to the existing established businesses along Hana Highway and Baldwin Avenue should be discouraged, such as shopping centers or other uses which would tend to create a second commercial node apart from the established business/commercial strips along the major roads.

- Adjustment of Community Plan Business area boundaries to encompass existing business uses. Discrepancies between the business boundary and business uses should be corrected to accurately reflect existing uses.

- Existing nonconforming uses in Paia should be "grandfathered" in the case of fire or other destruction of property that requires reconstruction.

- During detailed design, consideration should be given to distribution of Community Plan Open Space shown in the triangular shaped area between the future bypass road and Hana Highway along the Business area boundary to provide an adequate buffer and to create interest.

- The area makai of Hana Highway from Baldwin Park to the Paia Community Park and the triangular shaped area between the future bypass road and Hana Highway along the business area boundary should be designated Open Space Zone to preserve valuable existing open space. This area is a vital visual component of the gateway to Paia. The Open Space Zone would preserve desirable visual characteristics and would provide a visual buffer from potential development. Further, our existing mountain and ocean vistas which contribute to our open spaces should be preserved.

- New neighborhood commercial uses to service surrounding residential areas should be established on a case-by-case basis through the community plan process.

- At such time that the traffic level warrants, a traffic signal should be considered for the intersection of Hana Highway and Baldwin Avenue.

- Implementation of a Lower Paia/Hana Highway bypass road (which is currently shown on the Paia-Haiku Community Plan) should be emphasized. This bypass road would relieve the burden of heavy truck traffic through the town which is disruptive and creates safety problems. The bypass road would also, if properly planned, help to alleviate existing storm drainage problems in Lower Paia on the Kahului side of town next to Hana Highway, by intercepting storm drainage from mauka areas.

- A schematic Urban Design Plan for Paia should be adopted by the Planning Commission as a policy document which addresses urban design issues beyond the scope of the Country Town Business District Design Guidelines, but are nonetheless critical for their successful implementation. A similar plan for Haiku is not warranted because a highly developed and defined urban character is not present, primarily because of the predominance of agricultural open space and the scattered locations of business parcels. The recommended Urban Design Plan, shown in Figure 3, highlights critical views and open space, provides a definitive interpretation of the existing Business/Commercial District, notes possible

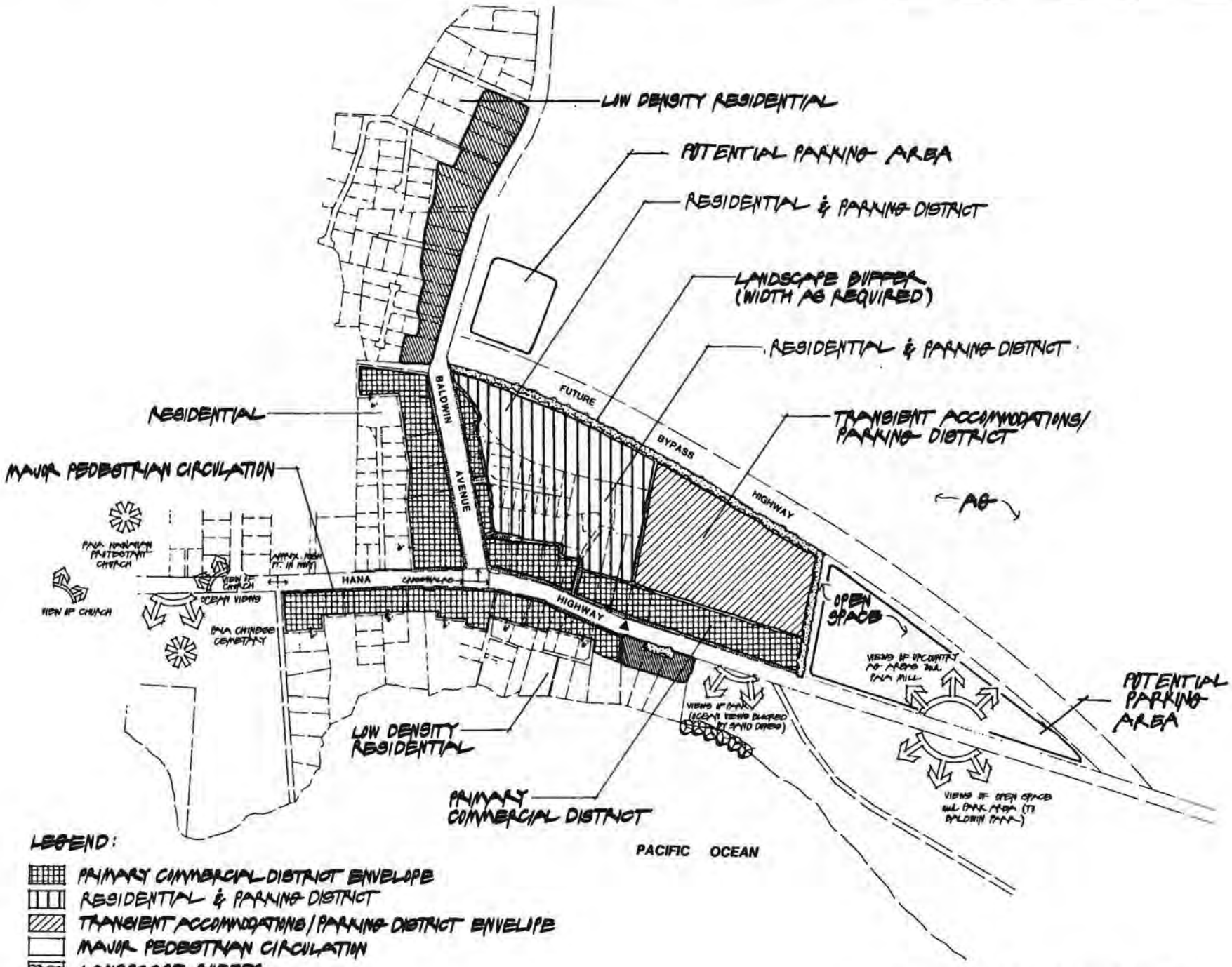


FIGURE 3. URBAN DESIGN PLAN

PAIA-HAIKU COUNTRY TOWN GUIDELINES

PAIA, MAUI

expansion areas of the Commercial District based on existing commercial uses, shows important buffer zones, and creates three distinct envelopes for potential business uses in Paia.

- The Primary Commercial District envelope would provide for retail and restaurant uses along the major roadways (approximately one lot depth).
- The Secondary Commercial District envelope, which could (in the future) entail business uses. This secondary commercial district envelope contains a well established existing residential neighborhood which is likely to remain in residential use for many years. It is recommended that this area be zoned initially for residential use, and be rezoned for business use as the need for commercial expansion dictates. The secondary envelope also contains a portion of existing sugarcane fields adjacent to the proposed alignment of the future bypass road. This area, with buffers to adjacent residences, could be utilized appropriately in the short term for business use.
- The third envelope is located in the cane fields immediately behind Hana Highway, adjacent to the Primary Commercial District envelope zone. Uses envisioned for this area include public off-site parking and transient accommodations with accessory business uses. In all cases, vehicular and pedestrian circulation patterns not directly adjacent to the major roads should place an emphasis on the existing established business uses. The development of a shopping center or other "stand alone" types of uses with large easily accessed private parking lots servicing that development exclusively should be discouraged.

- Establish a method for permitting substandard lot sizes within the Primary Commercial District to preserve the existing pattern of small lot sizes along the major roadway frontages.
- Development involving "new construction" should present their proposals to the appropriate Community Association for review and comment.
- A land use inventory of significant structures and sites should be undertaken to identify those structures and sites that should be retained and encouraged for renovation.

GENERAL CONSIDERATIONS

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INTRODUCTION

The purpose of this section is to provide an overview of general design considerations for the Paia and Haiku areas including topography, temperature, wind, rainfall, vegetation, soil considerations and an analysis of the importance of existing development.

PAIA-HAIKU

Topography

The topography of Paia-Haiku slopes gently upward from sea level to about 600 feet above sea level at Haiku. While Paia is situated on a lower sloping plain, Haiku is located upland and skirted by the Maliko, Lilikoi and Pauwela gulches.

Paia is at times prone to flooding, as evidenced by surface runoff coursing down Baldwin Avenue during periods of heavy rainfall. A large area of low lying Agricultural, Residential and Business zoned lands on the Kahului side of Lower Paia are within the 100-year flood area (refer to Figure 4).

Some of this flooding is due to inadequate or non-existent road culverts. Consideration needs to be given to a regional drainage plan to accommodate future development. Erosion and sedimentation are also serious problems during periods of heavy rainfall and large wave action. Coastal areas are subject to storm waves (with resultant beach erosion) and tsunamis which swept as much as 1/4 mile inland at nearby Maliko Bay on April 1, 1946.

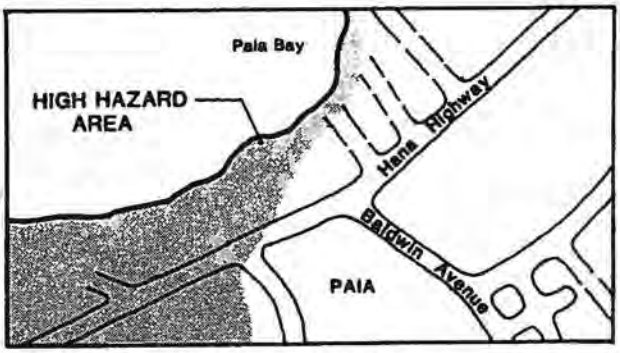

FIGURE 4. PAIA FLOOD ZONE

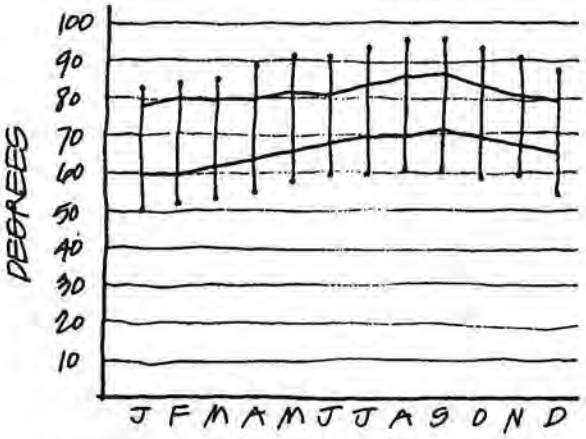

FIGURE 5. PAIA—TEMPERATURE CHART

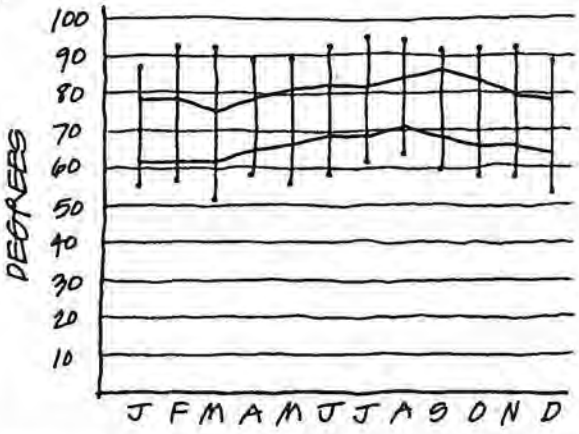

FIGURE 6. HAIKU—TEMPERATURE CHART

Temperature

Temperatures in Paia range from 54° to 94°. Temperatures in Haiku, located at an elevation of 600 feet above sea level, range from 52° to 92° (refer to Figures 5 and 6). The lowest temperatures typically occur between December and February and the highest temperatures in August and September. Both towns are uncomfortably hot only a few days of the year as Paia and Haiku are located directly in line with the strong tradewinds coming off the Pacific Ocean. The Haiku area is heavily vegetated with forests and pastures and often feels much cooler psychologically than nearby Paia.

Wind

Located at the northwest base of Haleakala, Paia and Haiku are constantly swept by tradewinds that are diverted around the massive mountain. Paia, in particular with its coastal locale, is becoming world famous among windsurfing enthusiasts for these

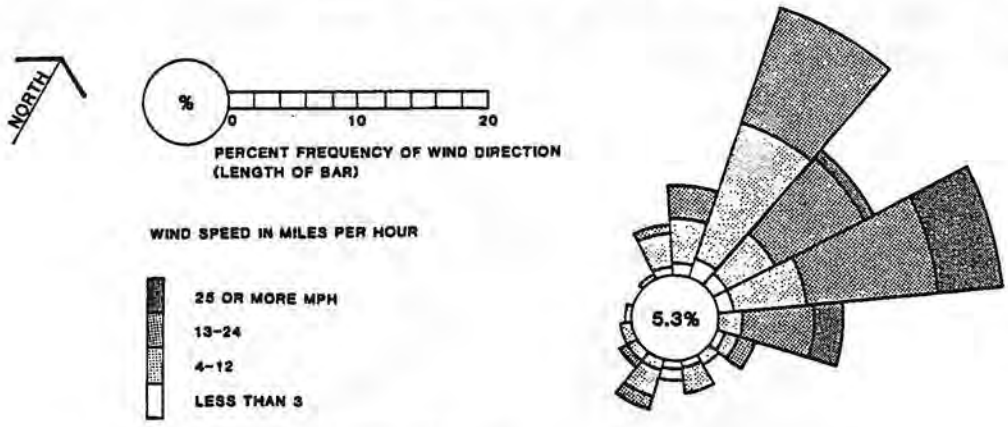

FIGURE 7. PAIA—HAIKU WIND ROSE

strong winds. The tradewinds are usually from 15 to 25 mph and increase in strength during the day from March through September. In the occasional absence of the tradewinds, winds may become light and variable. The diurnal heating and cooling of the island creates onshore sea breezes during the day and offshore land breezes at night. Figure 7 shows a wind rose illustrating percentage of wind direction and intensity. The winds at Haiku are less noticeable due to tall forests that act as a foil.

Rainfall

Located on the windward side of Maui at the base of Haleakala, Paia and Haiku respectively receive about 25 inches and 42 inches of rain annually (refer to Figures 8 and 9). Following the wet winter/dry summer syndrome typical of most of Hawaii, Paia and Haiku will usually receive 2 to 3 times their monthly rainfall average in the winter months versus the summer months. Storms that roll in off the Pacific Ocean contribute to occasional torrential downpours at any time of the year, but winters are known for more extended periods of precipitation. It is interesting to note that although only 4 miles from Paia, Haiku receives 60 percent more rainfall. Haiku's increased elevation and its slightly more northeast facing locale allows for more direct exposure to the tradewinds and subsequently to the additional rainfall.

FIGURE 8. PAIA—RAINFALL CHART

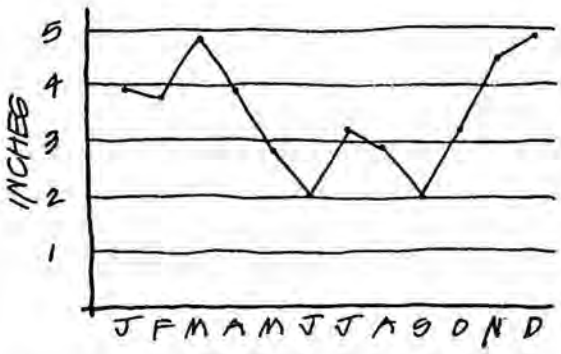

FIGURE 9. HAIKU—RAINFALL CHART

Vegetation

The existing plant life of Paia and Haiku has largely been imported since the discovery of the islands. Native grasses and forest have given way to vast fields of sugarcane and pineapple, pastures of exotic grasses and forests of eucalyptus trees. Pockets of native plant materials may still be found in the gulches near Haiku, yet these plants are surrounded by more aggressive exotic species. Along the coast, dense stands of ironwood help to stabilize the sandy beaches just beyond the reach of the waves.

Soils

The soils of Paia and Haiku fall into three different associations (refer to Figure 10). Lower Paia is located on the Pulehu–Ewa association. These deep (about 60 inches), nearly level to moderately sloping, well to excessively drained soils occur on alluvial fans and basins. The subsoil, or underlying material, is moderately fine to coarse textured.

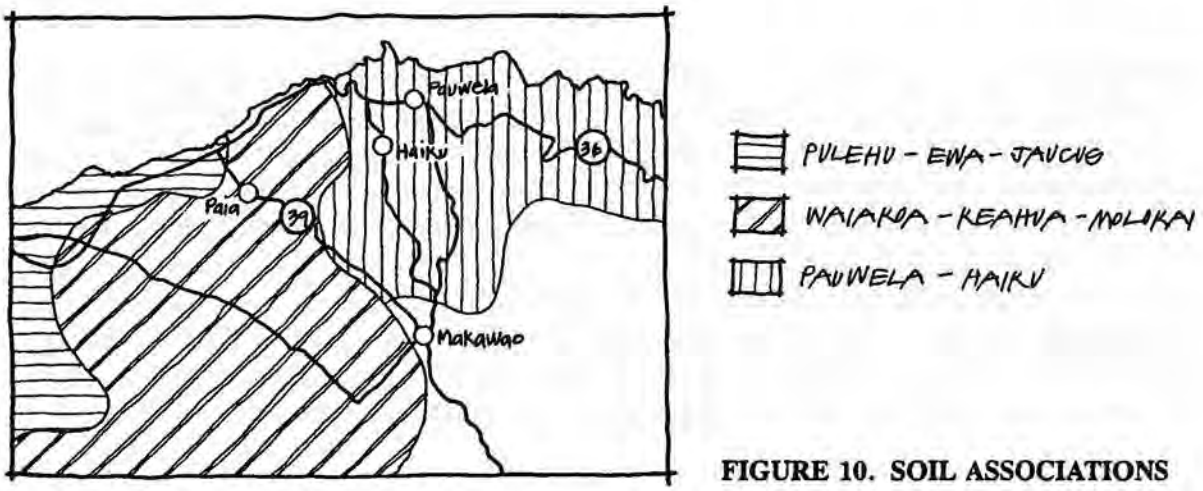

FIGURE 10. SOIL ASSOCIATIONS

These soils are the dominant soils of Maui and are used for sugarcane, truck crops, pasture, wildlife habitat and homesites. Permeability is moderate, with slow runoff capability and a slight erosion hazard. Upper Paia is underlain with the Waiakoa–Keahua–Molokai association. These moderately deep to deep, nearly level to moderately steep, and well drained soils occur on the low uplands of Central Maui. This association is used mainly for sugarcane, pineapple, pasture, wildlife habitat and homesites. Permeability is moderate, runoff is slow and a slight erosion hazard is present.

In Haiku, the Pauwela–Haiku association is characterized by well drained, fine textured soils and is found on the low uplands on the north facing slopes of East Maui. These soils are gently sloping to moderately steep, and are used for pineapple, pasture, homesites and water supply. Permeability is moderately rapid, runoff is slow to moderate, and the erosion hazard is slight to moderate.

In general, as the elevation increases, so does annual rainfall, runoff, and erosion hazards; concurrently, the soil depths and quality of the soils themselves decrease. As the higher, wetter elevations around Haiku are developed for roads and homesites, the chances of increased erosion and runoff that ultimately affect lower elevations are intensified. Both upper and lower Paia have had problems with flooding in the past. Future development will only bring further runoff and potentially more erosion as an increasing amount of agricultural land is used for roads, parking lots and buildings.

EXISTING CHARACTER

EXISTING CHARACTER

INTRODUCTION

The purpose of this section is to provide an analysis of the existing character currently present within the Paia and Haiku areas. An existing character analysis has been performed for each of the following categories for both Lower Paia and Haiku:

- Architectural: Consisting of an evaluation of existing building elements including scale, setbacks, building heights, roofs, facades, entries, doors, windows, ornamentation, wall finishes, canopies, color, signage and other relevant architectural characteristics.
- Site Design: Including off–street parking, sidewalks, exterior lighting, landscape planting, site furnishings, plazas/courtyards and open storage areas.
- Street/Utilities: Including travel ways, drainage, street lighting, and street landscape planting.
- Environmental/Physical: Including views, vegetation, land forms and other specific features.

These elements are illustrated with photographs and sketches, and shown on inventory maps prepared for Paia and Haiku.

PAIA—ARCHITECTURAL

The following are existing architectural characteristics that are evident in the Paia study area with an emphasis on existing commercial buildings in Lower Paia adjacent to Hana Highway and Baldwin Avenue.

Building Height

Lower Paia is primarily a one story town. Existing two story buildings add interest and variety to the streetscape. There is also considerable variety in the height of the one story buildings, due to false fronts, high gables, or site topography (refer to Figure 11). Some of the one story buildings approach the height of the lower two story buildings. None of the existing buildings in Paia are over 25 feet tall to peak of roof elevation from adjacent grade.

FIGURE 11. BUILDING HEIGHT

The tallest elements in the streetscape are the power poles and wires. The wires along the mauka side of Hana Highway and the Hana side of Baldwin Avenue are higher than the two story buildings. The wires along the makai side of Hana Highway and along the Wailuku side of Baldwin Avenue are heavier and lower (refer to Figure 12).

FIGURE 12. POWER POLES AND WIRES

Building Width and Depth

Several buildings along the Wailuku side of Baldwin Avenue have very small frontages of approximately 20 feet. The majority of the buildings in Paia have facade widths between 30 and 40 feet. There are several 50 foot wide buildings. The widest buildings in Lower Paia are about 70 feet wide. Several building clusters with adjoining facades create continuous canopies of 80 to 110 feet, as seen in Figure 13. Building widths and depths reflect the existing lotting and land ownership pattern of Paia, which has had a critical impact on building design and environmental character.

FIGURE 13. TYPICAL PAIA FACADE WIDTHS

The narrow facade buildings are usually deeper than their street frontage, while the buildings with wider facades are often more square. Only a few of the buildings have a building depth which is noticeably less than the building frontage, such as commonly found in strip type stores. These wider–than–deep buildings are on the large lot at the corner of Baldwin Avenue and Hana Highway, as well as the ParaDrive Inn next to the Paia General Store.

Building Scale

The scale of a building is affected not only by the actual measurements of height, depth and width, but also by the relationship of the parts of the building and the context of the surrounding buildings and spaces.

The scale of Lower Paia can be characterized as pedestrian (refer to Figure 14). Pedestrians can observe the variety and detail of the buildings, unlike the passengers in vehicles rushing through town. However, Paia is not entirely a pedestrian-scaled town. The road right-of-ways are quite wide---60 feet or more. The canopies over the sidewalks are important because they maintain a sense of enclosure and "human" scale, despite the wide and busy streets (refer to Figure 15).

FIGURE 14. PEDESTRIAN SCALE

FIGURE 15. SCALE

The service stations also illustrate the concept of scale (refer to Figures 16 and 17). The Shell station near the Wailuku end of town and the one pump Chevron station on Baldwin Avenue are small buildings with low canopies and with office doors and windows scaled for human use. Two other service stations (North Shore Gas and an unused station on Baldwin Avenue) are among the most imposing buildings, because their scale is larger. The scale is affected not only by the greater height and width of these buildings, but also by the large doors to the service bays. The unused station on Baldwin Avenue also appears large in scale because of the narrower buildings nearby.

FIGURE 16. SHELL STATION–SMILE'S

FIGURE 17. UNUSED SERVICE STATION–KAGEHIRO'S

Setbacks

Most of the commercial buildings are built right along the property line or along a consistent building setback (refer to Figure 18). This has created an almost continuous wall of buildings that defines the street corridor and is a major contributor to the character of the town. The wall of buildings is broken by vacant lots and by several structures which have greater setbacks, or have extensive open areas around them. Newer structures such as the bank and post office, are set back from the property line, in accordance with zoning regulations and/or to accommodate the required on-site parking. The seven operating or vacant service stations in Paia have extensive open areas in front and on the sides of building structures to accommodate vehicular access, storage, and setbacks for fuel pumps.

FIGURE 18. BUILDING SETBACK

Roofs

The roof form can impart a strong visual character to a building and often defines its style. The predominant roof forms in Paia's commercial buildings are shed or gable roofs behind a false front. There are also examples of hip, side gabled, front gabled, flat, and mansard roofs (refer to Figure 19).

The most common roofing material in Paia is corrugated metal. A few buildings have asphalt shingles. Buildings with asphalt sheeting have usually applied this as a repair; it is not often an original roofing material. Two existing buildings have wood shingles on their false mansard roofs.

Facades

There are many variations in the false fronts of Paia's buildings. Characteristic of these are ornamented cornices, many with projecting shapes, and elaborate details. The most common style of false front has a gabled central third. The old First Hawaiian Bank building on Baldwin Avenue has a rectangular projecting central

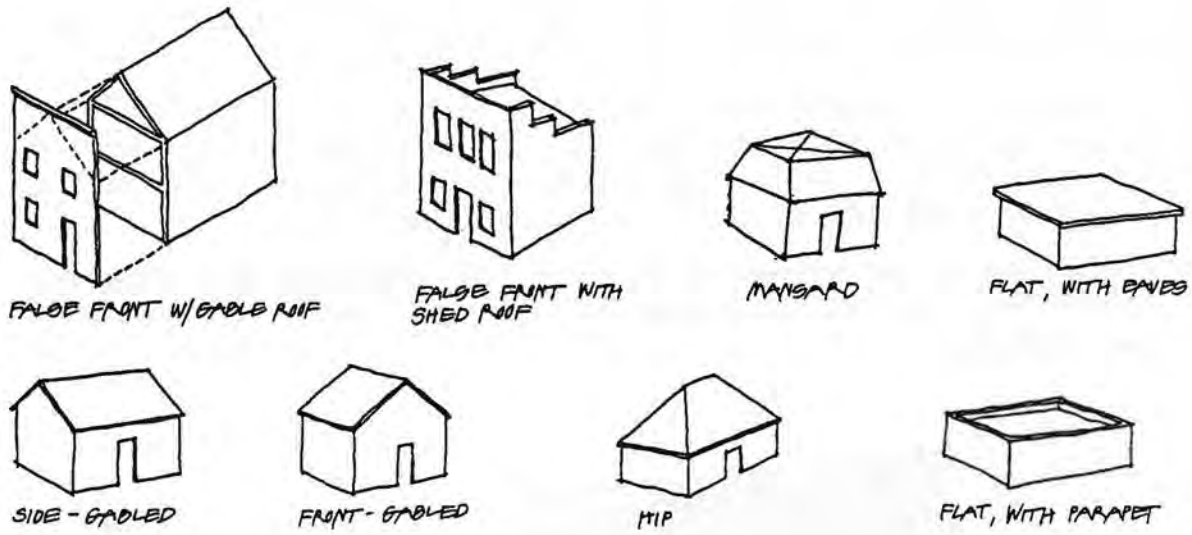

FIGURE 19. ROOF SKETCHES

third. Other buildings have more than one projection above the main line of the false front, either gabled or rectangular in shape. North Shore Gas has an unusual curved false front. Ikeda's has a five–bay false front. The false fronts with gabled cornice lines often have carved rafter ends and/or carved barge boards.

Ornamental carved brackets support cornices on many Paia buildings. Other buildings cap their false fronts only with a plain board trim or simple molding. Two existing buildings have tile topping the horizontal portions of their false fronts. One building has an unusual sawtooth pattern under its cornice molding.

FIGURE 20. PAIA—FALSE FRONTS

Many of the facades have a semicircular, circular, or roundtopped louvered vent. Examples of rectangular and house-shaped vents are also present.

Facade designs are generally symmetrical, with a central entry or equally spaced entries and shop windows (refer to Figure 21). Entries and windows are discussed in more detail below. A three bay division is very common, creating vertical divisions which balance the horizontal line of the building's canopy.

In a similar manner, the horizontal emphasis of Paia's mainly one story streetscape is balanced by the vertical lines defining each building, as well as by the scattered two story buildings.

FIGURE 21. TYPICAL SYMMETRICAL FACADE

Canopies

Almost all the commercial buildings in Paia have canopies across their entire facade (refer to Figure 22). A few of the stucco buildings have canopies only over their entrances. Most of the canopies are shed or hip roofed. Three buildings have projecting second story balconies that also function as canopies.

The canopies are supported by braces underneath or by rods above. No vertical posts are used to support canopies in Paia, except the large service station canopies which are supported by substantial piers.

The existing canopy materials vary within Paia. Most of these canopies are made of corrugated metal, but two buildings have partial canopies roofed with tiles. Asphalt or wooden shingles are the second most common canopy materials. There are also some buildings with fabric awnings that function as canopies.

FIGURE 22. CANOPIES

Entries

There are many different shop entrances in Paia, varying in both material and design. A number of the entries are recessed, a common commercial building design which increases window display area and is inviting to customers. Arched entrances are found, usually on stucco buildings, but also on the wooden North Swell building adjacent to Baldwin Avenue (refer to Figure 23).

FIGURE 23. ARCHED ENTRY

Doors

Most buildings in Paia have main entrances with double doors. If the building has more than one entry, the other doors are usually single. Doors are one of the first items to be changed when a shop owner modernizes. The original door is often replaced with a modern door type such as a flush wooden door with glazing, or with glass in an aluminum frame door. There are many "modern" doors in Paia's older buildings and they stand out as intrusive elements. Doors have also been relocated to accommodate new interior layouts, without consideration of the effect on the appearance of the building.

A few examples of doors appropriate to the architecture of the town remain (refer to Figure 24).

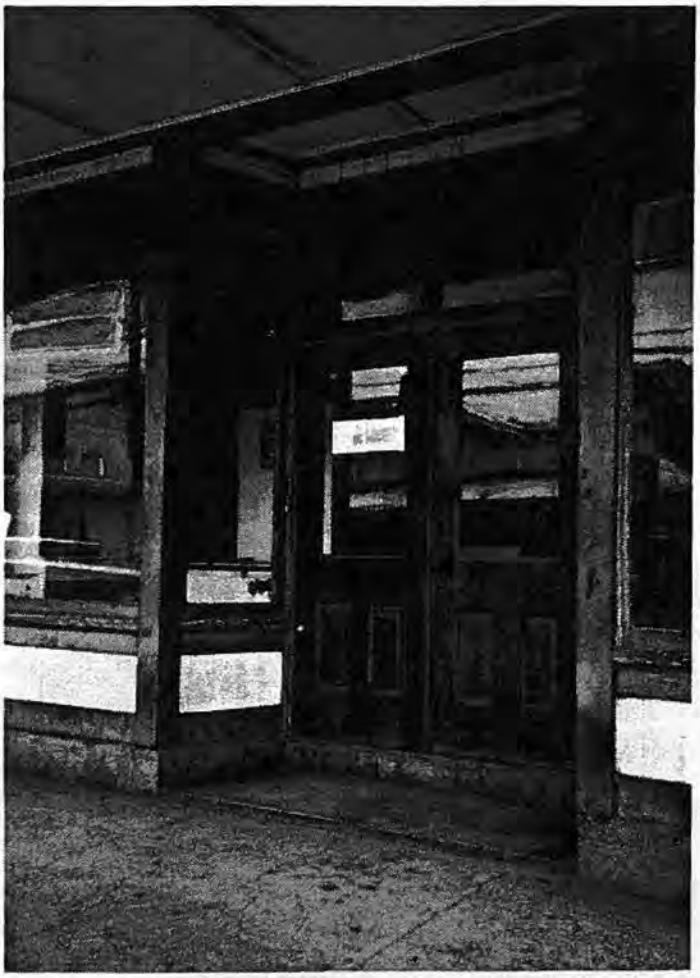

FIGURE 24. DOORS

These include: wood frame doors with a single large glass panel, wooden doors with two panels under a moderate size glass pane, doors with narrow wood frames enclosing multiple panes of glass, and five-panel wood doors.

In the 1920s and 1930s, large doors, such as those at the old gas station on Baldwin Avenue, were built of boards hinged in vertical folding sections.

Windows

Windows are a critical element in a building's design; altering windows can substantially change the original building's character. The pattern of window placement is usually symmetrical, especially on the second floor.

In older commercial buildings the storefront windows did not typically consist of a single sheet of plate glass, due to previous manufacturing limitations or to the limited budget of the shop's builder. Many shop owners in Paia have remodeled their storefronts by installing large plate glass windows. These new windows usually extend from the lintel to within a few inches of the ground (refer to Figure 25).

FIGURE 25. REMODELED WINDOWS

FIGURE 26. STALLBOARD UNDER WINDOWS

FIGURE 27. TRANSOM WINDOWS–BANK OF HAWAII

Wooden buildings in Paia which date from the 1920s typically have a wooden paneled stallboard under the windows which is about 18 inches high. There are still several examples of this type of stallboard remaining in Paia (refer to Figure 26).

Transom windows are a frequent feature of Paia's commercial buildings. Often these stretch across the entire facade, above windows and doors. These may be fixed or open like a hopper or an awning. The old Bank of Hawaii has fanlight transom window in a sunburst design (refer to Figure 27).

Not all commercial buildings in Paia have a storefront design of window and door openings across the entire frontage of the building. In most buildings the ratio of openings to wall surfaces is high and the openings are fairly evenly spaced across the wall, if not continuous. A major and intrusive exception to this pattern is the Bank of Hawaii, which features a facade where more than half is solid concrete block and other portions are all-glass doors and windows in aluminum frames (refer to Figure 28).

FIGURE 28. ALUMINUM FRAMED WINDOWS

The upstairs windows of the two story buildings in Paia are residential in scale and design (refer to Figure 29). Typically they are vertically oriented rectangles, usually multi-paned and double-hung. One building has double-casement windows on the second floor. In Paia there are 6/6 and 2/2 double-hung windows (the number of panes in each half of a double-hung window is usually given in a ratio format #/#). Many of the second story windows have been remodeled with jalousies.

FIGURE 29. SECOND STORY WINDOWS

FIGURE 30. STUCCO WALL FINISH

Wall Finish

The majority of buildings in Paia have painted wooden siding, but there is a significant number with stucco finish walls (refer to Figure 30). A few recently built or remodeled buildings use exposed concrete block as siding. One building has siding of asphalt sheets in a brick pattern.

The stucco building finishes in Paia range from very smooth to fairly rough. The rough surfaces are intended to convey a rustic appearance. However, in the context of the well crafted carpentry work in nearby buildings, the rough finish plaster appears sloppy and intrusive.

The use of stucco is limited mostly to the facade and a small portion of the side walls, with the remainder in wood siding. The form marks on the side of the old First Hawaiian Bank indicate that it is built of concrete. The smoother face of its facade is stucco. Most of the stucco facades in town, however, are on a wood substructure.

The most common type of wood siding is vertical tongue and groove boards (refer to Figure 31).

Plywood sheets, router planed to resemble such boards, are often used on new or remodeled buildings. There are a number of buildings with horizontal shiplap siding, and a few with wood shingles.

FIGURE 31. VERTICAL WOOD SIDING

FIGURE 32. IKEDA'S FALSE FRONT

Ornamentation

In Paia, there is variety in the types of ornamentation: carved, incised and molded details, curved and angular geometric buildings elements, variation in building planes, and color accents. Ornamentation with color is discussed in the "Color" subsection.

On most commercial buildings, ornamentation is limited to the main facade. The versatility of stucco is utilized in creating slight planar variations with curved shapes in several buildings, and in sawtooth shapes on one building. Stucco is used for the incised designs on the Ikeda store facade. The multiple stepped planes of the Ikeda's false front are also ornamental (refer to Figure 32).

Wood is an excellent ornamental material, as it can be carved or shaped into a wide variety of forms. Carved rafter and barge board ends, as well as brackets under cornice moldings are all used in Paia. The semicircular and circular vents in numerous buildings are ornamental touches that unify the town's architecture with repeating elements (refer to Figure 33).

FIGURE 33. SEMICIRCULAR VENT ORNAMENT

Color

Overall, Paia's architecture is more colorful than most rural towns in Hawaii. There are a few brightly painted buildings, including the vivid red facade near the MECO substation and the orange Clothes Addict building on Baldwin Avenue. The most notable paint scheme, however, is the facade of the two-story Paia Mercantile building which has pink piers, rainbow hues in the curved shapes above the windows, then a bright blue capped with an orange sawtooth pattern (refer to Figure 34). There are a few buildings with touches of a vivid pastel green.

FIGURE 34. PAIA MERCANTILE BUILDING

Although these vivid colors stand out, the majority of the buildings in Paia have a subdued color scheme. Many colors are further dulled because the smoke and dirt from the cane fields has muddied colors on buildings that have received little cleaning and painting over the years.

White, beige, ochres, muted reds and greens are typically the original colors in Hawaii's rural buildings of the 1920s and 1930s. Some recently painted buildings have used dark brown, grays and blues. Where more than one business share a building, sometimes portions of the facade have been painted in colors that do not blend with the rest of the building.

Some corrugated metal roofs are visible. Many are rusted. The metal roofs are galvanized, anodized, or painted red, orange or green.

Contrasting colors are frequently used for window and/or door frames, or for screen frames. These are generally painted in a more vivid accent color than the primary wall color.

Signs

The most prominent signs in Paia are the service station signs. These plastic, internally lit signs are designed to be seen by cars moving at a relatively rapid speed. They must be located near the street, since most of the service stations are set back from the property line to accommodate automobile access and setbacks. The only service station where the building itself acts as a sign is North Shore Gas. The unusual curved false front attracts the eye of the passing drivers. The building is highly visible because adjacent buildings are set back from the property line. Even without words painted on the facade, the canopy shape identifies the building as a gas station (refer to Figure 35).

FIGURE 35. KABAYASHI SERVICE STATION

Some other buildings in Paia have recognized the ability of the building's architectural design to function as a sign, or attention getter. Jaggers' building has greater advertising power than its three signs, since its height and second story balcony differentiates it from adjacent buildings (Jagger's is shown in Figure 21).

Some signs in Paia are designed to be seen by passing automobile passengers, including the Paia town entry sign (refer to Figure 36). However, this sign is placed too low, where it can be blocked by parked cars and splashed with mud from the shoulder. One windsurfing shop has mounted a sail above the canopy as a sign for the store. Another store window has a painting of Santa windsurfing, but no other sign. Banner-type fabric signs are seen on a few buildings and tend to overwhelm them (refer to Figure 37).

FIGURE 36. PAIA TOWN ENTRY SIGN

FIGURE 37. BANNER SIGNS

Many business signs in Paia are geared to the pedestrian and cannot be read from a passing car.

There are a variety of materials used for signage in Paia, including paint directly on the building, paint on wooden or metal signs, separately attached metal letters, silk screened or hand painted fabric or paper signs, and the common trademark plastic signs. Some businesses have no sign.

In addition to business signs, there are other signs competing for attention in the commercial area of Paia, including parking and other traffic signs, and logos on parked name brand delivery trucks.

PAIA—SITE DESIGN

The following are existing site development characteristics which are evident within the Paia study area.

Land Use

The general existing land use pattern within Paia concentrates commercial and retail uses along Hana Highway and Baldwin Avenue with residential uses to the interior areas and adjacent to the shoreline. Agricultural areas (sugarcane) surround the entire town on the mauka side of Hana Highway.

Site Planning

Several typical site planning patterns have been established which are recognized by design guidelines. The first occurs where a single lot is utilized for commercial purposes along the frontage of a major street while residential use is maintained in the rear (refer to Figure 38).

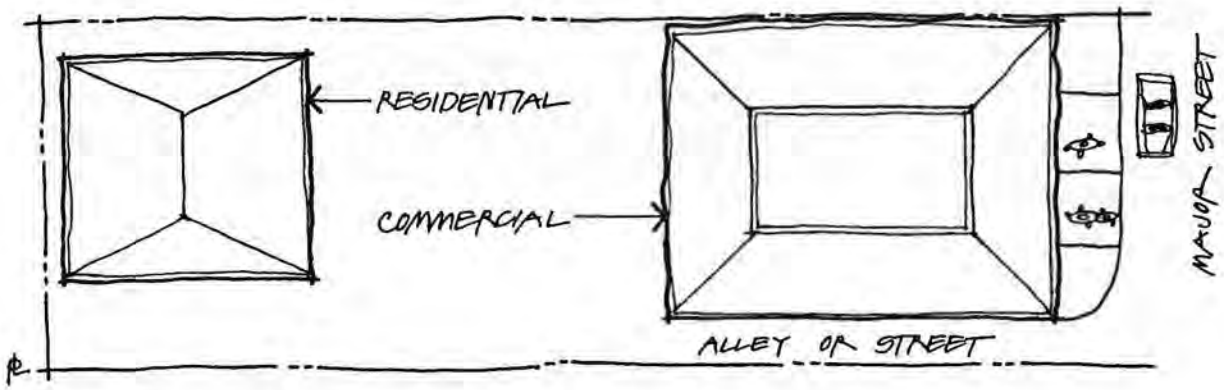

FIGURE 38. TYPICAL SITE PLAN

Frequently the residential use in the rear is accessed by a narrow unpaved alley or interior street. The residential use is often contained in a separate building with landscaped or open spaces between and space provided for service access to the back of the commercial structure. In one instance, a residential building has been adapted for use as an art studio and small retail shop.

FIGURE 39. COURTYARD SKETCH

Figure 39 shows a sketch of the open space between the two structures which is used for a landscaped courtyard, with access via a narrow alley between two buildings adjacent to Hana Highway. There are many instances where narrow alleyways would permit such access to existing buildings in the backs of lots, creating additional opportunities for appropriately scaled commercial uses, and an interesting and rich urban design fabric.

On-Site Parking

A prevalent on-site parking pattern consists of commercial use along main road frontage with on-site parking to the rear of the lot, often accessed by an alleyway or adjacent interior street (refer to Figure 40).

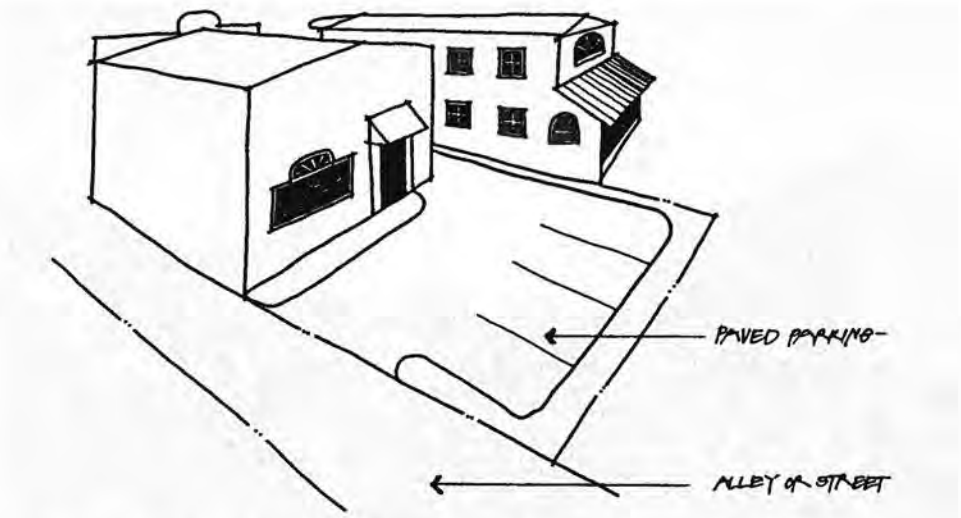

FIGURE 40. ON SITE PARKING AT REAR OF LOT

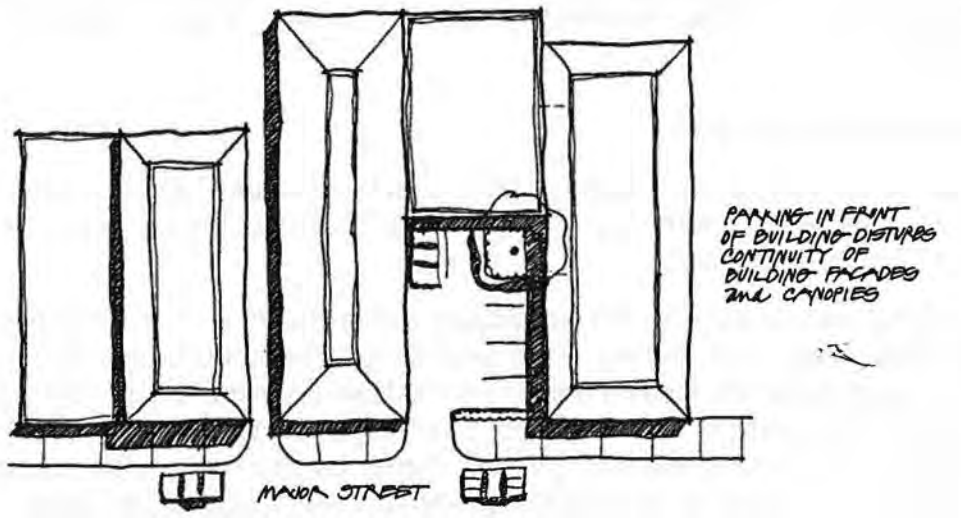

FIGURE 41. ON SITE PARKING AT FRONT OF LOT

The on-site parking pattern more evident in newer development consists of a commercial establishment at the rear of the lot with parking in front (refer to Figure 41).

FIGURE 42. BREAKS IN BUILDING FACADE CONTINUITY

Off–street parking in the front is disruptive to the building facade and canopy continuity (refer to Figure 42). This continuity is very important in establishing a visual connection between buildings of varying widths, heights, and architectural styles in Paia.

Lotting/Land Ownership

Many lots in the Community Plan Business/Commercial area do not conform to the development standards set for the Country Town Business district within the zoning ordinance (refer to Figure 43).

Most of these nonconforming lots are narrower that the 70 foot minimum lot width set forth in the ordinance, and many are smaller that the 6,000 square foot minimum lot area. In particular, the area on the Kahului side of Baldwin Avenue contains many narrow, small lots, most of which are less than 2,000 square feet in size, and are held in the ownership of many different parties. Small lot sizes within the business area creates several problems for the potential adaptive reuse of existing buildings on these lots or for new development, including the provision of adequate on–site parking conforming to the zoning ordinance.

Vacant Lots/Open Storage

Several vacant lots within town are in use as open storage areas for junk cars and other unsightly materials. The Design Guidelines address the undesirability of open storage areas adjacent to major thoroughfares and the need to screen such areas from view.

ACRE SCALE

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FIGURE 43.
PAIA EXISTING LOTTING PLAN
PAIA-HAIKU
COUNTRY TOWN GUIDELINES

Streets/Utilities

In general, water, sewage and other utilities available throughout the Paia area are adequate to service business uses.

Drainage

Low lying areas of Paia and areas along Baldwin Avenue experience periodic flooding during heavy rains. This flooding is primarily caused by an inadequate street drainage system. Drainage from up country areas flows and collects along Baldwin Avenue. As it flows into Paia, positive drainage is not provided from Baldwin Avenue or Hana Highway to existing ditches or to an existing storm drainage culvert that crosses Hana Highway and empties into the ocean.

PAIA – ENVIRONMENTAL/PHYSICAL

Landscape

Paia is largely devoid of major vegetation other than that which exists in agricultural areas, vacant lots, behind street frontage buildings, and within residential areas. Major landscape features within Paia town include the large planting of Milo trees on the Kahului side of Paia adjacent to the Paia entry sign, large existing Kiawe trees visible on the Hana side of town adjacent to the Paia Chinese cemetery, the landscaped courtyard adjacent to the Paia Mercantile building, and scattered large trees and palms. Significant existing plant materials include Milo, Monkeypod, Kiawe, Norfolk Island Pine, Wili-wili, and Ironwood trees, Coconut and Date palms, and a wide range of ornamental shrubs and ground covers. Business areas are generally located a great enough distance from the shoreline to be partially buffered from the direct impact of ocean salt spray and winds.

Views/Landmarks

A high sand dune exists along some of the shoreline adjacent to Paia, which effectively blocks views to the ocean from lower lying areas of Hana Highway on the Kahului side of town. View corridors could be made available to the ocean on the Hana side where highway grades are significantly higher than those of the shoreline.

Visual landmarks include the Paia church (shown in Figure 44), whose steeple is highly visible at a distance along Hana Highway from both directions and the Paia mill (shown in Figure 45), located in upper Paia and visible from Hana Highway over the cane fields.

FIGURE 44. PAIA CHURCH

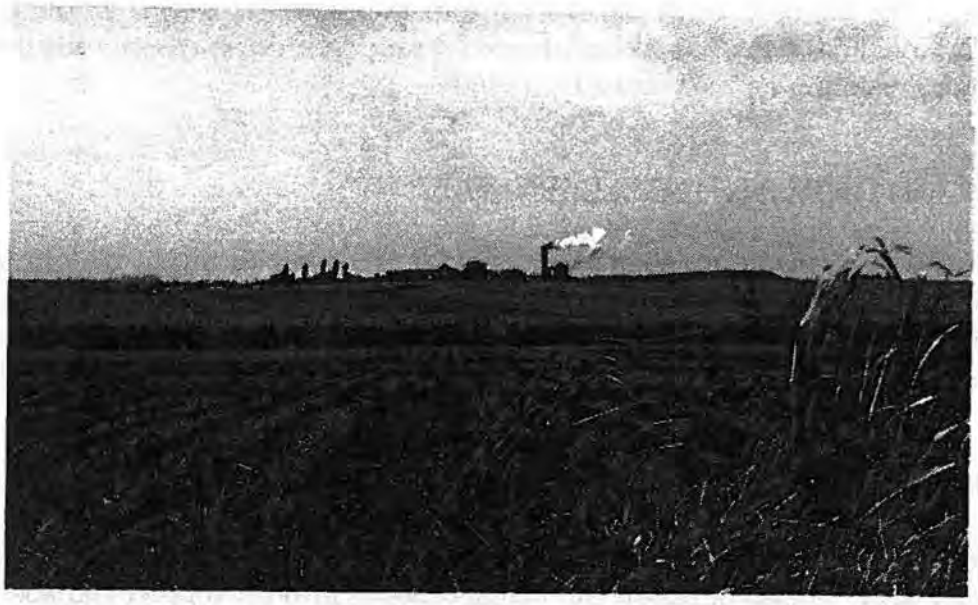

FIGURE 45. PAIA MILL

The existing row of milo trees at the edge of the cane field on the Kahului side, and a slight rise in grade of the highway on the Hana side (after which the commercial areas of Lower Paia become visible), signifies the entries into Paia from both

FIGURE 46. CHINESE CEMETERY

directions. The Chinese cemetery across from the church contains a gate, strong building forms, and a large landscaped open space, permitting the last view to the ocean before reaching Paia (refer to Figure 46).

PAIA INVENTORY AND ANALYSIS MAP

Figure 47 shows an inventory and analysis map for Paia which shows existing views, major trees and vegetation masses, major roads, pedestrian walks, parking areas, buildings, open space, facades and alleys, land use, visual landmarks and other analysis elements which were important in defining the unique character of Paia.

HAIKU—ARCHITECTURAL

The following are existing architectural characteristics that are evident within the Haiku study area. Adjacent residential neighborhoods provide support and add to the flavor of the business community and should be considered for selective expansion.

Building Height

Commercial buildings are scattered throughout the Haiku area. The older commercial buildings are mostly small, one story, wooden structures. Three recent one story concrete block commercial buildings are located in Haiku which are about the same height as the older wooden commercial buildings.

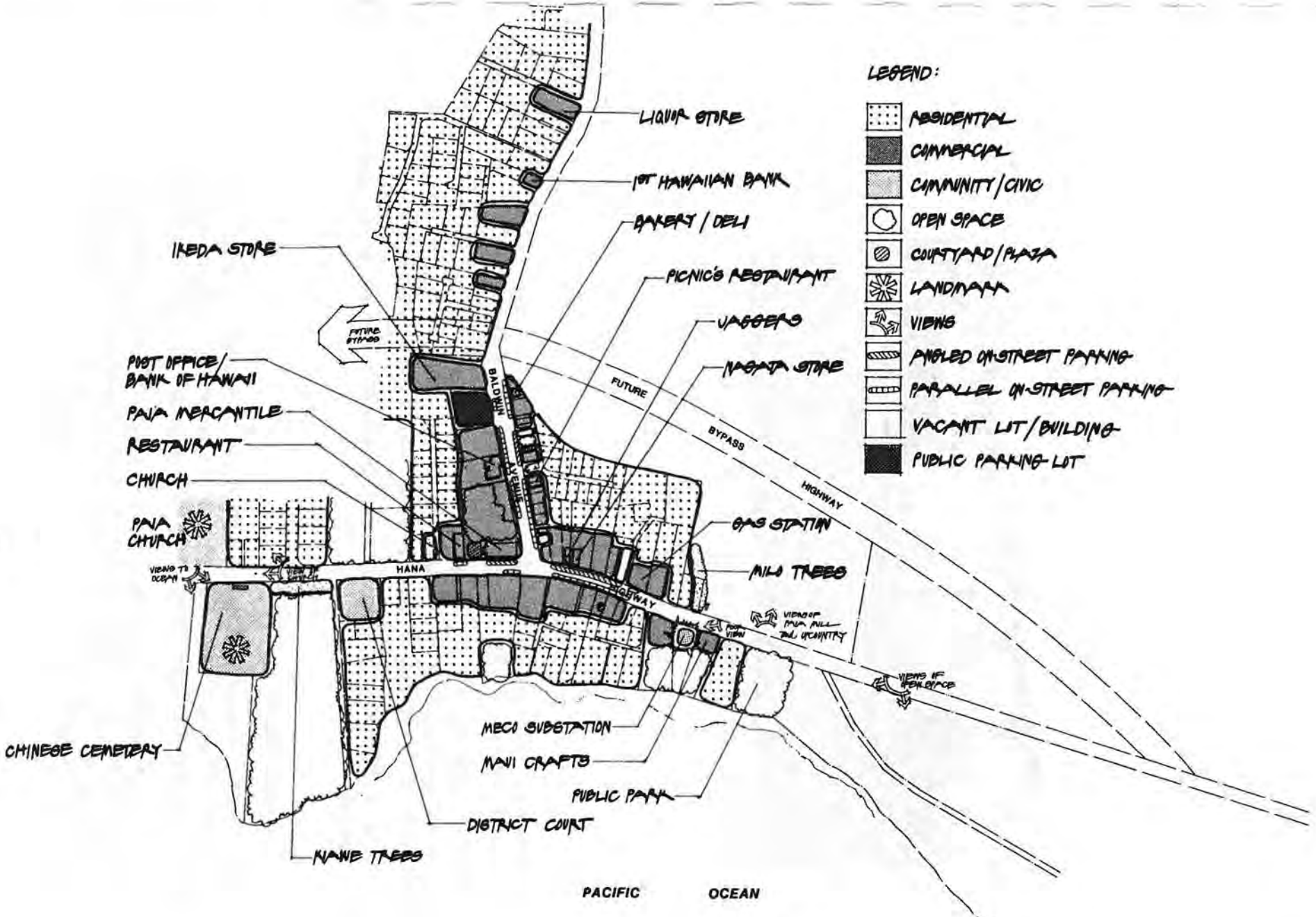

FIGURE 47.
PAIA INVENTORY AND ANALYSIS MAP
PAIA-HAIKU
COUNTRY TOWN GUIDELINES
PAIA, MAUI

FIGURE 48. PAUWELA CANNERY

Two former cannery complexes are located in Haiku. Both are tall, bulky, corrugated metal structures. One is now vacant and the other is used for retail.

Other dominant buildings are two large light industrial structures. The taller corrugated metal building (refer to Figure 48) houses several windsurfing related businesses, while the lower, but still bulky, wooden building houses Maui Doors.

These four large buildings are visually dominant because of their bulk, height, and detached character.

Building Width and Depth

Several of the smaller wooden buildings in Haiku have frontages less than 30 feet wide, and greater depth than width. Kawaharada Restaurant has a wide frontage on West Kuiaha Road and a shallow depth due to the topography and shape of its site.

The large commercial buildings all have greater depth than building frontage, but each building is over 50 feet wide. Two of the three concrete block buildings in Haiku are oriented with their wider side to the street. All three buildings are of comparable rectangular shape, approximately 40 feet by 25 feet.

Building Scale

Building scale in Haiku can be divided into two categories: human scaled and industrial scaled structures. Most of the wooden and all the concrete block commercial buildings in Haiku are human scaled, in overall proportion, as well as individual elements such as doors and windows. The industrial scale buildings are the former cannery complexes and the Maui Doors structure. The overall size and the openings on these buildings are scaled for machinery and materials, not humans.

Unlike Paia, these commercial areas are not pedestrian oriented. Lack of sidewalks makes them most easily reached by driving (refer to Figure 49). Large interior spaces should be sympathetic to the character of the surrounding area.

FIGURE 49. PAUWELA CANNERY PARKING LOT

Setbacks

There is considerable variety in the setbacks of commercial buildings in Haiku. The three recent concrete block buildings have been set back from the street to accommodate parking in front. This is also true of the Kawaharada Restaurant. The Ohashi Store facade is built on its property line, but the lot does not abut the road right of way.

FIGURE 50. HAIKU ROAD AND HAIKU CANNERY

The three vacant cannery buildings on the Hana side of Haiku Road create a relatively short wall of buildings along the street corridor, but the similar buildings on the other side of the road are provided with greater setbacks (refer to Figure 50).

FIGURE 51. KAWAHARADA RESTAURANT

Commercial buildings in Haiku are scattered and sited in large lots relative to building size. Unlike Paia, there is considerable perceived open space around each building structure. Some of this is due to setbacks within the building lot and some is due to open areas in adjacent lots.

Roofs

Most of the large industrial scale buildings in Haiku have gable roofs of varying slopes. Maui Doors' roof has a shallow pitch, while the vacant cannery buildings in Haiku have very steep roofs. Two of the recent concrete block commercial buildings and the Ohashi Store also have gable roofs. Kawaharada Restaurant has a combination of gable and shed roofs behind a false front (refer to Figure 51).

Other wooden commercial buildings have shed or gable roofs behind a false front. There is also a hip roof on the small wooden building between Maui Doors and an adjacent large metal building. The Haiku Post Office has a slightly flared gable–on–hip roof.

The most common roofing material in Haiku is corrugated metal. The only exception in commercial areas is the Haiku Post Office which has a concrete tile roof.

Facades

The industrial buildings in Haiku typically have plain facades with little ornamentation or architectural detail. For instance, the Maui Doors' facade has only a large opening with beveled corners and two windows on either side (refer to Figure 52).

FIGURE 52. MAUI DOORS FACADE

The wooden commercial buildings have a few more architectural elements on their facades such as false fronts, cornice molding, canopies, and transom windows. The Toma Texaco gas station along Haiku Road has a false front with a rectangular projecting central third. The Hawaiian Tea Company building has a symmetrical facade designed with double doors, splayed entry with display and transom windows.

Canopies

Few commercial buildings in Haiku have canopies. Almost all are the shed roof type, braced from below. The Ohashi Store canopy is supported by posts. There are several buildings whose roof overhangs function as canopies. The Okuni Chevron gas station has a parapeted canopy over the gas pump island (refer to Figure 53). All canopies in Haiku are made of corrugated metal.

FIGURE 53. OKUNI GAS STATION–PARAPETED CANOPY

Entries

Commercial building entrances in Haiku are not elaborate. Simple centered entries, sometimes recessed, are used in most of the older wooden buildings. One small wooden building and the Haiku Post Office have lanai insets with entries in one corner (refer to Figure 54).

FIGURE 54. LANAI INSET WITH ENTRY–PAUWELA CANNERY SCALE HOUSE

The concrete block and corrugated metal buildings in the area generally have poorly defined entries; some buildings have multiple doors and in others the entrances are not emphasized by any architectural elements.

Doors

The commercial buildings in Haiku all have different styles of doors. Several buildings have main entrances with double doors including various wood frame doors, and glass–in–aluminum frame doors. Single doors predominate, while several older buildings have retained their traditional five panel wood doors. The corrugated metal industrial buildings have installed doors of various sizes and styles to accommodate new interior layouts, without adequate consideration to the effect on the exterior building appearance. Types of large doors on commercial buildings include sliding (Maui Doors building) and hinged in vertical folding sections with wood and glass panels (Chevron gas station).

Windows

The wide range of commercial building ages and types in Haiku has resulted in a variety of window styles. Unfortunately the original fenestration patterns of many older buildings have been altered over the years, either by boarding up windows, creating new windows, or replacing the original window type with a more modern one. Also, many buildings have cluttered up their windows with paper signs and advertising.

The Hawaiian Tea Company and Ohashi Store are the only commercial buildings in Haiku that have retained the traditional storefront design of plate glass window, transom window, and door opening across the entire frontage of the building (refer to Figure 55).

FIGURE 55. HAWAIIAN TEA COMPANY WINDOWS

Several commercial buildings have small pane windows, such as 2/2 double-hung or 6/6 sliding, which are more typical of residences. On the industrial buildings the ratio of openings to wall surfaces is low, and the openings are unevenly spaced across the wall. The same is true of the Haiku Post Office where more than half the facade is a solid wall of lava rock veneer, and the other portion is all-glass doors and windows in aluminum frames.

Wall Finish

About half the commercial buildings in Haiku have wooden siding, while three buildings have concrete block walls. The Haiku Post Office has a lava rock veneer on a portion of its main facade (refer to Figure 56).

FIGURE 56. HAIKU POST OFFICE WALL FINISH

The industrial buildings are mostly built with corrugated metal walls, except Maui Doors which has vertical tongue and groove siding. A portion of the other large building in Kuiaha has concrete walls. The wooden buildings have a combination of tongue and groove on the facade and board and batten on the side walls. Kawaharada Restaurant has tongue and groove on the false front and wood shingles on the wall under the canopy.

Ornamentation

Haiku commercial buildings have little ornamentation. The only intentional decorations are the paint colors and the signs which are discussed in the following sections. There are several residences and outbuildings in Haiku which are ornamented with jigsaw carpentry and diagonal lattice railings.

Color

Commercial buildings in Haiku have a subdued and limited color scheme. Many buildings have received little cleaning and painting over the years. Several buildings are a monochrome color scheme, including the white Chevron gas station and two tan (each a different shade) concrete block buildings (refer to Figure 57).

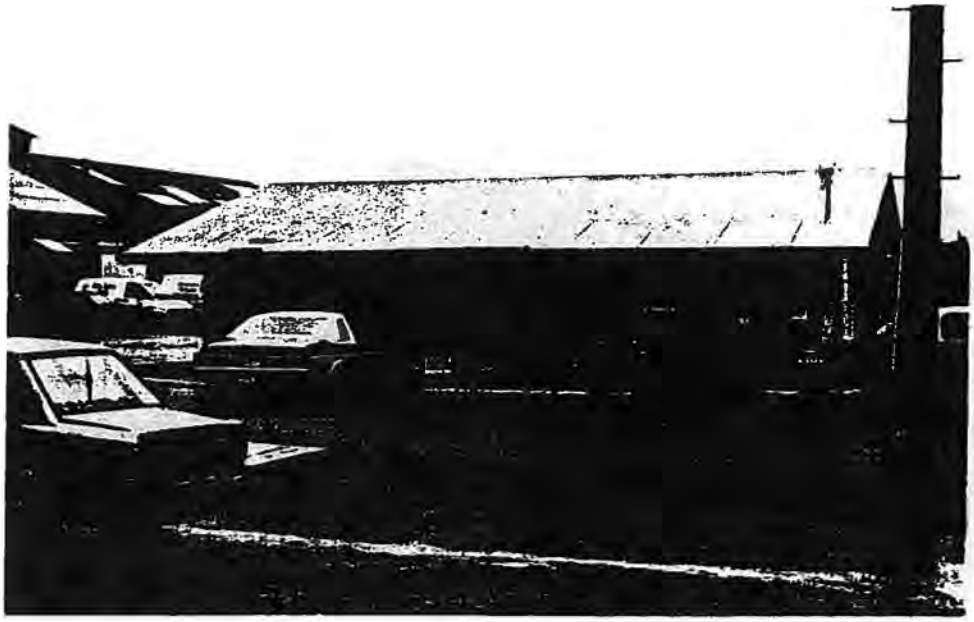

FIGURE 57. MONOCHROMATIC COLOR SCHEME–HAIKU MART

Other buildings utilize one color for the walls and a second color on the roof (sometimes different only due to rusting). Maui Doors has a two-tone wall; the lower portion is darker, as is the door and window trim. There are two "plantation green" buildings. The Hawaiian Tea Company has white trim as a relieving color and the hip roof of the other green building provides it with a second color. Kawaharada Restaurant has green shingles of a slightly lighter tone, and a white false front. Ohashi Store is a light brown building with dark brown trim.

Signs

The largest sign in Haiku is the lettering on the Maui Doors building. The Chevron and Texaco gas station signs are also prominent. The Hawaiian Tea Company sign is an attractive one, but the lettering is almost too small to see from a passing car. The Kawaharada Restaurant sign is appropriately sized and located to catch the eye of motorists. Ohashi Store has two signs with its name; apparently the one in the gable was not large enough so a larger one hangs from the canopy (refer to Figure 58).

There are also four soft-drink trademark signs on the Ohashi Store building. A Coca-Cola logo sign also appears on the Fukushima Store sign. The retail shop signage on the Wailuku side of Haiku Road is inadequate by being poorly located or omitted. Signage for the large industrial/commercial buildings in Haiku is not coordinated in shape, color, location or size. Although the Hawaiian Tea Company sign is hard to read, it recognizes the ability of the architectural design of the entire structure to function as a sign and attention getter.

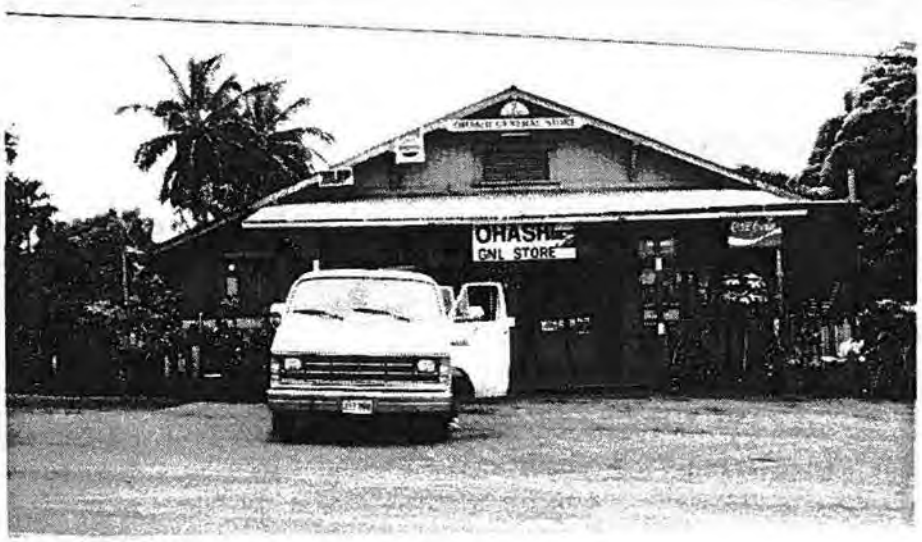

FIGURE 58. OHASHI GENERAL STORE SIGN

Other enterprises, such as the Texaco gas station, have not exploited this possibility and have not spruced up their buildings like the Hawaiian Tea Company (refer to Figure 59).

FIGURE 59. TEXACO SERVICE STATION SIGN–TOMA'S

There are a variety of materials used for signage in Haiku, including paint directly on the building, paint on wooden or metal panels, separately attached metal letters (on the Post Office) and internally lit plastic signs.

HAIKU—SITE DESIGN

The following are existing site design characteristics which are evident in the Haiku area:

Site Planning/On-Site Parking

There is no predominant site planning pattern for business development within the Haiku area. Several lots have the commercial structure located toward the back of the property with parking in front, directly accessed from a major road (refer to Figure 60). Other parcels have buildings built close to the street boundary.

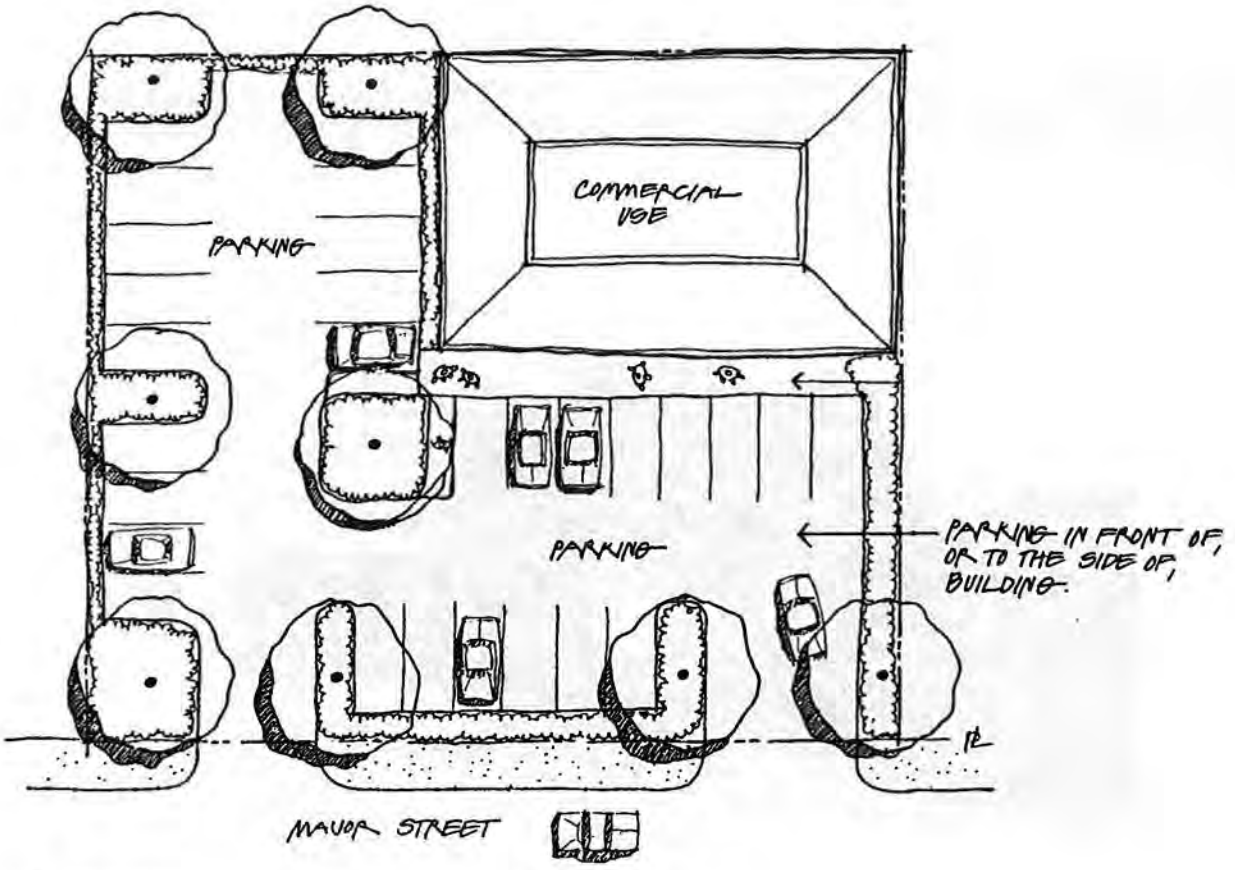

FIGURE 60. TYPICAL HAIKU ON SITE PARKING

FIGURE 61. TYPICAL HAIKU MAJOR ROADWAY

Lotting/Land Ownership/Land Use

Business parcels are scattered throughout the area and include a restaurant, stores, gas and service stations and light industrial/retail type uses. The parcels are not generally contiguous, are accessed primarily by automobiles, and have little relation to adjacent commercial use. Primary adjacent uses to the parcels include single-family residential and open space/agricultural.

Streets/Utilities

The Haiku area's two major roadways, West Kuiaha Road and Haiku Road, typically consist of a narrow two lane paved asphalt travel way with gravel or grassed shoulders. Overhead power lines occur on one or both sides of the road on these roadways in various areas.

HAIKU—ENVIRONMENTAL/PHYSICAL

Landscape

The landscape of the Haiku area reflects a wet climate and upland topographic conditions. Haiku Road crosses several scenic valleys within the study area. Primary vegetation observed includes Eucalyptus trees, Norfolk Island and Cook Island Pines, other upland trees, Coconut palms and a wide variety of ornamental shrubs and ground covers.

Views/Landmarks

The landscape of the area is rural in character with views of large open areas of pasture and forests predominating. The two major visual landmarks within the area include the old Haiku and Paia cannery buildings.

HAIKU INVENTORY AND ANALYSIS MAP

The Inventory and Analysis map for Haiku summarizes existing views, major vegetation masses, major roads, pedestrian walks, parking areas, buildings, open space, facades and alleys, land use, visual landmarks and other analysis elements which were important in defining the unique character of Haiku (refer to Figure 62).

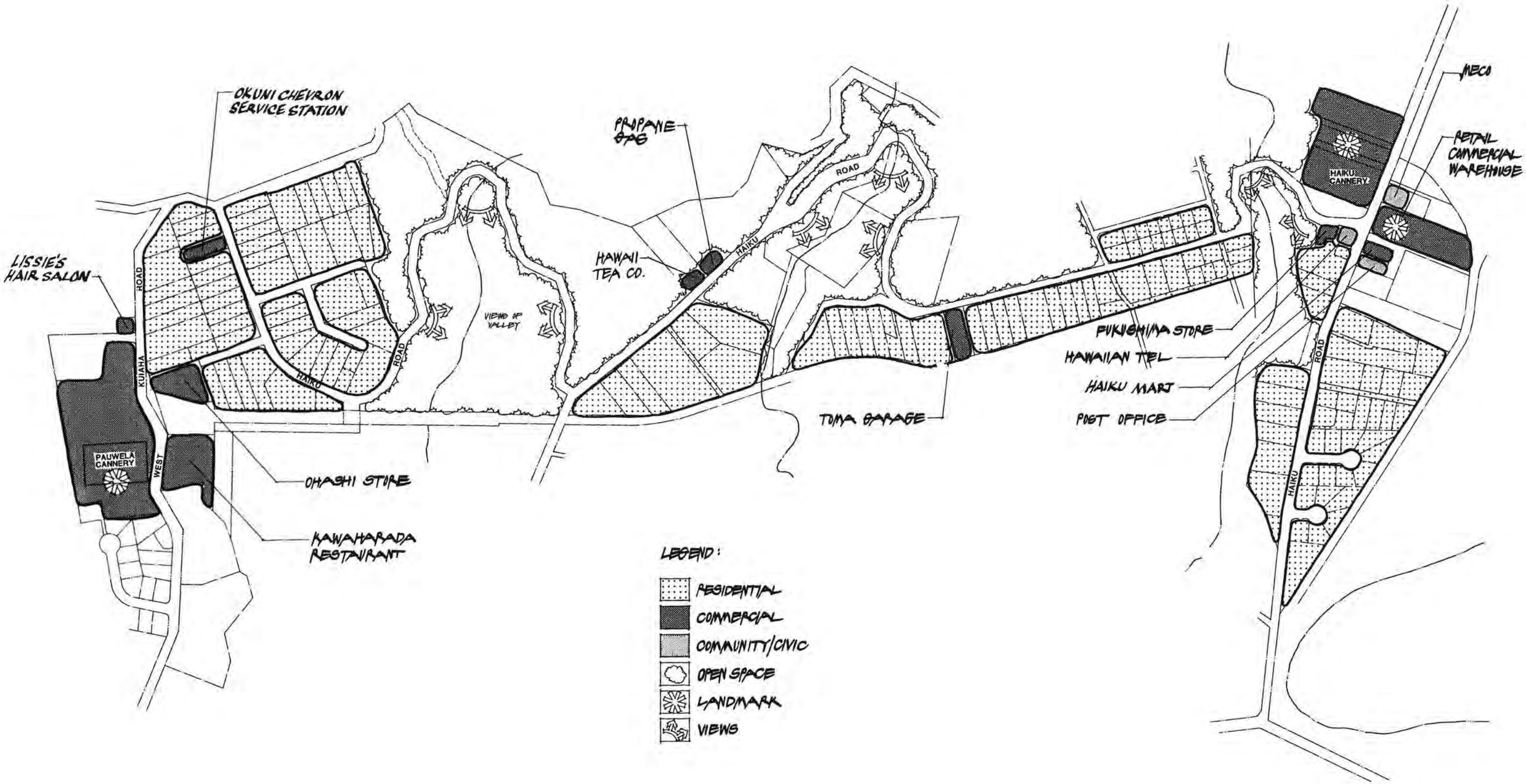

FIGURE 62.
HAIKU INVENTORY AND ANALYSIS MAP
PAIA-HAIKU
COUNTRY TOWN GUIDELINES

DESIGN GUIDELINES

DESIGN GUIDELINES

ARCHITECTURAL

- Renovation of existing buildings is strongly encouraged, rather than total demolition.

Height

Definition:

- The distance vertically from the average grade at the sides of a building to the uppermost portion of the building.

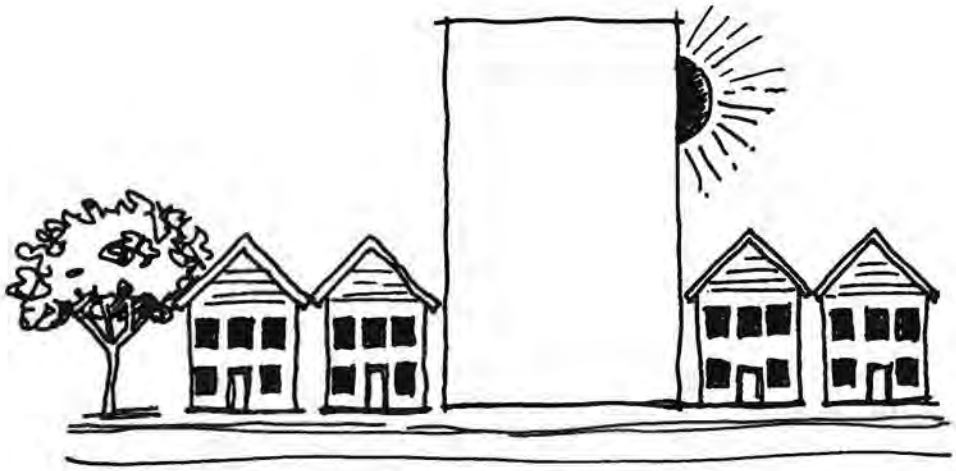

FIGURE 63. BUILDING HEIGHT

Required:

- Design new two story buildings with canopies or balconies which reduce vertical emphasis.

Recommended:

- In Paia, maintain a mixture of one and two story buildings. Construction of new two story buildings should be restricted where two story buildings on the same or adjacent parcels already have a combined facade width of over 70 feet. Facade widths of adjacent two story buildings should be limited to a total of 100 feet. In Haiku, strive to minimize height differences from structures on the same or adjacent parcels to 25 percent or less.

Prohibited:

- Do not add a story to existing buildings.
- Do not design new buildings over two stories (30 feet) in height.

Scale

Definition:

- Apparent size relationship of one building element with another.
- Contextual scale: Size of building elements in relation to other nearby forms.
- Human scale: Size of building elements relative to dimensions and proportion of human body.
- Acknowledge scale of streetscape:
  - In Paia – Narrow frontages and two story height maximum.
  - In Haiku – Wide lots with isolated buildings.

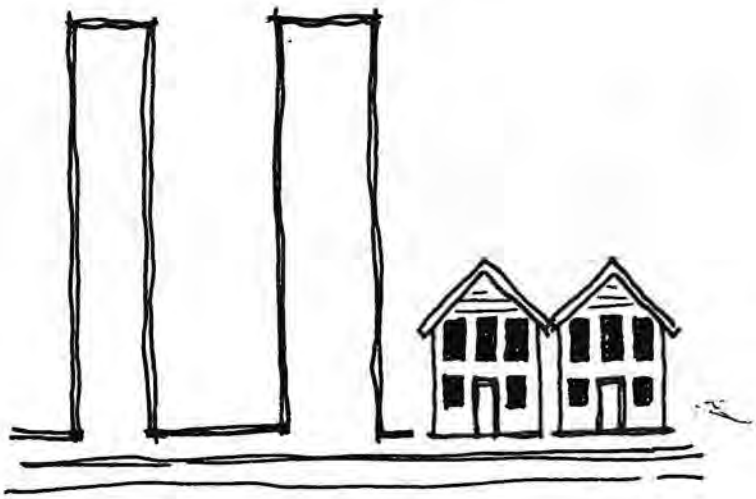

FIGURE 64. BUILDING SCALE

Required:

- Break up large masses to appropriate human body measurements, with windows, doors, ornament, etc.

Recommended:

- New buildings are to be limited in height and width (see "Height" and "Facades" sections). The contextual scale of large new buildings should also be reduced by using vertical divisions and stepped roof lines.

- Maintain the prevalent human scale of the existing business buildings.

Prohibited:

- Do not allow over scaled windows or doors.
- Avoid strikingly different scales between adjacent buildings.

Setbacks

Definition:

- Distance between a reference line (usually the property line) and a building.

Required:

- In Paia, buildings in commercial areas should abut property line or sidewalk setback lines on street frontage.

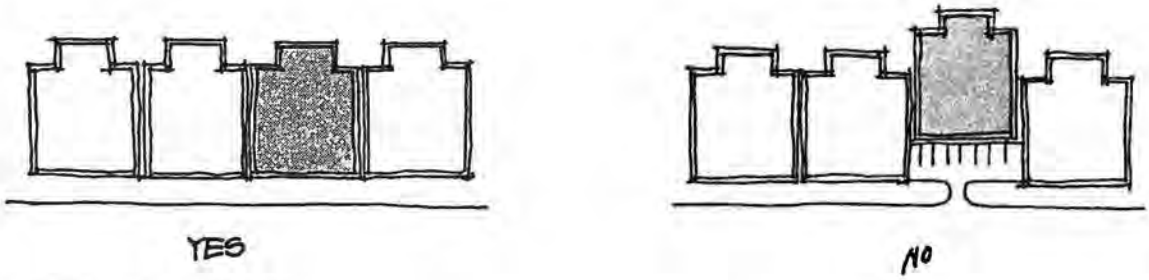

FIGURE 65. SETBACKS

Recommended:

- In Paia, buildings in commercial areas should abut side yard property line (no side yard setback), except where:
  - Access to on-site parking in rear of building is necessary; or
  - The side of any lot abuts a lot in a zoning district which requires a side yard setback. In which case, the setback should equal the minimum required for the adjoining zoning district.
  - In Haiku, front and side yard setbacks for commercial buildings should be the same as for residential structures.
  - In Paia, avoid gaps in walls of building facades along the main thoroughfares.

FIGURE 66. AVOID GAPS IN BUILDING FACADES

- In Paia, the building wall shall abut the front property lines or sidewalk setback lines on street frontages; except for areas where the existing buildings are set back from the front property line or sidewalk setback line and provided they contribute to the urban character of the town and are not set back farther than the existing setback line.
- In Paia Town, it is desirable to allow no setbacks for existing buildings abutting other zoning districts in order to maintain the existing character.

Roofs

Definition:

- The primary weather protecting element of a building (roof shape and features) influence architectural character.

Required:

- Retain and preserve the functional and decorative features of existing roofs including shape, material, color, and patterning.
- New building roof slopes must be greater than 4/12 and less than 12/12 (vertical to horizontal) ratio, unless flat roof style with parapet all around.

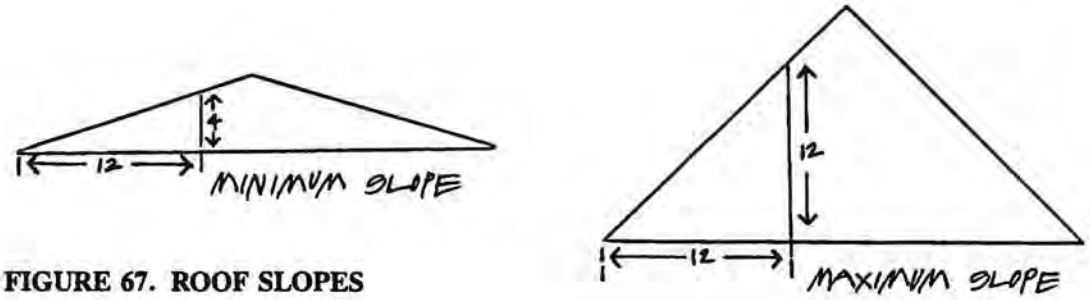

FIGURE 67. ROOF SLOPES

Recommended:

- Roof shapes of new buildings should be compatible with adjacent buildings.
- Maintain roof to insure flashing, anchorage, and weather protection remains in functional condition.
- Select roofing materials and design details to avoid maintenance problems.
- If using formed metal roofing panels, corrugated shapes are recommended (refer to Figure 68).

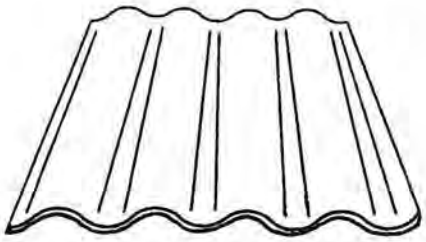

FIGURE 68. CORRUGATED PANEL

Prohibited:

- Avoid changing the historic configuration of a roof by adding new features such as dormer windows, vents, or skylights.
- Avoid replacing roofing with a different material.

Facades

Definition:

- The main exterior face of a building, the architectural front, usually distinguished from other faces by elaboration of architectural or ornamental detail.

Required:

- Design new building with end gables or symmetrical, ornamented false fronts (e.g., projecting shapes, elaborate molding or bracket details).

FIGURE 69. FALSE FRONT FACADE

- Canopies required across entire main facade and any other sides abutting public street right of ways. On two story buildings, a second story balcony may function as canopy.
- Maintain and emulate traditional storefront designs with paneled stallboards and wood framed fixed sash.
- If metal is used for window and door frames, it must be factory painted.

Recommended:

- Maintain symmetrical store front design, to greatest possible extent.
- Include wood louvered vents in facade design where possible. Semicircular, circular, and arched shapes similar to those in existing Paia business buildings should be used.
- Create vertical divisions in facades over 50 feet wide to create appearance of separate buildings.

Prohibited:

- False front designs with central section lower than sides are prohibited.

- Do not install plate glass windows that are less than 18 inches above sidewalk on average.
- New buildings over 70 feet wide along street frontage are prohibited.

Canopies

Definition:

- A roofed projection from a building, protecting an entrance or loading area.

Required:

- Install canopies on new buildings along street frontage.
- Maintain existing original canopy or replace original canopy design (if known).
- Use corrugated metal canopies supported by rods or braces, rather than posts, over public walkways.

FIGURE 70. CANOPY

Prohibited:

- Avoid open trellis type canopy designs.
- Do not use thin, flat pitched canopies with gravel ballast roof surfaces.
- Do not remove original canopies from existing buildings.
- Do not design canopies which project beyond the sidewalk curb plane into the highway right of way.
- Avoid fabric awnings.

Building Entries

Description:

- The overall shopfront design which emphasizes the entrance(s) to the building.

Required:

- On existing buildings, entrances should be in original location, especially when echoed by architectural detailing above the first level.
- Entrances to buildings should be on the main facade, and emphasized by elaboration in plan or elevation.
- In two story buildings, the primary ground floor retail entrance should be differentiated from upper floor exterior entries (if any).

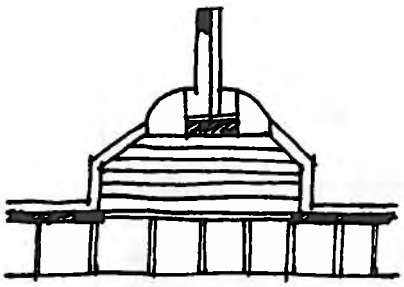

FIGURE 71. BUILDING ENTRY PLAN VIEW

Recommended:

- Entries should be placed to create a symmetrical facade design and should relate to architectural design above the sidewalk canopy.
- Use of recessed entries with splay returns is encouraged.
- If two shops share a building, a combined recessed entry could be used to provide a more dramatic entrance.
- Arches over entries are recommended for stucco buildings only.

Prohibited:

- Main ground floor entries on sides away from main thoroughfares or rears of buildings are prohibited.

Doors

Definition:

- A barrier which swings, slides, pivots, or folds to permit passage through a wall.

Required:

- Maintain original door style, location, and hardware, especially on main facade.

Recommended:

- Install doors with multiple panels or with glazing and panels in new structures.
- Install wood and glass doors in storefronts with pane shape consistent with other windows.
- For uses that require screen doors (or where desired), wooden frames are recommended with divisions compatible in proportion and shape to the exterior door design.
- Avoid large delivery doors with nearly square or horizontal proportions; incorporate glazing or other details as necessary to reduce mass and establish vertical emphasis.

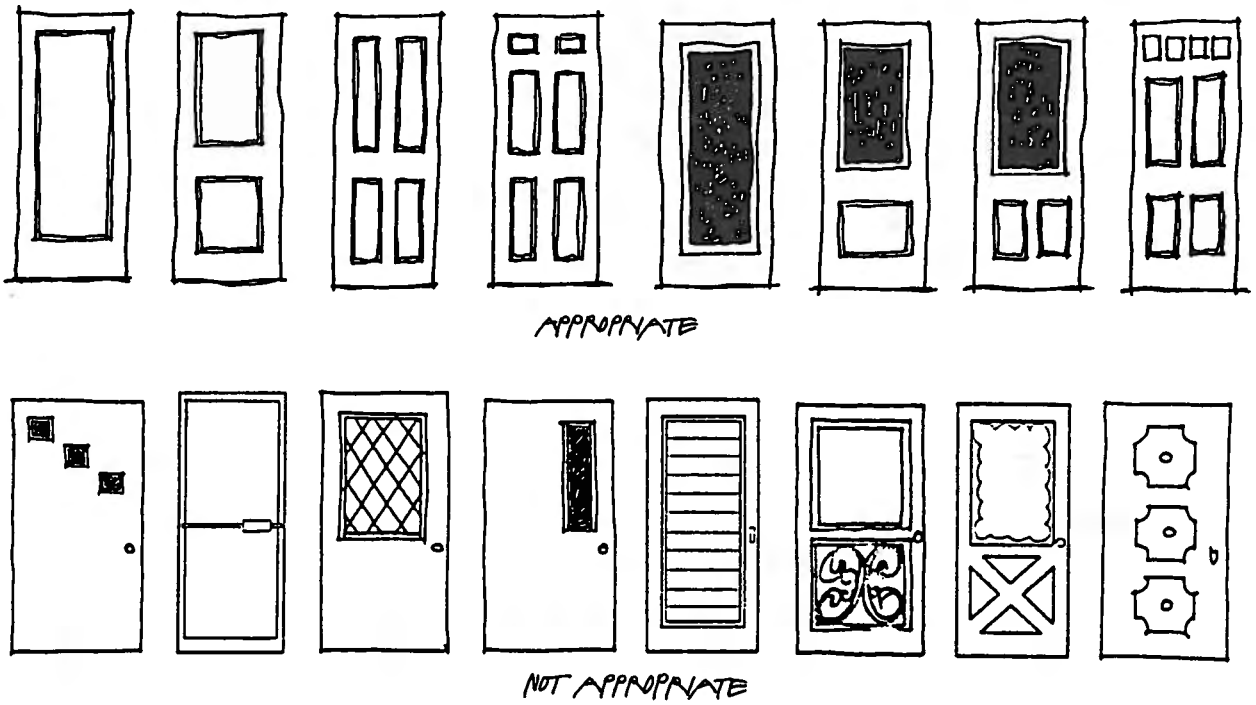

FIGURE 72. PANELED DOORS

Prohibited:

- Do not use flat designs without molding, panels or glazing.
- Avoid aluminum and glass doors in older structures.
- Do not use anodized or galvanized metal frame screen doors, unless factory painted.
- Do not reduce or enlarge original opening size to install "stock" size door.
- Do not board up, cover or paint over glazing in doors for sun control.
- Do not change the location of, or cut a new entrance on, the main facade.

Windows

Definition:

- An opening in an external wall to admit light and air, usually glazed; a key element in the aesthetic design of a building.

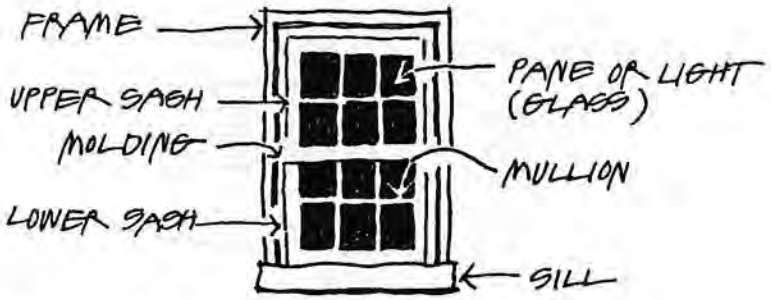

FIGURE 73. PARTS OF A WINDOW

Required:

- Plate glass windows in storefronts must be in units that are taller than wide.
- Acknowledge original window treatment with regard to: rhythm, spacing, proportion, alignment, design, and orientation.
- Use wood for window frame, sash, mullions, and screens.
- All windows, except for display windows, should be operable. Windows in new construction should be sized to meet the natural ventilation requirements of the State Department of Health and the Uniform Building Code.

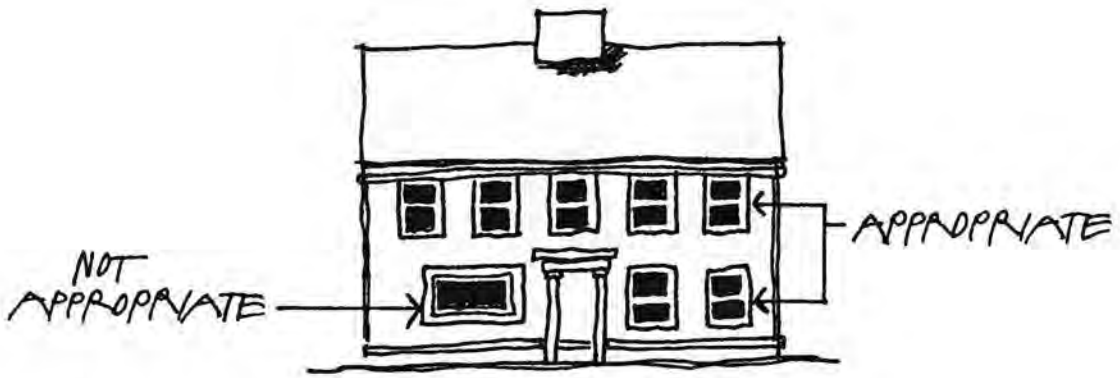

FIGURE 74. WINDOW RHYTHM

Recommended:

- Use transom windows in new storefront designs.
- Rehabilitate original windows for reuse or match original in material, size, number of panes, and muntin profile.
- For uses that require screens on windows (or if desired) the divisions of the screens should echo the window pane pattern.
- Replace broken glass to match other panes, including color and irregularities.
- Avoid reflective coatings and tinted glass.
- Use multi-paned double-hung, casement, or sliding windows for upper levels or secondary elevations in new construction.

Prohibited:

- Do not install "stock" window in original opening of another size.
- Do not use jalousie windows on facades visible from public streets.
- Do not paint over or block up original window openings.
- Do not reduce size of original display windows.

FIGURE 75. WINDOW SIZE

- Do not change pane size of original display windows.
- Do not install metal frame windows on new buildings.
- Do not install windows with diagonal pane divisions.

FIGURE 76. DIAGONAL PANE WINDOW

Fences, Freestanding Walls and Wall Finishes

Definition:

- Barriers of enclosure elements and their associated coverings.
  - In Paia, existing wall finishes consist primarily of wood boards and stucco.
  - In Haiku, existing wall finishes consist of wood boards, concrete block, lava rock, or corrugated metal panels.
  - Discourage freestanding walls and fences along public highways which obstruct ocean and mountain views.
  - Firewalls should be integrated into the basic building design and should be sheathed with the predominant building material.
  - Discourage the use of chain link fencing.

- Fencing styles should be compatible with the architectural character of Paia and Haiku Towns.
- Fences and freestanding walls should be limited to a maximum height of 6 feet.

Required:

- Repair with material to match original:
  - Match orientation and width of boards.
  - Match ingredient composition of stucco.
  - Match panel size and profile of metal sheets.
  - Match unit size and color, mortar composition and width of masonry.
- Paint stucco and wood to maintain wall finish and to cover patching.
- Maintain original spacing of boards and avoid covering trim when applying new wall finish.

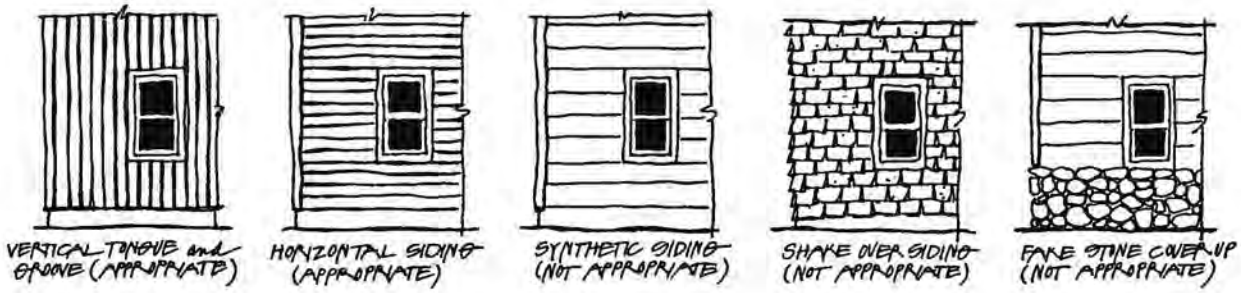

FIGURE 77. WALL FINISHES

Recommended:

- For new buildings use these wall finishes common in Paia and Haiku:
  - Horizontal wood boards: clapboard or shiplap siding.
  - Vertical wood boards: tongue and groove or board and batten siding.
  - Stucco.

Prohibited:

- Do not cover up original wall finish with materials such as aluminum, vinyl, plastic, asphalt sheets or shingles, fake stone or brick veneers, or plywood sheets.

- Do not use processed wood products (e.g., grooved plywood sheets) in new construction where exposed to view.
- Do not apply stucco with an overly rustic or rough textured surface finish.
- Do not use exposed concrete block in new buildings.

Ornamentation

Definition:

- The decorative details of shape, color and texture.

FIGURE 78. ORNAMENTATION

Required:

- Preserve original architectural details.
- Maintain original style of building, if adding new ornamentation.
- Integrate decorative elements in following areas:
  - Parapet/roof interface.
  - Structural support, column.
  - Corner, door and window trims.
  - Foundation articulation.
- Keep ornamentation simple.

Recommended:

- Design facade with decorative cornice line and vent opening.
- Replace original missing elements.
- In Haiku, ornamentation based on the pineapple form is appropriate.

FIGURE 79. ORNAMENTATION—PINEAPPLE FORM

Prohibited:

- Avoid embellishments that are "pasted on."
- Avoid large areas without texture, shadow, relief.
- Do not cover original details with veneer material.
- Do not clutter up building with excessive ornamentation.

Color

Description:

- A phenomenon of light or visual perception that enables one to differentiate otherwise identical objects.

Required:

- Use one main body color for building.
- Use contrasting, yet complimentary, colors for trims.
- Coordinate color of roof, if visible, to complement wall and trim colors.
- Use appropriate color for building types, including:
  - Wooden Vernacular: brownish red, dark green, white, sand, grey.
  - Stucco Buildings: beige, light earth tones, pale pastels.
  - Modern Buildings: white, tan, earth tones.
- If more than one shop occupies a building, the color scheme should be uniform, unless there are architectural divisions that create the appearance of separate buildings.
- Paint side elevations to be consistent with main facade.

Recommended:

- Avoid clashing with colors of adjacent buildings, especially if recently repainted.
- Consider using original colors, determined by scraping, for historic structures.
- Use dark colors for base.
- Emphasize shadow patterns and trim.
- Use matt finish, rather than gloss finish paints.

Prohibited:

- Avoid using more than four colors (base, wall, trim, roof).
- Do not use pure hues (bright colors without any white or black added).
- Do not use very dark colors for base building coverage.
- Do not paint portions of wall under canopy a different color from upper facade.

Signs

Definition:

- A display board or surface used for directions, identification, instructions or advertising, usually consisting of lettering, pictures, or decoration.

Required:

- Use lettering with serif style for "old" feeling.

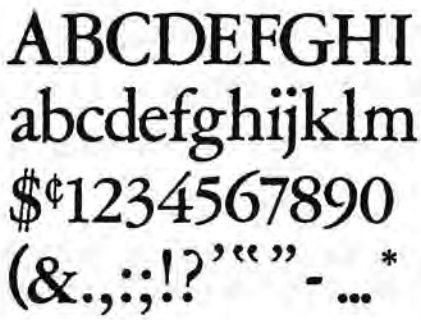

FIGURE 80. SERIF STYLE LETTERING

- Locate signs appropriately: projecting, freestanding, or on building (e.g., across false front, on canopy fascia, painted on glass).
- Use traditional materials such as wood, metal, paint, etched or colored glass, gold leaf, fabric, tile and neon.
- Coordinate design of signs with style of building.
- Maintain uniformity of height, proportion, color (especially background color), among signs for different businesses in same building.

Recommended:

- Limit size:
  - Projecting -- 6 square feet.
  - Freestanding -- 8 square feet.
  - On building -- 9 square feet.
- Limit letters to 60 percent of sign area and maximum letter size to 12 inches.
- Use signs proportional to the length of the storefront.
- Use a maximum of two main colors, chosen to complement building colors.
- Use shielded external lighting source for illumination.
- Use rectangle or product shape sign boards.

Prohibited:

- Do not use more than two signs per establishment.
- Do not use internally lit signs (except neon) or acceptable trademark name signs.
- Do not use plastic signs.
- Do not use inflatable signs.
- Do not use moving or flashing signs.
- Do not use signs which obscure decorative features of building.
- Do not use signs which project beyond the sidewalk curb into the highway right of way.
- Avoid bright colors except for limited accents.
- Avoid trademark name signs, except those dating from before 1940 are acceptable on buildings of that period.
- Do not install a sign that spans two adjoining buildings.

SITE DESIGN

Introduction

The purpose of the site design guidelines is to provide guidelines for exterior improvements including on–site parking areas, walks, exterior lighting, landscape planting, site furnishings, plazas and courtyards, and other commonly encountered exterior design elements. Recommended design solutions for each of these general categories of site improvements are shown.

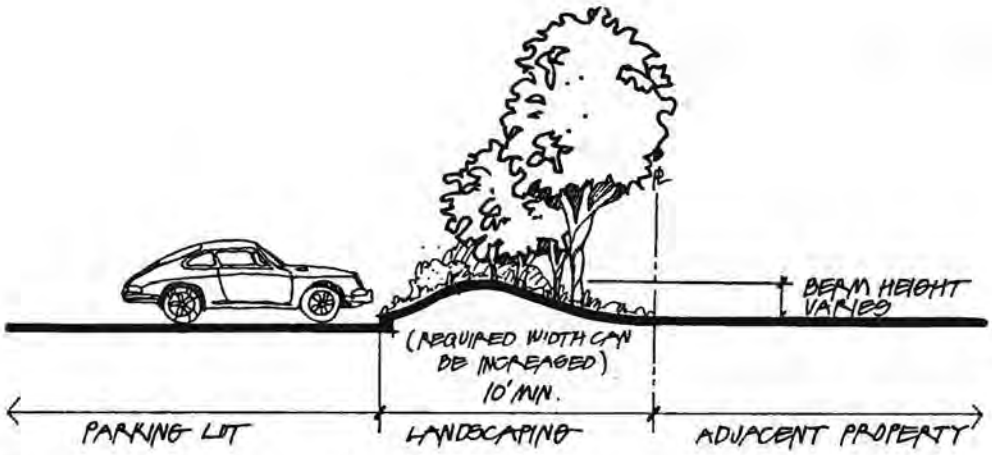

FIGURE 81. PARKING LOT EDGE CONDITION—BERM

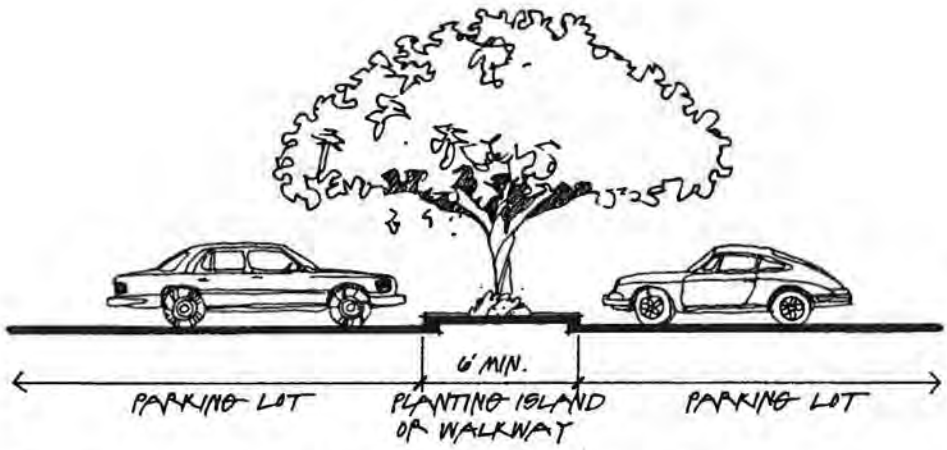

FIGURE 82. PARKING LOT EDGE CONDITION—ISLAND

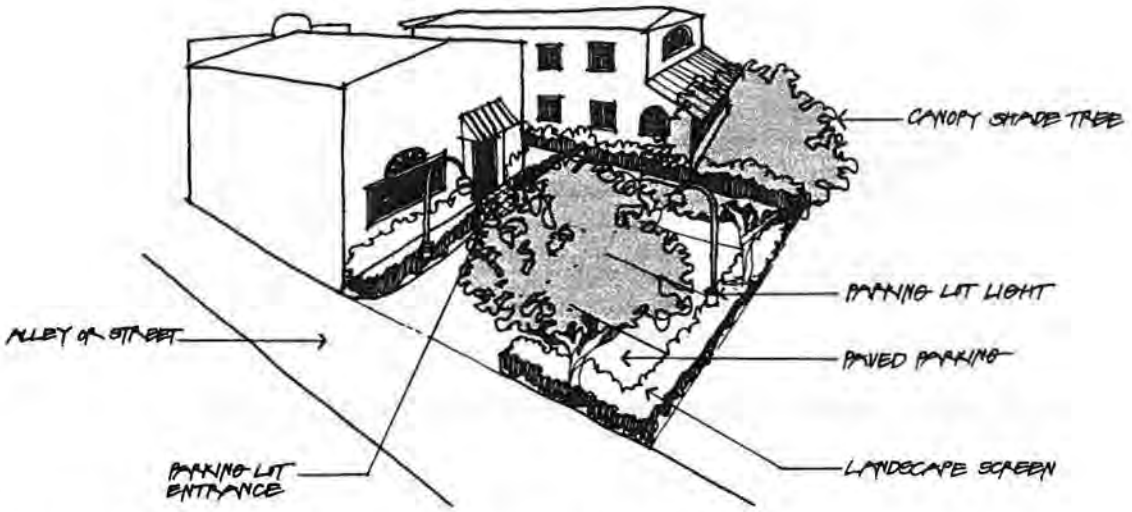

FIGURE 83. ON SITE PARKING AT REAR OF LOT

Off-Street Parking

Definition:

- Parking provided off of public streets.

Required:

- Screen views of parking areas from adjacent residential and commercial uses by providing landscape screening, fencing, walls or berms (refer to Figures 81, 82, and 84).

Recommended:

- In Paia, locate on-site parking at rear of lot with access via alleys or interior streets (refer to Figure 83).
- In Paia, avoid parking areas at sides of buildings that separate building facades on adjacent lots.
- In instances where small lot sizes (6,000 square feet or less) in Paia impact the availability of on-site parking, consideration should be given to waiving requirements in lieu of an assessment or in consideration of the parcel's proximity to public parking areas. Assessments could be used to partially fund additional public parking areas within Paia.
- Lots greater than 6,000 square feet should provide all required parking on site to accommodate the development.

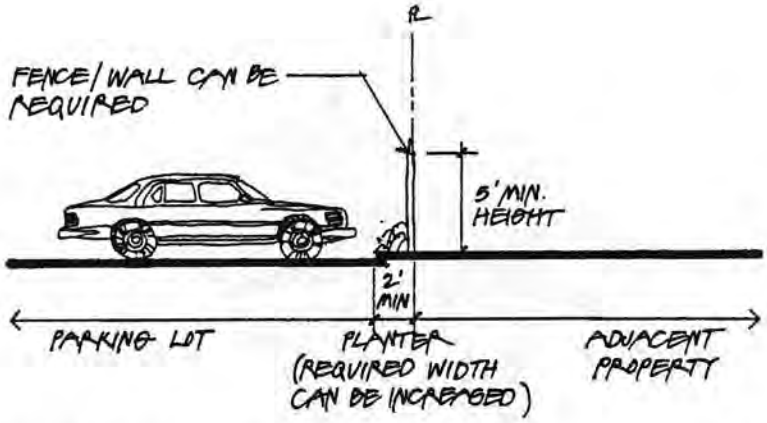

FIGURE 84. PARKING LOT EDGE CONDITION—FENCE OR WALL

Prohibited:

- No parking between buildings and public street that is not screened from view (refer to Figure 84).

Exterior Lighting

Definition:

- Lighting provided to illuminate roads, walls, parking areas, signs, landscaping and building details.

Required:

- Areas used extensively at night, such as alleys used for access, walks, interior courtyards and parking areas are to be illuminated sufficiently for safety as recommended by the IES (Illuminating Engineering Society).
- Light fixtures that are openly visible, whether mounted to a building, post, or used in the landscape such as pathway lights, shall compliment the architectural character of the adjacent building (refer to Figure 85; styles are not limited to examples shown).

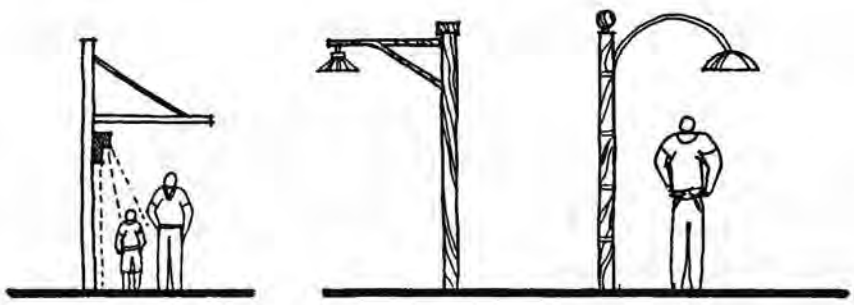

FIGURE 85. ARCHITECTURAL LIGHTING EXAMPLES

Recommended:

- Recommended forms of landscape lighting include: well lights, tree mounted lights (both up–lights and down–lights), and pathway lighting in character with the adjacent architecture (refer to Figure 86).

Prohibited:

- Do not use colored (color filter) or flashing lights.

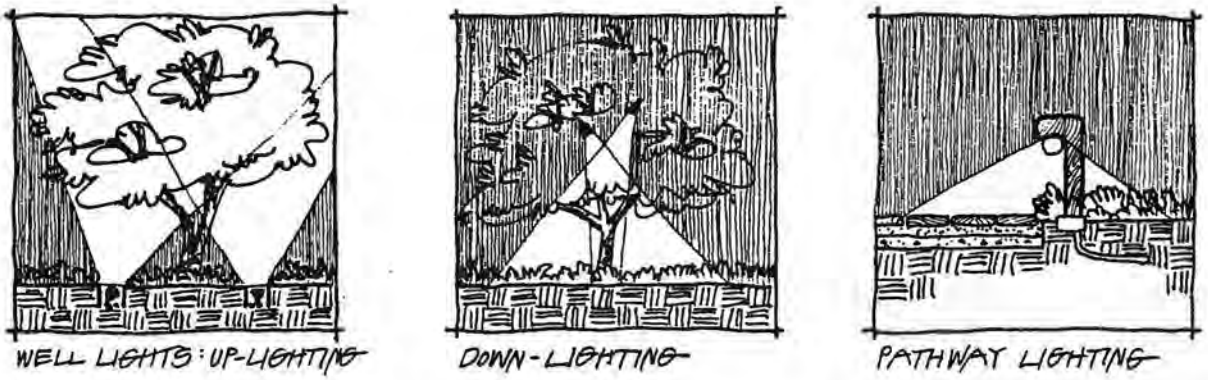

FIGURE 86. LANDSCAPE LIGHTING EXAMPLES

Landscape Planting

Definition:

- Planting provided for aesthetic or functional reasons.

Required:

- Use of landscape planting (if walls or fences are not provided) to screen views of parking areas from adjacent residential/commercial uses and roadways.

Recommended:

- Appropriate plants are those listed in the Plant Matrix by use and type (refer to Figure 87).
- Where possible, introduce plantings by utilizing planters, windowsill boxes, and hanging baskets.
- Provide an automatically controlled irrigation system for plantings.

Prohibited:

- Avoid the use of plants other than those listed in the Plant Matrix.

Plant Matrix

- The Plant Matrix (refer to Figure 87) lists the specific plant character, cross referenced against appropriate plans for Paia and Haiku.

FIGURE 87. PLANT MATRIX

GATEWAYS TO BUSINESS DISTRICT

PLANT MATERIAL	MATURE HEIGHT	MATURE SPREAD	RATE OF GROWTH	WATER REQ.	SALT TOLERANCE	SHADE TOLERANCE	WIND TOLERANCE	HABIT OF GROWTH	COLOR OF FLOWER
TREES AND PALMS									
NORFOLK ISLAND PINE Araucaria heterophylla	60'-150'	15'	M	M	L	M	H	Cone shaped	
SHOWER TREE Cassia sp.	30'	30'	R	M to H	L	L	M	Upright, spreading	Variable
FALSE KAMANI Terminalia catappa	60'	40'	R	M	H	L	H	Spreading	
KOU Cordia subcordata	25'	25'	M	H	H	L	H	Dense/Round headed	Light Orange
WILIWILI Erythrina sandwicensis	35'	30'	M	H	H	L	H	Spreading	Red/Variable
BANYAN Ficus sp.	80'	80'	R	H	M	L	H	Spreading	
HAU TREE Hibiscus tiliaceous	35'	35'	R	H	H	L	H	Spreading to upright	Yellow to Red
HALA Pandanus odoratissimus	25'	25'	M	M	H	L	H	Upright medium	
MONKEYPOD Samanea saman	50'	80'	R	M	M	L	M	Spreading	Pink
COCONUT Cocos nucifera	75'-100'	25'	M	H	H	L	H	Upright	
DATE PALM Phoenix dactylifera	60'-80'	20'	M	H	H	L	H	Upright	
PLUMERIA Plumeria sp.	10'-30'	20'-30'	M	M	M	L	M	Spreading	Variable
LOULU PALM Pritchardia sp.	45'	15"	S	M	M	L	M to H	Upright	

L = Low S = Slow
M = Medium R = Rapid
H = High

PARKING LOTS/STREET TREES

PLANT MATERIAL	MATURE HEIGHT	MATURE SPREAD	RATE OF GROWTH	WATER REQ.	SALT TOLERANCE	SHADE TOLERANCE	WIND TOLERANCE	HABIT OF GROWTH	COLOR OF FLOWER
TREES									
SHOWER Cassia sp.	30'	30'	R	M to H	L	L	M to H	Upright, spreading	Variable
WILIWILI Erythrina sandwicensis	35'	30'	M	H	H	L	H	Spreading	Red/Variable
KOU Cordia subcordata	25'	25'	M	H	H	L	H	Dense/Round headed	Light Orange
MONKEYPOD Samanea saman	50'	80'	R	M	M	L	M	Spreading	Pink
GIANT CRAPE MYRTLE Lagerstroemia speciosa	30'	20'	M	M	M	L	M	Upright, spreading	Lavender
GOLD TREE Tabebuia donnell-smithii	60'	30'	M	M	M	L	M to H	Upright	Yellow
NARRA Pterocarpus indicus	50'	40'	M	L to M	M	L	M to H	Upright, spreading	Yellow-Orange
SHRUBS									
HIBISCUS Hibiscus sp.	5'-15'	3'	R	L to M	L to M	L to M	M to H		Variable
TIARE Gardenia taitensis	15'	10'	M	M	M to H	L to H	H		White
CROTON Codiaeum sp.	6'-10'	2'-5'	S	M	H	M to H	M to H		

COURTYARD

PLANT MATERIAL	MATURE HEIGHT	MATURE SPREAD	RATE OF GROWTH	WATER REQ.	SALT TOLERANCE	SHADE TOLERANCE	WIND TOLERANCE	HABIT OF GROWTH	COLOR OF FLOWER
TREES									
BRASSAIA Brassaia actinophylla	35'	20'	R	L to H	M to H	M	H	Upright	Red
KOU Cordia subcordata	25'	25'	M	H	H	L	H	Dense/Round headed	Light Orange
HONG KONG ORCHID Bauhinia blakeana	30'	25'	M	L to H	M	L	M	Spread	Lavender
STRAWBERRY GUAVA Psidium cattleianum	20'	10'	M to R	M	M	M	M	Upright	
ALLSPICE Pimenta dioica	35'	20'	M	M	M	L	H	Upright	Cream
PLUMERIA Plumeria sp.	10'-30'	20'-30'	M	M	M	L	M	Spreading	Variable
CORAL TREE Erythrina crista-galli	30'	30'	M	L	M	L	H	Spreading	Red
MILO Thespesia populnea	40'	30'	R	L	H	L	H	Dense round headed	Yellow
HAU TREE Hibiscus tiliaceous	35'	35'	R	H	H	L	H	Spreading to upright	Yellow to Red

L = Low S = Slow
M = Medium R = Rapid
H = High

COURTYARD (CONTINUED)

PLANT MATERIAL	MATURE HEIGHT	MATURE SPREAD	RATE OF GROWTH	WATER REQ.	SALT TOLERANCE	SHADE TOLERANCE	WIND TOLERANCE	HABIT OF GROWTH	COLOR OF FLOWER
TREES (CONT.)									
BANANA Musa sp.	10'-20'	7'	M	L	H	M	H	Upright	
CITRUS TREES Citrus sp.	10'-20'	10'-20'	M	M	M	L	M to H	Rounded	White
PAPAYA Carica papaya	15'	5'	R	M to H	M	L	H	Upright	
GUAVA Psidium guajava	20'	15'	R	M to H	M	M	H	Bushy	Cream
MANGO Mangifera indica	50'	40'	M	M	M	L	M to H	Spreading	
BREADFRUIT Artocarpus communis	40'	30'	M	M	M	L	M to H	Spreading	
COCONUT Cocos nucifera	75'-100'	25'	M	H	H	L	H	Upright	
HALA Pandanus odoratissimus	25'	25'	M	M	H	L	H	Upright medium	
SHRUBS									
APE Xanthosoma robustum	3'	3'	R	M to H	M	M to H	L to M		
RED GINGER Alpinia purpurata	6'	5'	M to R	M to H	L	Variable	M		Red
BOUGAINVILLEA Bougainvillea sp.			R	M to H	L	Variable	H		Variable
TI Cordyline terminalis	3'-7'	2'-3'	M to R	M	L to M	Variable	M to H		
HELICONIA Heliconia sp.	2'-12'	2'-7'	M to R	M to H	L	Variable	L		Variable
CARISSA Carissa sp.	1'-5'	2'-4'	L to M	L	M	L	H		White
HIBISCUS Hibiscus sp.	5'-15'	3'	R	L to M	L to M	L to M	M to H		Variable
SPIDER LILY Crinum asiaticum	4'	4'	M	L to M	H	M	H		White
TIARE Gardenia taitensis	15'	10'	M	M	M to H	L to M	H		White
BIRD OF PARADISE Stelitzia reginae	4'	4'	M	M	M to H	L	H		Orange & Blue
CROTON Codiaeum sp.	6'-10'	2'-5'	S	M	H	M to H	M to H		
GAZANIA Gazania leucoleana	10"		M	L to M	M to H	L to M	H		yellow
JOYWEED Alternanthera amoena	10"		M	L to M	M	L to M	H		

L = Low S = Slow
M = Medium R = Rapid
H = High

COURTYARD (CONTINUED)

PLANT MATERIAL	MATURE HEIGHT	MATURE SPREAD	RATE OF GROWTH	WATER REQ.	SALT TOLERANCE	SHADE TOLERANCE	WIND TOLERANCE	HABIT OF GROWTH	COLOR OF FLOWER
GROUND COVERS									
MONDO Ophiogon japonicus	12"		M	M	M	M to H	H		
LAUA'E FERN Polypodium phymatodes	2'		M	M	H	M	H		

PLANTERS

PLANT MATERIAL	MATURE HEIGHT	MATURE SPREAD	RATE OF GROWTH	WATER REQ.	SALT TOLERANCE	SHADE TOLERANCE	WIND TOLERANCE	HABIT OF GROWTH	COLOR OF FLOWER
BOUGAINVILLEA Bougainvillea sp.			R	M to H	H	Variable	H		Variable
PERIWINKLE Catharanthus roseus			R	L to H	M	L	H		Variable
BLUE DAZE			R	M	M	H	H		Variable
IMPATIENS Impatiens sultanii			R	H	L	H	H		Variable
SPATHIPHYLLUM Spathiphyllum sp.			M	M	M	H	H		White
SYNGONIUM Syngonium sp.			R	M	M	H	H		
POTHOS Pothos sp.			R	M	M to H	H	H		
AGLAONEMA Aglaonema sp.			M	H	M	H	H		
ASPARAGUS FERN Asparagus sprengeri			M	H	M	H	H		

L = Low S = Slow
M = Modium R = Rapid
H = High

Site Furnishings

Definition:

- Exterior design elements which are intended for pedestrian use or serve other functions such as benches, trash containers, and planters.

Recommended:

- Where desireable, provide site furnishings such as benches (either freestanding or attached to building facade), trash containers, kiosks, and walls or fencing that complement the architecture of adjacent buildings (refer to Figure 88); styles of recommended site furnishings are not limited to examples shown.

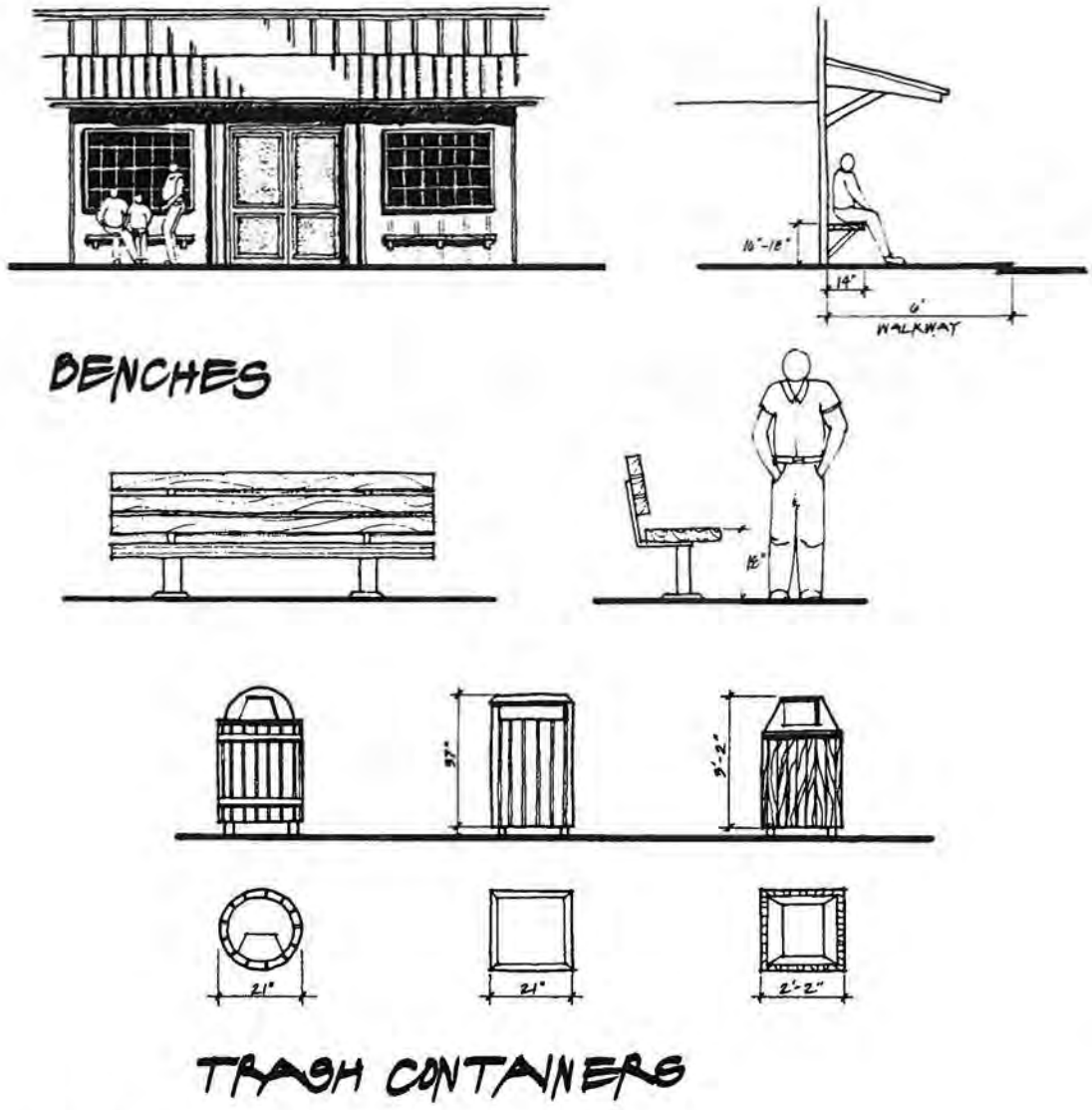

FIGURE 88. SITE FURNISHINGS

Prohibited:

- Avoid the use of site furnishings that do not complement the architectural style of adjacent buildings.

Plazas and Courtyards

Definition:

- Open space areas which serve as gathering places, entry courts to buildings, or outdoor rooms.

Required:

- Interior adaptive re-use courtyards (when provided) must be located within the first frontage lot depth off of Hana Highway or Baldwin Avenue (refer to Figure 89).

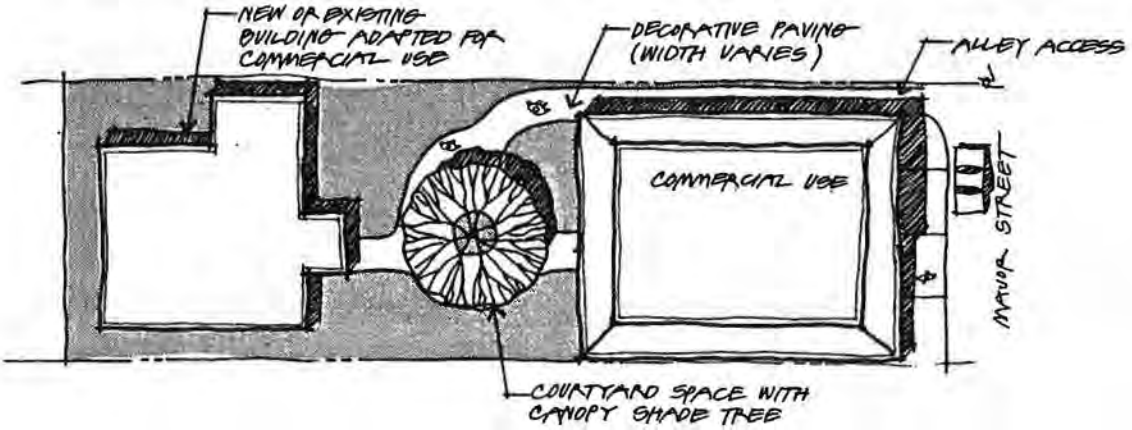

FIGURE 89. COURTYARD IN BACK OF FRONTAGE LOT—PLAN

Recommended:

- Larger, open plazas or courtyards are appropriate for large scale commercial or transient accommodations types of uses.
- General guidelines for establishing spacial definition at a scale and character that is appropriate are as follows:
  - o Building/Space Relationship (refer to Figure 90):
    - * Courtyard development should occur in conjunction with existing and/or proposed buildings which contain, or partially define, a courtyard space.
    - * Buildings and courtyard should relate in a functional and visually compatible manner.

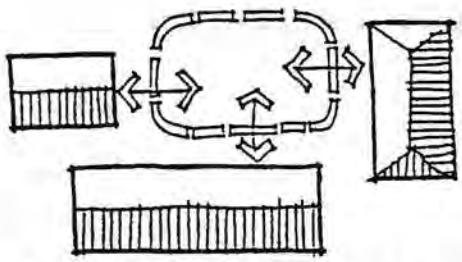

FIGURE 90. BUILDING/SPACE RELATIONSHIP

- Scale (refer to Figure 91):
  - * To establish a visual sense of enclosure, the ratio of length of courtyard to height of building should not exceed one to one.
  - * To maintain a visual sense of space, the ratio should not exceed two to one.
  - * To maintain a visual sense of place, the ratio should not exceed three to one.

FIGURE 91. SENSE OF SCALE

- Orientation (refer to Figure 92):
  - * A plaza may focus primarily inward or outward. An inwardly focused plaza creates a sense of visual containment, while an outwardly focused plaza directs or frames views beyond the plaza.

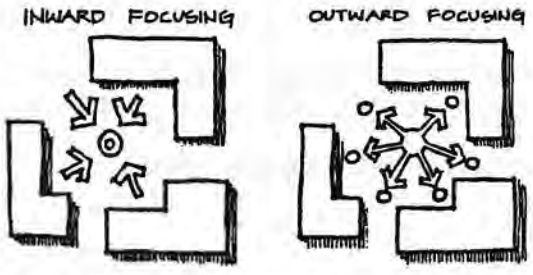

FIGURE 92. ORIENTATION

- Spacial Articulation (refer to Figure 93):
  - * Volumetric definition to reinforce plaza/courtyard function can be accomplished through careful design of the ground plane (paving, ground cover), middle plane (walls, trees, shrubs), and overhead plane (tree canopy, trellis), as well as changes in levels within the plaza space.

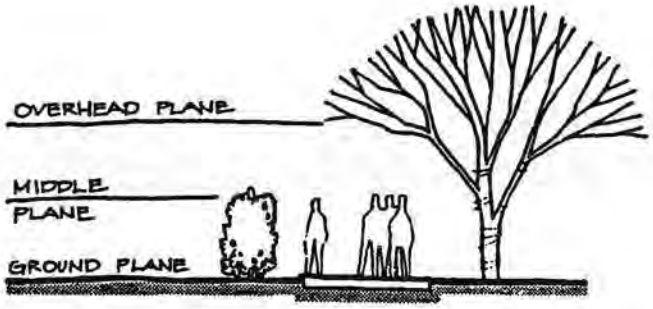

FIGURE 93. SPATIAL ARTICULATION

Prohibited:

- Do not connect commercial courtyards in adjoining lots to create primary pedestrian pathways separate from Hana Highway or Baldwin Avenue.

Open Storage

Open storage adjacent to a public street is prohibited unless screened from view by a fence, wall or landscaping.

STREET/UTILITIES

Introduction

The purpose of the street/utilities design guidelines is to provide guidelines for improvements to roadways that impact Country Town Business District zoned areas including on–street parking, sidewalks, curbs and gutters, drainage improvements, street lighting and other items. Recommended design solutions for each of these items are described and shown.

Travel Ways

Typical proposed street cross sections and plan views of Hana Highway and Baldwin Avenue are shown in Figures 94 through 97. Recommendations include provision of a minimum 8 foot wide walkway along Hana Highway within private property. Typical locations for fire hydrants and utility poles are shown in the Hana Highway street plan. Minimum 6 foot wide walkways within the roadway right–of–way are recommended for Baldwin Avenue. Recommended locations for fire hydrants and utility poles are shown in the street plan. In general, the existing on–street pattern of parallel parking on one side and angle parking on the other is recommended to be retained.

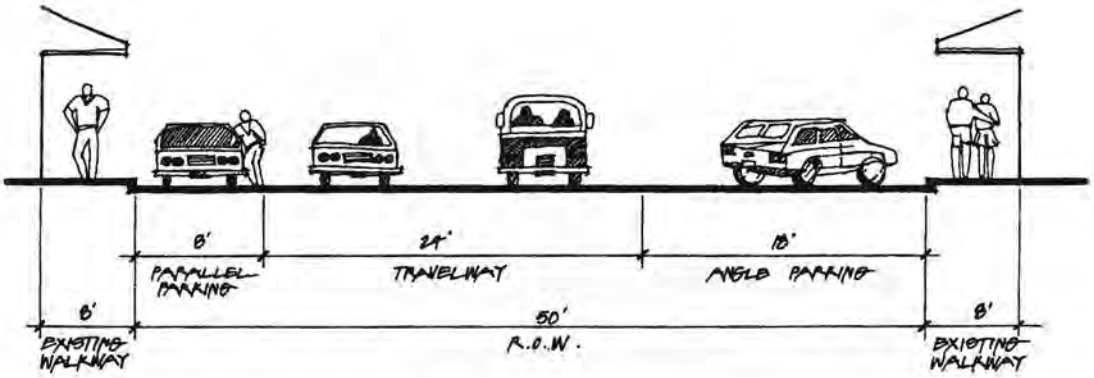

FIGURE 94. PROPOSED HANA HIGHWAY—SECTION

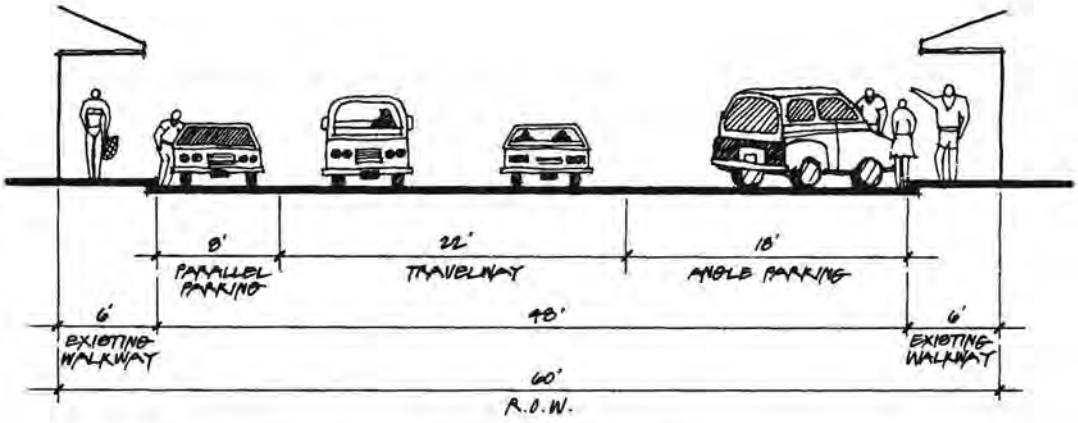

FIGURE 95. PROPOSED BALDWIN AVE.—SECTION

Fire hydrants that are of an early 20th century design should be installed to complement the character of the buildings in Paia and Haiku. Spacing of hydrants should meet the standards of the Maui County Department of Water Supply and Fire Department.

Provision of adequate width for bikeways along Hana Highway and Baldwin Avenue in a manner that would not change the character or the elimination/modification of on-street parking. Adequate area for bikeways exists along Haiku and Kuiaha roads, but construction of bikeways may be costly in steeply sloping areas.

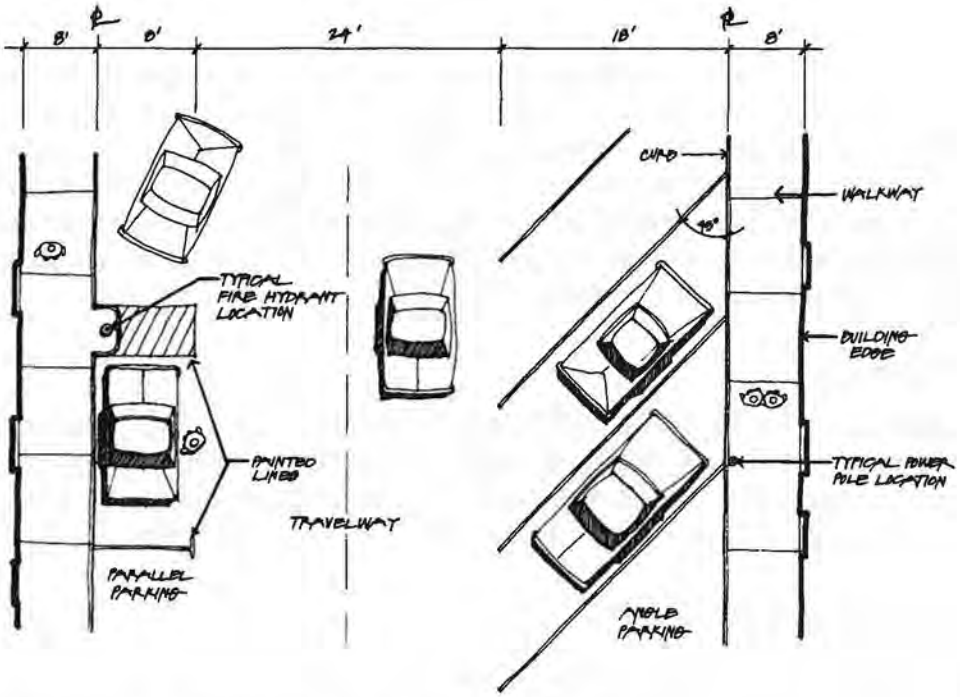

FIGURE 96. PROPOSED HANA HIGHWAY—PLAN

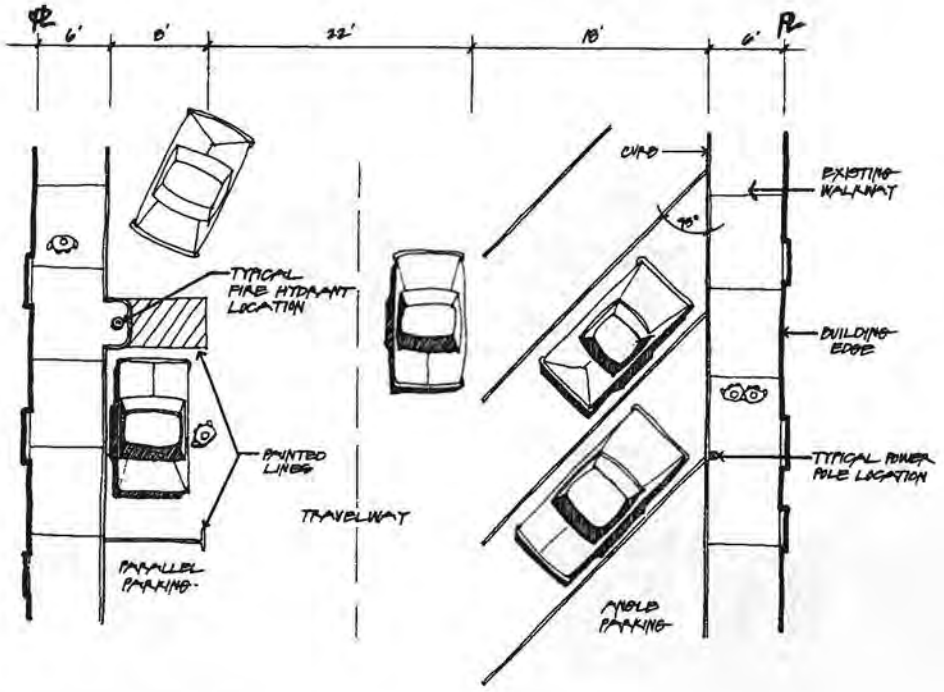

FIGURE 97. PROPOSED BALDWIN AVE.—PLAN

Drainage

Provision of catch basins, roadway grading and curbs and gutters is required to channel drainage to an existing storm drain culvert at Hana Highway. Also recommended is construction of detention/sedimentation basins in the cane fields at the Kahului side end of Paia to accommodate up-country storm drain runoff from agricultural areas. Recommendations for alleviating drainage problems in Lower Paia also include installation of storm drains with the construction of the proposed bypass road which would intercept up-country drainage.

Street Lighting

Street lighting recommendations include utilizing existing utility poles as much as possible for the provision of street lights to standards accepted by the IES for roadways and highways. Lighting fixtures should be chosen that are appropriate to the early 20th century character of the buildings in Paia and Haiku.

Street Landscape Planting

Appropriate street landscape plantings include hanging planters and container and walled building planters within the core area of Paia town (refer to Figure 98). At the edges of the central business district of Paia, consideration should be given to mass plantings of street trees and roadside plantings that would compliment existing landmarks to help create a sense of entry.

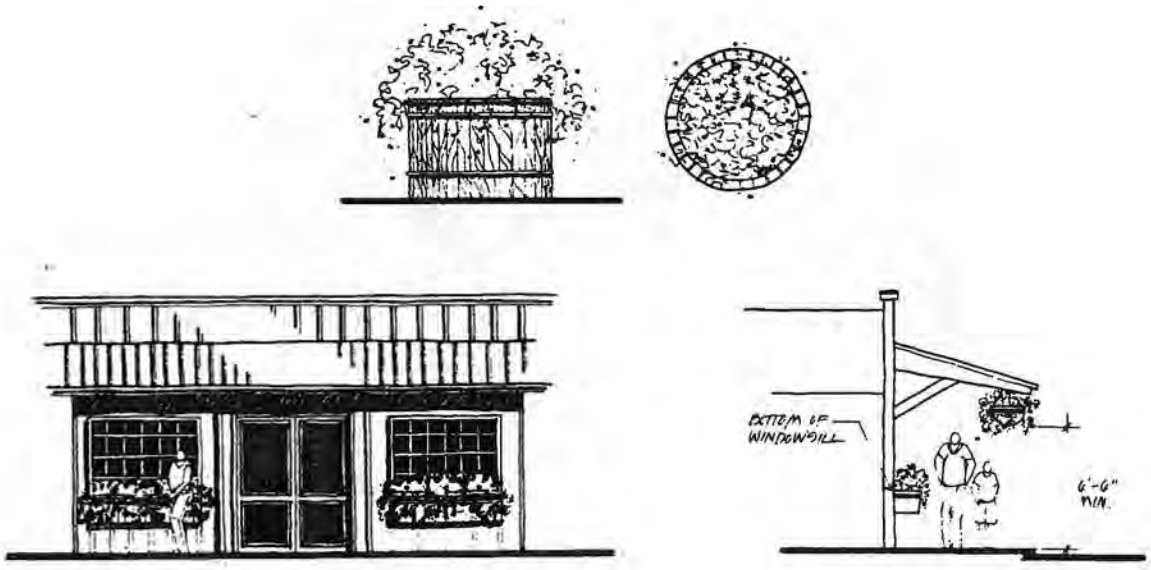

FIGURE 98. PLANTER RECOMMENDATIONS

Landscaping in Haiku should be more rural in character emphasizing open lawns and tree masses. Figure 99 shows a typical landscape treatment for business use in Haiku.

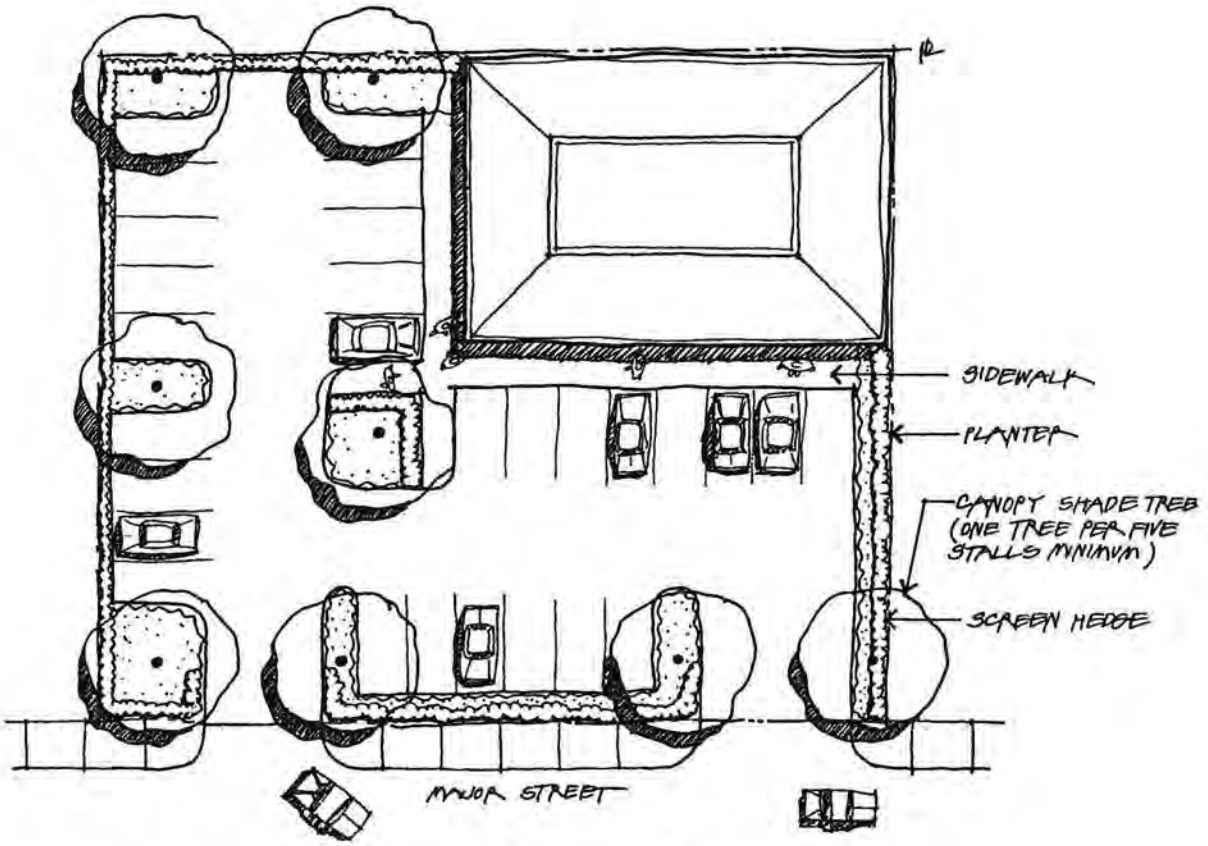

FIGURE 99. TYPICAL LANDSCAPE PLANTING PLAN—HAIKU

Noise Attenuation Devices

- Should not obstruct ocean or mountain views.

Recommended:

- Walls, fences or landscaping that is sympathetic to adjacent building designs.

Prohibited:

- Excessively high walls that block existing views.

DEPARTMENT OF PLANNING

COUNTY OF MAUI

ADOPTION OF CHAPTER 4
RULES RELATING TO THE COUNTRY TOWN DESIGN GUIDELINES
FOR PAIA-HAIKU COMMUNITY PLAN AREA
JANUARY 1990

SUMMARY

Chapter 4, entitled "Rules Relating to the Country Town Design Guidelines For Paia-Haiku", is hereby adopted.

"TITLE MC-12
DEPARTMENT OF PLANNING

SUBTITLE 02
MAUI PLANNING COMMISSION

CHAPTER 4

RULES RELATING TO THE COUNTRY TOWN DESIGN GUIDELINES
FOR PAIA-HAIKU COMMUNITY PLAN AREA

Subchapter 1. General Provisions

Subchapter 2. Design Guidelines

Subchapter 3. Procedures

SUBCHAPTER 1

GENERAL PROVISIONS

§12-4-1 Purpose. It is intended that an identifiable and unified urban design theme be retained within each country town business district. The urban design theme shall be in conformance with established design guidelines for each community as established by the Maui Planning Commission. [Eff. May 26, 1990] (Auth: M.C.C. 19.15.060) (Imp: HRS §91-2)

§12-4-2 Applicability. These rules shall be applicable to all buildings, structures, signage, graphics, landscaping, lighting, and paved areas erected, constructed, reconstructed, renovated, remodeled, enlarged, or converted within the Country Town Business District of the Paia-Haiku Community Plan Area of the Island of Maui, County of Maui, State of Hawaii. [Eff. May 26, 1990] (Auth: M.C.C. 19.15.060) (Imp: HRS §91-2)

§12-4-3 Definitions. For the purposes of these Rules, unless it is plainly evident from the context that a different meaning is intended, certain words and phrases used herein are defined as follows:

"Board" means the Urban Design Review Board to the Planning Commissions of the County of Maui.

"Building" means any structure built for the support, shelter, housing, occupancy, storage or enclosure of persons, animals, chattels, or property of any kind.

"Development" means any building, structure, signage, graphic, landscaping, lighting, or paved area to be erected, constructed, reconstructed, renovated, remodeled, enlarged, or converted within the Country Town Business District of the Paia-Haiku Community Plan Area of the Island of Maui, County of Maui, State of Hawaii.

"Director" means the Director of the Department of Planning of the County of Maui.

"Elevation" means a flat scale drawing of the front, rear or sides of the building exterior.

"Planning Commission" means the Maui Planning Commission of the County of Maui.

"Section" means a flat scale drawing through the interior of the building.

"Structure" means a combination of materials to form a construction for use, occupancy, or ornamentation whether on, above, or below the surface of land or water.

"Urban Design Review Board" means the Urban Design Review Board to the Planning Commissions of the County of Maui. [Eff. May 26, 1990] (Auth: M.C.C. 19.15.060) (Imp: HRS §91-2)

SUBCHAPTER 2

DESIGN GUIDELINES

§12-4-4 Design Guidelines. The design guidelines established by these rules are identified in the Country Town Design Guidelines for Paia-Haiku Report prepared by PBR Hawaii dated January, 1989; as amended by the Maui Planning Commission. [Eff. May 26, 1990] (Auth: M.C.C. 19.15.060) (Imp: HRS §91-2)

SUBCHAPTER 3

PROCEDURES

§12-4-5 Administration of Rules. The Director shall review and approve or disapprove all plans submitted in accordance with the requirements of these rules. The Director may require additional plans, drawings, maps or other data if deemed necessary to properly evaluate the request. In order to obtain optimum compliance practicable to these rules, changes in any plans submitted which are reasonable and necessary may be required by the Director. [Eff. May 26, 1990] (Auth: M.C.C. 19.15.060) (Imp: HRS §91-2)

§12-4-6. Application. Any person seeking a review shall file an application with the Director on a form provided by the Department. The application shall contain the following information:

(1) Identification of the applicant;
(2) Documentary proof of ownership;
(3) If the applicant is not the property owner, a notarized letter of authorization from the legal owner;
(4) Architectural and landscape architectural plans, which include, but not limited to: a site plan, elevations, sections, landscape planting plan and lighting plan;
(5) Signage and graphics; and
(6) Identification of building materials and color scheme. [Eff. May 26, 1990] (Auth: M.C.C. 19.15.060) (Imp: HRS §91-2)

§12-4-7 Review Process. (a) Applications for new or reconstructed structures or renovations to existing structures involving fifty percent or more of each exterior elevation of the structure shall be processed as follows:

(1) Upon receipt of an application, the Director shall forward the application to the next available meeting date of the Urban Design Review Board for review and

recommendation. The Board shall review the application in accordance with the design guidelines established by these rules. The Board shall forward its recommendation to the Director within sixty (60) days of receipt of the application.

(2) The Director shall take action within thirty (30) days of receipt of the recommendation from the Board. In the event the Board fails to make a recommendation within the prescribed time limit, the Director may take action without the Board's recommendation.

(b) Applications for renovations to existing structures involving less than fifty percent of each exterior elevation of the structure, or involving graphics, color scheme, landscape planting or lighting shall be processed as follows:

(1) Upon receipt of an application, the Director may review the application in accordance with the design guidelines established by these rules or in his discretion submit the application to the Urban Design Review Board for review and recommendation in accordance with §12-4-7(a)(1).

(2) The Director shall take action within thirty (30) days of receipt of the application or upon receipt of the Board's recommendation, whichever is applicable. [Eff. May 26, 1990] (Auth: HRS §46-5) (Imp: HRS §91-2)

(c) Applications for signage shall be processed as follows:

(1) Upon receipt of an application for a category "A" sign as defined in Chapter 16.12A Outdoor Signs, Maui County Code, 1980, as amended; the Director shall review the application in accordance with the design guidelines established by these rules and shall take action within thirty days after the application is received by the Director.

(2) Upon receipt of an application for a category "B" or "C" sign as defined in Chapter 16.12A Outdoor Signs, Maui County Code, 1980, as amended; the Director shall forward the application to the next available meeting date of the Urban Design Review Board for review and action in accordance with Chapter 16.12A Outdoor Signs, Section 16.12A.150(C) of the Maui County Code, 1980, as amended. The Board shall review the application in accordance with the design guidelines established by these rules.

(3) The Urban Design Review Board may delegate to the Director the authority to act on category "B" sign applications in accordance with Chapter 16.12A Outdoor Signs, Section 16.12A.150(D) of the Maui County Code, 1980, as amended.

(4) The Director shall transmit a notice to the director of public works in accordance with Chapter 16.12A Outdoor Signs, Section 16.12A.150(E) of the Maui County Code, 1980, as amended.

§12-4-8. Appeals. Any person seeking to appeal the action of the Director shall file a written petition of appeal with the Maui Planning Commission within the ten (10) days following the date of the Director's administrative action. The appeal shall set forth in detail the action and the grounds upon which the applicant deems himself aggrieved. The petition for appeal shall be subject to the Rules of Practice and Procedure of the Maui Planning Commission.

In reviewing the appeal the commission may approve the design plan provided the commission finds that the proposed plan maintains the design integrity of the country town business district. In acting on the appeal, the commission may approve, approve with modifications or deny the reconsideration. [Eff. May 26, 1990] (Auth: M.C.C. 19.15.060) (Imp: HRS §91-2)

§12-4-9 Approvals. No permits for development shall be issued by the Department of Public Works Land Use and Codes Administration within the Country Town Business District unless approval is first received in accordance with procedures set forth in these rules. [Eff. May, 26, 1990] (Auth: HRS §91-2) (Imp: HRS §91-2)

§12-4-10 Enforcement. It shall be the duty of the Department of Public Works, through its Director, to enforce the provisions of these rules. [Eff. May 26, 1990] (Auth: HRS §91-2) (Imp: HRS §91-2)

§12-4-11 Amendments. Any amendments, modifications or revisions to these rules shall be processed pursuant to the Rules of Practice and Procedure of the Maui Planning Commission. [Eff. May 26, 1990] (Auth: HRS §91-3) (Imp: HRS §91-2)

§12-4-12 Severability. If any portion of the foregoing rules or the applicability thereof to any person, property or circumstances is held invalid for any reason, such invalidity shall not affect other provisions or applications which can be given effect without the invalid provision or application, and to this end these rules are declared to be severable. [Eff. May 26, 1990] (Auth: HRS §91-2) (Imp: HRS §91-2)

§12-4-13 Effective Date. The rules herein shall become effective ten days after filing with the County Clerk of the County of Maui. [Eff. May 26, 1990] (Auth: HRS §91-4) (Imp: HRS §91-4)

Adopted this 8th day of May, 1990, at Wailuku, Maui, Hawaii.

DEPARTMENT OF PLANNING

CHRISTOPHER L. HART
Director of the Planning Department

TOM SATO, Chairman
Maui Planning Commission

HANNIBAL TAVARES
Mayor, County of Maui

Approved this 11th day of May, 1990.

APPROVED AS TO FORM
AND LEGALITY:

GUY A. HAYWOOD
Deputy Corporation Counsel
County of Maui 33.rules.ln

Received this 16th day of May, 1990.

Clerk, County of Maui

CERTIFICATION

I, CHRISTOPHER L. HART, Director of Planning, Department of Planning, County of Maui, do hereby certify:

1. That the foregoing if a full, true, and correct copy of the Rules Relating to the Country Town Design Guidelines for Paia-Haiku Community Plan Area, which were properly adopted on the 8th day of May, 1990, following a public hearing on February 26, 1990; and

2. That the notice of public hearing on the foregoing Rule, was published in the Maui News on the 26th day of January, 1990.

COUNTY OF MAUI

CHRISTOPHER L. HART
Director of Planning