

COUNCIL OF THE COUNTY OF MAUI
PLANNING COMMITTEE

October 7, 2016

Committee
Report No. _____

Honorable Chair and Members
of the County Council
County of Maui
Wailuku, Maui, Hawaii

Chair and Members:

Your Planning Committee, having met on June 16, 2016, and August 30, 2016, makes reference to County Communication 15-253, from the Planning Director, transmitting a proposed resolution entitled "ADOPTING COUNTRY TOWN DESIGN GUIDELINES FOR THE MAKAWAO-PUKALANI-KULA AREA."

The purpose of the proposed resolution is to adopt Country Town Design Guidelines for the Makawao-Pukalani-Kula area. The guidelines are meant to insure that all buildings and structures shall be constructed with a similar and compatible architectural design character that retains the "country town" atmosphere of these communities.

Your Committee notes the adoption of design guidelines for each Country Town Business District by Council resolution is required by Section 19.510.110, Maui County Code. The Code also requires that prior to adoption by the Council, proposed design guidelines are reviewed by the Urban Design Review Board and the appropriate planning commission. In addition, an advertised public meeting in the respective country town is required. Your Committee was informed by the Department of Planning that public meetings were held in the Makawao-Pukalani-Kula area.

The proposed Makawao-Pukalani-Kula design guidelines were reviewed and commented upon by the Urban Design Review Board on May 28, 1991. The Maui Planning Commission reviewed the proposed guidelines at its meeting on April 6, 1991, and deferred action pending the incorporation of revisions by the Department of Planning. The Maui Planning Commission reviewed the revised proposed guidelines at its meeting on April 21, 1992, and recommended the guidelines be adopted and established as rules of the Maui Planning Commission.

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The Planning Director informed your Committee that the revised proposed Makawao-Pukalani-Kula design guidelines were properly reviewed in 1991 and 1992, but inadvertently not fully executed as commission rules. Nevertheless, the Planning Director reported that the proposed design guidelines have been used for many years to evaluate construction within the Makawao-Pukalani-Kula area and should now be adopted by the Council by resolution.

Your Committee reviewed the proposed design guidelines, a two-volume set. Volume I contains the design guidelines as well as maps depicting properties having Business District Zoning in 1992. Volume II is a technical report and reference document. The Planning Director recommended no changes be made to the proposed design guidelines and reports, except to replace the five reference maps in Volume I with updated maps showing either properties zoned B-CT Country Town Business only, or alternatively, both B-CT and other business zoned properties.

Your Committee discussed the maps in Volume I and recommended that the proposed design guidelines be revised to include updated maps showing properties having either B-CT Country Town Business or other business zoning.

The Planning Director informed your Committee that the Department is working on significant revisions to Chapter 19.15, Maui County Code, to give zoning standards a greater design orientation. Upon adoption of these zoning amendments by the Council, the Department will propose amending design guidelines for all of the County's country towns.

Your Committee voted 6-0 to recommend adoption of the revised proposed resolution and filing of the communication. Committee Chair Couch, Vice-Chair Carroll, and members Baisa, Cochran, Victorino, and White voted "aye." Committee member Guzman was excused.

Your Committee is in receipt of a revised proposed resolution, approved as to form and legality by the Department of the Corporation Counsel, incorporating your Committee's recommended revisions and nonsubstantive revisions.

COUNCIL OF THE COUNTY OF MAUI
PLANNING COMMITTEE

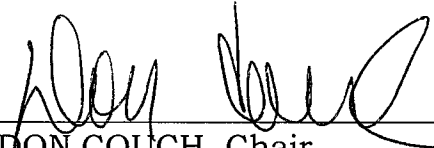
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Your Planning Committee RECOMMENDS the following:

1. That Resolution _____, as revised herein and attached hereto, entitled "ADOPTING COUNTRY TOWN DESIGN GUIDELINES FOR THE MAKAWAO-PUKALANI-KULA AREA," be ADOPTED; and
2. That County Communication 15-253 be FILED.

This report is submitted in accordance with Rule 8 of the Rules of the Council.



DON COUCH, Chair

pc:cr:16033aa:gjg

Resolution

No. _____

ADOPTING COUNTRY TOWN BUSINESS DISTRICT DESIGN GUIDELINES FOR THE MAKAWAO-PUKALANI-KULA AREA

WHEREAS, Chapter 19.15, Maui County Code, provides the permitted uses and development standards for the B-CT Country Town Business District; and

WHEREAS, the development standards of Section 19.15.040, Maui County Code, shall be followed unless otherwise specified in design guidelines adopted pursuant to the Code; and

WHEREAS, according to the Department of Planning, public meetings on proposed design guidelines were held in the Makawao-Pukalani-Kula area; and

WHEREAS, proposed guidelines for the Makawao-Pukalani-Kula area were reviewed and commented upon by the Urban Design Review Board at its meeting of May 28, 1991; and

WHEREAS, the Maui Planning Commission reviewed the proposed guidelines at a properly noticed public hearing on August 6, 1991, and deferred action pending the incorporation of revisions by the Department of Planning; and

WHEREAS, the Maui Planning Commission reviewed the revised proposed guidelines at its meeting of April 21, 1992, and recommended the guidelines be adopted and established as rules of the Maui Planning Commission; and

WHEREAS, the proposed guidelines were not, thereafter, adopted formally as rules; and

WHEREAS, subsequent to the review of the proposed guidelines by the Maui Planning Commission, the Council amended the Maui County Code; and

WHEREAS, the Code still requires review and comment by the Urban Design Review Board, an advertised public meeting in the respective country town, and a public hearing by the appropriate planning commission; and

Resolution No. _____

WHEREAS, Section 19.510.110 of the Code requires design guidelines and standards now be adopted by resolution of the Council instead of by rules of the planning commission; and

WHEREAS, the proposed design guidelines contain two volumes; and

WHEREAS, Volume I consists of design guidelines for Makawao, Pukalani, and Kula, and includes inventory and analysis maps showing parcels with B-CT Country Town Business District zoning; and

WHEREAS, Volume II is a technical report and reference document that describes the background and setting of the area, as well as the character of the country towns; and

WHEREAS, the inventory and analysis maps for Volume I should be updated to show existing businesses and zoning, while the maps for Volume II do not need to be updated because they depict the setting and character of the country towns as they were in 1992; and

WHEREAS, Volume I has been revised by substituting five updated maps to show properties that are currently zoned B-CT Country Town Business District and other business-zoned properties in the Makawao-Pukalani-Kula area, at the recommendation of the Planning Director; and

WHEREAS, in order to establish effective design guidelines for the country town business districts in the Makawao-Pukalani-Kula area, the Council must adopt the guidelines by resolution; now, therefore,

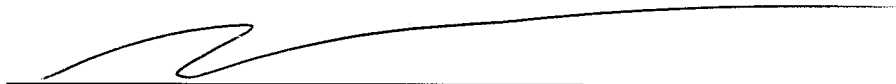
BE IT RESOLVED by the Council of the County of Maui:

1. That it hereby adopts the country town business district design guidelines, entitled "COUNTRY TOWN DESIGN GUIDELINES MAKAWAO-PUKALANI-KULA VOLUME I," dated April 1992, attached hereto as Exhibit "A" and made a part hereof, with updated inventory and analysis maps, and the "COUNTRY TOWN DESIGN GUIDELINES MAKAWAO-PUKALANI-KULA TECHNICAL REPORT AND REFERENCE DOCUMENT VOLUME II," dated April 1992, attached hereto as Exhibit "B" and made a part hereof; and

Resolution No. _____

2. That certified copies of this Resolution be transmitted to the Mayor and the Planning Director.

APPROVED AS TO FORM AND LEGALITY:

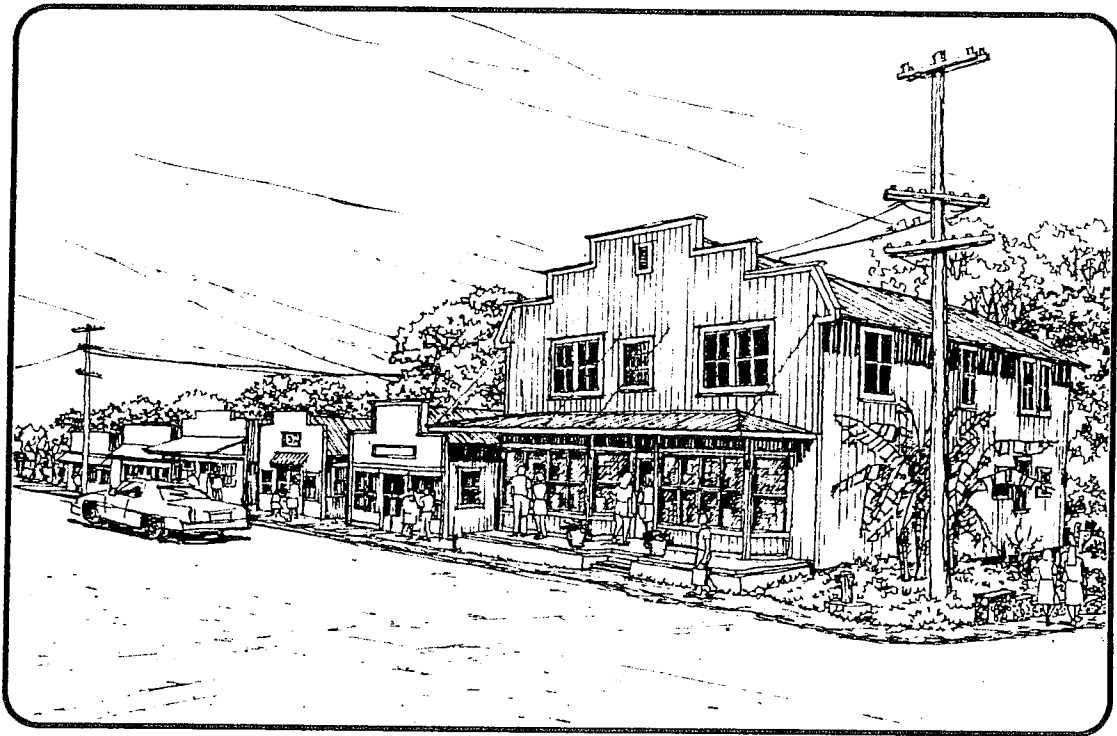
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Department of the Corporation Counsel
County of Maui

pc:misc:033areso01

COUNTRY TOWN DESIGN GUIDELINES MAKAWAO - PUKALANI - KULA

VOLUME I



APRIL 1992

EXHIBIT "A"

**COUNTRY TOWN DESIGN GUIDELINES
MAKAWAO - PUKALANI - KULA**

VOLUME I

PREPARED FOR: COUNTY OF MAUI

PREPARED BY: PBR HAWAII

CONSULTANTS:
SPENCER MASON ARCHITECTS
WARREN UNEMORI ENGINEERING, INC.

APRIL 1992

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I. INTRODUCTION

CHAPTER I. INTRODUCTION

A. INTRODUCTION

The purpose of the Makawao-Pukalani-Kula Country Town Design Guidelines is to document existing conditions and establish an identifiable and unified urban design theme to be retained within Makawao-Pukalani-Pulehu-Waiakoa-Keokea Country Town Business District zoned areas. Potential business/commercial areas within these towns are defined in the Makawao-Pukalani-Kula Community Plan, adopted October 16, 1987 by the County of Maui. The Design Guidelines are intended to be used in conjunction with Title 19, Comprehensive Zoning Ordinance, Maui County Code, which allows Country Town Business District Zoning for Community Plan Business/Commercial areas within rural Maui communities.

The stated purpose and intent of Title 19, Comprehensive Zoning 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 Makawao-Pukalani-Kula have been structured to accommodate this full range of uses. The design guidelines address those design issues specifically set forth within Title 19, Comprehensive 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 the public review process. In the development of the Design Guidelines for Makawao-Pukalani-Kula, emphasis has been placed on an objective evaluation of existing physical features and development, as well as identification of historical periods and influences that have led to the towns current shape and form have been used. Recommendations have been made regarding elements or themes of value which should be encouraged in order to provide guidance to future development within the context of a unique urban design theme, without establishing any particular architectural style.

The format used within these Design Guidelines follows the recommendations of the Planning Department. They have been separated into two volumes: Volume I includes this Introduction and the Design Guidelines chapter, Volume II, Technical Report and Reference Document, includes a chapter on Purpose/Intent, as well as Related Planning Policy Recommendations, General Background and Setting, and Existing Character chapters.

Introduction

B. STUDY AREA

These Country Town Design Guidelines address business/commercial designated areas within the Makawao–Pukalani–Kula Community Plan boundary. The location and limits of this Community Plan area are shown in Figure I-1, Makawao–Pukalani–Kula Community Plan Area. These business/commercial areas are the centers of the five unique towns:

- Makawao,
- Pukalani,
- Pulehu,
- Waiakoa, and
- Keokea.

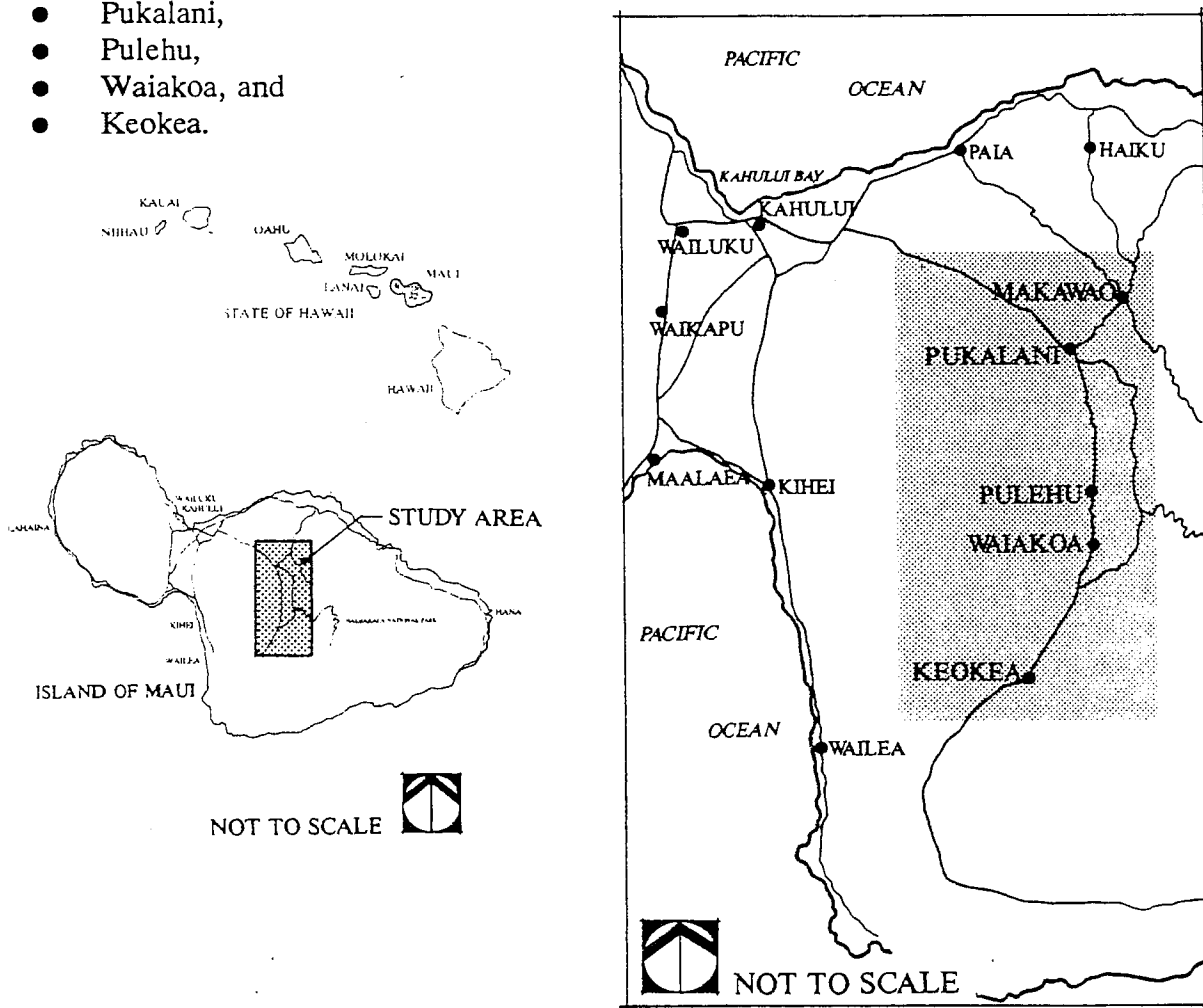


Figure I-1. Makawao–Pukalani–Kula Community Plan Area

C. FORMAT

The Design Guidelines, Chapter II, is organized into separate sections, designated by the letters A through F. The first section, titled Definitions, explains the meaning of the various terms used in the guidelines. For each of the towns, an analysis of the three primary components of the recommended design has been performed: architectural, site design and street/utilities. These three components and the subjects analyzed under each are outlined below.

1. ARCHITECTURAL

For each town, the following architectural design aspects are discussed and recommendations are made: scale and massing, height, roofs, facades, canopies, building entries, doors, windows, wall finish, ornamentation, color, signs and building lighting.

2. SITE DESIGN

The section on site design for each town describes the recommendations for the following components: setbacks, off-street parking, exterior site lighting, landscape planting, site furnishings, open storage and dish antenna.

3. STREET/UTILITIES

The section on street/utilities for each town describes the recommendations for the following components: travel ways, drainage, street lighting and street landscape planting.

4. INVENTORY AND ANALYSIS MAPS

An inventory and analysis map for each of the five towns has also been included for reference.

II. DESIGN GUIDELINES

CHAPTER II. DESIGN GUIDELINES

A. DEFINITIONS AND ILLUSTRATIONS OF TERMS

1. DEFINITIONS OF ARCHITECTURAL DESIGN GUIDELINE TERMS

SCALE AND MASSING

- Scale is the apparent size relationship of one building element with another. Building dimensions, massing, shape, and details, can all influence apparent size.
- Massing involves the arrangement of building volumes.
- Contextual scale: size of building elements in relation to other nearby forms.
- Human scale: size of building elements relative to dimensions and proportions of human body.

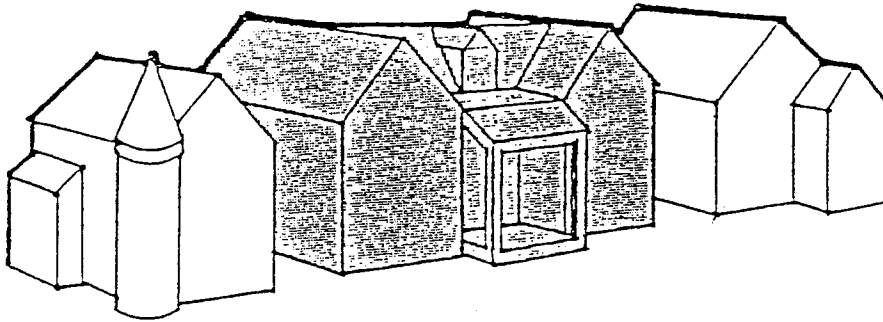


FIGURE II A-1. COMPATIBLE SCALE & MASSING OF LARGE BUILDING

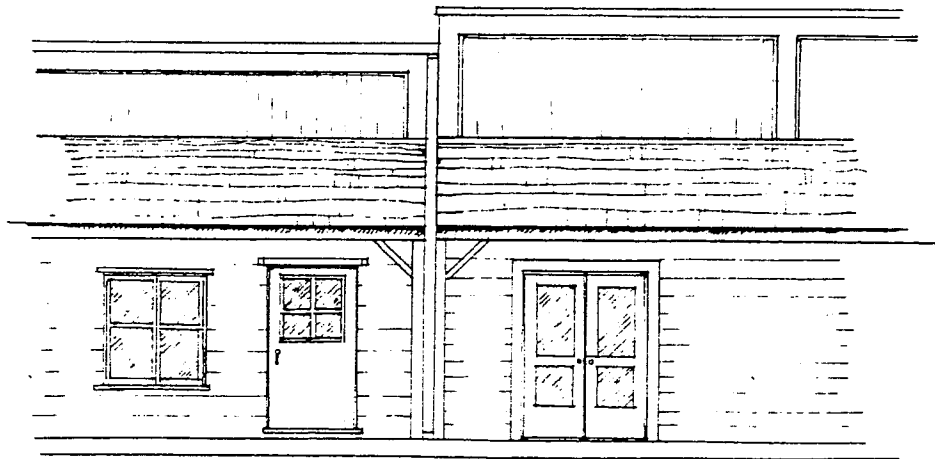


FIGURE II A-2. ELEMENTS PROVIDING HUMAN SCALE TO A WIDE BUILDING

Definitions

HEIGHT

- The number of stories, or floor levels in a building may be used to describe its height. The definition of height used by Maui County is as follows:

"Height" means the vertical distance measured from a point on the top of a structure to a corresponding point directly below on the natural or finish grade, whichever is lower.

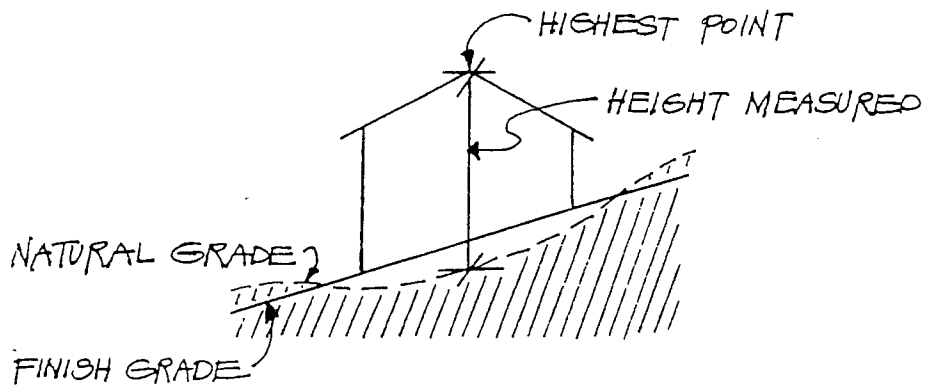


FIGURE II A-3. MEASUREMENT OF HEIGHT

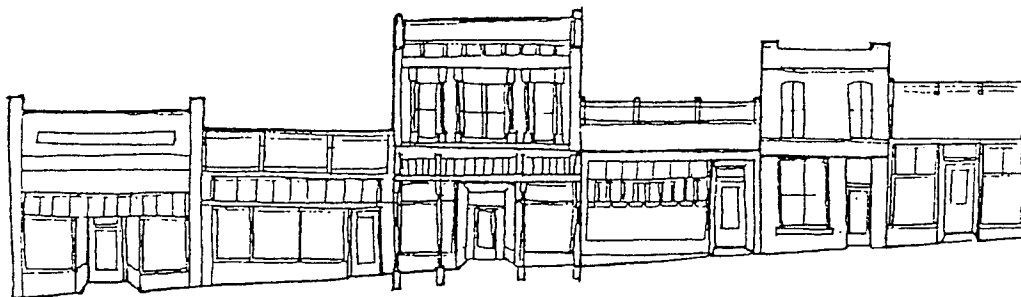


FIGURE II A-4. VARIABLE HEIGHTS WITH COMPATIBLE SCALE

ROOFS

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

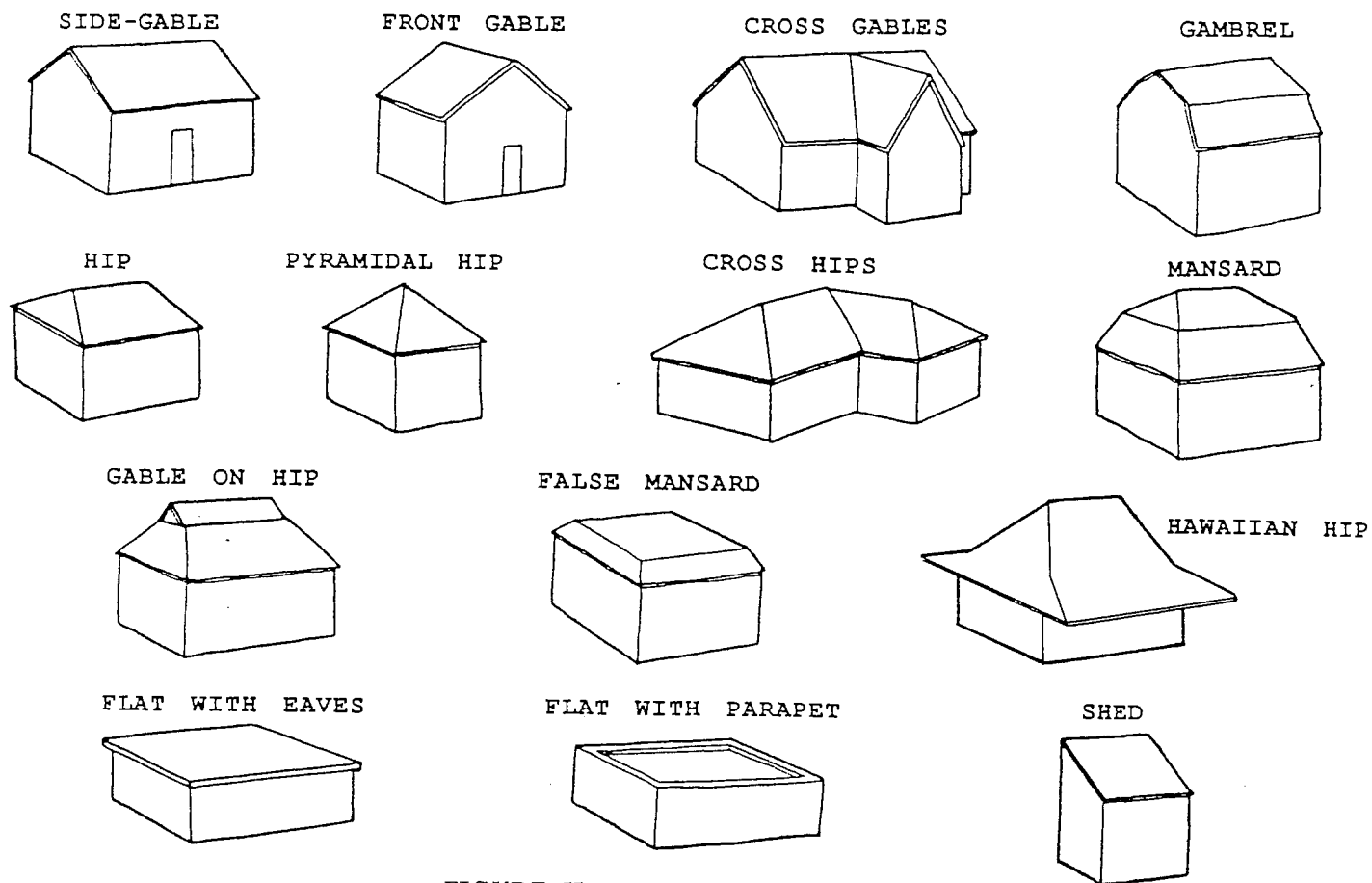


FIGURE II A-5. ROOF SHAPES

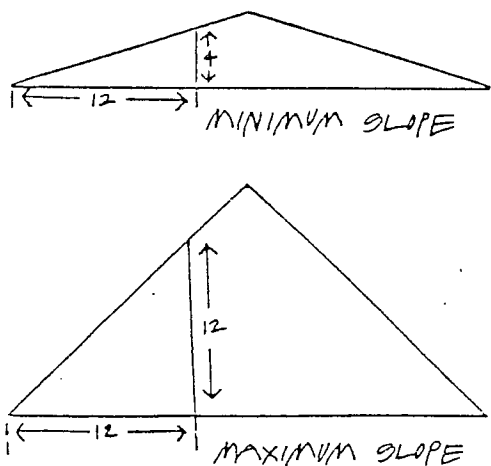


FIGURE II A-6. TYPICAL RANGE OF ROOF SLOPES

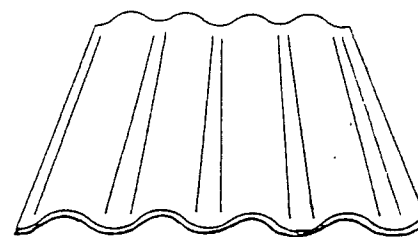


FIGURE II A-7. TRADITIONAL CORRUGATED SHEET METAL

Definitions

FACADES

- Strictly defined, the main exterior face of a building, the architectural front, usually distinguished from other faces by architectural or ornamental detail. The term is commonly used to refer to other elevations of the building also.

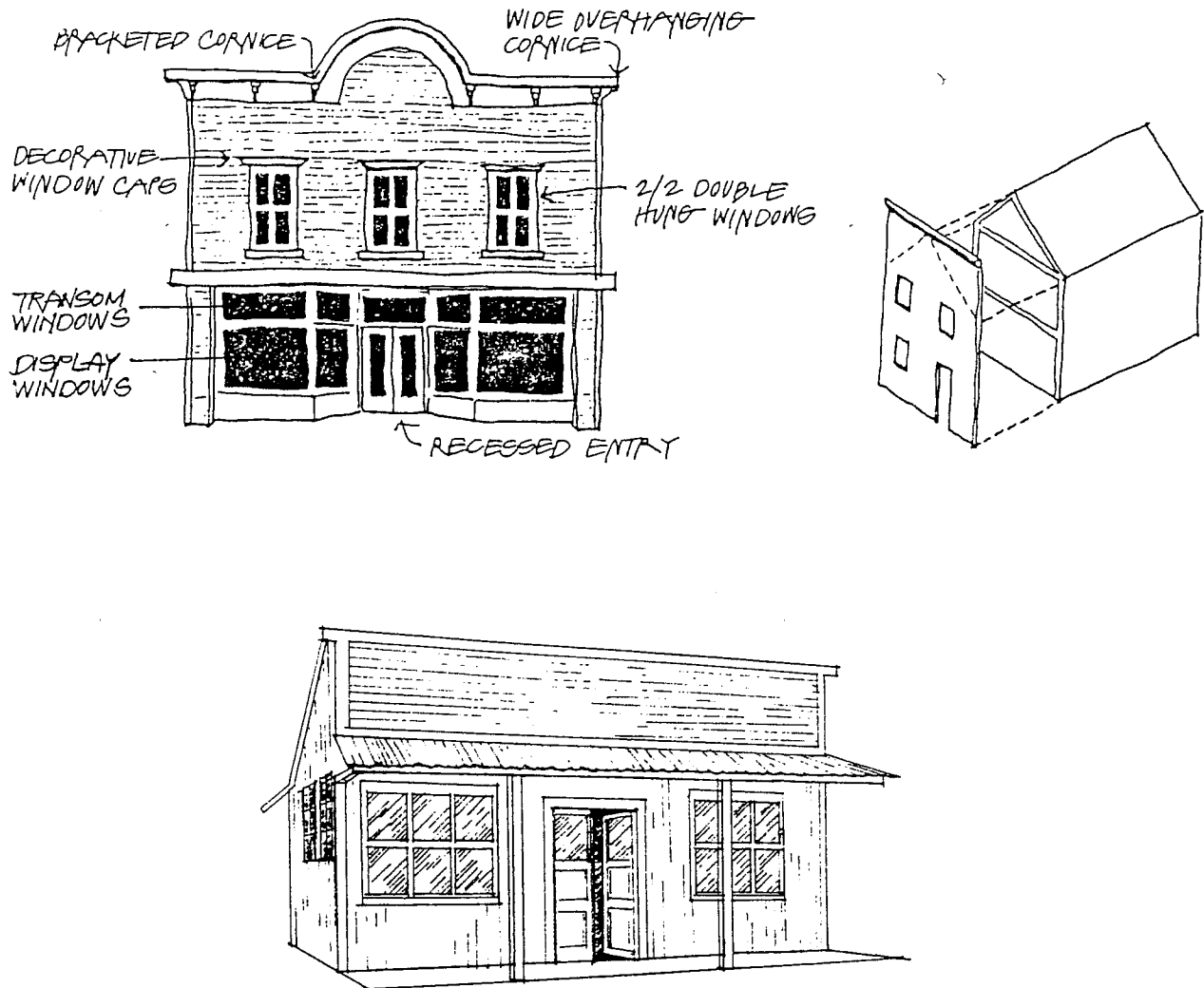


FIGURE II A-8. VARIETIES OF FACADES

CANOPIES

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

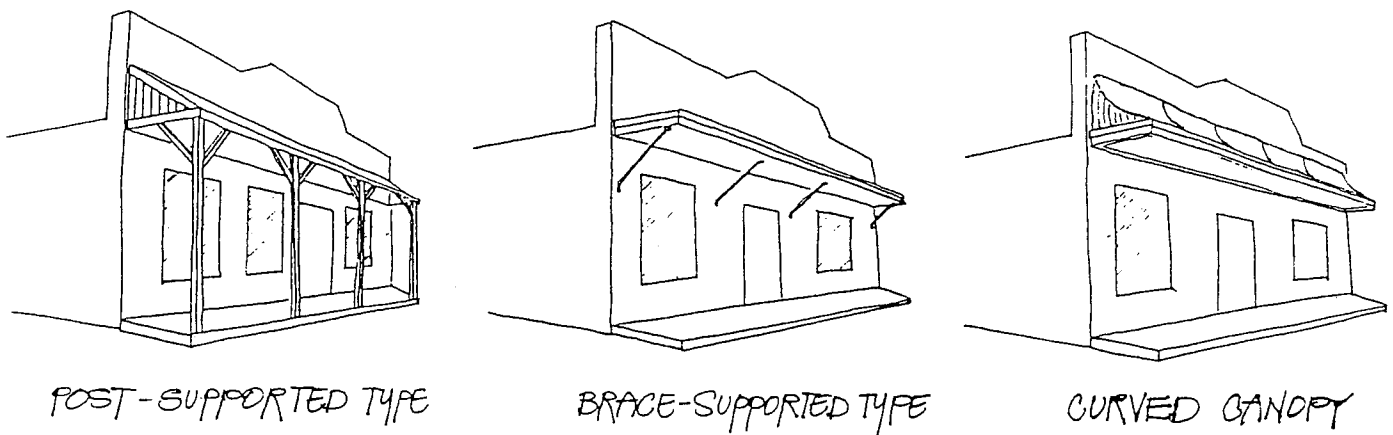


FIGURE II A-9. VARIETIES OF CANOPIES

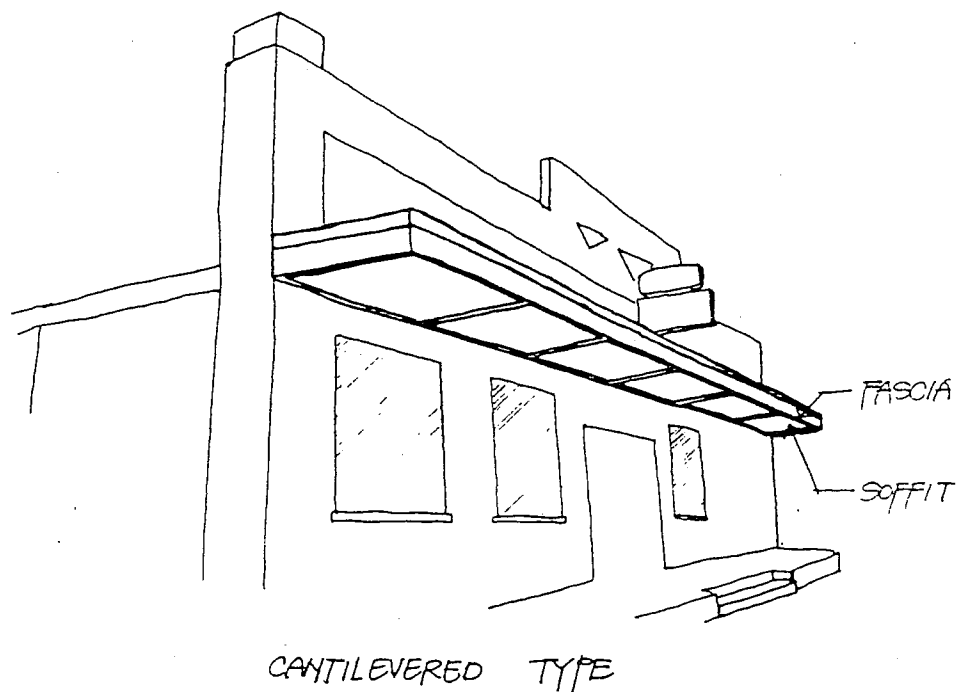


FIGURE II A-10. PARTS OF CANOPIES

Definitions

BUILDING ENTRIES

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

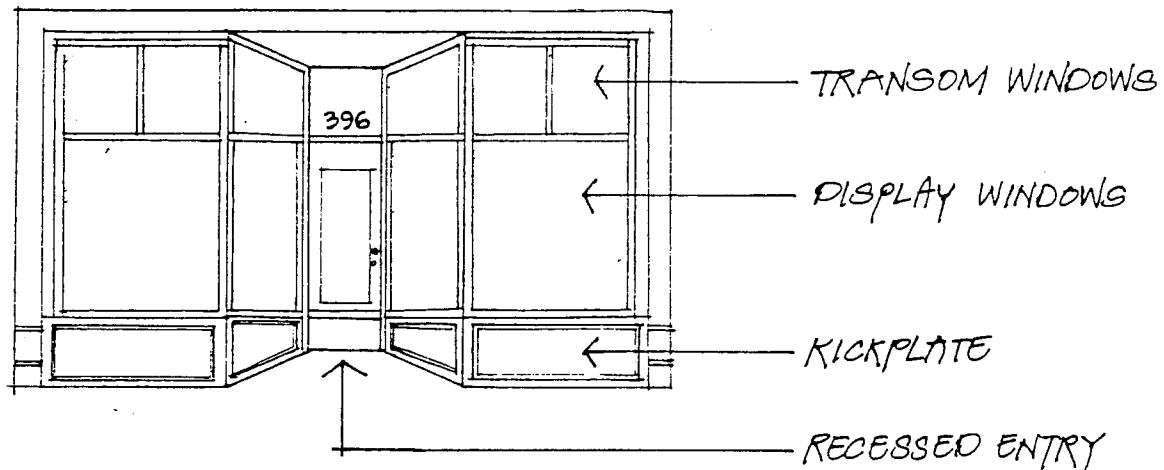


FIGURE II A-11. TYPICAL SHOP ENTRY

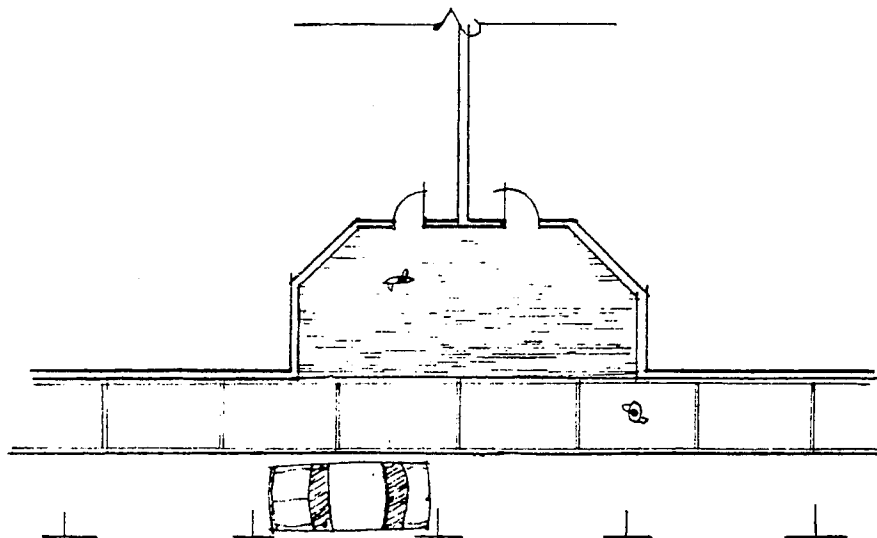


FIGURE II A-12. PLAN VIEW OF COMBINED RECESSED ENTRY TO TWO SHOPS

DOORS

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

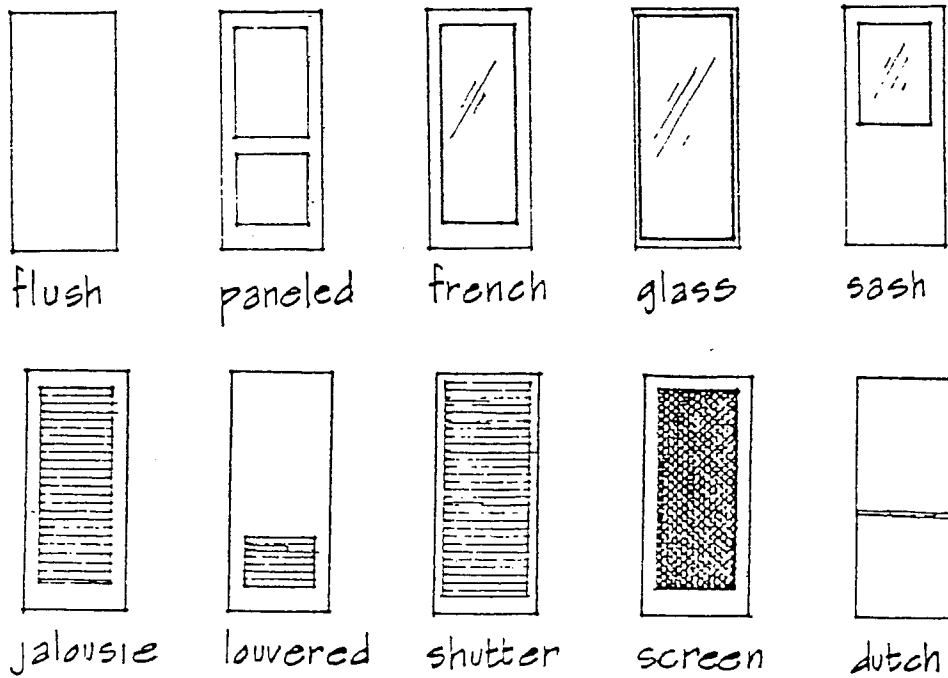


FIGURE II A-13. TYPES OF DOORS

PANEL DOOR

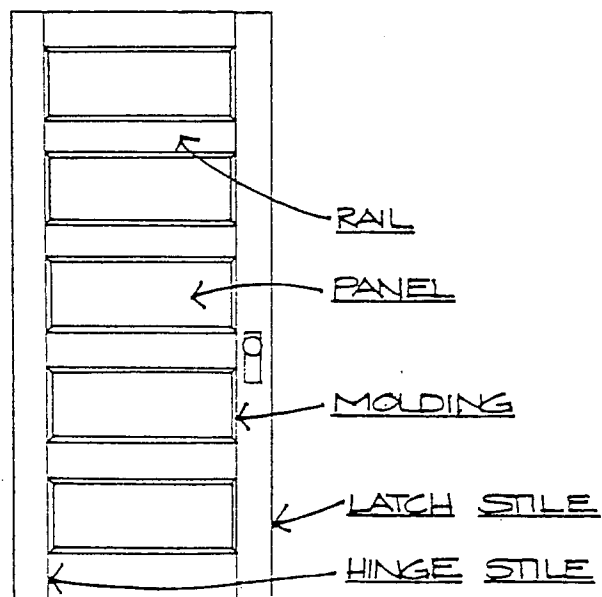


FIGURE II A-14. PARTS OF A DOOR

Definitions

WINDOWS

- An opening in an external wall to admit light and/or air, usually with glass as a main material. Windows are a key element in the design aesthetic of a building.

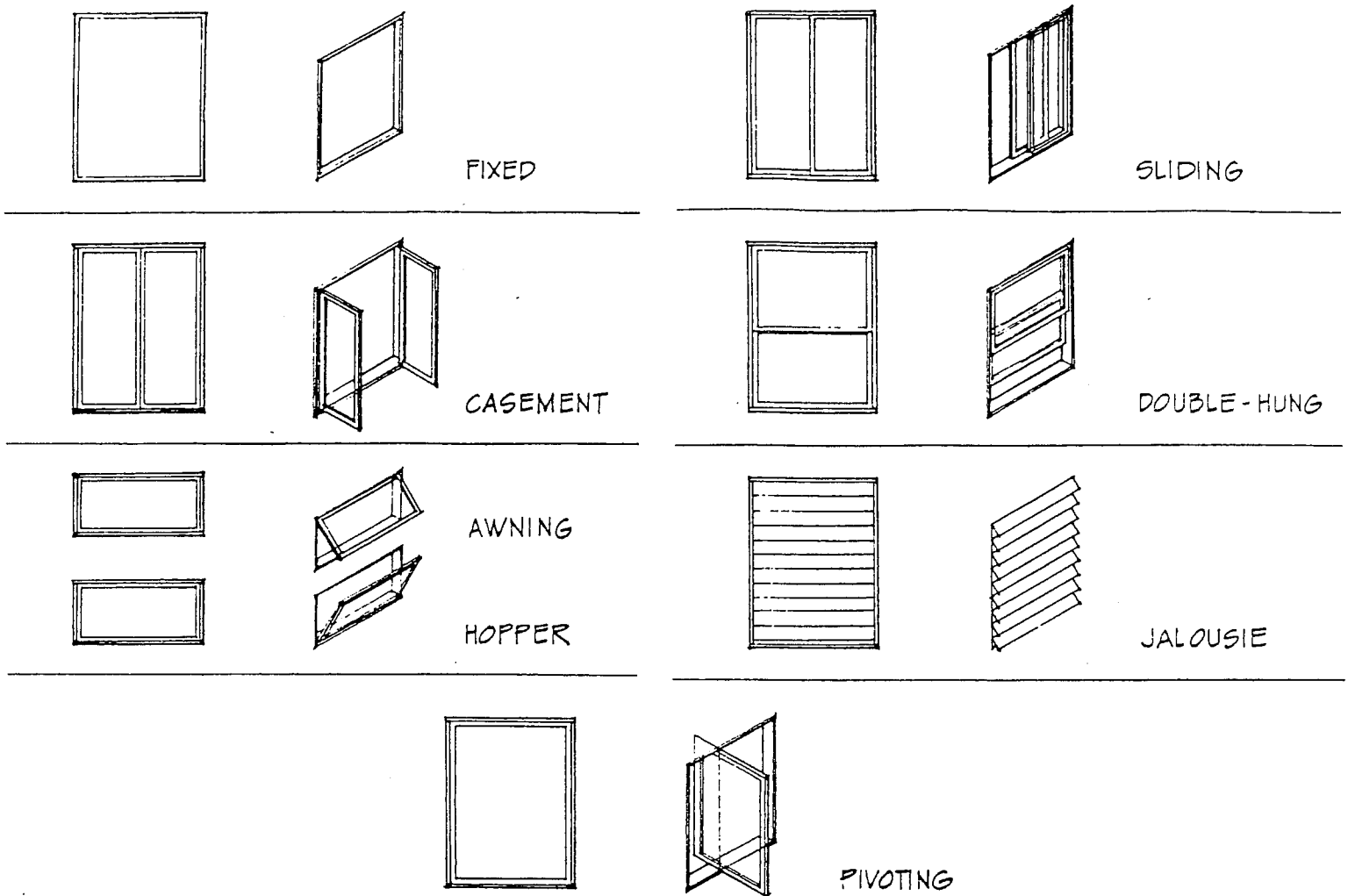


FIGURE II A-15. TYPES OF WINDOWS

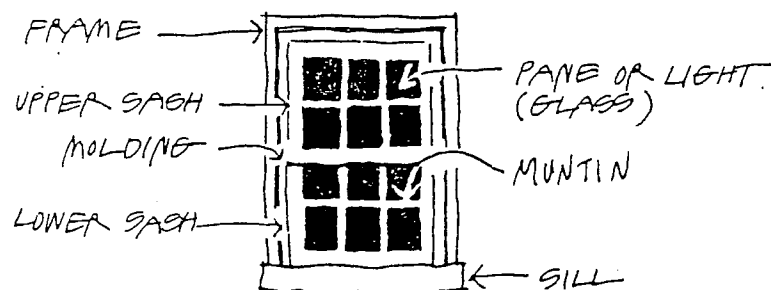


FIGURE II A-16. PARTS OF A WINDOW

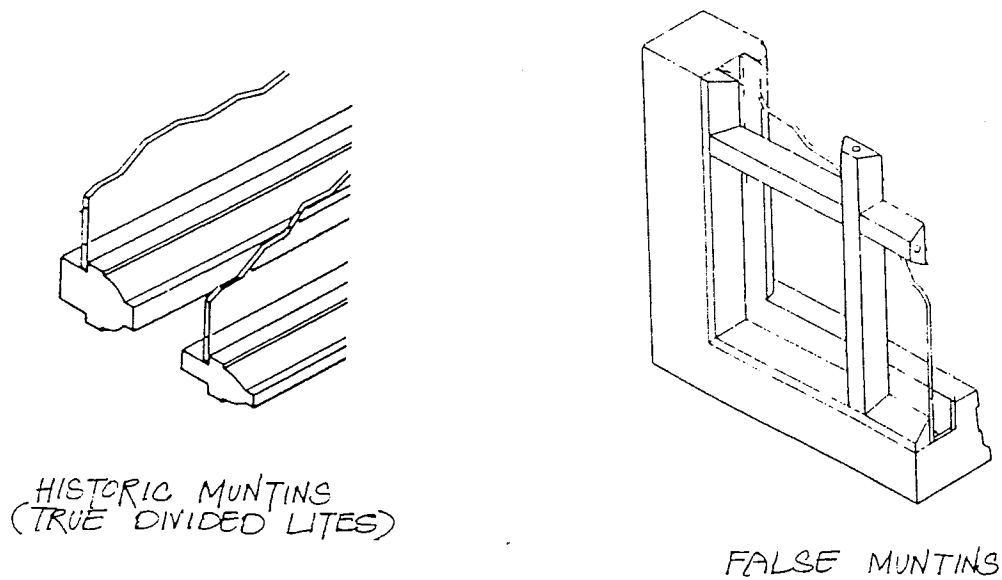


FIGURE II A-17. WINDOW MUNTIN PROFILES

WALL FINISH

- A covering of the exterior walls of a building; examples of typical materials and patterns of application are shown below.

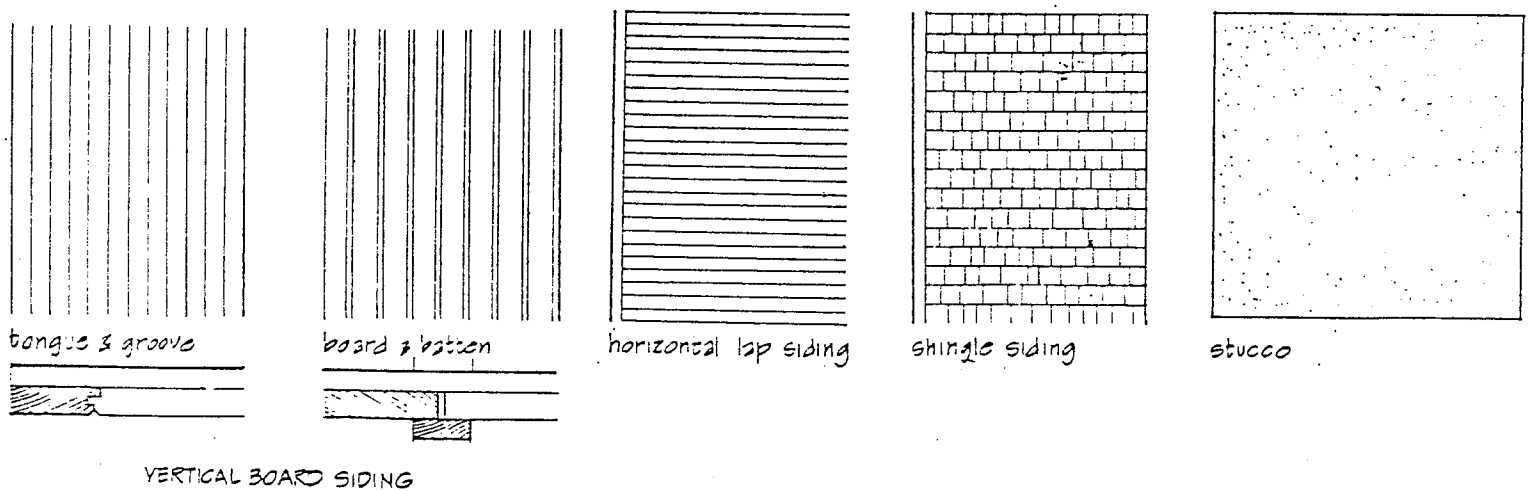


FIGURE II A-18. TYPES OF WALL FINISH

Definitions

ORNAMENTATION

- The decorative details of shape, color, texture that makes the building attractive and distinctive.

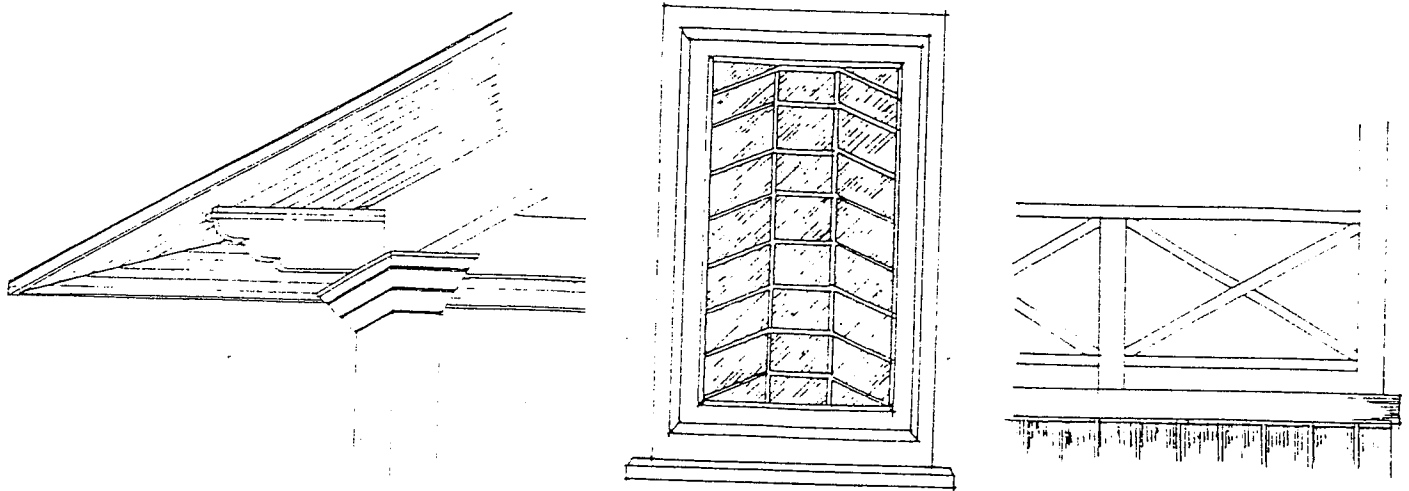


FIGURE II A-19. SIMPLE ORNAMENTATION

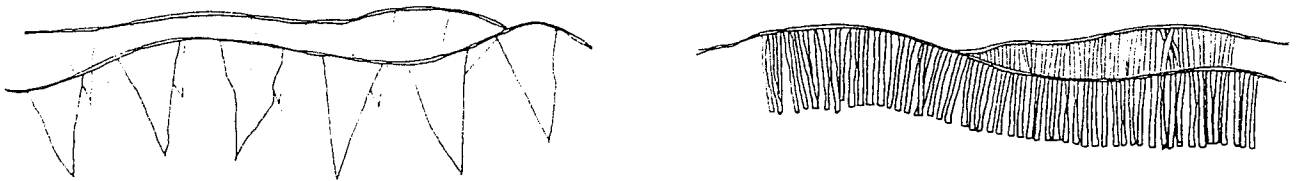


FIGURE II A-20. HOLIDAY FLAGS AND STREAMERS

ARTICULATION

- A manner of expressing the joint of two elements or materials by the use of detail and ornamentation.

COLOR

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

SIGNS

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



FIGURE II A-21. PROJECTING, WALL, WINDOW AND HANGING SIGNS

ABCDEFGHIJKLMNOPQRSTUVWXYZ

SERIF STYLE

FIGURE II A-22. EXAMPLE OF APPROPRIATE LETTERING STYLE

Definitions

BUILDING LIGHTING

- Exterior illumination of a structure for safety and aesthetics, usually to highlight entrances, walkways, signs, and architectural details.

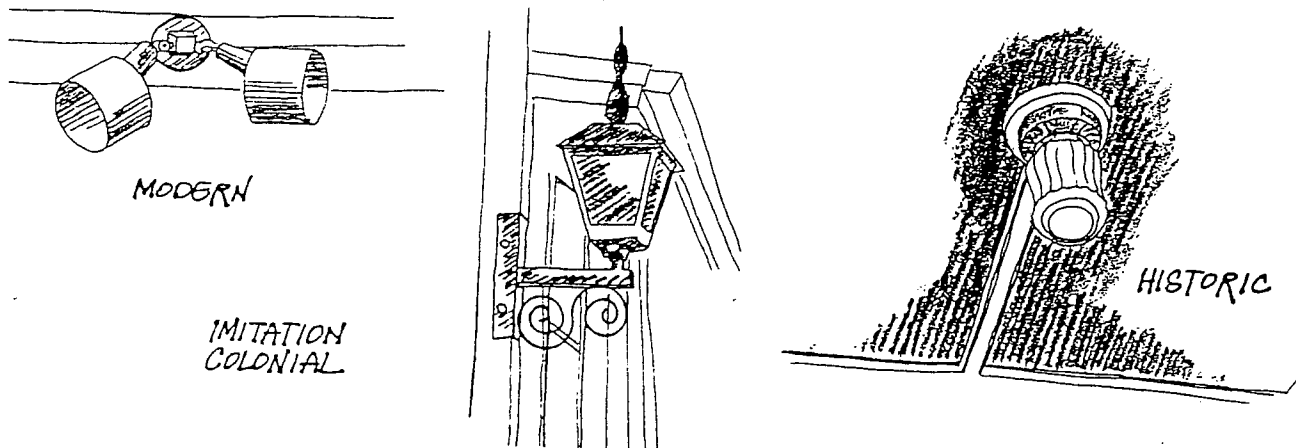


FIGURE II A-23. EXAMPLES OF BUILDING LIGHTING FIXTURES

POTENTIALLY HISTORIC BUILDINGS

- Any structure built 50 years or more ago is "potentially historic." The buildings which may be "potentially historic" due to visual inspection are listed in Volume II for each town. Chapter 6E of the Hawaii Revised Statutes requires that any permit application involving a property over 50 years old be submitted to the Department of Land and Natural Resources State Historic Preservation Division for their review and comment. For buildings that are judged as historic by the DLNR-SHPD the following guidelines are suggested.

Repair of the historic, character-defining elements is recommended. If replacement is necessary because of extensive deterioration, the material, form, and detailing of the replacement should match the original as closely as possible. If an important architectural feature is missing then it should be reproduced, if adequate documentation exists. When there is inadequate information about its historic appearance, a compatible new design of the missing feature is acceptable. Alterations and additions should be designed carefully to avoid major changes in or destruction of character-defining materials, features, or finishes of historic buildings. Additions should be compatible yet differentiated from the historic building.

NEW CONSTRUCTION

- The design guidelines apply to all construction requiring a building permit. This includes both renovation work and new construction. In renovation work, the scale and compatible qualities of the existing structures should be respected. In designing new buildings, the replication of existing historic structures is discouraged so as to avoid a "fake" historic quality to the town.

2. DEFINITIONS OF SITE DESIGN GUIDELINE TERMS

SETBACKS

- Distance between a reference line (usually the front or side property line) and the building wall (see Figure II A-24). Eaves and canopies are typically permitted to protrude within the setback area.

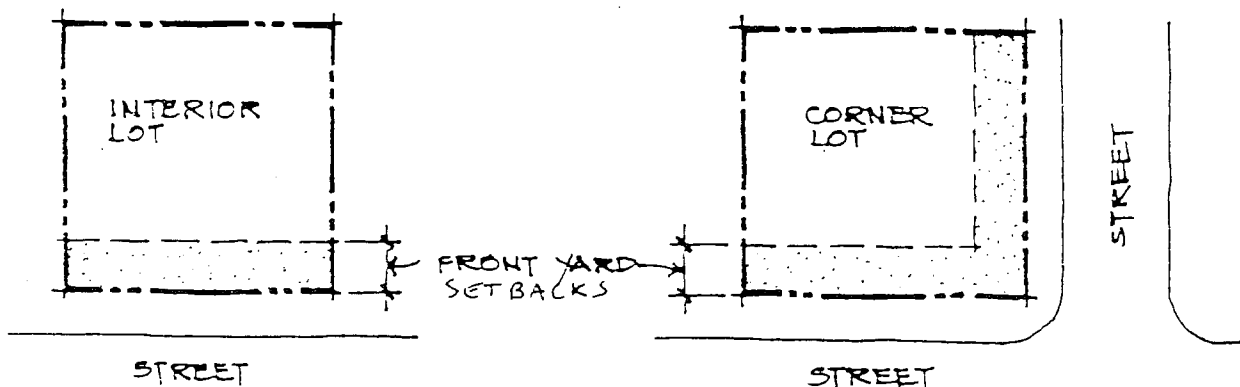


Figure II A-24. Illustration of Front Yard Setbacks

OFF-STREET PARKING

- Parking provided off public streets. This parking would typically be located within private parking lots, in front of, to the side of, or behind the commercial building. Figure II A-25 shows an example of off-street parking at the rear of the lot. Figures II A-26 to II A-28, show various parking lot edge conditions that could be used to provide some variation to a paved parking lot.

Definitions

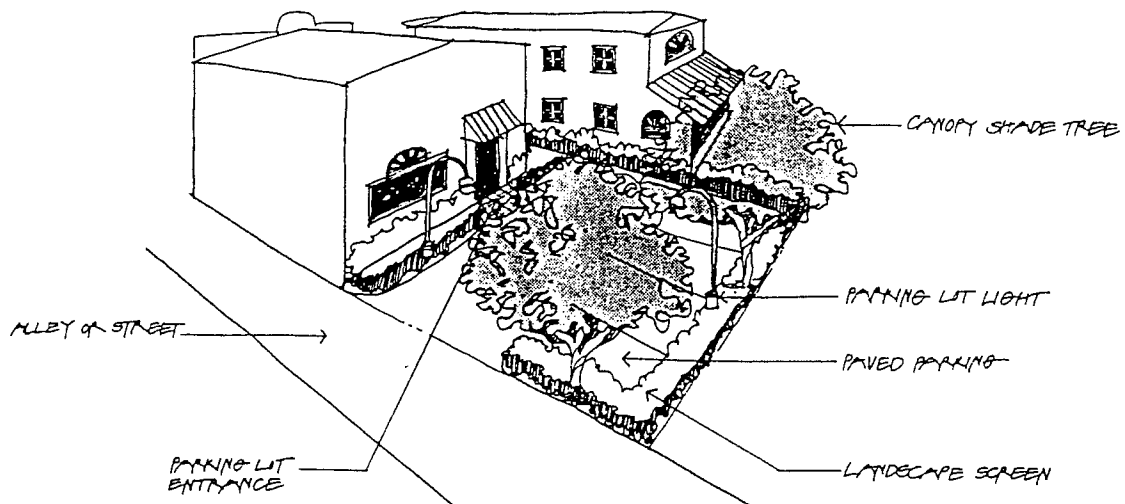


Figure II A-25. On-Site Parking at Rear of Lot

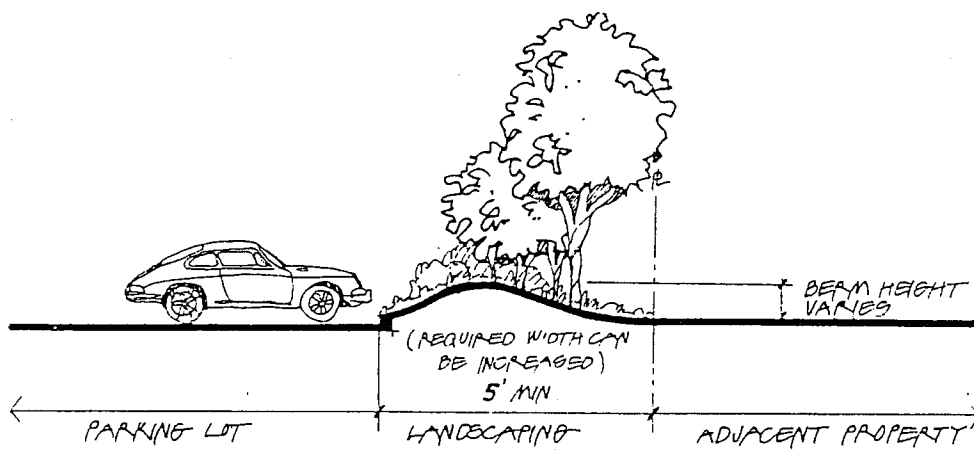


Figure II A-26. Parking Lot Edge Condition - Berm

Definitions

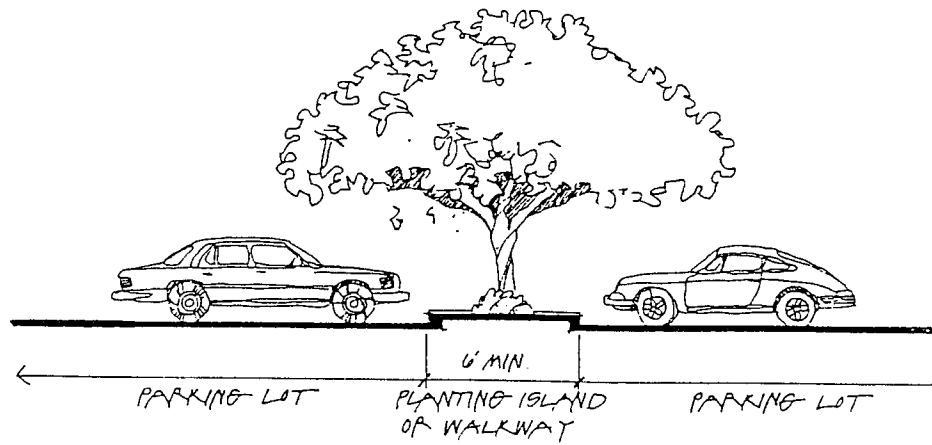


Figure II A-27. Parking Lot Edge Condition – Island

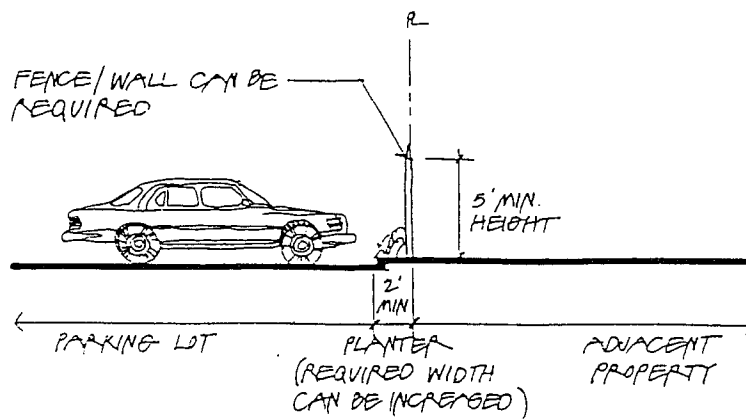


Figure II A-28. Parking Lot Edge Condition – Fence or Wall

Definitions

EXTERIOR SITE LIGHTING

- Lighting provided to illuminate driveways, walls, parking areas and landscaping. Figures II A-29 and II A-30 show different examples of exterior lighting used to illuminate various site features.

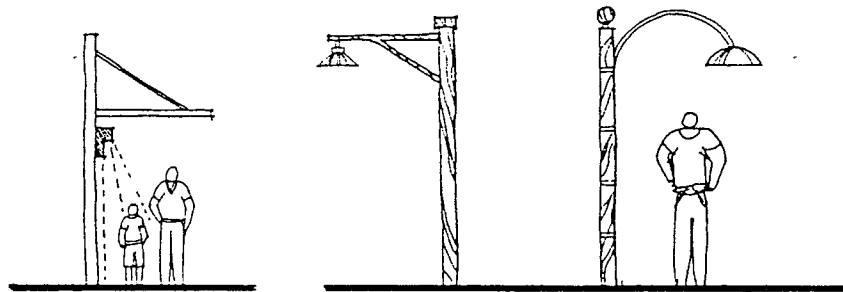


Figure II A-29. Parking Lot and Pathway Lighting Examples

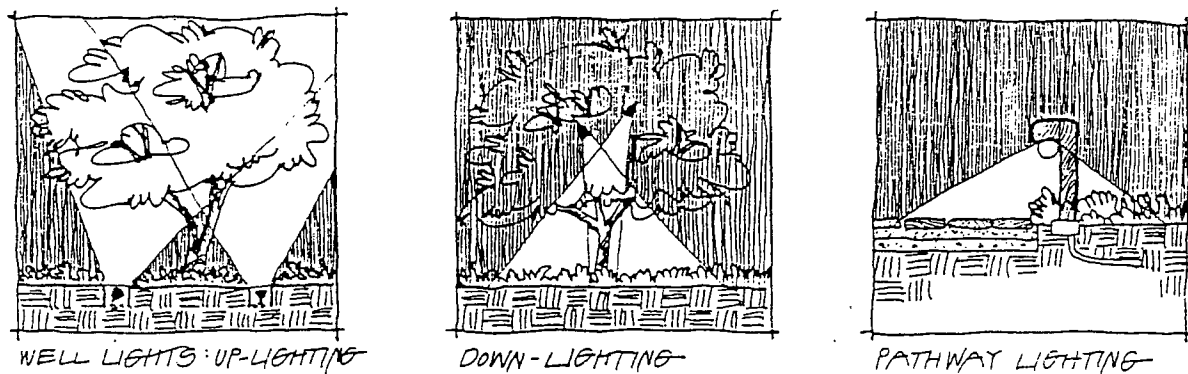


Figure II A-30. Landscape Lighting Examples

Definitions

LANDSCAPE PLANTING

- Planting provided for aesthetic or functional reasons. The recommended Plant Matrix (Figure II A-31) organizes the various plant materials by proposed planting location; gateways to business district, parking lots/streets/setback areas and planters.

Figure II A-31. Recommended Plant Matrix

MATERIAL	MATURE HEIGHT	MATURE SPREAD	RATE OF GROWTH	WATER REQ.	SALT TOL.	SHADE TOL.	WIND TOL.	HABIT OF GROWTH	COLOR FLOWER
<u>GATEWAYS TO BUSINESS DISTRICT</u>									
<u>TREES AND PALMS</u>									
BAILEY ACACIA <i>Acacia baileyana</i>	30'	30'	F	L	M	L	M	Spreading	Yellow
BANYAN <i>Ficus sp.</i>	80'	80'	F	H	M	L	M	Spreading	Insig
BRISBANE BOX <i>Tristania conferta</i>	60'	30'	F	M	L	M	H	Upright	White
CALIFORNIA PEPPER <i>Schinus molle</i>	30'	30'	M	L	H	L	M	Spreading	Yellow
CAMPHOR <i>Cinnamomum camphora</i>	40'	20'	M	M	L	H	M	Upright	Yellow
CHRYSANTHA <i>Tabebuia chrysantha</i>	25'	30'	S	M	M	M	L	Spreading	Yellow
EUCALYPTUS <i>Eucalyptus sp.</i>	50'	25'	F	H	L	M	L	Upright	Insig
FLAME OR SCARLET EUCALYPTUS <i>Eucalyptus ficifolia</i>	35'	35'	S	L	M	M	L	Upright & Spreading	Scarlet
STRAWBERRY GUAVA <i>Psidium cattleianum</i>	20'	15'	F	M	L	M	L	Upright	Insig
LEMON-SCENTED GUM <i>Eucalyptus citriodora</i>	50'	25'	F	M	L	M	L	Upright	Insig
JACARANDA <i>Jacaranda acutifolia</i>	30'	40'	M	M	L	L	M	Spreading	Lavender
FORMOSA KOA <i>Acacia confusa</i>	30'	40'	S	H	M	M	H	Spreading	Insig
HAWAIIAN KOA <i>Acacia Koa</i>	60'	40'	M	H	L	H	L	Upright	Yellow
LOULU PALM <i>Pritchardia sp.</i>	45'	15'	S	M	M	L	M	Upright	Insig
MACADAMIA <i>Macadamia integrifolia</i>	40'	30'	F	M	M	M	M	Upright	Insig
SOUTHERN MAGNOLIA <i>Magnolia grandiflora</i>	60'	40'	M	H	M	M-L	M	Spreading	White
MONKEYPOD <i>Samanea saman</i>	50'	80'	F	M	M	L	M	Spreading	Pink

Definitions

Figure II A-31. Recommended Plant Matrix (Continued)

MATERIAL	MATURE HEIGHT	MATURE SPREAD	RATE OF GROWTH	WATER REQ.	SALT TOL.	SHADE TOL.	WIND TOL.	HABIT OF GROWTH	COLOR FLOWER
NORFOLK ISLAND PINE <i>Araucaria heterophylla</i>	100'-150'	20'	M	M	L	M	H	Cone shaped	Insig
COMMON OLIVE <i>Olea europaea</i>	30'	25'	L	M	M	M	M	Spreading	Yellow
PAPERBARK <i>Melaleuca leucadendra</i>	30'-40'	30'-35'	F	M	M	M	H	Upright	White
ROYAL POINCIANA* <i>Delonix regia</i>	30'	40'	M	M	M	L	M	Spreading	Red
PLUMERIA* <i>Plumeria</i> sp.	15'-20'	15'-25'	M	M	M	L	M	Spreading	Varies
SHOWER TREE* <i>Cassia</i> sp.	30'	35'	F	M	L	L	M	Upright, spreading	Varies
PINK TECOMA <i>Tabebuia pentaphylla</i>	30'	25'	M	H	M	L	M	Upright	Pink
SILVER TRUMPET TREE <i>Tabebuia argentea</i>	25'	20'	M	H	H	L	H	Upright	Yellow
AFRICAN TULIP TREE <i>Spathodea campanulata</i>	40'	25'	M	H	M	M	H	Upright	Red
TULIP TREE <i>Liriodendron tulipifera</i>	75'	50'	M	H	L	H	L	Upright, spreading	Yellow, Orange
<u>PARKING LOTS/STREETS/SETBACK AREAS</u>									
<u>TREES</u>									
ALLSPICE <i>Pimenta dioica</i>	35'	20'	M	M	M	L	H	Upright	Cream
CORAL TREE* <i>Erythrina crista-galli</i>	30'	30'	M	M	M	L	H	Spreading	Red
GIANT CREPE MYRTLE* <i>Lagerstroemia speciosa</i>	30'	20'	M	M	M	L	M	Upright, spreading	Lavender
GOLD TREE <i>Tabebuia donnell-smithii</i>	60'	30'	M	M	M	L	M	Upright	Yellow
HONG KONG ORCHID <i>Bauhinia blakeana</i>	30'	25'	M	M	M	L	M	Spreading	Lavender
JACARANDA <i>Jacaranda acutifolia</i>	30'	40'	M	M	L	L	M	Spreading	Lavender
FORMOSA KOA <i>Acacia confusa</i>	30'	40'	S	H	M	M	H	Spreading	Insig
MONKEYPOD <i>Samanea saman</i>	50'	80'	F	M	M	L	M	Spreading	Pink
NARRA <i>Pterocarpus indicus</i>	50'	40'	M	M	M	L	M	Upright, spreading	Yellow-Orange
NORFOLK ISLAND PINE <i>Araucaria heterophylla</i>	100'-150'	20'	M	M	L	M	H	Cone shaped	Insig

Definitions

Figure II A-31. Recommended Plant Matrix (Continued)

MATERIAL	MATURE HEIGHT	MATURE SPREAD	RATE OF GROWTH	WATER REQ.	SALT TOL.	SHADE TOL.	WIND TOL.	HABIT OF GROWTH	COLOR FLOWER
PLUMERIA* <i>Plumeria</i> sp.	15'-20'	15'-25'	M	M	M	L	M	Spreading	Varies
SHOWER TREE* <i>Cassia</i> sp.	30'	35'	F	M	L	L	M	Upright, spreading	Varies
<u>SHRUBS</u>									
AZALEA <i>Rhododendron</i> sp.	4'	3'	M	H	L	H	L	Upright, spreading	Pink, Purple
BIRD OF PARADISE <i>Strelitzia reginae</i>	4'	4'	M	M	H	L	H	Clumping	Orange & Blue
BOUGAINVILLEA <i>Bougainvillea</i> sp.	3'-8'	10'-15'	F	M	L	L	H	Spreading	Varies
COMMON CAMELLIA <i>Camellia japonica</i>	8'-10'	varies	S	H	L	H	L	Upright	Pink
CARISSA <i>Carissa Grandiflora</i>	2'-3'	2'-3'	S	M	H	H	H	Spreading	White
CROTON* <i>Codiaeum</i> sp.	8'-12'	3'-5'	S	M	H	M	M	Multi-branch	Insig
MARGUERITE DAISY <i>Chrysanthemum frutescens</i>	2'-3'	2'-3'	F	M	L	L	M	Upright	Yellow
HAWAIIAN TREE FERN <i>Cibotium chamissoi</i>	15'	10'	F	H	L	H	L	Upright	Insig
COMMON GARDENIA <i>Gardenia Jasminoides</i>	10'	5'	M	H	L	M	M	Upright	White
BLUE GINGER <i>Dichorisandra thyrsiflora</i>	4'-8'	3'	M	H	L	H	L	Upright, spreading	Blue
RED GINGER* <i>Alpinia purpurata</i>	6'-8'	4'-5'	M	H	L	H	M	Clumping	Red
KAHILI GINGER <i>Hedychium gardnerianum</i>	6'	5'	M	H	L	H	L	Upright, spreading	Yellow
GOLDEN ERANTHEMUM <i>Pseuderanthemum reticulatum</i>	6'	3'	M	M	M	H	M	Multi-branch	Insig
HELICONIA* <i>Heliconia psittacorum</i>	2'-12'	2'-7'	M	H	L	H	M	Clumping	Varies
HIBISCUS <i>Hibiscus</i> sp.	5'-15'	3'	F	L	H	M	M	Multi-branch	Varies
HYDRANGEA <i>Hydrangea macrophylla</i>	6'-8'	4'-6'	M	H	L	M	L	Upright	Blue, Pink
LXORA* <i>Ixora chinensis</i>	4'-6'	3'	S	M	L	M	M	Multi-branch	Red, Yellow
MARMALADE BUSH <i>Streptosolen jamesonii</i>	6'	varies	M	M	L	L	L	Spreading	Orange
MOCK ORANGE <i>Murraya paniculata</i>	8'-15'	6'-10'	M	H	M	M	H	Multi-branch	White

Definitions

Figure II A-31. Recommended Plant Matrix (Continued)

MATERIAL	MATURE HEIGHT	MATURE SPREAD	RATE OF GROWTH	WATER REQ.	SALT TOL.	SHADE TOL.	WIND TOL.	HABIT OF GROWTH	COLOR FLOWER
GROUND COVERS									
AGAPANTHUS Agapanthus umbellatus	18"	24"	M	H	M	M	M	Clumping	Blue, White
AKULIKULI (ICE PLANT) Lampranthus spectabilis	4"-6"	varies	F	L	H	L	H	Spreading Trailing	Lavendar or Orange
TRAILING AFRICAN DAISY Osteospermum fruticosum	18"	24"	M	M	L	L	M	Trailing	Lavendar
BLUE DAZE Evolvulus glomerata	18"-24"	varies	F	M	M	H	H	Clumping	Blue
GAZANIA Gazania leucoleana	10"	n/a	M	M	M	L	H	Clumping, spreading	Yellow
JAPANESE HONEYSUCKLE Lonicera japonica	3'	varies	F	H	L	M	M	Spreading	Yellow
IMPATIENS Impatiens sultanii	12"	varies	F	H	L	H	H	Clumping	Varies
WALKING IRIS Neomarica gracilis	18"-24"	12"-18"	M	H	L	H	H	Clumping	White
JOYWEED Alternanthera amoena	10"	12"	M	L	M	M	H	Clumping	Insig
LIGULARIA Ligularia Kaempferi	12"	18"	M	H	L	H	L	Spreading	Yellow
MADAGASCAR PERIWINKLE Catharanthus roseus	18"-24"	24"	F	M	M	M	M	Spreading	White & Magenta
MONDO Ophiopogon japonicus	12"	n/a	M	M	M	H	H	Clumping	Insig
POTHOS Pothos sp	12"	n/a	F	M	M	H	M	Crawling	Insig
RUPELLIA Ruella makoyana	12"-24"	n/a	F	M	M	M	H	Clumping	Purple
WEDELIA Wedelia trilobata	6"-24"	n/a	F	H	H	M	H	Clumping	Yellow
PLANTERS									
AGLAONEMA Aglaonema sp.	24"	varies	M	H	L	H	L	Clumping	Insig
ASPARAGUS FERN Asparagus sprengeri	24"	varies	M	H	M	M	H	Mounding	Insig
BLUE DAZE	18"-24"	varies	F	M	M	M	H	Clumping	Blue
BOUGAINVILLEA Bougainvillea sp.	3'-8'	10'-20'	F	M	M	L	H	Multi-branch	Varies
IMPATIENS Impatiens sultanii	12"	varies	F	H	L	H	H	Clumping	Varies

Definitions

Figure II A-31. Recommended Plant Matrix (Continued)

MATERIAL	MATURE HEIGHT	MATURE SPREAD	RATE OF GROWTH	WATER REQ.	SALT TOL.	SHADE TOL.	WIND TOL.	HABIT OF GROWTH	COLOR FLOWER
MADAGASCAR PERIWINKLE 18"-24" <i>Catharanthus roseus</i>		24"	F	M	M	M	M	Spreading	White & Magenta
POTHOS <i>Pothos sp.</i>	12"	n/a	F	M	M	H	M	Crawling	Insig
SPATHIPHYLLUM <i>Spathiphyllum sp.</i>	12"-36"	varies	M	M	L	H	L	Clumping	White
SYNGONIUM <i>Syngonium sp.</i>	18"	varies	F	M	M	H	H	Spreading	Insig

LEGEND:

L = Low
 M = Medium
 H = High
 Insig = Insignificant
 n/a = not applicable

S = Slow
 M = Medium
 F = Fast growing

* Not recommended to be planted within the Kula Towns of Pulehu, Waiakoa and Keokea.

Definitions

SITE FURNISHINGS

- Exterior design elements which are intended for pedestrian use or which serve other functions, such as benches, trash containers, and planters. Figure II A-32 shows typical examples of planters, Figure II A-33 shows typical examples of benches and trash containers.

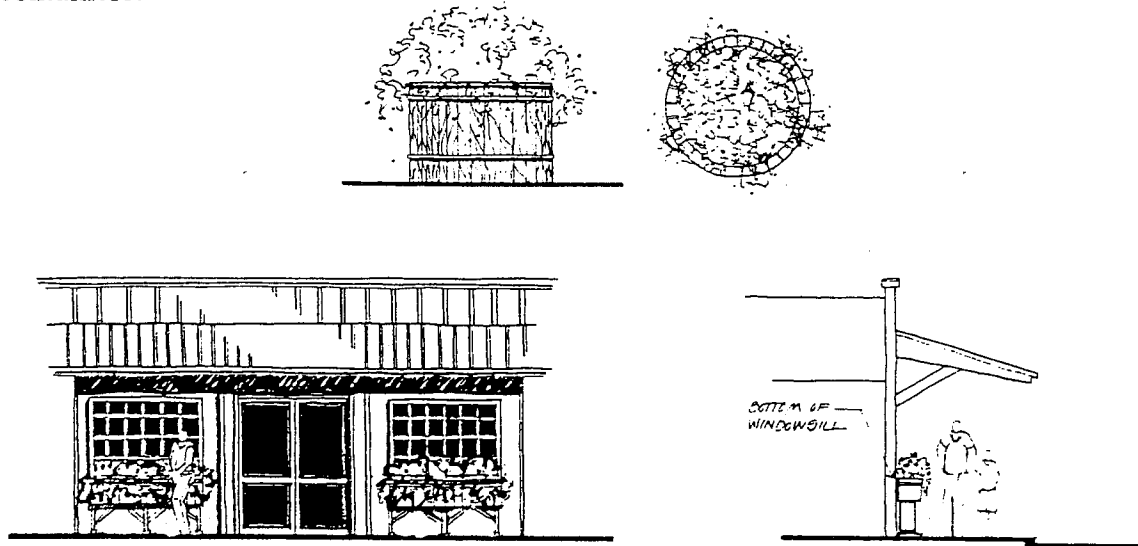


Figure II A-32. Site Furnishings - Planters

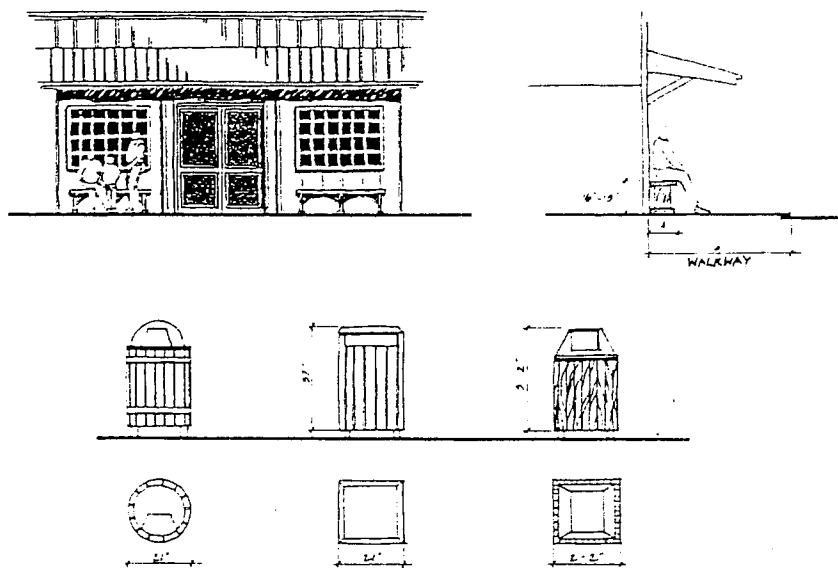


Figure II A-33. Site Furnishings - Benches and Trash Containers

OPEN STORAGE

- Open exterior storage of abandoned boats, derelict cars and other miscellaneous materials that are objectionable to the average person and unnecessary for the continuing business operations.

DISH ANTENNA

- Dish antenna include all large, circular devices used to transmit or receive television signals, whether mounted on a pole, the ground or on a building.

3. DEFINITIONS OF STREET/UTILITIES DESIGN GUIDELINE TERMS

TRAVEL WAYS

- Improvements within the road right of way, including sidewalks, curbs, gutters, on-street parking and travel lanes. A typical proposed roadway plan is shown in Figure II A-34.

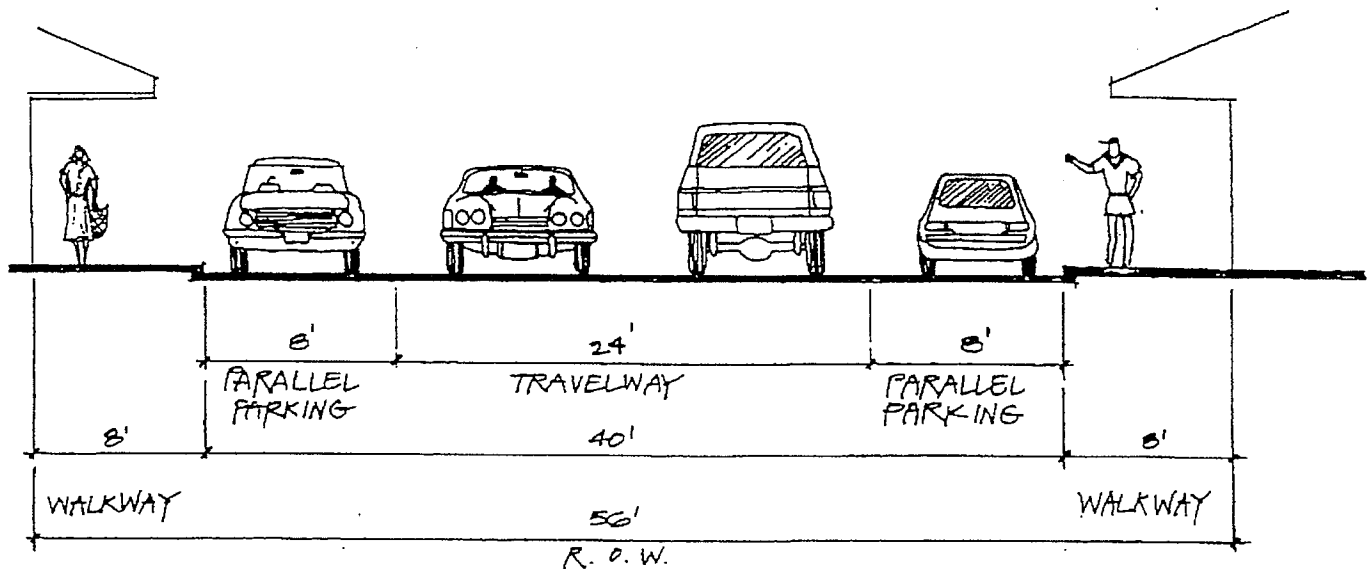


Figure II A-34. Typical Roadway Section

Definitions

DRAINAGE

- Drainage structures and components, including catch basins, roadway grading, curbs and gutters designed to channel storm drainage.

STREET LIGHTING

- Lighting fixtures used to illuminate the road and sidewalk area.

STREET LANDSCAPE PLANTING

- Planting within the road right of way. This may include planters, landscaping within tree wells and along public streets.

B. MAKAWAO

1. OVERVIEW OF DESIGN GUIDELINES FOR MAKAWAO

These design guidelines are intended for use by the County when reviewing construction that requires a building permit. The design guidelines for Makawao are aimed at preserving and enhancing the existing character of the town, especially its architecture. The site design features, and the appearance of its streets and utilities are important as well. The character of Makawao's architecture, site design, streets, and utilities is analyzed and described in section B of Chapter IV in Volume II.

ARCHITECTURE

The architectural design guidelines for Makawao promote the preservation and rehabilitation of the historic fabric of existing older buildings and encourage designs for new buildings that will blend with the older structures which reflect the character of the town. The architectural character of Makawao is unified by small-scale rural vernacular structures. These structures have been influenced by the historic farming and ranching uses in the area. As a result the structures are utilitarian and simple with straightforward features. The density of the town varies, with structures spaced tightly along Baldwin Avenue, and further apart along Makawao Avenue. The identity of the town is most strongly felt at the intersection of these two avenues. Future development should favor the variety of mixed residential uses with commercial uses repeating the historic pattern.

Proposed projects involving "potentially historic buildings" (See Definitions) should be reviewed by the Department of Land and Natural Resources, State Historic Preservation Division (DLNR-SHPD) under Hawaii Revised Statutes Chapter 6E. If the Historic Preservation Division determines that the site should be considered historic, then construction work should retain and preserve the historic architectural form and detailing of the building, as well as any other considerations of that Division. Buildings not designated historic by DLNR-SHPD shall follow these guidelines.

Some of the architectural design elements that are most critical for buildings in Makawao are: scale and massing, facade detailing, canopies, windows, and wall finishes. The close spacing and narrow frontages of existing structures on Baldwin Avenue should be emulated in new construction on this street, while new buildings on Makawao Avenue should be more widely spaced, following the existing pattern. It is recommended that the low scale of the existing structures be maintained by limiting the maximum height to thirty feet. Facade designs with false fronts or simple balanced elevations are recommended. Traditional canopies at the sidewalk and wood-frame windows should be considered important elements. Wall finishes highly recommended for buildings in Makawao include vertical or horizontal boards, wood shingles, or stucco.

Makawao

SITE DESIGN

The intent of the site design guidelines is to retain the existing patterns of the older sites in Makawao, to the greatest extent possible. A summary of the most important guidelines follows. Building setbacks from the street should be consistent with the adjacent buildings. Off-street parking should be located at the rear with access via alleys or side streets. If this is not possible, attempts should be made to screen the parking from view. Exterior site lighting, landscape planting and site furnishings should be provided. When large parcels are developed, they should follow the same design guidelines as other business areas and the street frontage should be the first portion of the parcel to be developed. Non-street frontage portions of projects on large parcels may be reviewed with flexibility to allow for creativity, while maintaining the essential character of Makawao.

STREET/UTILITIES

The following are the most important street/utilities design guidelines for Makawao. Travel ways, especially sidewalks, should be standardized. Overhead utility lines should remain as they are. Where possible, trees should be planted in close proximity to the street. Existing trees should be preserved, if possible.

2. ARCHITECTURAL DESIGN GUIDELINES FOR MAKAWAO

SCALE AND MASSING

- Use human scale elements, i.e. windows, doors, and ornament to break up large surfaces.
- Minimize large volumes through use of varying roof and wall planes.
- Acknowledge scale and spacing of existing buildings on street:
 - on Baldwin Avenue, narrow frontages and close spacing;
 - on Makawao Avenue, wide frontages and wide spacing.
- Acknowledge massing relationship of existing buildings on street:
 - on Baldwin Avenue, 2:1 maximum ratio of width to height;
 - on Makawao Avenue, 3:1 maximum ratio of width to height.
- Buildings with street frontage wider than 60 feet: Use massing proportioned like individual buildings.

HEIGHT

- Two-story buildings: Reduce vertical emphasis with canopies or balconies.
- Acknowledge existing streetscape.
- Limit maximum height to thirty feet.
- Historic Buildings: Do not add additional height to historic buildings.
- On large parcels encourage use of one story buildings on primary street frontages.

ROOFS

- Use roof slopes between 3:12 and 12:12 vertical to horizontal ratio if visible from a public roadway.
- Use wood shingles or traditional-style corrugated sheet metal as roofing material if visible from a public roadway.
- Modulate roofs of more than 3,000 square feet.
- Minimize the visibility of skylights or solar panels.
- Historic Buildings: Preserve the features of the historic roof.

FACADES

- Design facades in simple planes with articulation.
- Design main facade facing primary street.
- Break up the mass of the storefront with traditional elements, i.e, recessed splayed entry, wooden double doors, fixed display windows, and transom windows.
- Design storefront with more glass than opaque material.
- Design false fronts with balanced cornice line.
- Minimize the visibility of bracing for false fronts.
- Minimize the visibility of a/c units.
- Two-story buildings:
 - Minimize bulk of railings on second-story balconies;
 - Use a plate height for the first floor greater than that for the second floor.

CANOPIES

- Install canopies on main street facade.
- Use canopies with visible support; i.e. rods, chains, braces, and posts.
- Use traditional-style corrugated sheet metal panels or wood shingles for sloped canopy.
- Provide canopy in harmony with adjacent structures.
- Use canopy roof slope less than 4:12 vertical to horizontal ratio.
- Use roll-up fabric sheets installed at edge of canopy, where necessary for solar control.
- Avoid complex canopy forms.
- Historic Buildings: Maintain historic canopy design.

BUILDING ENTRIES

- Emphasize main entrance by elaboration in plan or elevation.
- Place main entrance facing primary street.
- Two-story buildings: Differentiate the primary retail entrance from second-floor entry.
- Use arched entries only on stucco buildings.

DOORS

- Use wood doors and frames; glazing in wood doors is permitted.
- Use doors and screen doors with wood stiles and rails (Figure II A-14).
- Relate glazing in storefront doors to proportions of storefront windows.
- Reduce mass of large delivery doors with glazing or other details.
- Historic Buildings: Maintain or replicate historic door design.

WINDOWS

- Use single light or true divided light windows, not false muntins (Figure II A-17).
- Divide display windows into squares or vertical rectangles.
- Use wood for window frame, sash, muntins, and screen frames.
- Use typical second-floor window characteristics:
 - rhythm: regular pattern;
 - spacing: distance between windows between 12" and 36";
 - alignment: align at top and bottom;
 - design: double hung or awning; less glass than first floor;
 - orientation: vertical emphasis;
 - planar: recess slightly from wall surface.
- Use clear or gray glass.
- Historic Buildings: Maintain or replicate historic window treatment.

WALL FINISH

- Minimize number of materials for wall finish.
- Repair with material to match existing.
- Use wall finishes common in up-country towns:
 - vertical wood boards: tongue and groove or board and batten siding;
 - horizontal wood boards (usually limited to false fronts);
 - wood shingles in straight coursing;
 - stucco with smooth or light texture;
 - rough-sawn plywood with applied battens at 12 inches on center.
- Stucco or plaster concrete block visible from street.
- Do not use metal, vinyl, plastic siding, asphalt sheets, or fake veneers.
- Historic Buildings: Retain original wall treatment.

ORNAMENTATION

- Use ornamentation appropriate to building style.
- Keep ornamentation simple and appropriate in scale to building.
- Use ornamentation such as stepped roofline, moldings, louvered vents, or bracket details.
- Limit use of flags, streamers, or tinsel to a 40-day period during holiday occasions.
- Avoid embellishments that are "pasted on," e.g. non-functional shutters.
- Avoid large areas without texture, shadow or relief.
- Historic Buildings: Maintain or replicate historic architectural details.

COLOR

- Minimize number of colors.
 - Use colors for trims and moldings coordinated with main body color.
 - Paint side elevations to be consistent with main facade.
 - Use stains or paints with eggshell or matt-finish, rather than gloss-finish.
 - Use appropriate main-body colors for the following building types:
 - Wooden vernacular buildings: traditional dark red, traditional dark green, sand;
 - Stucco buildings: beige or light earth tones;
 - Other buildings: earth tones;
 - Historic Buildings: Historic color, if known.
- Submit other color choices for review.

SIGNS

- Use projecting, wall, or hanging signs without obscuring building ornamentation.
- Use traditional sign materials, such as wood and metal, not plastic.
- Coordinate design and colors of sign with style of building and other signs on building.
- Use simple sign shapes: oval, rectangle, square, or product.
- Use paint or gold leaf for letters.
- Use simple lettering in script or serif style.
- Limit letters to 80% of sign area, and maximum letter size 18 inches.
- Do not use internally lit signs.
- Use indirect illumination with source shielded from public view

BUILDING LIGHTING

- Use simple lighting fixtures in a style appropriate to building.
- Shield exterior light sources except traditional bare bulb incandescent.
- Minimize variety of lighting fixture types.
- Use incandescent lights.
- Use neon only where appropriate to style of building.
- Use strings of lights only during a 40-day period at Christmas.

3. SITE DESIGN GUIDELINES FOR MAKAWAO

SETBACKS

- New commercial buildings must be oriented to the adjacent street.
- Setback buildings on Baldwin and Makawao Avenue the same distance as an adjacent structure that is close to the street.
- Maintain continuity of facade plane between buildings, with a six foot high fence, if possible.
- Minimize on-site parking in the front yard of any new commercial buildings, unless screened from view through use of landscaping, fencing, walls or berms.

OFF-STREET PARKING

- Screen views of parking areas from adjacent residential and commercial uses by providing landscape screening, fencing, walls or berms (refer to Figures II A-26, II A-27 and II A-28).
- Locate on-site parking at rear of lot with access via alleys or side streets (see Figure II A-25). The front yard area should not be used for parking, if possible. Exceptions to this recommendation may be made on a case by case basis for business uses, such as service stations, whose primary function requires vehicles to be dropped off for repair. However, any allowed exceptions will still require sufficient front yard landscaping, fencing, walls or berms in order to screen parking areas from view.

EXTERIOR SITE LIGHTING

- 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 complement the architectural character of the adjacent building (refer to Figure II A-29; styles are not limited to examples shown).
- 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 II A-30). Lamps of an energy efficient design are recommended.
- Do not use colored (color filter) or flashing lights.

LANDSCAPE PLANTING

- Use landscape planting where possible to soften the effect of commercial buildings and to transition to the neighboring residential area.
- Appropriate plants are those listed in the Plant Matrix (refer to Figure II A-31).
- Where possible, introduce plantings by utilizing planters. Recommended planting materials are listed in Figure II A-31, Planters section. In locations where store fronts are constructed at the front property line, planter boxes shall be permitted to protrude into the dedicated sidewalk area, a maximum of 1'-0" from the face of building. Planter boxes should not be attached to the building fabric. One possible design is that shown on Figure II A-32. Planters within the business property shall be placed at the discretion of the building owner.
- Provide an automatically controlled irrigation system for plantings.

SITE FURNISHINGS

- Where desirable, provide site furnishings such as freestanding benches, trash containers and walls or fencing that complement the architecture of adjacent buildings (refer to Figure III A-33); styles of recommended site furnishings are not limited to examples shown. Where store fronts are constructed along the front property line, site furnishings shall be allowed to protrude a maximum of 2'-0" within the dedicated sidewalk area, as long as the sidewalk is a minimum of 8'-0" wide. Site furnishings installed within the business property shall be placed at the discretion of the owner.
- Site furnishings should complement the architectural style of adjacent buildings.

OPEN STORAGE

Open storage permitted if screened from view by a fence, wall or landscaping. Open storage prohibited if visible from public street. Containers that are used to temporarily store solid waste prior to disposal, should also be screened from view by a fence, wall or landscaping. It is also recommended that various recycling methods be utilized in order to minimize the quantity of solid waste generated. Composting of landscape maintenance debris is one way in which solid waste can be minimized.

DISH ANTENNA

Dish antenna permitted if screened from view by a fence, wall or landscaping. Dish antenna prohibited if visible from public street.

LARGE PARCEL SITE DESIGN

There are a few large vacant or under utilized business designated parcels within Makawao. For these lots it is recommended that they also follow these proposed design guidelines. The only difference would be that the internal circulation pattern would be private rather than dedicated to the County. Also, the public street frontage should be the first portion of the parcel to be developed. Setbacks from these private streets should be as described within these guidelines. The intent is to have the storefront be the focus of attention, and not a "sea of parking".

4. STREET/UTILITIES DESIGN GUIDELINES FOR MAKAWAO

TRAVEL WAYS

Baldwin Avenue – right of way width appears to be 48'±. In general, maintain the existing street circulation pattern of one lane of traffic in each direction.

There is a need for a unified sidewalk improvement program along the Kokomo side of Baldwin Avenue. Since haphazard reconstruction of sidewalks, as buildings are renovated, would be inappropriate, a consolidated improvement program should be instituted. One such possibility is discussed within Volume II, the Technical Report and Reference Document, Section II, Related Planning Policy Recommendations.

Makawao Avenue – right of way width appears to vary from 32'± to 52'±. In general, the existing street circulation pattern of one lane of traffic in each direction should be maintained. It is recommended that due to the current high level of pedestrian traffic, as new buildings are constructed, a standard curb/gutter and sidewalk should be installed. Should the County improve the roadway to a standard width, a design similar to Figure II A-34 is recommended. Such an improvement program would help to clarify edge of pavement locations and where space for parallel parking is adequate and permitted.

Typical locations for fire hydrants and utility poles would be within the unimproved shoulder area. Since Makawao has always had overhead electrical/telephone lines, it is not felt necessary nor deemed appropriate that these utilities be relocated underground, until such time that it becomes economically feasible. Spacing of hydrants should meet the standards of the Maui County Department of Water Supply and Fire Department.

DRAINAGE

Provision of catch basins, roadway grading and paved swales are recommended to channel drainage to the existing surface storm drainage system. Although not a problem at this time, future roadway improvements would help to alleviate any potential localized drainage problems that have developed due to non-standard, varying shoulder construction.

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. Lamps of an energy efficient design are recommended.

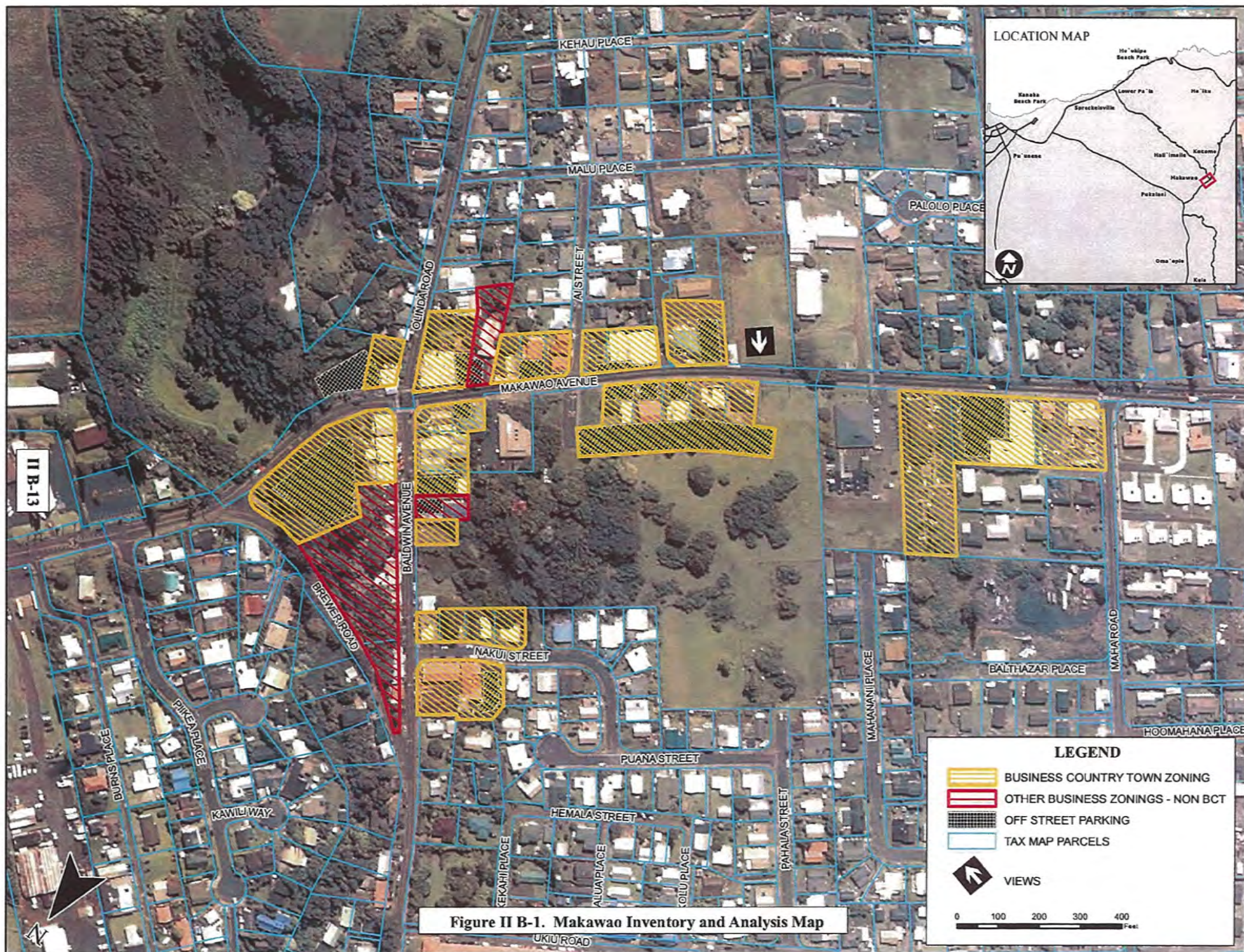
STREET LANDSCAPE PLANTING

Appropriate street landscape plantings include installation of 15 to 25 gallon or larger trees, in close proximity to the street, within the side yard space between adjacent commercial areas (refer to Figure II A-31, Parking Lots/Streets/Setback Areas section). Where possible, any existing trees within sites to be developed should be preserved in order to minimize the impression of a formal business district and help to promote a smooth transition into the neighboring residential areas. It is recommended that trees be adequately maintained in order to prevent interference with overhead utility lines.

Although the planting of street trees is encouraged, any trees that are proposed to be planted within the road right of way require the approval of the Department of Public Works. Conditions that will be considered include impacts on utility lines (both above and below grade), blocking sight distance and creating hazards to vehicular traffic.

5. MAKAWAO INVENTORY AND ANALYSIS MAP

Figure II B-1 shows the Inventory and Analysis Map for Makawao. This map displays existing views, major roads, parking areas, businesses, open space, land uses, visual landmarks and other analysis elements which are important in delineating the unique character of this town.



C. PUKALANI

1. OVERVIEW OF DESIGN GUIDELINES FOR PUKALANI

These design guidelines are intended for use by the County when reviewing construction plans that require a building permit. The design guidelines for Pukalani are aimed at establishing a compatible synthesis of architectural character in the town with site design features, and the appearance of its streets and utilities. The existing character of Pukalani's architecture, site design, streets, and utilities is analyzed and described in section C of Chapter IV in Volume II. Pukalani's design guidelines are intended to encourage architecture that is more compatible with the older buildings in up-country towns, while also preserving the existing residential site planning pattern of the town.

ARCHITECTURE

The architectural design guidelines for Pukalani promote designs for new buildings that are in harmony with the historic structures in nearby towns -- Waiakoa, Keokea, and Makawao. They also recognize that maintenance of a residential character in the commercial areas of Pukalani calls for distinctive, stand-alone structures. The business area of Pukalani is scattered in clusters along the main roads. The building siting is fragmented and the cohesiveness of the town needs to be strengthened.

New commercial structures in Pukalani should be designed as focal points with balanced facades, or as false front structures. The most important design guidelines are those relating to: scale and massing, roofs, facades, windows, and wall finishes. The scale of the commercial buildings should maintain the residential scale of the town. Buildings wider than 60 feet should be designed with divisions or massing that create sections with the appearance of individual buildings. Visible roof slopes should be at a pitch common to the older buildings in up-country Maui. Balanced facade designs are recommended. Wood-frame windows are another important feature. Wall finishes highly recommended for buildings in Pukalani include vertical or horizontal boards, wood shingles, or lightly textured stucco.

SITE DESIGN

The intent of the site design guidelines is to retain a residential character on the commercial sites, to the greatest extent possible. A summary of the most important guidelines follows. Buildings should be setback 25 feet from Haleakala Highway. New buildings along Makawao Avenue should line up with the adjacent, existing buildings. Off-street parking should be located at the rear with access via alleys or side streets. If this is not possible, attempts should be made to screen the parking from view. Exterior site lighting, landscape planting and site furnishings should be provided. Dish antenna and open storage areas should be screened from view.

STREET/UTILITIES

The following are the most important street/utilities design guidelines for Pukalani. Travel ways should be standardized as new buildings are constructed. Bikeways should be provided. Where possible, trees should be planted in close proximity to the street. Existing trees should be preserved.

2. ARCHITECTURAL DESIGN GUIDELINES FOR PUKALANI

SCALE AND MASSING

- Use human scale elements i.e., windows, doors, and ornament, to break up large surfaces.
- Minimize large volumes through use of varying roof and wall planes.
- Maintain the residential scale in design of commercial buildings.
- Buildings with street frontage wider than 60 feet: Use massing proportioned like individual buildings.

HEIGHT

- Two-story buildings: Reduce vertical emphasis with canopies or balconies.
- Historic Buildings: Do not add additional height.

ROOFS

- Use roof slopes between 3:12 and 12:12 vertical to horizontal ratio if visible from a public roadway
- Use wood shingles or traditional-style corrugated sheet metal as roofing material if visible from a public roadway.
- Modulate roof covering more than 3,000 square feet.
- Minimize visibility of skylights or solar panels.
- Historic Buildings: Use historic roofing material.

FACADES

- On lots greater than 10,000 square feet: Design new buildings to be focal points, with balanced facades, e.g., all elevations with similar materials and details.
- Two story buildings:
 - Minimize bulk of railings on second-story balconies. *none*
 - Use a plate height for the first floor greater than that for the second floor. *10' 8"*
- Design the storefront with traditional elements, i.e, recessed splayed entry, wooden double doors, fixed display windows, and transom windows or use traditional residential design.
- Design storefront with more glass than opaque material.
- Design facade in simple planes with articulation.
- Minimize the visibility of a/c units.
- Minimize large areas of uninterrupted wall surface.

CANOPIES

- Install canopy wrapping around at least 50% of the perimeter of focal point buildings. For buildings designed with a residential character, wide eaves shall function as a canopy. On a two story building, a second story balcony may function as a canopy.
- Install canopy on at least 50% of the perimeter on focal point buildings.
- Use traditional-style corrugated sheet metal or wood shingles for sloped canopy.
- Use canopy roof slope less than 4:12 vertical to horizontal ratio.
- Use roll-up fabric sheets where necessary for solar control.
- Use simple canopy forms.
- Do not use plexiglass or fabric as canopy material.
- Historic Buildings: Maintain or replicate historic canopy design.

DOORS

- Use wood doors and frames; glazing in wood doors is permitted.
- Use doors and screen doors with stiles and rails (Figure II A-14).
- Reduce mass of large delivery doors with glazing or other details.
- Historic buildings: Maintain or replicate historic door design.

WINDOWS

- Use storefront windows with vertical proportions.
- Use wood for window frame, sash, muntins, and screen frames.
- Use double-hung, casement, or sliding windows for upper-level windows.
- Use single light or true divided light windows, not false muntins (Figure II A-17).
- Use clear or gray glass.
- Historic Buildings: Maintain or replicate historic window design.

WALL FINISH

- Repair with material to match existing.
- Minimize number of materials for wall finish.
- Use wall finishes common in up-country towns:
 - vertical wood boards: tongue and groove, or board and batten siding;
 - horizontal wood boards (usually limited to false fronts);
 - wood shingles in straight coursing;
 - stucco; lightly textured finish;
 - rough-sawn plywood with applied battens spaced at 12 inches on center
- Stucco or plaster concrete block visible from street.
- Do not use metal, vinyl, plastic siding, asphalt sheets, or fake veneers.
- Historic Buildings: Use historic wall finish.

ORNAMENTATION

- Use simple ornamentation appropriate to building scale and style.
- Chamfer posts used to support eaves, canopy, or balcony.
- Limit use of flags, streamers, or tinsel to a 40-day period during holiday occasions.
- Avoid embellishments that are "pasted on," e.g. non-functional shutters.
- Historic Buildings: Preserve original architectural details.

COLOR

- Minimize number of colors.
- Use colors for trims and moldings coordinated with main body color.
- Paint all sides with consistent color scheme.
- Use stains or paints with eggshell or matt-finish, rather than gloss-finish.
- Use appropriate main-body colors for the following building types:
 - Historic buildings: original color if known;
 - Wooden vernacular buildings: traditional dark red, traditional dark green, white, sand;
 - Stucco buildings: beige, light earth tones, pale pastels;
 - Other buildings: earth tones or grey.

Submit other color choices for review.

SIGNS

- Use projecting, wall, or hanging signs without obscuring building ornamentation.
- Use traditional sign materials, such as wood and metal, not plastic.
- Coordinate design and colors of sign with style of building and other signs on building.
- Use simple sign shapes: oval, rectangle, square, or product shape.
- Use simple lettering with script or serif style.
- Limit letters to 80% of sign area, and maximum letter size 18 inches.

BUILDING LIGHTING

- Use simple lighting fixtures in a style appropriate to the building.
- Use incandescent lights.
- Minimize variety of lighting fixture types.
- Shield exterior light sources except traditional bare bulb incandescent.
- Use strings of lights only during a 40-day period at Christmas.

3. SITE DESIGN GUIDELINES FOR PUKALANI

SETBACKS

- New commercial buildings must be oriented to an adjacent street.
- Maintain 25-foot setback along Haleakala Highway.
- Setback buildings along Makawao Avenue a similar distance as an adjacent structure.
- Minimize on-site parking in the front yard of any new commercial buildings, unless screened from view through use of landscaping, fencing, walls or berms.

OFF-STREET PARKING

- Screen views of parking areas from adjacent residential and commercial uses by providing landscape screening, fencing, walls or berms (refer to Figures II A-26, II A-27 and II A-28).
- Locate on-site parking at rear of lot with access via alleys or side streets (see Figure II A-25). The 25-foot front yard setback should be landscaped so that new commercial buildings blend with the existing residential character of the surrounding area. This front yard area should not be used for parking, if possible. Exceptions to this recommendation may be made on a case by case basis for business uses, such as service stations, whose primary function requires vehicles to be dropped off for repair. However, any allowed exceptions will still require sufficient front yard landscaping, fencing, walls or berms in order to screen parking areas from view.

EXTERIOR SITE LIGHTING

- 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 complement the architectural character of the adjacent building (refer to Figure II A-29; styles are not limited to examples shown).
- 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 II A-30). Lamps of an energy efficient design are recommended.
- Do not use colored (color filter) or flashing lights.

LANDSCAPE PLANTING

- Use landscape planting where possible to soften the effect of commercial buildings and to transition to the neighboring residential area.
- Appropriate plants are those listed in the Plant Matrix (refer to Figure II A-31).
- Where possible, introduce plantings by utilizing planters. Recommended planting materials are listed in Figure II A-31, Planters section. Planter boxes should not be attached to the building fabric. One possible design is that shown on Figure II A-32. Planters within the business property shall be placed at the discretion of the building owner.
- Provide an automatically controlled irrigation system for plantings.

SITE FURNISHINGS

- Where desirable, provide site furnishings such as freestanding benches, trash containers and walls or fencing that complement the architecture of adjacent buildings (refer to Figure III A-33); styles of recommended site furnishings are not limited to examples shown. Site furnishings installed within the business property shall be placed at the discretion of the owner.
- Site furnishings should complement the architectural style of adjacent buildings.

OPEN STORAGE

Open storage permitted if screened from view by a fence, wall or landscaping. Open storage prohibited if visible from public street. Containers that are used to temporarily store solid waste prior to disposal, should also be screened from view by a fence, wall or landscaping. It is also recommended that various recycling methods be utilized in order to minimize the quantity of solid waste generated. Composting of landscape maintenance debris is one way in which solid waste can be minimized.

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DISH ANTENNA

Dish antenna permitted if screened from view by a fence, wall or landscaping. Dish antenna prohibited if visible from public street.

4. STREET/UTILITIES DESIGN GUIDELINES FOR PUKALANI

TRAVEL WAYS

Haleakala Highway – right of way width appears to be 56'±. Since this is a State highway, implementation of any recommendations will be very difficult. In light of this fact, it is recommended that, the existing street circulation pattern of one lane of traffic in each direction should be maintained with provisions made for left turn storage lanes, acceleration and deceleration lanes, where possible. As new buildings are constructed, a standard curb/gutter and sidewalk should be installed. It is not felt that additional parking is required, as the existing off-street parking appears to be sufficient.

Makawao Avenue – right of way width appears to be 48'± between Pukalani Superette and CineMagic Video. In general, the existing street circulation pattern of one lane of traffic in each direction should be maintained. As new buildings are constructed, a standard curb/gutter and sidewalk should be installed. It is not felt that additional parking is required, as the existing off-street parking appears to be sufficient. Should the County improve the roadway to its full width, a design similar to Figure II A-34 is recommended.

Typical locations for fire hydrants and utility poles would be within the unimproved shoulder area. Spacing of hydrants should meet the standards of the Maui County Department of Water Supply and Fire Department.

Provision of adequate width for bikeways within Pukalani is recommended.

DRAINAGE

Provision of catch basins, roadway grading and paved swales are recommended to channel drainage to the existing overland storm drainage system. Although not a problem at this time, future roadway improvements would help to alleviate any potential localized drainage problems that have developed due to non-standard, varying shoulder construction.

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. Lamps of an energy efficient design are recommended.

STREET LANDSCAPE PLANTING

It is recommended that a unified front yard planting program be instituted for the setback area along Haleakala Highway. The proposed 25-foot setback will create a green belt that would be an ideal location for trees such as those recommended in Figure II A-31, Gateways to Business District section. These trees on either side of the highway would help to create a sense of arrival to the business district of Pukalani.

Appropriate street landscape plantings include installation of 15 to 25 gallon or larger trees, in close proximity to the street, within the side yard space between adjacent commercial areas (refer to Figure II A-31, Parking Lots/Streets/Setback Areas section). Where possible, any existing trees within sites to be developed should be preserved in order to minimize the impression of a formal business district and help to promote a smooth transition into the neighboring residential areas. It is recommended that trees be adequately maintained in order to prevent interference with overhead utility lines.

Although the planting of street trees is encouraged, any trees that are proposed to be planted within the road right of way require the approval of the Department of Public Works. Conditions that will be considered include impacts on utility lines (both above and below grade), blocking sight distance and creating hazards to vehicular traffic.

5. PUKALANI INVENTORY AND ANALYSIS MAP

Figure II C-1 shows the Inventory and Analysis Map for Pukalani. This map displays existing views, major roads, parking areas, businesses, open space, land uses, visual landmarks and other analysis elements which are important in delineating the unique character of this town.

D. PULEHU

1. OVERVIEW OF DESIGN GUIDELINES FOR PULEHU

These design guidelines are intended for use by the County when reviewing construction that requires a building permit. The design guidelines for Pulehu are aimed at establishing a unified architectural character in the town with its site design features and the appearance of its streets and utilities. The existing character of Pulehu's architecture, site design, streets, and utilities is analyzed and described in section D of Chapter IV in Volume II. Pulehu's design guidelines are intended to encourage architecture that is more compatible with the older buildings in up-country towns, while also preserving the existing open-space site planning pattern of Pulehu's two commercial parcels, and the existing street and utilities designs.

ARCHITECTURE

The architectural design guidelines for Pulehu promote designs for new buildings that are in harmony with the historic structures in nearby towns -- Waiakoa, Keokea, and Makawao. The two commercial buildings in the town do not establish a strong architectural character. The unusual feature of the town is the unique siting of the commercial lots. Consequently, new buildings in Pulehu call for distinctive, stand-alone structures.

New commercial structures in Pulehu should be designed as focal points, with balanced facades. That is all elevations should use similar materials and details. Thus, false-front buildings, which traditionally have one main facade, are not appropriate in Pulehu. The most important design guidelines are those relating to: height, roofs, facades, windows, and wall finishes. A maximum height limit of thirty-five feet is recommended to preserve the residential, open-space character of the surrounding area. Visible roof slopes should be at a pitch common to the older buildings in up-country Maui. Wood-frame windows are another important feature. Wall finishes highly recommended for buildings in Pulehu include vertical or horizontal boards, wood shingles, or lightly textured stucco.

SITE DESIGN

The intent of the site design guidelines is to maintain the open-space atmosphere of the town. A summary of the most important guidelines follows. Buildings should be setback 20 feet from Haleakala Highway and 10 feet from other adjacent roads. The building coverage of the lot should not exceed 50 percent in order to maintain the feeling of open space. Buildings should also be

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spatially and directionally oriented towards Lower Kula Road. Off-street parking should be located at the rear with access via alleys or side streets. If this is not possible, attempts should be made to screen the parking from view. Exterior site lighting, landscape planting and site furnishings should be provided.

STREET/UTILITIES

The following are the most important street/utilities design guidelines for Pulehu. Travel ways should remain as is. Bikeways are recommended. Where possible, trees should be planted in close proximity to the street. Existing trees should be preserved.

2. ARCHITECTURAL DESIGN GUIDELINES FOR PULEHU

SCALE AND MASSING

- Use human scale elements, i.e, windows, doors, and ornament, to break up large surfaces.
- Minimize large volumes through use of varying roof and wall planes.
- Buildings with street frontage wider than 60 feet: Use massing proportioned like individual buildings.

HEIGHT

- Design buildings with a maximum height of thirty-five feet.

ROOFS

- Use roof slopes between 3:12 and 12:12 vertical to horizontal ratio if visible from a public roadway.
- Use traditional-style corrugated sheet metal if visible from a public roadway.
- Modulate roofs covering more than 3,000 square feet.
- Minimize the visibility of skylights or solar panels.

FACADES

- On lots greater than 10,000 square feet, design new buildings to be focal points, with balanced facades, e.g., all elevations with similar materials and details.
- Use large regularly spaced display windows with transoms above.
- Design facades in simple planes with articulation.
- Design wall sections under display windows with a height of between 18 and 30 inches.
- Do not use false front design.
- Minimize visibility of a/c units.

CANOPIES

- Use traditional-style corrugated sheet metal for sloped canopy.
- Support wide eaves by wooden posts, preferably chamfered.
- Use fascia on thin, flat-pitched canopies.
- Use roll-up fabric sheets where necessary for solar control.
- Use simple canopy forms.
- Do not use awnings over individual windows.
- Do not use plexiglass or fabric as canopy material.

BUILDING ENTRIES

- Emphasize main entrance by elaboration in plan or elevation.
- Balance entry with rest of storefront design.

DOORS

- Use wood doors and frames; glazing in wood doors is permitted.
- Use doors and screen doors with wood stiles and rails (see Figure II A-14).
- Reduce mass of large delivery doors with glazing or other details.
- Do not board up or paint over glazing in doors for sun control.

WINDOWS

- Use square or vertical proportions in display windows.
- Use wood for window frame, sash, muntins, and screen frames.
- Use single light or true divided light windows with real muntins (Figure II A-17).
- Use transom windows in storefront designs.
- Use clear or gray glass.

WALL FINISH

- Repair with material to match existing.
- Minimize use of different materials for wall finish.
- Use wall finishes common in up-country towns:
 - vertical wood boards: tongue and groove or board and batten siding;
 - horizontal wood boards (usually limited to false fronts);
 - wood shingles, in courses, not staggered;
 - stucco: smooth or lightly textured;
 - rough-sawn plywood with applied battens spaced at 12 inches on center.
- Stucco or plaster concrete block, if visible from street.
- Do not use metal, vinyl, plastic siding, asphalt sheets, or fake veneers.

ORNAMENTATION

- Use simple ornamentation appropriate to building scale and style.
- Limit use of flags, streamers, or tinsel to a 40-day period during holiday occasions.
- Avoid embellishments that are "pasted on," e.g. non-functional shutters.
- Avoid large areas without texture, shadow, or relief.

COLOR

- Minimize numbers of colors.
- Use colors for trims and moldings coordinated with main body color.
- Paint all sides with consistent color scheme.
- Use stains or paints with eggshell or matt-finish, rather than gloss-finish.
- Use appropriate main-body colors for the following building types:
 - Wooden vernacular buildings: traditional dark red, traditional dark green, white, sand.
 - Stucco buildings: beige, light earth tones, pale pastels.
 - Other buildings: white, tan, earth tones, grey.

Submit other color choices for review.

SIGNS

- Do not obscure building ornamentation with sign.
- Use traditional materials such as wood and metal, not plastic.
- Use paint, etched glass, or gold leaf for lettering.
- Coordinate design and colors of sign with style of building and other signs on building.
- Use simple lettering with script or serif style.
- Limit letters to 80% of sign area, and maximum letter size 18 inches.
- Use simple shapes: oval, rectangle, symbol or product.
- Do not use internally lit signs.

BUILDING LIGHTING

- Choose lighting fixtures in a style appropriate to building.
- Use incandescent lights.
- Minimize variety of lighting fixture types.
- Shield exterior light sources except traditional bare bulb incandescent.
- Use strings of lights only during a 40-day period at Christmas.

3. SITE DESIGN GUIDELINES FOR PULEHU

SETBACKS

- New commercial buildings must have a minimum 20-foot landscaped setback from Haleakala Highway, 10-foot landscaped setback from other adjacent roads.
- One focal point building per parcel, with wide setbacks from all property lines is recommended.
- If the side of any lot abuts a parcel in a different zoning district, the setback should be equal to the minimum required for the adjoining zoning district.
- As much as possible, on-site parking should be screened from public view.

OFF-STREET PARKING

- Screen views of parking areas from adjacent residential and commercial uses by providing landscape screening, fencing, walls or berms (refer to Figures II A-26, II A-27 and II A-28).
- Locate on-site parking at rear and side of lot with access via alleys or side streets (see Figure II A-25). The setback area should be landscaped so that new commercial buildings blend with the existing residential character of the surrounding area. This front yard area should not be used for parking, if possible. Exceptions to this recommendation may be made on a case by case basis for business uses, such as service stations, whose primary function requires vehicles to be dropped off for repair. However, any allowed exceptions will still require sufficient front yard landscaping, fencing, walls or berms in order to screen parking areas from view.

EXTERIOR SITE LIGHTING

- 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 complement the architectural character of the adjacent building (refer to Figure II A-29; styles are not limited to examples shown).
- 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 II A-30). Lamps of an energy efficient design are recommended.
- Do not use colored (color filter) or flashing lights.

LANDSCAPE PLANTING

- Use landscape planting where possible to soften the effect of commercial buildings and to transition to the neighboring residential area.
- Appropriate plants are those listed in the Plant Matrix (refer to Figure II A-31).
- Where possible, introduce plantings by utilizing planter boxes. Recommended planting materials are listed in Figure II A-31, Planters section. Planter boxes should not be attached to the building fabric. One possible design is that shown on Figure II A-32. Planter boxes within the business property shall be placed at the discretion of the building owner.
- Provide an automatically controlled irrigation system for plantings.

SITE FURNISHINGS

- Where desirable, provide site furnishings such as freestanding benches, trash containers and walls or fencing that complement the architecture of adjacent buildings (refer to Figure III A-33); styles of recommended site furnishings are not limited to examples shown. Site furnishings installed within the business property shall be placed at the discretion of the owner.
- Site furnishings should complement the architectural style of adjacent buildings.

OPEN STORAGE

Open storage permitted if screened from view by a fence, wall or landscaping. Open storage prohibited if visible from public street. Containers that are used to temporarily store solid waste prior to disposal, should also be screened from view by a fence, wall or landscaping. It is also recommended that various recycling methods be utilized in order to minimize the quantity of solid waste generated. Composting of landscape maintenance debris is one way in which solid waste can be minimized.

DISH ANTENNA

Dish antenna permitted if screened from view by a fence, wall or landscaping. Dish antenna prohibited if visible from public street.

4. STREET/UTILITIES DESIGN GUIDELINES FOR PULEHU

TRAVEL WAYS

Old Lower Kula Road – right of way width appears to be 36'±. In general, maintain the existing street circulation pattern of one lane of traffic in each direction. The current low level of pedestrian traffic does not warrant the requirement of a sidewalk on either side of the existing roadway at this time. It is not felt that additional parking is required, as the existing off-street parking appears to be sufficient. Should the County improve the roadway to its full width, a design similar to Figure II A-34, with the deletion of the sidewalk, curb and gutter, may be considered.

Typical locations for fire hydrants and utility poles would be within the unimproved shoulder area. Spacing of hydrants should meet the standards of the Maui County Department of Water Supply and Fire Department.

Provision of adequate width for bikeways within Pulehu is recommended.

DRAINAGE

Provision of catch basins, roadway grading and paved swales are recommended to channel drainage to the existing overland storm drainage system. Although not a problem at this time, future roadway improvements would help to alleviate any potential localized drainage problems that have developed due to non-standard, varying shoulder construction.

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 this area. Lamps of an energy efficient design are recommended.

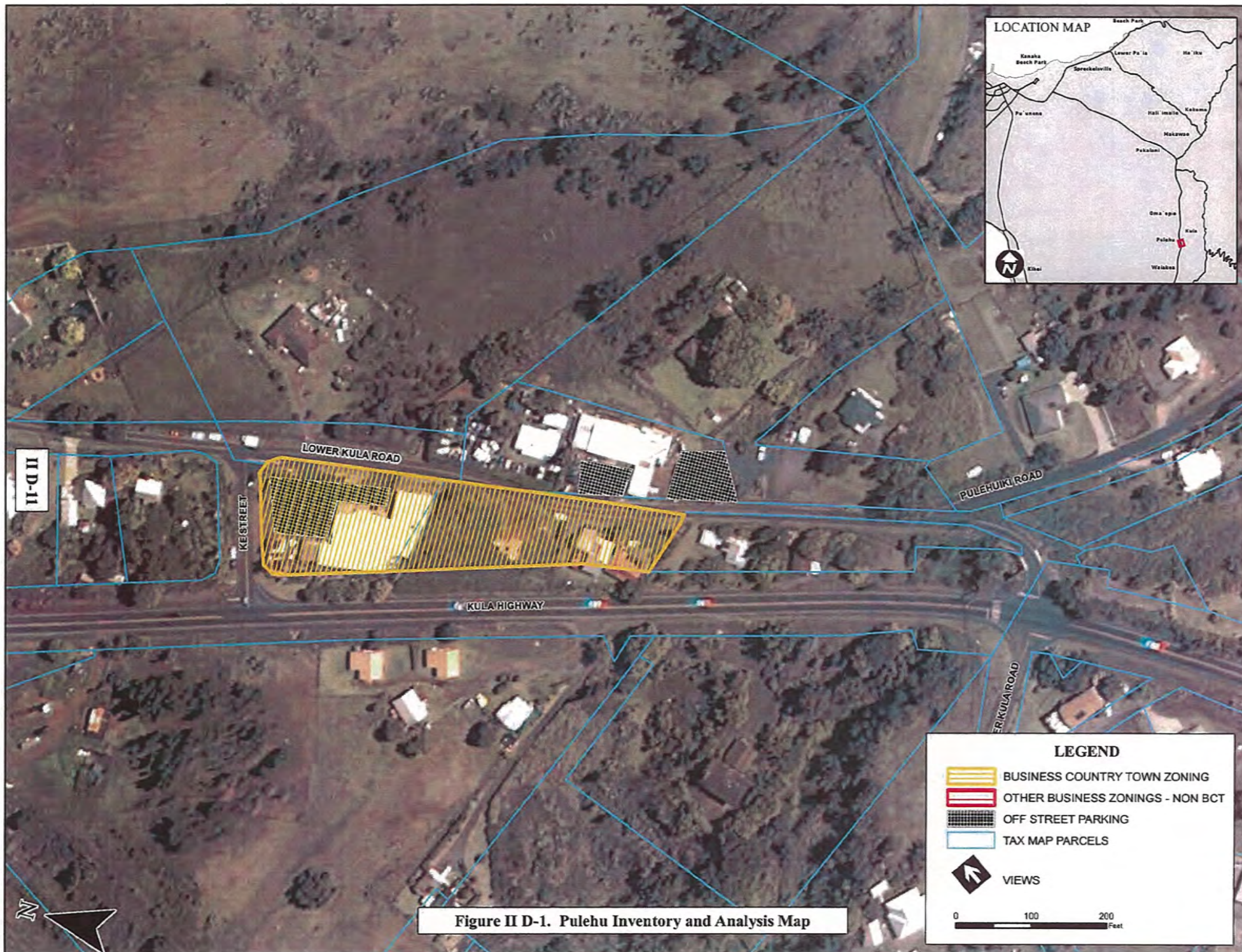
STREET LANDSCAPE PLANTING

Appropriate street landscape plantings include installation of 15 to 25 gallon or larger trees, in close proximity to the street, within the side yard space between adjacent commercial areas (refer to Figure II A-31, Parking Lots/Streets/Setback Areas section). Where possible, any existing trees within sites to be developed should be preserved in order to minimize the impression of a formal business district and help to promote a smooth transition into the neighboring residential areas. It is recommended that trees be adequately maintained in order to prevent interference with overhead utility lines.

Although the planting of street trees is encouraged, any trees that are proposed to be planted within the road right of way require the approval of the Department of Public Works. Conditions that will be considered include impacts on utility lines (both above and below grade), blocking sight distance and creating hazards to vehicular traffic.

5. PULEHU INVENTORY AND ANALYSIS MAP

Figure II D-1 shows the Inventory and Analysis Map for Pulehu. This map displays existing views, major roads, parking areas, businesses, open space, land uses, visual landmarks and other analysis elements which are important in delineating the unique character of this town.



E. WAIAKOA

1. OVERVIEW OF DESIGN GUIDELINES FOR WAIAKOA

These design guidelines are intended for use by the County when reviewing construction that requires a building permit. The design guidelines for Waiakoa are aimed at preserving the existing architectural character of the town and its site design features, and the appearance of its streets and utilities. The character of Waiakoa's architecture, site design, streets, and utilities is analyzed and described in section E of Chapter IV in Volume II.

ARCHITECTURE

The architectural design guidelines for Waiakoa promote the preservation and rehabilitation of the historic fabric of existing buildings and encourage designs for new buildings that will blend with the historic structures which define the character of the town. The commercial uses in Waiakoa are in a linear pattern spread out over a substantial area and mixed with residential structures.

Structures that are designated in Volume II as "potentially historic buildings" must be reviewed by the Department of Land and Natural Resources, State Historic Preservation Division for review. If DLNR-SHPD determines that the site should be considered historic then construction work should retain and preserve the historic architectural form and elements of the building, as well as any other considerations of that Division. See Definitions for discussion of their authority under Hawaii Revised Statutes Chapter 6E.

New commercial structures in Waiakoa should be designed in harmony with one of the existing historic styles, either simple wooden structures or stucco buildings with Art Deco influences. The most important design guidelines are those relating to: height, roofs, facades, canopies, windows, and wall finishes. It is recommended that the one-story height of the existing structures in Waiakoa be maintained by limiting new buildings to one story with a maximum height limit of twenty-five feet. End-gable roofs are suggested. Facades with wood windows, traditional storefronts, and canopies are recommended. Wall finishes including vertical or horizontal boards, wood shingles, smooth or lightly textured stucco should be used.

Waiakoa

SITE DESIGN

The intent of the site design guidelines is to retain the existing patterns of the older sites in Waiakoa, to the greatest extent possible. A summary of the most important guidelines follows. Buildings should be oriented to the road with minimal setback from the front property line. Off-street parking should be located at the rear with access via alleys or side streets. If this is not possible, attempts should be made to screen the parking from view. Exterior site lighting, landscape planting and site furnishings should be provided. Dish antenna and open storage areas should be screened from view.

STREET/UTILITIES

The following are the most important street/utilities design guidelines for Waiakoa. Travel ways should remain as is. Bike lanes are recommended. Where possible, trees should be planted in close proximity to the street. Existing trees should be preserved, if possible.

2. ARCHITECTURAL DESIGN GUIDELINES FOR WAIAKOA

SCALE AND MASSING

- Use human scale elements, i.e., windows, doors, and ornament, to break up large surfaces.
- Minimize large volumes through use of varying roof and wall planes.
- Reinforce massing relationship of existing buildings on street: Use a maximum width to height ratio of 2.75:1.
- Buildings with street frontage wider than 60 feet: Use massing proportioned like individual buildings.
- Relate to adjacent buildings through materials and detailing.
- Vary large wall or roof planes.

HEIGHT

- Design one-story buildings, plus mezzanine if needed.
- Design buildings with a maximum height of less than 25 feet.
- Historic Buildings: Maintain historic height.

ROOFS

- Use end-gabled roofs where possible.
- Use roof slopes between 3:12 and 12:12 vertical to horizontal ratio if visible from a public roadway.
- Use wood shingles or traditional-style corrugated sheet metal (see Figure II A-7) if visible from a public roadway.
- Locate downspouts on the side elevation, not on main facade.
- Modulate roofs covering more than 3,000 square feet.
- Minimize the visibility of skylights or solar panels.
- Historic Buildings: Maintain or replicate the design, decorative features and material of the historic roof.

FACADES

- Locate main elevation facing Old Lower Kula Road.
- Use end gables or stepped false fronts on main facade.
- Design traditional storefront with double doors, large storefront windows in wood-framed fixed sash, with transom window band.
- Use simple facade planes with details to create shadow.
- Design facade in simple planes with articulation.
- Minimize visibility of bracing for false fronts.
- Minimize visibility of a/c units.

CANOPIES

- Install canopies on entire main facade of new buildings.
- Cantilever canopies or support by rods, chains, or braces (see Figure II A-9).
- Use simple canopy forms.
- Design canopies with fascia and soffit (see Figure II A-10).
- Design canopy height similar to canopies on adjacent buildings.
- Use roll-up fabric sheets where necessary for solar control.
- Use traditional canopy material such as metal or wood shingles for sloped canopy.
- Historic Buildings: Maintain or replicate historic canopy design if known.

BUILDING ENTRIES

- Elaborate main entrance in plan or elevation.
- Place main entrance towards primary street.
- Use arches over entries only if building is stucco.
- Historic Buildings: Maintain historic entry design.

DOORS

- Use wood doors and frames; glazing in wood doors is permitted.
- Use doors and screen doors with wood stiles and rails (see Figure II A-14).
- Historic Buildings: Maintain historic doors or replicate historic design.

WINDOWS

- Use horizontal display windows in storefronts with transom band to give overall square appearance.
- Use wood for window frame, sash, muntins, and screen frames.
- Use single light or true divided light windows with wood muntins (Figure II A-17).
- Use clear or gray glass.
- Historic Buildings: Maintain historic windows or replicate historic design.

WALL FINISH

- Repair with material to match existing.
- Minimize number of materials for wall finish.
- Use wall finishes common in up-country towns:
 - vertical wood boards: tongue and groove or board and batten siding;
 - horizontal wood boards (usually limited to false fronts);
 - wood shingles in straight coursing;
 - stucco with smooth to medium texture finish;
 - rough-sawn plywood with applied battens spaced at 12 inches on center.
- Stucco or plaster concrete block visible from street.
- Do not use metal, vinyl, plastic siding, asphalt sheets, or fake veneers.

ORNAMENTATION

- Keep ornamentation simple and in scale to the building.
- Design false fronts with stepped roof lines.
- Limit use of flags, streamers, or tinsel to a 40-day period during holiday occasions.
- Avoid embellishments that are "pasted on," e.g. non-functional shutters.
- Historic Buildings:
 - Maintain historic architectural details and replace missing historic elements;

COLOR

- Use one main body color coordinated with trim colors.
- Use white or light color for moldings on wooden false fronts.
- Paint side elevations to be consistent with main facade.
- Use stains or paints with eggshell or matt-finish, rather than gloss-finish.
- Use appropriate main-body colors for the following building types:
 - Wooden vernacular buildings: traditional dark red, traditional dark green, white, sand.
 - Stucco buildings: beige, light earth tones, pale pastels.
 - Other buildings: white, tan, earth tones, grey.Submit other color choices for review.
- Historic Buildings: Use original colors, if known.

SIGNS

- Use simple lettering in serif, script or Art Deco styles.
- Use hanging, projecting, or wall signs without obscuring building ornamentation.
- Use wood, metal, paint, etched glass, gold leaf, or tile.
- Coordinate design and colors of sign with style of building and other signs on building.
- Limit letters to 80% of sign area, and maximum letter size 18 inches.
- Use one of following sign shapes:
 - simple oval;
 - rectangle or simple variation (e.g. with curved corners);
 - symbol or product shapes.
- Do not use internally lit signs.

BUILDING LIGHTING

- Choose simple lighting fixtures in a style appropriate to building.
- Use incandescent lights.
- Minimize variety of lighting fixture types.
- Use neon only where appropriate to style of building.
- Shield exterior light sources except traditional bare bulb incandescent.
- Use strings of lights only during a 40-day period at Christmas.

3. SITE DESIGN GUIDELINES FOR WAIAKOA

SETBACKS

- New commercial buildings must be oriented to the road with minimal setback from the front property line, to allow for canopy and front landing only.
- In siting new buildings, the existing pattern of wide spacing between buildings should be maintained.
- Minimize on-site parking within the front yard setback of any new commercial buildings.

OFF-STREET PARKING

- Screen views of parking areas from adjacent residential and commercial uses by providing landscape screening, fencing, walls or berms (refer to Figures II A-26, II A-27 and II A-28).
- Locate on-site parking at rear of lot with access via alleys or side streets (see Figure II A-25).

EXTERIOR SITE LIGHTING

- 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 complement the architectural character of the adjacent building (refer to Figure II A-29; styles are not limited to examples shown).
- 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 II A-30). Lamps of an energy efficient design are recommended.

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

LANDSCAPE PLANTING

- Use landscape planting where possible to soften the effect of commercial buildings and to transition to the neighboring residential area.
- Appropriate plants are those listed in the Plant Matrix (refer to Figure II A-31).
- Where possible, introduce plantings by utilizing planters. Recommended planting materials are listed in Figure II A-31, Planters section. In locations where store fronts are constructed at the front property line, planter boxes shall be permitted to protrude into the dedicated sidewalk area, a maximum of 1'-0" from the face of building. Planter boxes should not be attached to the building fabric. One possible design is that shown on Figure II A-32. Planter boxes within the business property shall be placed at the discretion of the building owner.
- Provide an automatically controlled irrigation system for plantings.

SITE FURNISHINGS

- Where desirable, provide site furnishings such as freestanding benches, trash containers and walls or fencing that complement the architecture of adjacent buildings (refer to Figure III A-33); styles of recommended site furnishings are not limited to examples shown. Where store fronts are constructed along the front property line, site furnishings shall be allowed to protrude a maximum of 2'-0" within the dedicated sidewalk area, as long as the sidewalk is a minimum of 8'-0" wide. Site furnishings installed within the business property shall be placed at the discretion of the owner.
- Site furnishings should complement the architectural style of adjacent buildings.

OPEN STORAGE

Open storage permitted if screened from view by a fence, wall or landscaping. Open storage prohibited if visible from public street. Containers that are used to temporarily store solid waste prior to disposal, should also be screened from view by a fence, wall or landscaping. It is also recommended that various recycling methods be utilized in order to minimize the quantity of solid waste generated. Composting of landscape maintenance debris is one way in which solid waste can be minimized.

Waiakoa

DISH ANTENNA

Dish antenna permitted if screened from view by a fence, wall or landscaping. Dish antenna prohibited if visible from public street.

4. STREET/UTILITIES DESIGN GUIDELINES FOR WAIAKOA

TRAVEL WAYS

Old Lower Kula Road – right of way width appears to vary between 36'± to 44'±. In general, maintain the existing street circulation pattern of one lane of traffic in each direction (presently, parallel parking on the paved shoulder is allowed due to the width of the right of way). The current low level of pedestrian traffic does not warrant the requirement of a sidewalk on either side of the existing roadway at this time. It is not felt that additional parking is required, as the existing off-street parking appears to be sufficient. Should the County improve the roadway to its full width, a design similar to Figure II A-34, with the deletion of the sidewalk, curb and gutter, may be considered.

Typical locations for fire hydrants and utility poles would be within the unimproved shoulder area. Spacing of hydrants should meet the standards of the Maui County Department of Water Supply and Fire Department.

Provision of adequate width for bikeways within Waiakoa is recommended.

DRAINAGE

Provision of catch basins, roadway grading and paved swales are recommended to channel drainage to the existing overland storm drainage system. Although not a problem at this time, future roadway improvements would help to alleviate any potential localized drainage problems that have developed due to non-standard, varying shoulder construction.

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. Lamps of an energy efficient design are recommended.

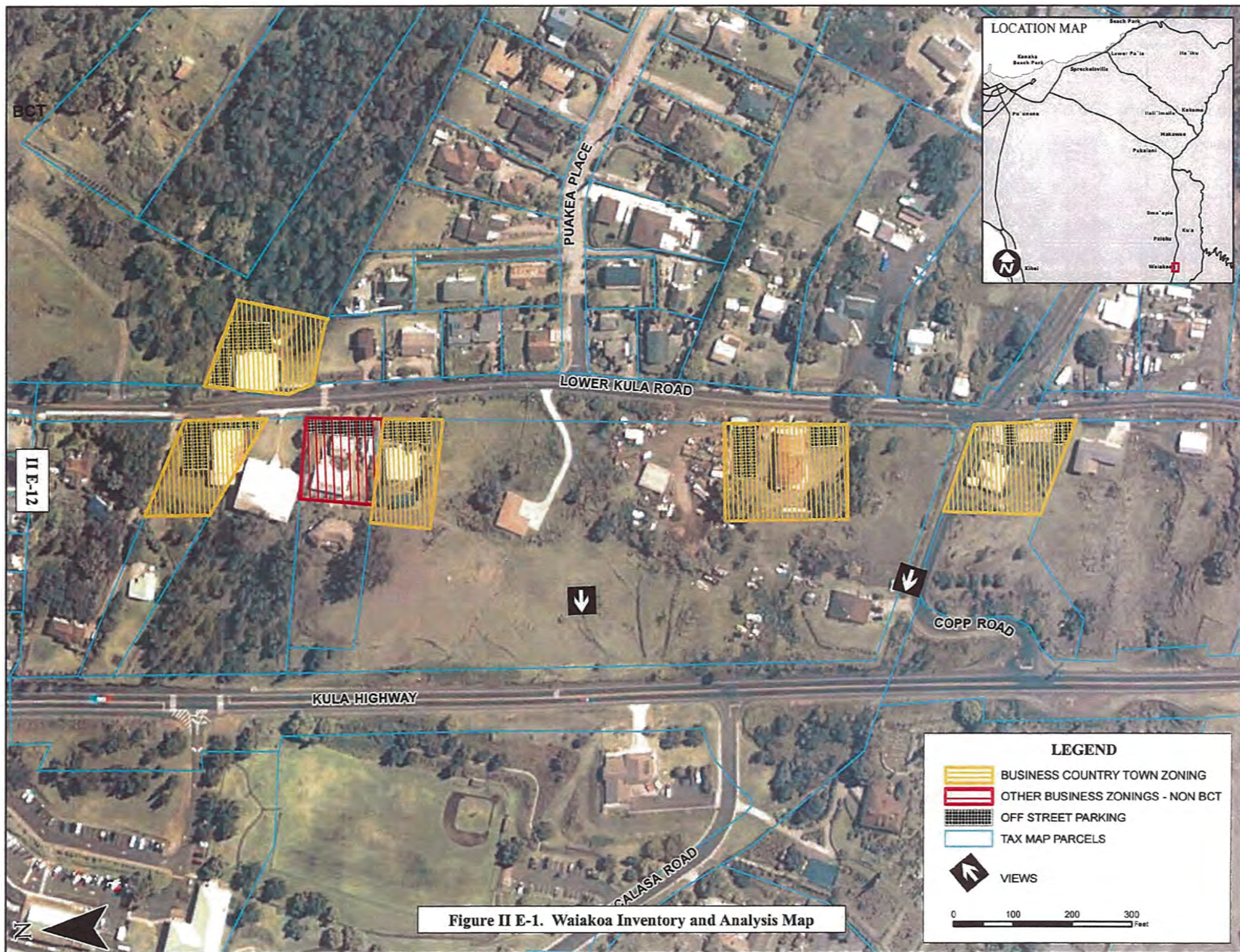
STREET LANDSCAPE PLANTING

Appropriate street landscape plantings include installation of 15 to 25 gallon or larger trees, in close proximity to the street, within the side yard space between adjacent commercial areas (refer to Figure II A-31, Parking Lots/Streets/Setback Areas section). Where possible, existing trees within sites to be developed should be preserved in order to minimize the impression of a formal business district and help to promote a smooth transition into the neighboring residential areas. It is recommended that trees be adequately maintained in order to prevent interference with overhead utility lines.

Although the planting of trees is encouraged, any trees that are proposed to be planted within the road right of way require the approval of the Department of Public Works. Conditions that will be considered include impacts on utility lines (both above and below grade), blocking sight distance and creating hazards to vehicular traffic.

5. WAIAKOA INVENTORY AND ANALYSIS MAP

Figure II E-1 shows the Inventory and Analysis Map for Waiakoa. This map displays existing views, major roads, parking areas, businesses, open space, land uses, visual landmarks and other analysis elements which are important in delineating the unique character of this town.



F. KEOKEA

I. OVERVIEW OF DESIGN GUIDELINES FOR KEOKEA

These design guidelines are intended for use by the County when reviewing construction that requires a building permit. The design guidelines for Keokea are aimed at preserving the existing architectural character of the town and its site design features, and the appearance of its streets and utilities. The character of Keokea's architecture, site design, streets, and utilities is analyzed and described in section F of Chapter IV in Volume II.

ARCHITECTURE

The architectural design guidelines for Keokea promote the preservation and rehabilitation of the historic fabric of existing buildings and encourage designs for new buildings that will blend with the historic structures which define the character of the town. The architectural character of the town is established by the massing and architectural style of the few structures in the commercial core. All the commercial buildings are grouped along the makai side of the road and have a sharp drop off in the terrain directly behind the buildings. The unified character is obtained because all the buildings have a western-style false front. Future development should favor the variety of mixed residential uses with commercial uses repeating the historic pattern.

Structures designated as "potentially historic buildings" in Volume II should be reviewed by the Department of Land and Natural Resources, State Historic Preservation Division under Hawaii Revised Statutes Chapter 6E. If DLNR-SHPD determine that the site should be considered historic, then construction work should retain and preserve the historic architectural form and detailing of the building, as well as any other considerations of that Division. Buildings not designated historic by DLNR-SHPD shall follow these guidelines as noted below.

New architecture in Keokea should closely resemble the style of the existing false-front commercial buildings. Some of the most important design guidelines are those relating to: scale and massing, facades, canopies, windows, and wall finishes. The small scale of the buildings in the town should be maintained by limiting building width along the highway frontage to 50 feet. It is recommended that the one-story height of the existing structures be maintained by limiting new buildings to one story above the highway grade, with a maximum height of twenty-five feet. Roof pitch and materials for new structures are limited to what is found on the existing buildings. Facade designs with false fronts are recommended. Wall finishes recommended for buildings in Keokea include vertical boards, horizontal boards, or wood shingles to compliment the wood-frame windows.

SITE DESIGN

The intent of the site design guidelines is to retain the existing patterns of the commercial sites in Keokea, to the greatest extent possible. A summary of the most important guidelines follows. Buildings setbacks from the street should be consistent with the adjacent commercial buildings. Although it is desirable to locate off-street parking at the rear of the lot, this is not possible in Keokea due to the sloping terrain. Exterior site lighting, landscape planting and site furnishings should be provided. Dish antenna and open storage areas should be screened from view.

STREET/UTILITIES

The following are the most important street/utilities design guidelines for Keokea. Travel ways should remain as is. Bikeways are recommend. Where possible, trees should be planted in close proximity to the street. Existing trees, especially the jacarandas along Kula Highway, should be preserved, if possible.

2. ARCHITECTURAL DESIGN GUIDELINES FOR KEOKEA

SCALE AND MASSING

- Design new buildings with scale compatible to existing structures in commercial district.
- Use 50 feet as maximum building width along highway frontage.

HEIGHT

- Design a maximum of one story from grade at Haleakala Highway.
- Construct main floor level less than 12 inches from the grade at Haleakala Highway.
- Use natural slope of land for additional "lower" floor level when required.
- Use a height of less than 25 feet .
- Historic Buildings: Do not increase height .

ROOFS

- Use gable or shed roofs behind false fronts.
- Use roof slopes between 3:12 and 12:12 vertical to horizontal ratio (see Figure II A-6).
- Use wood shingles or traditional style corrugated sheet metal.
- Modulate roof form for buildings greater than 3,000 square feet.
- Minimize the visibility of skylights or solar panels.
- Historic Buildings: Retain the design, decorative features and material of the historic roof.

FACADES

- Orient main facade to Kula Highway.
- Use traditional storefront elements: recessed splayed entry, wooden doors with panels and/or glass, fixed display windows, and transom windows.
- Design buildings with stepped false fronts with highest portion in center.
- Minimize visibility of bracing for false fronts.
- Do not install a/c unit on main facade.

CANOPIES

- Use wood shingle or traditional-style corrugated sheet metal (see Figure II A-7).
- Use simple canopy forms.
- Establish canopy height similar to canopies of adjacent buildings.
- Support canopies that extend more than six feet from building plane with wood posts.
- Do not use plexiglass or fabric as canopy material.
- Historic Buildings: Maintain or replicate historic canopy design.

BUILDING ENTRIES

- Build main entry facing highway.
- Historic Buildings: Maintain original entry design.

DOORS

- Use wood doors and frames; glazing in wood doors is permitted.
- Use doors and screen doors with wood stiles and rails (see Figure II A-14 for an example).
- Use hardware appropriate to style of building.
- Historic Buildings: Maintain original doors or replicate historic design.

WINDOWS

- Use square or vertical display windows in storefronts.
- Use wood for window frame, sash, muntins, and screen frames.
- Use transom windows in new storefront designs.
- Use single light or true divided light windows with wood muntins (see Figure II A-17).
- Use clear or gray glass.
- Historic Buildings: Maintain historic windows or replicate historic design.

WALL FINISH

- Repair with material to match existing.
- Minimize number of wall materials.
- Use wall finishes common in up-country towns:
 - vertical wood boards: tongue and groove or board and batten siding;
 - horizontal wood boards (usually limited to false fronts);
 - wood shingles in straight coursing;
 - rough-sawn plywood with applied battens spaced at 12 inches on center.
- Do not use metal, vinyl, or plastic siding, asphalt sheets, or fake veneers.
- Do not use stucco or concrete block as an exterior finish.

ORNAMENTATION

- Use ornamentation appropriate to building style.
- Keep ornamentation simple and in scale to the building.
- Design facades with edge casings.
- Use slightly shouldered, but not exaggerated, lintels on windows and doors.
- Limit use of flags, streamers, or tinsel to a 40-day period during holiday occasions.
- Avoid embellishments that are "pasted on," e.g. non-functional shutters.
- Historic Buildings: Maintain historic architectural details.

COLOR

- Use one main body color for entire building and no more than three colors total.
- Use colors for trims and moldings coordinated with main body color.
- Paint side elevations to be consistent with main facade.
- Use eggshell or matt-finish, rather than gloss-finish paints.
- Use stain instead of paint where possible.
- Use appropriate main-body colors for wooden vernacular buildings, such as traditional dark red, traditional dark green, white, or sand. Submit other color choices for review.
- Historic Buildings: Use original colors, if known.

SIGNS

- Use projecting, wall, or hanging signs without obscuring building ornamentation.
- Use traditional sign materials, such as wood and metal, not plastic.
- Coordinate design and colors of sign with style of building and other signs on building.
- Use simple sign shapes: oval, rectangle, square or product.
- Use paint or gold leaf for letters.
- Use simple lettering with script or serif style.
- Limit letters to 80% of sign area, and maximum letter size 18 inches.

BUILDING LIGHTING

- Choose lighting fixtures in a style appropriate to building.
- Use incandescent lights, plain bulbs or in simple light fixtures, for exterior lighting.
- Minimize variety of lighting fixture types.
- Shield exterior light sources except traditional bare bulb incandescent.
- Use incandescent lights.
- Use strings of lights only during 40-day period at Christmas.
- Do not use neon lights.

3. SITE DESIGN GUIDELINES FOR KEOKEA

SETBACKS

- Orient commercial buildings to Kula Highway, with a front yard setback similar to existing buildings.
- Maintain the existing pattern of close spacing when siting new buildings.
- For new buildings, the setback from the front property line may not be greater than that for existing buildings.

OFF-STREET PARKING

- Screen views of parking areas from adjacent residential and commercial uses by providing landscape screening, fencing, walls or berms (refer to Figures II A-26, II A-27 and II A-28).
- Although it is desirable to locate on-site parking at the rear of lots with access via alleys or side streets, this concept is not practical within Keokea. Because of the steep drop off on the makai edge of the Kula Highway right of way, rear lot parking is not feasible. Due to the wide (60-foot) road right of way, it should be permissible to allow head-in parking within the business district. This method of parking should be allowed until such time that the State improves the full width of the right of way.

When the full width of the highway is improved, an offsite parking lot could be built to accommodate all businesses in this town.

- Diagonal parking is not permitted.

EXTERIOR SITE LIGHTING

- Areas used extensively at night such as 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 complement the architectural character of the adjacent building (refer to Figure II A-29; styles are not limited to examples shown).

Keokea

- 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 II A-30). Lamps of an energy efficient design are recommended.
- Do not use colored (color filter) or flashing lights.

LANDSCAPE PLANTING

- Use landscape planting where possible to soften the effect of commercial buildings and to transition to the neighboring residential area.
- Appropriate plants are those listed in the Plant Matrix (refer to Figure II A-31).
- Where possible, introduce plantings by utilizing planters. Recommended planting materials are listed in Figure II A-31, Planters section. In locations where store fronts are constructed at the front property line, planters shall be permitted to protrude a maximum of 1'-0" from the face of building. Planters should not be attached to the building fabric. One possible design is that shown on Figure II A-32. Planter boxes within the business property shall be placed at the discretion of the building owner.
- Provide an automatically controlled irrigation system for plantings.

SITE FURNISHINGS

- Where desirable, provide site furnishings such as freestanding benches, trash containers and walls or fencing that complement the architecture of adjacent buildings (refer to Figure III A-33); styles of recommended site furnishings are not limited to examples shown. Where store fronts are constructed along the front property line, site furnishings shall be allowed to protrude a maximum of 2'-0" within the dedicated sidewalk area, as long as the sidewalk is a minimum of 8'-0" wide. Site furnishings installed within the business property shall be placed at the discretion of the owner.
- Site furnishings should complement the architectural style of adjacent buildings.

OPEN STORAGE

Open storage permitted if screened from view by a fence, wall or landscaping. Open storage prohibited if visible from public street. Containers that are used to temporarily store solid waste prior to disposal, should also be screened from view by a fence, wall or landscaping. It is also recommended that various recycling methods be utilized in order to minimize the quantity of solid waste generated. Composting of landscape maintenance debris is one way in which solid waste can be minimized.

DISH ANTENNA

Dish antenna permitted if screened from view by a fence, wall or landscaping. Dish antenna prohibited if visible from public street.

4. STREET/UTILITIES DESIGN GUIDELINES FOR KEOKEA

TRAVEL WAYS

Kula Highway - 60 foot right of way within Keokea. In general, maintain the existing street circulation pattern of one lane of traffic in each direction (presently, on street head-in shoulder parking is allowed due to the width of the right of way). The current low level of pedestrian traffic does not warrant the requirement of a sidewalk on either side of the existing roadway at this time. It is not felt that additional parking is required, as the existing on-street parking appears to be sufficient. Should the State improve the highway to its full width, a design similar to Figure II A-34 is recommended.

Typical locations for fire hydrants and utility poles would be within the unimproved shoulder area. Spacing of hydrants should meet the standards of the Maui County Department of Water Supply and Fire Department.

Provision of adequate width for bikeways within Keokea is recommended.

DRAINAGE

Provision of catch basins, roadway grading and paved swales are recommended to channel drainage to the existing surface storm drainage system. Although not a problem at this time, future roadway improvements would help to alleviate any potential localized drainage problems that have developed due to non-standard, varying shoulder construction.

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. Lamps of an energy efficient design are recommended.

STREET LANDSCAPE PLANTING

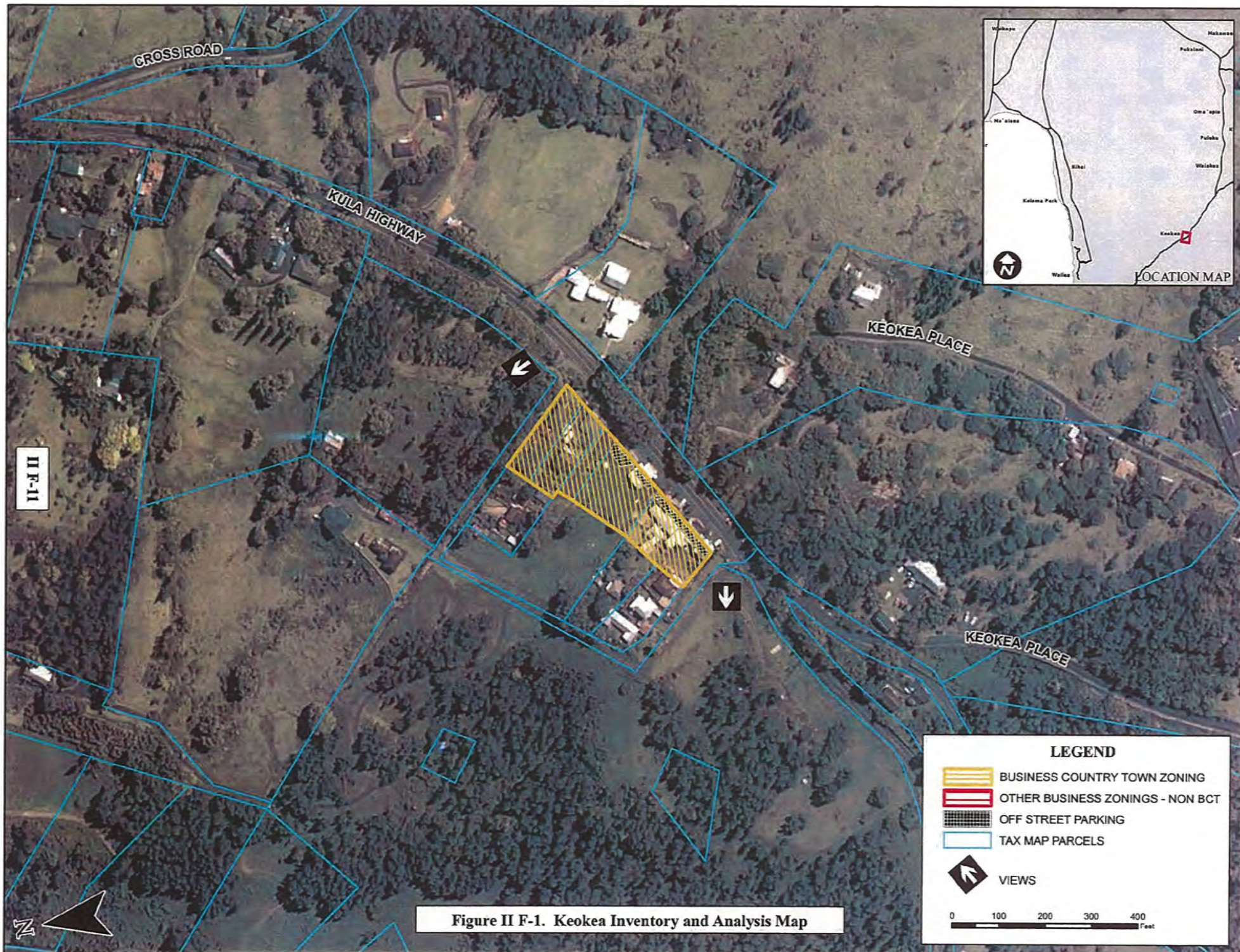
Appropriate street landscape plantings include installation of 15 to 25 gallon or larger trees, in close proximity to the street, within the side yard space between adjacent commercial areas (refer to Figure II A-31, Parking Lots/Streets/Setback Areas section). Where possible, existing trees within sites to be developed should be preserved in order to minimize the impression of a formal business district and help to promote a smooth transition into the neighboring residential areas. It is recommended that trees be adequately maintained in order to prevent interference with overhead utility lines.

Although the planting of street trees is encouraged, any trees that are proposed to be planted within the road right of way require the approval of the Department of Public Works. Conditions that will be considered include impacts on utility lines (both above and below grade), blocking sight distance and creating hazards to vehicular traffic.

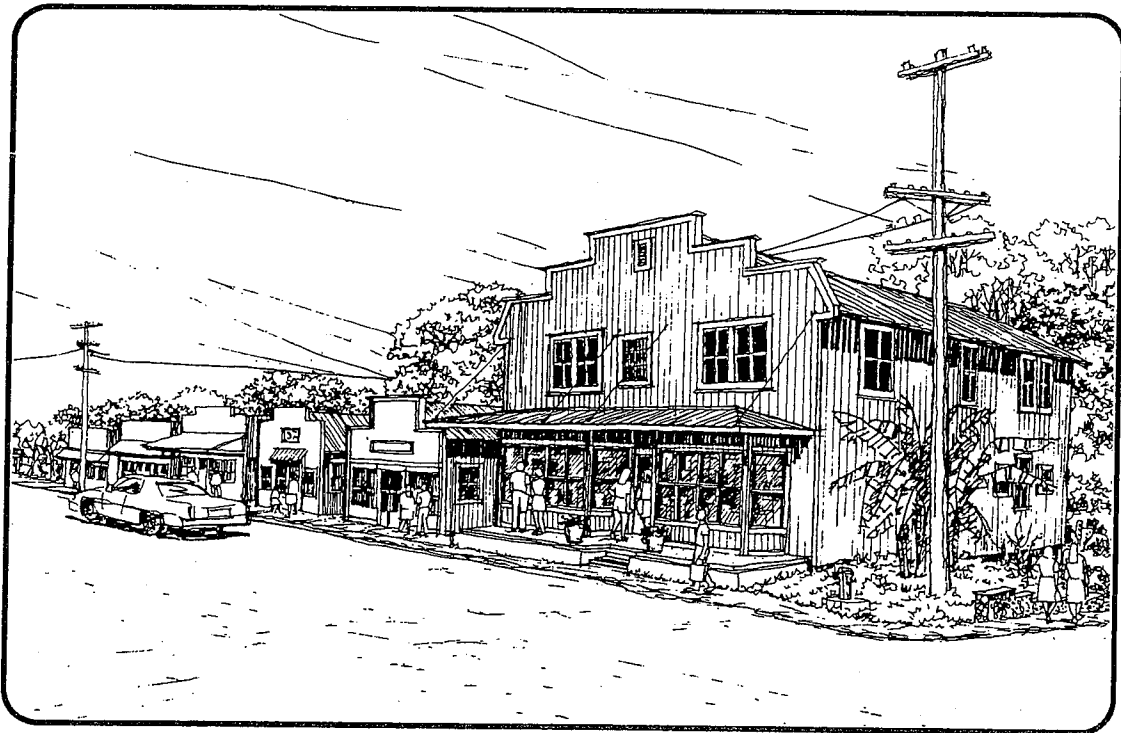
Where possible, the jacaranda trees lining Kula Highway should be preserved and maintained.

5. KEOKEA INVENTORY AND ANALYSIS MAP

Figure II F-1 shows the Inventory and Analysis Map for Keokea. This map displays existing views, major roads, parking areas, businesses, open space, land uses, visual landmarks and other analysis elements which are important in delineating the unique character of this town.



**COUNTRY TOWN DESIGN GUIDELINES
MAKAWAO - PUKALANI - KULA
TECHNICAL REPORT AND REFERENCE DOCUMENT
VOLUME II**



APRIL 1992

EXHIBIT "B"

**COUNTRY TOWN DESIGN GUIDELINES
MAKAWAO - PUKALANI - KULA
TECHNICAL REPORT AND REFERENCE DOCUMENT**

VOLUME II

PREPARED FOR: COUNTY OF MAUI

PREPARED BY: PBR HAWAII

**CONSULTANTS:
SPENCER MASON ARCHITECTS
WARREN UNEMORI ENGINEERING, INC.**

APRIL 1992

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I. PURPOSE/INTENT

CHAPTER I. PURPOSE/INTENT

A. INTRODUCTION

The purpose of the Makawao-Pukalani-Kula Country Town Design Guidelines is to document existing conditions and establish an identifiable and unified urban design theme to be retained within Makawao-Pukalani-Pulehu-Waiakoa-Keokea Country Town Business District zoned areas. Potential business/commercial areas within these towns are defined in the Makawao-Pukalani-Kula Community Plan, adopted October 16, 1987 by the County of Maui. The Design Guidelines are intended to be used in conjunction with Title 19, Comprehensive Zoning Ordinance, Maui County Code, which allows Country Town Business District Zoning for Community Plan Business/Commercial areas within rural Maui communities.

The stated purpose and intent of Title 19, Comprehensive Zoning 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 Makawao-Pukalani-Kula have been structured to accommodate this full range of uses. The design guidelines address those design issues specifically set forth within Title 19, Comprehensive 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 the public review process. In the development of the Design Guidelines for Makawao-Pukalani-Kula, emphasis has been placed on an objective evaluation of existing physical features and development, as well as identification of historical periods and influences that have led to the towns current shape and form have been used. Recommendations have been made regarding elements or themes of value which should be encouraged in order to provide guidance to future development within the context of a unique urban design theme without establishing any one architectural style.

The format used within these Design Guidelines follows the recommendations of the Planning Department. They have been separated into two volumes: Volume I includes the Introduction and Design Guidelines chapters, Volume II, Technical Report and Reference Document, includes this chapter on Purpose/Intent, as well as Related Planning Policy Recommendations, General Background and Setting, and Existing Character chapters.

B. STUDY AREA

These Country Town Design Guidelines address business/commercial designated areas within the Makawao-Pukalani-Kula Community Plan boundary. The location and limits of this Community Plan area are shown in Figure I-1, Makawao-Pukalani-Kula Community Plan Area. These business/commercial areas are the centers of the five unique towns:

- Makawao,
- Pukalani,
- Pulehu,
- Waiakoa, and
- Keokea.

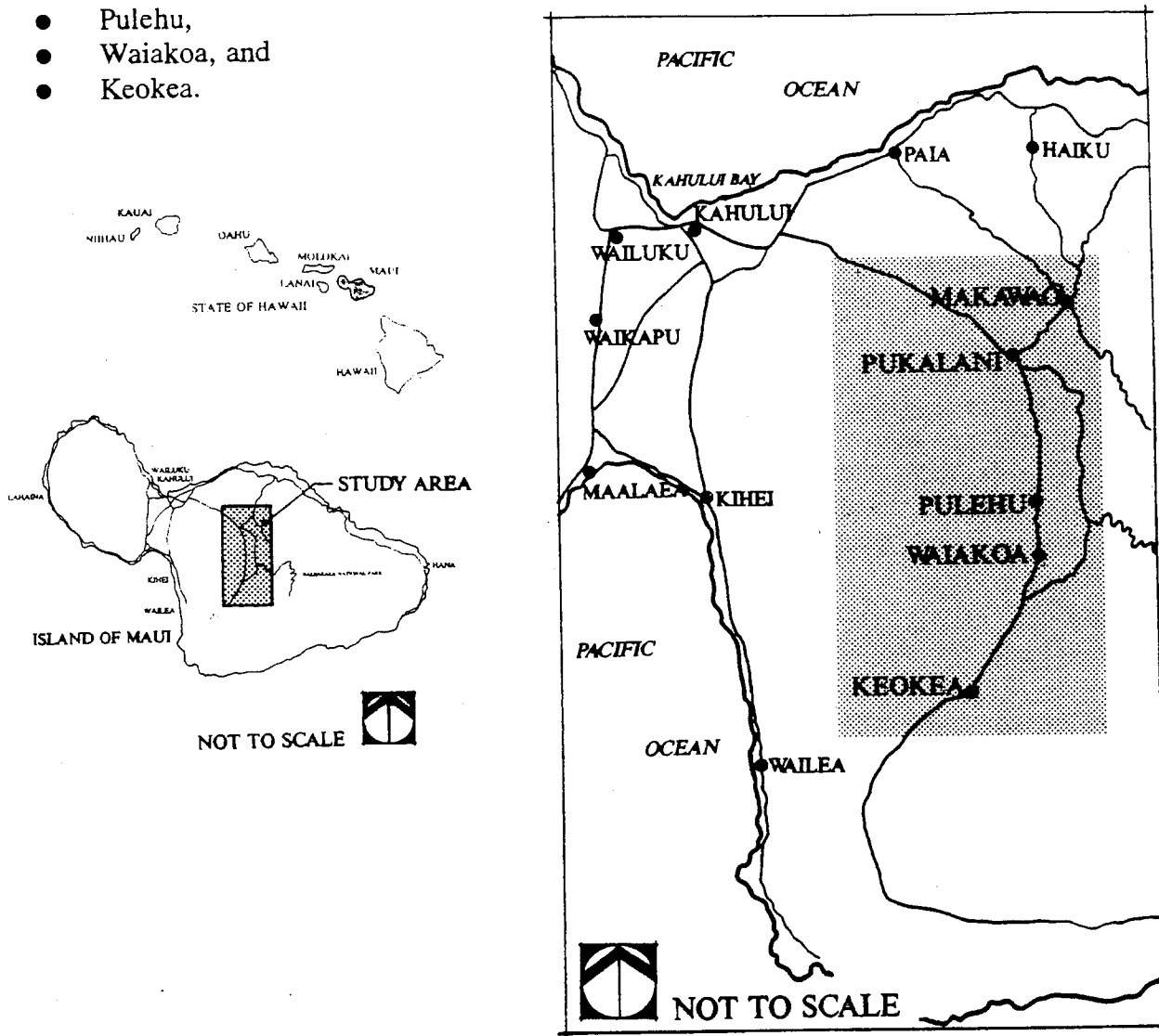


Figure I-1. Makawao-Pukalani-Kula Community Plan Area

C. GOALS AND OBJECTIVES

The specific goals and objectives of the Makawao-Pukalani-Kula Country Town Design Guidelines are an extension of the general intent of Title 19, Comprehensive Zoning Ordinance, Maui County Code and relate to specific concerns and opportunities which exist in these Upcountry towns. The primary goals and objectives of the Makawao-Pukalani-Kula Country Town Design Guidelines are:

- Preservation or enhancement of the existing architectural character of the five towns by retaining, where possible, existing structures with desired character and by guiding new development.
- The implementation of adequate and appropriate roadway and utility improvements to address concerns such as 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.
- Documentation of important or valuable elements of existing development within the study areas so that redevelopment or renovation can be done in relation to meaningful criteria.

D. METHODOLOGY

The Makawao-Pukalani-Kula Country Town Design Guidelines were developed and refined through the steps illustrated in Figure I-2, Process Chart, and outlined as follows:

- The first step in the development of the Design Guidelines included an evaluation of existing conditions within the study area. Baseline information, including general physical considerations, was assembled to determine existing opportunities and constraints. The surrounding open space, residential and agricultural areas of the five towns were studied to understand the overall context of the area. A public meeting was held at Eddie Tam Gymnasium during November 1990 to obtain preliminary input and to understand the concerns of the community.
- The second step in the development of the Design Guidelines consisted of the formulation of architectural, site design and street/utilities design guidelines based on the analysis performed in the first phase. The initial draft of the design guidelines was submitted for review to the Planning Department and presented at a public meeting on December 19, 1990. The initial draft was then discussed at public hearings held in Makawao, Pukalani and Kula during January of 1991.

- Based on comments received during meetings with the community and the Planning Department during these various phases, a final draft of the Design Guidelines report was prepared and submitted to the County Planning Department during the month of April 1991.
- This final draft was then reviewed by both the Planning Commission and the Urban Design Review Board at a public workshop on May 20, 1991, in order to obtain their comments and concerns. Based on input received during this phase, the report was finalized and presented to the Planning Commission at a public hearing held in June 1991. After further input and revisions, the final report was again presented, approved and adopted by the Planning Commission on April 21, 1992.

E. SUMMARY OF RECOMMENDATIONS

Recommendations contained within Volume I of the Makawao-Pukalani-Kula Country Town Design Guidelines are summarized within this section. The recommendations are as follows:

- The Country Town Design Guidelines, Makawao-Pukalani-Kula, as enabled by Title 19, Comprehensive Zoning Ordinance, Maui County Code, should be adopted. Design guidelines contained within the Makawao-Pukalani-Kula Country Town Design Guidelines have been developed through a strict methodology consisting of inventory and analysis, reviews of draft documents with the County Planning Department and extensive dialogue with the Upcountry community. This document represents a blending of input from all of the parties who participated in this process as to the appropriate levels and types of business design controls for these areas.
- Design guidelines for new development in Country Town Business District Zone areas should enhance existing types of business/commercial development within these towns and should reflect the scale and development patterns of those uses.
- 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 Makawao, Pukalani, Pulehu, Waiakoa and Keokea. For instance, since water supply and wastewater disposal are limiting factors to development in these Upcountry towns, policies that promote improved water source development and distribution and improved wastewater disposal should be adopted. Other similar policies that arise should also be reviewed, evaluated and adopted, if appropriate.

Country Town Design Guides--Process Chart

1-5

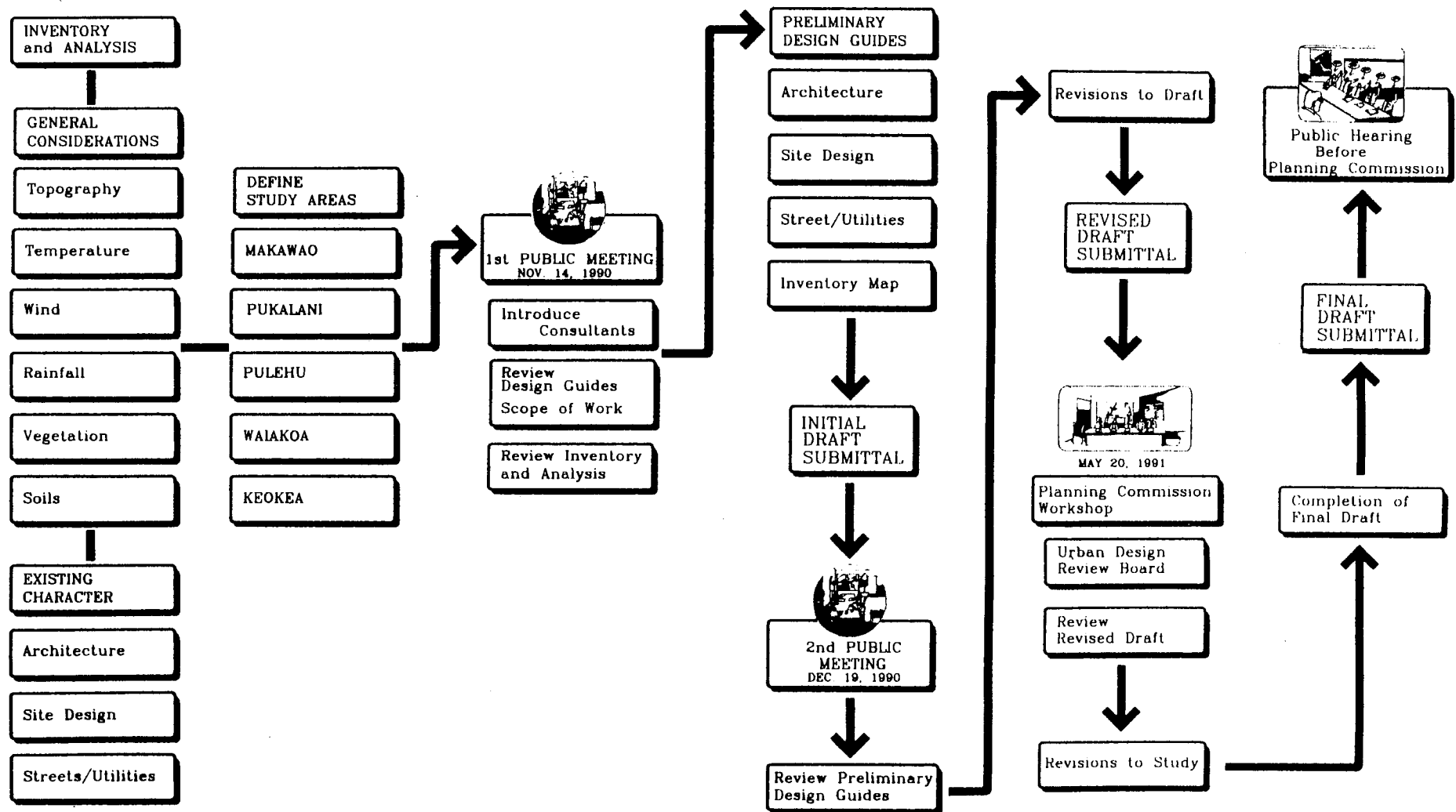


Figure 1-2. Process Chart

II. RELATED PLANNING POLICY RECOMMENDATIONS

CHAPTER II.

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 these towns. Recommended policies include:

- Creation of a public off-site parking area(s) in Makawao 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 Makawao Town. Businesses that do not provide adequate parking could be assessed a prorated fee to provide required parking at an offsite location.
- Development that is potentially harmful to the existing established businesses along Makawao Avenue 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 these major roads. Complementary business uses should be encouraged, however.
- Existing nonconforming uses such as businesses on a substandard size lot or with inadequate off-street parking should be "grandfathered" in the case of fire or other destruction of property that requires reconstruction.
- Negotiations with the Department of Public Works should be initiated to allow for building canopies, planter boxes and benches to protrude above the public sidewalk area.
- Implementation of the proposed Haleakala Highway Bypass (which is currently shown on the Makawao-Pukalani-Kula Community Plan) should be emphasized. This bypass road would relieve the burden of heavy pineapple truck traffic through Pukalani, especially at the intersection of Makawao Avenue/Haleakala Highway. This traffic is disruptive and tends to create safety problems. This bypass road would also tend to preserve the rural setting of Pukalani and allow the creation of a country town atmosphere.

It is proposed that this roadway will terminate at Kula Highway in the vicinity of its present intersection with the Haleakala Highway. Proper steps should also be taken to preserve as many of the jacaranda trees at this intersection, as possible. They are definitely a landmark and establish the setting for the entry to Kula.

- Development involving "new construction" should present their proposals to the appropriate Community Association for review and comment.
- More research of potentially historic structures and sites should be undertaken to identify those structures and sites that should be retained and encouraged for renovation. The design guidelines do attempt to identify buildings that appear to be constructed more than fifty years ago, the preliminary criteria for selection of a structure as a historic building.
- More research should be conducted into the exact location of the existing County road right of ways, with respect to the building store fronts, in the various towns. As discussed in Chapter IV, Existing Character, the typical road right of way is anything but typical. Since these roadways were developed prior to the invention of the automobile, the roadways were not originally envisioned to accommodate two way vehicular traffic and parking. Because of this, the right of way line jogs back and forth and the right of way width varies. For example, there are portions of Makawao Avenue that vary in width between 32'± to 50'±. Proper investigation could eventually lead to a sidewalk/parking/travel way improvement program which would greatly benefit these towns, especially Makawao.
- Due to the current high level of pedestrian traffic, it is recommended that an improvement district be considered to upgrade the Kokomo side of Baldwin Avenue. This program could be similar to the current sidewalk improvement program under construction on Makawao Avenue. Should the County decide to improve the sidewalks, it may also choose to improve the roadway to a full standard width.
- The design guidelines propose that a unified front yard planting program be instituted for the setback area of the business designated parcels along Haleakala Highway. It is intended that this row of trees on either side of the highway would help to create a sense of arrival to the business district of Pukalani. A similar program for the adjacent residential parcels along Haleakala Highway would help to reinforce this sense of arrival. Such a program could possibly be instituted by the Pukalani Community Association.
- It is recommended that a hitching post be provided along Baldwin Avenue. One possible location is the vacant area adjacent to the Silversword Stoves building. Possibly, the Makawao Community Association could coordinate an improvement of this nature. It would certainly be appropriate with Makawao's past and present affiliation with ranching. If successful, this hitching post station should include a trough for water, some type of shade and a program to maintain the premises in a neat and orderly manner.

- It is recommended that the existing diagonal parking that is permitted along Baldwin Avenue be reduced immediately. It is a potentially dangerous situation for cars to back into the roadway, especially near the intersection. Also, this parking limits the necessary site distance required for a safe maneuver from the stop sign on the Kokomo side of the intersection. It is suggested that diagonal parking be prohibited from the intersection of Baldwin/Makawao Avenues for a distance of 150' (in a makai direction). Once eliminated, this diagonal parking area should not be converted to an additional travel lane. Expanding the roadway carrying capacity would increase vehicle speed and lead to a loss of the "cozy" feel of Makawao.

If the County is successful in constructing an additional parking lot within the Rose Crook property, it is recommended that the remaining diagonal parking along Baldwin Avenue be prohibited and replaced with parallel parking.

- It is recommended that the head-in parking presently allowed between Makawao Avenue and Pukalani Superette be prohibited. At present, cars are backing up into the storage lane that is regulated by a traffic signal. This is a potentially dangerous practice that should not be continued. Possibly, this area could be utilized for diagonal parking, which would not be as dangerous or disruptive to the smooth flow of traffic.
- It is recommended that mixed use buildings be allowed in Upcountry areas. These mixed use structures would permit a residential apartment to be constructed above a first floor commercial business. This practice would help to ease the lack of housing and its affordability in the Upcountry towns.

III. GENERAL BACKGROUND AND SETTING

CHAPTER III. GENERAL BACKGROUND AND SETTING

INTRODUCTION

The purpose of this chapter is to provide a general background and environmental context for the five Upcountry towns discussed in this report. First, a general history of the district is outlined. Following are sections which provide general environmental data for areas around Makawao, Pukalani, Pulehu, Waiakoa, and Keokea, including topography, temperature, wind, rainfall, vegetation, and soil considerations.

HISTORY OF MAKAWAO DISTRICT

Boundaries of the District

The original land divisions in Hawaii include the ahupua'a, usually a pie-shaped piece of land extending from the sea to the mountain top. Originally, *moku*, or districts, were groupings of ahupua'a. In 1909 the Territorial legislature made major changes in district boundaries "for election, taxation, educational, judicial, city, county and all other purposes."¹ Groupings were changed and some new lines were drawn. The four modern districts on Maui no longer follow the ahupua'a boundaries. The five country towns included in this study, Makawao, Pukalani, Pulehu, Waiakoa, and Keokea are all located in the modern district of Makawao, which stretches across the western slopes of Haleakala (see Figure I-1). The County of Maui has divided the island into six Community Plan Areas; the area designated Makawao-Pukalani-Kula, encompasses most of Makawao District, but does not include the shoreline areas on the north and south of the district.

The town of Makawao is located in the former district of Hamakuapoko, while the other four are in the moku of Kula. Because of the early road system, the district of Kula was historically more oriented to the Makena Landing, while those living in the district of Hamakuapoko used Wailuku as their main port. It is evident that geography, climate, and infrastructure have created differences between the up-country towns. However, their economies, at least until recently, have been based on agricultural activities. These include pineapple, diversified crops, ranching, and forestry. The agricultural base of the district unites the histories of these towns. This area is unique on Maui in having a large number of small lots from the initial Great Mahele land division to the present. The history of land use patterns and economic forces that have affected the up-country area of Maui are discussed below. The area will be referred to as Makawao district, even though there was no district called this in the 19th and early 20th century.

¹ King, R.D. (1935). "Districts in the Hawaiian Islands," in John W. Coulter, *A Gazetteer of the Territory of Hawaii*. University of Hawaii: Honolulu; pp. 214-229.

Makawao District Population Patterns

Although the boundaries of the district changed somewhat over the years, the population figures for the Makawao District indicate when the periods of growth and development occurred. The population of the Makawao District dropped steeply from the earliest count in 1831-32 when it stood at 10,743 to the 1853 figure of 2,947.² The population hovered between 2,500 and 3,500 for the decades of the 1850s to 1870s, but in 1884 rose over 5,000 and continued to grow until the 1930s. The 1930 census count was 17,021 and the population shrank over the next several decades, falling to 9,979 in 1970. The 1980 census showed growth again in the district, which grew to a population of 29,207 in 1990.³

The figures on the distribution of the population within the District in the early periods is not available. For the Upcountry area population growth was greatly influenced in the decades around the turn of the century by the location and dates of opening of homestead tracts. Most of population growth in the Upcountry area in recent decades has been due to the subdivision developments around Makawao and Pukalani.

Data on the ethnic components of the population in the district is also available only for recent census. Generally, the arrival of immigrant groups in the Upcountry area of Makawao District followed the waves of laborers imported by the plantation, with a lag of five or so years as plantation contracts were completed. The Chinese were an early immigrant group; they settled especially in Keokea, and also became prominent landowners in Makawao. The Portuguese were also an early ethnic group. The biographies of 27 Portuguese families in *Portuguese-Hawaiian Memories* indicate that 15 of the fathers arrived in Hawaii between 1877 and 1890, and the other 12 were born on Maui. The majority list their occupation as "farm and ranch business."⁴ Japanese immigrants were later arrivals. They often set up contracting and carpentry businesses as well as small stores, while the Portuguese opened blacksmith shops and feed stores in addition to their farms and ranches.⁵ One of the most famous residents of Makawao, Eddie Tam, was Chairman of the Board of Supervisors and then Mayor of Maui County.

² This and subsequent population figures in the paragraph, except last one, are from Schmitt, Robert C. (1977). *Historical Statistics of Hawaii*. University Press of Hawaii: Honolulu; p. 12-13.

³ Information from Dept. of Business and Economic Development Library, phone inquiry.

⁴ Freitas, J. F. (1930). *Portuguese-Hawaiian Memories*. The Printshop Company: Honolulu.

⁵ Community Meeting Minutes (January 31, 1991).

Makawao District in the Monarchy Period

The region of Kula on the dry side of the district was traditionally "famous for its sweet-potato plantations. 'Uala was the staple of life there."⁶ In the 1840s Hawaiian farmers started growing Irish potatoes in this area and shipping their crops to the mining communities in California.⁷ However, there is plenty of farming land closer than Hawaii; as agriculturalists followed the miners to California, the demand for potatoes and other crops from Hawaii diminished by the mid 1850s.

In 1856 James Makee, a sea captain and Massachusetts native, purchased "Torbert's Plantation" at Ulupalakua and also leased land from the government. His "Rose Ranch" included sugarcane growing and milling, as well as dairy and beef cattle stock. This was the most important economic center on the southwestern Haleakala slopes for the second half of the 19th century. Makee also had a sugar plantation on Kauai (with King Kalakaua as his partner) and another at Waihee on West Maui.⁸ The sugar plantation at Rose Ranch was abandoned in 1879 after Captain Makee's death,⁹ and ranching became the predominant land use. Bishop Restarick explained that the dense forest above the plantation was destroyed by cattle and other causes; "as a consequence, there was less rain, and it became too dry for the raising of sugar cane."¹⁰ The successor, Ulupalakua Ranch, remains one of the largest landowners in the area. The Tedeschi Vineyards now occupy a portion of the landholdings.

On the northwestern side of Haleakala, S. T. Alexander and H. P. Baldwin started a partnership in 1870 to grow sugar. In 1876 they started a pioneer project that was important to all of Hawaii. The construction of the Hamakua-Haiku Ditch brought irrigation water from the windward side of Haleakala to their drier sugar lands. They had obtained grants from King Kalakaua for the water rights, but were under time limits to complete it. Raising money to complete the work was also difficult, as this was a new enterprise whose feasibility and benefits were not proven. Their hard work to overcome all the difficulties of the engineering, topography, and time constraints, as well as the signing of the Reciprocity Treaty between the Hawaiian kingdom and the United States in 1876, resulted in the flourishing partnership of Alexander and Baldwin. The sugar plantations run by them on the northwestern slopes of Haleakala eventually grew to encompass a wide range of businesses on other islands and the mainland.

⁶ Handy and Handy (1972). *Native Planters of Old Hawaii*. p. 510-11.

⁷ Donald Wolbrink & Associates, Inc. (Dec. 1974). *Makawao-Pukalani-Kula, County of Maui/ General Plan*. Prepared for the Maui County Planning Commission. Published by author: Honolulu, p. 49.

⁸ Cowan-Smith, Virginia (1988). *Aloha Cowboy*, p. 130.

⁹ Restarick, Rt. Rev. Henry Bond (1924). *Hawaii 1778-1890 from the Viewpoint of a Bishop*. Paradise of the Pacific: Honolulu; p. 357.

¹⁰ *Ibid.*

This area of Maui was a major economic center in the islands. It was not a rural backwater, but kept up with all the latest inventions. In 1877 C.H. Dickey operated:

"the earliest commercial telegraph system, connecting his store in Haiku with his store in Makawao, Maui. Dickey and C.H. Wallace are granted a charter on January 12, 1878, as the Hawaiian Telegraph Co."¹¹

The following year they ran the first telephone line, under the name East Maui Telegraph Co.; and at the end of December 1880 the Hawaiian Bell Telephone Co. was incorporated.

Agriculture remained the base of the economy, however, with ranching and sugarcane the two large-scale enterprises. To the Baldwin younger generation "the family's cattle and horse ranch was . . . the most important part" of the plantation.¹² H.P. Baldwin was one of the initial owners of Haleakala Ranch, incorporated in 1888; and the Baldwin family (including J. Walter Cameron who married Frances Baldwin) has supplied all of the company's six presidents in its 100-year history.¹³ The Haleakala Ranch lands originally included Haleakala crater.

Much of the land used by the large-scale sugar and ranching operations was not owned by these businesses, but leased from the government under long leases. Ranching and sugar cultivation were two complementary pursuits.¹⁴

"The plantations found ranching a good use of marginal and fallow lands within the confines of the plantation, a good source of meat and dairy products for the plantation community, and a mechanism for providing hardy draft animals - oxen, horses, and mules - to assist in plantation work."

The von Tempsky brothers, Louis and Randal, were prominent ranchers in the early history of ranching in the Makawao district.¹⁵ Louis started working for Ulupalakua Ranch in 1879, upon his arrival in Hawaii. He and his brother purchased a ranch at Kula in 1884, named it Erewhon, managing it until 1897. Louis bought Burchardt's Dairy in Makawao in 1897, but only kept it a year. In 1898 he became manager of the 60,000-acre Haleakala Ranch. The von Tempsky

¹¹ Day, A. Grove (1984). *A Biographical Dictionary: History Makers of Hawaii*. Mutual Publishing of Honolulu: Honolulu; p.155.

¹² Smith, Jim (June 27, 1980). "Makawao Rodeo's 25th anniversary," *Maui News*, Light Life section p. 1.

¹³ "Haleakala Ranch - One Hundredth Anniversary," (July 2, 1989), supplement to the *Maui News*, p. 6.

¹⁴ Martin, Lynn J., ed. (1987). *Na Paniolo O Hawaii*. Honolulu Academy of Arts: Hawaii, p. 25.

¹⁵ Information on von Tempsky family from entries in Siddall, John William, ed. (1921). *Men of Hawaii*. Honolulu Star-Bulletin, Limited: Honolulu; p. 395, and in Day, A. Grove (1984). *A Biographical Dictionary: History Makers of Hawaii*. Mutual Publishing of Honolulu: Honolulu; p.120. The father of Louis and Randal was Major Gustavus Ferdinand von Tempsky, a Polish political exile who died in New Zealand. Louis' daughter Armine von Tempski was a noted Maui writer, who decided to change the spelling of her last name.

brothers took turns as the agent for the Government Homesteads in the area, Chairman of the Fence Commissioners for the District, and Roads Commissioner.¹⁶

Just as important as the large-scale ranches and sugar plantations to the history of the Makawao district were the numerous small-scale farms and homesteads. As early as 1847 some government lands were sold in Makawao, under the 1846 act which established the Land Office. "Between the years 1850 and 1860 nearly all the desirable Government land was sold, generally to natives."¹⁷ Some homestead lots in Kula were opened up in 1889. They were described as "very desirable for raising corn and potatoes, and it is hoped they will attract good industrious occupants."¹⁸ The homesteading in the Monarchy period involved sale of land at fairly low prices. However, the efforts to establish homesteading in the early years were hampered by lack of roads to the homestead lots. A series of letters from 1891-2 in the State Archives indicates the difficulties in financing and obtaining a right-of-way for the road in the Waiakoa Homesteads area.¹⁹

At least some homesteads were occupied by 1894, as a description of the population of the district stated:²⁰

"The lands on the slopes of Haleakala are settled by Portuguese, Germans, Japanese and others, who cultivate their own little plots, and are making their life homes there."

Apparently there was a sufficient population to support the nucleus of the town of Makawao by the 1880s. A traveller in this period described it:²¹

"The township is a more considerable one than I had expected to find here. Several stores, some kept by Chinese as butchershops, and a couple of coffee-saloons and the postoffice made up a tidy little township."

Many of those in the ethnic groups mentioned above, after fulfilling their contracts with the sugar plantations, turned to farming, ranching, or small businesses as a livelihood. The availability of small parcels and good soil in the up-country area made it an attractive place to settle.

¹⁶ From entries in State Archives "Name Index" under von Tempski.

¹⁷ W.D. Alexander (1890). "A Brief History of Land Titles in the Hawaiian Kingdom," *Hawaiian Almanac and Annual for 1891*, p. 119.

¹⁸ "History from our files - 60 years ago-1889," *Honolulu Advertiser* (July 8, 1949), p. 12, c. 4.

¹⁹ Entries in State Archives Subject Index under "Homesteads, Waiakoa" include: INT DEPT, Book 51, page 18, July 28, 1891; and INT DEPT, Book 52, page 9, October 8, 1891. Entries in the State Archives Names Index under "von Tempski" include: INT DEPT, Book 55, Page 63, May 5, 1892.

²⁰ *Biennial Report* (1894). [of the Board of Education?], quoted in Bartholomew, Gail (1988). *Makawao School: Heart of the Community*. Makawao School Parent Teachers Association: Makawao; p. 5.

²¹ Quoted in Bartholomew, Gail (1988). *Makawao School: Heart of the Community*. Makawao School Parent Teachers Association: Makawao, Maui; p. 2.

Homesteading at the turn of the Century

Under the Provisional and early Territorial government, the land laws and leases of the monarchy were continued until changes could be made gradually. As the long-term leases to the sugar planters and other land users "expired, following annexation, there was a wide-spread demand that the public land be cut up and turned over to small farmers for homesteads."²² The idea of homesteading was not achieved, however, because there was no restriction on the amount of land purchased or any requirement to live on the land. Thus, in the lottery sale, many parcels ended up in the possession of the large sugar plantations. Even some lots that were originally acquired by small landowners ended up being sold to the plantations. Transportation difficulties and costs, periodic droughts and insect problems caused many homesteaders to give up. The Portuguese, however, were noted for retaining their land.²³

Homesteading after 1910

In 1910, amendments to the homesteading law added restrictions intended to curb the acquisition of public lands by large land-owning corporations. No citizen owning more than 80 acres of land in the islands could purchase homestead lots, and he could not dispose of a homestead lot to an alien, a large land-owner, or a corporation. Still, much of the homestead land was not lived on by the purchaser, who merely made a "cultivating contract" with a sugar mill, like a lease, which generally ran 15 years.

Wallace Rider Farrington was appointed Governor of the Territory of Hawaii from 1921 to 1929. He was very active in ending discrimination against citizens of Chinese and Japanese ancestry.²⁴ He was also enthusiastic that the new homestead law would provide opportunities for Hawaii's boys to start farming enterprises. A pamphlet he wrote in 1928 described the homesteads in the Makawao and Kula areas and their economic yields or potential yields:²⁵

"Makawao Land in Pineapples

The Haleakala section [Haleakala Homesteads above Makawao town] has 36 homestead lots, of which 1052 acres are in pineapple and 562 devoted to other agricultural products. The average lot is 44.8 acres.

All these homestead areas in Makawao [area] are restricted and may not be sold to a corporation, or to an alien. . . . Haleakala homesteaders have contracts with the California Packing Corp.

22 Farrington, Wallace R. (December 1932). "Hawaii and the Farmer Boy," *Paradise of the Pacific*, p. 3.

23 Brown, Jacob (1902). "Lands and Homesteads," *Pacific Commercial Advertiser*, January 1, 1902, p. 74.

24 *Op. cit.* Day, p. 41.

25 Farrington, Hon. Wallace R. (July 1928). *Hawaii's Opportunities for its Boys who know Agriculture*. Transcript of Address before the Committee on Trade, Commercial and Industrial Development, Chamber of Commerce of Honolulu. Distributed by the Chamber of Commerce of Honolulu, Hawaii; p. 12-13.

Pineapple packers pay the homesteaders according to the yield of pine per acre. The returns per annum vary from \$12 to \$20 an acre.

Farms in Kula

The Kula section of Maui has homesteads, the major portion of which are in the restricted class. . . . [Description of acreages indicates much more is pasture land than "agricultural land," i.e., farms.]

Kula Land Productive

The Kula section is one of the most fertile sections on the island of Maui, having an ideal climate and at one time famous for its yield of corn. Much of this land is now producing cabbages, potatoes and kindred products for the Maui and Honolulu markets. With the extension of the pineapple planting of the California Packing Co., through the Maui Agricultural Co., it is highly probable that some of this pasture land may prove good for pineapples."

Mr. Farrington continued writing about homestead lands, even after his two terms as governor. Since the homestead lands could not be sold to large land-owners, Mr. Farrington in 1932²⁶ predicted the younger generation would purchase and farm such lots as those which were then under contract to the sugar companies. He still expected the land to be cultivated mostly in sugar cane, but by farmers who did so under an agreement for the purchase of the cane by the mill. He felt "the government of Hawaii stands in the position of seeing to it that the homesteader gets a square deal when doing business with a corporation."²⁵

In a 1914 article, Frederick Krauss asked for a square deal for homesteaders, calling for "simple justice, equal opportunity, and the best facilities that the state can give."²⁷ These ideals echoed one of the main slogans of the homesteading movement -- "the Americanization of Hawaii."²⁷

Although the homesteaders were a hardy group of independent and largely self-sufficient farmers and ranchers, Krauss suggested the government could assist the homesteaders in several ways:²⁷

"One of these is the laying out and the building of good roads. Another is to develop water for both domestic use and irrigation. A third is the establishment of good schools with a rural training for its base. A fourth is the establishment of demonstration farms. Lastly, but by no means least, it is important that the government develop a sound system of farm finance."

Krauss also noted that next to a homestead area on public land, there was "at least one instance" of the adjacent plantation offering land on the same terms as the government. He suggested further sales of sugar plantation lands, with water rights to "desirable American farmers." He suggested

²⁶ *Op. cit.* Farrington (Dec. 1932), p. 3-5.

²⁷ F.G. Krauss (1914). "Hawaiian Homestead of the Future," *Hawaiian Annual*; p. 158-63.

that some of the homesteader's acreage would still be planted in cane to supply the mill, and felt that this:²⁷

"would prove a good business proposition for the plantations under the present conditions of labor . . . ; there could be no recurrence of labor strikes of such magnitude as was experienced several years ago."

It was recognized that the man who worked for himself worked harder. This was also true for the immigrants who started businesses or farms as soon as they could complete their plantation contracts.

Other early farmers in District

Not all the farmers in the district acquired their land through the homestead program. Still, many immigrant workers left the sugar plantations as soon as they could, moving to such places as Kula to undertake a more independent existence, often bringing relatives and friends to live nearby. An early Kula Chinese resident, named Jung Muk Heen or Chung Mook Heen, owner of the Hop Wo store in Kula, helped attract eighty Chinese families to Kula between 1880 and 1910. Most of these were Hakka people from Kwangtung Province.²⁸

"During the early farming years, most Kula Chinese acquired their farmland by lease or deed from the *haole* ranchers or Hawaiian homesteaders. Much of this land was owned by the Hawaiian government, which leased it to the ranchers, who in turn subleased it to the Chinese."

Since the immigrant plantation workers were not citizens, they were barred from the initial homestead sales and also from subsequent purchase of any homestead lot restricted by the 1910 law. Also, "many refused to buy land on Maui because of their intention of returning to China with their children someday."²⁹

The farmers in Kula were often threatened with loss of their crops, and sometimes the lots with their houses and other buildings. A 1903 letter from Louis von Tempsky asked Governor Dole to consider the present tenants:³⁰

"I do not know what your intentions are concerning the Waiohuli and Keokea corn lands; but if you acquire them from Cornwall and intend to cut them up into homesteads for American farmers; it will only be fair to the present tenants to give

28 Mark, Diane Mei Lin (1975). *The Chinese in Kula: Recollections of a Farming Community in Old Hawaii*. Hawaii Chinese History Center: Honolulu; p. 3.

29 *Ibid.*, p. 25.

30 State Archives (Feb. 9, 1903). Letter from L. von Tempski to Governor Dole.

them one years notice of your intention to do so. . . . all have more or less done work towards putting in this years crop."

In 1911 some of the government land the Chinese in Kula had been leasing was sold as homesteads. The Ket Hing Society building had to be moved. Many families were faced with eviction, since most were not eligible to purchase homestead land. With the help of Bishop Restarick, a compromise was reached. Leases of the unsold homestead land were allowed until the younger family members, as citizens of the Territory, reached age eighteen and could apply for the lots as homesteads.³¹ Because of the homestead land sales, a 1911 quarantine of the district and a disastrous drought in 1912,³² many farmers did leave Kula in this period. About forty families were forced to leave in 1918 "because the land they were leasing was sold to a man named Harold Rice, who had intentions of changing its use to ranch land."³³ Other Chinese farmers left Kula over the next decade due to droughts and lack of educational opportunities.

Pineapple in Makawao District

Since pineapple does not require much irrigation, it can be cultivated where sugar cannot. Sugar was not grown in the higher elevations of the district, since it was not economical to pump the water uphill of the irrigation ditch. Large-scale pineapple operations in the district were initiated in the 1920s. In 1924 Haleakala Ranch signed an agreement with California Packing Company (later known as Del Monte) to grow pineapples on some of their lands in East Maui. This was the start of the Haleakala Pine company which became Maui Land and Pineapple Company in 1929.³⁴ Pineapple acreage has continued to increase, utilizing marginal pasture land.

Ranching in the 20th Century

Pineapple is an important industry, but ranching remains the dominant land use in the Upcountry area. The types of jobs and responsibilities on the large ranches include:

"Cattle driving, weeding and seeding pastures, laying and mending water pipes, cutting firewood, driving ranch kids to school, carrying salt, cooking, milking cows, scaling the milk, slaughtering cattle, breeding the cattle, digging post holes, cutting posts, carpentry, blacksmithing, and repairing saddles and equipment."³⁵

³¹ *Op. cit.* Mark 1975, p. 35.

³² Mark, Dianna Mei Lin (1989). *Seasons of Light: The History of Chinese Christian Churches in Hawaii*. Chinese Christian Association of Hawaii: Honolulu; p. 164.

³³ *Ibid.*, p. 36.

³⁴ "Haleakala Ranch - One Hundredth Anniversary," (July 2, 1989), supplement to the *Maui News*, p. 7.

³⁵ "Haleakala Ranch - One Hundredth Anniversary: The Ranch - Then and Now," Supplement to the *Maui News* (July 2, 1989), p. 5.

Two types of recreation that are popular in Upcountry Maui, polo and rodeo, also reflect the ranching heritage of this area. Ranching also preserves the open spaces and rural atmosphere of Upcountry Maui and is an important component of its special character and history.

Makawao District as the gateway to Haleakala Crater

Makawao District, as the gateway to Haleakala crater, had early involvement in the tourism industry in Hawaii. The 1890 Hawaii Annual noted a new road up to the crater of Haleakala. This provided access to the picturesque scenery of the mountain. An 1895 article describing the wilderness mentions "Mrs. Bailey's summer boarding house in Makawao, where horses and guides can be had."³⁶ The uniqueness of the area was recognized by the owner, Haleakala Ranch, who made an offer to the Federal government to acquire the land for a National Park in 1924.³⁷ The land transaction involved the Territorial government also; in 1927 their "lower Kamaole and Kihei lands" were exchanged for the crater acreage, a swap involving 9,500 acres.³⁸ The crater land was sold or transferred to the Federal government in the same year. A new highway to the top was built in 1935,³⁹ and further improvements made in the late 1970s. The Kula Lodge and Silversword Inn, halfway up the mountain, drawing on the beautiful views, cool climate, and constant stream of travellers to Haleakala, have provided lodging for visitors in the Makawao District.

Makawao District as a health retreat

The cool climate and ozone-rich⁴⁰ air of the 3,000-foot elevation also made this location ideal for the Kula Sanatorium, established in 1937 for tuberculosis patients. Financed through a County bond issue and a PWA grant, this five-story building was designed by C.W. Dickey, the state's most renowned architect.⁴¹ This major institution had a great effect on the area around Keokea.

"With the building and opening of the Sanatorium in Keokea, the face of this section of Kula changed substantially. More farmers settled in Keokea, small businesses were established, stores and garages rose here and there, and Kula became a resort place."⁴²

³⁶ Dickey, C.H. (June 1895). "Haleakala," *Paradise of the Pacific*; p. 81.

³⁷ "Haleakala Ranch tenders title to summit and r.o.w. to NPS" (Jan. 27, 1924), *Honolulu Advertiser*.

³⁸ "Haleakala Ranch - One Hundredth Anniversary," (July 2, 1989), supplement to the *Maui News*, p. 7.

³⁹ "Maui celebrates opening of Haleakala Highway," (Feb. 21, 1935), *Honolulu Advertiser*, p.1 2nd section.

⁴⁰ *Op. cit.*, Mark, p. 38.

⁴¹ "Valley Isle's Splendid New Sanatorium for Tuberculosis," (July 18, 1937), *Honolulu Advertiser*, p. 4, c. 1.

⁴² *Op. cit.*, Schoofs, p. 321.

In recent decades there has been extensive development of homes; many for retirement or part-time use were built in this district because of the pleasant climate and beautiful views. This continues a long-term trend to build vacation homes for prominent Maui residents working in other areas of the island. Many people living in other parts of the state or the mainland now have second homes in the Makawao-Pukalani-Kula area. Pukalani is the center of most of the recent commercial developments in the district, because it can draw on both the resident population of the district and the visitor traffic on Haleakala Highway.

Military Influence on District during and after WWII

During World War II, the Marines built an enormous base called Camp Maui in Kokomo, near Makawao.⁴³ Camp Maui was only in operation from February of 1944 until November 1945, as a base between four combat operations. It was used for both combat training and rest and recreation.⁴⁴ Sixteen thousand Marines were on the base and had nowhere else to go but Makawao for entertainment. Mrs. Ethel Baldwin, seeing the town "jammed with fellows in uniform . . . just standing around in little groups or sitting on the steps of the dilapidated Chinese store by the side of the road, looking depressed and at loose ends," decided to turn the Tam Chow store (now Casanova Restaurant) into a USO.⁴⁵ The Fourth Marine Division, based in Kokomo, was also adopted by the entire island community, especially after their costly victory at Iwo Jima.

"The Maui homecoming of the Fourth Division from Iwo Jima was such an emotional outpouring of welcome and adulation that it remains a high point in the memories of an entire war for many who participated."⁴⁶

The military brought some physical changes to the district, although time and vegetation have softened much. Pasture land was plowed "so that Japanese fighter planes could not land in it," and some concrete ammunition storage bunkers are still located near the polo arena and elsewhere on the Upper Kula Road.⁴⁷

43 Christensen, John (April 12, 1981). "Whither Makawao?", *Sunday Star Bulletin and Advertiser*, p. C-1.

44 Speakman, Cummins E. (1978). *Mowee: an Informal History of the Hawaiian Island*. Pueo Press: San Rafael, California; p. 169.

45 Davis, Ellen (May 1945). "Makawao Led the Way," *New Army-Navy Review*, p. 23.

46 Bose, John (July 6-12, 1977). "Iwo Jima Marines Reunite," *Maui Sun*, in "Maui History" clipping file, Maui Public Library, Wailuku.

47 "Haleakala Ranch - One Hundredth Anniversary," (July 2, 1989), supplement to the *Maui News*, p. 12.

The military Quonset hut style of building is still evident in scattered industrial and commercial buildings in the district. These reused buildings are seen in Makawao, and Pulehu. Another legacy of the military is the use of jeeps in the ranch round-ups and other tasks.

Many of the military personnel were cowboys from western states that related well to the ranching culture of Upcountry Maui. These cowboys helped revive interest in the rodeos that had flourished earlier in the century, especially after Ikea Purdy won the World's Steer Roping Championship in Cheyenne, Wyoming in 1908.⁴⁸

Schools and Churches as community centers

Schools were important centers in rural areas; perhaps even the nuclei which started the towns. A mission school had been established in Makawao by 1839, with 44 students. The language of instruction was Hawaiian. The Haleakala Boy's School, a model boy's school according to an 1875 newspaper article, was established in Makawao about 1870; documents for its construction are located in the Minister of Public Instruction's files.⁴⁹ The history of the Makawao School, prepared in 1988,⁵⁰ chronicles the English-language school first established by the Board of Education in Makawao in 1888, starting with 108 students. Frederic Wood Hardy, a Harvard honors graduate, served as principal at Makawao for thirty-two years. Armine von Tempski, noted author who wrote about her up-country Maui life, also taught at the Makawao school, in the 1920s.⁵¹ The school was formerly located on land donated by the Crook family, on the site where the present Post Office is located.⁵² The present Makawao School was built in 1936 and served as a military hospital during World War II. Saint Joseph's School, associated with Saint Joseph's Church, is also an important educational and community center in Makawao.

Several churches in Makawao were also community centers. The main Protestant congregation met at Pookela Church founded in 1843 and located on Olinda Road; this is now the site of the United Church of Christ. The Japanese religious center was originally the Shingo Shu Mission, located in the now-vacant lot, next to the Post Office and across Makawao Avenue from the existing Makawao Hongwanji.⁵² The Catholic population, originally composed largely of the

⁴⁸ Cowan-Smith, Virginia (1988). *Aloha Cowboy*. p. 32-33.

⁴⁹ Specifications for the school building, dated November 25, 1870 are located in the State Archives, under the Pub. Instr. (Misc.) file, and reference to the Haleakala Boys' School as a model school in 1875 was made in "History from our files - 70 years ago," *Honolulu Advertiser* (August 23, 1945), Ed. page, c. 4.

⁵⁰ Bartholomew, Gail (1988). *Makawao School: Heart of the Community*. Makawao School Parent Teachers Association: Makawao, Maui.

⁵¹ Ashdown, Inez (12 April 1977). "For the Makawao Library, by Request," typed report on Makawao history, in "Maui-History" files of Maui Public Library, Wailuku; p. 3.

⁵² Information from minutes of Community Meeting of January 31, 1991, p.2.

Portuguese, Spanish, Puerto Rican and Filipino immigrants, had St. Joseph's Church as their community center from the 1880s on. The present Gothic-style church building was erected in 1911, not far from the original church site. Father John Couturiaux of Lihue drew up the plans and specifications and came to Maui to supervise the construction. The tower was donated in 1927 by the family of Father James Beynes, who served Makawao from 1918 until 1934.⁵³

There were public schools in Waiakoa and Keokea. The Keokea school was larger, with almost 100 students. The majority of Chinese children in Kula also attended Chinese language school. "There were three Chinese schools in Kula, one at each of the two Chinese Christian Churches, and the third . . . at the Ket Hing Society."⁵⁴

"Out of five churches in Kula, two had predominantly Chinese congregations, while the others ministered to the Hawaiian and Portuguese Communities."⁵⁵ The two Chinese Christian churches were the 1907 St. John's Episcopal and the Kula Congregational churches. The Congregational Church was built in 1900 but by 1914 the Board had decided it could not afford to have full-time staff there due to the combination of population declines and the increasing popularity of St. John's.⁵⁶ The Ket Hing Society had an altar upstairs, but it functioned more as a social gathering center than as a place of worship. The religion of the Chinese in this area was a "blend of Buddhism, Taoism, and folk customs." The Haleakala Church had a primarily Hawaiian congregation.⁵⁷ The two early Catholic Churches, serving especially the Portuguese population in the district, are the octagonal 1894 Holy Ghost Church in Waiakoa, and St. James the Less in Ulupalakua. Our Lady of the Angels Church in Keokea was built in 1940, from plans drawn by Father Louis Boeynaems, on land purchased from Mr. Ah Fook.⁵⁸

Physical Development of the Towns

Only scattered information is available on the physical development of Makawao, Pukalani, Pulehu, Waiakoa, and Keokea. It appears that the business districts of Makawao, Pulehu, Waiakoa, and Keokea grew alongside the earliest government highway running across the district, at or near the intersections with the homestead roads. In some cases, the old main road has been bypassed by newer sections, so that the towns of Pulehu and Waiakoa are now located away from the major flow of traffic. Of course the original roads were laid out for horse, wagon, and

⁵³ Schoofs, Robert, SS.CC. (1978). *Pioneers of the Faith: History of the Catholic Mission in Hawaii (1827-1940)*. Edited and Published by Louis Boeynaems, SS.CC.: Hawaii; p. 307-8.

⁵⁴ *Op. cit.* Mark 1975, p. 9.

⁵⁵ *Ibid.*, p. 11.

⁵⁶ *Op. cit.* Mark 1989, p. 160 & 166.

⁵⁷ *Op. cit.* Mark 1975, p. 26.

⁵⁸ *Op. cit.*, Schoofs, p. 320.

pedestrian traffic and sometimes for cattle drives, but not for automobiles. Well into the twentieth century the roads were only graded dirt.

In Upcountry Maui there are generally only scattered segments of sidewalks or walkways near individual buildings. The only town which has sidewalks is Makawao. There are plans for sidewalks to be built along the *makai* side of Makawao Avenue, but the existing sidewalks are limited to one side of Baldwin Avenue. They were built under a Works Progress Administration (WPA) program in 1937, on land provided from the Crook Estate. Their construction necessitated the removal of the eucalyptus trees that were originally along Baldwin Avenue.⁵⁹ Baldwin Avenue in Makawao was paved by the County after this date. The Balthazar/Tony Apo Bridge in Makawao was also a WPA project, built in 1940 according to the date on its railing. The construction of this bridge, on land donated by Tony Apo encouraged growth in Kokomo.⁶⁰

In general, the small businesses that grew up originally served the local communities only, which was a limited population base. Thus, small lots with small buildings were the norm for these business centers. In Makawao several residential buildings were converted to commercial use. This also contributes to the small-scale character of the commercial area. Two exceptions to the small business buildings are the theaters in Makawao and Waiakoa, which served as community gathering places. Businesses such as blacksmiths, feed stores, and saimin shops were established to serve to the farmers and ranchers in the surrounding areas. After 1920, when cars became common in the area, service stations multiplied.

The small business areas are basically in a linear pattern, but this is modified in Makawao and Pukalani into L-shaped patterns by the intersection of two major roads. In Pukalani a tertiary axis is also created by the road alongside the major shopping center. The Pukalani business lots are also more scattered along its roads than Makawao, since the former developed in the era of the automobile rather than the horse and pedestrian. The pattern of commercial development in Waiakoa and Keokea where most or all of the businesses are on one side of the road is apparently a result of ownership patterns, where a large landowner did not want to subdivide into small business lots. Makawao's form was also influenced by a large landowner at the intersection of the two main roads in that town. The Crook family owned the majority of the land *makai* of Makawao Avenue and southwest of Baldwin Avenue near the intersection of these two roads, but was willing to subdivide and sell some small lots bordering these streets for both residences and businesses.

⁵⁹ Minutes of January 31, 1991 community meeting, p. 2.

⁶⁰ *Ibid.*

GENERAL ENVIRONMENTAL DATA

MAKAWAO/PUKALANI

Topography

The topography of Makawao/Pukalani slopes gently upward from 1400 feet to 1800 feet above sea level. Because of this gradually sloping terrain, this area drains fairly well and is not typically prone to flooding, except in certain localized areas.

Temperature

Temperatures in these areas range from a typical low of 54°F in the winter months to an average high of 74°F during the summer. 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 they are usually cooled by strong tradewinds coming off the Pacific Ocean. This data is shown on Figure III-1, Makawao - Temperature Chart. Similar information from the National Weather Service for Pukalani was not available.

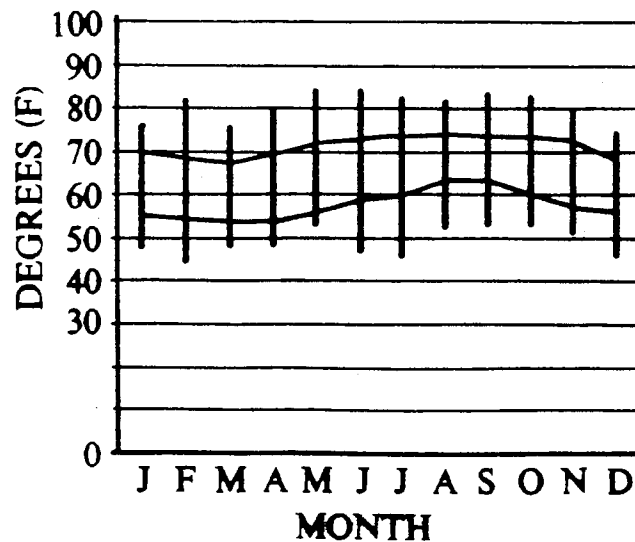


Figure III-1. Makawao - Temperature Chart

Wind

Located on the northwest slopes of Haleakala, Makawao and Pukalani are normally swept by tradewinds that are diverted around the massive mountain. The tradewinds vary from 10 to 15 mph and increase in strength during the day from March through September. In the occasional absence of the northeast trades, winds may become light and variable.

Rainfall

Located on the windward side of Maui on the slopes of Haleakala, Makawao and Pukalani receive about 50 inches to 75 inches of rain annually. Following the wet winter/dry summer pattern typical of most of Hawaii, these towns will usually receive 2 to 3 times their monthly rainfall average in the winter months versus the summer months. Data from the nearest National Oceanic and Atmospheric Administration (NOAA) weather station, located mauka of Haliimaile (station index #423), and included as Figure III-2, Haliimaile Rainfall Chart, shows this typical variation.

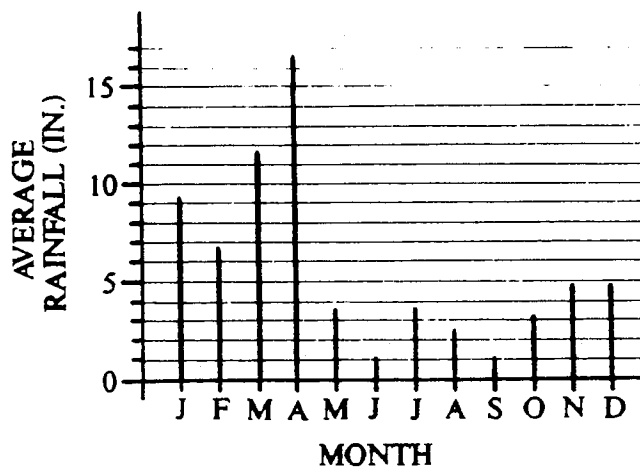


Figure III-2. Haliimaile Rainfall Chart

Vegetation

The existing plant life of Makawao and Pukalani has largely been imported since the discovery of the islands. Native grasses and forests have given way to vast fields of pineapple, pastures of exotic grasses and forests of eucalyptus trees. The vast acreage of pasture lands is primarily responsible for the rich heritage of ranching in this area. Pockets of native plant materials may still be found in the gulches. However, these plants are surrounded by more aggressive exotic species.

Soils

The soils of Makawao fall into two distinct series, the Makawao (MfB and MfC) and the Haliimaile (HgB, HgC, HkC2). The soil characteristics are fair to low fertility, fair to good compaction and moderately rapid permeability. These soils are well drained and were originally developed from volcanic ash that has weathered over the years. Typically, these areas are gently to moderately sloping. These areas are suitable for pineapple, pasture, wildlife habitat and homesites. The soil subclassifications, referred to by association name, are shown on Figure III-3, General Soil Map. The association names for each of the five town areas are also shown on this same map.

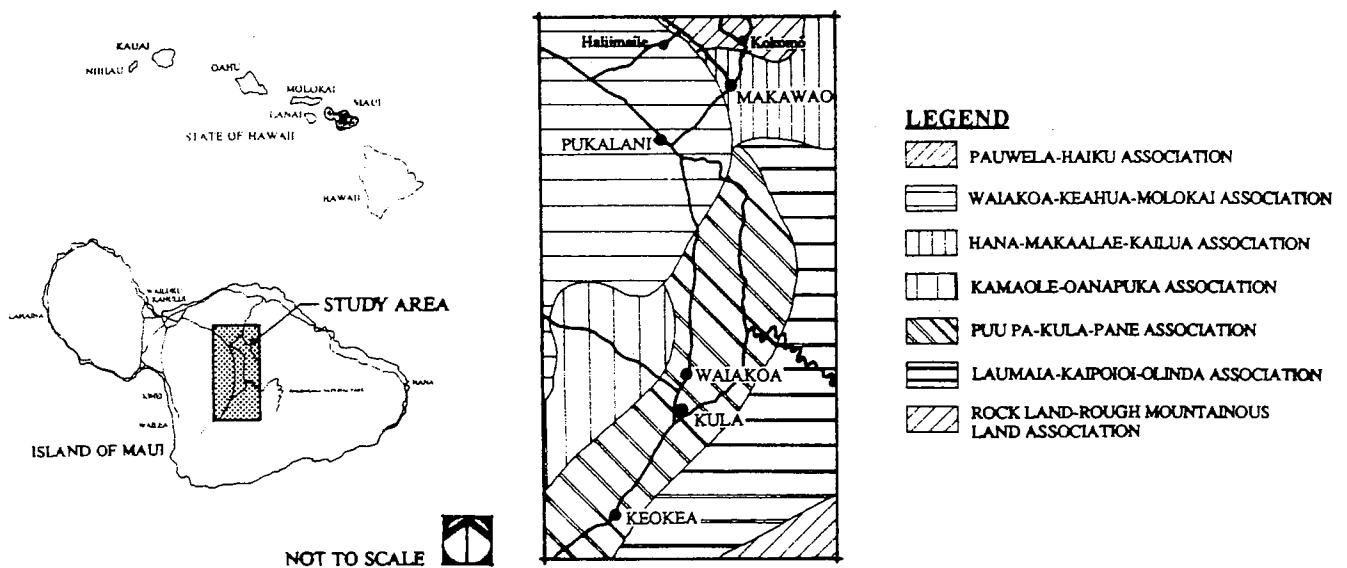


Figure III-3. General Soil Map

The soils of Pukalani are very similar to Makawao, with the addition of the Keahua series (KncC, KnB). The soil characteristics are good, except cobbly in places with moderate permeability. These soils are well drained, gently sloping to moderately steep, and are used for pineapple, pasture land and homesites. Again, the soil subclassifications, referred to by association name, are shown on Figure III-3, General Soil Map.

PULEHU/WAIAKOA/KEOKEA

Topography

The topography of these Kula towns on the western slopes of Haleakala rise gently upward from 2000 feet to 4000 feet above sea level. Because of the gradually sloping terrain, this area drains fairly well and is not typically prone to flooding.

Temperature

Temperatures in these areas range from a typical low of 54°F in the winter months to a normal high of 77°F during the summer. The lowest temperatures typically occur between December and February and the highest temperatures in August and September. Due to the higher elevation in this region, these towns are typically cooler than Makawao/Pukalani and experience less climatic variation since this area is shielded from the tradewinds. The temperature chart for Kula Sanatorium (Keokea) is shown on Figure III-4. Similar information from the National Weather Service for Pulehu and Waiakoa was not available.

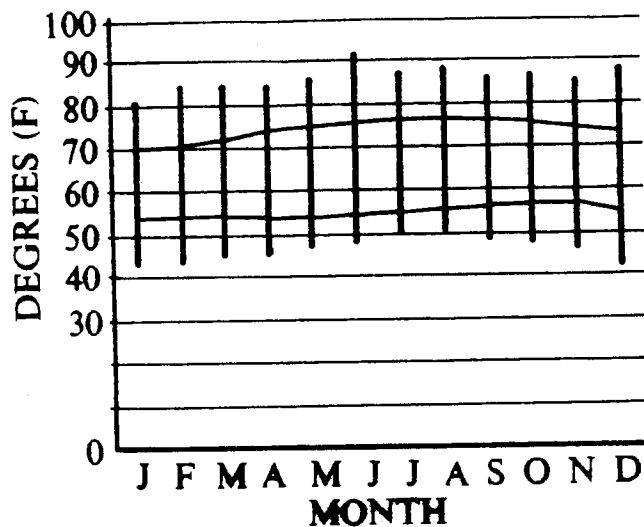


Figure III-4. Kula Sanatorium (Keokea) - Temperature Chart

Wind

Located on the western slopes of Haleakala, Pulehu, Waiakoa and Keokea, are not subject to the constant tradewinds that gust through Makawao/Pukalani. The typical wind pattern of these three towns is diurnal, being driven by the warming and cooling of the land masses. This diurnal heating and cooling of the island creates onshore sea breezes during the day and offshore land breezes at night.

Rainfall

Located on the western slopes of Haleakala, Pulehu, Waiakoa and Keokea receive about 20 to 40 inches of rain annually. Following the wet winter and dry summer pattern typical of most of Hawaii, these towns will usually receive 2 to 3 times their monthly rainfall average in the winter months versus the summer months. Data from the nearest NOAA weather stations, located at Waiakoa (Kula Branch Stn, station index #324.5) and Keokea (Kula Hospital, station index #267) as shown on Figure III-5, shows this variation.

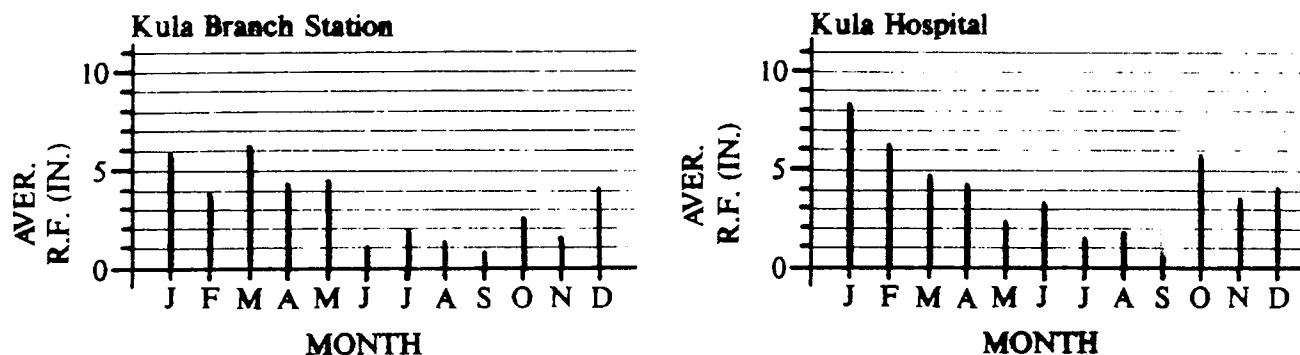


Figure III-5. Kula Branch Stn and Kula Hospital - Rainfall Charts

Vegetation

The existing plant life of Pulehu/Waiakoa/Keokea has largely been imported since the discovery of the islands. Native grasses and forest have given way to vast fields of pineapple, pastures of exotic grasses and forests of eucalyptus trees. Due to the moderate climate and fertile soil, much of the area is now used for truck and orchard crops. These Kula towns are especially known for their cultivation of the sweet "Maui onions" and the growing of various types of protea plants.

Soils

The soils of this region fall into two distinct series, the Kula (KxaD, KxD, KxC) and the Pane (PXD) series. The soil characteristics are good fertility, subject to erosion and moderately rapid permeability. These soils are typically well drained, developed from volcanic ash and are gently to steeply sloping. These areas are suitable for truck and orchard crops, pasture, wildlife habitat and homesites. Again, the soil subclassifications, referred to by association name, are shown on Figure III-3, General Soil Map.

SIGNIFICANCE OF ENVIRONMENTAL DATA

This environmental information helps to explain the existing character of these Upcountry towns. For example, the topography, climate and soils make the area suitable for low intensity agricultural and ranching settlements. The small size of the population has influenced the scale of commercial architecture. The common heritage also tends to produce similar style and material choices for buildings. Another example is that the level of rainfall suggests why most buildings have canopies and why flat roofs are rare. Also, to a large degree, the proposed landscape matrix depends upon the existing vegetation and climate within these areas.

IV. EXISTING CHARACTER

CHAPTER IV. EXISTING CHARACTER

A. INTRODUCTION

The purpose of this chapter is to provide an analysis of the existing character of the business areas in Makawao, Pukalani, Pulehu, Waiakoa, and Keokea. The chapter has been organized into separate sections, designated by the letters B through F, for the respective towns. For each of the towns, an analysis of three primary components of the character has been performed. The components and the subjects analyzed under each are outlined below.

ARCHITECTURE

For each town the potentially historic buildings were noted. Since an age of at least 50 years is one of the primary criteria for determining whether or not a building could be historic, all of the buildings which were known, or appeared by visual evaluation, to meet that age criteria were noted.

The architectural character and style of each commercial building in each town was described and a photograph of each building was included in the report. The descriptions of the existing conditions are comprehensive; since all the commercial buildings were studied, both good and poor examples of architecture are included. Volume I of the design guidelines is intended to encourage emulation of the best elements in the existing architecture and discourage architecture that does not contribute to the character of these towns.

The architecture section for each town also notes the general condition of the commercial buildings and notes the types of uses found in them.

SITE DESIGN

The section on site design for each town describes the land use patterns, typical site planning for individual parcels, including on-site parking provisions, lotting and land ownership patterns, general appearance of vacant lots or open storage areas, general street and utility conditions, and drainage considerations.

ENVIRONMENTAL/PHYSICAL

For each town the existing landscaping and vegetation patterns are described, and any significant specimen trees are noted. The view corridors in the towns and the general types of view are also described. Visual landmarks in each town are also specified.

INVENTORY AND ANALYSIS MAPS

The above elements are summarized and located on the inventory and analysis map of each town.

B. MAKAWAO

1. MAKAWAO - ARCHITECTURE

The existing businesses in Makawao stretch along Baldwin Avenue and Makawao Avenues, in an inverted L-shaped pattern. As shown in Figure IV B-1 there are several large, vacant business-designated lots, but these also have frontages on one or both of these roads. The commercial architecture of Makawao is unified by small-scale, rural, vernacular structures. [Vernacular architecture is defined as "the common building style of a period or place."] The vernacular buildings in Makawao have been heavily influenced by the ranching and farming enterprises that surround the town. The emphasis placed by the paniolo and farmer on utility and simplicity is reflected in the functional and straightforward architectural features in Makawao. The original uses of the buildings also bespoke these values of the community. Basic goods and services, such as butcher shops, small markets, blacksmiths, and barbers, were housed in structures with simple ornament and balanced facades. The buildings are generally in close alignment along Baldwin Avenue and more dispersed along Makawao Avenue. The town is primarily pedestrian in orientation.

POTENTIALLY HISTORIC BUILDINGS

The business area of Makawao stretches along Baldwin and Makawao Avenues. As shown in Figure IV B-1 almost all the lots in the business area have frontages on one or both of these roads. All but one of the buildings along Baldwin Avenue, from Brewer Road to Makawao Avenue appear to date from the first three decades of the twentieth century, and are potentially historic. The only recent commercial building on Baldwin Avenue is on Tax Map Key 2-3-31: 11. Several, however, have been so extensively renovated that their historic character and integrity is compromised. Buildings such as the former gas station at the corner of Baldwin and Makawao Avenues and the structure at the corner of Baldwin Avenue and Nakui Street have been so extensively altered as to constitute almost entirely new buildings.

Half of the commercial buildings and two large public structures along Makawao Avenue are from recent decades. The seven buildings along Makawao Avenue which are known, or appear, to be 50 years or older. These potentially historic buildings are: the three structures located near the intersection with Maha Road; the two buildings used by Berman's Tax Preparation; the Makawao Feed, Garden, and Hardware building; and Casanova Restaurant.

The former uses of these buildings, as well as for most of the structures along Baldwin Avenue, are noted on the photographs later in this section. On some of the photographs of newer buildings, the former building on the site is noted. This information, provided by the Makawao community, is from the minutes of the January 31, 1991 meeting in Makawao.

The historic Crook house is also located near the center of a large parcel that is planned for business use on the Community Plan map. William Crook was a school principal in Paia in the 19th century and his daughter, Rose Crook, followed in his footsteps as a teacher in Paia. She continued to live on the family land until 1962. She had a great effect on the history and form of the town by conveying several small parcels on the edges of her land to local people who started businesses.

ARCHITECTURAL CHARACTER AND STYLES

The character of Makawao's business district is established primarily by the buildings along Baldwin Avenue. Most of the commercial buildings along Makawao Avenue lack character, or even detract from the architectural character of the town. The character is established by the common scale, siting, materials, and styles of the older buildings along Baldwin Avenue. The buildings along Makawao Avenue, except those near the Maha Road intersection, share only a few or none of the characteristics of the Baldwin Avenue structures.

There are 28 buildings in the commercial area along Baldwin Avenue, usually located quite close to adjacent structures, and close to the property line along the road. Of these, 24 are one-story buildings, with only four two-story structures: two old, one remodeled, and one new. The frontage of the Baldwin Avenue buildings is small, an approximate range of 30 to 60 feet.

In contrast, there are only fifteen business structures, more widely spaced along Makawao Avenue. The buildings are often quite large, and four of the fifteen are two stories. The newer buildings are all set back from the road, devoting the front of the property to the required parking. The three residences and the three large public buildings along Makawao Avenue - the library, post office, and Hongwanji - also have relatively large setbacks from the street.

The prevalent building type along Baldwin Avenue is a wood-frame structure with a western-style false-front. Common wall materials are tongue-and-groove, board-and-batten, or wood shingles. There are also a few stucco buildings along Baldwin Avenue. The Makawao Avenue commercial buildings more commonly use modern materials, such as concrete masonry block, plywood panels, aluminum siding and ribbed metal siding. There are attempts to invoke some elements of the historic western-style architecture, but the new buildings on Makawao Avenue are not designed in this style consistently.

Brief descriptions of each commercial building in Makawao are given below, along with photographs. Elements that either contribute to or detract from the town's architectural character are noted. The houses located within the business-designated area which are still in residential use are not described.

Baldwin Avenue, Southwest Side

The Makawao Steak House (Photo IV B-1) has a false-front of coursed wood shingles screening a low-pitched gabled-hip roof of corrugated metal. Under the canopy formed by extension of the hip roof is a symmetrical storefront, with large eight-pane storefront windows. Flowerboxes are placed on stands under the windows. The double doors, set in a splayed recess, have nine panes above a wood-plank "panel." The building has a large sign on the false front, lit at night by two small spotlights attached to pipes arching from behind the false front. Four large 28-pane windows have been installed on the mauka wall.

The building adjacent to the Steak House, on the corner of Nakui Street, was formerly a movie theater, but abandoned for years (Photo IV B-2). It is being entirely rebuilt, with totally new windows, entry, siding, and concrete block foundation. Only the exterior shape of the original building remains (Photo IV B-3). Battens have been applied over plywood sheets, to achieve a board and batten effect, but the proportions are not the same. The 9/9 and 9/6 windows are also not typical of Makawao, in configuration, size, or groupings. As of August 1990 there was no sign, except the contractor's sign.

The Silversword Stoves and Fireplaces store (Photo IV B-4) is a hip-roofed building with a false-front applied. The roof material is corrugated metal and the false front has staggered wood shakes. The proportions, as well as the material, indicate the false front was not a part of the original building. The walls are concrete block, painted tan in the upper portion and dark brown in the section below the display window sills. The picket fence, nine-pane dutch doors, and shutters are elements usually found in residential architecture. However, the overall style of the building is not residential, with large plate glass windows flanking double doors on the facade and small, high windows on the sides. The facade is not symmetrical, since the window on the mauka side is larger. The doors, window frames, and shutters are painted yellow-orange. The entire false front functions as a sign board, and includes the graphic logo of the shop with the name of the store wrapped around and under the logo, as well as spelled out with individual letters on the false front, and four sign boards noting services and products of the store.

The next building mauka along Baldwin Avenue is abandoned and surrounded by a chain link fence. This two-story building (Photo IV B-5) has a stucco facade, tongue and groove siding on the makai wall, and wood shingles on the mauka wall. The stepped roofline on the sides indicates a slightly sloping shed roof. The band of windows in the second-floor facade and the rounded corners of the flat canopy suggest a 1930s construction or remodeling date for this building. The high canopy has a deteriorated canec soffit. The storefront plane is closer to the street than the second-story facade. The symmetrical storefront has centered double doors in a splayed recess between large display windows. A band of transom windows runs above the display windows

and doors. The main display windows are boarded up. There is a shed-roof garage on the mauka side.

Adjacent to the abandoned building is a new two-story building (Photo IV B-6). This wood-frame structure has a gabled hip roof of composition shingles, and a second-story balcony with angled ends. The first-floor walls are recessed behind the plane of the second-floor facade. Some of this recessed area is landscaped, the rest is paved with brick. The siding is vertically scored plywood. Wood-louvered panels flank the multi-pane fixed windows, and the wood-frame, 15-pane, double and single doors. The louvered panels are not traditional building elements but they have the shouldered lintels often seen in early buildings in this district. The building is placed far back on the lot, with a concrete parking lot in front, unlike the historic siting pattern. The brick dividers in the parking lot pavement relieve the expanse of concrete. The building's signs are coordinated in shape and size, but have a wide variety of type styles. There are signs on the building, as well as a free-standing signboard near the street.

The Komoda Store (Photo IV B-7) has been extended on the makai side. The original stucco facade has an elaborate false front with tiled caps on the projecting end sections and a gable-top central section. The extension picks up the gable-top central section design; however, above the display window line, it is constructed of scored plywood panels. The base of the extension is stucco, however, as are the pilasters, up to the canopy only. All of the display windows have been blocked up, except the most makai window in the extension. The facade design in the original section was symmetrical -- with an entry in a splayed recess under an arch, and a band of transom windows above the doors and windows. The corrugated metal canopy has been extended across the expanded storefront, supported now by brackets. The supporting rods on the original facade also remain. There is only one small sign hanging from the canopy with "Komoda store & bakery" in simple sans-serif typeface above a Coca-Cola logo. Attractive serif-style letters are used for the products names in the upper part of the windows. Exterior lighting is limited to two bulbs in the soffitted canopy.

Very little original architecture remains in the former Crossroads Gas Station at the corner of Baldwin and Makawao Avenues (Photo IV B-8), except the stucco pillars supporting the canopy and the corrugated metal roof of the office structure. The wavy-edged canopy fascia, fenced seating area, projecting bay windows with wood shake roofs, new siding, door with stained glass panels, and floor-to-ceiling plate glass windows are all remodeled elements. There are 14 signs attached to the canopy of the former gas station, apparently all for one or two shops. These are coordinated in color, shape and typeface, but the signs for the other businesses in the building are entirely different.

Baldwin Avenue, Northeast Side

The building at the corner of Brewer Road and Baldwin Avenue (Photo IV B-9) is used as a warehouse by Kitada Restaurant. The side-gabled structure has asphalt sheets over the original roofing material. The building has board-and-batten siding, which has not been painted recently and shows signs of weathering. A shed-roof garage with corrugated metal siding has been added on the makai side. There are two six-by-six sliding windows on the Baldwin Avenue frontage. A chain-link fence with wood lath woven in it screens the entry door on the side facing the restaurant. There are no signs on this building.

The Kitada Restaurant (Photo IV B-10) has a false front with horizontal boards, and vertical tongue-and-groove siding, V-jointed at mid-width, under the soffited canopy and on the side walls. A two-pane transom window is above the inset double doors. In the windows of the splayed recess and the display windows, the horizontal divisions are at the level of the transom windows. The entry area is offset to the mauka end of the building, with a pair of six-pane sliding windows on the makai end. The square louvered vent in the false front is centered. There is one small sign hanging from the canopy. The building has no external lighting.

The Klein Fein & Nikki Gallery (Photo IV B-11) is a tiny building (16-foot facade) with a false front. The building has tongue-and-groove siding, but on the front wall, under the shed-roof canopy of corrugated metal, battens have been added. The five-panel door and six-pane display window have shouldered lintels. The setback from the street is a few feet farther than for the adjacent buildings. Three posts support the canopy and a wood railing defines a porch area. There are two cloud-shaped signs with serif letters; one is centered in the false front, and one is on a decorative bracket projecting from a post. Two modern-style spotlights are located near the door.

The Gecko Trading Company Boutique building (Photo IV B-12) is much larger and, due to its stucco facade and the pier elements of its design, appears much more massive than the adjacent gallery. The entry is recessed under a pier-supported arch. The double entry doors have six panes above paired panels. The molding that forms the capitals of the piers aligns with the transom window division. There is a pair of transoms over the entry doors, and three transom windows above each plate glass display window. The hip-roof canopy between the large piers at each end of the building has asphalt sheet roofing. Above the canopy there is a sign with two angled faces giving the name of the store in serif letters, as well as two painted geckos on the adjacent wall. There is also a sign with lettering and painted and carved geckos hanging from the canopy. In the canopy there are two light bulbs in attractive glass enclosures. The windows are outlined, on the inside, with small Christmas-style strings of lights.

The next building (Photo IV B-13) mauka of the Gecko Trading Boutique appears to be a warehouse for that store. The facade below the soffited canopy has been covered with scored plywood sheets, and a 12-sided stained glass window inserted. The large double doors are also of

scored plywood with strap hinges. The building has a corrugated metal shed roof and a canopy of the same material across the facade. There are no signs on this building, but the stained glass has geckos in its design. There is no exterior lighting.

The David Warren Studio and Art Gallery (Photo IV B-14) has a residential appearance, with its small scale, double-hung windows, and gable end facing the street. It has an offset, added, hip-roof canopy along the street side and an extended entry porch on the mauka side. The scored plywood sheets in the canopy soffit have been laid haphazardly. The two windows on the street side have been changed from 6/6 to 1/1 double-hung in recent years. The corrugated metal roofing has been covered with asphalt sheets. Battens have been added over the joints of the original tongue-and-groove boards.

Goodies clothing store (Photo IV B-15) is another building that was probably originally a residence. It has been extended on both sides. It has a wood-floor porch along the facade with a post-supported canopy and braced railings. Asphalt sheets cover corrugated metal roofing. The semicircular window in the gable and the 4-pane show window are not original. The six-by-six sliding window and wood-plank door with strap hinges are probably original. The store has a circular sign with curvilinear script and elaborations, located above the canopy. The windows are outlined, on the inside, with small Christmas-style strings of lights.

The Maui Moorea Legends dress shop (Photo IV B-16) also is a gable-end building, which has been extended on one side. The roof and canopy are of corrugated metal, and the siding is tongue and groove. The transom window is wider than the Dutch-style door; this door has an x-braced panel below a top half with nine panes. The large display window on the facade is flanked by ten-pane side sections. The door and window are not original, although their multi-pane divisions are attempts to relate to the historic commercial buildings in the town. The store has three signs: a rectangular sign with faded lettering above the canopy, a colorful sign in a loose lettering style on the main facade, and large letters announcing a sale painted directly on the large plate glass window. The building has three exterior lighting systems: a string of small Christmas lights around the gable and canopy, modern floodlights on the gable, and colonial-style lamps on either side of the door.

The Maui Child Toys and Books store (Photo IV B-17) is a false-front style building with a shed-roof addition on the makai side. The roofing on the addition and canopy is corrugated metal. The canopy is soffit and supported by braces below. The storefront design is basically symmetrical, but the two sets of doors are different. One set is a pair of five-panel doors, with the top three panels glazed. The other doorway is the same size, but has three five-panel sections. Both have three-pane transoms above, and a fixed 12-pane window on one side. Incongruous picket fence sections have been placed in front of the doors that are not used as well as across a portion of the doorway that is used as the entrance. The shed addition has a pair of 6/6 double-hung windows and a door with simulated divisions in the glazed section. The projecting signs are product-

shaped, with a rocking horse over a book shape above the canopy and a book shape under the canopy. The shed addition is used as an artist's studio and has three additional signs, above and next to the door.

Coconut Classics Collectibles (Photo IV B-18) is a false-front style building with a canopy over the sidewalk. Both the canopy and false front are covered with corrugated metal. Under the canopy the wall is unpainted tongue-and-groove boards. The storefront is symmetrical, with a pair of five-panel doors flanked by fixed six-pane windows. The projecting sign, located above the canopy, has a painted coconut tree in an oval, with extended areas for the words. Two small spotlights are located under the canopy.

The Country Flowers shop (Photo IV B-19) has a stepped false front, and a post-supported canopy that is deeper than the adjacent store because the facade is set further back from the street. Up two steps from the sloping sidewalk is a level concrete porch. The false front is constructed of horizontal boards, while the main facade has wood-shingle siding. The storefront design is similar to the neighboring store, with fixed six-pane windows on either side of double doors, but the doors are different, having a single pane above a single panel. There is also a stained-glass transom window above them. The store has two signs, one a small rectangular sign on the wall of the adjacent building, where there is also a flower basket and floral arrangement. The square projecting sign above the canopy, located off-center, has italic script and floral patterns within a painted circle. One window is outlined, on the inside, with small Christmas-style strings of lights. One small spotlight is located on the mauka side of the door.

A wooden fence about 70 feet long separates the florist shop from the next building mauka. The small end-gabled structure (Photo IV B-20), extensively modified, serves as an annex to the Rodeo General Store and formerly was a deli. There are two boarded-up vents in the gable. An off-center door is made of boards and a single pane of glass. On the makai side of the door is a plywood panel, and the mauka side has floor-to-ceiling glazing with panes of varying size. The 12-foot wide structure appears to be used for storage, as there are no signs or lights on the building.

The Rodeo General Store (Photo IV B-21) has a high false front of horizontal boards, and vertical board siding below the corrugated metal canopy. On the storefront there is a pair of wide sliding doors, with large glass panels above a braced plywood panel. The plate glass windows on the makai side of the doors have painted signs on the glass and braced panels underneath. The transom sections above the windows are replaced with painted boards. Above the canopy is a rectangular projecting sign in serif typeface with the store's name. Hanging from the soffited canopy is a section of diagonal lattice with signs listing products available in the store. Holes in the lattice are cut in four places for spotlights.

The building housing Makawao Secretarial & Bookkeeping and Hale Ali'i Builders, Ltd. (Photo IV B-22) has a high shed roof, giving an appearance of a false front. Horizontal boards have been applied above the canopy and the wall under it has vertical tongue-and-groove siding. The mauka side wall is covered by plywood panels with battens. The corrugated metal canopy is supported by posts made of pairs of 2x4s. The almost symmetrical storefront has two boxed-out bays with fixed six-pane windows flanking double doors with three panels below a single pane of glass. Wide wooden stairs lead up to the doors. There is a railing fence aligned with the bottom edge of the stairs and the posts. Three small rectangular signs hang from the canopy, each with different typeface styles. One is on the mauka side, visible only to pedestrians on the porch of the adjacent building.

The next building mauka contains two shops, a barber shop and Tack n Things (Photo IV B-23). This stepped false-front building is constructed of vertical tongue-and-groove boards. The mauka wall is covered with deteriorated asphalt sheets. The canopy is wood-shingled and supported by posts with braces. In front of the barber shop there is a wooden porch, reached by three concrete steps. The porch in front of the other store is concrete, with one step along the street side. Each storefront design is symmetrical, with fixed six-pane windows flanking the door(s). The barber shop has double doors with two panels under a single pane of glass. The doorway to Tack n Things has been blocked down and now has a narrow 18-pane door, and wood-grained aluminum louvers have been installed in the plywood panels flanking the door. The barber shop sign is painted on one of their windows, the other window has deteriorated tinting film on it. The small rectangular sign for the other store hangs from the canopy, less than seven feet above the wooden porch level.

Mountain Fresh Market (Photo IV B-24) has a stepped false front screening a gable roof, and a rod-supported canopy. The facade is covered by scored plywood panels and the roofing material is corrugated metal. The makai wall is board and batten, with most of the battens missing. The store has double doors covered with flyers and notices; some unpainted horizontal boards above it indicate the door opening was altered at some date. The three-section display window has been blocked on the inside with a sign advertising "Organic Fruits & Vegies." Above the canopy is a sign with two angled faces, sporting the store's name in serif letters and painted fruits and vegetables.

The store called Collections (Photo IV B-25) has a stepped false-front screening a gable roof. The facade has wood shingle siding, but the mauka wall is built of vertical tongue-and-groove boards. The post-supported canopy and the gable roof are corrugated metal. On the mauka half of the storefront there are fixed four-pane windows flanking the entrance door. The five-panel door has stained glass in the place of the two top panels. A small stained-glass transom window, with the name of the store painted in it, is above the door. The makai half of the storefront has an unusual window arrangement, with eight six-pane windows stacked in four vertical sections. A narrow

rectangular sign for the store, on the false front, has gothic-style letters. A small square sign projecting from the side of the building has sans-serif lettering.

The two-story building on the northwest corner of Baldwin and Makawao Avenues, the former Matsui Store (Photo IV B-26), anchors the line of buildings along Baldwin Avenue. It is the most imposing building in town because of its location, size, and stylistic details. The false front has an additional step and flared ends to hide the gable roof behind. The siding is vertical tongue and groove, except the second-floor rear wall has wood shingles over the boards. The second-story has a square central louvered vent in the top step of the false front and pairs of 2/2 double-hung windows flanking a central window with double 12-pane casements. The hip-roof canopy is supported by rods. Under the canopy the storefront is also symmetrical. Two projecting bays have fixed eight-pane windows along the front and angled sides with fixed two-pane windows. The entry has double doors with three panels under a single pane, and a three-pane transom above. On the mauka side, facing Makawao Avenue, a sliding window and two fixed windows appear to have been inserted. The other windows on the side and rear walls are mostly 2/2 double-hung, although there are a few 6/6 windows. The ground floor has two businesses, with very different signage for each. The Crater Gallery has a sign painted on the glass and one in the display window. The real estate firm has signs under the window and next to it, as well as one hanging from the canopy. Between the Collections store and the makai side of this building a decorative entry form supports elaborate signs (Photo IV B-27) for the businesses in the rear. The space on the second floor is reached by exterior stairs. There are spotlights under the canopy for night lighting.



**Photo IV B-1. Makawao Steak House, Makawao
(Iwaishi Restaurant and Residence)**



Photo IV B-2. Former Theater (abandoned), Makawao

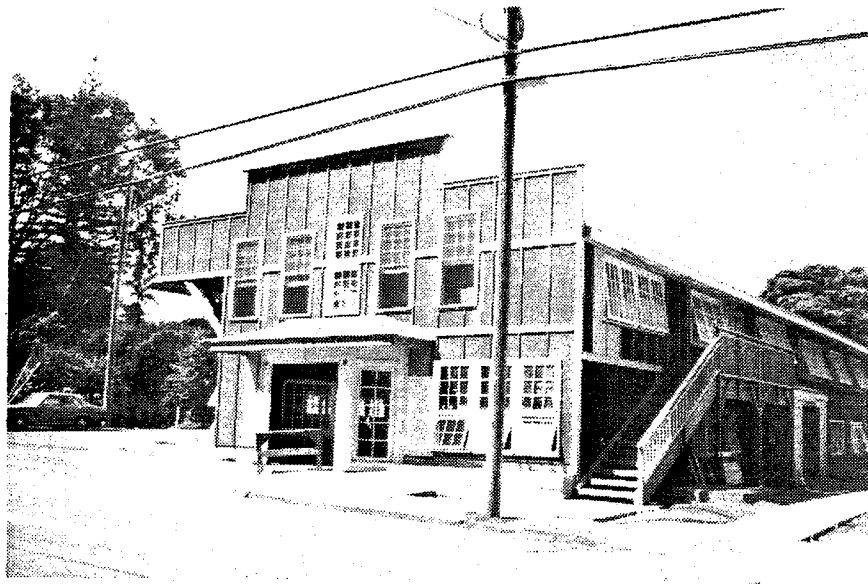


Photo IV B-3. Theater Building Remodeled, Makawao

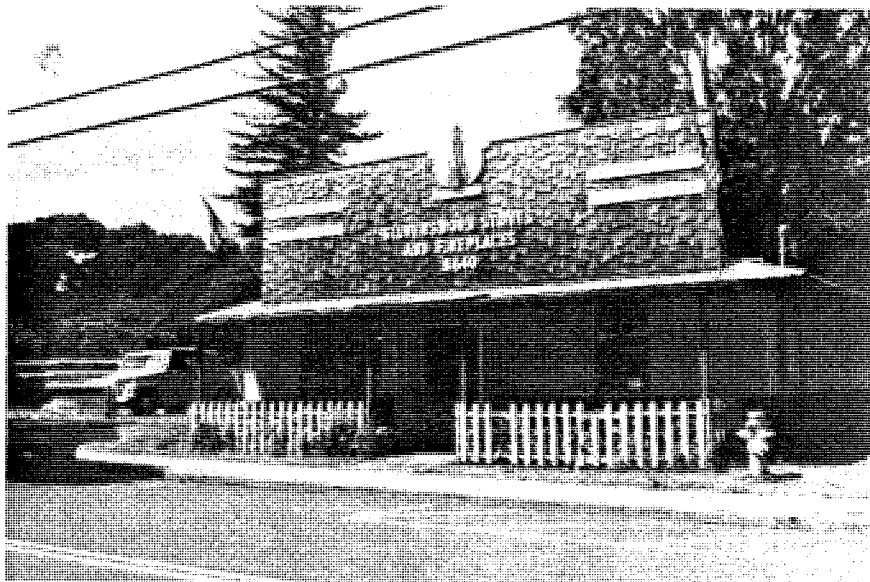


Photo IV B-4. Silversword Stoves and Fireplaces, Makawao
 (First Assembly of God)
 (Madrid Pool Hall)

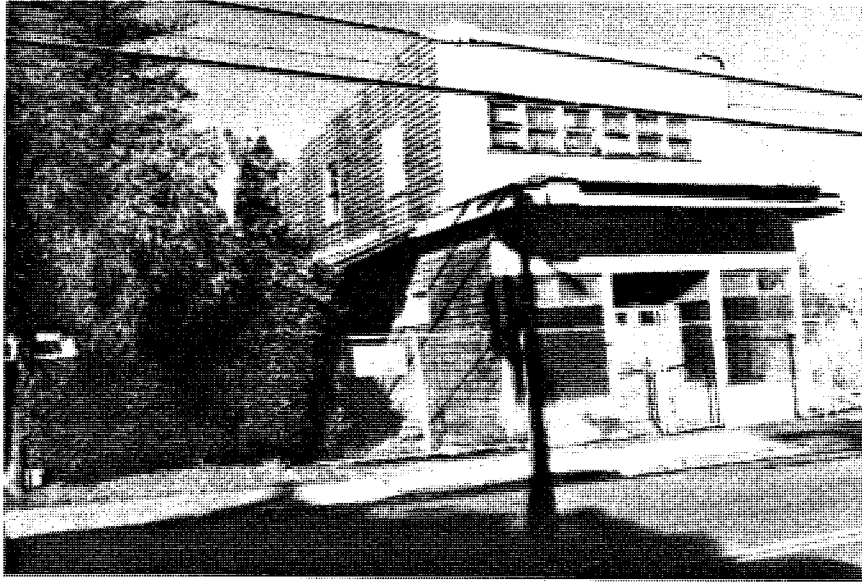


Photo IV B-5. Abandoned Building – 3654 Baldwin Avenue, Makawao
(Ikemori Market / Steakhouse)
(Alancaster Meat Market)

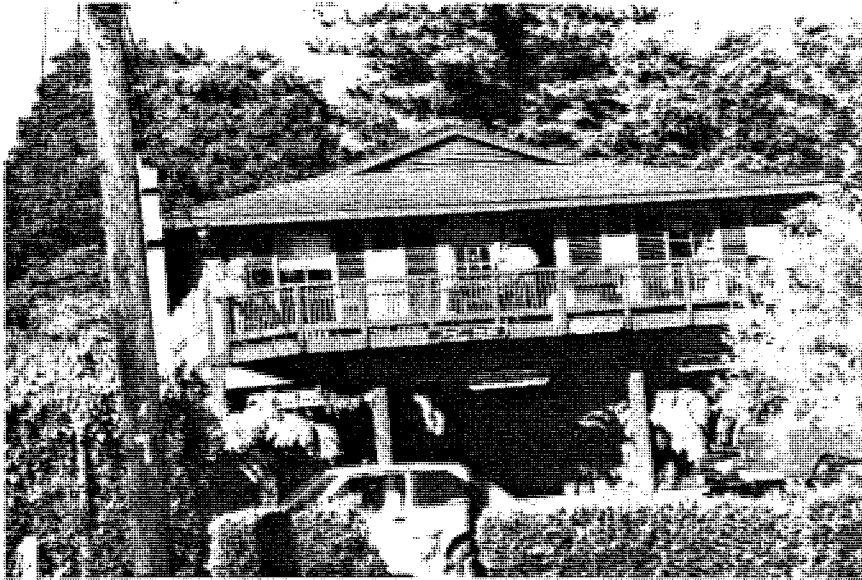


Photo IV B-6. New Commercial Building – Baldwin Avenue, Makawao

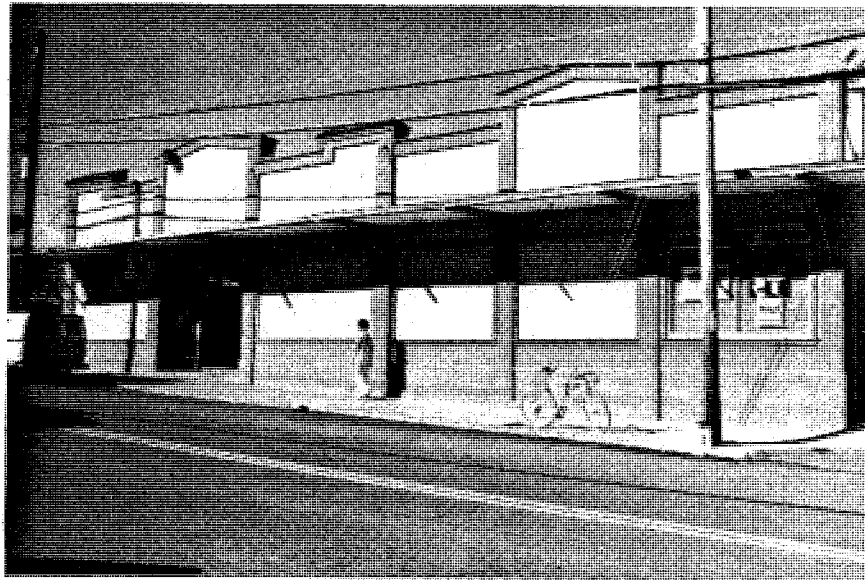
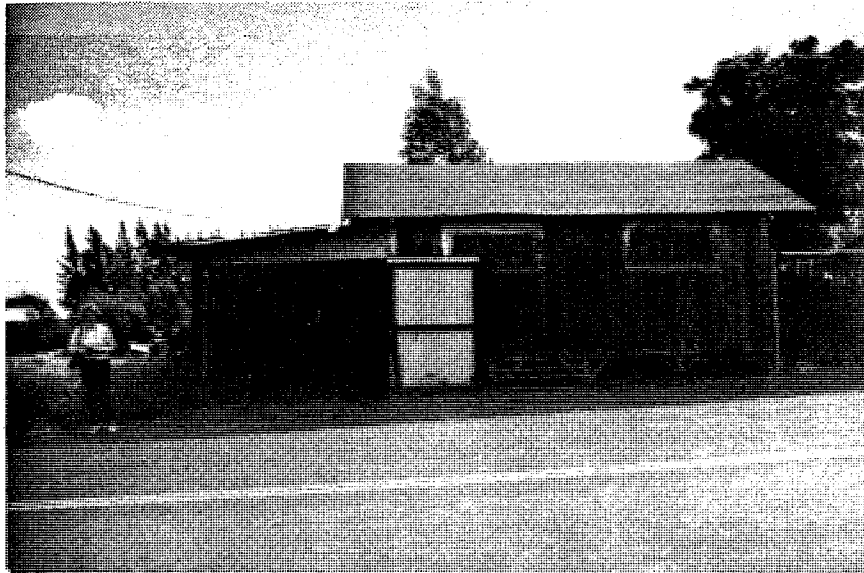


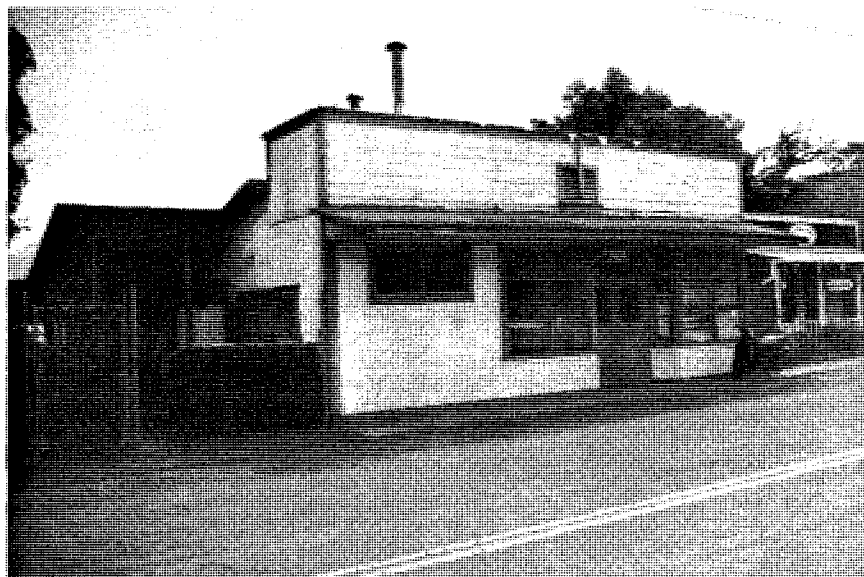
Photo IV B-7. Komoda Store and Bakery, Makawao
 (Formerly located mauka of Polli's Restaurant)



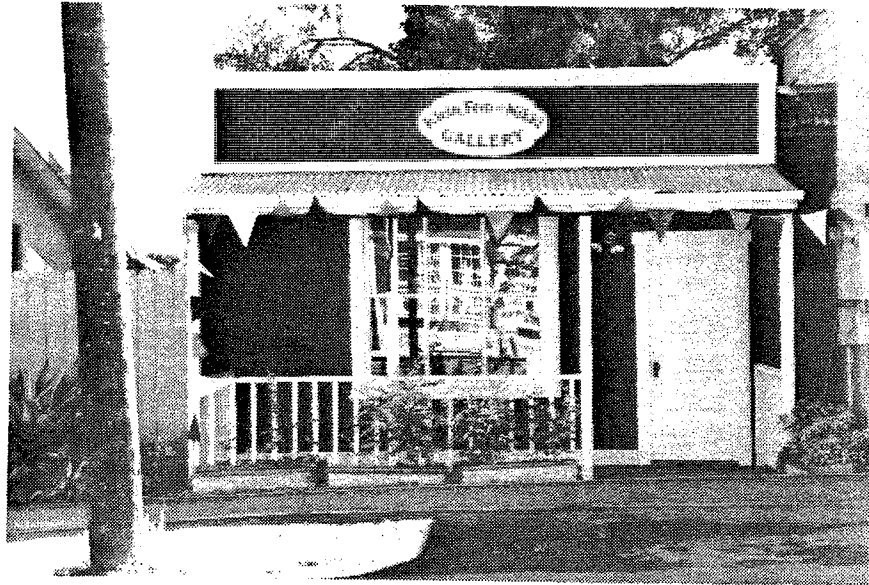
Photo IV B-8. Former Crossroads Gas Station, Makawao



**Photo IV B-9. Warehouse for Kitada Restaurant, Makawao
(Residence)**



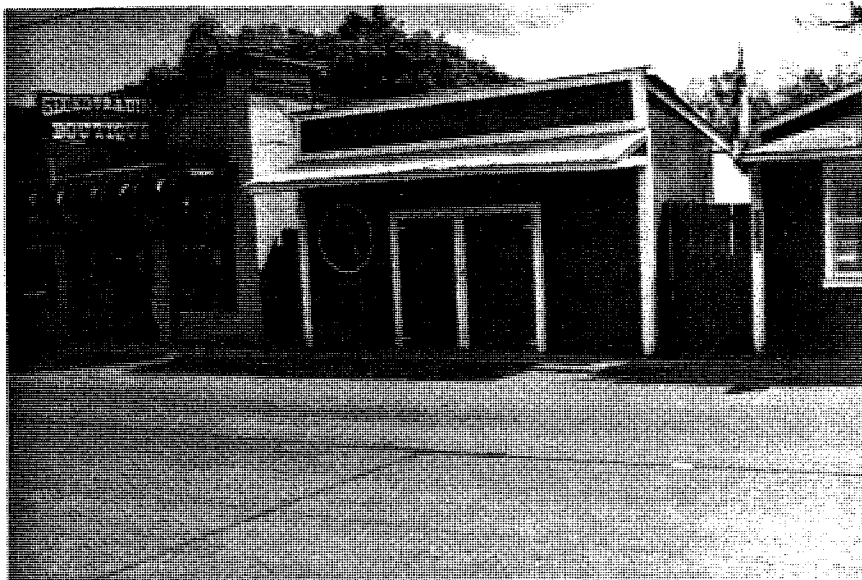
**Photo IV B-10. Kitada Restaurant, Makawao
(Joe Cooper Residence)**



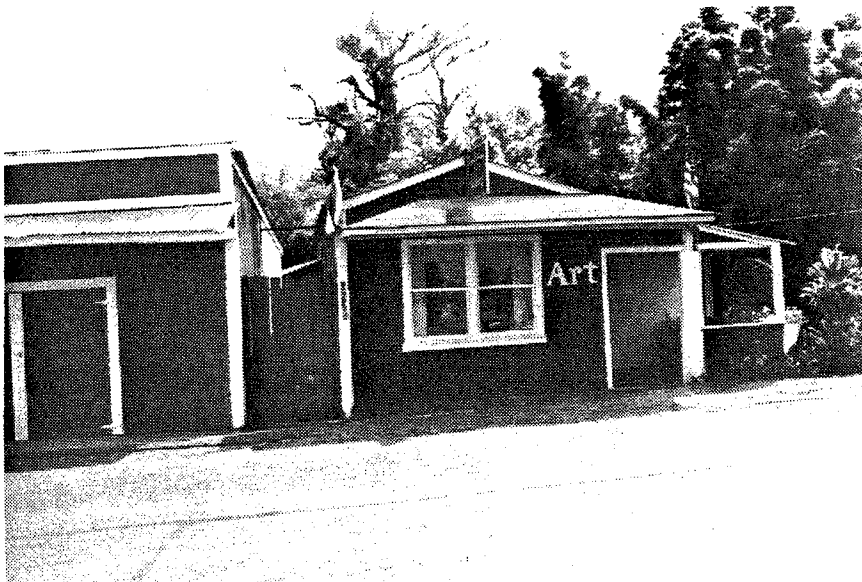
**Photo IV B-11. Klein Fein & Nikki Gallery, Makawao
(Residence)**



**Photo IV B-12. Gecko Trading Company Boutique, Makawao
(Family Barber Shop - now on Makawao Avenue)**



**Photo IV B-13. Warehouse for Gecko Trading Company Boutique, Makawao
(Residence)**



**Photo IV B-14. David Warren Studio and Art Gallery, Makawao
(Residence)**

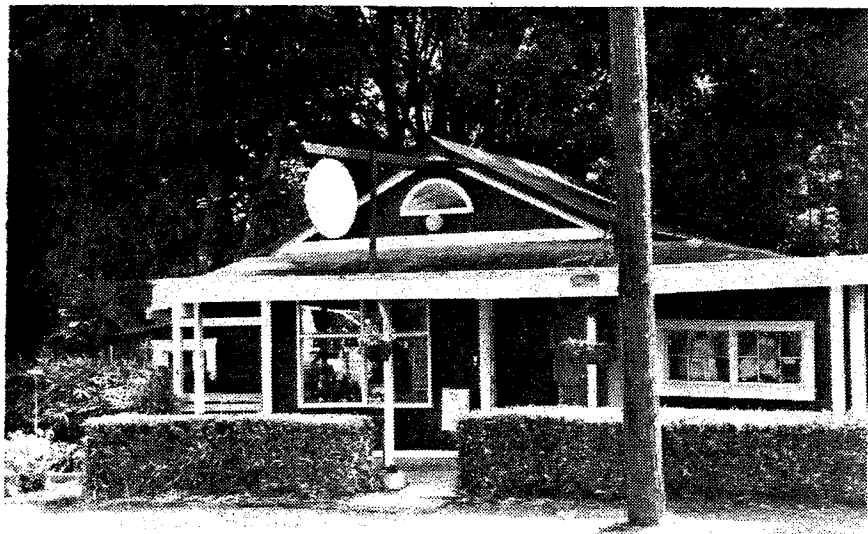


Photo IV B-15. Goodies, Makawao



Photo IV B-16. Maui Moorea Legends, Makawao
(Barber Shop)



**Photo IV B-17. Maui Child Toys and Books, Makawao
(Ichiki Store)**



**Photo IV B-18. Coconut Classics Collectibles, Makawao
(Leilani Bar)**

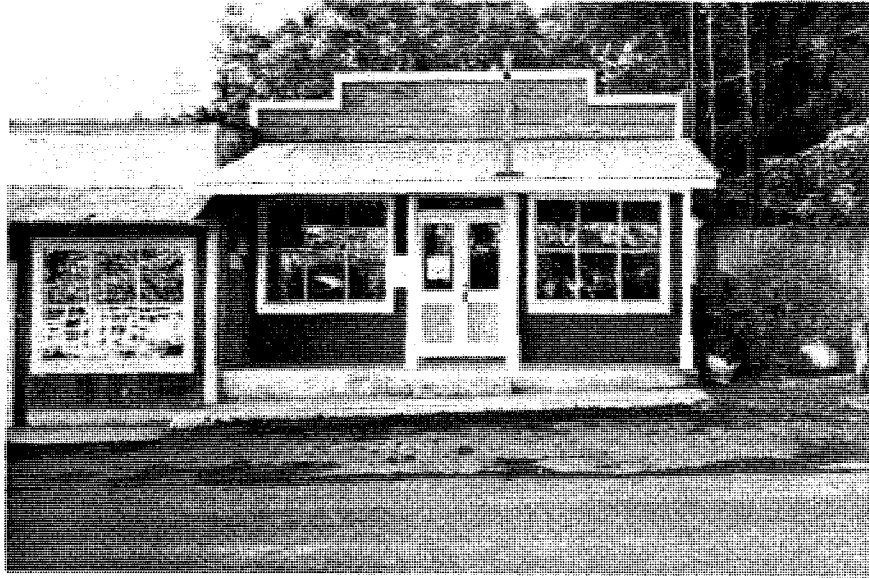


Photo IV B-19. Country Flowers, Makawao
(Makawao Liquor Store)



Photo IV B-20. Annex to Rodeo General Store, Makawao
(Deli Building)
(Residence)

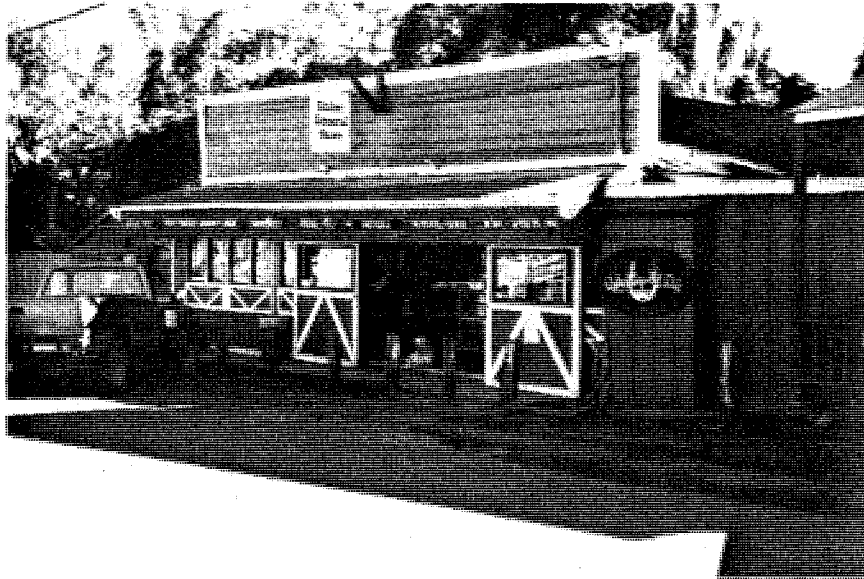


Photo IV B-21. Rodeo General Store, Makawao
(Yoshizu Market)

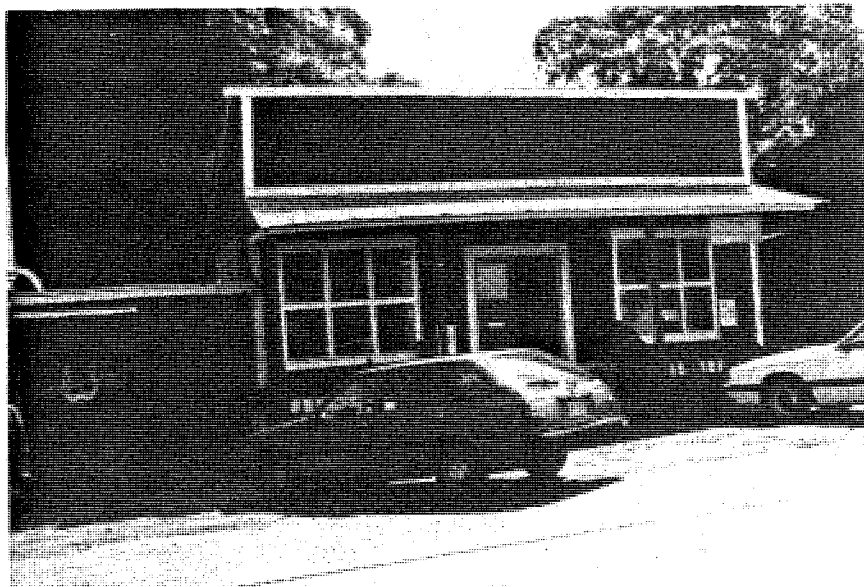


Photo IV B-22. Makawao Secretarial & Bookkeeping + Hale Ali'i Builders
(Madrid Store)



Photo IV B-23. Barber Shop + Tack n Things, Makawao
 (Honda Barber Shop) (Charlotte's Beauty Center)
 (Pool Hall)
 (Tailor Shop)
 (Restaurant)



Photo IV B-24. Mountain Fresh Market, Makawao
 (Makawao Pool Hall)
 (Kusumoto Garage)



**Photo IV B-25. Collections, Makawao
(Matsui Gas Station)**

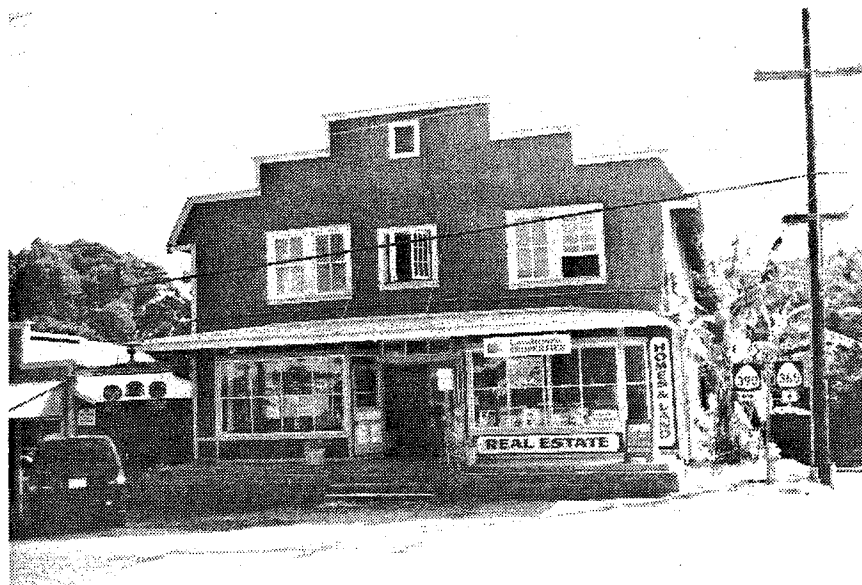


Photo IV B-26. Former Matsui Store, Makawao



Photo IV B-27. Signs for businesses in rear of former Matsui Store, Makawao
(Dentist's office - 2nd Floor)

Makawao Avenue, Mauka Side

Polli's Restaurant (Photo IV B-28) is a small structure at the northeast corner of Baldwin and Makawao Avenues. The gabled-hip roof has been extended in the front to create a canopy. The canopy is wider than the facade of the building, and supported by posts. The roofing material is corrugated metal, except the shed-roof addition on the Olinda Road side has a composition material with gravel topping. The walls are stucco, and the off-center double entry doors are made of horizontal boards set within an arched frame. There is one large plate glass window on the Hana side of the door and three smaller windows on the other side. The area under the canopy is paved with concrete. The building has four signs -- one at the gable top of the roof, one on the large glass window, one on the canopy edge, and one on the Hana side wall. Lighting is provided by a line of colored bulbs along the canopy support beam, and two Spanish-style lamps flanking the entry.

The Casanova Restaurant (Photo IV B-29), on the southeast corner of Baldwin and Makawao Avenues, is a prominent structure. Its 90-foot facade is important for its role in turning the orientation of the business district to Makawao Avenue. Much of the character of this building has been lost, however, through inappropriate remodelings, especially the addition of aluminum siding and the large plate glass windows. There is a band of four-pane windows and screened louvered vents in the false front, giving the appearance of a two-story building. The stepped sides of the building and the windows on the Olinda Road side indicate it is a one-story building. The lava stone fireplace retains its natural appearance, but the stone wall along Makawao Avenue has been painted. More than half of the area under the hip-roofed canopy has been enclosed, but a section on the Pukalani end functions as an outdoor cafe. The double doors to the restaurant section (Photo IV B-30) are in an appropriate style with a large glass pane over a panel of vertical boards. The building has five signs: two have a drawing of a lute-playing Casanova, one of these also has the name of the restaurant and "Italian Deli" on it; another sign has only the name of the restaurant; the largest sign is next to the nine-pane window and lists in Italian the four functions of the buildings "Ristorante, Caffè, Pizzeria, Discoteca"; the sign on the upper side wall has the most elaborate shape and lettering. Sockets for bare bulbs are still visible under the cornice of the canopy, but three shielded lamps are installed near the Hana corner of the facade. There are also ceiling lights at the entry.

On the Pukalani side of the Casanova restaurant is a parking lot. On the far side of this parking area, and up a slight rise, is a commercial building with a gable-end facing the street (Photo IV B-31). The building is reached by seven concrete steps and a driveway. This unoccupied building has scored plywood siding and an ERA realty sign in the main facade window. This window is a boxed-out bay, with two large plate glass sheets and a shed roof of asphalt shingles. The gable roof is extended on the Pukalani side to create a canopy over the concrete walkway. The building has been divided into three offices, each with a different door and window arrangement along this walkway side. One office has wavy-edged window frames. Two empty sign boxes are

on the main facade -- to the side and above the bay window; one has fluorescent tubes in it. The building's lights are located in the canopy above the walkway.

The Mauka Kai Realty and Family Barber Shop building (Photo IV B-32) is located very close to the road. It has stucco walls, but the false front is covered with staggered wood shakes. The false front also appears inappropriate because there is no canopy. The four windows are all large plate glass. The doorway opening to the real estate office was blocked down, and a dutch door inserted. The barber shop has double doors, with the transom window above boarded up. The real estate office has two signs in the shape of the island of Maui, with the name of the firm painted on it or in separate, raised letters. It also has the words "Real Estate Sales" in separate letters on the shakes of the false front. The barber shop has very faded letters on the glass of one of its windows. There is no exterior lighting fixture on the building.

The next commercial building on the mauka side of the street is the Makawao Feed, Garden and Hardware store (Photo IV B-33). This two-story building has a corrugated metal hip roof and mostly vertical tongue-and-groove siding. On the lower side walls, and under the display windows is scored plywood. The upper floor appears residential in character, with sliding windows of various sizes. There is a molding line between the first and second floors, now largely obscured by signs. The store has double entry doors made of boards with Z bracing, used as bulletin boards. Two horizontally oriented large plate glass display windows are located on the Hana side of the door, while four vertically oriented windows are on the other side. There are numerous signs on the building, including five for products sold in the store. The main sign has the name of the store in individual raised letters, a flower pot, and a hammer shape on a background of scored plywood. An oval "True Value" sign is located on the side wall. An electric conduit runs mid-height on the second-floor elevation, with lights above the two main signs. Removal of the products signs, a smaller main sign, and alignment of the electrical conduit along the molding would enhance the appearance of this building which has substantial character.

Across Ai Street from the hardware store is a former gas station building now used as a tax consultant's office (Photo IV B-34). The walls of the small office section of the structure are vertical tongue and groove. Jalousie windows have been installed on the side wall. The front wall of the office has a five-panel door and two plate glass windows with flowerboxes underneath. The roof is a very slightly pitched gable with an extension over the former gas pump area. The canopy extension, supported by wood posts, serves as a covered parking space. A planter is located on the gas pump island. The curved, stepped island is made of concrete. The posts support the three signs for the business, stating the service offered and the name of the proprietor. A former service garage building behind (Photo IV B-35) also serves as offices for the tax business. The building has a deteriorated false front and altered doors. The door opening is framed with angled ends. The siding is horizontal boards. There are no signs or exterior lights on this building.

The next building on the mauka side of the street has two shed extensions. In the main section is the Lumber Warehouse of Makawao Feed, Garden, and Hardware (Photo IV B-36). This end-gabled structure has corrugated metal roofing and siding, except the Pukalani side wall is concrete block. There is a band of screening for ventilation above the large sliding doors of corrugated metal. There is also a flush door and an aluminum-frame sliding window for the office section of this building. The simple rectangular sign for this business is in the gable, located off-center. The first shed-roof addition houses Upcountry Auto Body. It also is largely corrugated metal, both roof and large sliding door. Upcountry Equipment Rentals occupies the second shed addition, as well as an area walled in with concrete block. This business has a three-dimensional sign on the door of a lawnmower, and a simple lettered sign on the side wall.

The last commercial building on the mauka side of Makawao Avenue is the Shell gas station (Photo IV B-37). The steeply angled shed canopy supported by steel pipes over the gas pumps is a 1960s style. The rest of the structure, made of concrete masonry units and plate glass in the office section, is unremarkable.

Makawao Avenue, Makai Side

An L-plan structure, with a two-story and a one-story leg, contains the UpCountry Fishery (Photo IV B-38). The building has shed roofs and canopy roofs of corrugated metal. The lower portions of the structure are concrete masonry units, and the upper sections have scored plywood siding. The second-story has a balcony with wood railing and decorative frieze. The second floor has large plate glass and jalousie windows, and a wood-frame glass door with four panes. Large refrigerated locker doors are underneath the balcony. Narrow windows of varied height are located in the stairway wall. Double aluminum-frame glass doors are the store's entry. The casings around the store's entry and windows have peaked lintels. The first-floor windows are plate glass, some with paired jalousie sections underneath. The sign for the store projects from the side nearest the road (Photo IV B-39). It is an internally lit plastic sign with a small Coca-Cola trademark, as well as a small and large logo of a cowboy riding a swordfish, and the name of the store. A carved mahi-mahi fish, outlined in Christmas-style lights is located on the support for the hanging plastic sign.

The Liquor Shack (Photo IV B-40) is set back from Makawao Avenue with parking in front. The end-gabled structure has a corrugated metal roof and siding of scored plywood panels. A flat canopy, with boxed-in sides, defines the off-center entry. The aluminum-framed glass doors and window are also inappropriate to the town's architectural character. There is a simple rectangular sign with individual raised letters on a rectangular signboard. Small round spotlights illuminated the sign, and larger square ones light the parking lot.

The two-story building adjacent to the Liquor Shack (Photo IV B-41) also has the contemporary siting pattern -- far back from the road with the parking in front. The two-story, side-gabled building has ridged metal roofing. The siding is scored plywood panels. The metal railing on the second-floor balcony is inappropriately thin, especially in contrast to the thick wood posts supporting it and the roof. Access to the second floor is provided by an exterior stairway at the Hana end of the facade. Two of the three ten-pane entry doors to the first-floor businesses are set in a recess with angled walls. Tripartite plate-glass windows in these walls flank the doors. The three businesses on the upper floor have single or double ten-pane doors with flanking wood-louvered vents. On each end of the second-floor facade there is a large square plate-glass window. Signage is not coordinated on the building, but is on the signboard at the road edge (Photo IV B-42). There are some spotlights near the stairway.

The Makawao Business Center (Photo IV B-43) is a large, two-story complex with an L-plan. There are stepped false fronts with semi-circular tops and half-wagonwheel decoration on four planes of the building. The false fronts are not in scale with the building and their braced supports are highly visible. The facades facing the parking lot are constructed with panels of stucco-like material, while the rear walls are ribbed metal. The second-floor walkways have railings of plywood panels and hipped canopies of ridged metal. Two exterior stairways provide access to the second floor. The aluminum-framed windows and doors are obviously modern. On the walls facing the parking lot the 1/1 double-hung windows are grouped in sets of four, suggesting historic multi-pane shop windows, but unconvincingly. The rear walls have sliding and awning windows. The signage is apparently intended to be coordinated, with round-ended sign boards, each with the wagonwheel logo of the complex and the name of the store in letters with exaggerated bottom serifs. Fluorescent light fixtures illuminate the exterior walkways.

There is a complex of three older wooden buildings on the corner of Maha Road and Makawao Avenue. Two, at least, were part of the Makawao Garage. One structure connected the gas pumps and office rooms, and the adjacent structure housed its service bays (Photo IV B-44). Both are built of vertical tongue-and-groove boards with corrugated metal roofing. The gas station has a hipped canopy over the gas pumps, supported by wood posts. The canopy ties into the gable roof of the office portion of the structure. The structure appears vacant and the doors and windows are obscured by material in front of them. The service bay building has a stepped false front. Its supports have been altered and it appears to sag. There are no signs or exterior lighting on these buildings.

The Covic Construction Co. offices are housed in a wonderfully proportioned false-front building (Photo IV B-45). Unfortunately repairs have not been made, or when made did not match the original materials, obscuring some of its character. The false front has been covered with sheet metal, two sections of the fixed display windows have been replaced with jalousies, a pane is broken, and wood shingles are missing from the side wall. Original elements that remain to give it character are the five-panel double doors set in a splayed recess, the wood-shingled stallboards

under the display windows, and the two-pane awning windows on the side wall. An addition to the building has been roofed by an extension of the corrugated metal gable roof. There is a sign on the false front that extends above the roofline, and another sign in one window. Both signs have a lot of text.

CONDITION OF BUILDINGS

The buildings in Makawao's business area are generally well-maintained and in fair to good condition. A few buildings have not been painted recently and show weathering. On many buildings repairs have been made using inexpensive materials, applying them over rather than replacing the deteriorated material. For instance, asphalt sheets are often placed over the original roofing and plywood sheets over termite-eaten boards. There is one abandoned building on Baldwin Avenue and one on Makawao Avenue. Both of these are in poor condition.

USE OF BUILDINGS

Although many of the commercial buildings in Makawao are potentially historic, almost all the uses are very contemporary. Kitada Restaurant and Komoda grocery store/bakery are the only uses that have survived for three decades or more in Makawao. The town's businesses originally served the farmers and ranchers in the surrounding area, but now are geared to the suburban community residents and tourists. Common uses are restaurants, gift shops, clothing stores, art galleries, food stores, hair salons, real estate and service offices, doctor's offices and health clinics. There is one functioning service/gas station on the mauka side of Makawao Avenue; two older gas stations closer to the heart of town have been converted to other uses, while another at the Pukalani end of town appears abandoned. Other uses for which there are single examples in Makawao are a florist and a business selling stoves and fireplaces.



Photo IV B-28. Polli's Restaurant, Makawao
 (Steakhouse - WWII)
 (Tax Office)
 (Fish Market)
 (Tam's Meat Market)

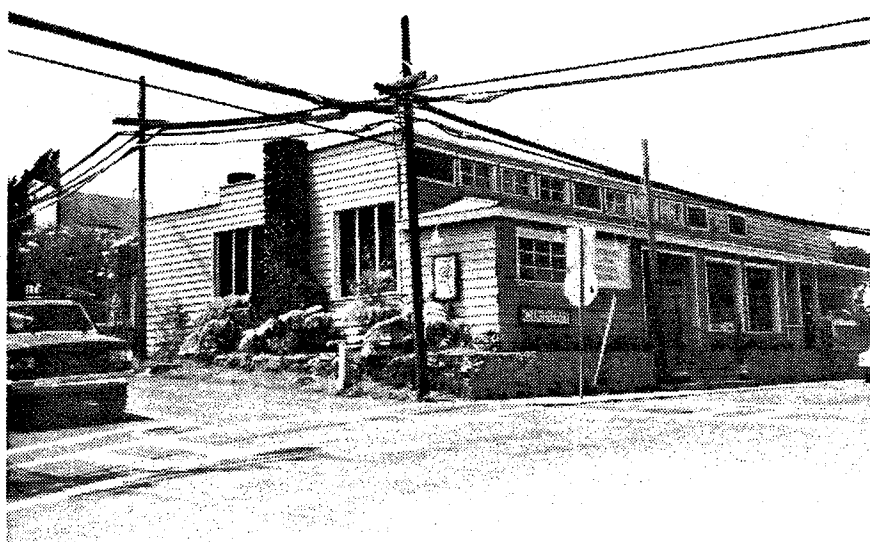


Photo IV B-29. Casanova Restaurant, Makawao
 (Club Rodeo)
 (USO Center - WWII)
 (Tam Chow Store)

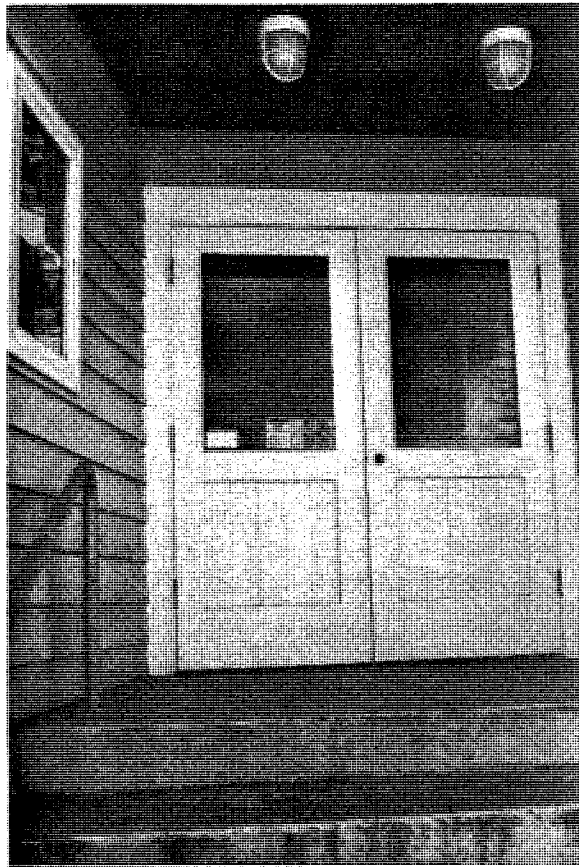


Photo IV B-30. Doors to Casanova Restaurant, Makawao



Photo IV B-31. Former ERA building, Makawao
(U.S. Post Office)
(Bank of Hawaii)
(Yamamoto's Vegetable Stand)



Photo IV B-32. Mauka Kai Realty + Family Barber Shop, Makawao
(Tam Yau Residence)



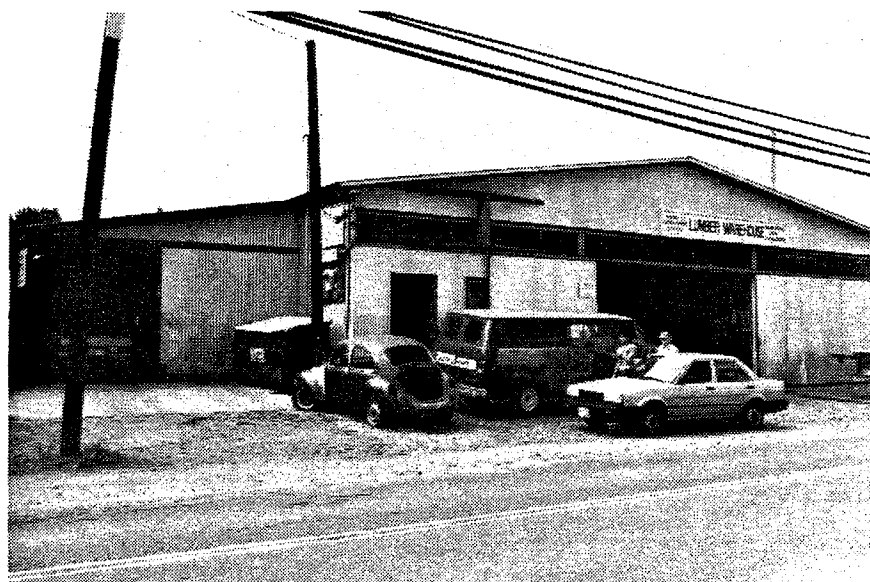
Photo IV B-33. Makawao Feed, Garden and Hardware, Makawao
(Joe Silva's Market and Store)



Photo IV B-34. Berman Tax Preparation office, Makawao



**Photo IV B-35. Berman Tax Preparation office annex, Makawao
(Blacksmith Shop)**



**Photo IV B-36. Lumber Warehouse of Makawao Feed, Garden, and Hardware
+ Upcountry Auto Body + Upcountry Equipment Rentals, Makawao
(Royal Motors)**



**Photo IV B-37. Shell Gas Station, Makawao
(farm)**



Photo IV B-38. UpCountry Fishery, Makawao
(Kachikawa's Service Station)



Photo IV B-39. UpCountry Fishery sign, Makawao



**Photo IV B-40. Liquor Shack, Makawao
(Residence)**

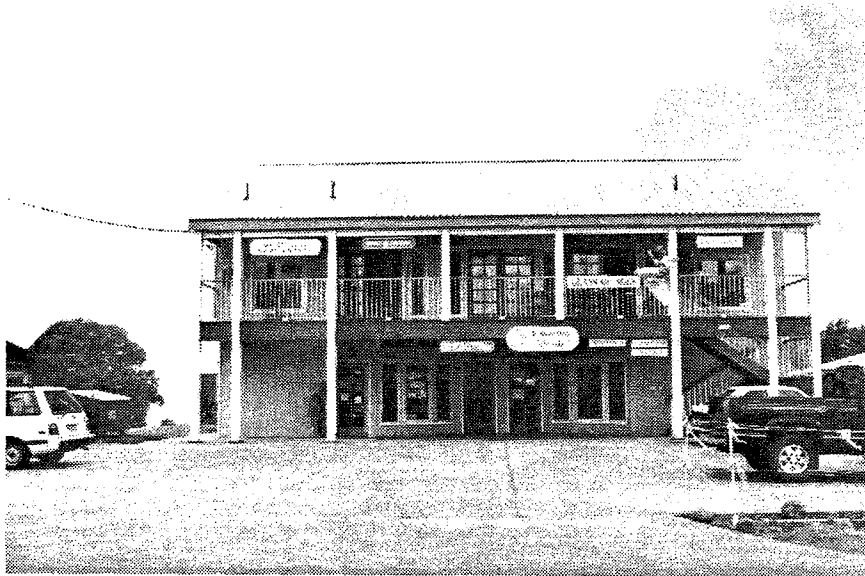


Photo IV B-41. Two-story building adjacent to the Liquor Shack, Makawao

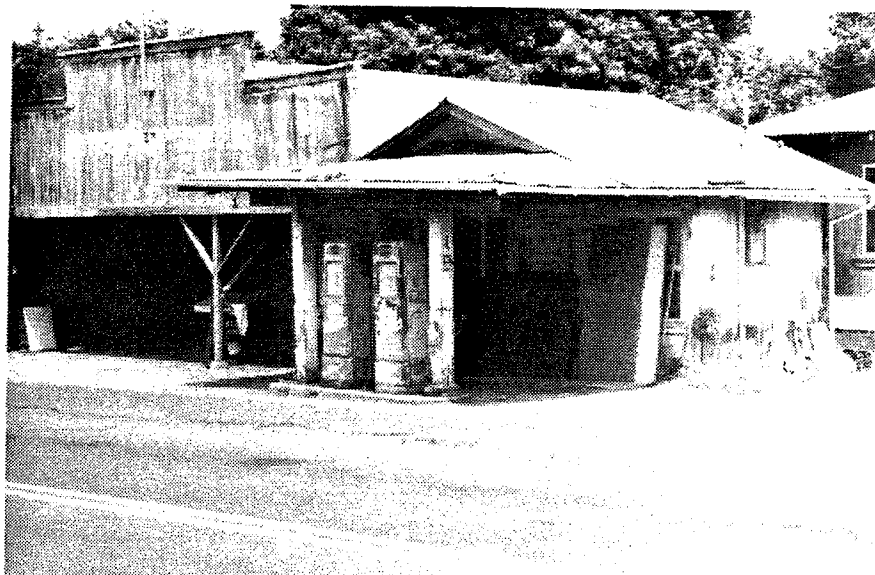
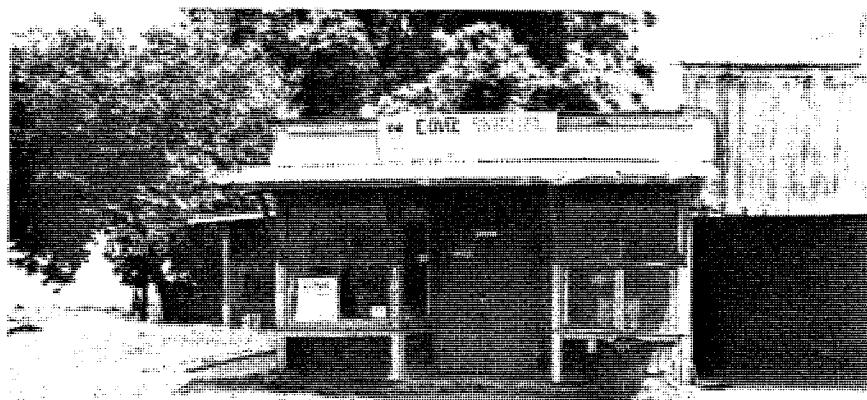


Photo IV B-44. Former Makawao Garage, Makawao



**Photo IV B-45. Covic Construction Co., Makawao
(Saimin Store)**

2. MAKAWAO - SITE DESIGN

The following are existing site development characteristics which are evident within Makawao's business-designated areas.

LAND USE

The general existing land use pattern within Makawao concentrates commercial and retail uses along Makawao Avenue and Baldwin Avenue with residential uses in the surrounding areas. The primary areas of commercial and pedestrian activity appear to be along Baldwin Avenue (to Makawao Steak House) and along Makawao Avenue near the vicinity of the library. In the evening, the various restaurants, namely Makawao Steak House, Polli's and Casanova's are very busy. The post office, Eddie Tam Gymnasium and the various area churches also tend to generate a lot of activity. The undeveloped business-designated lots are scattered throughout Makawao. They exist as either vacant lots (three large lots), vacant buildings (two), and existing houses (approximately nine).

SITE PLANNING/ON-SITE PARKING

Several typical site planning patterns have been established within Makawao. The first occurs where a single lot is utilized for commercial purposes and there is no provision for on-site parking. Customers use the existing on-street parallel or diagonal parking. Another pattern is the single lot with the commercial use along the front property line and the parking provided at the rear. However, the third and predominant pattern for lots on Makawao Avenue, is the single lot with the commercial use along the rear property line and the parking provided at the front or side.

LOTTING

A few of the lots in the Community Plan Business area do not appear to conform to the development standards set for the Country Town Business district within the zoning ordinance. Some of these nonconforming lots are narrower than the 60-foot minimum lot width set forth in the ordinance, and some appear to be smaller than the 6,000 square foot minimum lot area. Small lot sizes, within the business area, create 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. There is also the concern that certain proposed changes to the Department of Health's regulations concerning wastewater disposal

(Chapter 62) may prevent development within the business-designated areas. The potential changes include the requirement of a 10,000 square foot (minimum size) leach field. This requirement would place an undue hardship on many businesses which may want to expand or renovate their facilities and do not have adequate lot area to accommodate such a leach field.

VACANT LOTS/OPEN STORAGE

A few vacant lots within town are in use as open storage areas for various unsightly materials. There is even an abandoned shop that has been fenced off within the business district. The Design Guidelines address the undesirability of open storage areas adjacent to major thoroughfares and the need to screen such areas from view.

STREETS/UTILITIES

Typically, streets within Makawao are adequate to handle the traffic flow. They are however, inadequate to handle this level of traffic with the existing permitted system of diagonal parking along Baldwin Avenue. Both Makawao and Baldwin Avenues, which are County roadways, provide for one lane of traffic in each direction. Typically, there is some type of sidewalk provided along Baldwin Avenue. The sidewalk on the Pukalani side of the roadway was constructed in 1937 through funding from the Works Progress Administration (WPA) program. Currently, there is a federally funded construction project that will provide a continuous sidewalk on the makai side of Makawao Avenue, from the corner of Baldwin/Makawao Avenues to Eddie Tam Gymnasium. In addition to improved pedestrian movement and safety, a major benefit of this project is the acquisition of adjacent private property and the realignment of the makai right of way line. As is typical of these Upcountry areas, the right of way evolved during times when transportation depended mainly upon pedestrian and horsedrawn means. Thus, the existing right of way line jogs in and out, without a standard width. This project will correct this problem along this stretch of Makawao Avenue. On the mauka side of the road, there is presently a sidewalk in sporadic locations.

In general, water source, distribution and storage is adequate. Makawao utilizes surface water that is drawn from the Kamole weir and treated to potable standards at the County facility near Haliimaile.

Centralized sewage disposal facilities are not available and onsite disposal can present a problem within Makawao. Current practice is to construct a septic tank/seepage tank system. Occasionally, lot size, shape and slope can complicate this disposal method. The lack of an offsite alternative can affect any potential business development, especially ones with high water disposal demands, such as laundromats, non-recycling car washes and, to a certain degree, even restaurants.

DRAINAGE

Makawao has fairly good drainage primarily due to its sloping terrain. Storm water is diverted to the existing gulches and ends up in storage reservoirs or finds its way to the ocean. Except for certain localized areas, the business district does not have any drainage concerns. One such localized area that does have a drainage concern, is the vicinity of the makai/Pukalani corner of the Rose Crook estate.

3. MAKAWAO - ENVIRONMENTAL/PHYSICAL

LANDSCAPE

Makawao's business area is largely devoid of major street front vegetation, since many buildings are along the front property line or have parking along the front property line. There is however, much vegetation within agricultural areas, behind street frontage buildings and within residential areas. There are also areas within Makawao where there are large concentrations of eucalyptus trees. Major landscape features within Makawao include the large trees within the former Rose Crook Estate, which has the largest tree in all of Makawao town, a Norfolk pine over a hundred feet tall.

VIEWS/LANDMARKS

The primary view corridor from Makawao is downslope towards the expanse of the Rose Crook Estate, to Paia and the ocean and towards the central isthmus of Maui. Certain portions of Makawao also have magnificent views mauka towards the slopes of Haleakala.

Visual landmarks include the various public buildings, the library, the post office and the Eddie Tam Gymnasium and also the large trees within the former Rose Crook Estate. The major churches, especially St. Joseph's, are also visual landmarks, since they are so well recognized. Historically, they have served as congregating locations. The former Matsui and Tam Chow stores are large buildings at the intersection of the two main roads in Makawao. They also function as landmarks for the town.

4. MAKAWAO INVENTORY AND ANALYSIS MAP

Figure IV B-1 shows the Inventory and Analysis Map for Makawao. This map displays existing views, major roads, parking areas, businesses, open space, land uses, visual landmarks and other analysis elements which are important in delineating the unique character of Makawao.

Figure IV B-1. Makawao Inventory and Analysis Map

C. PUKALANI

1. PUKALANI - ARCHITECTURE

The business area of Pukalani is scattered in clusters along the two main roads, Makawao Avenue and Haleakala Highway. Mirroring the fragmented siting, the commercial architecture of Pukalani is not as unified as the other towns in this report. Pukalani's businesses are oriented to the automobile, rather than to the pedestrian. Pukalani is the youngest town in Upcountry Maui.

POTENTIALLY HISTORIC BUILDINGS

Pukalani has been established as a commercial area only in the last few decades. There are only a few potentially historic buildings in the business areas of Pukalani, those that appear to be 50 years or more old. The older buildings appear to be Bullock's, the doctors' offices, and the adjacent house on the Haleakala Highway side. The first two of these older buildings have had extensive alterations; the shingle-style residence (Photo IV C-1) is a potentially historic building with greater integrity. There are also several other potentially historic residences in Pukalani, but only structures in the business-designated areas were studied.

ARCHITECTURAL CHARACTER AND STYLES

The business areas of Pukalani are scattered and the commercial architecture also lacks a cohesive character. Several of the larger developments have made an attempt to design in the western false-front style common in the older towns of the district, but most of the smaller commercial buildings use unabashedly modern styles and materials.

The Pukalani Terrace Shopping Center (Photos IV C-2 and IV C-3), Pukalani Square (Photo IV C-4), and the Kidd R. Andrade Building (Photo IV C-5) are wooden structures in the false-front style, but most of the siding is scored plywood panels, rather than boards. Because these complexes of shops all have extensive parking areas, mostly in front of the buildings, the historic character evoked is diminished by the modern style of the parking lot features.

Several buildings use wood shake for their roofing material, attempting to achieve a rustic style. The most successful building in this style is the First Hawaiian Bank (Photo IV C-6). The design of Ann's beauty parlor (Photo IV C-7) appears less rustic, due to the mass-produced materials of the rest of the building. Bullock's of Hawaii (Photo IV C-8) is a two-building complex of a gift shop and snack bar. It has a rustic-style wood shake roof on the highway end of the gift shop, and the rustic style is continued in the two buildings by the use of lava rock walls.

A large number of commercial buildings in Pukalani are modern in style. These include chain outlets, such as McDonald's (Photo IV C-9), Minit Stop (Photo IV C-10), and the Chevron gas station (Photo IV C-11). The Pukalani Dental Building (Photo IV C-12), Pukalani Superette (Photo IV C-13), and CineMagic Video store (Photo IV C-14) are other modern buildings.

Two businesses are constructed with unusual mixtures of commercial and residential styles. The Pukalani Auto Parts (Photo IV C-15) and Lego Construction offices (Photo IV C-16) fall into this ambiguous category.

Several houses are located in the areas zoned for business on the Community Plan map. One of these has been altered for use as Dr. Resnicks and Dr. Ryan's offices (Photo IV C-17), while another has a large screened structure for Orchid's display area (Photo IV C-18). The rest of the houses are still in residential use. There are also several vacant lots destined for commercial use.

CONDITION OF BUILDINGS

Since the buildings in Pukalani are almost all very recent they are in very good condition.

USE OF BUILDINGS

Pukalani's business district has quite a mix of commercial uses. Only the orchid nursery is related to agricultural pursuits, traditionally the major activity in the area. There is a feed store in Pukalani, but not in the business area. Pukalani's businesses are generally suburban in character, including grocery stores, video stores, auto-parts store, gas stations, convenience store, banks, restaurants, doctor's offices, beauty parlors, construction firm, real estate and other service offices. Bullocks' gift shop and snack bar was the first visitor-industry oriented business in Pukalani. Now many businesses serve visitors as well as residents, especially those along Haleakala Highway.



Photo IV C-1. Shingle-style residence, Pukalani



Photo IV C-2. Pukalani Terrace Shopping Center, north side, Pukalani



Photo IV C-3. Pukalani Terrace Shopping Center, west side, Pukalani

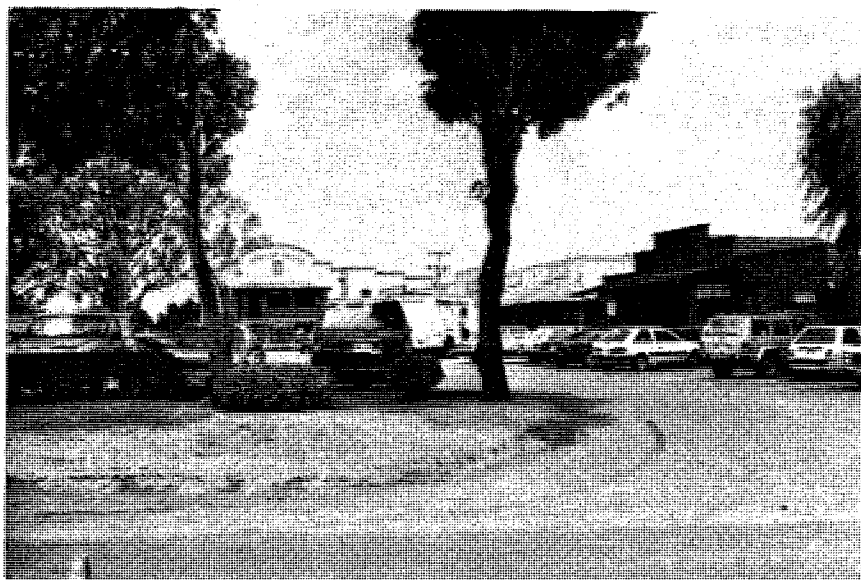


Photo IV C-4. Pukalani Square, Pukalani



Photo IV C-5. Kidd R. Andrade Building – 7 Aewa Place, Pukalani



Photo IV C-6. First Hawaiian Bank, Pukalani



Photo IV C-7. Ann's House of Beauty, Pukalani



Photo IV C-8. Bullock's of Hawaii, Pukalani



Photo IV C-9. McDonald's, Pukalani



Photo IV C-10 Minit Stop, Pukalani



Photo IV C-11. Chevron gas station, Pukalani



Photo IV C-12. Pukalani Dental Building, Pukalani

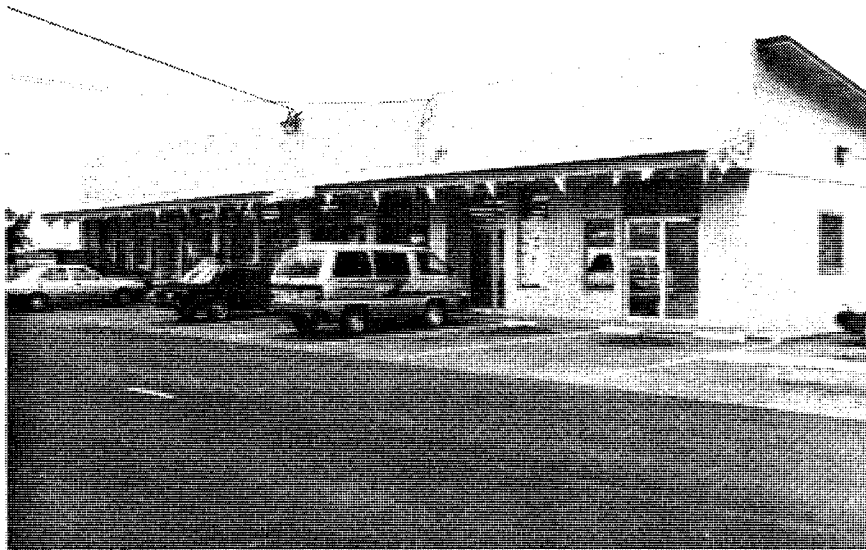


Photo IV C-13 Pukalani Superette, Pukalani



Photo IV C-14 CineMagic Video, Pukalani

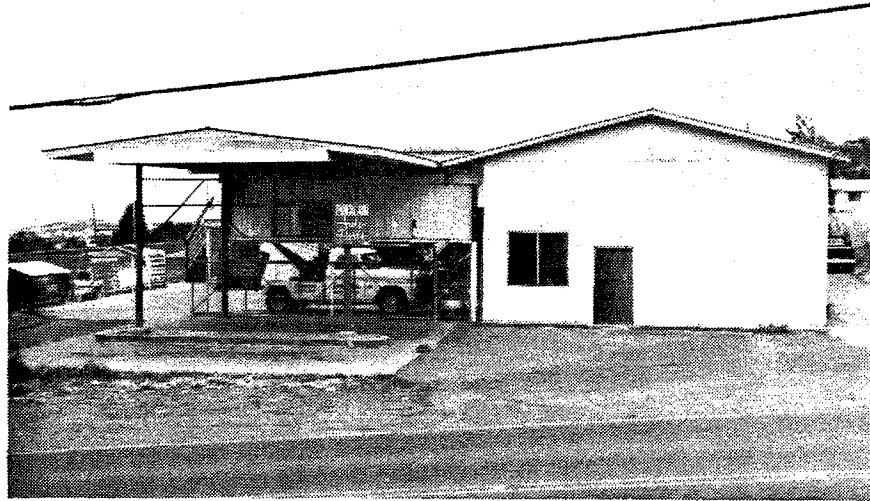


Photo IV C-15. Pukalani Auto Parts, Pukalani



Photo IV C-16. Lego Construction, Pukalani



Photo IV C-17. Offices of Dr. Resnick & Dr. Ryan, Pukalani



Photo IV C-18. Orchids, Pukalani

2. PUKALANI - SITE DESIGN

The following are existing site development characteristics which are evident within Pukalani's business-designated areas.

LAND USE

The general existing land use pattern within Pukalani concentrates commercial and retail uses along Makawao Avenue and Haleakala Highway with residential uses in the surrounding areas. The primary areas of commercial activity appear to be concentrated near the supermarket, gas station and convenience store locales. These areas are situated near the corner of Haleakala Highway and Pukalani Street (Pukalani Terrace Shopping Center), the corner of Haleakala Highway and Makawao Avenue (Pukalani Superette and Chevron Gas Station) and along Haleakala Highway near the McDonald's and Minit Stop businesses. The undeveloped business-designated lots are scattered throughout Pukalani. They exist as either vacant lots (approximately five lots) or existing houses (approximately eight).

SITE PLANNING/ON-SITE PARKING

There appears to be only one type of site planning pattern within Pukalani. Typically, businesses are located along one of the side property lines or along the rear property line. Parking is then normally provided along the front and opposite sides of the lot. Sometimes, parking is also located towards the rear of the lot.

LOTTING

A few of the lots in the Community Plan Business area do not appear to conform to the development standards set for the Country Town Business district within the zoning ordinance.

Some of these nonconforming lots are narrower than the 60-foot minimum lot width set forth in the ordinance and some appear to be smaller than the 6,000 square foot minimum lot area. Small lot sizes, within the business area, create 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. There is also the concern that certain proposed changes to the Department of Health's regulations concerning wastewater disposal (Chapter 62) may prevent development within the business-designated areas. The potential changes include the requirement of a 10,000 square foot (minimum size) leach field. This requirement would place an undue hardship on many businesses which may want to expand or renovate their facilities and do not have adequate lot area to accommodate this leach field.

VACANT LOTS/OPEN STORAGE

One or two vacant lots within town are in use as open storage areas. The Design Guidelines address the undesirability of open storage areas adjacent to major thoroughfares and the need to screen such areas from view.

STREETS/UTILITIES

Typically, streets within Pukalani are adequate to handle the traffic flow. A recently installed traffic signal at the intersection of Makawao Avenue and Haleakala Highway has improved circulation. The left turn queue from Makawao Avenue onto Haleakala Highway, allowing motorists to proceed in the mauka direction is much better than it used to be. Makawao Avenue, an improved County roadway, has one lane in each direction. A sidewalk is not provided. Haleakala Highway, a State roadway, typically has one lane in each direction, with left turn storage lanes and acceleration/deceleration lanes in various locations. Sidewalks, and sometimes paved walkways, are provided in scattered locations.

In general, water source, distribution and storage is adequate. Pukalani utilizes surface water that is drawn from the Kamole weir and treated to potable standards at the County facility near Haliimaile.

Centralized sewage disposal facilities are not available and onsite disposal can present a problem within Pukalani. Current practice is to construct a septic tank/seepage tank system. Occasionally, lot size, shape and slope can complicate this disposal method. The lack of an offsite alternative can affect any potential business development, especially ones with high water disposal demands, such as laundromats, non-recycling car washes and, to a certain degree, even restaurants.

DRAINAGE

Pukalani has fairly good drainage primarily due to its sloping terrain. Storm water is diverted to the existing gulches and ends up in storage reservoirs or finds its way to the ocean. Except for certain localized areas, the business areas do not have any drainage concerns.

3. PUKALANI - ENVIRONMENTAL/PHYSICAL

LANDSCAPE

Pukalani's business-designated parcels are fairly well landscaped. There is also a considerable amount of vegetation which exists in the agricultural areas and within the surrounding residential areas. Major landscape features within this town include the various large trees along the makai side of Makawao Avenue and within the single family residential lots along Haleakala Highway.

VIEWS/LANDMARKS

The primary view corridor from Pukalani is downslope towards Kahului and the ocean or towards the central isthmus of Maui (looking makai along Haleakala Highway). Certain portions of town (along Makawao Avenue) also have a magnificent view mauka, towards the slopes of Haleakala.

Visual landmarks include the large Pukalani Terrace Shopping Center, the Pukalani Superette, and the residences along Haleakala Highway. The Minit Stop building with its blue roof, also tends to be noticed as one drives along Haleakala Highway.

4. PUKALANI INVENTORY AND ANALYSIS MAP

Figure IV C-1 shows the Inventory and Analysis Map for Pukalani. This map displays existing views, major roads, parking areas, businesses, open space, land uses, visual landmarks and other analysis elements which are important in delineating the unique character of this town.

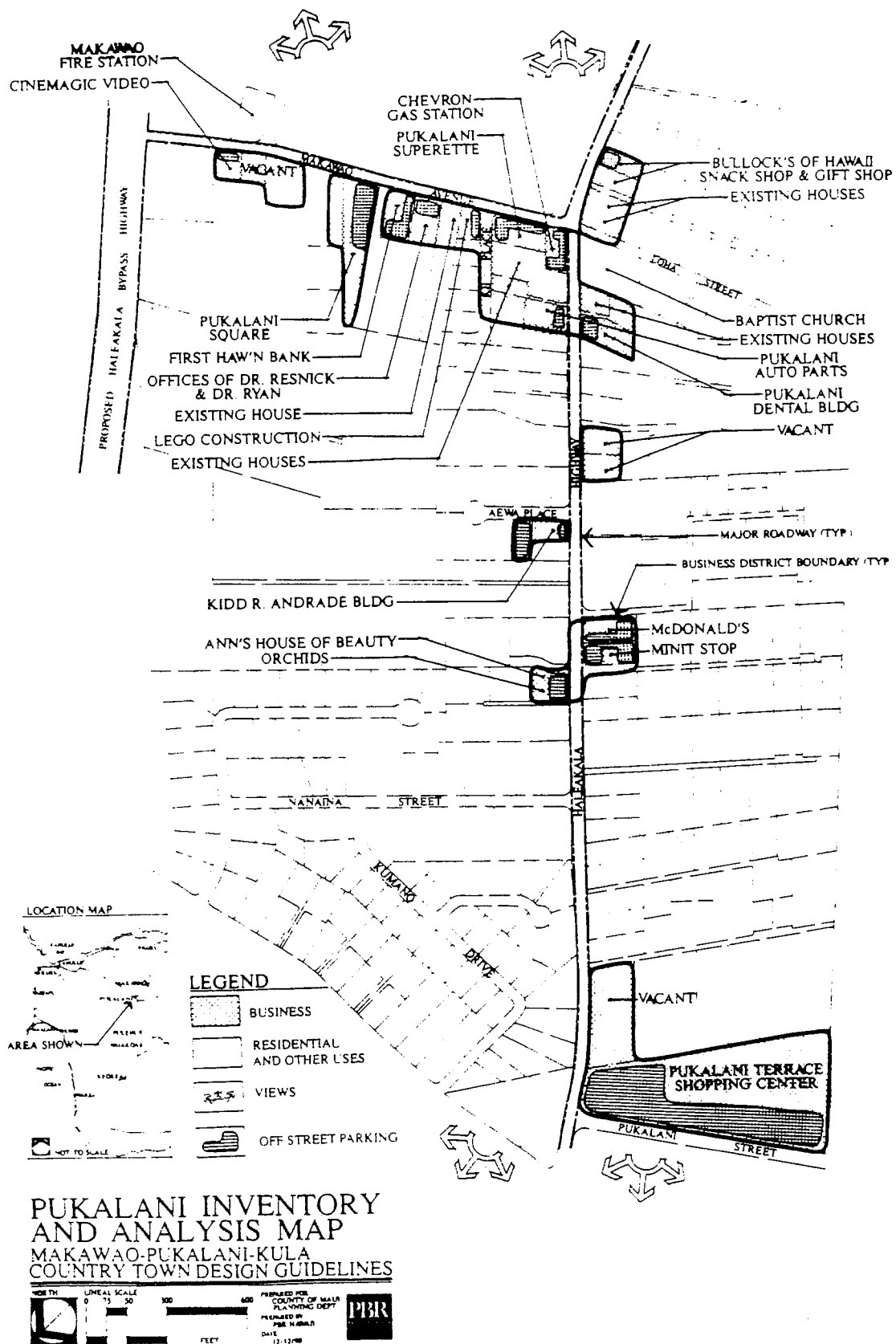


Figure IV C-1. Pukalani Inventory and Analysis Map

D. PULEHU

1. PULEHU - ARCHITECTURE

Comparing the 1921 U.S. Geological Service map and the 1939 Territorial Highway Department map, shows that numerous houses were built in the Kamehameiki-Pulehuiki Homesteads in these two decades. The business area logically was established near the intersection of the homestead roads and the old Lower Kula Highway. Pulehu businesses were located to serve not only these nearby residents, but also the residents of the Waiakoa and Keokea areas.

POTENTIALLY HISTORIC BUILDINGS

There are only two commercial buildings in the business area of Pulehu, one a gas and service station, and the other containing a True Value Hardware store and a gas station. The Quonset hut form of the latter indicates this building is of World War II vintage. The Executive Car Care station is a more recent structure, appearing to date from the 1960s, and would not qualify as a historic structure. Although the quonset hut building is approaching 50 years old, it has been so extensively renovated that it looks like a modern building.

ARCHITECTURAL CHARACTER AND STYLES

With only two commercial buildings in the business area, and both with gas stations, Pulehu does not have a strong established character. It appears more like a roadside stop than a town.

The size and form of the Quonset hut building (Photo IV D-1), as well as its location at the angle between the Old Lower Kula Road and the Kula Highway, make it the prominent building. Both commercial structures have orange and white color schemes. The Quonset hut form dates from the 1940s, but the flat canopy over the gas pumps has a more modern appearance. The plate glass, sliding, and jalousie windows also give the building a modern character. The long side of the building facing Old Lower Kula Road has been extended, to provide a flat wall on this main facade. The Quonset hut is built of corrugated metal but the extension is built of scored plywood panels. The fascia wraps around the end facing Ke Street. The fascia supports one end of the canopy, while a single metal pole supports it at the gas pump end. Two oval "True Value" signs are on the fascia. Pole-mounted lights, fluorescent tubes under the canopy, and a small fixture at the corner of the office provide night lighting.

The service and gas station at 740 Old Lower Kula Road (Photo IV D-2) is a structure built of concrete masonry units, with a flat roof hidden by a parapet. The office section of the gas station

has large plate glass windows, and a wood-framed glass door under a transom window. There are also some jalousie windows. Additional service bays have been added to the structure, as well as another office section for the auto service business. This addition has a slightly pitched gable roof of corrugated metal. The gas pump canopy is two bays in depth. Its slightly pitched gable roof is supported by four pipe columns. The two round-end signs for the auto care business have the logos for three foreign cars that they service. Night lighting is provided by shielded lights on poles, neon tubes on the canopy, two small spotlights near the gas station office, and another fixture near the service bays.

CONDITION OF BUILDINGS

The buildings appear to be in good condition. Repair material near the roof/wall intersection of the Quonset hut has been applied haphazardly.

USE OF BUILDINGS

The Quonset hut building is used as a hardware store and gas station. The other commercial building also has a gas station, as well as a service station. With only two commercial parcels, Pulehu is more a residential area than a business center. A sign on the old highway near Ke Road says "Residential area, Drive slowly."



Photo IV D-1 Kula True Value Hardware and Gas Station, Pulehu



Photo IV D-2. Executive Car Care and Gas Station, Pulehu

2. PULEHU - SITE DESIGN

The following are existing site development characteristics which are evident within Pulehu's business-designated areas.

LAND USE

The general existing land use pattern within Pulehu concentrates commercial uses along Old Lower Kula Road with residential uses in the surrounding areas. The primary area of commercial and vehicular activity is concentrated between the two businesses within Pulehu. These uses are the Executive Car Care and Gas Station and the True Value Hardware and Gas Station, on either side of Old Lower Kula Road. There are no undeveloped business-designated lots within this town.

SITE PLANNING/ON-SITE PARKING

The typical site planning pattern within Pulehu is that of the single lot with the commercial use along the rear property line and the parking provided towards the front and along one side of the building. It is important to note that the two existing commercial buildings are spatially and directionally oriented towards Lower Kula Road. In keeping with this focus, it would be inappropriate for any future businesses to be oriented towards Kula Highway.

LOTTING

The two lots in the Community Plan Business area appear to conform to the development standards set for the Country Town Business district within the zoning ordinance.

VACANT LOTS/OPEN STORAGE

Presently, there are no vacant lots within Pulehu that are in use as open storage areas. In any case, the Design Guidelines address the undesirability of open storage areas adjacent to the main roadways and the need to screen such areas from view.

STREETS/UTILITIES

Old Lower Kula Road, an improved County roadway, has one lane in each direction. A sidewalk is not provided.

Water supply within Pulehu is inadequate. For over ten years, there has been a moratorium on issuance of new water meters in Kula.

Centralized sewage disposal facilities are not available. Current practice is to construct a septic tank/seepage tank system. The two lots in this town should not have a problem with wastewater disposal, since they are fairly large and their water demand appears to be low. However, should they desire to construct an improvement that requires disposal of large amounts of water, such as a car wash, there could be a problem.

DRAINAGE

Pulehu has fairly good drainage primarily due to its sloping terrain. Storm water is diverted to the existing gulches and ends up in storage reservoirs or finds its way to the ocean. The business district does not have any drainage concerns.

3. PULEHU - ENVIRONMENTAL/PHYSICAL

LANDSCAPE

The major vegetation in Pulehu can be found in the agricultural areas, behind the various businesses and within the residential areas. There are no major landscape features within this town.

VIEWS/LANDMARKS

The primary view corridor from Pulehu is downslope towards the central isthmus of Maui. Certain portions of town also have a magnificent view mauka towards the summit of Haleakala.

The major visual landmark within Pulehu is the quonset hut style True Value Hardware and Gas Station.

4. PULEHU INVENTORY AND ANALYSIS MAP

Figure IV D-1 shows the Inventory and Analysis Map for Pulehu. This map displays existing views, major roads, parking areas, businesses, open space, land uses, visual landmarks and other analysis elements which are important in delineating the unique character of this town.

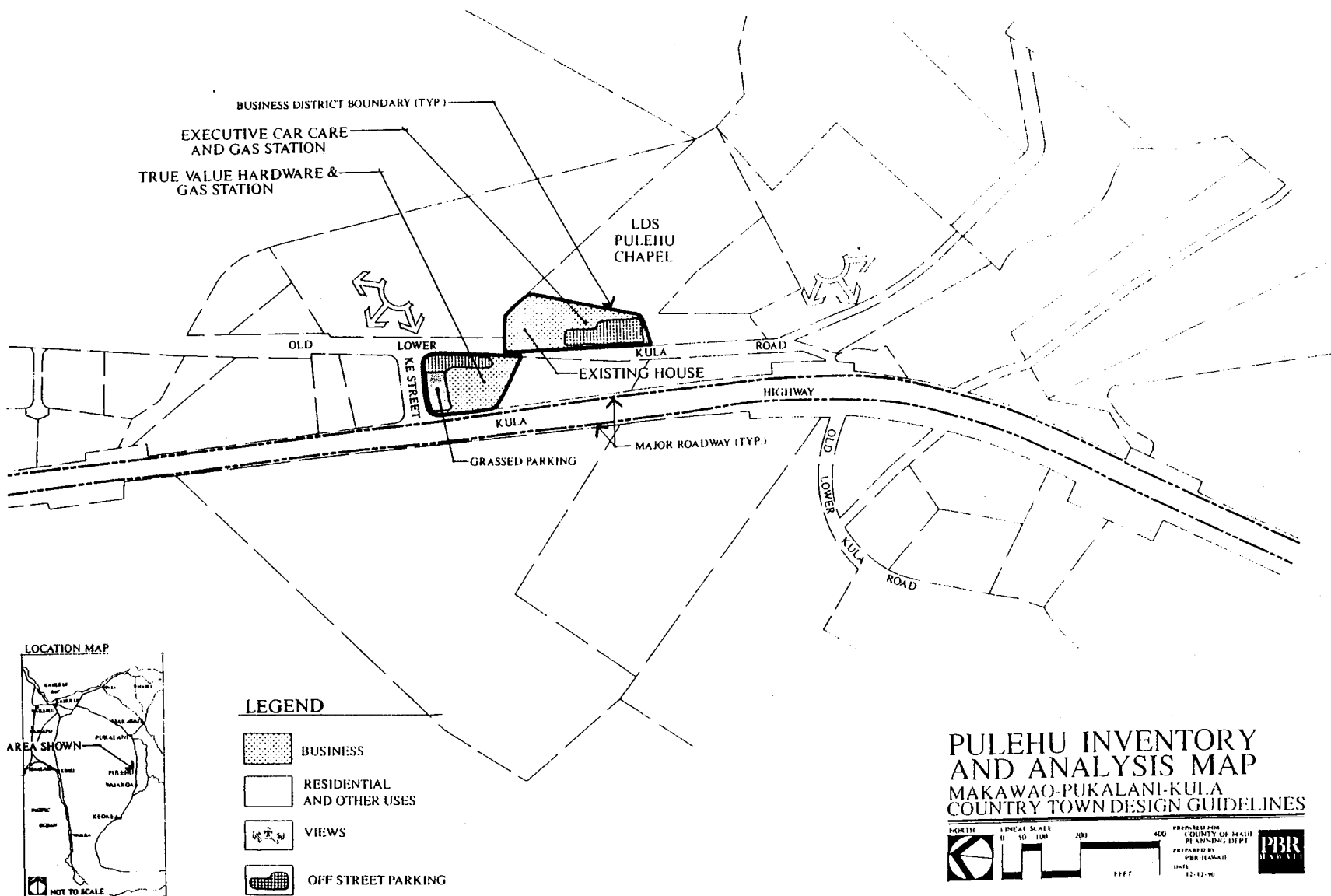


Figure IV D-1. Pulehu Inventory and Analysis Map

E. WAIAKOA

1. WAIAKOA – ARCHITECTURE

Waiakoa is a very linear town, stretched along the old Lower Kula Highway. At least one business has shifted location along this road over the years. Before the 1930s, the Morihara Store was located close to the octagonal Church of the Holy Ghost. The buildings that were constructed in the 1930s form the present commercial core of Waiakoa.

POTENTIALLY HISTORIC BUILDINGS

Waiakoa's business area has three functioning commercial operations in potentially historic buildings, and a potentially historic building converted to another use. By the date on one of them and the architectural style of the others, the buildings appear to have been constructed in the 1930s. In the town core there is also a public gymnasium building probably dating from this decade also.

The M.N. Calasa Garage on the north end of town has a sign stating it was established in 1932. This business has both a service garage building and an office/gas station building. The town's theater building is no longer functioning as a theater and has been extensively altered. The decorative elements remaining on the facade indicate the theater was built in the 1930s. An addition on the makai end apparently is used for an office and residence. The town's two stores face each other across Old Lower Kula Road. The Kula Country Store and the Morihara Store both have decorative architectural elements that suggest a 1930s date for these buildings.

ARCHITECTURAL CHARACTER AND STYLES

Waiakoa's business area is located along the makai side of Old Lower Kula Road, except for one store on the mauka side. The six businesses are spread out along the one-third of a mile business area, with four clustered at the Makawao end, two on either side of the public recreational building. There is also one house in the business area and a residential subdivision on the mauka side of the road near the Makawao end of the business area. Most of the business buildings contribute to the character of the town, but there are elements of two buildings in the business area that are non-contributing. The contributing buildings are either simple wooden structures or have stucco facades in an Art-Deco Style. These buildings date from the 1920s and 1930s and give a historic character to the town. Most of the residences close to the business area are of recent date, so they dilute the historic character.

The M.N. Calasa Garage consists of two buildings, both of simple wood framing and vertical tongue and groove siding. The service station building has a stepped false-front, and large sliding service bay doors made of boards (Photo IV E-1). A smaller plank door on the side of the building is for pedestrian, rather than vehicular, entry. The shed roof of corrugated metal extends beyond the back wall of the building. The office and gas station building consists of a small gabled structure with a gabled canopy over the gas pump area (Photo IV E-2). The square piers and brackets supporting this canopy are the most decorative elements of these two buildings. There are two five-panel doors and a pair of two-pane sliding windows on the facade.

The large size and the form of the theater building suggests its original use, although the windows on the stepped false front have been walled up and the marquee removed (Photo IV E-3). The ticket window is also evidence of the former theater use. The stepped planes and incised piers of the stucco facade are typical of the Art Deco style and indicate this building dates from the 1930s. The side walls and roof of the building are corrugated metal, a common material for large structures in rural areas. A modern addition on the makai end of the building apparently serves as office and residence for the owner of the property. A high lava rock wall, on top of a low one, has been built along the roadside boundary of the property and along the edge of the driveway, also creating the sides of the owner's garage. This wall almost entirely hides the facade of the theater, which is located close to the road. While the wall is of a compatible, local material, its height and length give it an imposing character that detracts from the open feeling of the rest of the town.

The Kula Community Federal Credit Union is a recent building constructed of concrete masonry units (Photo IV E-4). The scale and gable-roof shape of the building are compatible with the town's other business buildings; however, the material, the door and window patterns, and its siting with parking in front are all very different from the established patterns of the town.

Adjacent to the credit union is a lot with a house and one-car garage (Photo IV E-5). A sign on the garage indicates that a business in glassworks is conducted there. A large shipping container is also located in the yard. The garage is a wood-frame structure with vertical tongue-and-groove siding and gable roof of corrugated metal. The distinctive feature of the end-gabled garage is a pair of large, hinged doors of wooden boards.

The public gymnasium building is a vernacular-style structure (Photo IV E-6). It is a simple design with vertical tongue-and-groove siding and a side-gabled roof of corrugated metal. The hip-roof canopy over the double entry doors is also of corrugated metal. The facade is symmetrical, with two pairs of 10-pane windows on each side of the entry. A band of screening under the roof overhang and square louvered vents in the gable end ventilate the building as well. Because of the wedge-shaped lot and the width of the building, it is set back from and at an angle to the road. The three-foot-high, lava rock boundary wall curves at the entry path.

The Kula Country Store and Deli is adjacent to the gymnasium building and located at the southern end of the business district (Photo IV E-7). The decorative element at the top of the stucco facade is designed in the Art Deco style. The shield and chevron shapes originally gave the building a zig-zag roofline, but construction behind this decorative element has created a straight roofline, obscuring this design motif. The storefront design is asymmetrical; two square plate-glass windows are on one side of the door and only one is on the other. There are four-pane hopper transom windows above the display windows. The double doors have sidelight windows and narrow transom windows above. A flat-roof canopy, supported by rods, covers the entire frontage of the building. The stucco wraps around a portion of the building sides, but most of the side and rear walls are constructed of vertical tongue-and-groove boards. The side stucco walls each have one hopper window with decorative grille, somewhat Oriental in style (Photo IV E-8). There are small square windows high on the side walls, under the wide eaves of the corrugated metal gable roof.

Across the street, the only business on the mauka side of the road, is the Morihara Store (Photo IV E-9). The stucco facade of this building is decorated with planar variations and three-dimensional diamond shapes, both Art-Deco style motifs, but the overall form is also the stepped false-front style. Under the canopy, the storefront design is asymmetrical -- two show windows on the north side of the door and one to the south. Three small square transom windows are above each large plate glass window. There is also a bulletin board and two small teller windows on the south side of the door, because this building once also functioned as the post office for the town. The flat-roofed canopy is apparently cantilevered, although additional support is gained from a wall on the south side. The gable roof behind the false front is of corrugated metal and the side walls are vertical tongue-and-groove boards. On the north side, scored plywood siding has been added.

CONDITION OF BUILDINGS

The commercial buildings in Waiakoa are in generally good condition and mostly unaltered. Changes have been made to the theater building since this use was discontinued, and minor changes have been made to the two stores. Some painting out of graffiti is evident, but care for and pride in the commercial buildings is obvious. The gymnasium building has several broken windows and painted-out-graffiti areas, but the general condition appears to be good.

USE OF BUILDINGS

The uses of all the functioning commercial buildings are evident from their signs. The town has two general stores, a service/gas station, a credit union, and a glassworks. The original use of the theater building is evident from its form. The form of the gymnasium building also indicates its use, as there is no sign.



Photo IV E-1. Calasa Garage, Waiakoa

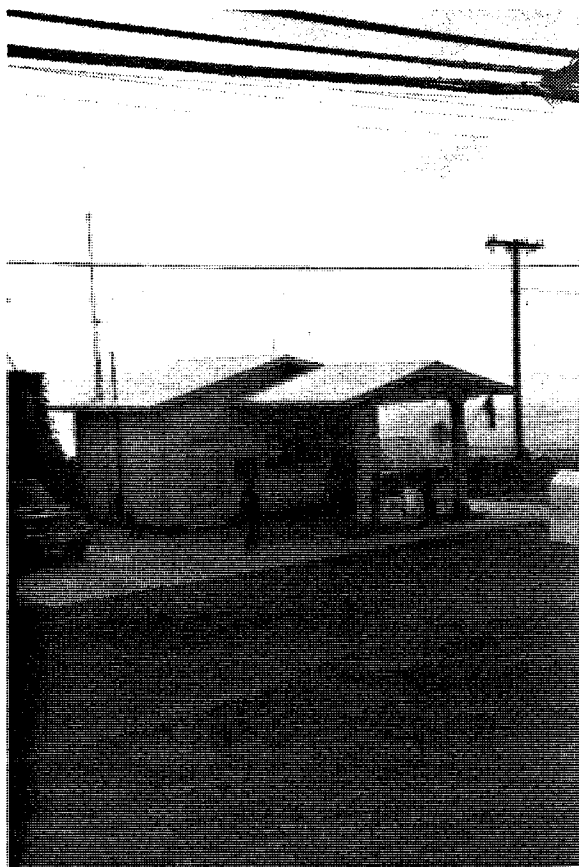


Photo IV E-2. Calasa Garage Office Building, Waiakoa

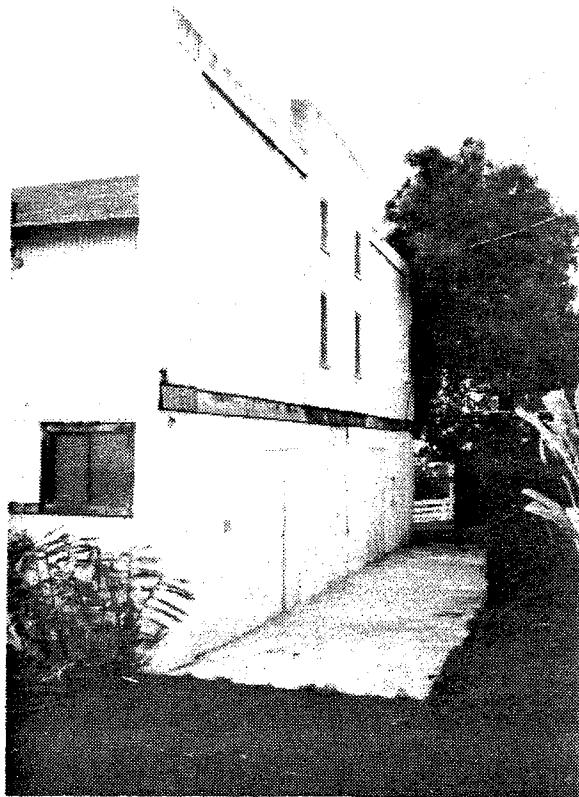


Photo IV E-3 Former Theater Building, Waiakoa



Photo IV E-4. Kula Community Federal Credit Union, Waiakoa



Photo IV E-5. Worcester Glassworks, Waiakoa

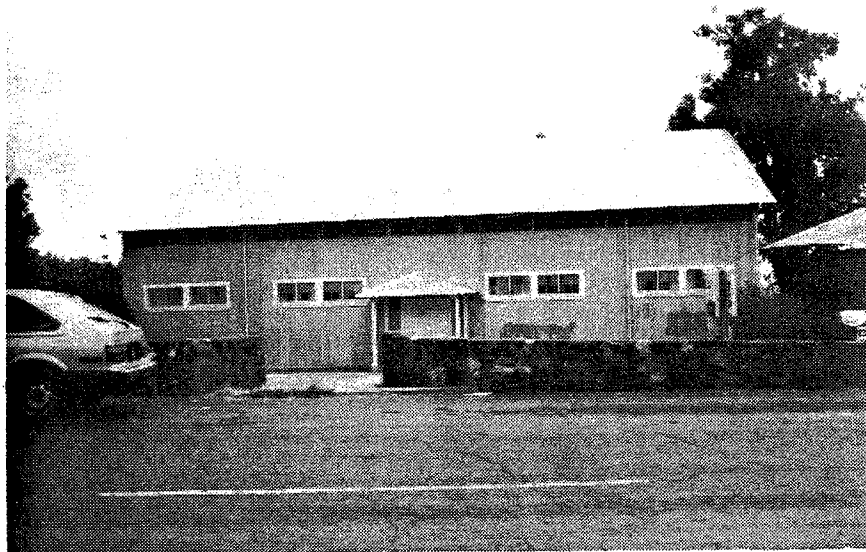


Photo IV E-6. Kula Gymnasium, Waiakoa



Photo IV E-7 Kula Country Store and Deli, Waiakoa

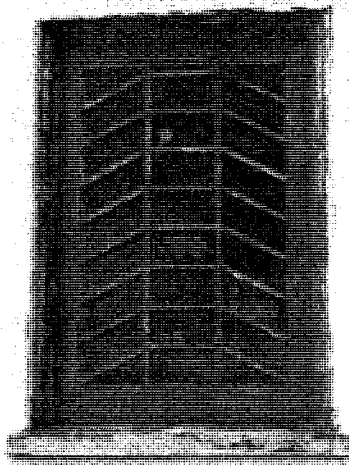


Photo IV E-8. Window in Kula Country Store and Deli, Waiakoa



Photo IV E-9. Morihara Store, Waiakoa

2. WAIAKOA - SITE DESIGN

The following are existing site development characteristics which are evident within Waiakoa's business-designated areas.

LAND USE

The general existing land use pattern within Waiakoa concentrates commercial uses along Old Lower Kula Road with residential uses in the surrounding areas. The primary area of commercial activity appears to be concentrated between the two stores, Morihara Store and Kula Country Store and Deli. Calasa Garage also seems to be a hub of activity. The undeveloped business-designated lots are limited to an existing house between the Kula Community Federal Credit Union and the former Theater and also, the vacant lot between the former Theater and Calasa Garage.

SITE PLANNING/ON-SITE PARKING

The typical site planning pattern within Waiakoa is that of the single lot with the commercial use towards the rear of the property and the parking provided at the front or along the front and side. In the area near the two stores, there is also parallel parking, which appears to be within the County right of way.

LOTTING

All of the lots in the Community Plan Business area appear to conform to the development standards set for the Country Town Business district within the zoning ordinance.

VACANT LOTS/OPEN STORAGE

Presently, there are no vacant lots within Waiakoa that are in use as open storage areas. In any case, the Design Guidelines address the undesirability of open storage areas adjacent to the main roadways and the need to screen such areas from view.

STREETS/UTILITIES

Old Lower Kula Road, an improved County roadway, has one lane in each direction. A sidewalk is not provided.

Water supply within Waiakoa is inadequate. For over ten years, there has been a moratorium on issuance of new water meters in Kula. Also, the existing County waterline is inadequate to meet the current fire protection standards of the Maui Department of Water Supply for Calasa Garage.

Centralized sewage disposal facilities are not available. Current practice is to construct a septic tank/seepage tank system. The various lots in this town should not have a problem with wastewater disposal, since they are fairly large and their water demand appears to be low. However, should they desire to construct an improvement that requires disposal of large amounts of water, such as a laundromat or car wash, there could be a problem.

DRAINAGE

Waiakoa has fairly good drainage primarily due to its sloping terrain. Storm water is diverted to the existing gulches and ends up in storage reservoirs or finds its way to the ocean. Except for certain localized areas, the business district does not have any drainage concerns.

3. WAIAKOA - ENVIRONMENTAL/PHYSICAL

LANDSCAPE

The major vegetation in Waiakoa can be found in the agricultural areas, behind the various businesses and within the residential areas. There are no major landscape features within this town.

VIEWS/LANDMARKS

The primary view corridor from Waiakoa is downslope towards the central isthmus of Maui. Certain portions of town also have a magnificent view mauka towards the summit of Haleakala.

The major visual landmarks within Waiakoa are the Calasa Garage and the former Theater which are visible from Kula Highway. Although not within the business-designated area, the octagonal-plan Church of the Holy Ghost is visible from most of central Maui.

4. WAIAKOA INVENTORY AND ANALYSIS MAP

Figure IV E-1 shows the Inventory and Analysis Map for Waiakoa. This map displays existing views, major roads, parking areas, businesses, open space, land uses, visual landmarks and other analysis elements which are important in delineating the unique character of this town.

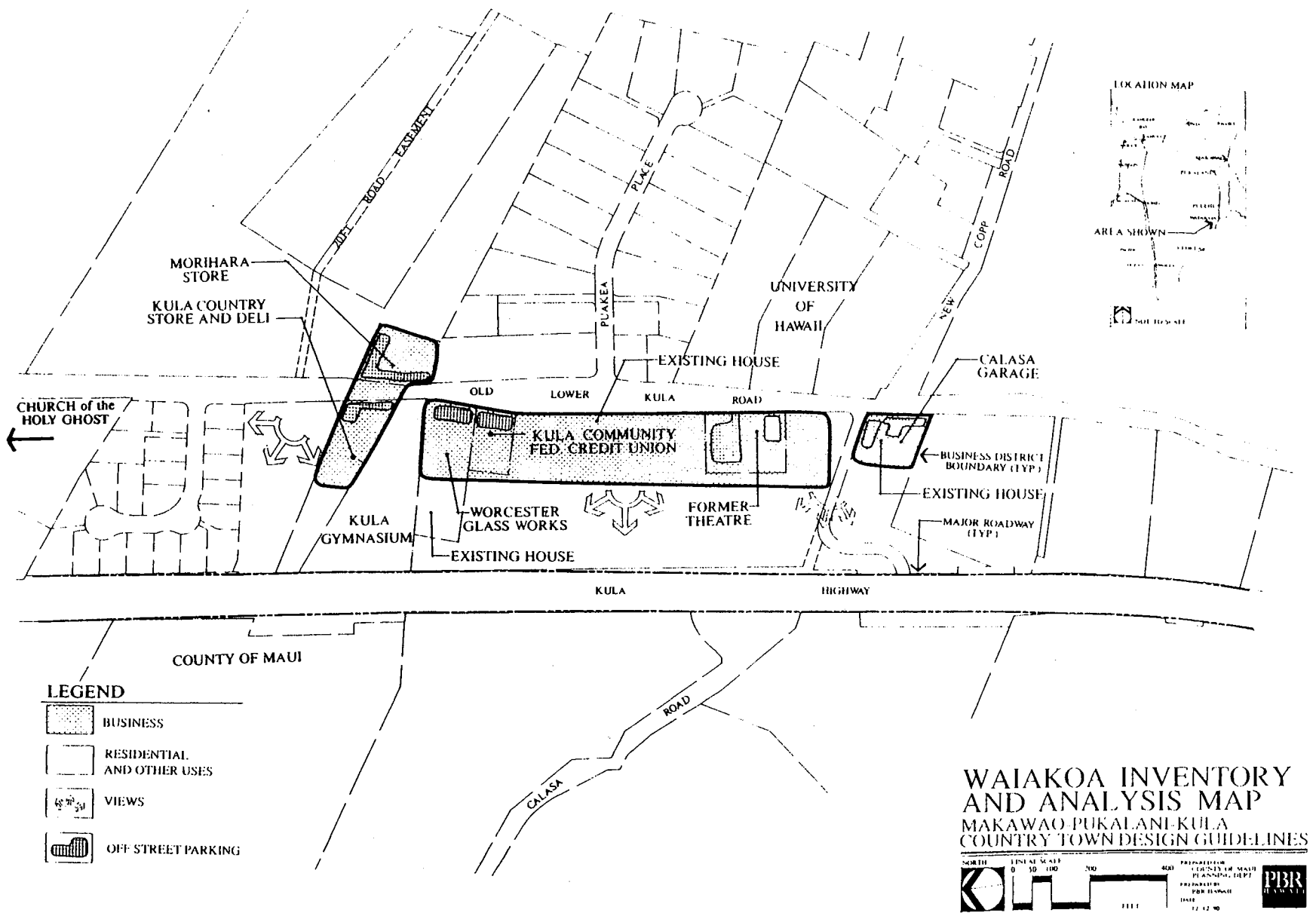


Figure IV E-1. Waiakoa Inventory and Analysis Map

F. KEOKEA

1. KEOKEA - ARCHITECTURAL

The commercial area of Keokea is located near the intersection of the entrance to the Kula Sanatorium and the Lower Kula Highway. All the business buildings are clustered on the *makai* side of the highway, as the State owns the land opposite on the *mauka* side.

POTENTIALLY HISTORIC BUILDINGS

The commercial core of Keokea consists of three false-front buildings and a house, all appearing to date from the first few decades of the 20th century. All four buildings are potentially significant, for their architectural and historic value. The buildings are on parcels owned by local Chinese families, reflecting the prevalence of this ethnic group in the agricultural land surrounding this town from the 1880s through the 1920s.

ARCHITECTURAL CHARACTER AND STYLES

The architectural character of the small town of Keokea is established by the massing of the few structures in its commercial core, as well by the individual architectural style of the buildings. The four buildings in Keokea's core are all located on the *makai* side of the Kula Highway, close to the edge of the shoulder pavement. The grade drops steeply from the highway edge. The buildings are also closely grouped together, especially in contrast to the open land to each side of town and on the *mauka* side of the highway. The town has a unified architectural character because the three commercial buildings are all western false-front style. Two buildings have hip-roof canopies over gas pump areas. The distinctive architectural elements of each building are described below.

The Ching Store has a large hip-roof canopy of corrugated metal, supported by two wood posts (Photo IV F-1). The main gable roof, also of corrugated metal is behind a stepped false front. The building has simple double doors made of planks; this is the only opening on the main facade. A wooden platform on the Waiakoa side of the building leads to two five-panel doors. On the other side are two six-over-six pane (6/6) double-hung windows. A bare bulb provides night lighting.

The one house in the business district appears extensively renovated (Photo IV F-2). The alterations include new siding, new windows, and new roof material. The green concrete-composition shingle siding screens the original vertical board walls, but the wood girt is still visible. The picture window sections between the 2/2 double-hung windows are also modern. Wood shake is the material of the roof. The gabled hip roof shape and the basic proportions are

elements of the Hawaiian vernacular style still evident in this house. The inset entry area and paneled screen door are also typical of this style.

The Fong Store building is larger than the other two commercial buildings, and has extra steps in the false front (Photo IV F-3). It has two businesses and an asymmetrical storefront. Two concrete steps lead to the entrance of the store on the Waiakoa side of the building, which has a recessed entry with splayed walls. There is a four-pane transom above the double entry doors. The doors have a large vertical pane of glass above two panels. The storefront windows flanking this doorway are decorative: divided into thirds, with a top band divided into sixths. The 15-pane double doors of the business on the other side of the storefront are reached by three wooden steps. There is only one fixed four-pane window to the left of this door on the facade. Over this a wooden curved canopy has been built. On the sides of the building are 6/6 double-hung windows. The hip-roof canopy has a new wood shake roof; this may be a replacement material. The concrete-composition shingles on the false front above the canopy probably cover the original vertical boards. The main gable roof of corrugated metal is behind the stepped false front. Two fluorescent tubes under the canopy and a fixture over the gallery entry provide lighting at night.

Grandma's Coffee House has a simple, symmetrical facade, with two fixed four-pane windows flanking a central door (Photo IV F-4). A modern flush door and screen door have been installed. The facade is also covered by scored plywood panels. A concrete ramp leads to the door. A small, wood-shake, sloped roof is over the entry. The main gable roof has asphalt-composition shingles. Flower boxes have been built under the two front windows. Wide eaves project beyond the tongue-and-groove side walls, which have four 6/6 double-hung windows. The color scheme of this building is the most vivid in town, with apple-green walls, turquoise trim, white window sash, and brown door. There is a simple light fixture over the door.

CONDITION OF BUILDINGS

Most of the buildings in Keokea's commercial core appear well maintained. However, on several commercial buildings the side walls have not been painted recently and show weathering.

USE OF BUILDINGS

The Ching Store and the Shell gas station are combination general stores and gas stations. This type of store reflects the history of this commercial center which was built to serve the needs of farmers in this agricultural area. The location of the Fong family house next to the Shell building is also a typical juxtaposition of residential and commercial uses. In part of the "Shell" building there is an art gallery and in the adjacent "Grandma's Coffee House" a restaurant. These uses reflect the

growth of tourism on Maui in recent decades, which has influenced even such relatively remote rural areas as Keokea.

The uses of the buildings are evident from the signs displayed. The Ching Store building has a standard Chevron sign for its gas station function, high on the false front, and the pumps themselves have the Chevron logo. The hand-lettered sign denoting its store function is located less conspicuously under the canopy. The Shell station has individual plastic letters spelling its name on the false front. There is no separate sign for the store in this building, but the design of the storefront and the advertisements in and under the window indicate the function inside. The Keokea Gallery in this building has signs on the distinctive canopy over its front window. Grandma's Coffee House has a well designed sign, with individual painted wooden letters spelling out its use on the false front wall, over a painted oval with a steaming cup of coffee.

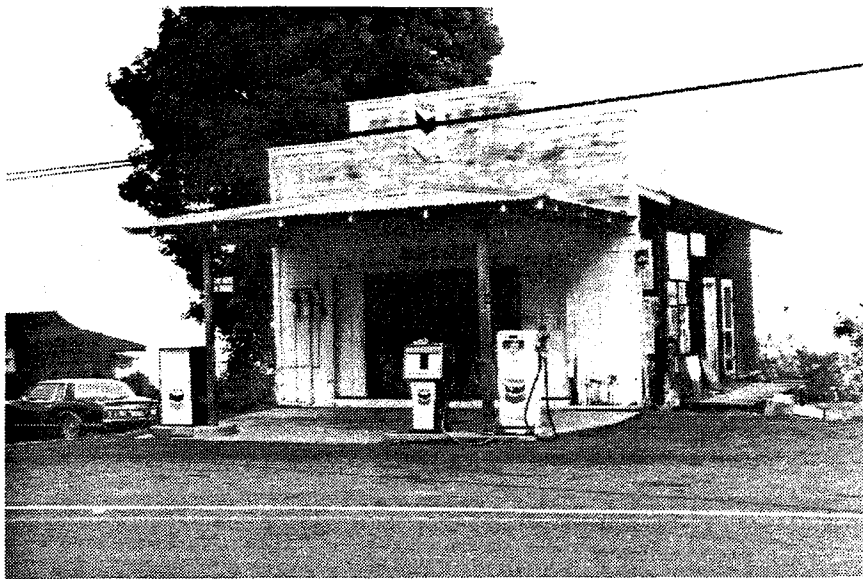


Photo IV F-1. Ching Store, Keokea



Photo IV F-2. House adjacent to Shell Building, Keokea



Photo IV F-3. Shell Building – Fong Store + Keokea Gallery, Keokea



Photo IV F-4. Grandma's Coffee House, Keokea

2. KEOKEA - SITE DESIGN

The following are existing site development characteristics which are evident within Keokea's business-designated areas.

LAND USE

The general existing land use pattern within Keokea concentrates commercial uses along one side of Kula Highway. Residential uses, a park, farmland and Kula Sanatorium are located in the surrounding areas. The primary area of community activity centers around Kula Sanatorium and along the four existing businesses. They are, Ching Store, Shell Building (Fong Store), Keokea Gallery and Grandma's Coffee House. The undeveloped business-designated lots are limited to the existing houses located on either side of Ching Store (three total).

SITE PLANNING/ON-SITE PARKING

The typical site planning pattern is that of the single lot with the commercial use set back from the front property line and with head-in parking provided at the front. It appears that this perpendicular parking is located partially within the road right of way and partially within private property.

LOTING

All of the lots in the Community Plan Business area appear to conform to the development standards set for the Country Town Business district within the zoning ordinance.

VACANT LOTS/OPEN STORAGE

Presently, there are no vacant lots within Keokea that are in use as open storage areas. In any case, the Design Guidelines address the undesirability of open storage areas adjacent to the main roadways and the need to screen such areas from view.

STREETS/UTILITIES

Kula Highway, a State roadway with a 60' wide right of way, has one lane in each direction. A sidewalk is not provided, however, there is a wide, unpaved shoulder (15'±) on the mauka side of the roadway.

Water supply within Keokea is inadequate. For over ten years, there has been a moratorium on issuance of new water meters in Kula. Also, the existing County waterline is inadequate to meet the current fire protection standards of the Maui Department of Water Supply for the business-designated areas.

Centralized sewage disposal facilities are not available. Current practice is to construct a septic tank/seepage tank system. The various lots in this town should not have a problem with wastewater disposal, since they are fairly large and their water demand appears to be low. However, should they desire to construct an improvement that requires disposal of large amounts of water, such as a laundromat or car wash, there could be a problem.

DRAINAGE

Keokea has fairly good drainage primarily due to its sloping terrain. Storm water is diverted to the existing gulches and ends up in storage reservoirs or finds its way to the ocean. Except for certain localized areas, the business district does not have any drainage concerns.

3. KEOKEA - ENVIRONMENTAL/PHYSICAL

LANDSCAPE

The major vegetation in Keokea can be found in the agricultural areas, behind the various businesses and within the residential areas. The major landscape features within this town are the jacaranda trees lining Kula Highway, the grassed and well maintained Keokea baseball park and the grounds of the Kula Sanatorium.

VIEWS/LANDMARKS

The primary view corridor from Keokea is downslope towards Kihei and the central isthmus of Maui. Certain portions of town also have a magnificent view mauka towards the summit of Haleakala.

The major visual landmarks within Keokea are the Catholic and Episcopal Churches and Kula Sanatorium, as well as the four businesses along Kula Highway.

4. KEOKEA INVENTORY AND ANALYSIS MAP

Figure IV F-1 shows the Inventory and Analysis Map for Keokea. This map displays existing views, major roads, parking areas, businesses, open space, land uses, visual landmarks and other analysis elements which are important in delineating the unique character of this town.

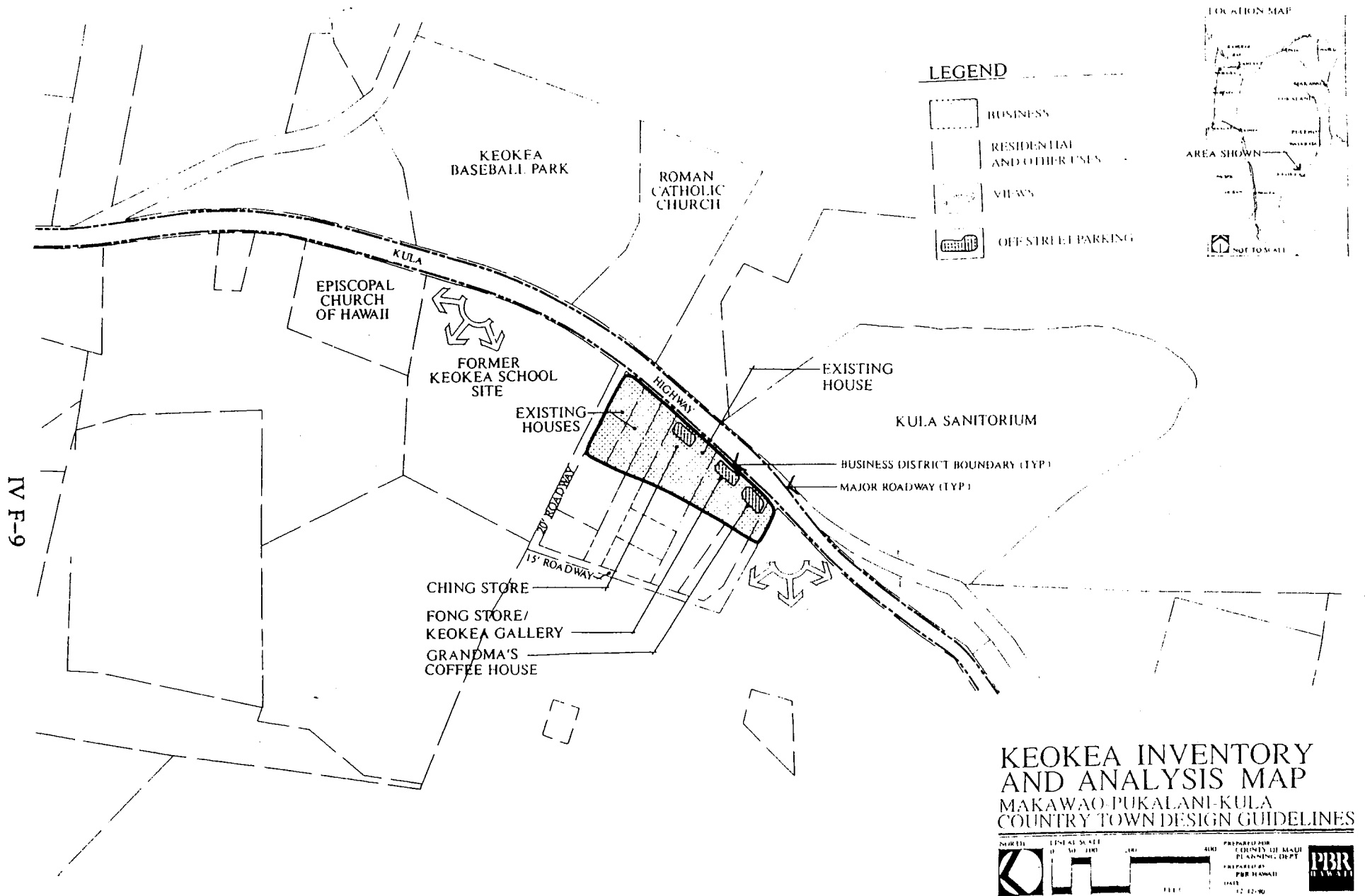


Figure IV F-1. Keokea Inventory and Analysis Map

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Kula Community Association
Makawao Community Association
Olinda Community Association
Pukalani Community Association
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Wailuku Main Street Association, Structure and Design Committee
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