- ***Waikapū Commons Agricultural Preserve.*** This private and/or publicly owned and managed agricultural preserve stretches from the project's southern boundary mauka and makai of Honoapi`ilani Highway to its intersection with Kuihelani Highway. Land within the preserve will be made available for long-term lease to qualified Maui farmers for diversified agricultural production. The preserve will be serviced by irrigation water that would be supplied from on-site agricultural wells and/or surface water allocations from the Waikapū Stream. Figure 16A, is an illustrative conceptual map that identifies the location of agricultural activities that are envisioned to occur upon the project's agricultural lands. On Figure 16A, the approximate location of the Waikapū Commons Agricultural Preserve is identified as the land area within the red dashed line.
- ***WCT Wastewater Reclamation and R-1 Water Reuse Facility (location 1).*** The wastewater reclamation and water reuse facility will treat the project's wastewater to a quality that will allow it to be reused for agricultural and open space irrigation. The volume of recycled water generated by the facility will create a significant and renewable source of irrigation water for the agricultural lands.
- ***Community Farmers Market, Fruit and Vegetable Stands and other Direct Marketing (locations 2, 3).*** The WCT will encourage direct marketing to consumers of agricultural products grown on the property and from elsewhere within Maui County. It is envisioned that a vibrant farmers market and fresh fruit and vegetable stands may be located within the WCT at strategic locations as shown on Figure 16, A. Because of the WCT's close proximity to Wailuku Town, Kahului and Kīhei, farmers may also decide to establish pick-your-own farms or participate in community supported agricultural programs where orders for produce are placed directly by consumers with local WCT farmers. On-site restaurants, such as the existing Mill House Restaurant, may also serve as customers for agricultural products grown on WCT lands.
- ***Grazing of WCT Long-horn Cattle (location 4).*** A herd of approximately 200 Longhorn cattle are currently grazing the WCT's mauka agricultural lands. It is envisioned that a larger herd of cattle may be established on WCT lands
  not used for other diversified agricultural uses.
- ***Diversified Agriculture (location 5).*** Other agricultural production such as the growing of coffee, nursery products, Hawaiian canoe crops, orchards, sustainable forestry, energy crops, and livestock may be conducted on WCT agricultural lands.



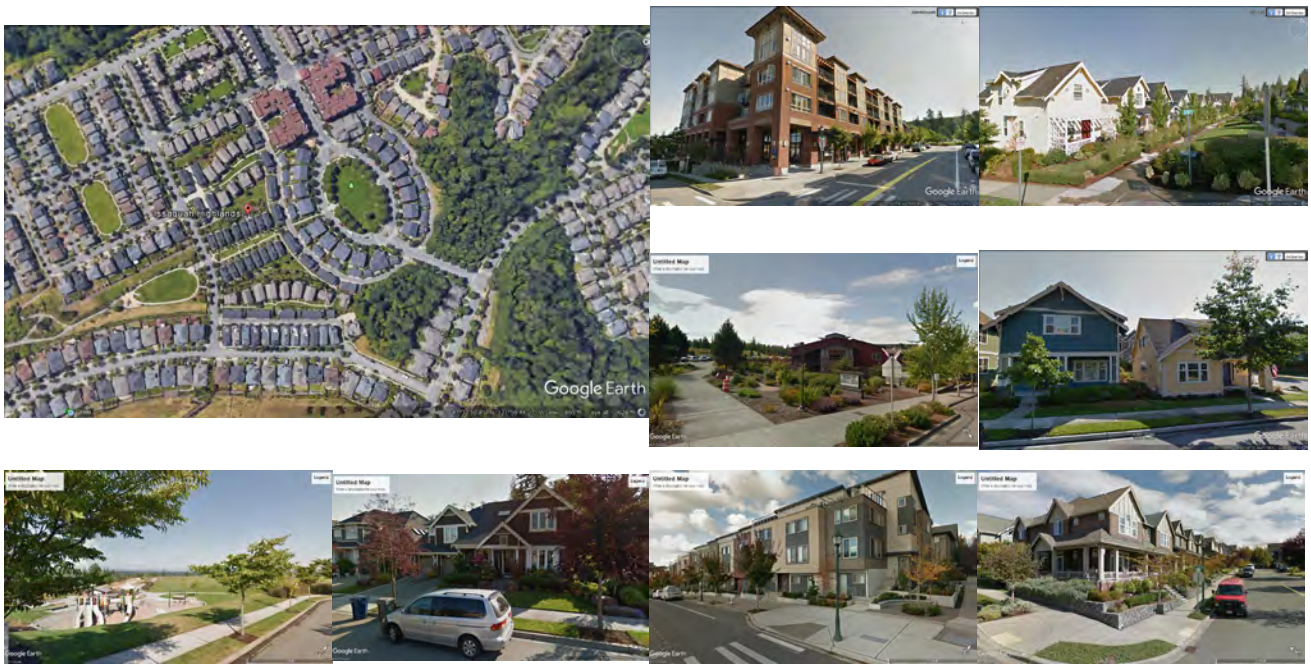
- ***Renewable Energy (location 6).*** Establishing one or more small solar farms may be considered if these farms are technically and economically viable and do not interfere with agricultural operations. These solar farms, if established, would be located on relatively small areas of land and would be subject to the permitting requirements of state and county land use laws, which regulate where and how much agricultural land can be used for renewable energy.
- ***Agricultural Tourism/Active Recreation (location 7).*** Non-intrusive open land recreation activities may be permitted in appropriate locations if they do not conflict with agricultural operations. Likewise, agricultural tourism may be permitted in appropriate locations. Like renewable energy, appropriate agricultural tourism activities could help to generate alternative revenue sources to support the agricultural lands, while creating visitor industry jobs and additional on-site demand for locally produced agricultural products.




Section Three - Complete Community Design Principles




Principle One:
Build a Diversity of Land Uses



The Issaquah Highlands, WA.

The photos above are of a “complete” community in Issaquah, Washington. This project features a diverse portfolio of housing types from large and small lot single-family residential, to multi-family house lots, town houses and multi-family complexes. Employment and retail uses are incorporated to balance housing and jobs and to address the community’s service and retail needs. Land uses are connected by a network of sidewalks, greenways, and trails. The project features a school, parks, and civic uses. Landscape planting within the street right-of-ways and public open space is professionally designed and maintained. The WCT is intended to be a “complete” community, but it will incorporate an urban design palate that inspires a sense of place unique to Maui and the Waikapū Country Town.

Illustrative rendering of the Village Green looking makai towards the lagoon and the Town Center.

Principle Two:
Create Interconnected Streets & Non-Motorized Modes

Somewhere in the mainland.

Somewhere on Oahu.

The photos above are of urban patterns that are designed to be automobile dependent and are neither interconnected nor non-motorized. Each development features a single homogeneous land use of a scale that makes walking and biking impractical. This condition is exacerbated by each pattern's reliance upon large arterial roadways and a lack of pedestrian infrastructure, including sidewalks, separated bikeways, street trees, and traffic calming.

The WCT is intended to be a multi-modal community, convenient for walking, biking, and transit as well as for automobiles. WCT's interconnected network of streets and pedestrian and bicycling paths are designed to efficiently connect the residential, commercial and civic uses together with both motorized and non-motorized modes. WCT's streets and its non-motorized networks will be designed to work together to safely accommodate pedestrians, bicyclists, and automobiles. Traffic calming elements, sidewalks on each side of all urban roadways and an aggressive landscape planting program will beautify the WCT.


Conceptual illustrative site plan of the Makai Village.

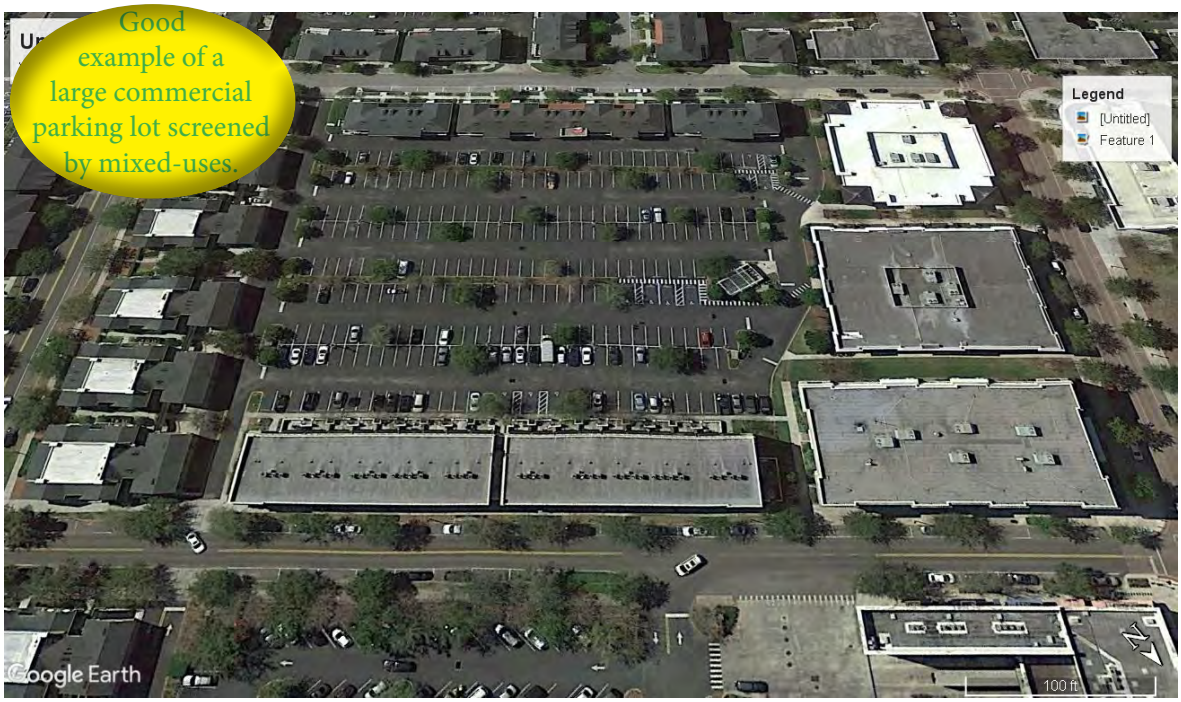

Examples of multi-modal design elements including multi-use paths, traffic calming, parks and bicycle parking.

Principle Three:
Mitigate the Impact of Parking upon Urban Design in Commercial Districts

The photos above are of an auto-centric strip shopping mall on Oahu. The scale of this commercial development, together with the on-site parking required to support it, significantly degrades the aesthetic quality of the built urban environment. Large surface parking lots make a community less walkable by spreading land uses so far apart that walking becomes impractical, and unpleasant, and is therefore avoided. Because the street frontage of this type of development is mostly dominated by large surface parking lots, it is commonly referred to as “strip” retail development.

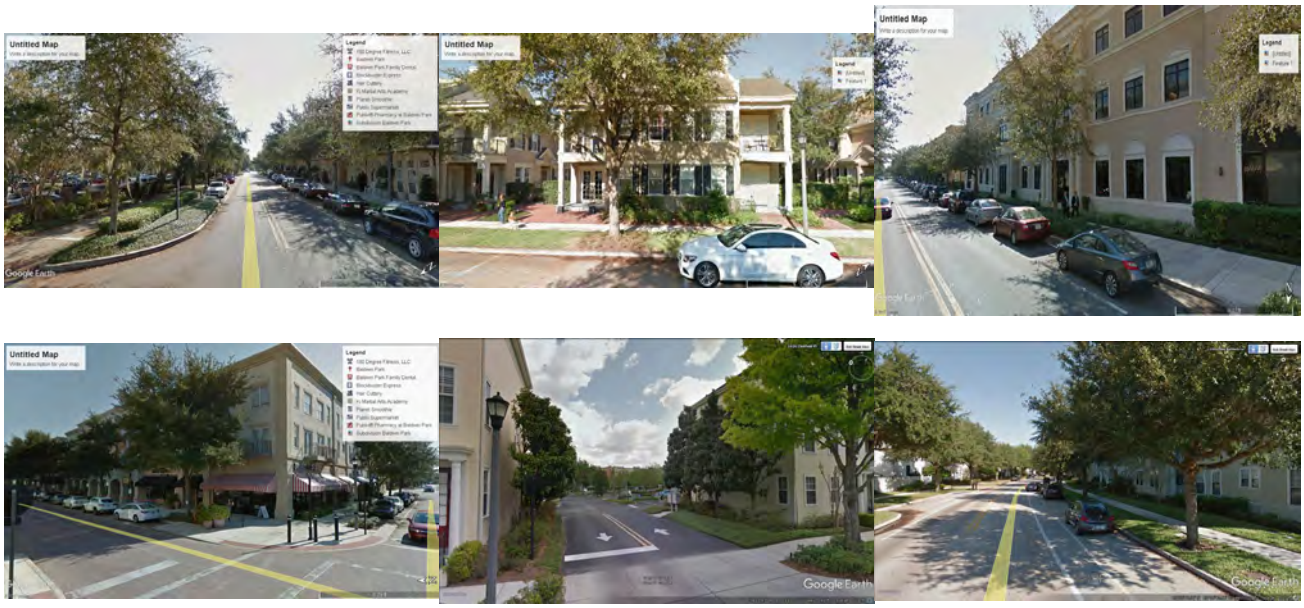
The images above are of a smaller neighborhood commercial shopping center where the on-site parking has been placed interior to the lot. In addition to interior parking, on-street parking is permitted to create double-frontage opportunities for the retail. By placing the buildings parallel to the roadways, the aesthetic quality of the neighborhood is enhanced by architecture. Moreover, by incorporating a mix of retail uses into the project, the community becomes more pedestrian-oriented and walkable. Smaller, neighborhood scale shopping centers, rather than large region-serving shopping centers, are consistent with the WCT’s design vision.

Principle Three:
Mitigate the Impact of Parking upon Urban Design in Commercial Districts



Example of large surface parking lot screened by mixed-use development. Baldwin Park, Florida

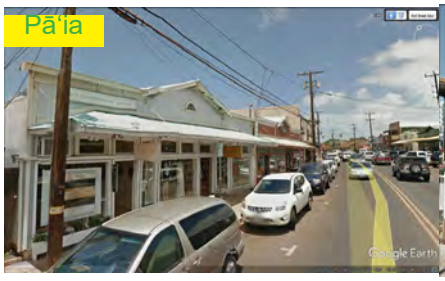
Photos of a large commercial mixed-use district where the on-site parking is located within the interior of the lot and mixed-use development is placed around the block's periphery. The mix of uses encircling the block includes: multi-family residential, live-work, commercial, retail, row housing, and four-plex units. A neighborhood grocery story is located on an adjacent lot with its parking also placed within the interior of the lot, and mixed-land use development located around the perimeter of the property. Placing mixed use development around the perimeter of the block, and locating parking within the interior of the block creates more aesthetically pleasing streetscapes and more walkable communities. The pictures that follow are of the mix of land uses and architectural typologies adopted by the Baldwin Park development.



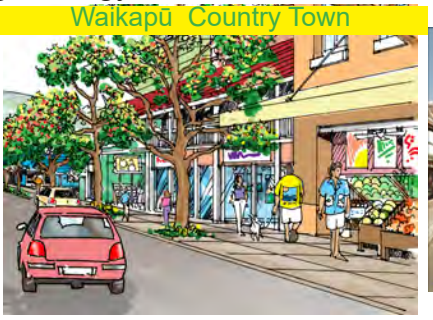
Mixed-use block with surface parking placed within the interior of the block. Baldwin Park, Florida

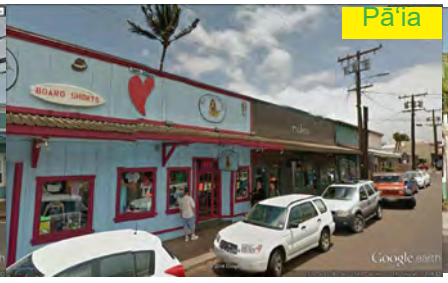
The photo below is of a small strip mall in Wailuku. Here, the surface parking lot is the dominant feature of the site plan, which creates an unattractive corner at the entrance to the town. This condition is exacerbated by planting strips that are too narrow, lack street trees, and are poorly maintained. At the WCT, proactive planning to address commercial parking will promote urban design that creates a positive sense of place and that facilitates walking and biking.

Principle Three;
Mitigate the Impact of Parking upon Urban Design in Commercial Districts



On Maui, "Main Street" development is characterized by the placement of building frontages close to the sidewalk and on-street parking. As shown in the aerial photographs of Pā'ia, public parking lots are also used to service the parking demand. Creating a Main Street is possible when the primary entrance to the retail is from the sidewalk, and when the pedestrian flow is not disrupted by surface parking lots. The deployment of shared parking lots in strategic locations is an important parking strategy to facilitate Main Street development.





Principle Four:
Beautiful Streets Produce Beautiful Communities

The photo above is of a residential street where the scale (width) of the roadway dominates the scale of the one- and two-story residences. This condition is exacerbated by the wide concrete driveway cuts that dominate the frontage of each home and that disrupt the sidewalks. A lack of canopy street trees also contributes to the poor urban design.

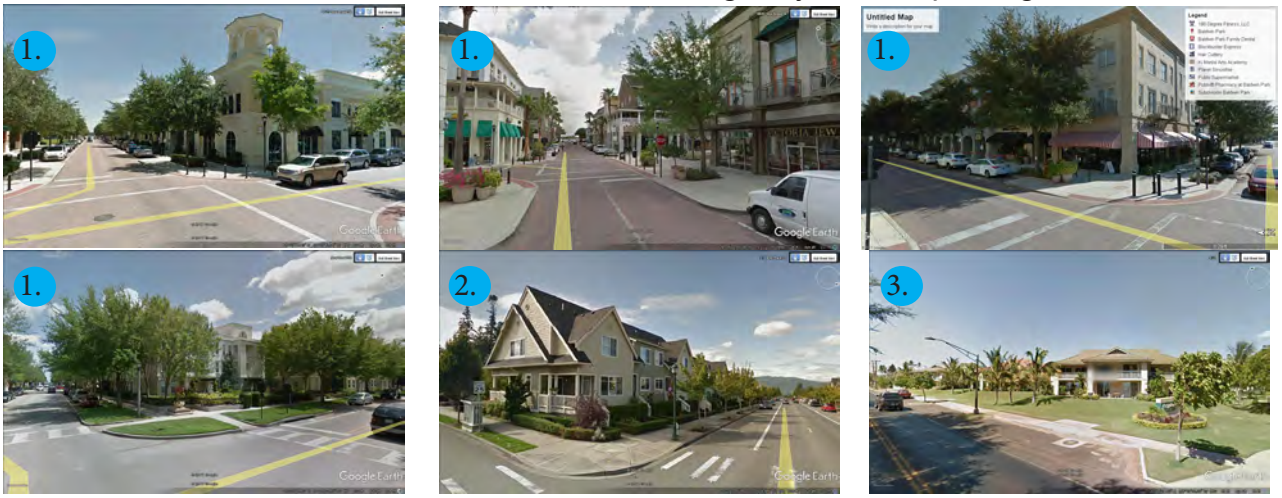
The photo above is of a street that lacks a sense of place. The residences are hidden behind high vinyl fencing, while the planting strips are too narrow to accommodate canopy shade trees. The street is mostly barren, uninviting, and auto-centric.

The development on the left has an inspiring site plan, but it ignores the character of the abutting roadways. This type of urban environment is neither attractive nor pedestrian friendly.

More examples of streets that lack canopy trees, are dominated by driveway cuts, and lack architectural variety resulting in poor community design.

Principle Four:
Beautiful Streets Produce Beautiful Communities

Aesthetically pleasing streets are not too wide relative to the scale of abutting development. Such streets also feature wide planting strips placed on each side of the roadway to separate the sidewalks from the travel lanes. Aesthetically pleasing streets feature canopy trees planted at regular intervals to shade the sidewalks, add color, and break-up massing. Residences may be serviced by alleys, which removes driveway cuts. Or, driveways may be located along the side property line with garages placed at the rear of lots or recessed behind the building facade. Commercial streets that project a "main street" sense of place feature wide sidewalks on each side of the roadway, canopy shade trees planted at regular intervals, traffic calming, on-street parking, and architectural elements that are pleasing to pedestrians. Multi-family streets should incorporate the same types of features as single-family streets including wide planting strips, traffic calming, and canopy shade trees. Fencing and landscape hedges taller than four feet should be discouraged. Parking should be placed at the rear of buildings or in strategically located parking lots.



Building orientation, landscape architectural, and architectural treatments at Baldwin Park, Florida (1), Issaquah Highlands, Washington (2), and Kai Makani, Maui (3).

Principle Five:
Mitigate the Urban Design Impact of Parking upon Residential Districts

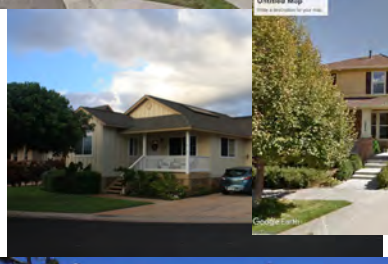
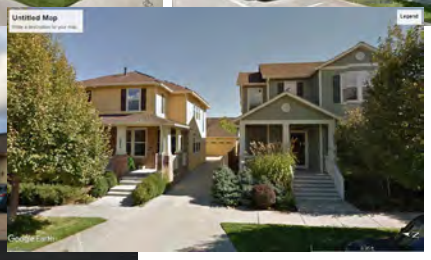
Residential street served by side-yard garages (left) and alleyways (right). Stapleton, Colorado.

Single-family residences served by alleys, side-yard driveways and recessed garages.

Single-family residential subdivision design is often dominated by "garage architecture." Garage architecture degrades a neighborhood's sense of place by placing the garage door, which is the least aesthetic architectural component of a single-family dwelling, as its most prominent architectural feature. When replicated along an entire street, garage architecture becomes highly monotonous further degrading a neighborhood's sense of place. Garage architecture also creates the need for multiple driveway cuts that together dominate the streetscape. Moreover, having driveways located along residential streets increases the opportunity for pedestrian conflicts. The negative impacts of garage architecture can be mitigated by the following: accessing the garage by rear alleys, placing the driveway along the side lot line with the garage located towards the rear of the property, recessing the garage behind the facade of the dwelling. Streets may also be developed with one side being developed with front loaded garages and the other side by rear alleys as shown in the photo labeled (1).

Principle Six:
Develop a Diversity of Housing Types






A complete community should address the broad spectrum of a community's housing demand. This includes developing fee-simple and rental housing in a variety of formats for multiple age and income demographics. The zoning ordinance and the DGs provide lot types that range across this spectrum, from small and large-lot traditional single-family residential, duplexes, townhomes, tri- and four-plexes, cottage housing, multi-family complexes, rural lots, and ohana units.

The purpose is to provide quality housing for the diversity of a community.




Section Four - Neighborhood Design Guidelines




Waikapū Country Town Controlling Land Use Plan

The WCT's Controlling Land Use Plan (Plan) is enumerated within the zoning code. The Plan's vision for the buildout of the project is described in Section Two of the DGs. Implementation of the plan will occur through the zoning code and the DGs. The zoning code establishes the plan's zoning district; identifies the approximate acreage allotted to each zoning district; establishes permitted uses, lot types, and development standards by zoning district; and establishes permitted density, minimum lot type diversity standards, and special design standards.

The DGs establish an urban design character for the project at the scale of its neighborhoods, blocks, and lots. Section Four of the DGs, "Neighborhood Design Guidelines", establishes design guidelines for the following: blocks and streets; commercial and residential lots; commercial and residential parking and access; parking lots; building orientation to the public street; principle entries; other neighborhood elements; landscape planting; signage; walls, berms and fences; drainage facilities; and parks and open space.

A. Street Types

(1) All streets shall be designed to accommodate multi-modal transportation, including: vehicular, pedestrian, bicycle, and transit, where appropriate.

(2) Figure 18 identifies WCT's street network by type of street.

(3) The design of each street type shall be consistent with the roadway cross-sections illustrated in the DGs. However, alternative street sections may be proposed if traffic volumes, network issues, changes to county roadway design standards, and other similar considerations warrant an alternative street section. The alternative street section must also meet the other traffic calming and multi-modal requirements of the DGs.

Illustrative conceptual rendering of residential neighborhood within the WCT.

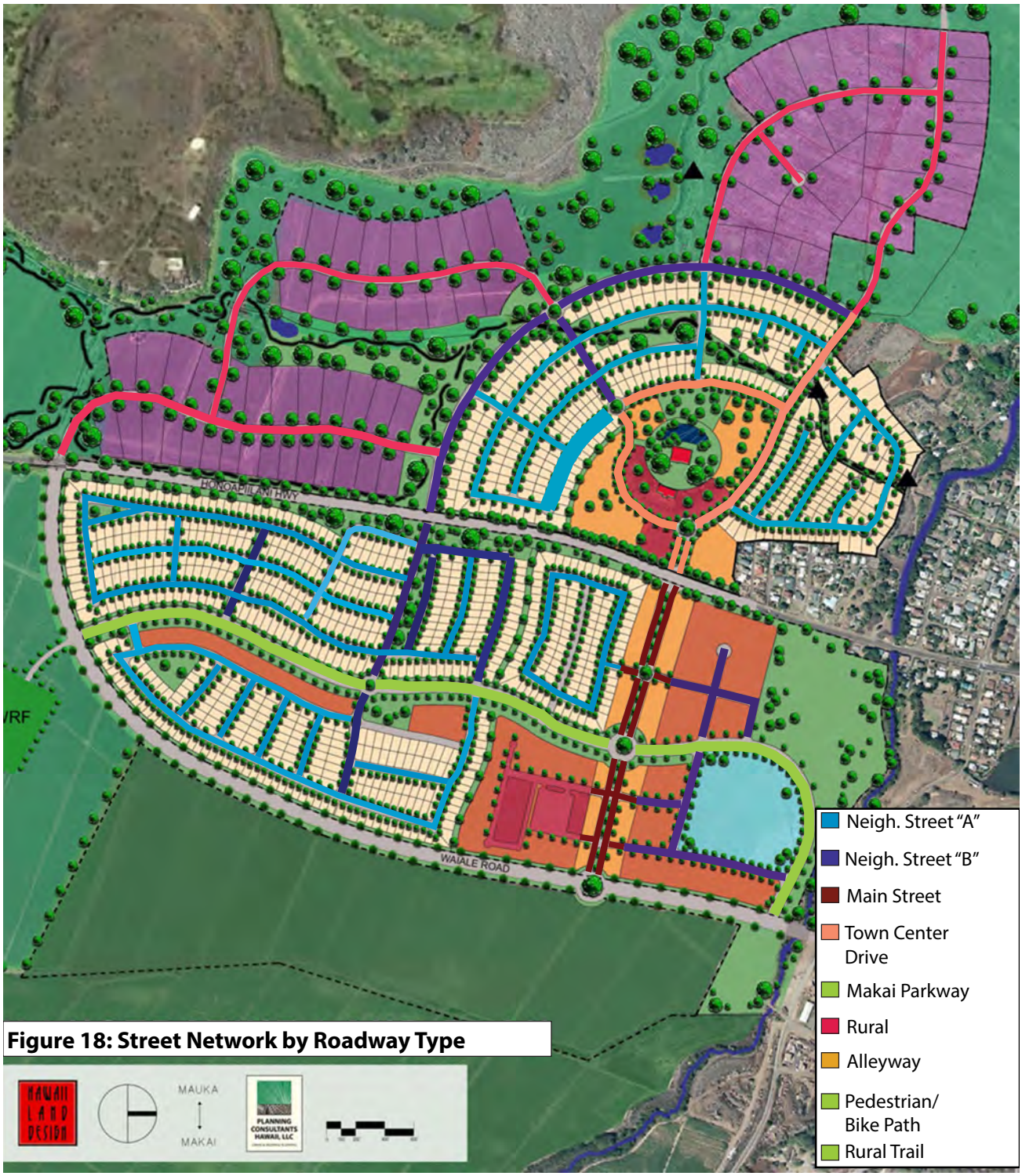
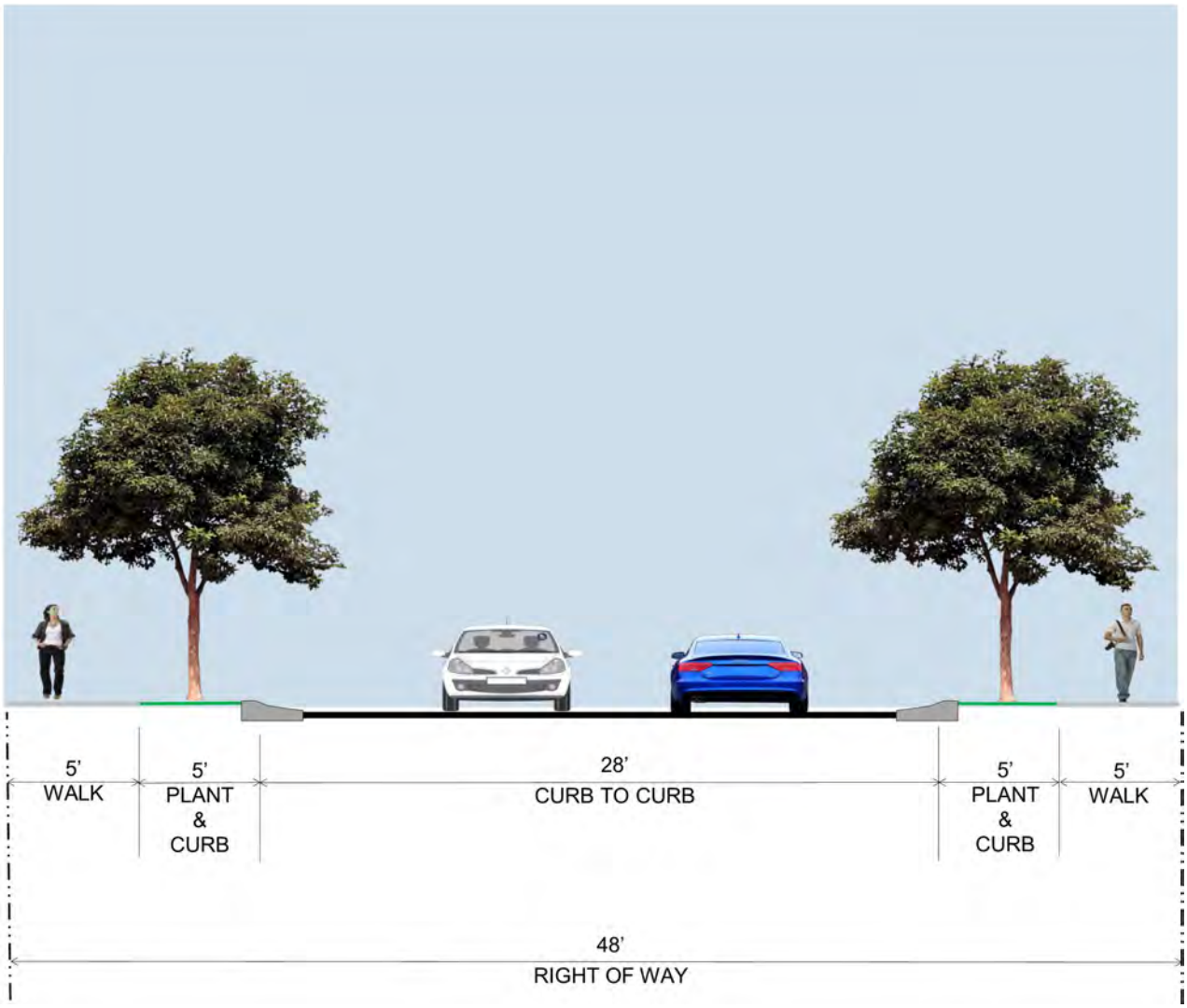
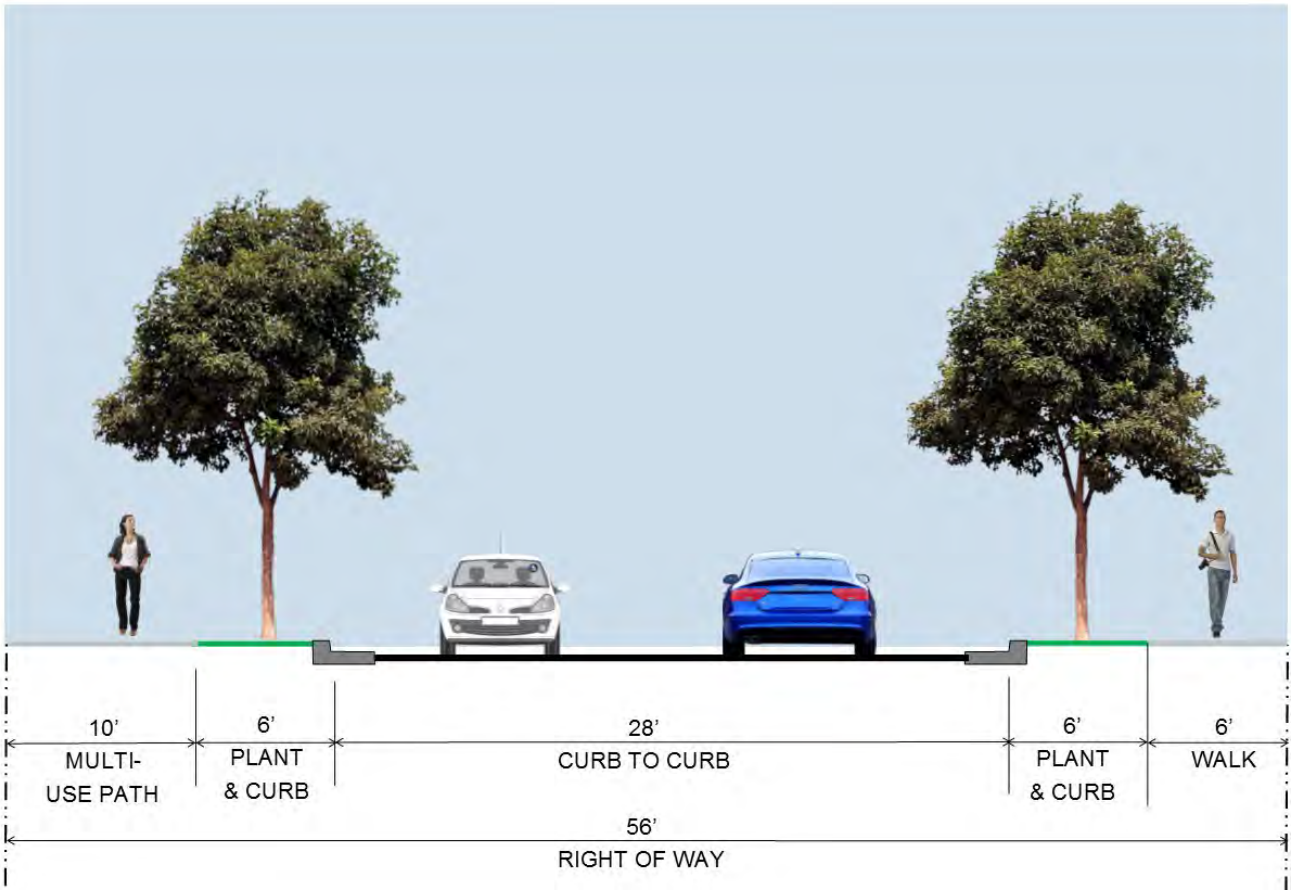


Figure 18: Street Network by Roadway Type

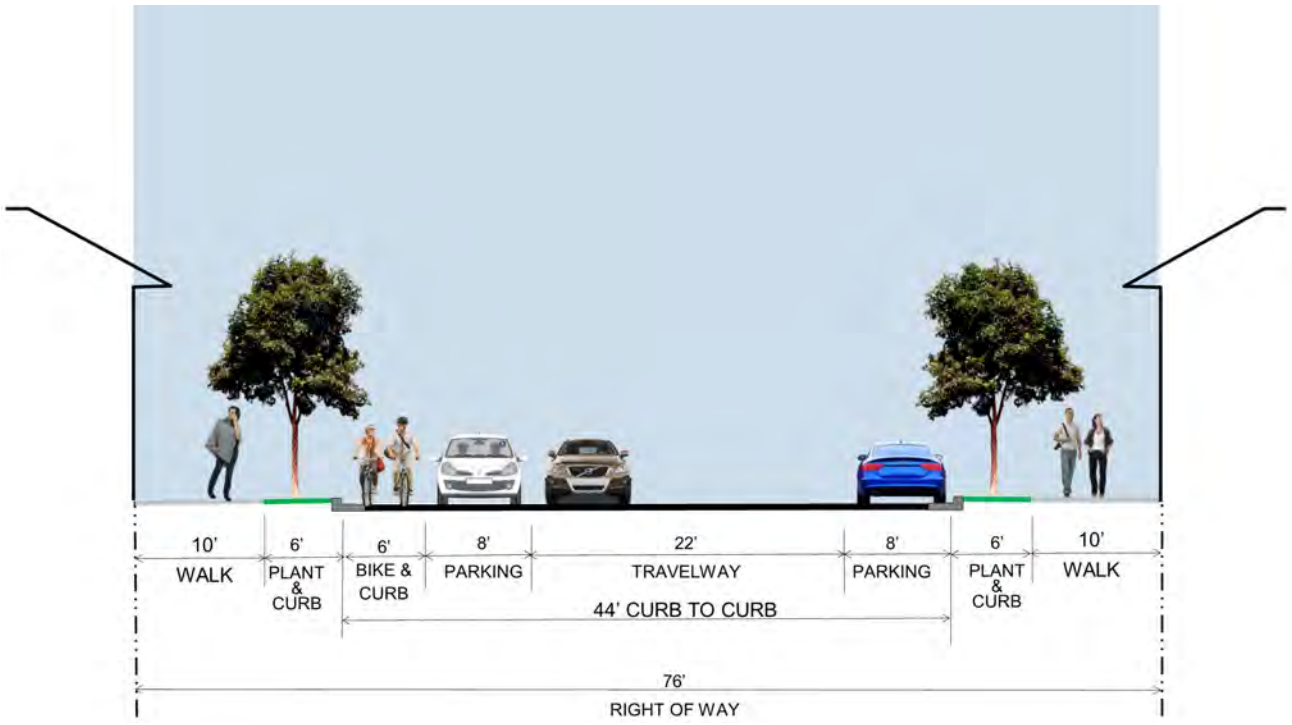
a. Neighborhood Street (A)



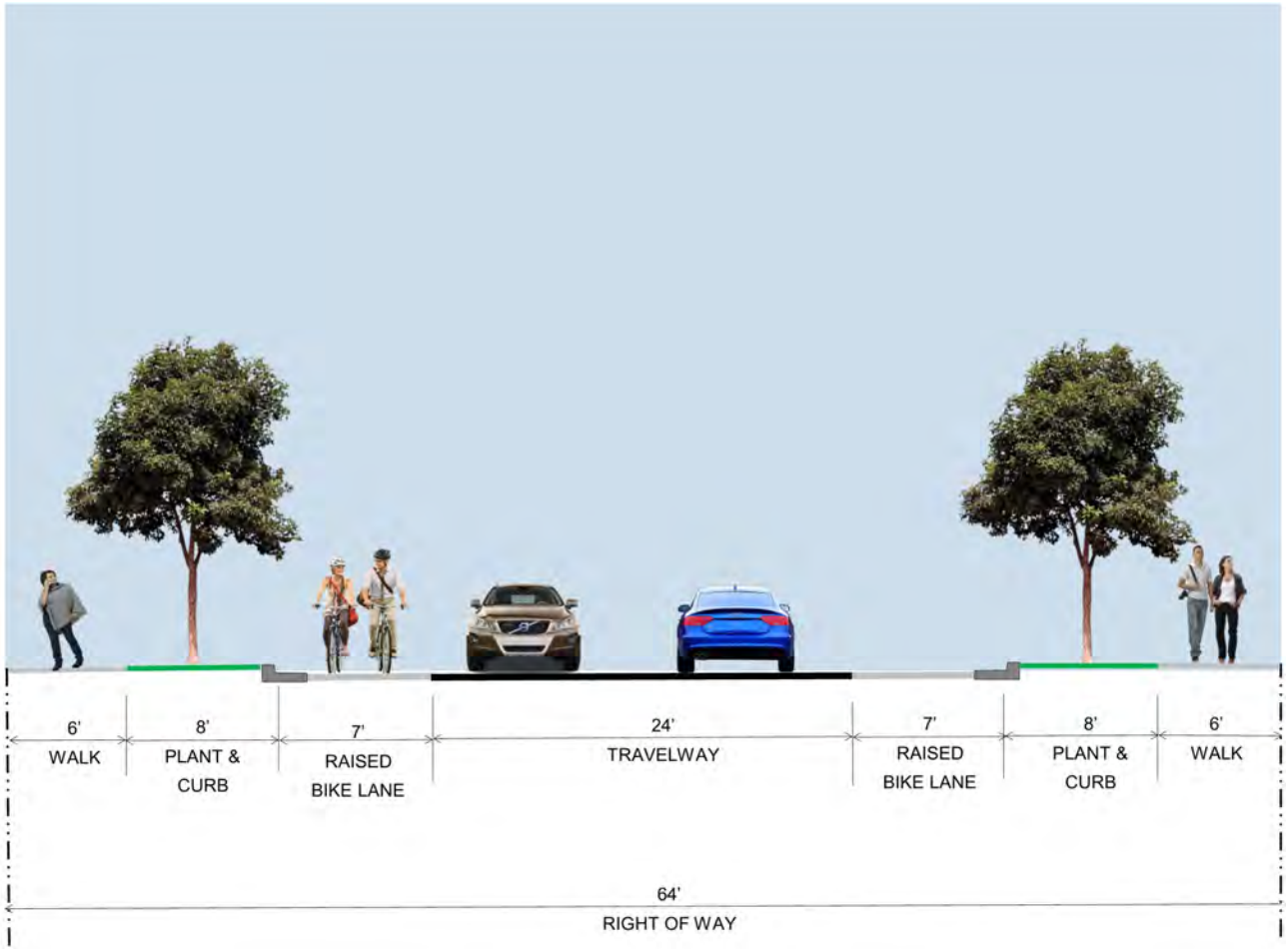
b. Neighborhood Street (B)



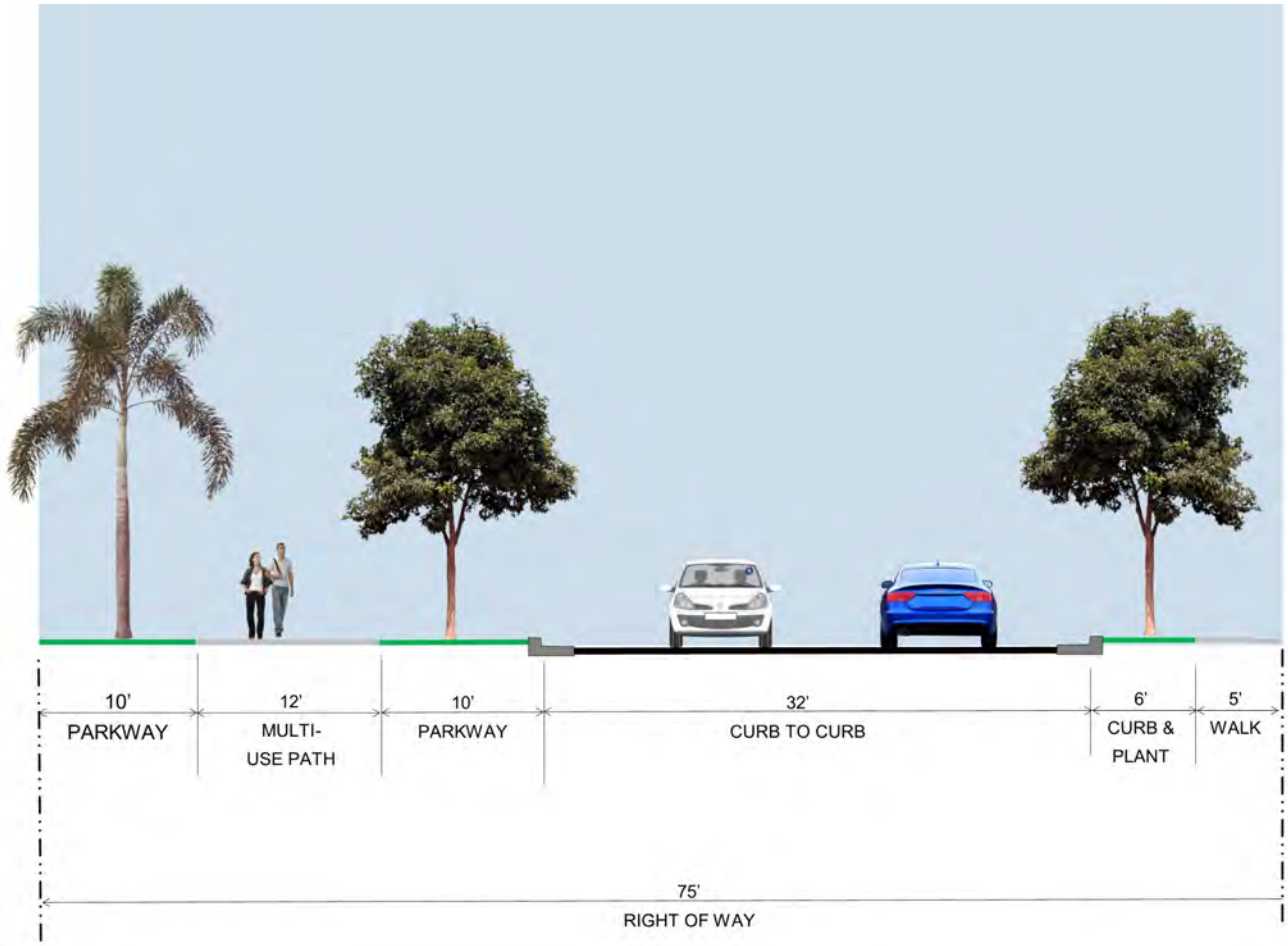
c. Main Street



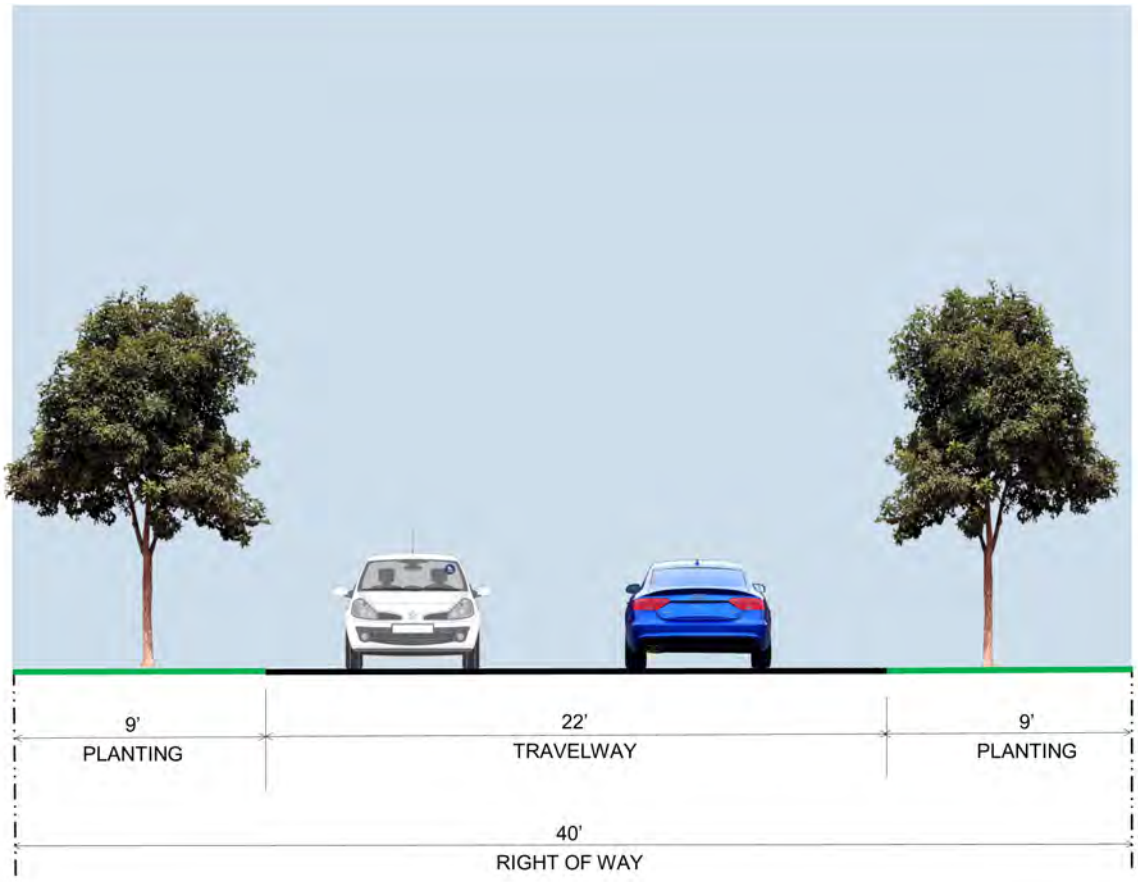
d. Town Center Drive



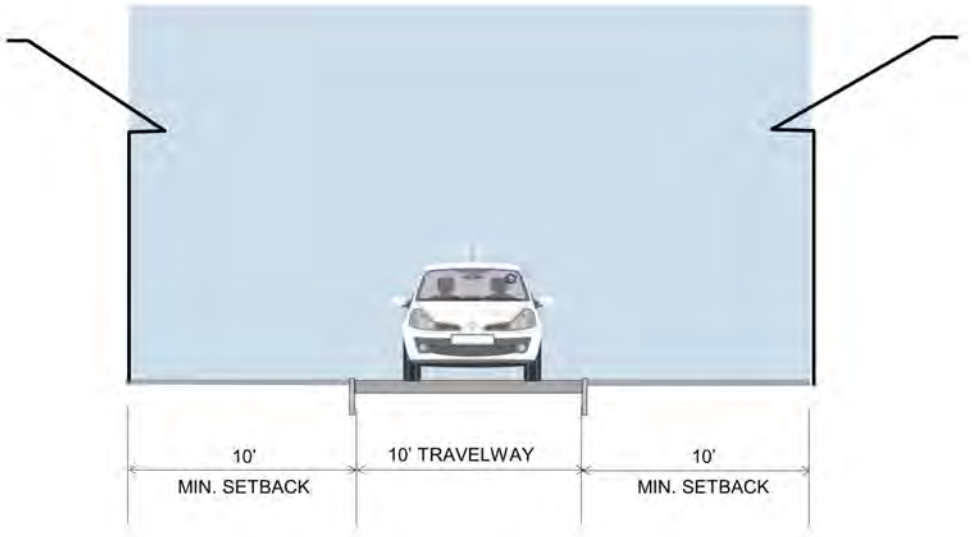
e. Makai Parkway

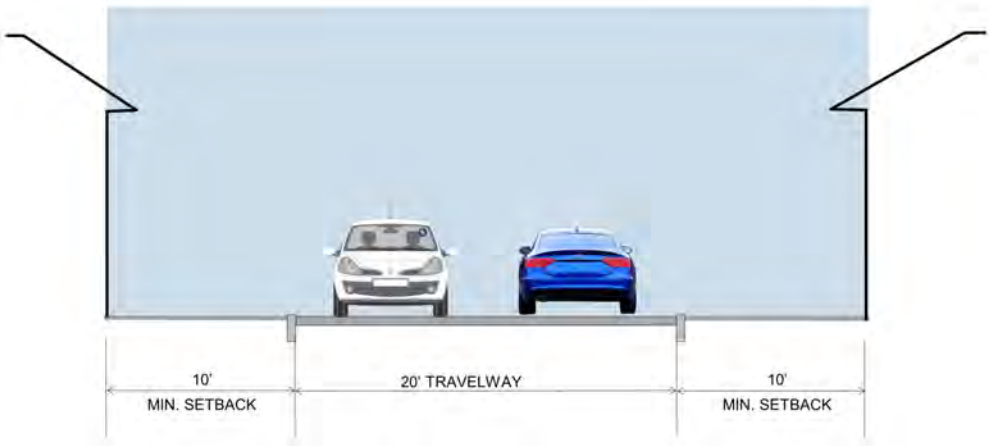


f. Rural Street

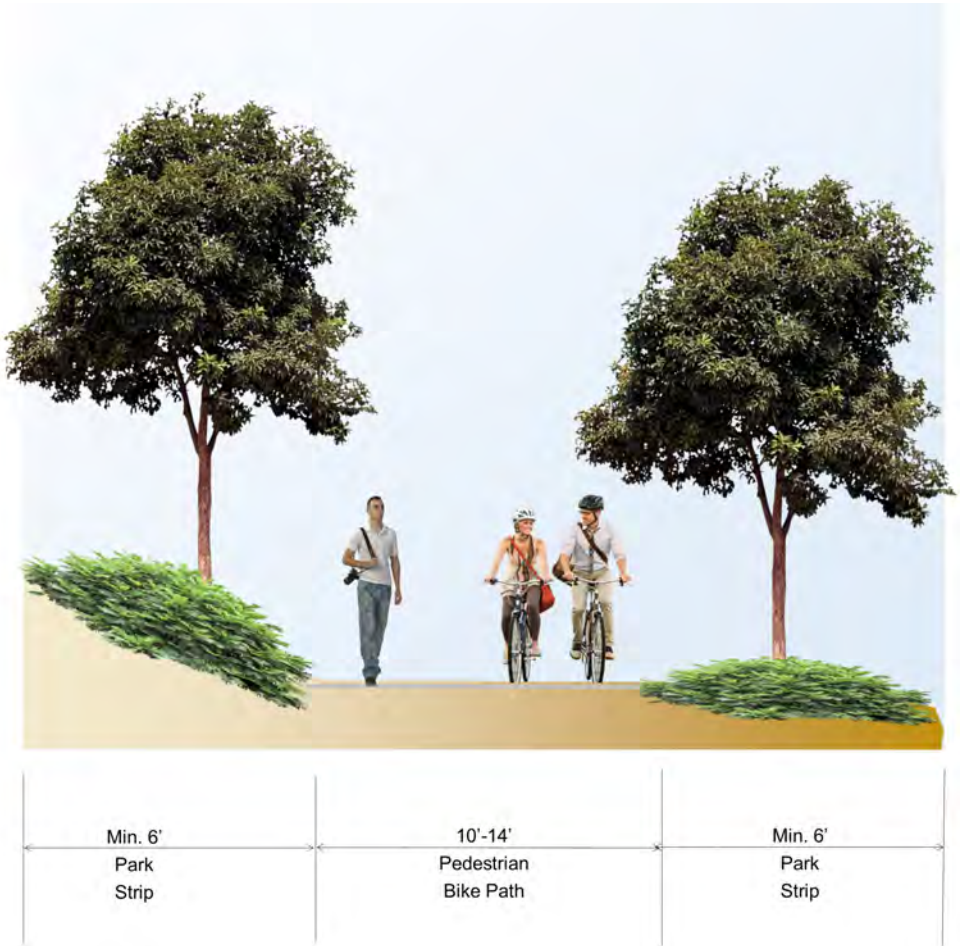


g. Alleyway (one- or two-way)

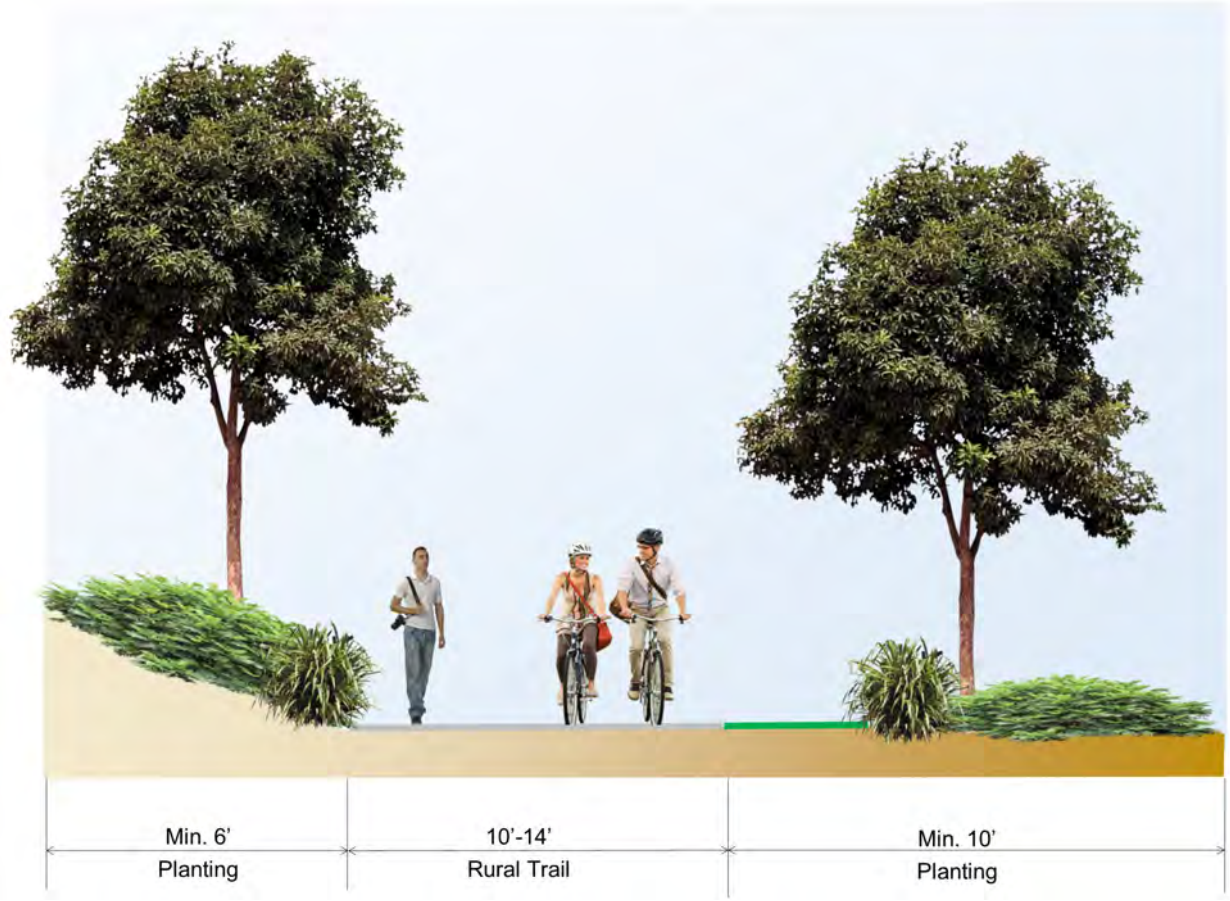




h. Pedestrian & Bicycle Multi-Use Path



i. Rural Trail



B. Block Structure and Dimensions

(1) The dimension of blocks shall be sized at the smallest scale that is practical to promote walkability.

(2) The dimension of blocks shall comply with the minimum requirements of MCC Title 18.16.180.

(3) The desired maximum dimensions for blocks within the WCT are as follows:

a. ***Mixed-use or commercial block.*** The maximum length desired is 950 feet and the maximum perimeter desired is 2,700 feet.

b. ***Residential Block***. The maximum length desired is 640 feet and the maximum perimeter desired is 1,850 feet.

c. ***Civic Block.*** The maximum length desired is 1,000 feet and the maximum desired perimeter is 3,000 feet.

d. It is desired to place pedestrian passages / paths / sidewalks from the abutting street or a greenway to the middle of the block at intervals of 300 feet to promote walkability.

(4) Unless it is otherwise prescribed in the permitted lot types of the zoning code, buildings shall occupy the perimeter of a block and primary facades (front and/or front and side) shall face the street.

C. Alleys and Lanes

(1) Alleys are required as the primary means of vehicle ingress to individual lots when the predominant lot type within a block is one or more of the following: Single Family Small Lots where the lots are smaller than 4,500 square feet, Single Family Courtyard, Multi-Plex, and Townhouse Lot.

(2) Alley or lane entrances should align to provide ease of ingress for service vehicles.

(3) Bends / curves in alleys must allow room for solid waste collection trucks to turn.

(4) Alleys are the preferred location for solid waste collection and for “dry” utility lines such as electricity, telephone, and cable television.

(5) Alleys may be incorporated into parking lots as drive aisles and fire lanes.

Alleyway serving townhomes. Stapleton, CO.

Alleyway serving small lot residential. Kapolei, Hawaii.

D. Corner Radii & Clear Zones

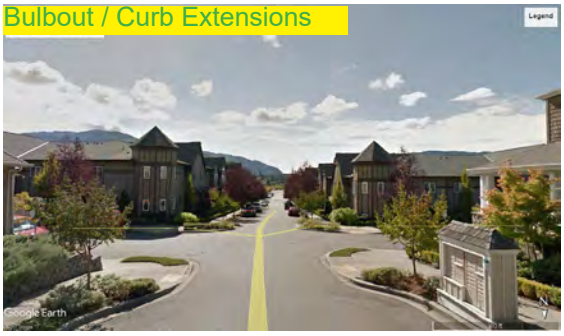
(1) The corner curb radii shall be between 4 feet and 15 feet in order to shorten pedestrian crossings and to calm the speed of vehicular traffic.

(2) A clear zone radius of 25-feet shall be established and be free of all vertical obstructions including but not limited to sign poles, fire hydrants, electrical boxes, newspaper boxes, etc. in order to allow for emergency vehicles to turn corners.

Residential Traffic Circle

E. Traffic Calming at Intersections

(1) Intersections shall incorporate at least one of the following traffic calming elements from among the following at each intersection: residential traffic circle; bulb-out/curb extension; median island; median pedestrian refuge island; raised or textured crosswalks.[1]



Bulbout / Curb Extensions

F. Traffic Calming along Streets

(1) ***Neighborhood Streets (A & B).*** Neighborhood Streets shall incorporate at least two traffic calming elements at appropriate intervals from among the following along each street: speed cushions / speed humps / speed bumps; residential traffic circle; bulbouts / planter islands; chicanes; or neckdown/choker.

(2) ***Makai Parkway***. The Makai Parkway shall incorporate at least two traffic calming elements at appropriate intervals from among the following: chicane; neckdown/choker, oval median; or mid-block crossing with pedestrian flashing beacon.

Short Median at Intersection

Pedestrian Crossing with Refuge Island and Flashing Beacon

1 For guidance, Refer to State of Hawaii Pedestrian Toolbox (May 2013), State of Hawaii, Department of Transportation and/or Complete Streets Design Guidelines for Livable Communities (March 2013) prepared for the Regional Transportation Commission of Southern Nevada.

(3) ***Main Street***. Main Street shall incorporate at least two traffic calming elements at appropriate intervals from among the following: roundabout/ traffic circle; raised crosswalks; mid-block crossing with pedestrian crossing beacons; neckdown/chokers; chicane; bulbouts/ planter islands; or oval median.

(4) ***Towncenter Drive.*** Towncenter Drive shall incorporate at least two traffic calming elements at appropriate intervals from among the following: chicane, neckdown/choker, oval median; raised cross walks; bulbouts / planter islands; mid-block crossing with pedestrian flashing beacon.

(5) ***Rural Streets***. Rural streets shall incorporate at least one traffic calming element at regular intervals from among the following: speed-hump/ speed bump; neckdown/choker; chicane; or oval median.[1]


Speed Bump


Chicane


Neckdown / Choker


Oval Median

G. Pedestrian Crossings of Honoapi'ilani Highway

(1) Crossings at Signalized Intersections

a. The following types of design and traffic calming elements shall be incorporated to the extent practicable: protected left turns and leading pedestrian intervals; extended crossing times; audible signal devices; adequate lighting and signage; reduced corner radii; medians; center refuge islands; corner bulbouts.

(2) Mid-Block Crossings

a. The following types of design and traffic calming elements shall be incorporated to the extent practicable: high visibility crosswalk striping; yield lines; pedestrian crossing beacon; median with pedestrian refuge.

1 For guidance, Refer to State of Hawaii Pedestrian Toolbox (May 2013), State of Hawaii, Department of Transportation and/or Complete Streets Design Guidelines for Livable Communities (March 2013) prepared for the Regional Transportation Commission of Southern Nevada.

(3) Uncontrolled Crossings of Honoapi'ilani Highway

a. Discourage uncontrolled crossings by installing barriers such as landscape hedging, and fencing; and install signage to direct pedestrians to controlled crossings of the highway.

H. Honoapi'ilani Highway Setbacks

(1) Setbacks along each side of Honoapi'ilani Highway shall be a minimum of 60-feet from the Honoapi'ilani Highway right-of-way. Building setbacks along each side of the highway shall be at least 75-feet from the right-of-way.

(2) Scenic views from Highway

a. The maximum building height for structures located less than 100-feet from the highway right-of-way shall be 30-feet.

b. Structures developed on lots located within 200-feet of the highway right-of-way shall be designed in a manner that preserves views of Haleakāla from its mid-point to its summit.

c. Parking lots shall be setback at least 40-feet from the highway right-of-way and must be screened by landscape planting, including the use of landscape hedges and canopy shade trees, to mitigate the unsightly appearance of surface parking lots fronting upon the highway.

d. A visual impact assessment shall be conducted to address the impact of the project's cumulative development impacts upon mauka views from the highway towards the West Maui Mountains in advance of development being proposed. The visual impact assessment shall be presented to the Planning Director and the findings shall be generally consistent with the findings of the FEIS.

Conceptual visual impact assessment of project impact to mauka views (1) and makai views (2). (FEIS).

Subsection 19.96.011.A of the zoning code identifies the types of lots that are permitted within each zoning district. Subsection 19.96.011.B of the code identifies standards for building heights, setbacks, scale, and massing for each of the permitted lot types and vehicular parking access standards. Each of the lot's development standards are shown in plan form together with examples neighborhood, block and lot typologies for each lot type.

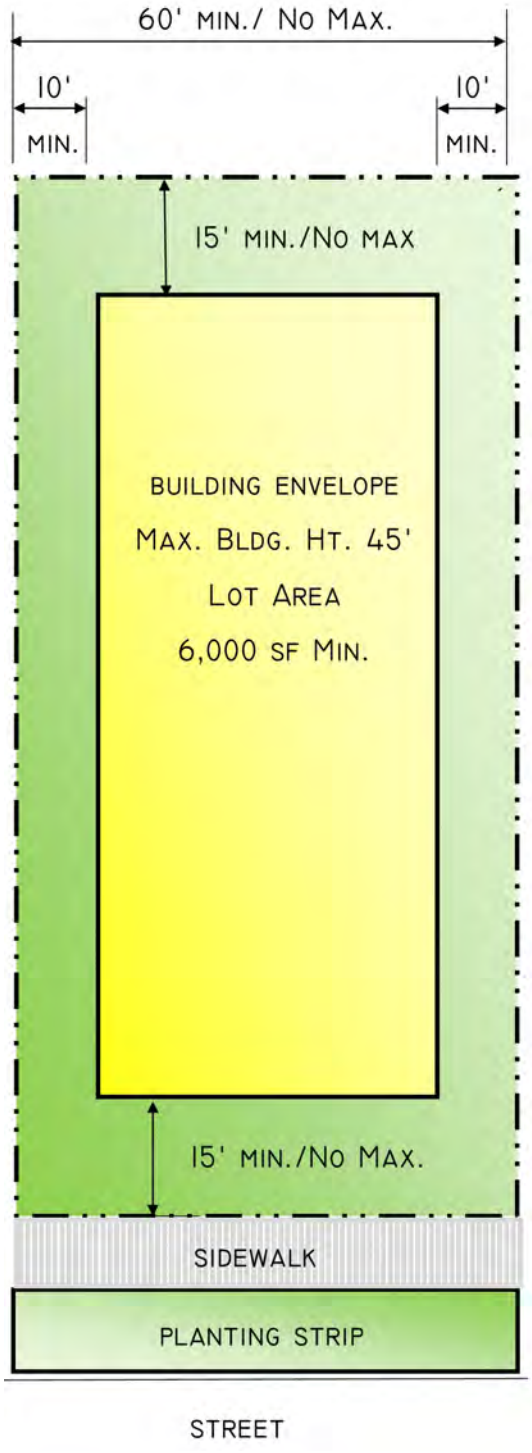
Civic Space Lot

A Civic Space lot is located and designed to accommodate a civic space, which may include uses such as a community green, square, plaza, passive park area, playground, community garden, farm plot, or natural or historic area worthy of preservation.

There are are no minimum lot size requirements, setbacks, lot width, building height or other development standards required of Civic Space lots.

Neighborhood Block & Lot Example

Civic Building



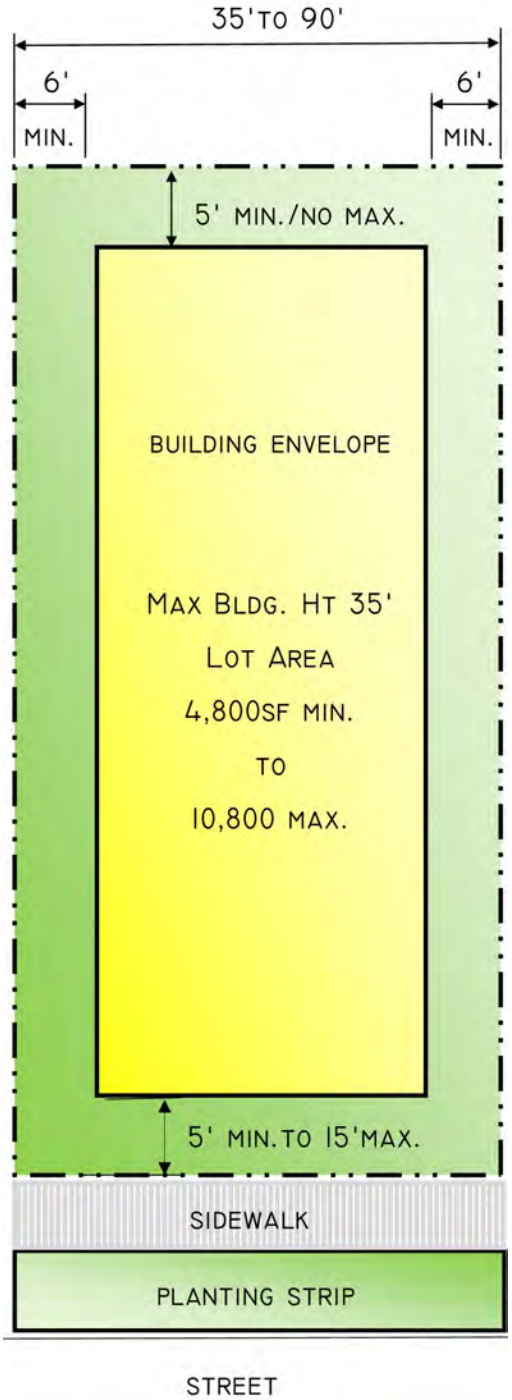
Neighborhood Block & Lot Example

Commercial / Retail / Employment

1. Maximum FAR is 200%
2. Parking access is by alley, side drive or secondary street
3. Minimum street frontage is 70%

Neighborhood Block & Lot Example

Duplex



1. Parking access is permitted by alley, side drive or secondary street
2. Minimum street frontage is 70%

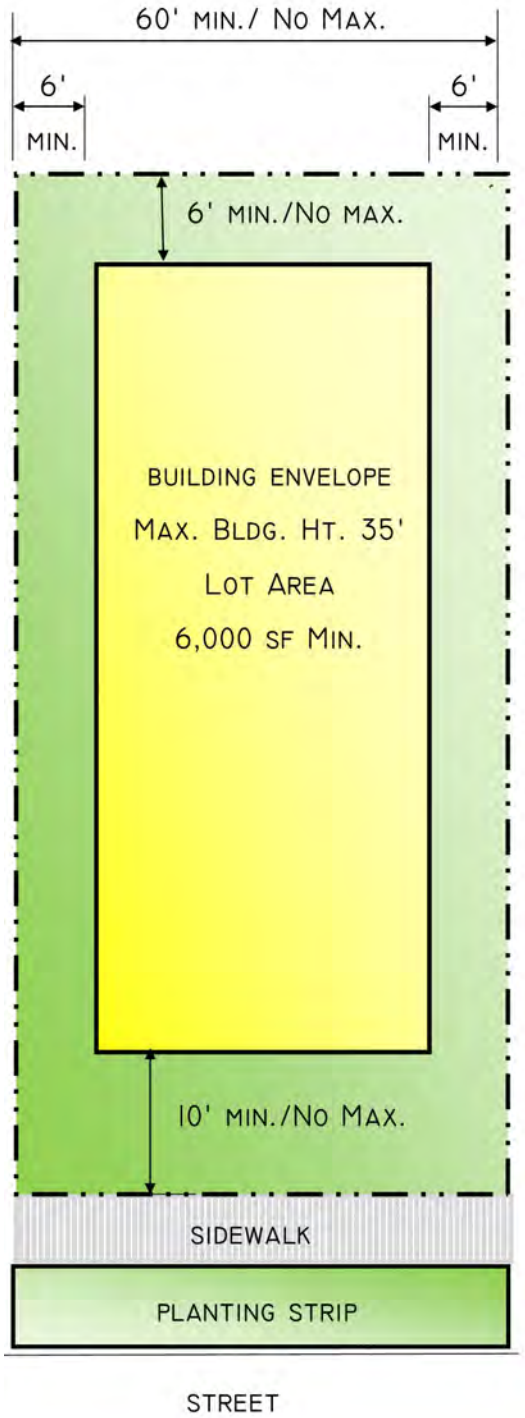
Neighborhood Block & Lot Example

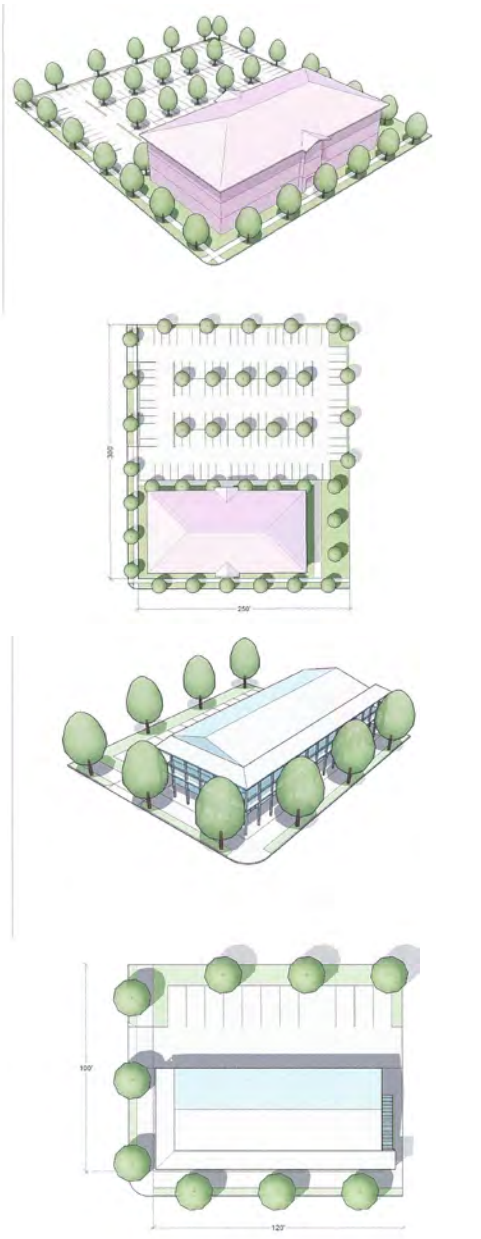
Commercial & Residential

1. Parking access is by alley, side drive or secondary street
2. Minimum street frontage is 60%

Neighborhood Block & Lot Example

Light Industrial

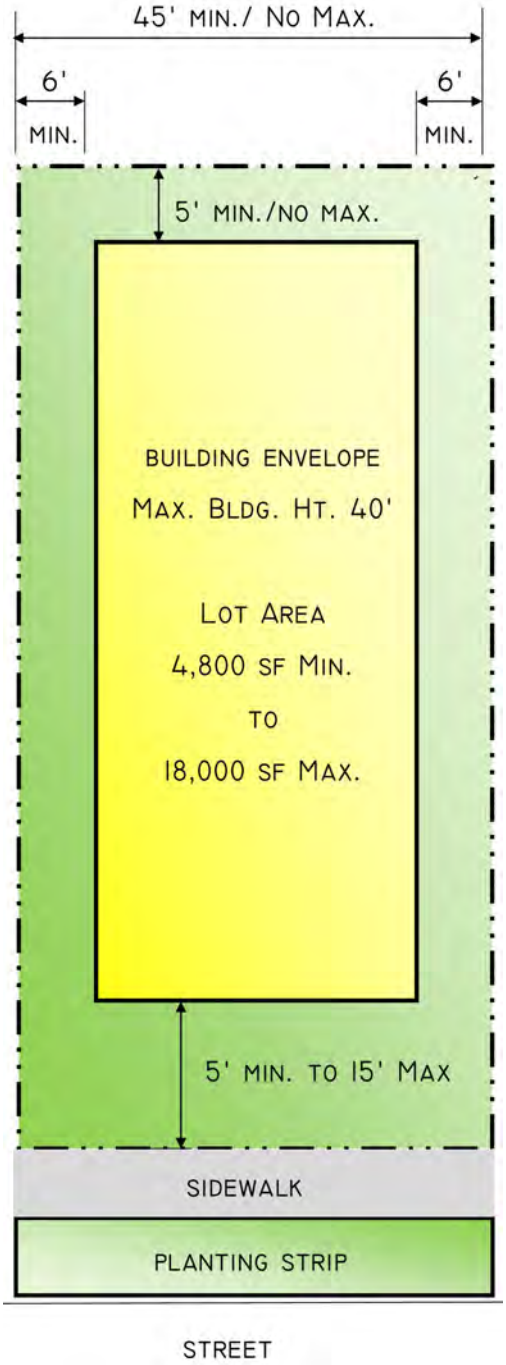




The illustrations above, MCC 19.38, "Maui Research & Technology Park District", are of the technology park's commercial and flex space lots.

1. Minimum street frontage is 60%

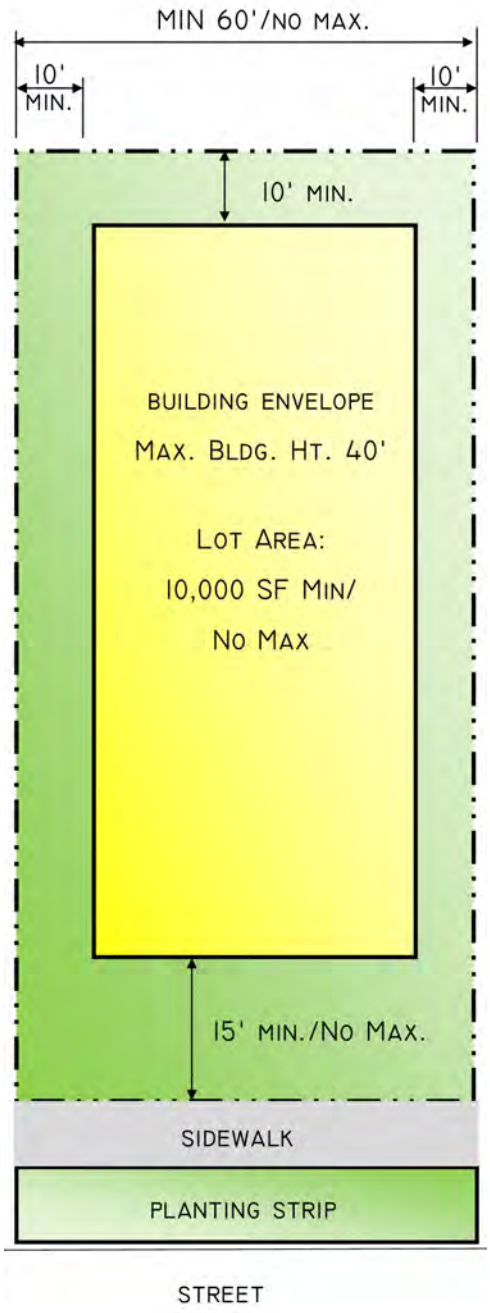
Multi-Plex
(Tri-, Four, Six-Plex)



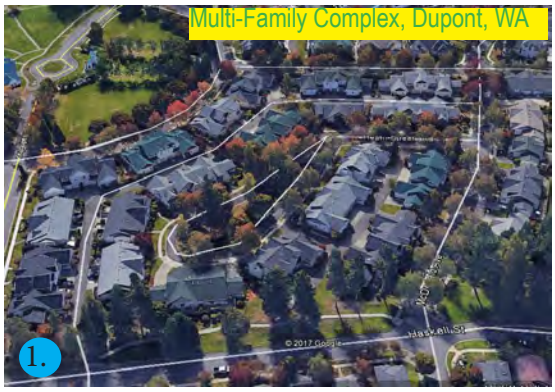
1. Parking access is by alley, side drive or secondary street
2. Minimum street frontage is 70%

Neighborhood Block & Lot Example

Multi-Family Complex



Neighborhood Block & Lot Examples



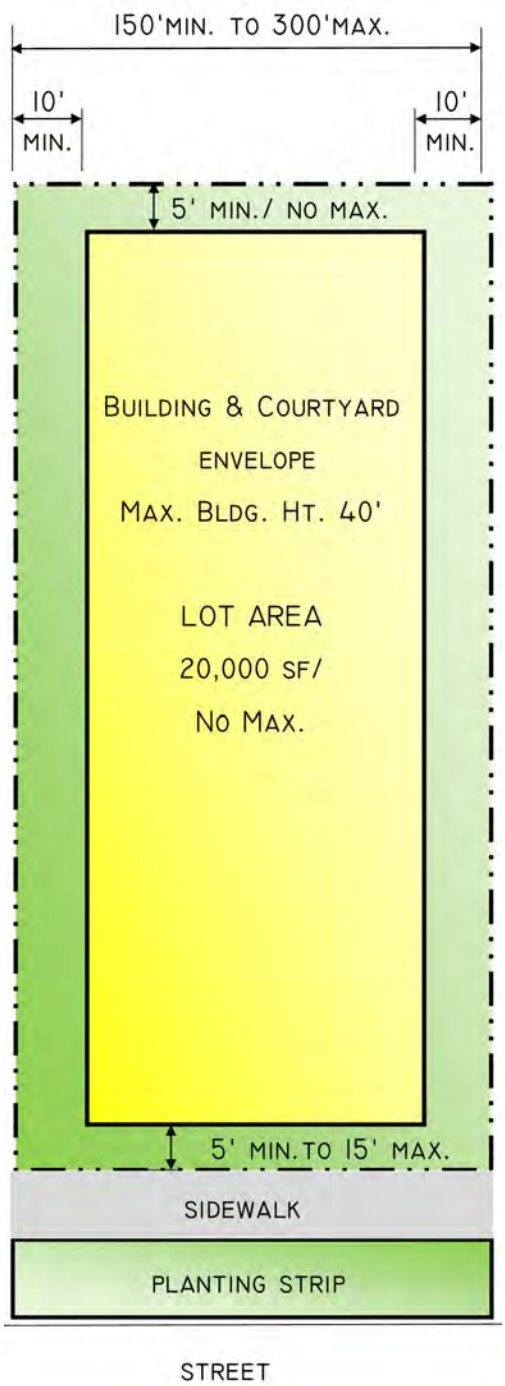
1. Maximum FAR is 90%

Multi-Family Complex

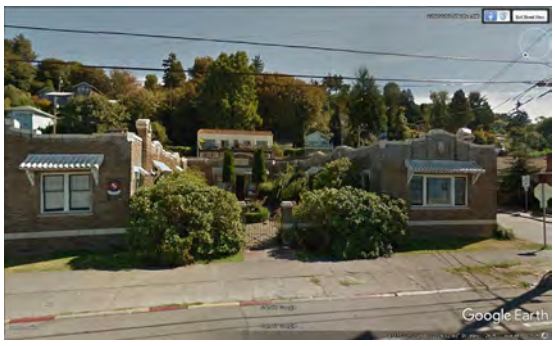
The purpose of the multi-family complex lot is to allow for design flexibility for multi-family developments. Multi-family complex lots may be developed like townhomes with buildings oriented towards the street and the parking interior to the lot (1) and (2) or with the parking located within the interior of the lot and the buildings oriented towards a common open space and the primary street (3) and (4). All multi-family complex lots are required to locate surface parking within the interior of the lot and it is to be screened from the adjoining roadways by landscape planting. Setback areas along primary and secondary streets are to provide professionally designed and maintained landscape planting to create a garden like setting.

Neighborhood Block & Lot Examples

Multi-Family Courtyard

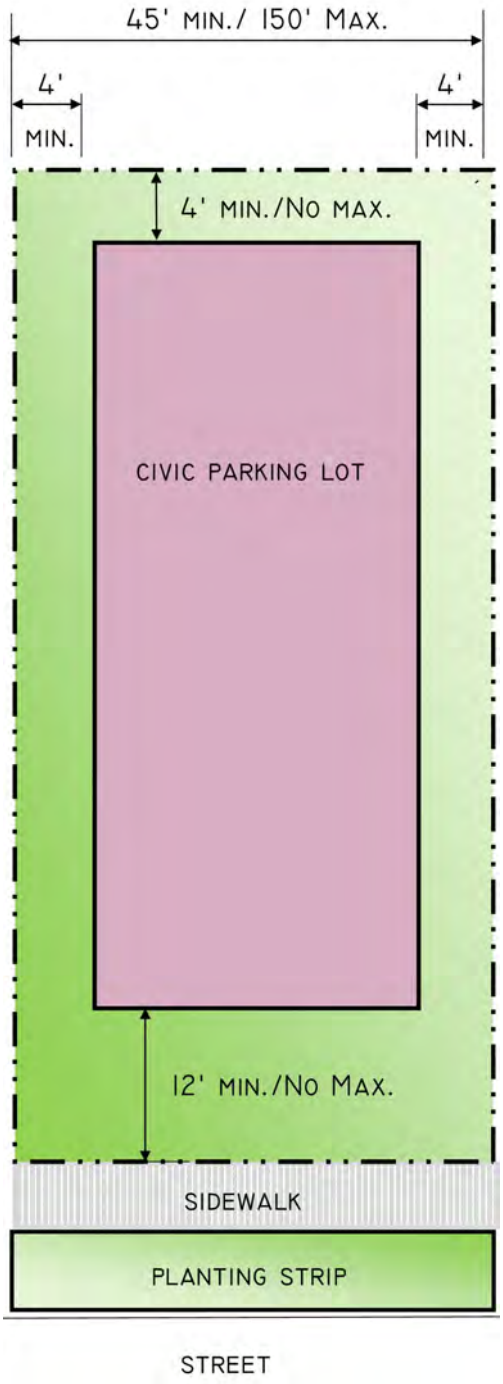


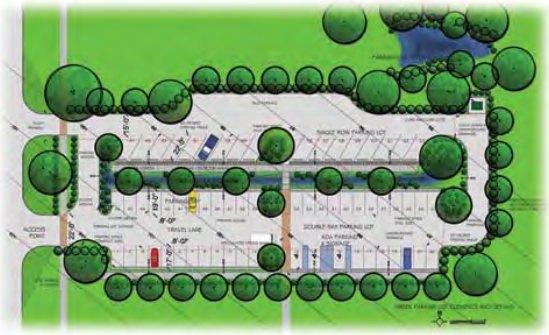
Neighborhood Block & Lot Examples



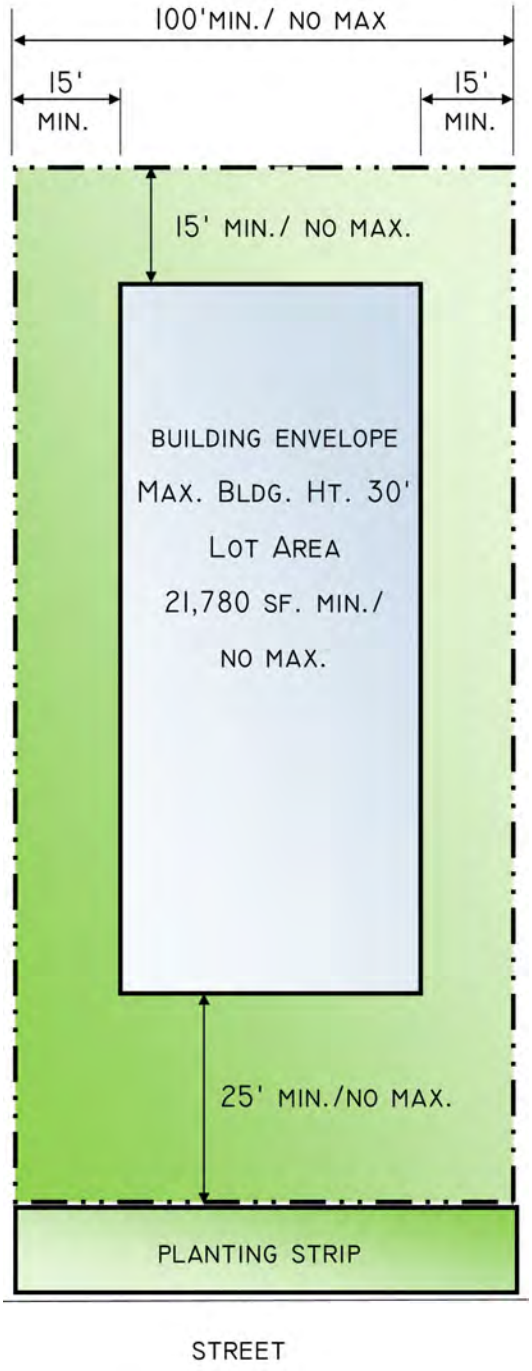
1. Parking access is by alley or secondary street
2. Maximum FAR is 70%
3. Minimum street frontage is 50%

Public Parking



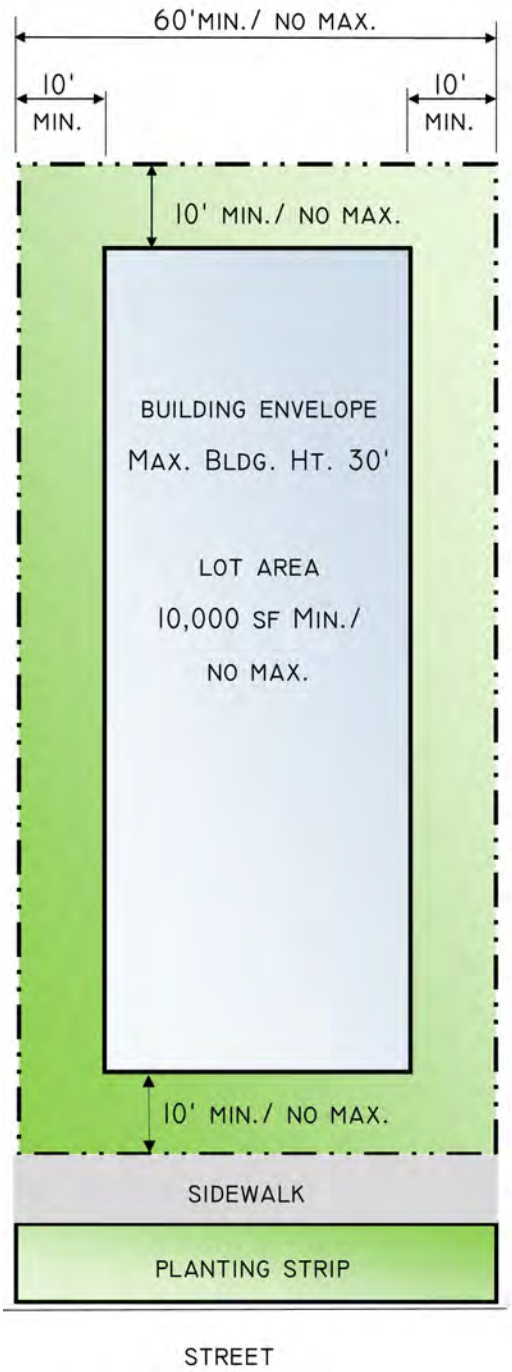


Rural



Neighborhood Block & Lot Example

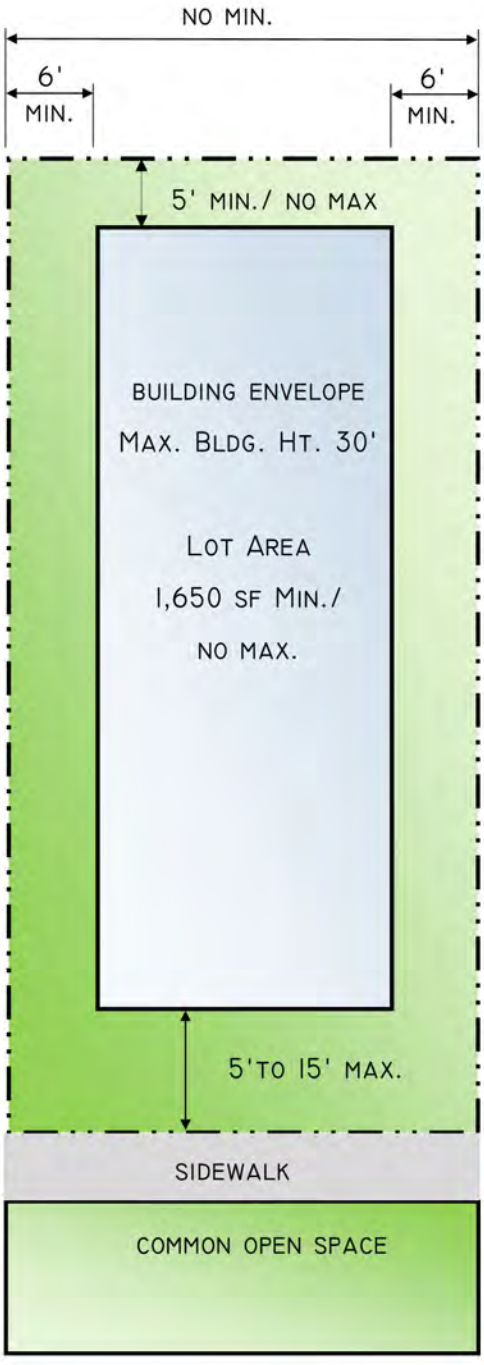
Single-Family Cottage Complex



Neighborhood Block & Lot Example

1. Parking access is by alley, side drive or secondary street

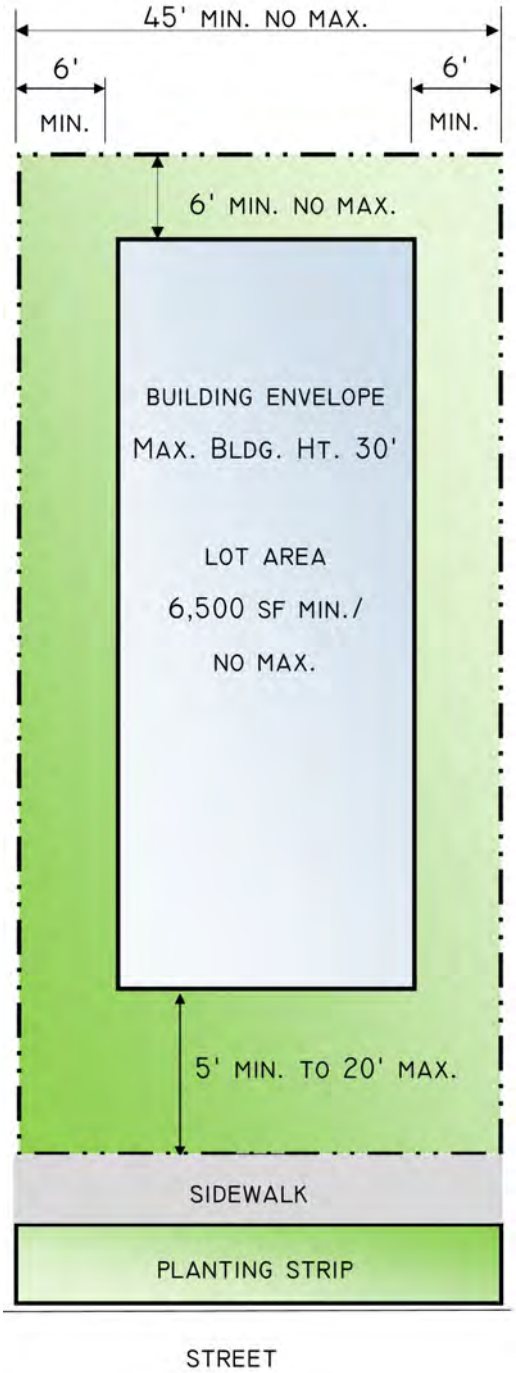
Single-Family Green Court



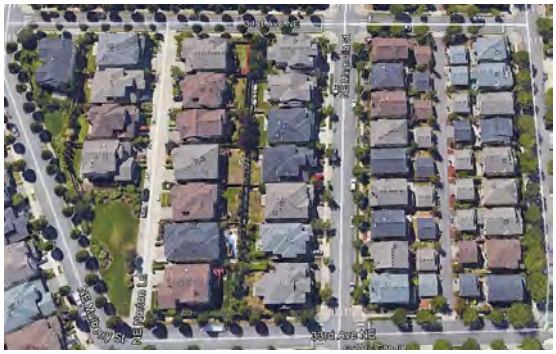
Neighborhood Block & Lot Example

1. Parking access is by alley
2. Minimum street frontage is 60%

Single-Family Large Lot

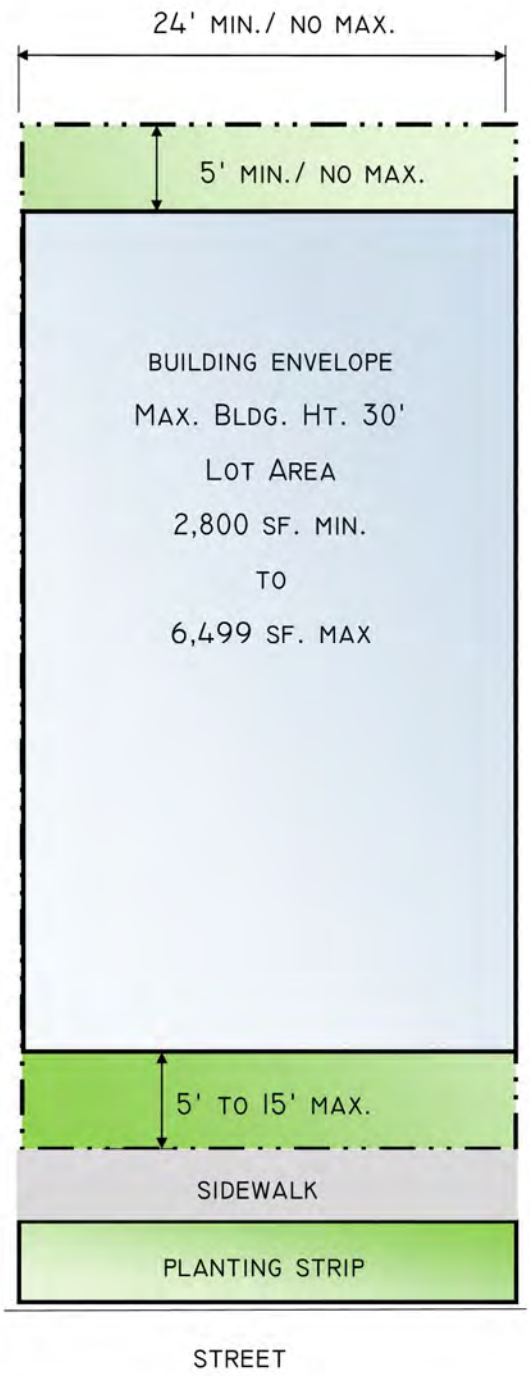


Neighborhood Block & Lot Example



1. Parking access is permitted by alley, side drive, front entry drive, or secondary street
2. Maximum number of front entry driveway lots fronting each of a block's street frontage is 20%
3. Minimum street frontage is 40%

Single-Family Small Lot



Neighborhood Block & Lot Example

1. Parking access is permitted by alley, side drive, front entry drive, or secondary street
2. Parking access is required by alley for blocks where the lot sizes are less than 4,500 square feet
3. Maximum number of front entry driveway lots fronting each of a block's street frontage is 20%

Townhouse Lot

1. Parking access is permitted by alley or secondary street
2. Minimum street frontage is 70%

Neighborhood Block & Lot Examples

A. Off-Street Parking Requirements

(1) The Waikapū Country Town Design Review Board (WCTDRB) shall administer parking requirements within the WCT.
(2) Except where a parking term, and/or provision, exists in these DGs, which shall have precedence over a term and/or provision found in MCC Chapter 19.36A, the WCTDRB shall use the off-street parking and loading requirements of MCC Chapter 19.36A to determine the number of off-street parking stalls required by use.
(3) ***Parking Reduction***. The mixed-use land use pattern and pedestrian and bicycle facilities plan within the WCT fosters more pedestrian trips and fewer automobile trips than other more automobile dependent commercial districts in Maui County. Therefore, a thirty percent reduction in the required number of parking spaces shall be applied to all non-residential uses.
(4) ***One Bedroom Units, Ohana Dwelling Units, and Studio Units***. One (1) off-street parking stall shall be required for one bedroom, Ohana, and studio dwelling units.
(5) ***Parking & Access Requirements***. Parking access requirements and other special design standards for all districts are specified for each permitted lot type in the project's form-based zoning ordinance and in the DGs.
(6) Service and emergency service lanes shall be designed as part of the site circulation and shall not be dedicated lanes that add impervious surface.
(7) ***Parking Master Plans***. The provision of on-site parking can produce significantly negative impacts upon the urban design character and walkability of commercial and mixed-use districts due to the considerable land area required to accommodate on-site

parking. In order to mitigate these impacts, parking master plans shall be prepared for the following zoning districts: Town Center District; Main Street District; and the Commercial / Employment District. The parking master plans shall:

a. Minimize the unsightliness associated with the placement of on-site parking lots at the front of commercial buildings.

b. Minimize the impact of on-site parking upon pedestrian and bicycle connectivity.

c. Distribute the required off-street parking into a variety of formats. These formats shall include: on-street parking, strategically located shared public parking lots, and on-site parking.

d. Identify opportunities for joint-use parking, and strategies to promote non-vehicular modes of commuting to and from the commercial districts.

(8) ***Joint-use parking***. The WCTDRB may permit joint-use of required parking spaces pursuant to the provisions of MCC Section 19.36A.140.

(9) ***Off-site parking required for uses within the Town Center District, Main Street District, and Commercial / Employment District***. Off-street parking requirements within the above-referenced districts may be met with on-street parking and public parking provided that the off-site parking is located within 800-feet of the proposed use, and that unallocated public parking stalls are available.

a. The WCTDRB shall maintain a record of all public parking stalls (on-street and within public parking lots) for the Town Center, Main Street, and Commercial / Employment Districts. The records shall include the total number of stalls, the total number and location of allocated stalls, and the total number and location of unallocated stalls.

Once per year the WCTDRB shall conduct parking counts of the public parking within each of the above-referenced districts during peak and non-peak use periods to quantify the parking demand. The data may be used for development of parking master plans, to justify changes to the parking requirements, and/or for the planning of future public parking capacity.

(10) ***Walls, fences, and landscaping***. Except where a term, and/or provision, exists in the DGs, which shall have precedence over a term, and/or provision, found in MCC Chapter 19.36A, public and private parking lots shall be subject to the provisions of MCC Section 19.36A.070.

a. Minimum 12-feet wide front and four feet-wide side and rear yard planted areas shall be provided immediately adjacent and parallel with each respective portion of a property line where a parking area immediately abuts.

b. ***Alternative Parking Lot Designs***. Alternative parking lot designs may be approved by the WCTDRB provided that the parking lot design meets one or more of the following criteria: 1) Significantly increases the shading of the proposed impervious surface areas; 2) Significantly reduces impervious surface parking areas through innovative design techniques; and 3) Utilizes innovative storm water management techniques, such as the application of bio-retention to create a more ecologically sustainable parking lot design.

c. Alternative parking lot designs must also demonstrate that the design is appropriate for the uses(s) that the lot will serve, and that it is capable of withstanding the proposed parking usage.

d. Surface runoff in parking lots shall be directed to landscaped water harvesting areas / bio-retention facilities, where practical.

e. ***Compact Parking Stalls***. Compact parking stalls may comprise up to twenty-five percent of the total number of parking stalls required. Where practical, compact stalls shall be located closest to the building entrances and marked for easy identification.

f. ***Grassed Parking Lots***. Upon approval of the WCTDRB, all or a portion of the requirement for paved parking may be waived in lieu of a structurally engineered and designed

grassed parking surface capable of withstanding the proposed parking usage.

(1) Grassed parking areas shall be designed by a professional engineer and/or landscape architect.

(2) Grassed parking areas shall be regularly irrigated and maintained.

g. ***Trash Enclosures***. All outdoor trash storage areas, except those for 1- or 2-family dwelling use, shall be screened on a minimum of three sides by a wall or hedge at least 6-feet in height. The wall shall be painted, surfaced, or otherwise treated to blend with the development it serves.

h. ***Utility Substations***. Utility substations, other than individual transformers, shall be enclosed by a solid wall or a fence with a screening hedge a minimum of 5-feet in height, except for necessary openings for access. Transformer vaults for underground utilities and similar uses shall be enclosed by a landscape hedge, except for access openings.

B. Parking Lot Solar Installations

(1) Parking lot solar installations may be used in place of the required canopy shade tree requirement for those stalls where the solar facility provides shading. The requirement for perimeter parking strips may be modified in the area of the solar installation to properly accommodate the facility and mitigate against shading of the solar panels.

C. Use Limitations

(1) Parking areas shall be used for actively used vehicle parking only; and no sales, dead storage, repair work, dismantling nor servicing of any kind, including storage of damaged vehicles, shall be conducted in such areas, except as otherwise specified in the DGs. Noncommercial, home repairing of vehicles shall be permitted in parking spaces for single-family dwellings.

(2) Temporary special events, including open markets, that do not exceed six consecutive hours, are permitted provided the following criteria are met:

a. Shall occur during non-peak parking hours in order to not create a parking shortage that burdens neighboring land uses.
b. Shall not produce undue and noxious levels of noise, odors, light, or other disturbances to neighboring property owners.
c. Shall be limited to single events that do not become regular occurrences within the parking area.

(3) Temporary special events, including open markets, may be permitted for more than six consecutive hours upon written approval of the WCTDRB. These events shall meet the following criteria:
a. Shall be limited to no more than three consecutive days.
b. Shall occur during non-peak parking hours in order to not create a parking shortage that burdens neighboring land uses.
c. Shall not produce undue and noxious levels of noise, odors, light, or other disturbances to neighboring property owners.
e. Shall be limited to single events that do not become regular occurrences within the parking area.

D. Special Parking and Access Design Standards

(1) Town Center District
a. Parking for commercial uses located within the Village Green shall be provided from shared parking lots located outside of the Village Green in accordance with the parking master plan for the district.
b. Parking for commercial uses located outside of the Village Green may be provided on-site and/or off-site within shared parking lots in accordance with the parking master plan prepared for the district.
c. Parking for residential uses shall be provided in one or more of the following formats: 1) Within a garage located at the rear of the structure with vehicular access provided by an alleyway; 2) Within a surface parking lot located on-site designed in accordance with the DGs and consistent with the parking master plan prepared for the district; 3) Within a shared surface parking lot located off-site designed in accordance with the DGs and consistent with the parking master plan prepared for the district.
d. Parking lots within the district shall be setback at least 50-feet from the Honoapi'ilani Highway right-of-way and shall be screened by landscape planting, including the use of landscape hedges and canopy shade trees.
e. Surface parking lots within the district shall comply with the parking lot design standards found within the DGs.

Townhouses serviced by an alleyway with rear entry garages minimizes surface parking, creates greater land use efficiency, and produces more interesting and attractive streetscapes.

(2) Main Street District.

a. Parking lot location and design within the Main Street District shall be designed to direct, to the extent practicable, pedestrians to the sidewalks fronting the main street.

b. The minimum parking requirements for commercial uses shall be met in a manner that is consistent with the parking plan prepared for the district.

c. The minimum off-street parking requirements within the district shall be addressed by a combination of the following: 1) Strategically located public parking lots placed within 800-feet, but preferably within 400-feet, of the main street. If a public parking lot is located along Main Street, its frontage along the main street shall not be greater than 140-feet in width, excluding landscape planting strips; 2) Parking lots placed at the rear of buildings where vehicular access is provided by an alleyway, side drive, or secondary street; and 3) Angled, and/or parallel on-street parking, placed within the main street right-of-way.

d. The minimum parking requirements for residential uses along the main street shall be met by one or more of the following: 1) Garage(s) located at the rear of the structure(s) with vehicular access provided by an alleyway; 2) Surface parking located at the rear of the structure(s) with access provided by a rear alleyway, side yard driveway, or secondary street driveway.

e. Surface parking lots within the district shall comply with the parking lot design standards found within the DGs.

Main Street
Parking Configuration Typologies

Rendering of Main Street, Waikapū Country Town

Public parking lot, Pāia, Maui

In the tradition of Maui's small towns, parking for Main Street will be accommodated by strategically located public parking lots, on-street parallel and/or angled parking, and on-site parking located at the rear of buildings. A parking master plan is required to ensure adequate parking, while mitigating the negative urban design impacts associated with off-street parking requirements.

Parking interior to a commercial block with on-street parking. Pāia, Maui

(3) Residential District

a. Parking and vehicular access for small lot residential lots shall be by one, or more, of following: 1) garages, carports, or surface parking accessible by alleyways located at the rear of the residences; 2) shared parking garages, or shared parking carports, setback and screened from the adjoining roadway by landscape planting; 3) attached shared garages, or carports, served by a shared driveway located along a shared property line; 4) detached, or attached garage, where the garage door is setback at least ten (10) feet behind the front facade of the house and where the garage is accessible by a side driveway; 5) front entry driveway into a front entry garage, except that no more than 20% of the total number of residential units located upon each side of a block's frontage shall be a front entry garage unit of this type.

b. Parking and vehicular access for large lot residential lots shall be by one, or more, of the following: 1) garages, carports, or surface parking accessible by alleyways located at the rear of the residences; 2) shared parking garages, or shared parking carports, setback and screened from the adjoining roadway by landscape planting; 3) attached shared garages, or carports, accessible by a shared driveway along a shared property line; 4) detached, or attached garage, where the garage door is setback at least fifteen (15) feet behind the front facade of the house and where the garage is accessible by a side driveway; 5) front entry driveway into a front entry garage, except that no more than 20% of the total number of residential units located upon each side of a block's frontage shall be a front entry garage unit of this type.

c. Parking and vehicular access for multi-family residential shall be by one, or more, of the following: 1) Garages, carports, or surface parking accessible by alleyways, side yard driveways, or secondary streets located at the rear of the residences; 2) Shared parking garages, shared parking carports, and/or shared parking lots located within the interior of the lot and screened from the adjoining roadways by landscape planting; 3) Detached, or attached garage, located at least fifteen (15) feet behind the front facade of the multi-plex and accessible by a side driveway.

No more than 20% of single-family residences upon each side of a block's frontage may have front loaded garages.

Single-family residence with recessed garage and plantation architectural themes. Kamali'i Alayna, Maui.

Single-Family Residential
Parking & Access Configuration Typologies

Streetscape with side driveways. Stapleton, Colorado

Small lot development with side driveways. Stapleton, Colorado

Streetscape with recessed front loaded garages. Issaquah Highlands, Washington


Medium sized lots with recessed garages. Kamali'i Alayna, Maui

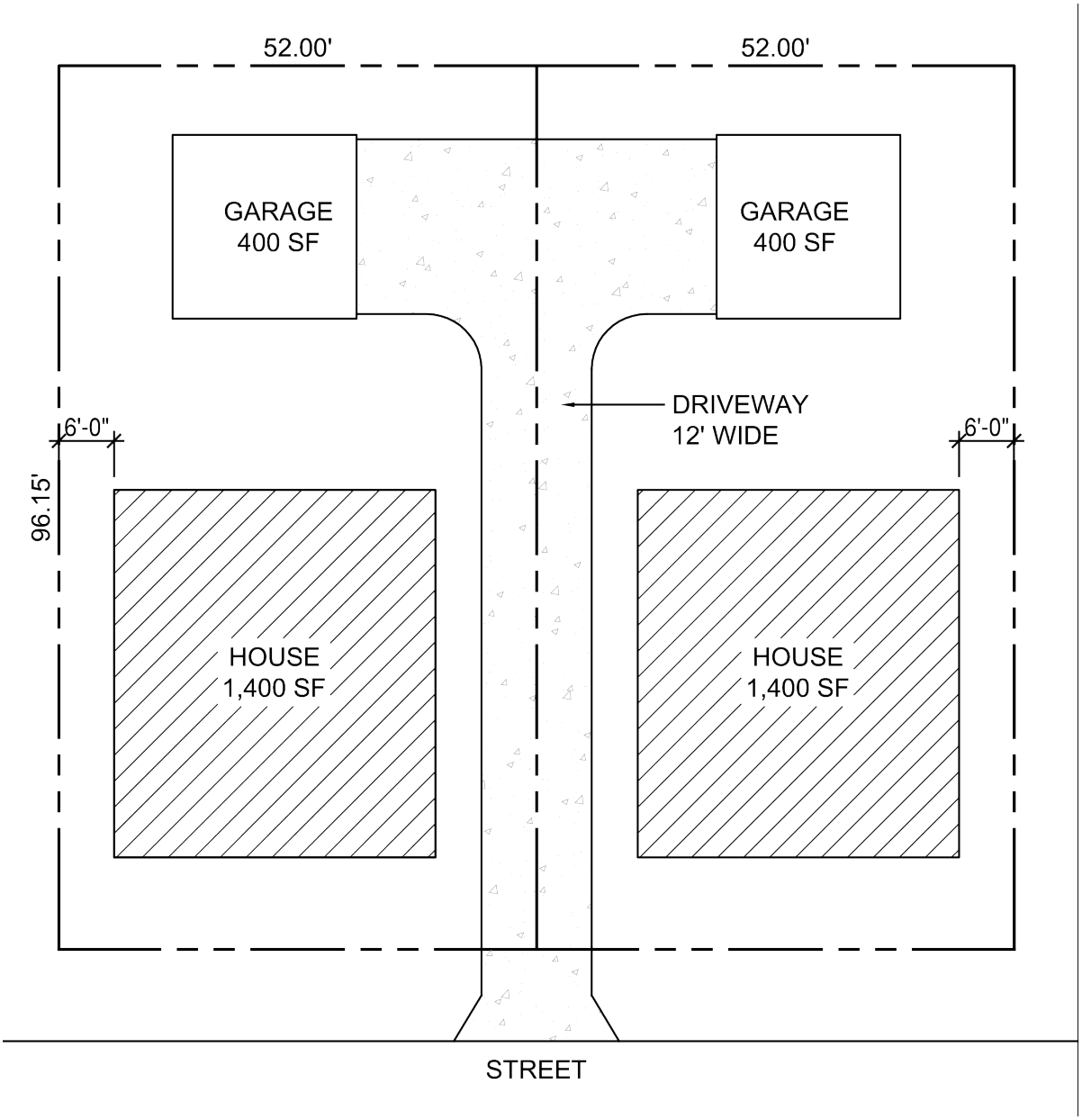
Traditional plantation home with shared driveway and carport. Wailuku, Maui


R-O lot line home with shared driveway. Kamali'i Alayna, Maui

Single-Family Residential
Parking & Access Configuration Typologies

The following diagrams are example parking and access configurations for a 5,000 sq. ft. lot. Each example includes the same lot dimensions, a 1,400 square feet residence, and a 400 sq. ft. garage.

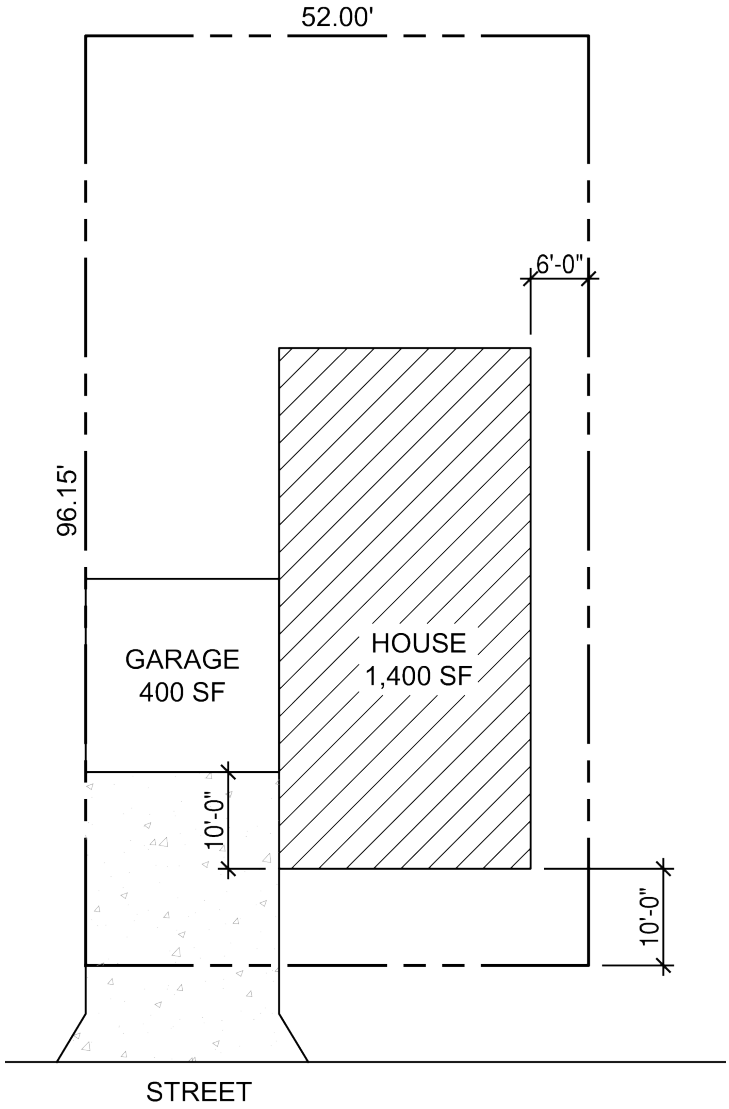
Shared Driveway with Detached Garage



Single-Family Residential
Parking & Access Configuration Typologies

The following diagrams are example parking and access configurations for a 5,000 sq. ft. lot. Each example includes the same lot dimensions, a 1,400 square feet residence, and a 400 sq. ft. garage.

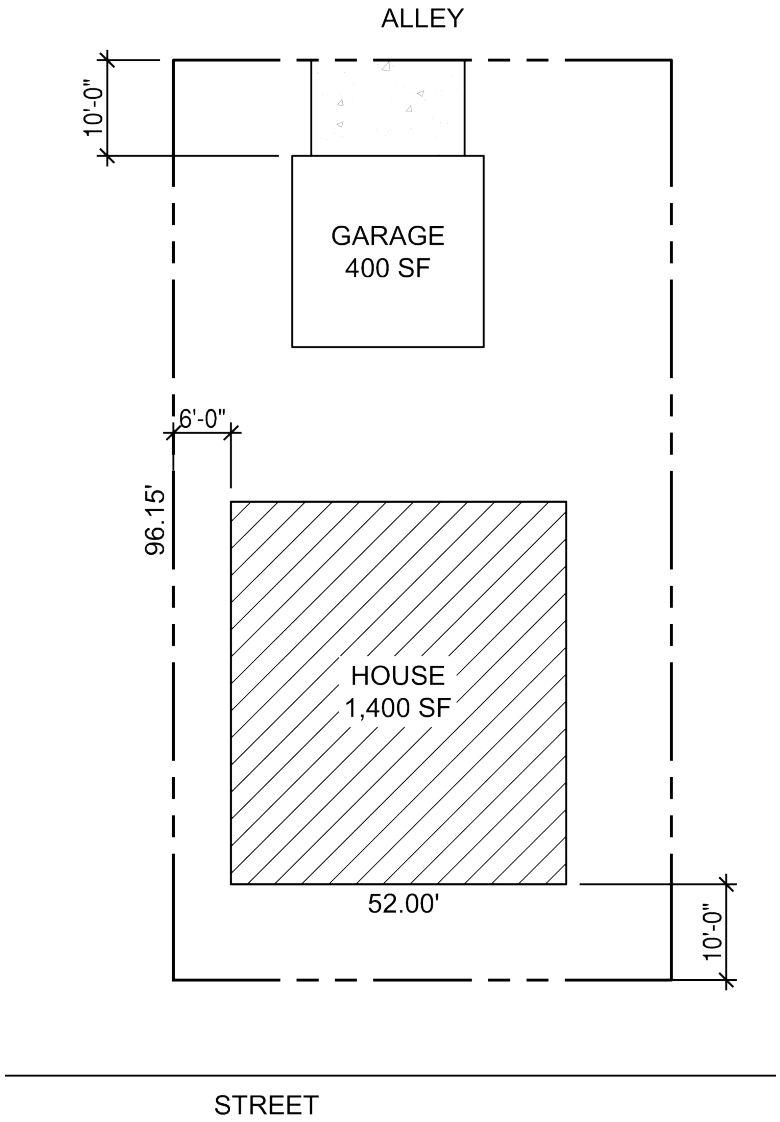
Side Driveway with Attached Recessed Garage



Single-Family Residential
Parking & Access Configuration Typologies

The following diagrams are example parking and access configurations for a 5,000 sq. ft. lot. Each example includes the same lot dimensions, a 1,400 square feet residence, and a 400 sq. ft. garage.

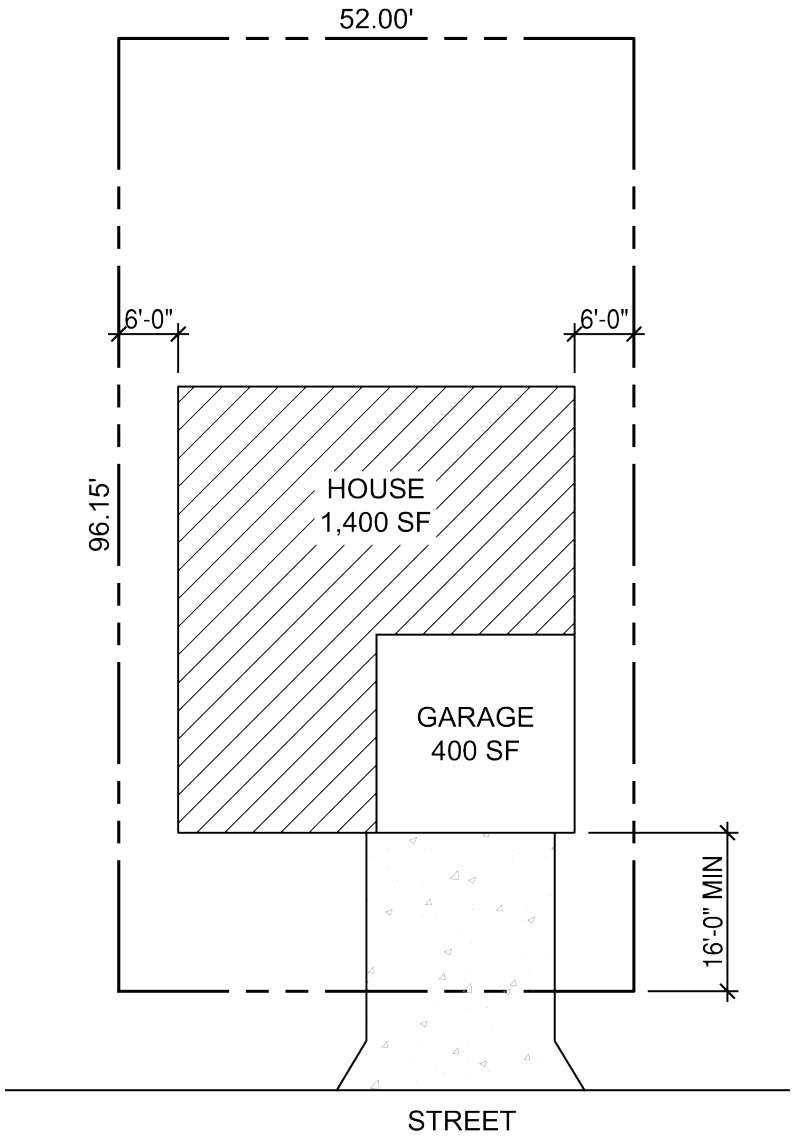
Alleyway with Detached Garage from Alley



Single-Family Residential
Parking & Access Configuration Typologies

The following diagrams are example parking and access configurations for a 5,000 sq. ft. lot. Each example includes the same lot dimensions, a 1,400 square feet residence, and a 400 sq. ft. garage.

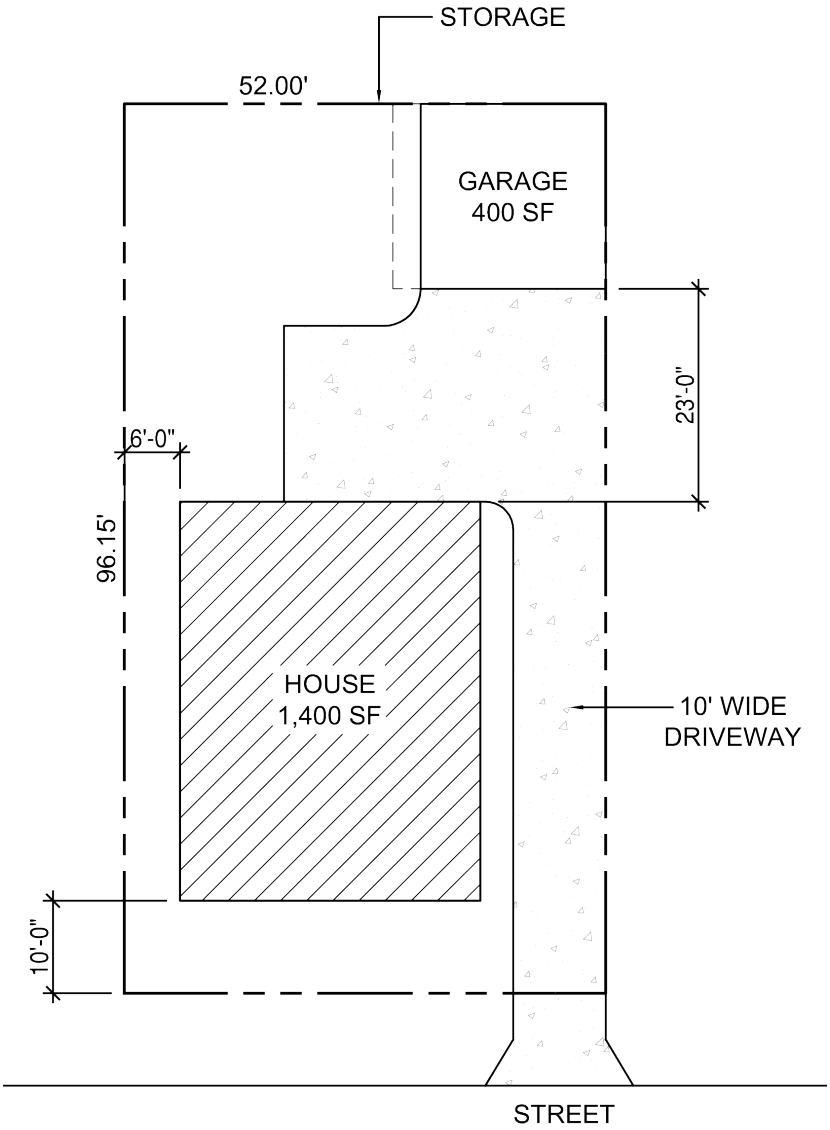
Front Driveway with Attached Front Garage



Single-Family Residential Parking & Access Configuration Typologies

The following diagrams are example parking and access configurations for a 5,000 sq. ft. lot. Each example includes the same lot dimensions, a 1,400 square feet residence, and a 400 sq. ft. garage.

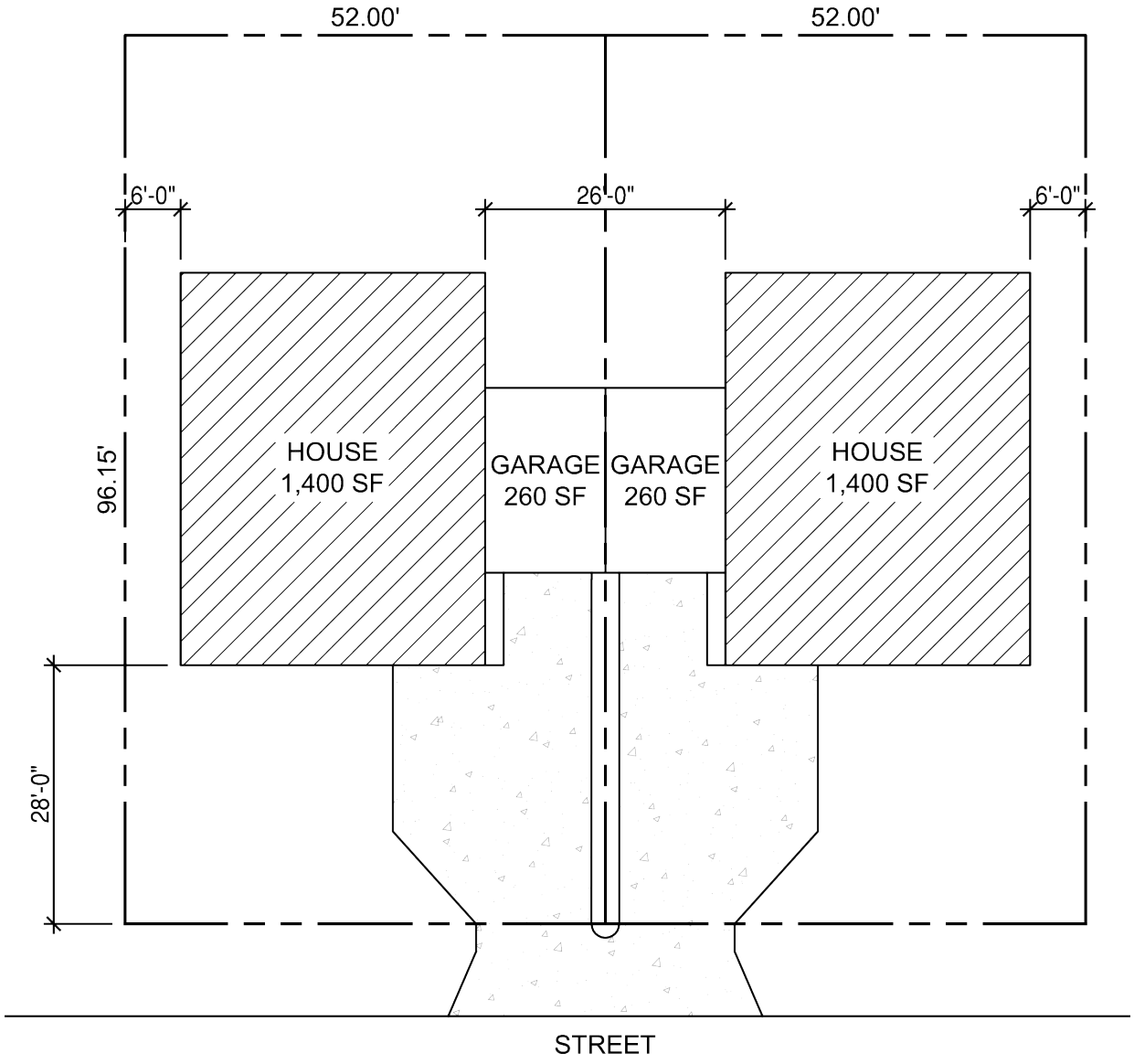
Side Driveway with Detached Rear Garage



Single-Family Residential Parking & Access Configuration Typologies

The following diagram includes the same 5,000 sq. ft. lot dimension, a 1,400 square feet residence, but the 2-car garage is resized to a 1-car garage. This configuration may reduce building costs, and improve the architectural character of the front facade over a 2-car garage option is this configuration.

Shared Driveway with Attached Shared Garage

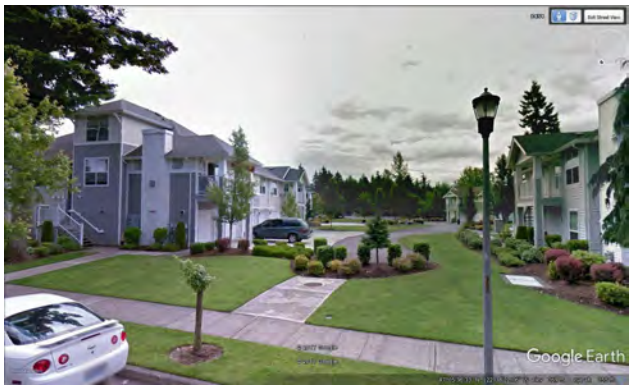


Pocket neighborhoods (Photos 1 and 2) are clustered cottage home developments with units typically ranging from 600 to 1,100 square feet with shared open space and shared carports or garages. Photos 3, 4, and 5 are of a single-family residential neighborhood fronting a shared open space. Each unit is provided parking within a shared parking structure, which facilitates increased density while maintaining contiguous tracts of green open space.

Multi-Family Residential Parking & Access Configuration Typologies

A higher density town home development where the buildings are oriented to the street and garages are incorporated into the rear of the buildings with access provided by an alleyway. Baldwin Park, Florida

Multi-Family Residential
Parking & Access Configuration Typologies



A Townhome development where the buildings are oriented towards the street and parking is accommodated interior to the lot through a combination of surface parking and rear entry garages creating an attractive streetscape. Dupont, Washington

A multi-family development where the surface parking lots are located interior to the property. Oahu, Hawaii

A multi-family complex where the surface parking is located around the perimeter of the property, the buildings are oriented to the street, and a large common open space fronts the primary street. Kai Makani, Maui

A. Parking Lot Design Standards

(1) Except where a term and/or provision exists in the DGs, which shall have precedence over a term and/or provision found in MCC Chapter 19.36A, public and private parking lots parking and loading areas shall be designed in accordance with the provisions of MCC Chapter 19.36A.

(2) Parking lots shall conform to the parking and access standards of the DGs.

(3) Parking lots shall be subdivided into areas by pedestrian paths or landscape areas so that no single area shall have greater than 100 parking spaces.

(4) There shall be pedestrian paths from the parking lot to proximate building entrances, open spaces, and streets through parking areas in the form of walkways between parking zones. Paths double as a means to break parking lots into parking zones. The minimum width of these paths shall be 6-feet.

(5) Pedestrian crossings shall be provided where concentrated pedestrian traffic is expected to cross vehicular zones. The crossing path shall be a contrasting color and/or material, such as brick or colored patterned concrete. Crossings shall be a minimum of 5 feet wide.

A larger parking lot with attractive planting strips along the entire length of the parking bay.

Canopy street trees in parking lots create shade and mitigate the heat island effect..

Alternative parking lot designs that minimize impervious surfaces through the use of grass parking systems are encouraged provided that they are sufficiently durable for the proposed usage and are adequately maintained.

A. Town Center District

(1) Village Green

a. Residential and commercial buildings within the Village Green that have primary frontages facing both the Village Green, public parking, and/or a public street shall be designed with double frontage articulation and building entries into both sides of the building.

b. The sides of buildings within the village green that front public parking, and/or a public street, shall be setback at least 25-feet, and shall have landscape planting of shrubs and canopy trees appropriate to the scale and massing of the building.

(2) Outside of the Village Green

a. Commercial, retail, and multi-family residential buildings shall have their primary building frontage placed parallel to the most active (primary) street.

b. Commercial, retail, and multi-family residential building setbacks shall not be greater than 15-feet fronting the primary street.

c. Setback areas between the edge of sidewalk and the building frontage shall be landscaped with a professionally designed mix of ground covers, shrubs, and small flowering and/or canopy shade trees, where practical.

d. On-site parking (excluding public parking lots) shall be placed at the rear of all commercial, retail, and residential buildings.

e. Public and/or private parking lots fronting a primary street shall be designed in accordance with the DGs for surface parking lots within the district.

The existing WCT market place (Photos 1 and 2) has the building orientation to the existing parking lot (photo 1) and also has a rear entrance facing the Village Green (photo 2). Photo 3 is a rendering of a future commercial/mixed use building within the WCT's Town Center. The structure's building orientation is to the public street and a civic space. The civic space provides architectural definition and creates a unique sense of place fronting the commercial use.

Building Orientation to the Public Street

A. Main Street District

(1) Commercial, retail, and multi-family residential buildings shall have their primary building frontage and entrance placed parallel to the most active (primary) street in accordance with the permitted lot type.

B. Commercial / Employment District

(1) Commercial / employment buildings shall have their primary building frontage and entrance placed parallel to the most active (primary) street in accordance with the permitted lot type standards.

(2) Parking, where practical, shall be placed at the rear and/or to the side of commercial / employment buildings.

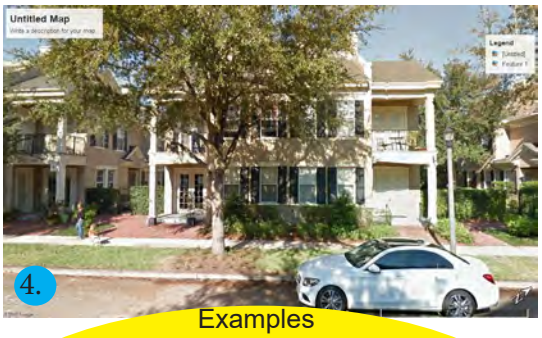
C. Multi-Family Residential Lots

(1) Multi-family buildings developed on townhome and multi-plex lots shall have their primary building frontage and entrance placed parallel to the most active (primary) street in accordance with the permitted lot type standards.

(2) Multi-family residential buildings developed on a Multi-Family Complex Lot that have the side or rear of the building facing a primary or secondary street shall incorporate facade articulations (front and/or side) that conform to the architectural DGs.

(3) Multi-family residential buildings developed on a multi-family complex lot that do not have the primary building entrance oriented to the street shall have a building setback of at least 30-feet along the primary street and 25-feet along secondary streets. The setback areas shall incorporate professionally designed and maintained landscape planting of ground covers, shrubs, and canopy trees appropriate to the scale and massing of the buildings to create a garden-like setting.

(4) On-site parking servicing a multi-family complex lot shall not be located along the primary street.



Examples of building orientation to the public street for (1) Main Street commercial; (2) Live-Work / Mixed Use; (3) Townhomes; and (4) Muli-Plex lots.
Baldwin Park, Orlando, Florida

(5) Where visible from the public right-of-way, prohibited wall and fencing materials for multi-family developments are Portland gray, plain face CMU, fluted CMU, vinyl, chain link fencing, and concertina wire, except when required for security reasons and determined and approved by the WCTDRB.

(6) Walls, fences or berms exceeding four feet in height fronting a primary or secondary street on multi-family lots are discouraged and must be approved by the WCTDRB.

A. Single-Family Residential Districts

(1) Single-family dwelling units shall have their primary building frontage and entrance placed parallel to the most active (primary) street in accordance with the permitted lot type standards.

(2) Single-family residences built on a single-family complex lot where the primary entrance to the unit(s) are not oriented to the adjoining streets shall have a building setback of at least 15-feet along the primary and secondary streets. The setback areas shall incorporate professionally designed and maintained landscape planting of ground covers, shrubs, and canopy trees appropriate to the scale and massing of the buildings.

(3) On-site parking servicing a residential complex shall be setback at least 15-feet from the primary street. The on-site parking shall be screened and the setback area shall incorporate professionally designed and maintained landscape planting of ground covers, shrubs and canopy trees.

(4) Where visible from the public right-of-way, prohibited wall and fencing materials are Portland gray, plain face CMU, fluted CMU, vinyl, and chain link fencing and concertina wire, except when required for security reasons and determined and approved by the WCTDRB.

(5) Walls, fences, or berms exceeding four feet in height fronting a primary or secondary street are discouraged and must be approved by the WCTDRB.

Small lot single-family residences oriented towards the street with parking placed at the rear of buildings or in a shared parking structure.


Single-family complex fronting a community green with parking located in shared garages / carports.

Shared parking garage located parallel to the street. A landscape setback is provided between the structure and the sidewalk because the building facade does not front the street.

Principle Entries

A. Residential and Commercial Buildings

(1) Residential and commercial buildings that are oriented to the primary street frontage shall have principle entries oriented towards the sidewalk.

a. Residential and commercial buildings that have parking located at the rear of the building may have a second entry at the rear of the building, but shall have its principle entries oriented towards the sidewalk.

b. Principle entries shall be designed to be a focal point of the building's facade, and shall be made clearly visible and attractive from the sidewalk.

c. Corner lots are encouraged to have primary entries at or near the corner. This includes buildings on corners where a street, a plaza, or greenway intersect.

d. Multifamily buildings that are oriented to the primary street frontage are encouraged to have individual unit entries to all ground floor, street side units.

Examples
where principle entries are oriented
to the street for (1) Front Street, retail; (2) Multi-Plex in Seaside, Florida; (3) Townhomes in Issaquah Highlands, Washington; and
(4) Mixed-use in the WCT's Town Center.

A. Open Space Frontage

(1) Multi-family and single-family complex lots and courtyard lots that have a common open space greenway with primary and/or secondary street frontage(s) are encouraged to incorporate pedestrian paths from the interior of the open space elements to the sidewalk(s) in order to provide convenient pedestrian ingress and egress to the sidewalk.

(2) Provide at least one pedestrian connection from the parcel to the open space.

(3) No opaque fencing, walls or berms over 4 feet are allowed adjacent to the open space.

(4) Building facades facing open space shall receive equivalent architectural treatment as the building's primary street facade.

(5) Utility and service areas shall be visually screened from open space.

B. Building Plan Variety

(1) Each block face of 4 or more parcels in commercial and residential areas, regardless of how many builders participate on that block, must contain at least three different building facade designs with varying architectural treatments. No more than two buildings of the same facade design and architectural treatment can be placed on the same block face without prior approval of the WCTDRB. It is encouraged to separate facade design and architectural treatments of similar character. In addition to architectural treatments, color variation should be used to provide additional variety to each street.

C. Placement of Utilities

(1) All new utilities shall be placed underground in all public streets or in rear service alleys.

D. Loading, Service, & Utility Areas

(1) Service and storage areas; including loading docks, trash compactors, and storage yards; shall be located away from pedestrian areas and out of sight of the public right-of-way and, wherever possible, open space areas. When visible from the street, these areas shall be screened from streets and open space by walls matching the adjacent building materials, detailing, and color.

(2) Walls, matching the adjacent buildings in materials detailing and color, shall be used to screen loading docks, loading areas, electrical equipment, and trash collection areas.

(3) Trash compactors shall be contained within walled enclosures with opaque gates.

(4) Ground mounted utilities shall be screened from streets, and open space.

E. Civic Buildings and Sites

1) Civic buildings and sites, such as but not limited to, municipal buildings, churches, schools, libraries, parks, and places of assembly shall be designed to create a strong community sense of place with elements that are unique and reflective of Waikapū, the island of Maui, and the State of Hawai'i. The site, landscape architectural, and architectural plans of all civic buildings and sites shall be approved by the WCTDRB.




Section Five - Architectural Design Guidelines




Maui, and more generally the State of Hawai'i, has developed an architectural vernacular that draws upon Polynesia, the U.S. Mainland, and Asia.

The melting of cultures has contributed to a distinctly modern-day Hawaiian architectural character. This character is also reflective of the historic periods when economic development occurred, the island's tropical climate, and changes in building practices and technologies.

In many respects, Maui's architectural heritage has served it well. Maui's small plantation era towns, including Wailuku, Lāhainā, Pā'ia, and Makawao, continue to be cherished by residents and visitors. This is understandable because each features a unique combination of pedestrian amenities, architectural character, and integrity that makes each town engaging and a pleasant place to experience.

Maui's residential architectural tradition is also unique in its diversity, which draws upon influences from several vernaculars including Craftsman, Colonial, and Coastal. Plantation architecture, which is most closely associated with Hawai'i, is especially popular because of its suitability to the climate, island lifestyle, ease of construction, and cost.

Hawaii's territorial architecture features a blending of mediterranean and spanish mission styles often embellished with Hawaiian and asian design themes. These structures are highly suited to Hawaii's climatic conditions. Many of the territorial period's buildings remain in use and are recognized for their great beauty and the unique sense of place.

Purpose & General Guidelines

The purpose of the architectural guidelines is to establish best practice for the design of structures within the WCT. The guidelines are not intended to prescribe any one particular architectural vernacular for any project. Nor are they intended to mandate the replication of the architectural design vernacular of Maui's small plantation era towns. Rather, the guidelines are intended to facilitate architecture that produces aesthetically pleasing and culturally compatible buildings and streetscapes; pleasant and healthy living environments; and energy and water conserving community design.

It is expected that all new buildings shall be consistent with the following general guidelines:

1. Incorporate architectural styles that are influenced by Maui's historic architectural precedents and that are compatible with Maui's unique sense of place, climate and cultural diversity;
2. Present scale and massing that is compatible with country town design precedents and the desire to create a walkable and bikeable community;
3. Minimize the appearance of blank, empty walls fronting upon primary and secondary streets through facade fenestrations, articulations, decorative elements, details, and pedestrian shading elements;
4. Create an appreciable level of architectural diversity and uniqueness rather than relying upon overt replication and homogeneous architecture;
5. Incorporate exterior pedestrian and lifestyle amenities such as colonnades, arcades, canopies, balconies, front porches, lanais, and stoops, where appropriate;
6. Implement design practices to take advantage of opportunities for natural cooling and lighting; and
7. Utilize building materials, mechanical and irrigation systems, fixtures and appliances, and renewable energy technologies that are demonstrated to conserve natural resources and reduce pollution.

Rendering of mixed-uses within Town Center District, Waikapū Country Town

Main Street District

The Main Street District will have a strong pedestrian orientation, which will provide a mix of uses, wide sidewalks, and architectural vitality characteristic of a traditional main street.

It is envisioned that the facades of commercial buildings will create a building line that fronts directly upon sidewalks. Retail buildings and eateries will incorporate shop front entrances with appropriate window displays. Architectural variety shall exist through a mix of building heights, massing and scale, and architectural detailing. All buildings are expected to provide for pedestrian shading.

Residential District

The Residential District is intended to be shaped by a cohesive network of tree-lined pedestrian-oriented streets. There will be a mix of housing types, and considerable architectural variety will exist within neighborhoods. Architectural variety may be accomplished by adopting architectural styles that may range from plantation, craftsman, and colonial influences. It is expected that single-family dwellings will incorporate front lanais, stoops, or other shading structures. Multi-family buildings are expected to distinguish the building massing, and incorporate facade articulations and decorative elements to strengthen the design. More affordable residences may present simpler forms of architecture with less detailing than more expensive residences.

Town Center District

The Town Center District shall perpetuate a garden like setting that embodies an eclectic and creative approach to architectural design, which may be influenced by existing Hawaiiana, folk-art and plantation architectural themes. New themes may also be introduced that draw upon Polynesia, Asia, and the U.S. mainland and that are compatible with Maui's climatic conditions, enhance the district's sense of place, and are suitable for the intended use. All projects will be required to sustain the tropical garden-like setting and pedestrian orientation characteristic of the district.

Hawai'i architectural examples where the use of building materials, protruding elements, fenestrations, and facade articulation mitigates the scale and massing of buildings.

A. Building Mass & Proportion

(1) Buildings shall be characterized by a pedestrian design emphasis in massing, level of architectural detail, and variety of materials.

(2) For buildings greater than three stories in height, three-part massing with distinctive base, body, and roof forms should be utilized to give multi-story buildings the appearance of lesser scale. Likewise, fenestrations, material variety, articulations and detailing shall be incorporated into larger buildings to reduce the apparent scale of the building.

(3) Common building elements such as horizontal trim lines, roof forms, and awning heights should be consistent to establish architectural cohesion within special design areas such as the Main Street District.

(4) The use of awnings, arcades, canopied entry ways, courtyards, and transparent panes of glass at the building base are strongly encouraged.

(5) Pedestrian walkways should be covered to facilitate a comfortable pedestrian environment that is protected from the elements.

Hawai'i architectural examples where the use of building materials, colors and facade articulation mitigates mass and proportion in the design of multi-family buildings in Wailuku, Maui and Hawaii Kai, Oahu.

B. Facade Articulation

(1) Building facades should incorporate fenestrations, protruding facade elements, and architectural detailing to enhance the design of the building.
(2) Building facades should incorporate a multitude of details, patterns, textures, and decorations to provide architectural variety, while being consistent with the overall architectural theme desired for the area.
(3) It is strongly encouraged that buildings incorporate protruding elements such as awnings, balconies, front lanais, colonnades, stoops and bay windows.
(4) Decorative bands are encouraged to mitigate larger buildings from appearing as monolithic forms.
(5) Incorporate details such as exposed wood rafter tails, supporting members, columns, hand rails, ventilation grills, capitals and cornices to strengthen the architectural character of a building.

Facade articulation strengthens the architectural character of residential and commercial buildings in Hawaii. Photographs of (1) residential architecture highlighting plantation-era materials, elements and detailing; (2) and (3) plantation-era commercial architecture featuring materials, colors and elements characteristic of the era; and (4) modern craftsman home in Pukalani, Maui.

C. Projecting Facade Elements

(1) It is encouraged that buildings within the WCT incorporate projecting facade elements such as balconies, awnings, lanais, colonnades, and stoops.
(2) Commercial and multi-family buildings within the Main Street District shall incorporate pedestrian shading elements such as awnings, balconies, and colonnades.
(3) Covered lanais, stoops and porches, either recessed into or protruding from facades, should feature prominently in the residential neighborhoods.
(4) Balconies should be provided in residences where feasible. Balconies provide a form of expression in elevations and well-designed railings are decorative elements that are strongly encouraged.
(5) Residences should have lanai spaces off of the kitchen or family room fronting private yards when possible.
(6) Lanais should be large enough for outdoor sitting and dining. Single-family homes shall have an entry lanai where possible.
(7) Homes without lanais shall have stoops, porches, or other such covered entry overhangs.
(8) Homes on corner lots shall have lanais (wrap-around lanais are encouraged).
(9) To differentiate home plans, lanais and stoops should vary in size, roof pitch, and railing design.
(10) Where possible, lanais should be elevated from grade to provide a physical transition between public, semi-public, and private zones.

The use of covered lanais, stoops, balconies, and canopies is characteristic of plantation-era Hawaiian architectural vernacular. These features are in response to Hawaii's unique climatic conditions, which enhances the building's functionality for its intended usage.

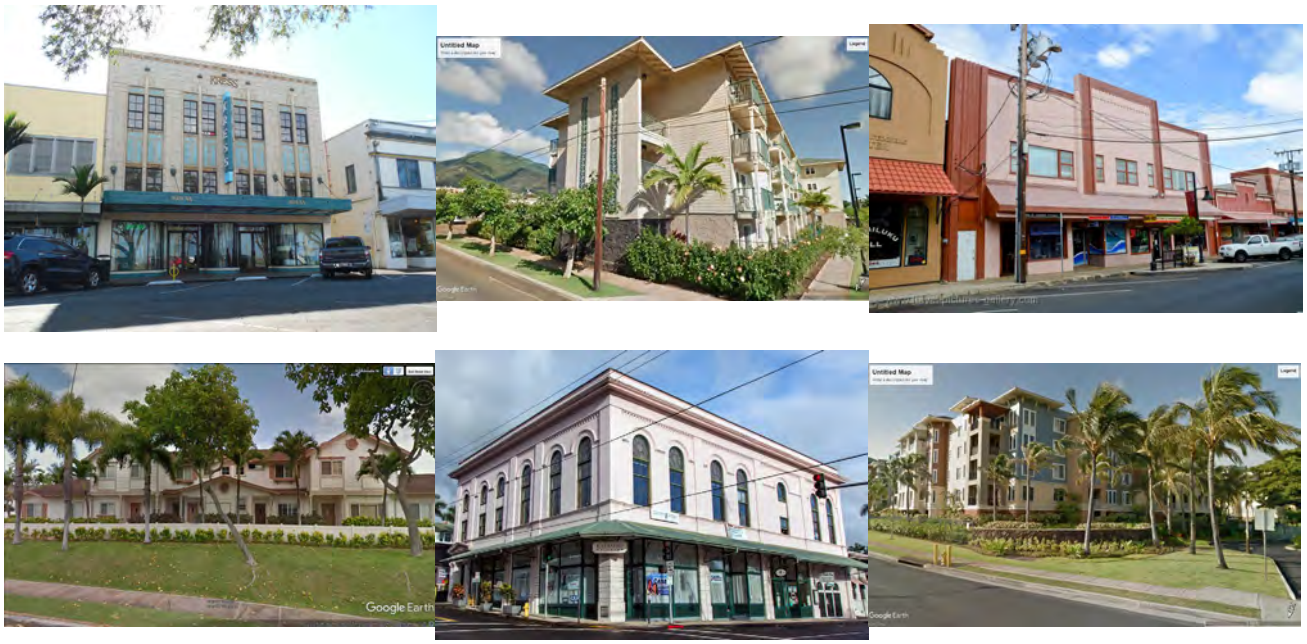
D. Decorative Elements & Details

(1) Decorative elements and details that give projects individual character and human scale should be incorporated into the buildings. Such details may range from exposed timber, trims, rafter tails, braces, or structural systems, to vents, exterior lights and sconces, etc.
(2) Decorative grills, patterns, trims, and other elements which reflect cultural or naturalistic patterns of the island are encouraged.
(3) Patterned grills in walls and roof vents are encouraged.
(4) Exterior guardrails that are different from simple vertical 2” by 2” pickets is encouraged.

Examples of decorative elements and details commonly incorporated into Hawai’i’s plantation-era architecture.

E. Exterior Finishes

(1) Break up large uninterrupted surfaces by incorporating changes in material, color, texture, and plane or parapet height.
(2) Exterior wall materials for residential buildings may include horizontal or vertical wood siding, ship-lap, vertical board and batten siding, or wood shingles. Plaster may be used, but should not be the dominant finish, and instead used in contrast with other materials.
(3) Fenestration including windows and doors shall be incorporated into facades facing public streets. At least 25% of the total building facade length facing a public street shall be fenestrated. Where fenestration isn't possible, other forms of articulation that provide visual variety shall be incorporated at a minimum interval of 20 feet.
(4) Ground-level retail in mixed-use buildings may be predominately store-front glass systems. Upper residential floors of mixed-use buildings should be clad with more traditional residential materials.
(5) Wall treatments for larger single family residences and multi-family buildings should be broken down. For instance, ground level walls might have a stucco-like character and upper levels may be more board and batten and wood-like. Within groupings of homes, a variety of wall materials, textures and treatments should be used to provide variety.



Materials, colors, textures and fenestrations are incorporated into historic and modern Hawaii architecture for the purpose of breaking up the massing of exterior walls and establishing a sense of place.

(6) Decorative Wood Siding
(a) The use of wood or wood-like siding systems including horizontal or vertical siding, ship-lap, and board-and batten is encouraged.
(b) Encourage a variety of wood throughout a project but also within individual structures.

(7) Broad Corners & Base Trims
(a) Broad corner and base trims should be used to complement the trims around doors, windows, soffits, wainscots or any combination thereof.
(b) It is encouraged that wood trims be integrated on exterior walls, such as for use as headers at the top of the wall transitioning to the soffit. Trims should be painted in a manner that accents their forms.

(8) Wood Shingle
(a) Wood shingle may be used as a common wall material.
(b) Shingle may be used in combination with horizontal or vertical wood siding or plaster.
(c) Shingles must be painted or stained.
(d) Shingles might be expressed in a variety of shapes such as fish scale and irregular forms.

(9) Stone/Rock
(a) Stone, rock, and synthetic stone consistent with traditional styles is encouraged.
(b) Stone and rock may be used especially for base, porch, exterior walls, and gardens.
(c) Rock should be used as an accent and not as the predominant exterior wall material.
(d) When synthetic stone is used it should mimic stone that exists in existing structures on the island.



Examples of exterior finishes commonly incorporated into plantation-era architecture and more modern commercial and residential architecture throughout Hawaii.

(10) Plaster

(a) Plaster, or plaster-like exterior wall systems, may be used in a manner subordinate to, and supportive of, other material systems.

(b) Large plaster surfaces will not be allowed. Plaster walls should be trimmed with wood when supportive of wood exterior wall systems.

F. Colors

(1) Wall Colors

(a) A variety of color is encouraged within the range of earth tones in residential neighborhoods while more vivid colors may be used within the Town Center District and the Main Street Districts.

(2) Trims and Accent Colors

(a) The combination of several colors on individual facades is encouraged with the minimum requirement being that window and door casings and trims be differentiated from exterior wall colors.

(3) Roof Colors

(a) Roof materials and colors shall complement the colors and materials of the structure to which they are attached.

(b) Roof colors should be earth tones in the medium range. Accent colors may be used.

Examples of strong color combinations using contrasting base and trim colors are common in Hawaii.

G. Roofs

(1) Roof Forms

(a) Roof forms of large buildings should be broken into smaller forms to mitigate the appearance of monolithic buildings.

(b) Utilize variations in roof profile and parapets to emphasize entries and create interest on building facades.

(c) Utilize gable and hip roof forms together on residences to enhance the structure's articulation. Incorporate varied roof forms to provide variation along a streetscape when similar buildings are adjacent.

(d) Roofs with false-front parapet are historically appropriate for use on commercial and mixed-use buildings.

(e) Mansard roofs are appropriate on large multi-family, mixed-use and commercial buildings to reduce the height of roofs. Mansard roofs also provide flat roof areas for solar panels that can be screened by the roof.

(f) Screen rooftop equipment from view of public streets and open space by architecturally integrated screening elements.

(2) Dormers

(a) Dormers are encouraged as functional elements and to create architectural interest.

Roof forms commonly used in Hawaii include hip, gable, mansard and the Dickey roof. Roofs with false-from parapets were historically used in commercial architecture.

H. Roofs

(1) Eaves
(a) Overhangs should be used on primary buildings. The eaves on the roofs of secondary buildings such as garages may be clipped.
(b) Utilize broad eaves (minimum 3'-0"), where feasible.
(c) The expression of rafters is encouraged. However, exterior soffits are allowed.

(2) Roof Pitches
(a) Roofs may have single or double pitches at a minimum slope of 4:12 for the primary slope.

(3) Roof Materials
(a) Visible roof materials may include asphalt shingles; wood shingles or shakes; corrugated, standing or split seam metal; clay or cement tiles.
(b) Single sheet roofing systems are allowed in flat portions of mansard roofs.

I. Doors

(1) Doors
(a) All exterior doors should be paneled and glazed to the extent practicable, especially for entry doors to residences and commercial spaces.
(b) Glazing on entry doors should utilize small light panes. Screened doors may be used for through ventilation especially on residences.

Examples of various roof forms that are consistent with Hawaii's architectural vernacular.

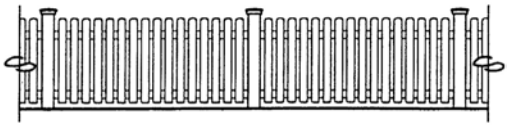
(c) Doors should be painted colors or wood stains that contrast with adjacent wall surfaces of the homes or buildings.
(d) Trims around doors should be broad and painted to contrast with adjacent wall surface.

J. Windows

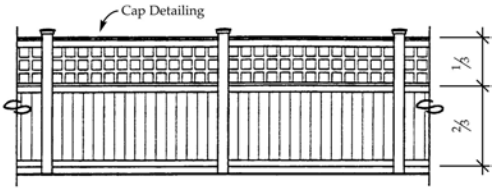
(1) Windows
(a) Windows are to be traditional to Maui's country towns in shape and form.
(b) Double-hung, casement, jalousie and awning windows may be used.
(c) Broad "picture windows" are discouraged.
(d) Multiple windows should be used instead of large picture windows in areas such as living rooms where large penetrations are desirable.
(e) Window shutters, eyebrows, sunshades, and screens are encouraged.
(f) Detail elements, frames, and exterior screens for windows must be appropriately colored.
(g) Windows shall be shaded by some form of architectural treatment as appropriate based on their relative solar orientation.
(h) Shading on southeast to west facing facades is the highest priority. This can be accomplished with either added shading elements, deep overhangs, or recessing windows into thickened exterior walls.
(i) In retail buildings, glazing within a facade which adjoins a public street, pedestrian walk or bikeway shall be clear, untinted glass.
(j) Mirrored glass is not permitted.

K. Fences and Freestanding Walls

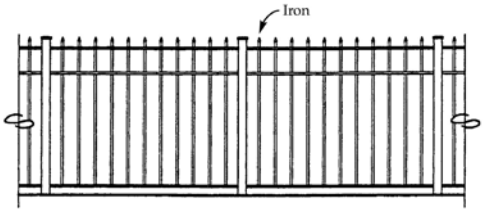
(1) The design and materials for walls and fences shall be coordinated with the design and materials of the principal buildings in terms of color, quality, scale, and detail.
(2) Where visible from the public right-of-way, prohibited materials are Portland gray, plain face CMU, fluted CMU, vinyl, chain link fencing, and concertina wire, except when required for security reasons and determined and approved by the WCTDRB.
(3) Alternative fencing material may be permitted by the WCTDRB if it simulates real wood in its color, texture, appearance, and dimensions.
(4) Walls, fences or berms exceeding four feet in height fronting a primary or secondary street are discouraged and must be approved by the WCTDRB.
(5) Walls or fences shall provide variety and articulation at intervals not exceeding 50 feet through either changes in plane or an expression of structure such as a post, column, or pilaster.



Simple wood four feet hight picket fence for front, side or rear yards



Solid wood with openings appropriate for side and rear yards



Iron fence appropriate for all areas if less than four feet in height.




Section Six -

Landscape Architectural

Design Guidelines




In addition to the landscaping requirements set forth in Maui County Code, 19.36A 'Off-Street Parking and Loading' and the Maui County Planting Plan, the following guidelines are presented with the intention of enhancing the environment of Waikapū Country Town and integrating it with the natural surroundings. These guidelines contribute to a well-planned street tree planting scheme and will be the visual thread that unifies a development by providing color, scale, and shade throughout the public and common areas. Landscape planting and irrigation plans shall be prepared for all commercial and common area landscape development in the WCT.

A. General Guidelines

(1) Landscaping shall be used to enhance the natural site, compliment the built environment, encourage pedestrian circulation, and provide visual variety, color and shade.
(2) Parking lots shall be landscaped with shade canopy trees and screened from view from adjacent street frontages and neighboring properties with the use of hedges and fences or walls in compliance with Maui County Code 19.36A and the Maui County Planting Plan guidelines.
(3) Native (endemic and indigenous) and Polynesian-introduced plants shall be used to the greatest extent possible.
(4) Tree selection should be based on the mature growth character of the tree canopy and root system.
(5) Shrubs and ground cover should be selected based on growth and water requirements to maintain them in an attractive mature form.
(6) Plant material should be matched to appropriate micro-climates and rainfall rates in the Waikapū region. Rainfall ranges from 10-inches to 30-inches annually, but can vary, locally, depending on leeward or windward aspects.
(7) Use plant screening material to block visually unappealing elements such as trash enclosures, transformers and loading areas. Comply with Maui Electric Company recommendations when planting near electrical equipment.
(8) Do not plant invasive species (as determined by Hawaii Invasive Species Council).


Bougainvillea


Foxtail Palm


Monkey Pod Tree


Naupaka


Dwarf Plumeria


Coconut Palms

(9) Use bark, cinder, or compost mulch in planters whenever possible to retain soil moisture.
(10) Soil amendments should include organic compost to minimize the use of chemical fertilizers.
(11) Irrigation is required for all newly installed plant material and should be designed to minimize water usage by matching plant material evapotranspiration requirements with natural rainfall rates throughout the year.
(12) This use of drought-tolerant plants and drip-irrigation is encouraged.
(13) All irrigation must comply with the State Department of Health regulations for the use of R-1 non-potable water.

B. Tree Guidelines

(1) Consider growth rate, color, time of flower & fruit, fragrance, leaf litter, wind resistance, form, size, shade, and rooting character when selecting trees. Refer to the Maui County Planting Plan for tree type recommendations.
(2) Shade trees should be used where pedestrians gather or frequently walk.
(3) Tall (columnar or palm) species can be used to frame views.
(4) Tall (columnar or palm) species can be used where overhead space is limited.
(5) All trees near hard surfaces, utilities, or site infrastructure shall be planted with root barriers at a minimum 2-foot depth.
(6) Trees within 30-feet of power lines should not be higher than 30-feet tall at maturity.
(7) Do not plant trees with nuts or fruit that could fall and create tripping hazards near sidewalks or in parking lots.
(8) Do not plant trees in such a way that will contact buildings or block signs.
(9) Do not plant trees on top of underground utilities, and use root barrier if trees are within 8 inches of underground utilities.
(10) Do not plant trees with aggressive roots near under-ground utilities or hard surfaces.

(11) Select trees near intersections that can be pruned so as to not obstruct safe travel and sight lines.
(12) Do not plant trees where roots can invade and damage nearby properties.
(13) 2-inch caliper size and 6-feet planted height shall be required for every 5 parking stalls (or portion thereof). Shade trees shall be evenly distributed. Refer to the Maui County Code Chapter 19.36A “Off-street Parking and Loading”.
(14) Street trees should be planted no closer than the following horizontal distances:
a. 5 feet from storm drain;
b. 8 feet from water main or lateral or meter;
c. 10 feet from fire hydrant;
d. 15 feet from utility poles; and
e. 20 feet from electrical transformer.

The following are recommended tree types for use in the WCT.

C. Recommended Tree Species

(1) Palm Trees
a. COCONUT PALM – Cocos nucifera
b. ROYAL PALM - Roystonea regia
c. LOULU PALM – Pritchardia hillebrandii
d. MANILA PALM - Veitchia merrillii
e. ARECA PALM-Dypsis lutescens
f. MACARTHUR PALM - Ptychosperma macarthuri
g. JOANNIS PALM - Veitchia joaniss
h. FOXTAIL PALM-Wodyetia bifurcata
i. FIJI FAN PALM - Pritchardia pacifica

(2) Large Trees
- a. GOLD TREE – Tabebuia donnell-smithii
- b. KAMANI - Calophyllum inophyllum
- c. KUKUI - Aleurites moluccana
- d. MONKEY POD - Samanea saman
- e. NARRA – Pterocarpus indicus
- f. RAINBOW SHOWER - Cassia fistula x javanica
- g. JACARANDA TREE-Jacranda mimosifollia
- h. KOA-Acacia koa
- i. NORFOLK ISLAND PINE-Araucaria heterophylla
- j. COOK PINE-Araucaria columnaris

(3) Medium Trees
- a. HALA – Pandanus tectorius
- b. HAWAIIAN KOU – Cordia subcordata
- c. HELIOTROPE - Tournefortia argentea
- d. FERN TREE - Filicium decipienS
- e. MILO - Thespesia populnea
- f. ORCHID TREE - Bauhinia x blakiana
- g. ‘OHI’A LEHUA - Metrosideros polymorpha
- h. PINK TECOMA - Tabebuia rosea
- i. HAU-Hibiscus tiliaceus
- j. KOAIA-Acacia koaia

(4) Small Trees
- a. ALAHE’E - Psydrax odorata (form.Canthium od- oratum)
- b. GEIGER TREE – Cordia sebestena
- c. JATROPHA – Jatropha integerrima

(5) Large Trees
- d. ‘OHE MAKAI - Reynoldsia sandwicensis
- e. PLUMERIA - Plumeria obtuse ‘Singapore’
- f. TULIPWOOD-Harpulia pendula

D. Shrubs and Groundcover Guidelines

(1) Do not plant shrubs over 3-ft. high in view corridors.

(2) All shrub plantings shall comply with the Maui County Planting Plan.

(3) Do not plant shrubs or groundcover with thorns near walkways (unless the intent is to create a barrier planting).

(4) Do not plant shrubs or groundcover with poisonous fruit if accessible to pedestrians.

(5) Recommended Shrub Species:
- a. AKIA – Wikstroemia uva-ursi
- b. BEACH VITEX - Vitex rotundifolia
- c. BIRD-OF-PARADISE - Strelitzia reginae
- d. BOUGAINVILLEA – Bougainvillea spp.
- e. CROTON - Codiaeum variegatum
- f. GOLDEN DURANTA - Duranta repens ‘goldii’
- g. HIBISCUS - Hibiscus waimeae
- h. INDIAN HAWTHORN – Rhaphiolepis indica
- i. KULU’I - Nototrichium sandwicensis
- j. NAUPAKA – Scaevola taccada
- k. NATAL PLUM - Carrissa macrocarpa
- l. PIKAKE – Jasmine Sambac
- m. PIDER LILY OR QUEEN EMMA LILY - Crinum augustum

n. RED GINGER – Alpinia purpurata
o. RED / GREEN TI – Cordyline fruiticosa
p. ULEI – Osteomeles anthyllidifolia
q. PURPLE EL DORADO-Pseuderanthemum carruthersii
r. PLUMBAGO- Plumbago auriculate

(6) Recommended Groundcover Species
a. ILIMA PAPA - Sida fallax
b. ICE PLANT – Sesuvium spp.
c. LANTANA – Lantana montevidensis
d. LAUAE FERN – Phymatosorus grossus “Dwarf”
e. MAIAPILO – Capparis sandwichiana
f. NEHE – Lipochaeta integrifolia “Dwarf”
g. RHOEO – Tradescantia spathecea “Dwarf”
h. KUPUKUPU - Nephrolepis exaltata
i. RUELLIA-Ruellia humilis
j. BEACH VITEX-Vitex rotundifolia
k. LIRIOPE-Ophiopogon japonicus

(7) Recommended Turf Grass Species
a. DROUGHT TOLERANT-BERMUDA GRASS-Cynodon dactylon
b. SALT-TOLERANT : SEASHORE PASPALUM - Paspalum vaginatum
c. SHADE-TOLERANT : St. AUGUSTINE - Steno taphrum secundatum
d. HIGH TRAFFIC : ZOYSIA ‘EL TORO’ - Steno taphrum secundatum




Section Seven - Sustainability Design Guidelines




The sustainability guidelines are intended to produce development that preserves natural resources, protects environmentally sensitive areas, reduces pollution and green house gas emissions, and produces more livable communities. The sustainability guidelines are organized into the following categories:

- Neighborhood planning and design guidelines; and
- Green development, building, and infrastructure guidelines.

Sustainability practices at the neighborhood scale are intended to create walkable neighborhoods, promote healthier lifestyles, provide connections to nature and open space, and facilitate more inclusive and socio-economic diverse communities.

Sustainability practices at the scale of site development, building design, and operations is concerned with reducing energy consumption, water use, pollution, and resource

A. Protect environmentally sensitive areas and species.

(1) Establish a 100-foot riparian buffer along the Waikapū Stream. Riparian buffers are the natural vegetation from the edge of the stream bank out through the riparian zone. The vegetative zone serves as a buffer to pollutants entering a stream from runoff, controls erosion, and provides habitat and nutrient input into the stream.
(2) Direct development away from the following types of land:
   a. Steep slopes greater than 15 percent;
   b. Flood Hazard Area AEF;
   c. Highly erodible areas.
(3) Consult with the Fish & Wildlife Service to implement BMPs for the removal of any Tree Tobacco Plants as documented in the FEIS.
(4) Obtain all required grading and NPDES permits prior to grading.
(5) Implement all required soil erosion and sediment control standards and erosion control BMPs during grading and construction phases.
(6) Shield outdoor lighting to direct the light downward so that it is not visible from above.

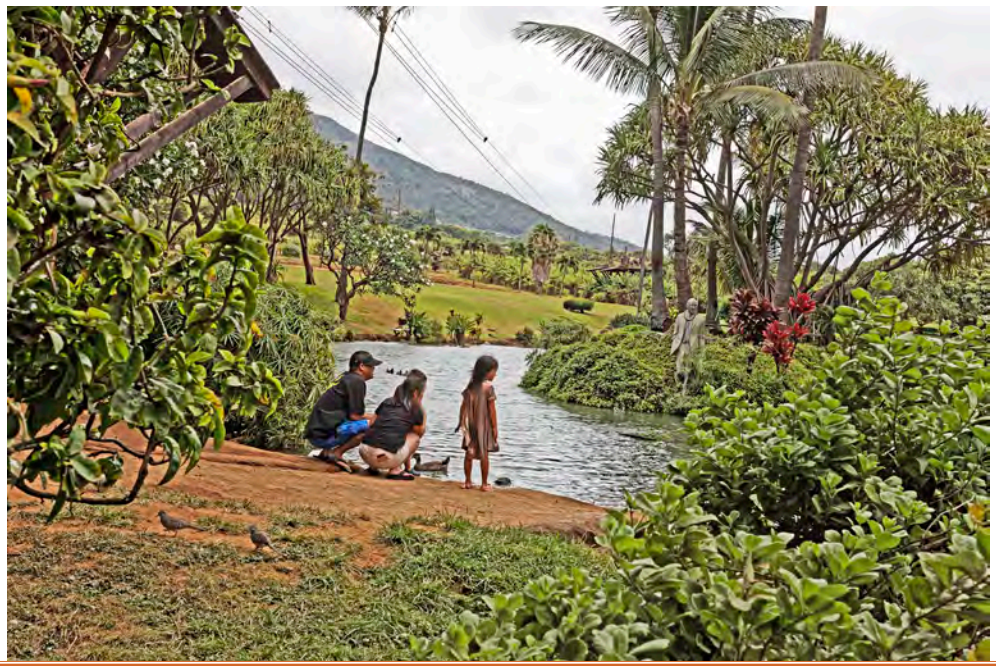
B. Protect air quality.

(1) Implement fugitive dust control BMPs during the construction phase. Such measures might include but not be limited to the following: watering of active work areas, using wind screens, limiting disturbed areas, and centralizing construction vehicle routes.
(2) Implement BMPs to mitigate windblown dust from the adjacent agricultural operations. Such mitigation measures might include:
   a. Establishing appropriate buffers between actively used agricultural lands and homes.

b. Planting windbreaks within the buffer areas to further mitigate agricultural impacts to homeowners;
c. Locating residential communities upwind of agricultural operations;
d. Where feasible, locating the least noxious agricultural activities in closer proximity to urban uses while locating the more noxious activities further away;
e. Limiting vehicle speeds on unpaved access roads within the agricultural area; and
f. Requiring farmers to implement agricultural BMPs and erosion control measures to reduce dust and agricultural runoff from impacting neighboring properties.

(4) Implement BMPs to mitigate agricultural pesticide drift from impacting the abutting urban and rural lands. Such mitigation might include measure such as the following:

a. Institute a dust and chemical drift education and management program to ensure that farmers are properly trained in BMPs that can reduce airborne emissions from their activities;
b. Establish suitable buffer zones between agricultural lands where pesticides might be applied and sensitive environments that could be negatively impacted;
c. Establish windbreaks to capture windblown emissions and to slow the movement of wind;
d. Conduct spraying and other nuisance related activities when winds are blowing away from sensitive environments, and limiting spraying to periods of low wind speeds to reduce drift distance;
e. Ensure that nozzles used in the application of pesticides and/or herbicides produce the largest or coarsest size droplets possible;
f. Encourage the use of the lowest end of the pressure range when spraying pesticides;
g. Follow all pesticide application directions as shown on the product labels;





h. Use drift control additives, when needed, to increase the size of droplets in order to reduce drift; and
i. Direct recreation uses, such as off-road biking, hiking and jogging, to the perimeter of agricultural areas where chemical drift would not be a concern.

C. Protect noise quality.

(1) Implement construction phase BMPs to reduce noise levels during construction.
(2) Obtain HDOH noise permit if construction phase noise exceeds maximum permissible levels.
(3) Locate future residences at least 65-feet from the edge of pavement of the Honoapi'ilani Highway to maintain an acceptable noise level that is less than 60dBA.
(4) Residences located within 65-feet of the Honoapi'ilani Highway may incorporate the following types of mitigation strategies to achieve the acceptable dBA:
a. Construct barrier walls and/or earthen berms along roadways;
b. Air-condition buildings instead of relying on natural ventilation;
c. Acoustically soften interior spaces by the addition of thick carpeting with a padding underlayment, an acoustical tile ceiling, louvered closet doors, etc., and
d. Use exterior wall constructions which exhibit high noise reductions.

D. Promote non-motorized transportation through community design.

(1) Incorporate balanced mixed-use development that comprises residential, commercial, employment, and civic uses mauka and makai of Honoapi'ilani Highway.
(2) Locate residential neighborhoods within a fifteen minute walk of retail, commercial, and civic uses.
(3) Locate public transportation stops within a five minute walk of mixed use and higher density residential districts and within a fifteen minute walk of lower density residential neighborhoods.
(4) Promote higher density residential development. Suggested average minimum densities to promote walkability are:
a. Six (6) units per acre for detached/semi-detached houses;
b. Ten (10) units per acre for townhomes; and
c. Twenty (20) units per acre for apartments.
(5) Create an interconnected network of streets, sidewalks, pedestrian trails, and multi-use paths that efficiently link surrounding neighborhoods, districts, and community-service uses together.
(6) Create pedestrian accessways from internal streets (Neighborhood Street "A") when such streets are not directly connected to the project's collector roadway and pedestrian network system (Neighborhood Street B, collector streets, pedestrian trail and multi-use path network).
(7) Design safe, pedestrian-friendly streets by including the following types of elements:
a. Sidewalks on each side of residential and commercial streets.
b. Canopy street trees on each side of all residential and commercial streets. Trees should be planted streetside of the sidewalk to buffer the pedestrian from vehicular traffic.
c. Traffic calming improvements such as corner bulbouts, chicanes, reduced curb radii at intersections, residential traffic circles, and neckdowns into street design.



(8) Create a bicycle friendly community design by establishing a continuous network of bike lanes, preferably separated, with supporting facilities such as bike parking to link neighborhoods, districts, and community-service uses together.
(9) Establish separated multi-use paths / trails within the parks and open space elements of the project.
(10) Establish CC&R's that ensure the proper maintenance of off-road pedestrian and bicycle facilities.
(11) Establish safe pedestrian and bicyclist crossing of the Honoapi'ilani Highway.
a. Direct pedestrians to designated crossing through the use of signage, aesthetically appropriate fencing, designated pathways, landscape planting, etc.

E. Create networks of green open space.
a. Where practical, link the project's open space elements together to create networks for walking and biking, urban beautification through landscape planting, and opportunities for treatment of urban runoff.

F. Implement "visitability guidelines" into project architecture for dwelling units built with the intent of "aging in place." Such guidelines include measures such as the following:
a. Providing a one zero-step entrance into a residence;
b. Incorporating doors with a minimum of 32 inches of clear passage space; and
c. Providing access to a half bath or full bath on the ground floor with which meets ADA standards.

G. Promote community access to local food production.
a. Encourage the development of farmers' markets, farm stands, pick-your own farms, and community supported agricultural programs.
b. Create areas within the project's park and open space network and/or agricultural lands for community gardens and edible landscapes.

Building construction and operation are major contributors to carbon emissions, water, and air pollution, and other environmental and human hazards. Green building practices and sustainable design provide design and construction strategies that mitigate harmful effects to the environment, improve human health, and increase efficient use of energy and water. Through early project management decisions such as pursuing green building certification and utilizing an integrated design approach, construction projects maximize opportunities to execute a cost-effective and environmentally responsible building.

The design guidelines listed below support the design and construction of a green building. In lieu of meeting these guidelines, projects can register and certify for the US Green Building Council's (USGBC) Leadership in Energy and Environmental Design (LEED) Building and Design (BD+C) at the Silver certification. Alternate green building certification programs such as the Living Building Challenge status or The New Building Institute's Net Zero Energy Building certification are alternate certification programs that are equivalent to or better than LEED BD+C Sliver certification or a particular LEED credit category.

Energy Use

A. Conserve energy through green building design.

(1) Right size home square footage to reduce energy consumption and greenhouse gas emissions. Homes greater than 2,500 square feet are discouraged based on the State of Hawaii Model Energy Codes.
(2) Orient buildings towards the direction of prevailing winds to take advantage of cross ventilation and air movement through a building at the body level.
a. Align buildings to maximize cross ventilation.
b. Angle buildings towards the direction of wind flow or stagger buildings to promote airflow if an angled building orientation is not possible.
c. Encourage an open plan or limited interior partitions to promote good air circulation.
d. Where possible, locate windows on adjacent and opposing walls and install interior louvers and openings to promote cross ventilation.
e. Install energy-efficient or Energy Star rated ceiling fans to improve interior air flow.
(3) Strategically locate shade trees and landscaping to promote airflow and aid with passive cooling.
a. Hedges or landscaping above window sill height restricts airflow. Plant hedges and tall planting away from a structure.
b. Place shade trees on building exposures that are subject to high sun exposure – typically south, east and west elevations.
(4) Orient buildings to take advantage of passive solar and natural lighting.
a. Hedges or landscaping above window sill height restricts airflow. Plant hedges and tall planting away from a structure.
b. Organize interior rooms based on time of use patterns to optimize use of natural light as primary lighting.
c. Size room length to promote daylight penetration through a space.
d. Install skylights or light tubes in interior spaces without access to an exterior wall.

(5) Install energy efficient lighting and distribution.

a. Use of incandescent lamps should be prohibited in both residential and commercial projects.

b. Use LEDs in lieu of compact fluorescent lights (CFLs) and linear fluorescent lamps where possible.

c. In commercial spaces, zone lighting to take advantage building perimeter areas that receive daylight.

d. Install lighting controls that allow for dimming and/or coordination with occupancy or daylight sensors.

(6) Design and optimize building envelope to reduce cooling needs.

a. Use of incandescent lamps should be prohibited in both residential and commercial projects.

b. Consider increasing R-value rating of wall and roof insulation above Authorities Having Jurisdiction (AHJ) Model Energy Code to reduce energy loads based on predicted energy use.

c. Paint walls and roofs to be “cool” surfaces. Walls should have a minimum reflectance greater than 0.64 and roofs have a minimum aged solar reflectance index (SRI) of 0.55.

d. Right size window solar heat gain coefficient (SHGC) values with projection factor (PF). PF value is calculated as the ratio of roof overhang to window sill. Per the State of Hawaii Model Energy Code, structures with a PF value less than 0.30 shall have a minimum SHGC of 0.25; PF from 0.30 to 0.50 shall have a minimum SHGC of 0.40; and PF greater or equal to 0.50 a minimum SHGC is not required as it assumes sufficient protection from the sun at the window is provided by the roof overhang. Windows located at the north elevation with a PF greater than 20 is exempt from SHGC requirements. North elevations typically receive the least amount of solar radiation and are ideal location for window placement for daylighting.

(7) Install high efficiency, energy efficient or ENERGY STAR rated equipment and appliances.

a. If a product is not EnergyStar rated, consult with a professional, and review the Seasonal Energy Efficiency Ratio (SEER) and Energy Efficiency Ratio (EER). Federal Government and AHJ typically have minimum performance standards for such equipment and improving beyond those standards is encouraged for improved energy efficiency.

b. Use of ENERGY STAR rated products shall not be limited to fans, light fixtures, bulbs, household appliances and equipment or commercial appliances and equipment.

(8) Install efficient non-combustible domestic hot water sources.

a. Harnessing the sun is a reliable and clean source for hot water. Transferring heat through a fluid is one of the most efficient ways to collect and store heat.

b. If solar hot water is not viable, install an Energy Star rated water heater or consider heat pump water heater. Heat pump water heaters draw the ambient heat from the air, essentially moving air from one source to another, to warm water and exhaust cool air as a by-product. Electric heaters generate internal heat to warm water.

(9) Sub-meter at the tenant level for commercial and multifamily housing to promote energy conservation.

(10) Reduce plug and process loads in tenant commercial spaces through sub-metering and incentives.

(11) Install renewable energy sources as a sole or partial electric power source for a building or collection of buildings.

a. Solar energy in the form of photovoltaics (PV) is a clean and reliable energy source. Size PV panels to meet predicted energy usage.

b. Advances in battery storage has made on-site storage a reality for residential owners and small commercial developments. Consider pairing battery storage with a PV system to assist with load shifting if returning unused energy (net-metering) is not possible.

c. Incorporate PV and battery storage systems as options for potential homebuyers.

d. If technically and financially viable, install solar farms in suitable locations within the agricultural lands and / or install rooftop solar to diversity revenues, lower rates, and produce clean and renewable energy.

(12) Encourage Owners, both residential and commercial, to enroll in a green building certification program such as US Green Building Council (USGBC) Leadership in Energy and Environmental Design (LEED). Living Building Challenge (LBC), NetZero Energy, PassiveHaus, or other equivalent third-party programs that measure and confirm predicted or actual green building and sustainable strategies.

A. Conserve potable and non-potable water resources.

(1) Develop alternative non-potable sources of water for irrigation uses. Such uses should include a combination of the following:
- a. Ditch water.
- b. Non-potable well water.
- c. Reclaimed wastewater treated to reuse quality.

(2) Reduce interior potable water use.
- a. Install EPA WaterSense labeled fixtures or low-flow water fixtures.

(3) Reduce exterior portable water use.
- a. Install native and drought tolerant plants that are appropriate for a project sites micro-climate to reduce watering needs.
- b. Consider drip irrigation to reduce both water and energy demand.
- c. Sub-meter irrigation water if potable water is used.

(4) Plan for alternate water sources.
- a. Plumb new construction to receive alternate water sources that could be used at toilets, irrigation, and non-potable water sources.
- b. For residential, consider separating grey water from black water and install a grey water filter system to allow for reuse of grey water as landscaping irrigation.
- c. Install a rainwater catchment and filter system as an alternate water source for interior building use at toilets and non-potable uses.



A. Reduce construction and operations material waste.

(1) Conserve material use and right size building framing to reduce unnecessary material waste.

a. Modularize and panelize framing to be consistent with conventional building material sizes.

b. Space wall, floor, and roof studs and joists based on actual load requirements.

c. Consider advanced framing techniques, such as ladder blocking, stacked framing (aligned of floor joist and wall stud to reduce double top plate condition), two-stud corner, and drywall clips, to limit material waste. Note, structural systems must comply with AHJ and building codes.

d. Implement construction waste management program or protocols for new construction or renovations to divert waste from landfills and to recycle debris.

e. Implement on-site waste sorting and recycling to increase reusability of construction waste in its second life.

f. Use reclaimed or salvaged material to extend life of material and to support a reduced overall building carbon footprint.

g. Use locally sourced and/or manufactured building products where available.

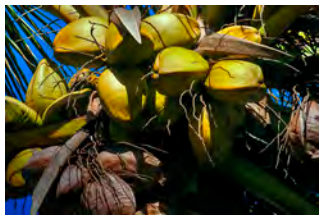
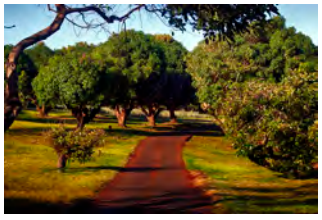
(2) Institute a recycling program during the operations phase of the project.

a. Establish an on-site recycling program for residential, commercial, and institutional users.

b. Locate a material recycling collection center within the project.

c. Assess the feasibility of establishing an on-site composting program for organic materials to be used for agriculture and gardening.

d. Assess the feasibility of instituting a bi-annual durable goods collection drive.


A. Reduce interior contaminants that can harm air quality, human health or productivity by installing low-emitting materials.

(1) Select and install interior building materials, included but not limited to, paints, coatings, adhesives, sealants, flooring, or insulation, that are aligned to the VOC levels of California Department of Public Health CDPH Standard Method V1.1-2010, South Coast Air Quality Management District (SCAQMD) Rule 1168, ASTM D2369-10, ISO 11890, part 1, ASTM D6886-03, or ISO 11890-2.

B. Specify building products and materials that have an environmental product declaration (EPD), health product declaration (HPD) which indicates a products life cycle impact and ingredient list transparency to assist with installation of healthy building materials.

C. Provide commercial spaces, residences, and work environments that promote effective acoustic design that supports occupant well-being.

(1) Minimize ventilation and air-conditioning background noise levels.

(2) Install sound and acoustic absorption for assembly spaces of 50 people or more to maintain achievable speech intelligibility and minimize background sound levels.

D. Provide user thermal comfort controllability for buildings that have multiple tenants or spaces with multiple uses. Install individual temperature and air speed controls for individual user or group of users.

E. Control solar glare through interior and exterior shading devised to reduce visual fatigue and discomfort of occupants through one or more of the following methods.

(1) Install interior window shades or blinds that are controllable by occupants or programmed to prevent glare.

(2) Provide exterior shade that also reduces disruptive glare from entering windows.

(3) Install interior film that reduces glare.

A. Capture, treat, and reuse the increase in stormwater runoff generated by the project.

(1) Design drainage system to accommodate the increase in surface runoff volume from a 100-year, 24-hour storm created by the project and the volume required to meet the post construction water quality standards as required by the County of Maui.
(2) In accordance with the County's "Rules for the Design of Storm Water Treatment Best Management Practices", the design of the stormwater system will include water quality treatment to reduce the discharge of pollutants to the maximum extent practicable.
(3) The Project's drainage system will be designed to meet the County's drainage and water quality standards. The project will also be required to comply with Ordinance 3902, which requires subdivisions to comply with Section 18.20.130 Post Construction Storm Water Quality Best Management Practices of the Maui County Code.
(4) Stormwater best management practices (BMP) with Low Impact Development Techniques should be incorporated into the drainage system to help reduce runoff volumes, promote infiltration and filtration of groundwater. Such measures may include:

a. Grassed swales within the landscaped areas to provide natural filtration and allow for percolation into the underlying soils.
b. Open space and parks maintained with grass or other landscape materials, to reduce the amount of impervious surfaces, which promotes infiltration.
c. Stormwater detention to collect stormwater allowing some of the suspended solids to settle out and to infiltrate into the underlying soils and recharge groundwater.
d. Bio-retention swales with native plantings at appropriate locations within the street network to reduce and filter stormwater runoff and to take advantage of natural drainage for irrigation.
e. Permeable paving surfaces to reduce impervious surfaces, which reduces runoff volume and promotes infiltration.
f. Rain gardens to reduce impervious surfaces, which reduces runoff volume, takes advantage of natural drainage for irrigation, and promotes infiltration.

(5) Utilize catch basin inserts and/or oil/grit separators to remove oil, grease, trash, and other pollutants from runoff.
(6) Implement a maintenance plan for the stormwater BMPs. The plan should include the requirement for removal of the accumulated debris and sediment, maintaining vegetation, and performing inspections to insure that the BMPs are functioning properly.

A. Implement temporary erosion control measures to mitigate dust and soil erosion during the construction phase.

(1) Develop a construction phase BMP Plan to mitigate dust, erosion, pollutants, and runoff from entering into coastal waters. BMPs shall include the following types of measures:
a. Diversion berms and swales; dust fencing; silt fencing; stabilized construction entrances; truck washdown areas; inlet protection; temporary grassing of graded areas; slope protection; regular sprinkling / watering of graded areas.
b. Prevent toxic substances such as oil, fuel, and cement products from leaching into the water; avoid application of fertilizers and biocides during periods of rainfall; and stabilize denuded areas by sodding or planting as soon as possible.
(2) Obtain any required National Pollution Discharge Elimination System (NPDES) permit from the Department of Health prior to grading.

A. Create an Urban Tree Canopy

(1) Plant canopy trees in the following types of areas: along residential and collector streets, within parking lots, within passive and active recreation areas, and as landscape features within residential, commercial, and institutional lots.
(2) Encourage reforestation of appropriate tree species within suitable areas of the open space and agricultural lands.

B. Maintain Economically Viable Agricultural Production on WCT Agricultural Lands

(1) Create approximate 800-acre agricultural preserve on agricultural lands south of WCTs urban and rural lands.
(2) Limit subdivision potential to no more than five (5) lots on mauka agricultural lands.
(3) Establish a reliable and affordable source of on-site irrigation water for the agricultural lands.
(4) Create a public and/or private agricultural park within a portion of the agricultural lands.
(5) Provide opportunities for community gardening within the proposed parks and/or open space network and/or within the agricultural lands.
(6) Establish a farmers market, farm stands, and community supported agricultural programs within the WCT.
(7) Inform prospective homeowners in advance of purchasing or leasing property that neighboring lands are in agricultural use, that nuisance impacts may occur, and that agricultural uses are protected under HRS Chapter 165, the Hawaii Right-to-Farm law.
(8) Develop agricultural BMPs to mitigate airborne dust and chemical drift generated by agricultural operations from impacting neighboring land uses.




Section Eight -

Signage, Lighting, & Public Amenities

Design Guidelines




To Be Developed




Section Nine - Implementation Design Guidelines




The purpose of the DGs is to establish a palette of neighborhood design and architectural typologies that implement the WCT Master Plan. The DGs are structured to guide design decisions at the scale of the individual lot to the fully built-out community. For urban planners, architects, landscape architects, small builders, and large builders the DGs should direct urban design decision making.

The purpose of this design review process is to ensure that all development projects achieve the desired aesthetic and sustainability objectives set forth in the DGs.

Any subdivision of land; construction of any type of building upon a lot; change to the character of a lot through installation of infrastructure and utility improvements, landscape planting improvements, or small-scale structures such as fencing; and changes to surface drainage patterns through the grading of land and/or the management of storm water shall be undertaken only after review and approval in accordance with these design review procedures.

Nothing herein removes or otherwise affects the responsibility of each project applicant and designer for satisfying all applicable laws, codes, and ordinances, and for obtaining all permits and approvals required by law.

Participants

Waikapū Properties LLC (the "Owner") shall establish the Waikapū Country Town Design Review Board (WCT DRB) to administer and review projects for consistency with the DGs. The WCT DRB will be comprised of at least three (3) but not more than seven (7) professionals in the fields of architecture, urban planning, environmental sustainability, landscape architecture, civil engineering, or other similarly related fields. The WCT DRB will retain design review authority of projects for all developments within the WCT.

WCT DRB Review Standards

The WCT DRB will review each project for general consistency with the DGs. The review will include an assessment of the following:

A. Consistency with the WCT Master Plan, including land use, neighborhood design patterns, motorized and non-motorized transportation plan, and parks and open space plan.

B. Consistency with the following design guidelines and specific area plans:

1. Neighborhood design guidelines.
2. Architectural design guidelines.
3. Landscape architectural design guidelines.
4. Sustainability design guidelines.
5. Scenic resource impacts assessment along the Honoapi'ilani Highway.
6. Neighborhood plans.
7. Parking master plans.

Determination that the project adequately addresses the following criteria:

C. Is compatible and in harmony with existing and approved structures and other improvements within the WCT in terms of exterior design, quality, and type of materials and workmanship, and relationship to topography and ground elevation.

D. Implements Best Management Practices (BMPs) during the construction and operation phases to mitigate non-point source pollution, noise, and air-quality impacts.

Plans found to be inconsistent with the DGs shall be rejected.




Major variations from the standards and guidelines contained in the DGs shall also be rejected. Determinations of consistency shall be at the sole discretion of the WCT DRB.

Separate processes are established for the review of “Minor Projects”, “Major Projects”, and “Exempt Projects”.

Minor Projects

Minor Projects include, but are not limited to, the following types of work:

- Building additions;Adding of awnings at ground level;
- Landscape planting of individual residential lots;
- Fencing of individual residential lots; and
- Enclosures or screening of garbage cans.

Major Projects

Major Projects are separated into Type 1 and Type 2 projects.

Type 1 Major Projects

Type 1 Major Projects require review by the WCT DRB and the Planning Director, Department of Planning, for consistency with the DGs. The following are examples of Type 1 Major Projects:

- Neighborhood Plans, which includes plans prepared for the following specific areas as well as plans that address the following specific issues:
  - Town Center District;
  - Main Street District;
  - Residential neighborhoods at the scale of at least one block;
  - Rural Lot Conservation Subdivision Design Plan;
  - Community and Neighborhood Parks;
  - Major neighborhood scale elements of the off-street non-motorized pedestrian and bicycle network;
  - Visual impacts to the West Maui Mountains and Haleakala from new development fronting along Honoapi’ilani Highway; and
  - Subdivision Plans.

Type 2 Major Projects

Type 2 Major Projects require the review of the WCT DRB for consistency with the DGs. They do not require review by the Planning Director.

Examples of Type 2 Major Project include, but are not limited to, the following types of work:

- Construction of commercial, civic, single-family, and multi-family residential buildings;
- Construction of accessory dwelling units;
- Construction of accessory buildings;
- Renovation to the exterior of existing commercial, civic, and multi-family dwelling units;
- Parking master plans for commercial districts;
- Public and private parking lots;
- Landscape planting of commercial, civic, multi-family lots, public open space, and park facilities within the WCT;
- Grading plans; utilities, and other infrastructure, etc.

Exempt Projects

Examples of projects that are exempt from design review include the following:

- Repainting or staining of existing single-family residences;
- Installation of roof mounted hot water and PV systems;
- Installation of roof mounted satellite dishes;
- Installation of pre-fabricated storage sheds;
- Installation of dog houses and other similar structures to house pets;
- Replacing existing plant materials on existing single- and multi-family residential lots;
- Installing or replacing small quantities of new or existing plant materials from an approved WCT DRB list of plant materials on single-family, multi-family, and commercial lots;
- Installation of pre-approved WCT DRB fencing materials/designs;
- Installation of clothes lines at the rear of single-family residences; etc.

Review Appendix A, Exempt Projects, for a more complete list of projects that are exempt from design review approval. If a project is not listed as an Exempt Project then it must be reviewed by the WCT DRB to determine the type of project that it is. The determination of whether a project is a Minor, Type 1 Major, Type 2 Major, or Exempt Project rests solely with the WCT DRB.

Review Procedures: Minor Projects

Upon notice of a proposed action, the WCT DRB will determine whether the project will qualify for minor project processing. The WCT DRB will review the project at its various stages, generally through correspondence. Phases of the review will generally be as follows:

I. Pre-Schematic Design Meeting

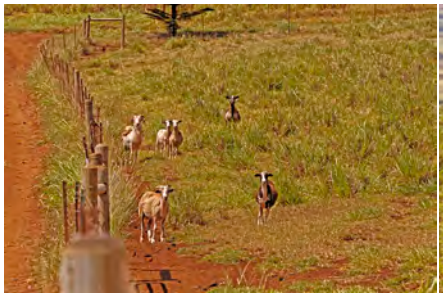
At the initiation of the project, a verbal and graphic submission should be made which outlines the intent of the action, describes its major features and characteristics, and briefly assess its impacts on any existing or approved site improvements and adjacent properties.

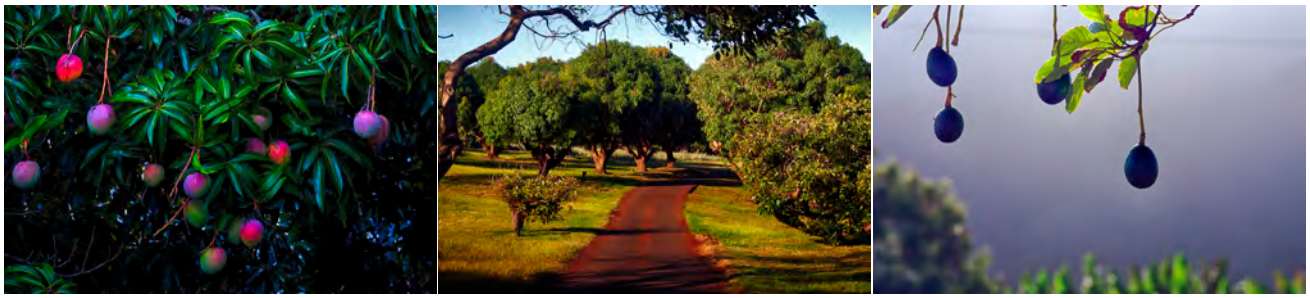
II. Preliminary Design Submittal

Upon approval of the Pre-Schematic Design Phase, drawings further developed that confirm the major features and characteristics of the project, its relationship to adjoining facilities, and the materials and methods of constructions should be submitted for approval.

III. Final Design Submittal

Should approval be given at the Preliminary Design Phase, final drawings and other documents should be submitted for approval.





Review Procedures: Type 1 Major Projects

For actions that are determined to be Type 1 Major Projects, the review process below will be followed.

I. Pre-Schematic Design Meeting (WCT DRB)

This meeting is to include the following participants: the applicant and/or representative(s) of the applicant, if available; the project architect and other applicable members of the planning, design, and engineering team; and one or more representatives of the WCT DRB.

The purpose of the meeting is to introduce the project designers to the design guidelines and to provide an explanation and context for further work and reviews. The applicability to the project of the design framework and review criteria established in the design guidelines will be discussed. Information regarding infrastructure and linking neighborhood scale elements such as pedestrian ways, bikeways, roadways, and landscape planting which require specific interfacing, will be clarified. Information regarding the desired character of the area and adjacent buildings will also be exchanged.

II. Schematic Design Submittal (WCT DRB)

The Schematic Design Submittal requires a presentation of the proposed project to the WCT DRB. This meeting is to include the following participants: the applicant and/or representative(s) of the applicant, if available; the project planner, architect or other applicable members of the design team; and the WCT DRB. The purpose of the project is to familiarize the WCT DRB with the proposed project, and to allow the WCT DRB to ask questions and offer recommendations to the applicant.

At least seven days prior to the meeting, the applicant is to submit half-sized and schematic plans in hard copy and PDF formats for the proposed improvements to the WCT DRB. The schematic plans should include sufficient information to show how the proposed

design satisfies the parameters established at the Pre-Schematic Design Meeting and the development standards and specific provisions of the design guidelines.

The applicant and/or the applicant's representative(s) shall submit the following documentation to the WCT DRB for review and approval in hard copy and PDF formats:

A. Written narrative description of the proposed improvements including the project parcel as well as the neighboring properties land use designations and existing uses.

B. Photographs or a video of the project site and surrounding buildings and properties.

C. Half-sized schematic site plan and/or Neighborhood Master Plan in plan and written report format to include the following:

1. Identification of streets by street type with accompanying roadway geometric sections that identify vehicular travel lanes, parking, bicycle and pedestrian amenities, and traffic calming elements.
2. Subdivided lot plan for the development that includes an accompanying table identifying for each proposed lot its land use, lot type, lot size, building setbacks, building height, floor area ratio, and lot coverage, as may be applicable.
3. On- and off-site schematic parking plan to include location of parking spaces, number of parking spaces, and ratio of parking spaces to each proposed use within the development. If off-site shared parking and/or joint-use parking is proposed, the number of stalls, location of stalls, and the walking distance of the stalls from the proposed use shall be identified.
4. Identification of on- and off-road bicycle and pedestrian facilities, including location of the proposed facility, the type of facility, geometric section of the facility documenting its width, design, and accompanying landscape planting and open space elements; and documentation of linkages and relationships to adjacent areas.
5. Identification of active and passive parks and open space elements within the development, including a description of acreage amounts, purpose of the park and/or open space element, proposed on-site facilities, and its relationship to the Waikapu Country Town Master Plan.
6. On- and off-site drainage plan including a description of any Low Impact Development Techniques such as bio-retention facilities, pervious paving surfaces, etc. that may be incorporated into the drainage plan.
7. Description of Best Management Practices to be implemented during construction to mitigate runoff, dust, noise, and odor impacts.

8. For development proposed along Honopai'ilani Highway, a visual impact assessment documenting the project's anticipated impact to West Maui Mountain and Haleakala views with discussion of the project's impacts relative to representations made in the project's FEIS.
9. Detailed description of the Plan's general consistency with the following design guideline sections:
    a. Section II: Waikapu Country Town Master Plan;
    b. Section IV: Neighborhood Design Guidelines; and
    c. Section VII: Sustainability Guidelines.

For Type 1 Major Projects that also include building construction, the following architectural documentation shall also be required in the submittal:

A. Overall building massing considering view planes, heights, setbacks, etc. All major sections and elevations should be indicated.
B. Building characteristics including architectural style, volumetric forms, building materials, colors, etc. Provision of perspective drawings and/or models is encouraged.
C. Landscape plans showing concept, general planting characteristics, rock, fence, and water work, etc.
D. Basic environmental effects (i.e., sunlight and shade exposure, wind velocity, drainage), especially on adjacent buildings.
E. Energy and water conservation methods utilized in the project.
F. Provisions for recycling and use of recycled material.
G. If applicable, a signage plan to include proposed building signage location(s), size, style, materials, colors, and lettering.
H. Detailed description of the architectures consistency with the following design guideline sections:
    1. Section V: Architectural Design Guidelines
    2. Section VI: Landscape Architectural Design Guidelines
    3. Section VII: Sustainability Guidelines

Whenever possible, the application review will be completed and recommendations and

requirements arising from the review and meeting will be forwarded by the WCT DRB to the the applicant within thirty (30) days of the meeting. Other meetings in the schematic stage may be necessary if the design is not initially approved. The WCT DRB may extend its initial review period to review plans for large projects or projects which it deems to require more intensive study.

III. Department of Planning Submittal, Review, and Approval

Once the WCT DRB has issued an approval of the Schematic Design Plans, the applicant shall submit the schematic design plans to the Planning Director for review and approval.

The applicant and/or the applicant's representative(s) shall submit the following documentation to the Director of the Department of Planning:

A. Written narrative description of the proposed improvements including the project parcel as well as the neighboring properties land use designations and existing uses.

B. Photographs or a video of the project site and surrounding buildings and properties.

C. Half-sized schematic site plan and/or Neighborhood Master Plan in plan and written report format to include the following:

1. Identification of streets by street type with accompanying roadway geometric sections that identify vehicular travel lanes, parking, bicycle and pedestrian amenities, and traffic calming elements.

2. Subdivided lot plan for the development that includes an accompanying table identifying for each proposed lot its land use, lot type, lot size, building setbacks, building height, floor area ratio, and lot coverage, as may be applicable.

3. On- and off-site schematic parking plan to include location of parking spaces, number of parking spaces, and ratio of parking spaces to each proposed use within the development. If off-site shared parking and/or joint-use parking is proposed, the number of stalls, location of stalls, and the walking distance of the stalls from the

proposed use shall be identified.

4. Identification of on- and off-road bicycle and pedestrian facilities, including location of the proposed facility, the type of facility, geometric section of the facility documenting its width, design, and accompanying landscape planting and open space elements; and documentation of linkages and relationships to adjacent areas.

5. Identification of active and passive parks and open space elements within the development, including a description of acreage amounts, purpose of the park and/or open space element, proposed on-site facilities, and its relationship to the Waikapu Country Town Master Plan.

6. On- and off-site drainage plan including a description of any Low Impact Development Techniques such as bio-retention facilities, pervious paving surfaces, etc. that may be incorporated into the drainage plan.

7. Description of Best Management Practices to be implemented during construction to mitigate runoff, dust, noise, and odor impacts.

8. For development proposed along Honopai'ilani Highway, a visual impact assessment documenting the project's anticipated impact to West Maui Mountain and Haleakala views with discussion of the project's impacts relative to representations made in the project's FEIS.

9. Detailed description of the Plan's general consistency with the following design guideline sections:

   a. Section II: Waikapu Country Town Master Plan;
   b. Section IV: Neighborhood Design Guidelines; and
   c. Section VII: Sustainability Guidelines.

The Department of Planning Review and Approval will be completed within sixty (60) days of receiving a complete submittal. The Planning Department may extend its review period, or request the Urban Design Review Board, to review plans for large projects or projects which it deems to require more intensive study. Approval will depend on the extent to which the proposed design satisfies the objectives, standards and criteria established in previous reviews, as well as those identified in the design guidelines.

IV. Final Design Submittal (WCT DRB)

The applicant may submit final plans to the WCT DRB once the schematic design submittal has been approved by the WCT DRB and the County's Planning Director.

Prior to filing the Final Design Submittal, the Applicant shall transmit the Planning Director's approval letter and a description, with revised schematic design plans if applicable, of any changes to the schematic design plans resulting from the Planning Director's recommendations. The WCT DRB shall review the Planning Director's letter, and revised plans if applicable. The WCT DRB may, if the changes to the schematic design plans are significant, request the applicant to present the changes to the WCT DRB for review and comment. Otherwise, the WCT DRB shall write a letter to the applicant within seven (7) days of receipt of receiving the Planning Director's approval letter authorizing transmittal of the Final Design Submittal.

The submittal shall include an appropriate number of sets of half-sized construction drawings and specifications. The WCT DRB, or a design professional retained by the WCT DRB, will check construction documents for compliance to Design Development review comments, including comments received from the County's Planning Director. Approval of the documents or a report listing required modifications will be forwarded by the WCT DRB to the applicant within thirty (30) days of their receipt. The WCT DRB may extend its review period to review plans for large projects or projects which are deemed to require more intensive study.

Construction documents approval by the WCT DRB does not constitute authorization to proceed with the project. Compliance with applicable codes, laws, ordinances, and government agency conditions of approval is the responsibility of the applicant and the project architect.

Review Procedures: Type 2 Major Projects

For actions that are determined to be Type 2 Major Projects, the review process below will be followed.

I. Pre-Schematic Design Submittal

This meeting is to include the following participants: the applicant and/or representative(s) of the applicant, if available; the project architect and other applicable members of the planning, design, and engineering team; and one or more representatives of the WCT DRB.

The purpose of the meeting is to introduce the project designers to the design guidelines and to provide an explanation and context for further work and reviews. The applicability to the project of the design framework and review criteria established in the design guidelines will be discussed. Information regarding infrastructure and linking neighborhood scale elements such as pedestrian ways, bikeways, roadways, and landscape planting which require specific interfacing, will be clarified. Information regarding the desired character of the area and adjacent buildings will also be exchanged.

II. Schematic Design Submittal

This meeting is to include the following participants: the applicant and/or representative(s) of the applicant, if available; the project architect and other applicable members of the design team; and the WCT DRB.

At least seven days prior to the meeting, the applicant is to submit half-sized schematic plans for the proposed improvements to the WCT DRB. The schematic plans should include suffition to the WCT DRB for review and approval:

A. Site plan considerations including traffic flow, pedestrian linkages, parking, service, etc. The site plan should show linkages and relationships to adjacent areas.
B. Written narrative description of the proposed improvements including the project parcel as well as the neighboring properties land use designations and existing uses.
C. Photographs or a video of the project site and surrounding buildings and properties.
    1. Overall building massing considering view planes, heights, setbacks, etc. All major sections and elevations should be indicated.
D. Building characteristics including architectural style, volumetric forms, building materials, colors, etc. Provision of perspective drawings and/or models is encouraged.
E. Landscape plans showing concept, general planting characteristics, rock, fence, and water work, etc.
F. Basic environmental effects (i.e., sunlight and shade exposure, wind velocity, drainage), especially on adjacent buildings.
G. Energy and water conservation methods utilized in the project.
H. Provisions for recycling and use of recycled material.
I. If applicable, a signage plan to include proposed building signage location(s), size, style, materials, colors, and lettering.
J. Detailed description of the architectures consistency with the following design guideline sections:
    1. Section II: Waikapu Country Town Master Plan;
    2. Section IV: Neighborhood Design Guidelines; and
    3. Section VII: Sustainability Guidelines.
    4. Section V: Architectural Design Guidelines
    5. Section VI: Landscape Architectural Design Guidelines

III. Final Design Submittal

The WCT DRB or a design professional retained by the WCT DRB will check construction documents for compliance to Design Development review comments.

The appropriate number of sets of half-sized construction drawings and specifications in hard copy and PDF formats should be submitted to the WCT DRB. Approval of the documents or a report listing required modifications will be forwarded by the WCT DRB to the applicant within thirty (30) days of their receipt. The WCT DRB may extend its review period to review plans for large projects or projects which are deemed to require more intensive study.

Construction documents approval by the WCT DRB does not constitute authorization to proceed with the project. Compliance with applicable codes, laws, ordinances, and government agency conditions of approval is the responsibility of the applicant and the project architect.

Construction Review and Approval Submittal

Duration of Final Approval

Any approval provided shall be effective for a period of 12 months, and shall be deemed revoked if the approved construction, reconstruction, refinishing, alteration, or other work approved thereby has not begun within the 12-month period. The WCT DRB may upon request extend the 12-month approval period.

If approval lapses hereunder, the applicant shall be required to resubmit the final plans and specifications for approval. The WCT DRB and the applicant shall not be bound by any previous decision in reviewing such plans and specifications, but shall either approve or disapprove the same in writing within thirty (30) days after such resubmission.

As-built Plans

Upon completion of construction, a complete set of as-built plans and specifications for infrastructure improvements will be provided to the WCT DRB.
Variances

The WCT DRB may at its sole discretion approve variances from these design guidelines, if they are found to be minor in nature and consistent with the goals for the WCT, and if they meet high development standards. Variances found to be substantially inconsistent with the provisions of this document will not be approved through this procedure.

Applications to amend the design guidelines and criteria in order to address substantive inconsistencies may be submitted for consideration, provided they are based on a clearly demonstrated hardship or practical difficulty.

Fees

Professional fees and the expenses incurred by the WCT DRB members in reviewing and approving plans will be paid by the applicant at each stage of the review.