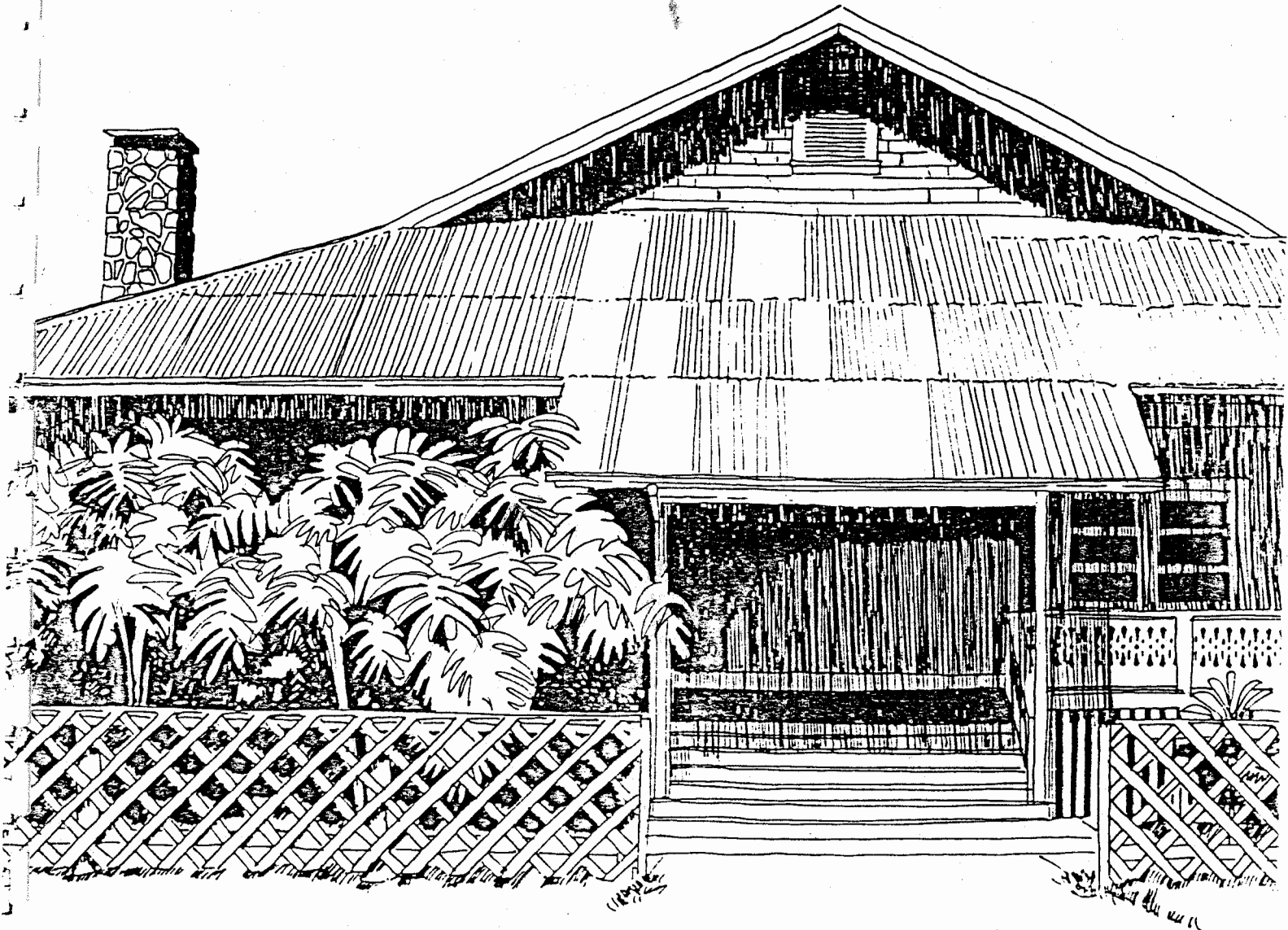


# Waimea Design Plan

THE COUNTY OF HAWAII  
PHILLIPS BRANDT REDDICK



COUNTY OF HAWAII STATE OF HAWAII

RESOLUTION No. 214 86

WHEREAS, pursuant to Chapter 57, Hawaii Revised Statutes, Waimea was selected as a site for the development of a design plan; and

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

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

WHEREAS, the Hawaii County Council concurs with the intent of the Waimea Design Plan and that it should serve as recommendations and guidelines for development purposes.

NOW, THEREFORE, BE IT RESOLVED by the Hawaii County Council that the Waimea Design Plan be adopted as the official document to guide future development and construction design in Waimea.

BE IT FURTHER RESOLVED that the Clerk of the County of Hawaii is instructed to transmit copies of this resolution to the Mayor, the Planning Commission and the Waimea-Kawaihae Community Association.

Dated at Hilo, Hawaii, this 1st day of October, 1986.

INTRODUCED BY:

  
COUNCIL MEMBER

COUNTY COUNCIL  
County of Hawaii  
Hilo, Hawaii

I hereby certify that the foregoing RESOLUTION was by the vote indicated to the right hereof adopted by the COUNCIL of the County of Hawaii on October 1, 1986.

ATTEST:

  
COUNTY CLERK

  
CHAIRMAN & PRESIDING OFFICER

ROLL CALL VOTE

	AYES	NOES	ABS	EX
DAHLBERG	X			
DE LUZ	X			
DOMINGO	X			
HERKES	X			
JITCHAKU-INOUE	X			
KOKUBUN	X			
LAI	X			
SCHUTTE	X			
YAMASHIRO	X			
Reference PC-152	9	0	0	0
RESOLUTION NO.	214 86			

WAIMEA DESIGN PLAN

Prepared for the County of Hawaii

May 1984

The preparation of this report was financed in part through a Comprehensive Planning Grant from the Department of Housing and Urban Development

Phillips Brandt Reddick

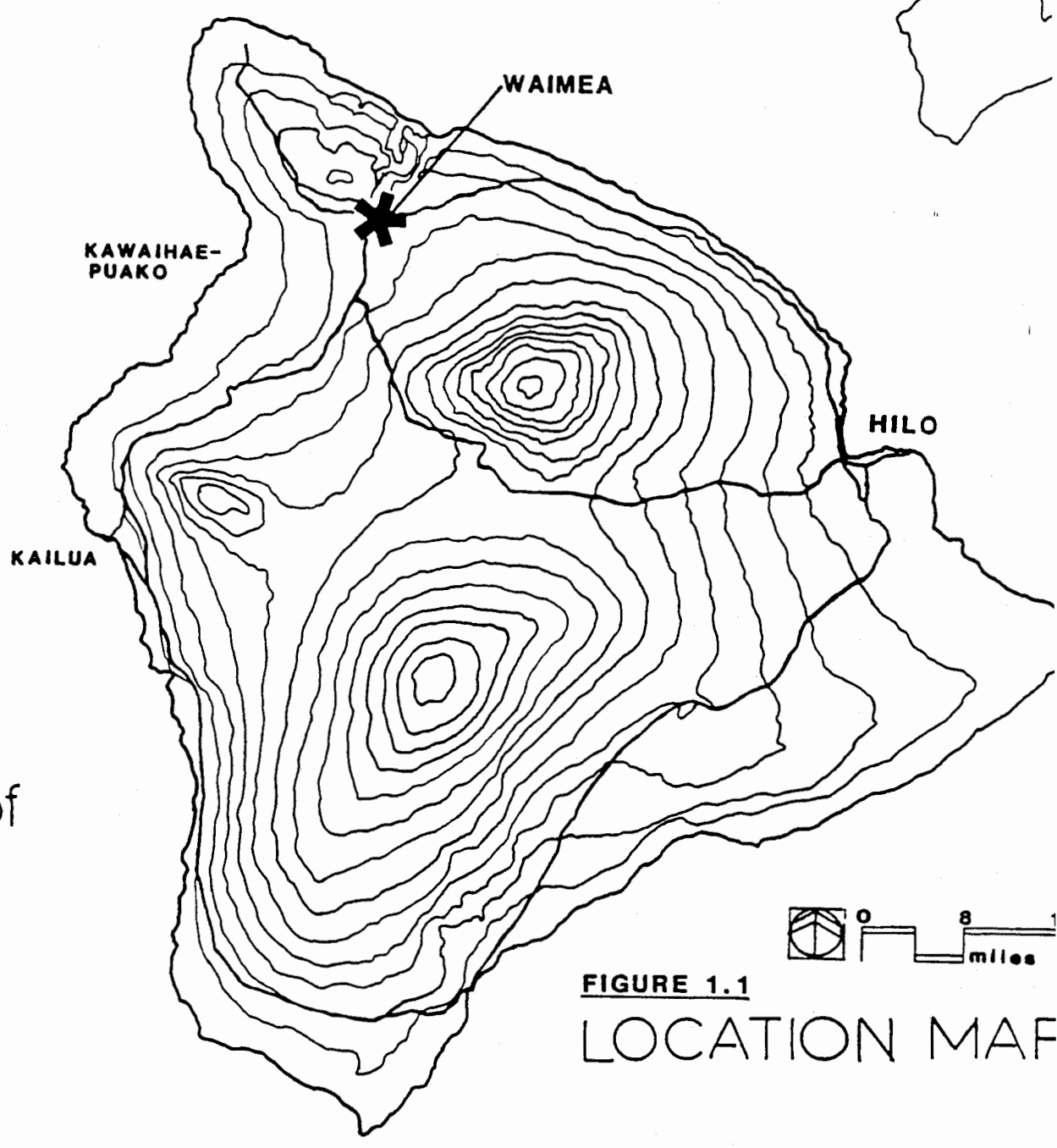
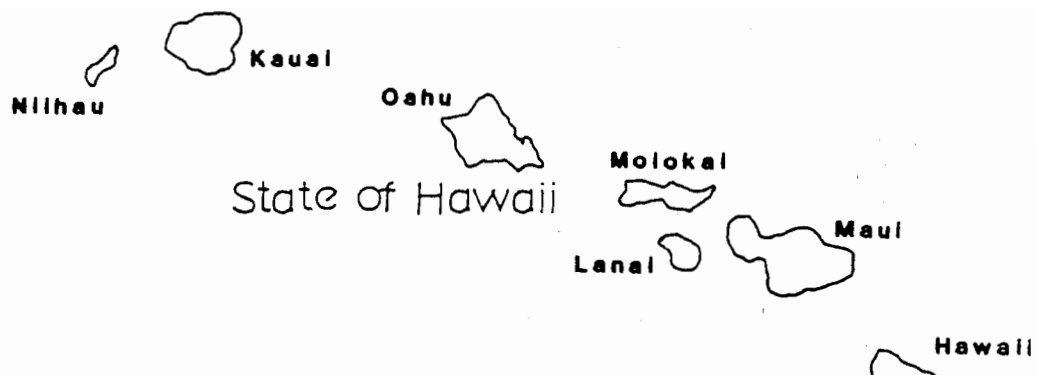
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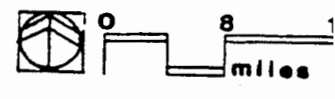
# I L L U S T R A T I O N S

## FIGURE

- 1.1 LOCATION
- 1.2 FORM
- 1.3 LAND TENURE
- 1.4 GENERAL PLAN
- 1.5 STATE & COUNTY ZONING
- 1.6 ROAD INVENTORY
- 1.7 COMMUNITY FACILITIES
- 1.8 OVERHEAD UTILITIES
- 1.9 WATER SUPPLY LINES
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- 2.4 ENTRY SEQUENCE FROM EAST ON MAMALAHOA HIGHWAY
- 2.5 ENTRY SEQUENCE FROM SOUTH ON MAMALAHOA HIGHWAY
- 2.6 ENTRY SEQUENCE FROM WEST ON KAWAIHAE ROAD
- 2.7 VIEWS OF THE CENTRAL AREA
- 2.8-10 EXAMPLES OF THE "PANILOLO" OR "RANCH"  
ARCHITECTURAL STYLE
  
- 3.1 WAIMEA LAND USE CONCEPT
- 3.2 TYPICAL GROUND SIGNS



Island of Hawaii



**FIGURE 1.1**  
**LOCATION MAP**

- Major Highways
- CONTOUR LINES  
(thousand feet intervals)

## INVENTORY

### 1.1 LOCATION

Waimea is at the hub of South Kohala, the crossroads linking Kona, Kawaihae and North Kohala with the Hamakua Coast and Hilo, as shown in Figure 1.1. It serves local ranching and intensive agricultural interests as a regional retail and supportive center.

### 1.2 FORM

Waimea nestles into the Kohala Mountains, at the 2,600 foot elevation on the edge of the saddle which connects with Mauna Kea to the southeast. Surface water flows in a southerly direction from the Kohala Mountains to form Waikoloa Stream which flows in a westerly direction through Waimea town towards Kawaihae. This water-course is supplemented by Kohakohau Stream, which flows to the coast parallel with Waikoloa Stream.

### 1.3 LAND USE

#### 1.3.1 LAND TENURE

Large undeveloped tracts adjoining Waimea are owned by the State Department of Land and Natural Resources, the State Department of Hawaiian Home Lands, and the Parker Ranch. The latter owns most land which is suitable for expansion of town center supportive activities and residential and industrial development. Other property suitable for expansion is under various private ownership. Lots in urban and agricultural use in Waimea are generally in separate fee simple ownership.

The original "Waimea Homesteads" subdivision had lots of approximately 2.3 acres, and set the open flexible development pattern which characterizes Waimea. Figure 1.3 illustrates the land tenure pattern.



1.3.2

GENERAL PLAN

The General Plan establishes urban growth patterns in all directions. It shows major growth areas to the north to the Kohala Mountains on State-owned land, and to the saddle on Parker Ranch land. It shows a 5.3 mile east-west linear urban pattern between the existing Lalamilo subdivision near the Kohala Mountain Road and Puu Nani subdivision on Mamalahoa Highway.

Figure 1.4 illustrates the General Plan concept and the potential conflicts it creates with government policy relating to preservation of agricultural lands.

1.3.3

ZONING

Figure 1.5 shows State Urban land use and County zoning. Approximately 70% of the land classified by the State as Urban is also zoned for urban use by the County.

1.3.4

EXISTING CENTRAL AREA

The area abutting and south of Mamalahoa Highway, between Waimea Elementary & Intermediate School and the Civic Center site has been defined as the "Central Area" for the purpose of this study. The Lucy Henriques Medical Center is located on the site adjoining the Civic Center.

1.4

CIRCULATION

Kawaihae Road and Mamalahoa Highway, major highway links in the Kohala region, intersect at Waimea. The Kohala Mountain Road connects with the former at the western edge of Waimea. This major road network forms the circulatory spine from which residential and agricultural roads extend.

Figure 1.6 indicates the existing road system.

Pedestrian, bicycle and horse circulation systems are not specifically addressed.

1.5 COMMUNITY FACILITIES

Community facilities are noted in Figure 1.7 and listed below:

Waimea/Kohala Airport  
Waimea Civic Center  
Court House  
Police Station  
Fire Station  
Lucy Henriques Medical Center  
Kuhio Hale  
Thelma Parker Memorial Community  
School Library  
Waimea Elementary & Intermediate School  
Thelma Parker Gymnasium  
Kamuela Post Office  
Waimea Park  
Kahilu Theater & Town Hall  
Hawaii Preparatory Academy, Lower  
& Middle Campus  
Hawaii Preparatory Academy, Upper  
Campus  
Parker School

1.6 OVERHEAD UTILITIES

Electricity, telephone and cable TV lines are routed throughout Waimea with main distribution lines for both Waimea and the region located in the Mamalahoa Highway and Kawaihae Road rights-of-way. Cable TV lines usually share the telephone pole system. Electricity and telephone line routes are shown in Figure 1.8.

1.7 WATER SUPPLY

The water facilities for Waimea are located off Spencer Road in the Kohala Forest Reserve. The main water treatment plant for Waimea is located just beyond the north edge of Figure 1.9. Above the water treatment plant there are a number of reservoirs. These are: Waikoloa Reservoir (50 M.G.), Waikoloa Reservoir #2 (50 M.G.), and Reservoir #3 (8.5 M.G.). Below the water treatment plant there is Reservoir #2 (4.0 M.G.), a sludge tank (2.16 M.G.), and a chlorinator. All of these reservoirs are part of the Marine Dam Waterhead.

Figure 1.9 illustrates the location of the water supply lines. Other water reservoirs located off this map are also listed. They are the State Reservoir (60 M.G.) and a concrete reservoir (.1 M.G.) located north of Puukapu Homesteads, and Tank #2 and #3 (both 20,000 gallons) outside town to the west.

1.8 FLOOD HAZARD/SOILS

The Army Corps of Engineers has prepared several Flood Insurance Rate Maps (FIRM) for the area. Figure 1.10 illustrates the land subject to a 100-year flood, 100 - 500-year flood, the minimal flooding. The floodable area generally follows the course of the Waikoloa Stream and Lanimaumau Stream.

Soils in the area are also shown on Figure 1.10. The largest soil types are Waimea very fine sandy loam (WMC), Kikona very fine sandy loam (KfA), and Palapalai silt loam (PLC). Palapalai soil is used for truck crops, and Kikona (KfA) soil is generally used for truck crops. Waimea (WMC) soil is used for pasture and irrigated truck crops.

1.9 SOLID WASTE

Presently there exists a solid waste transfer station next to the Department of Public Works Corporation yard, off Kawaihae Road. Known as the Kamuela Refuse and Quarry Site (See Figure 1.7) this site has only a limited life. There is a plan to relocate this refuse area within two years outside Waimea, towards Kona, at Puanahulu.

Presently, Waimea has no sewers and utilizes cesspools.

## PLANNING AND DESIGN ANALYSIS

### 2.1 STUDY AREA

The Waimea study area extends west from the Hamakua District Border to the Waimea Landmark Estates subdivision west of the town center. Considerable development exists and is anticipated for this area.

### 2.2 ISSUES

In June, 1975, the Waimea-Kawaihae Community Association established a Waimea Planning and Urban Design Sub-Committee at the request of the County Planning Director.

This committee, whose primary purpose was to insure community input and to guide the consultants, Environmental Communication, Inc. and Phillips, Brandt & Reddick, was formed under the leadership of Mr. Richard Penhallow, who was then President of the Waimea-Kawaihae Community Association. The original Design Committee members were: Mr. James Whitman, Chairman; Mr. Richard Smart; Mrs. Frank Lawrence; Mr. Masayoshi Onodera; and Mr. William Morriss.

The Planning and Urban Design Committee provided considerable input on planning and design issues which directly impact the Waimea community. The major design and planning issues identified by the Committee were:

1. Preserve the "paniolo" or ranch character.
2. Contain Waimea north of the proposed by-pass road.
3. Limit easterly and westerly urban sprawl.
4. Preserve the Kohala Mountains and puu's above the present tree line.
5. Preserve the Waimea Court House as a historic building.

6. Develop and implement architectural guidelines consistent with the "paniolo" character.
7. Identify and put into public use riding trails connecting the town, racetrack, and Kohala Mountains.
8. Develop and implement suitable sign standards.
9. Implement suitable street development and lighting standards.
10. Preserve existing trees.

Following publication of the draft plan, the County Planning Department, Planning Commission, and the County Council conducted several public hearings and community meetings at which Waimea residents identified additional planning and design issues which they believed needed to be resolved prior to final adoption of the plan. These issues were:

1. The need for an urban design plan.
2. The accuracy of the term "paniolo" to describe the design character of Waimea.
3. The need for additional setback and height restrictions.
4. The role of the community in implementing the plan; and the mechanism by which community input can be fairly and effectively ensured.
5. The need to update the data in the plan in light of the changes which have occurred since publication of the first draft.

To further study these issues and the contents of the draft plan, a new committee was established by the Executive Board of the Waimea-Community Association under the leadership of President, Albert Akana. This new Planning Committee, which represents a cross section of interests within Waimea, had a single purpose: to study the planning and design issues facing the community and to effect a plan which best serves the interest of the entire Waimea community.

The Planning Committee members were:  
Mrs. Francine Duncan, Chairman (Biologist,  
Planner); Mr. Alvin Wakayama, Vice Chairman

(Eastside Commercial Businesses); Mrs. Ethel Andrade (Hawaiian Homesteader); Mr. Roger Hirako (Agriculture, Truckfarms); Mr. Ron Reitfors (Construction, Building Industry); Mr. Frank Fuchino (Central Commercial Businesses); Mr. Richard Chock (Westside Commercial Businesses); Mrs. Pat Bergin (Education); Mr. Ernest Martinson (General Community Interests); Mr. Don Winters (Independent Ranchers); Mr. David Ramos (Parker Ranch); Ms. Beth Lagrimas (Real Estate); Mrs. Elaine Flores (Hawaiian Community); Mr. Bob Hendrickson (General Community Interests).

## 2.3 URBAN FORM

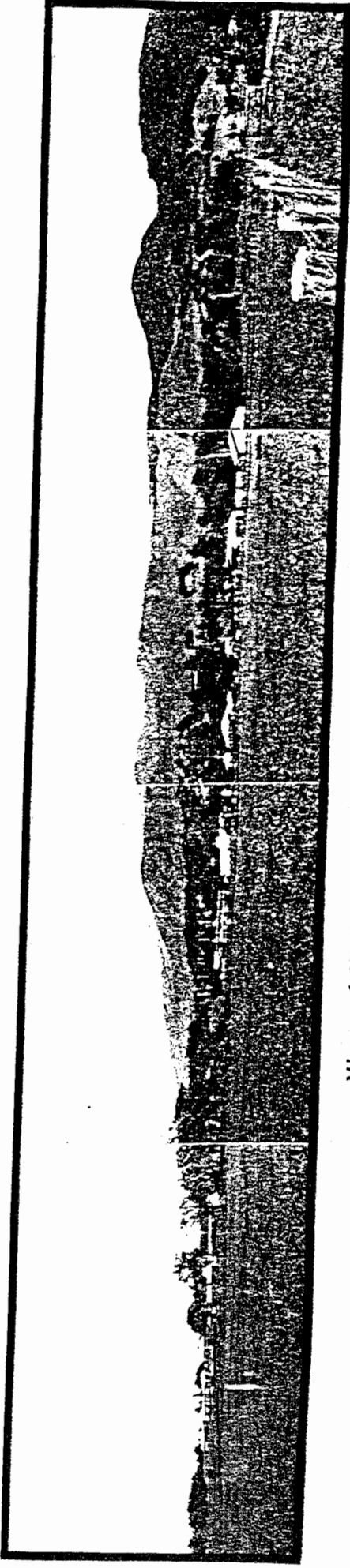
The General Plan (Figure 1.4) indicates urban expansion of Waimea between Waimea Landmark Estates to the west and Puu Nani to the east. It also indicates expansion of urban land to the State-owned hillside area to the north. Expansion south and west of the town center into lands owned by Parker Ranch is also appropriate.

The present form of Waimea and its complementary relationship to the Kohala Mountains will be preserved by County building restrictions, which prohibit high building and structures in this area. Figure 2.1 illustrates the form of Waimea and its complementary relationship with the Kohala Mountains.

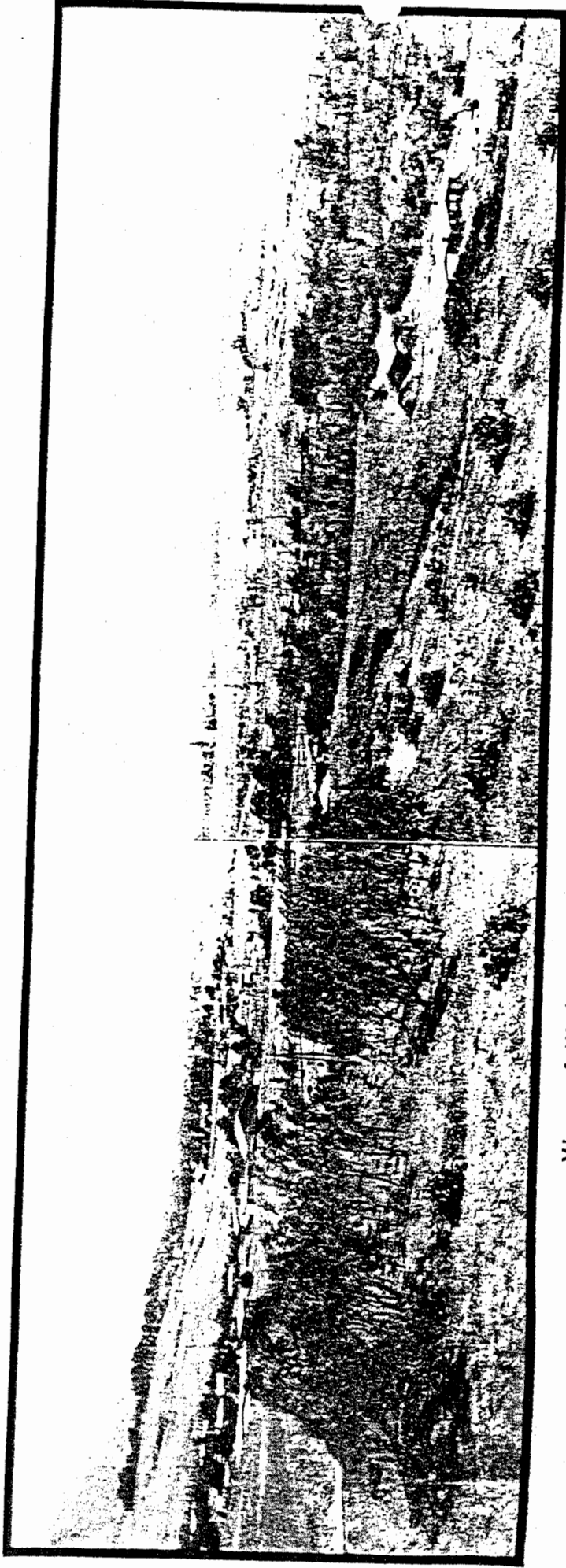
## 2.4 LAND USE

### 2.4.1 EXISTING LAND USE

Existing use of land in Waimea falls primarily into residential, commercial, and light industrial categories. Within the residential category, low density single-family houses predominate with the exception of two multi-family projects near Opelo Road.



View of Waimea from South of Central Area



View of Waimea from West at the Kohala Mountain Road

FIGURE 2.1

WAIMEA/KOHALA MOUNTAINS RELATIONSHIP

EXISTING ZONING

Zoning within the State Land Use Commission (SLUC) urban area consists of the following categories: single-family residential, village commercial, neighborhood commercial, limited industrial, resort-hotel, open district, and agriculture.

Current 1982 inventory shows a total of 965.05 acres within the SLUC urban area. Zoning categories and acreage breakdown are as follows:

Zone Category	Acreage
Single Family Residential (RS-7.5)	135.68
Single Family Residential (RS-10)	323.38
Single Family Residential (RS-15)	4.76
Neighborhood Commercial (CN-7.5)	22.7
Village Commercial (CV-7.5)	127.1
Resort-Hotel (V-1.25)	13.25
Agriculture (Ag-1a)	186.95
Agriculture (Ag-5a)	33.41
Agriculture (Ag-40a)	94.45
Open	17.33
Limited Industrial (ML-20)	5.99
<b>Total Acreage</b>	<b>965.05</b>

Present residential zoning categories are of low density nature. However, the height limit permitted under the Zoning Code is two and one-half-stories or 35 feet, which is higher than the predominant one-story scale in Waimea.



The two commercial zone categories allow subdivision of up to 7,500 square foot lots, average site width of 60 feet and development without side yards and heights of three stories or 40 feet. Multi-family housing is also allowed under the commercial zone categories at densities up to 34 dwelling units per acre, assuming other requirements are met. As Waimea has no zoning specifically for multi-family dwellings, the multi-family structures in the Opelo Road area were built on this basis.

Light industrial uses are generally located in an area east of the Parker Ranch Shopping Center.

2.4.3                    PROCEDURES

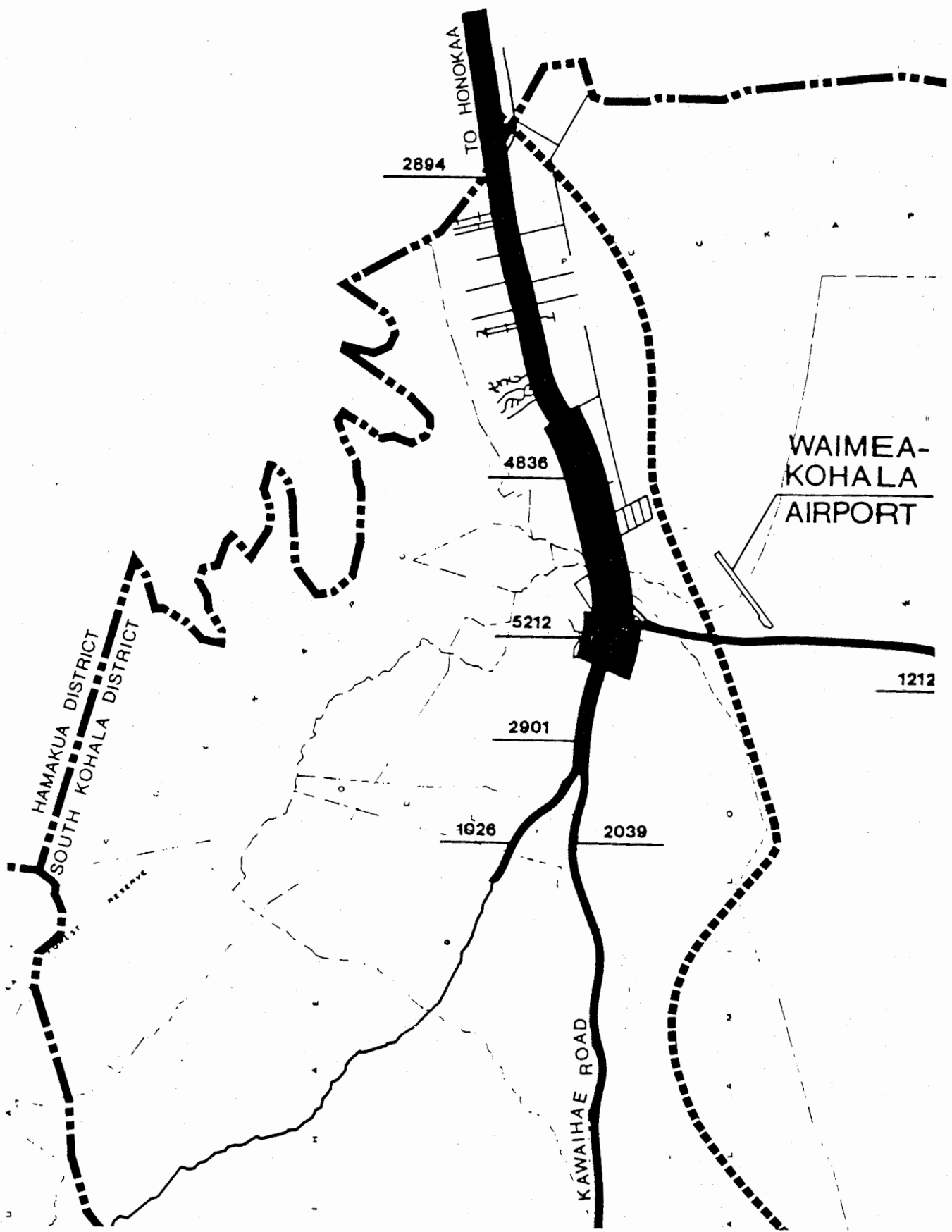
At present, applications for building permits can be made directly to the County for buildings within the above mentioned zoning districts based on provisions of the Zoning Code. The limited design review process in effect through the Plan Approval procedure is based on site analysis and not design goals.

2.5                    CIRCULATION

2.5.1                    TRAFFIC

Traffic patterns for Waimea are caused by regional flow through the town center and by local traffic. The volume of regional traffic, indicated in Figure 2.2, is increasing. A significant amount of this traffic is heavy truck movement between the Hamakua Coast and Kawaihae Harbor and between Hilo and the Kona/Kohala Coast.

Within the Central Area, the problem is primarily that of providing accessibility to important service facilities and developable lands. This can be achieved by modification and extension to the existing road system. Alternative circulation concepts are shown in Figure 2.3 and are as follows:



**FIGURE 2.2**  
**WAIMEA TRAFFIC PATTERNS**

1. Retain existing circulation.
2. Extend Lindsey Road and secondary circulation.<sup>1/</sup>
3. Modify and extend both primary and secondary circulation.

COMPARISON OF CIRCULATION ALTERNATIVES

<u>Advantages</u>	<u>Disadvantages</u>
<u>1. Retain Existing Circulation</u>	
-- Minimum cost	-- Encourages strip commercial development along Mamalahoa Highway
-- No disruption of existing user activity patterns	-- Limits accessibility to important service and medical facilities
	-- Does not reinforce central area "sense of place"
	-- Hazards and problems with "choke points" still exist
<u>2. Extend Lindsey Road and Secondary Circulation</u>	
-- Improves accessibility of central area	-- More costly than Alternative 1
-- Provides a limited pedestrian system	-- Encourages commercial development on primary roads
-- Permits retention of all Parker Ranch facilities	-- Does not consider total urban pattern
	-- Curvilinear road pattern out of character with existing pattern

---

<sup>1/</sup>Concept by Tryck, Nyman and Hayes for Parker Ranch: November, 1973.

Advantages

Disadvantages

- Does not reinforce central area "sense of place"
- Slightly modifies existing user activity patterns

3. Modify and Extend Both Primary and Secondary Circulation

- Considers total urban pattern for long range growth
- Improves accessibility to developable lands and to important service, medical facilities
- Increases accessibility to central area
- Reinforces central area "sense of place"
- Provides for urban and central area horse/bike and pedestrian circulation respectively
- Reinforces character of existing road pattern
- Permits school expansion
- Defines and retains vistas and special opportunities
- Integrates old slaughterhouse into central area
- More costly than other alternatives
- Parker Ranch vehicle facilities must be relocated
- Modifies existing user activity patterns

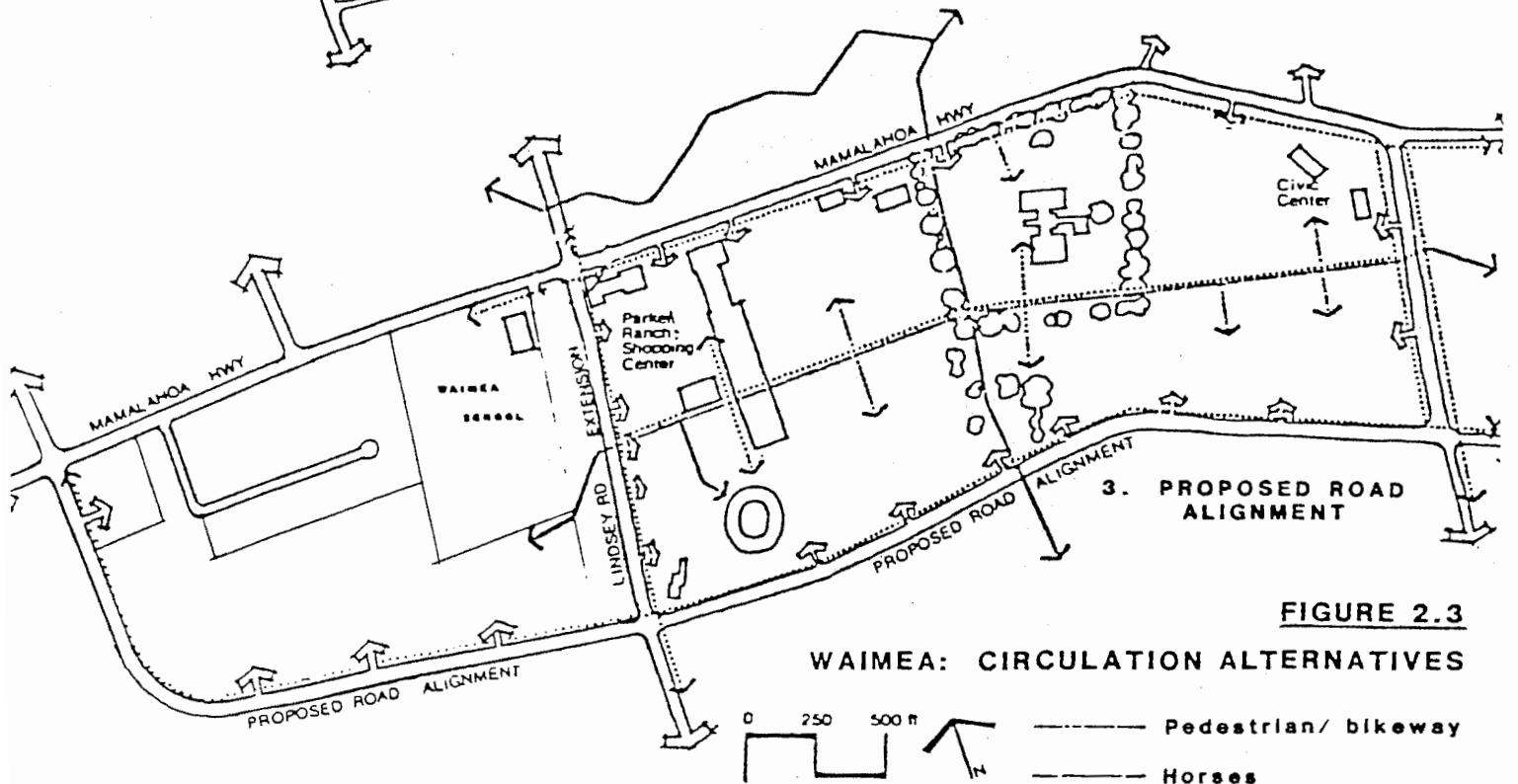
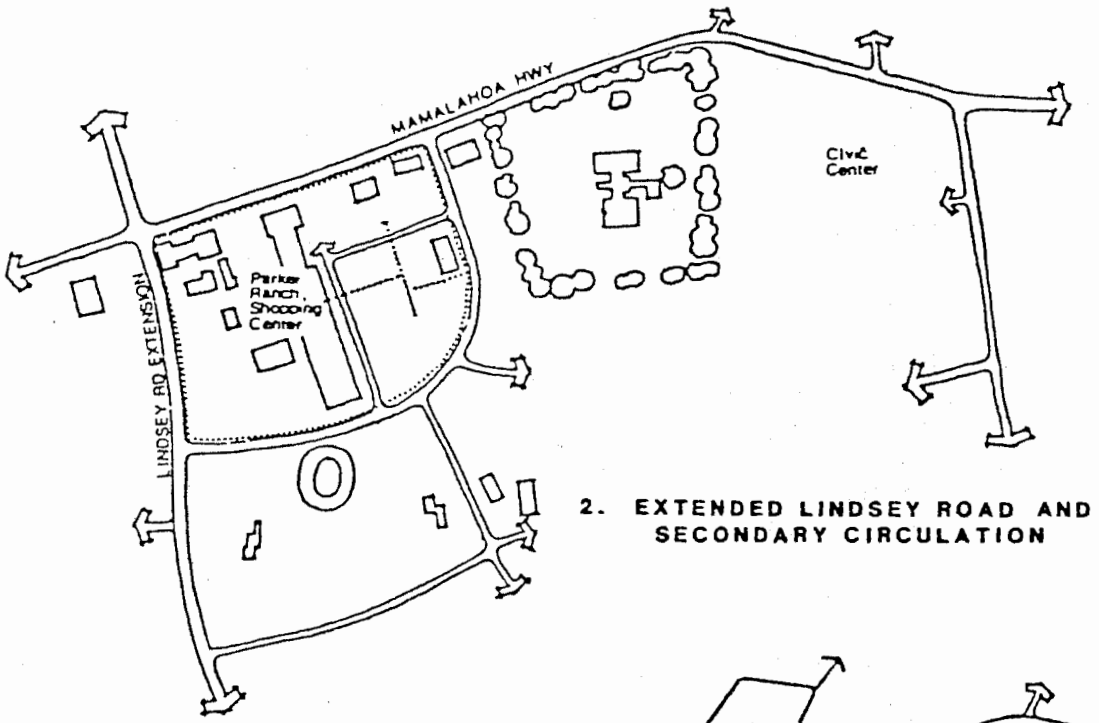
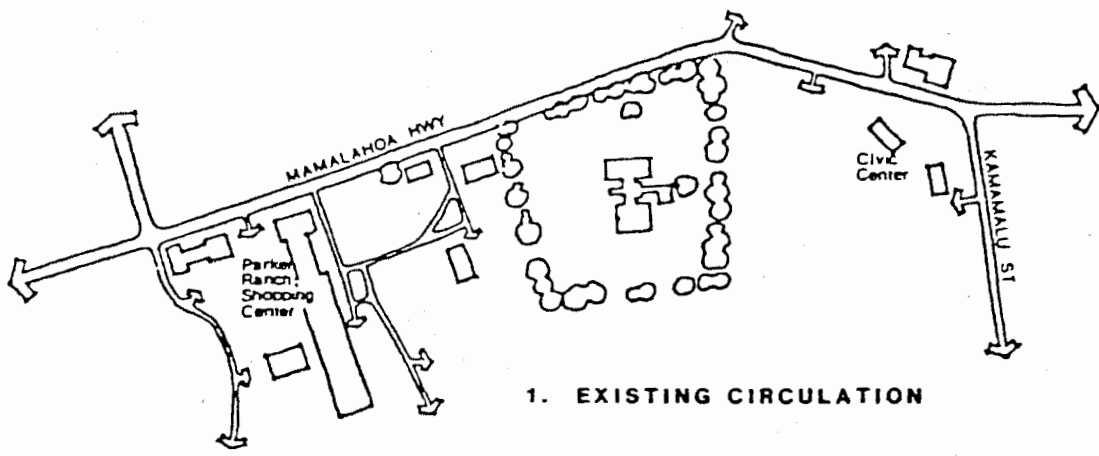


FIGURE 2.3

WAIMEA: CIRCULATION ALTERNATIVES

2.5.2

PARKING

Extensive off-street parking is provided at the Parker Ranch Shopping Center. In some parts of Waimea, parking is on the Mamalahoa Highway or the Kawaihae Road. From the Waimea Elementary and Intermediate School to east of the Parker Ranch Shopping Center, parking is permitted on paved extensions of the Mamalahoa Highway.

2.5.3

PEDESTRIANS

Sidewalks exist on both sides of Mamalahoa Highway adjacent to the Kamuela Post Office and the Parker Ranch Shopping Center, and on both sides of Lindsey Road north of Mamalahoa Highway to Kawaihae Road. No other sidewalks exist outside of this central commercial area.

2.5.4

HORSES

Horses are a very significant part of the Waimea lifestyle. However, they have not been considered within the town growth pattern. There are no established horse and biking trails.

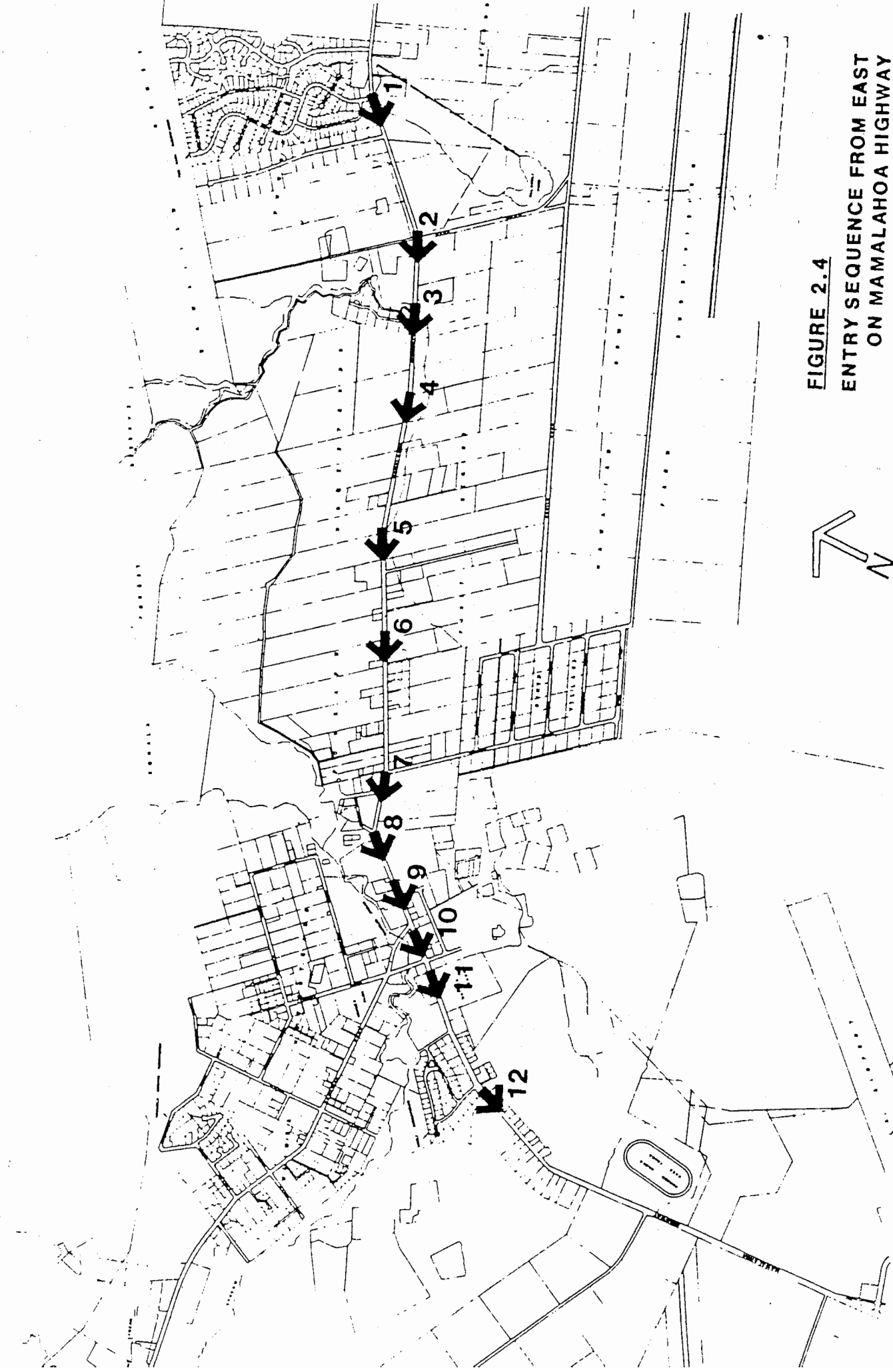
2.6

ENTRY SEQUENCE

A visual entry sequence is a series of scenes one perceives in moving through a space. It includes the sensation of view, light, texture, color, mass and variations of space. Visual entry sequences for Waimea's three entry routes are as follows:

1. From the east on Mamalahoa Highway
2. From the south on Mamalahoa Highway
3. From the west on Kawaihae Road

These entry-ways are illustrated in Figures 2.4, 2.5, and 2.6.

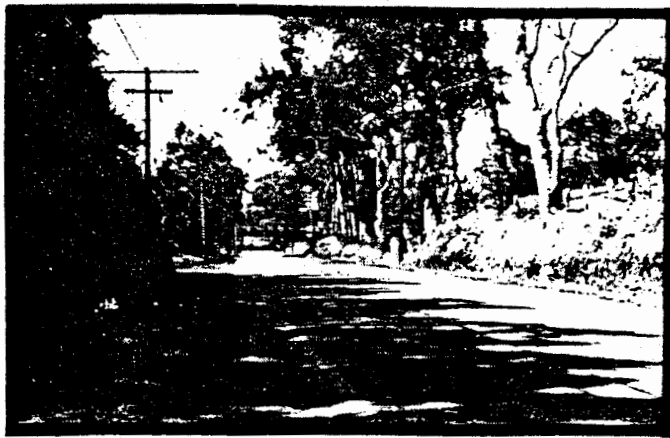


**FIGURE 2.4**  
**ENTRY SEQUENCE FROM EAST**  
**ON MAMALAHOA HIGHWAY**





1



4



2



5



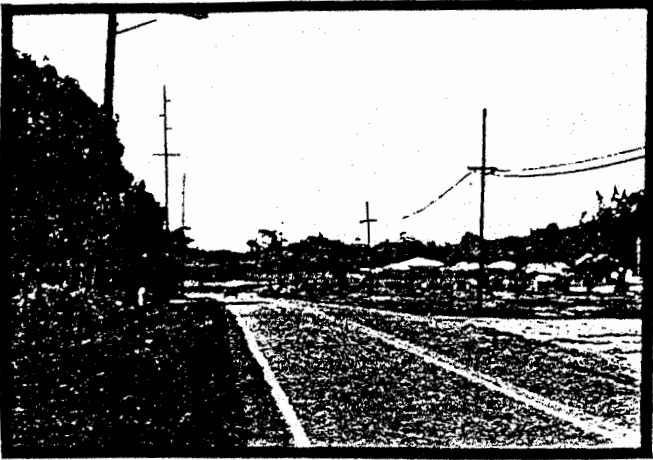
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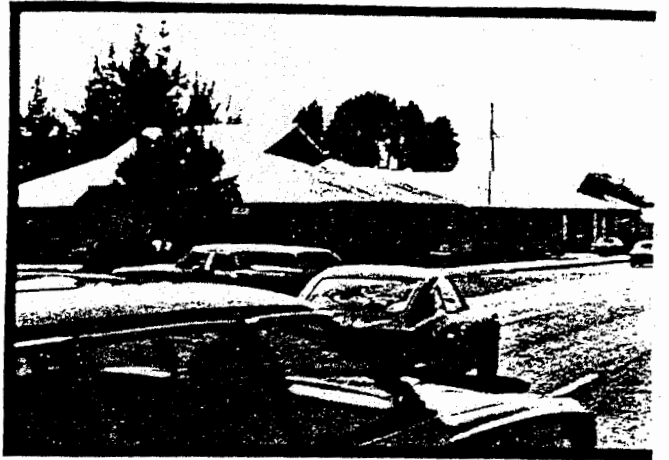
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**FIGURE 2.4**  
**ENTRY SEQUENCE FROM EAST**  
**ON MAMALAHOA HIGHWAY**





7



10



8



11



9

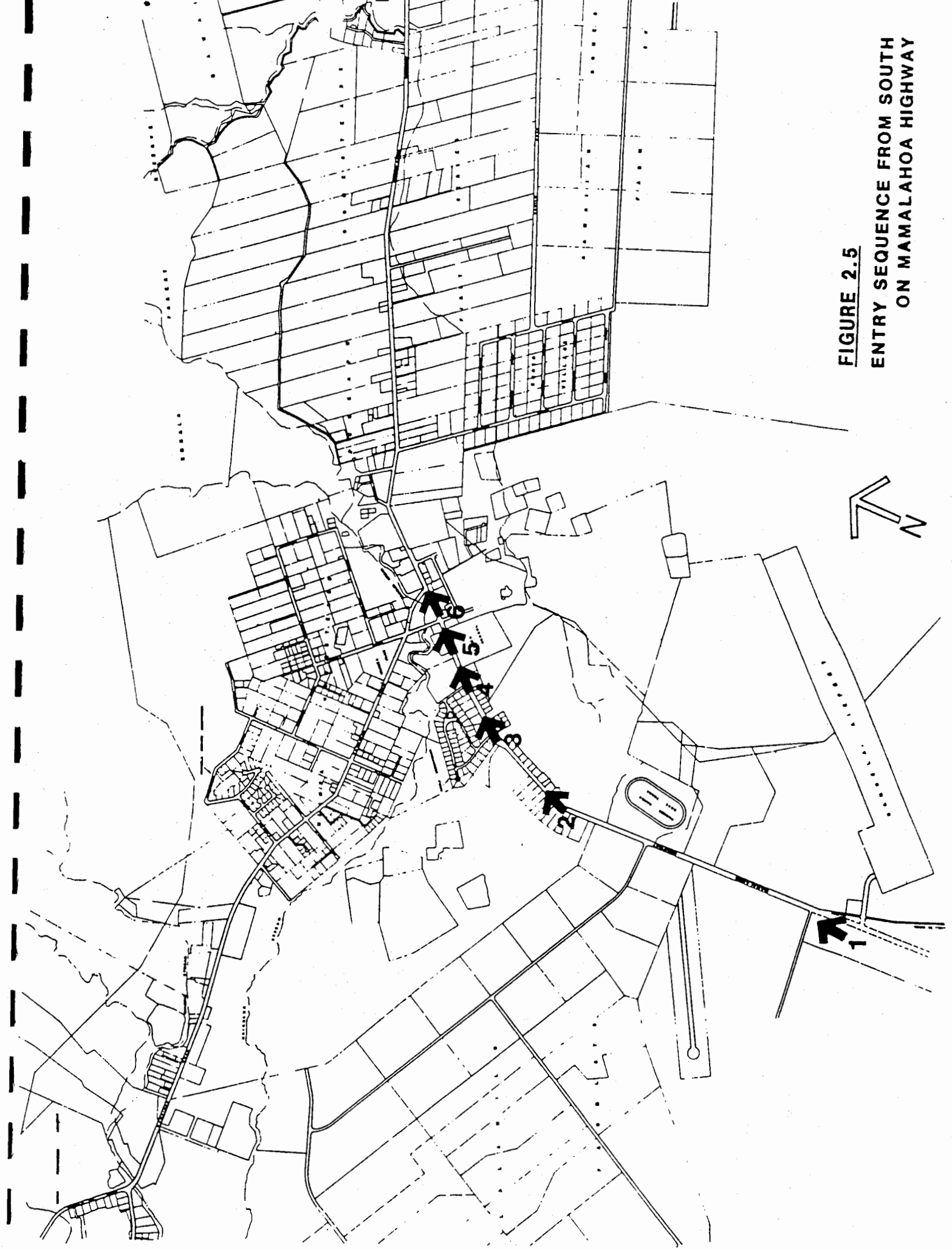


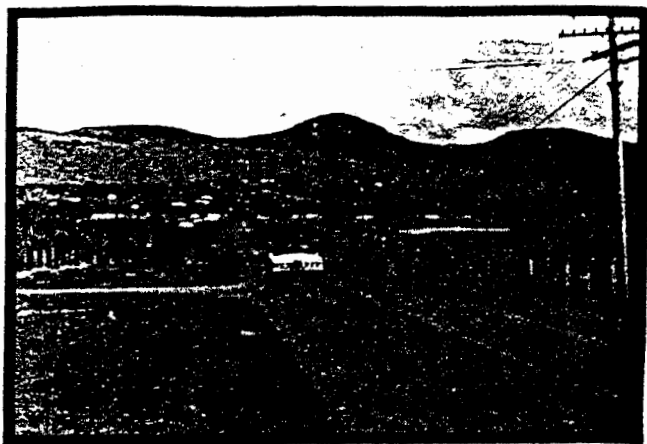
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FIGURE 2.4

ENTRY SEQUENCE FROM EAST  
ON MAMALAHOA HIGHWAY

**FIGURE 2.5**  
**ENTRY SEQUENCE FROM SOUTH**  
**ON MAMALAHOA HIGHWAY**





1



4



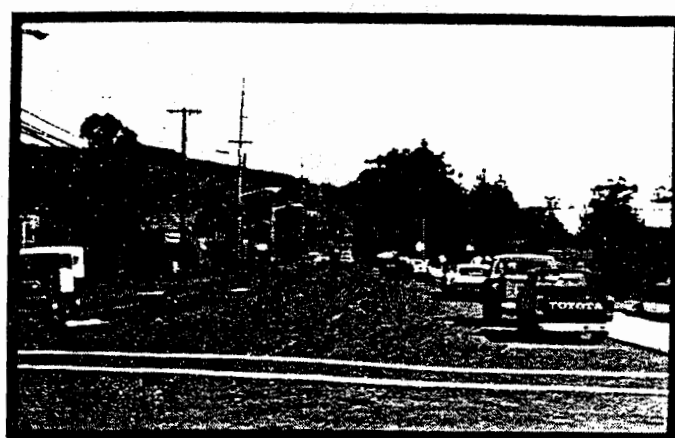
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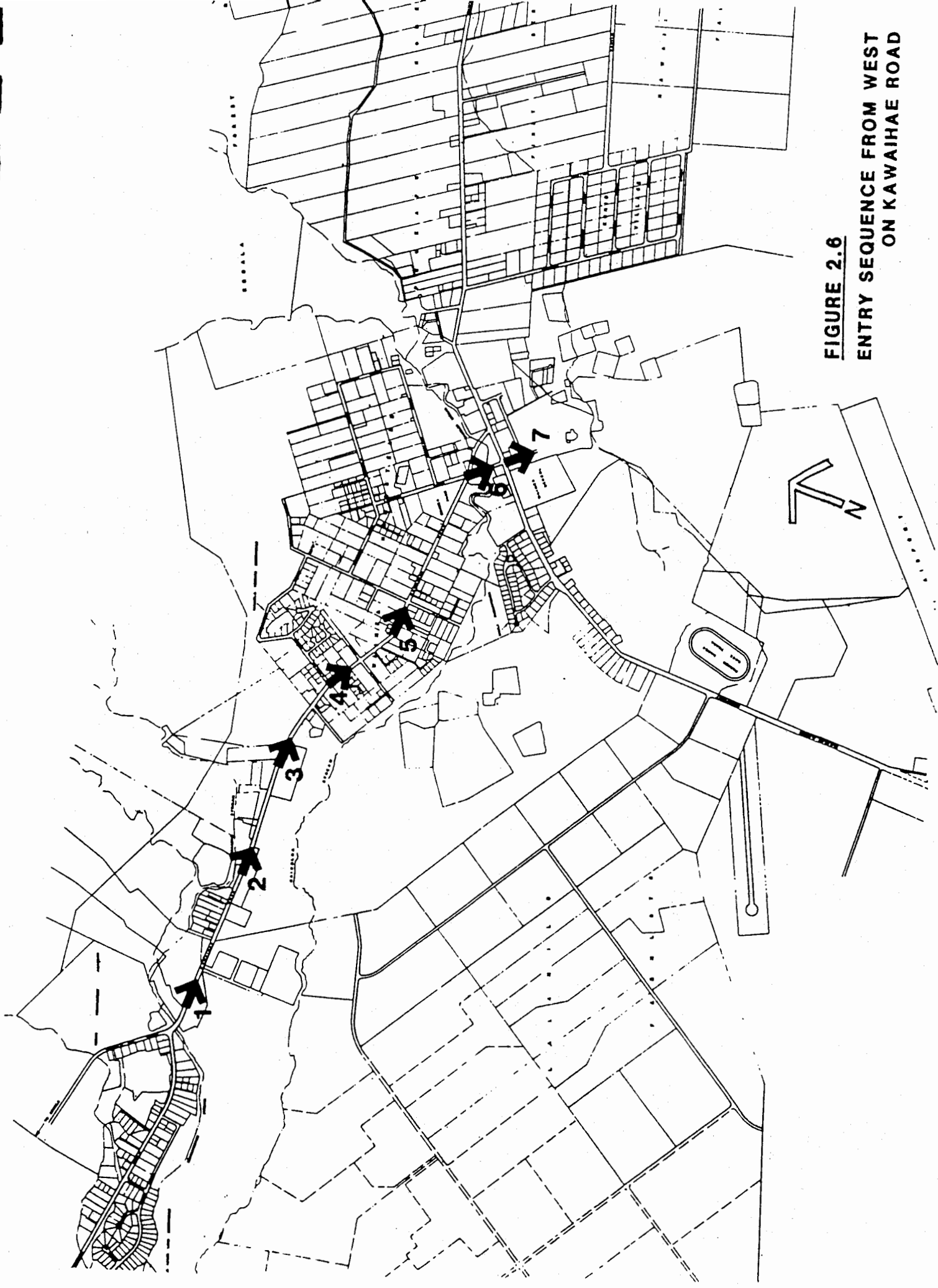


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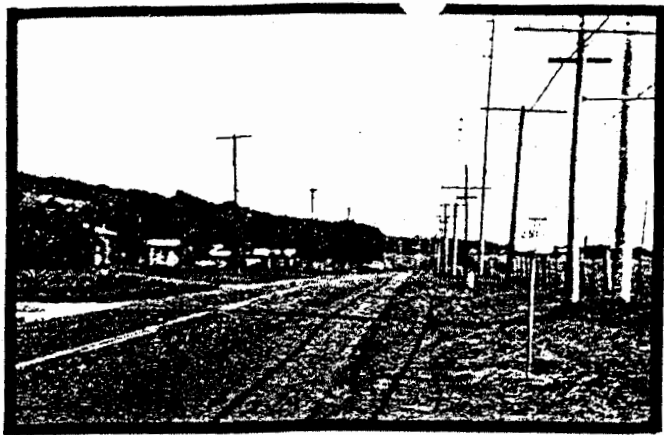


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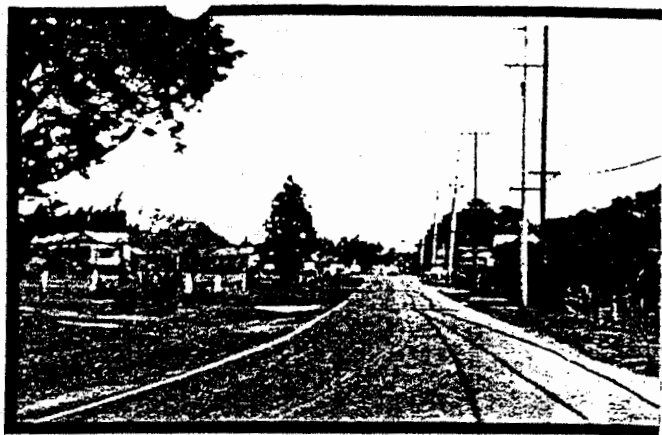
FIGURE 2.5  
ENTRY SEQUENCE FROM SOUTH  
ON MAMALAHOA HIGHWAY



**FIGURE 2.6**  
**ENTRY SEQUENCE FROM WEST**  
**ON KAWAIHAE ROAD**



1



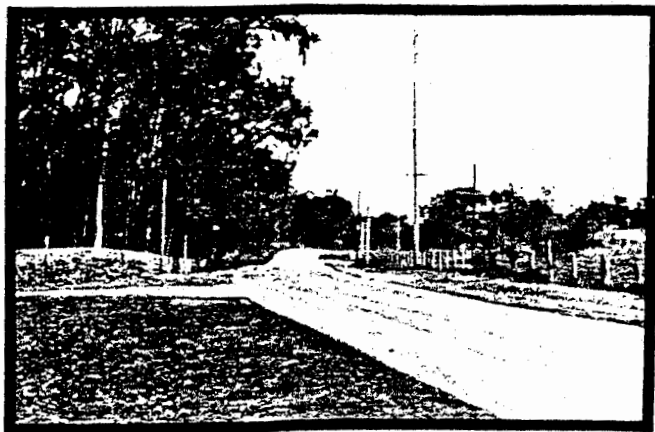
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2



6



3



7



4

**FIGURE 2.6**  
**ENTRY SEQUENCE FROM WEST**  
**ON KAWAIHAE ROAD**

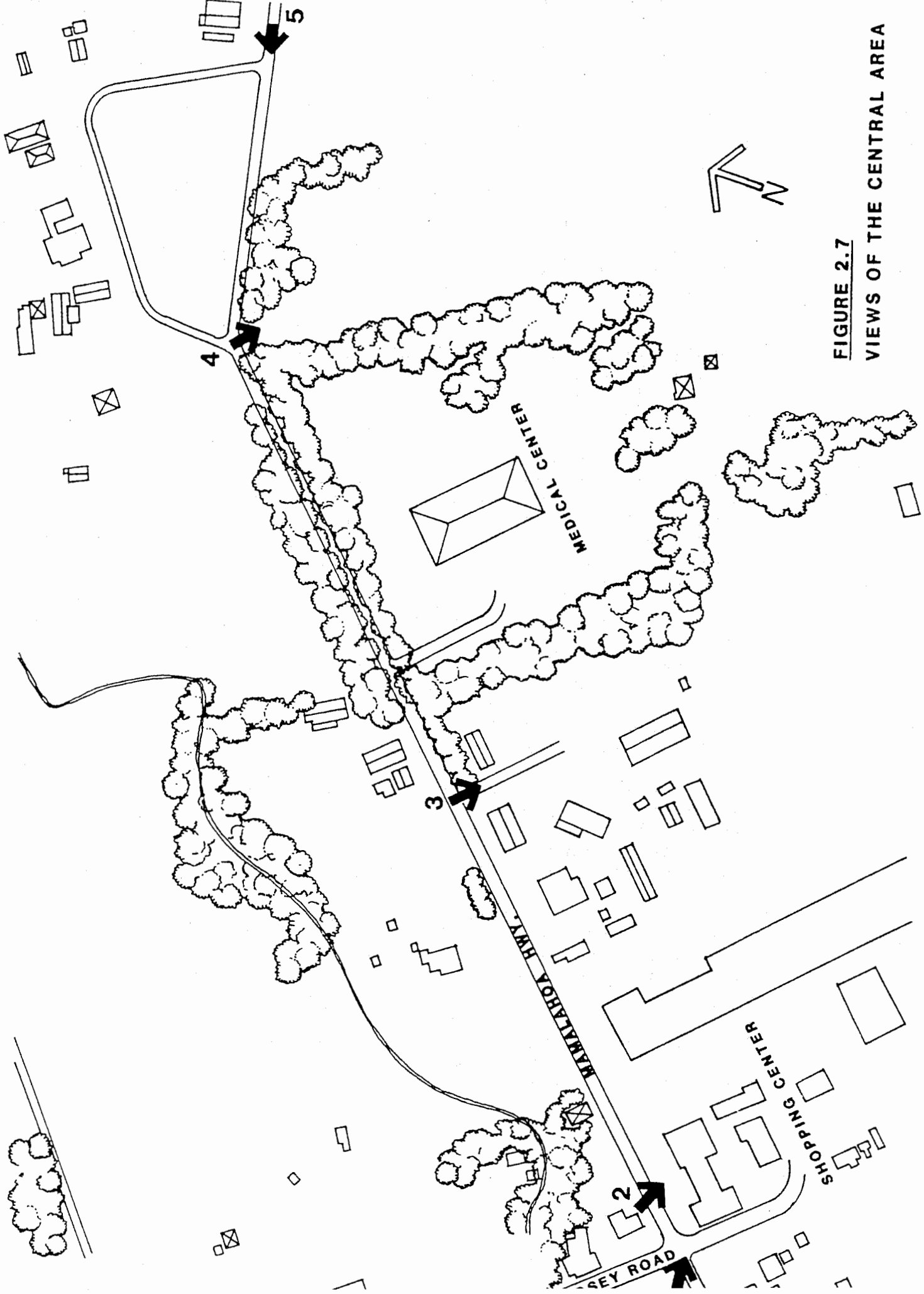
The inherent nature of Waimea is its low density, spacious quality, often referred to as "Paniolo" or "ranch" character. Space flows through and around buildings out to dense groups of trees, and the foothills of the Kohala Mountains.

Waimea has three distinct commercial areas. These are: (1) the west-side commercial strip fronting Kawaihae Road between Opelo Road (Alex's 76) and Lindsey Road (Parker School), (2) the central commercial strip fronting Mamalahoa Highway between the Civic Center and Waimea School, and (3) the east-side commercial strip from Kamamalu Road (Ranch & Farm Supply) to the New Fukushima Store.

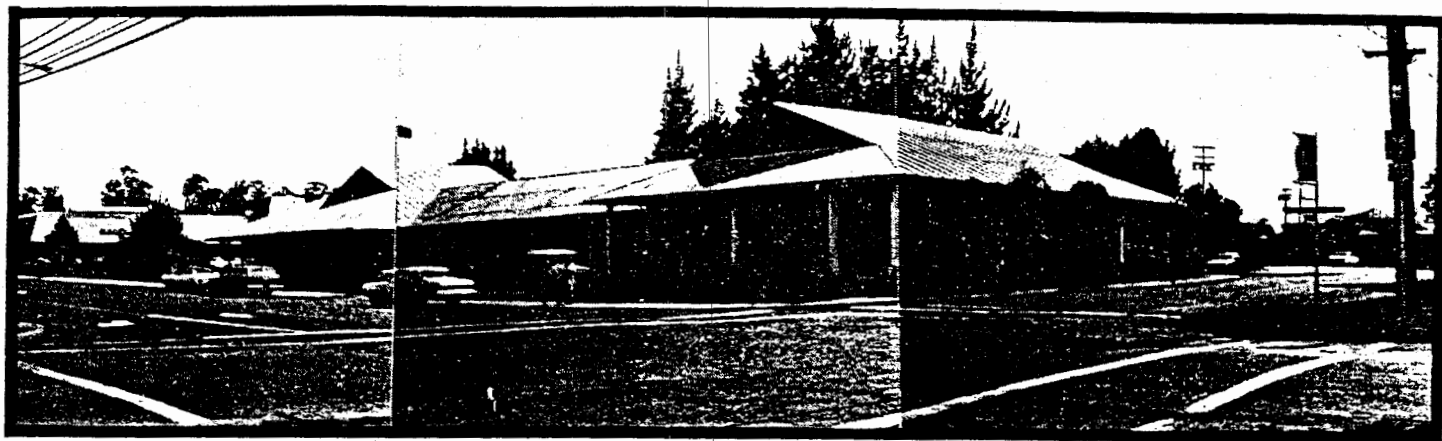
The character of the Kawaihae Road area is spacious with groups of structures set back uniformly from the frontage and separated by significant areas of landscaped open space. With the exception of the HPA-Lower & Middle Campus, Tamarack Pines, and Moon's Commercial Center, the structures are predominantly one-story.

In the central commercial area on the Mamalahoa Highway, the spatial character differs from the Kawaihae Road area largely because of different building types, roof lines, and building orientation. In the commercial section between Lindsey Road and the Lucy Henriques Medical Center, buildings are single story scale and set back from the street. The low building profile is visually closed to the south, while space on the north side is predominantly open. This sense of openness is evident at the Civic Center, on Church Road, and at the Medical Center. The central area's spatial character is shown in Figure 2.7.

In terms of spatial character, the east-side commercial area is a combination of both the central and west-side commercial areas. The commercial developments are generally separated by single family residences and large open areas. Some structures are set back off the Mamalahoa Highway, offering parking areas well within the commercial parcels, while others front the Highway with off-street parking.

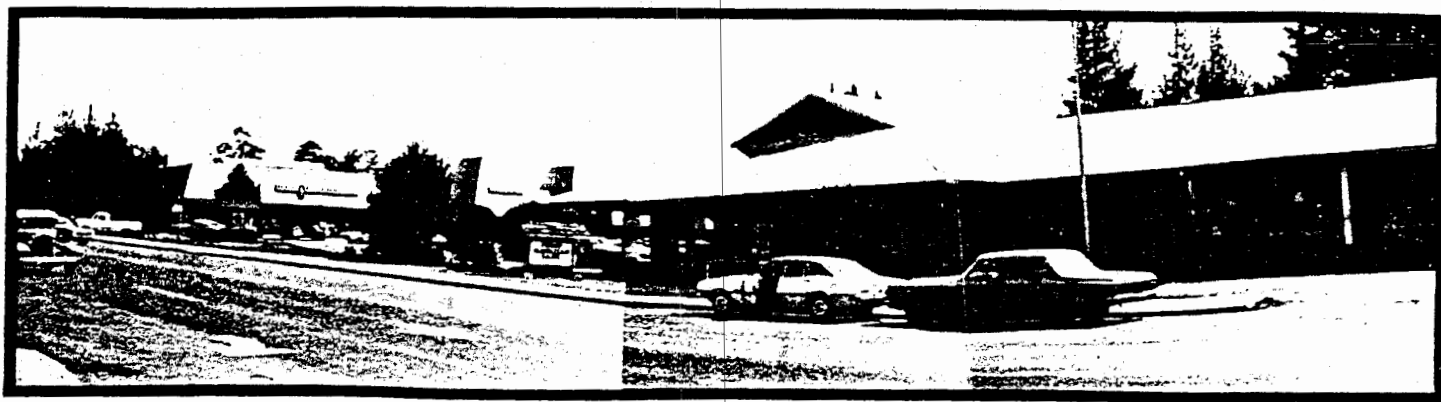


**FIGURE 2.7**  
**VIEWS OF THE CENTRAL AREA**



1

Looking Southeast



2

Looking South



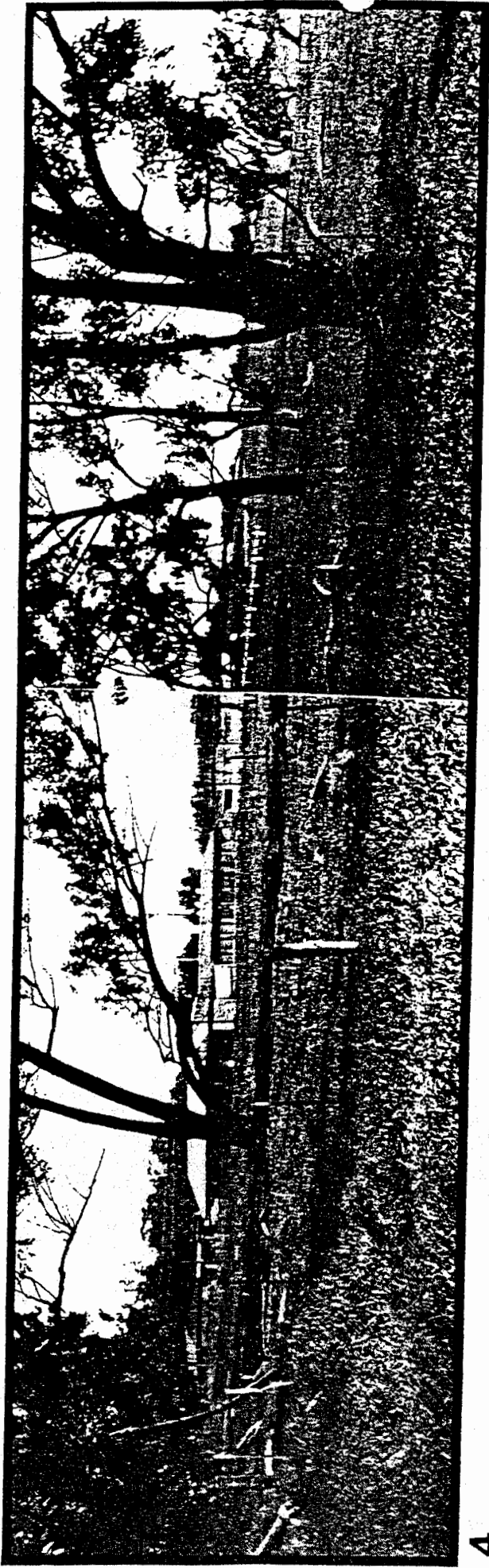
3

Looking South

**FIGURE 2.7**

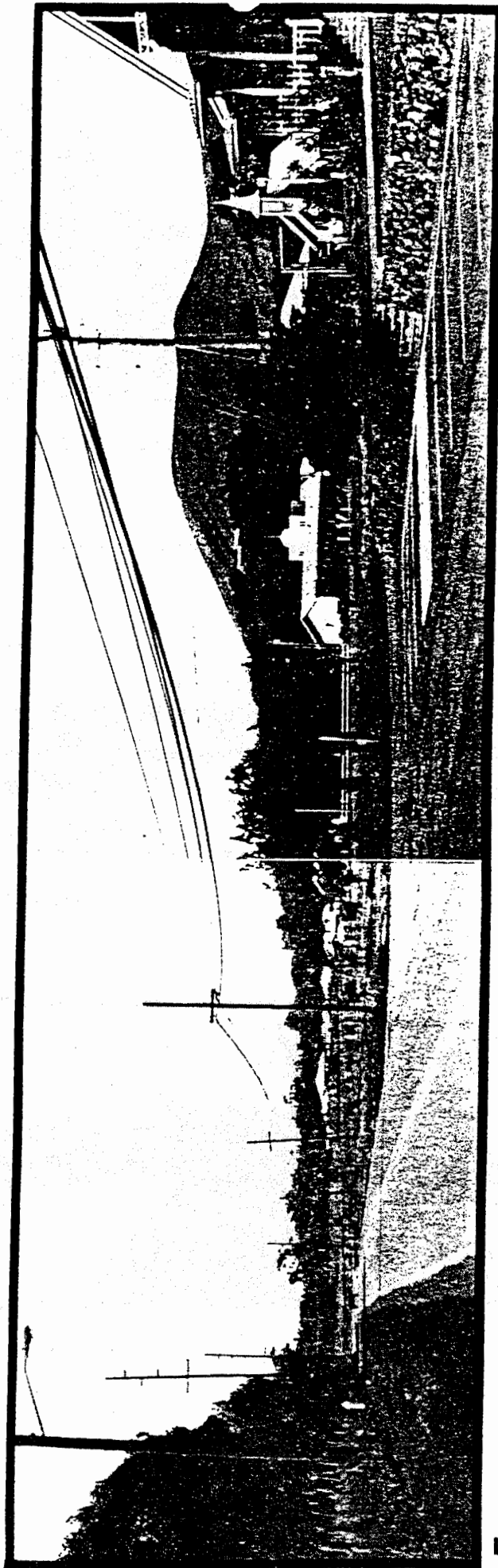
**WAIMEA: VIEWS OF CENTRAL AREA**





4

Looking Southeast



5

Looking West

FIGURE 2.7

VIEWS OF CENTRAL AREA

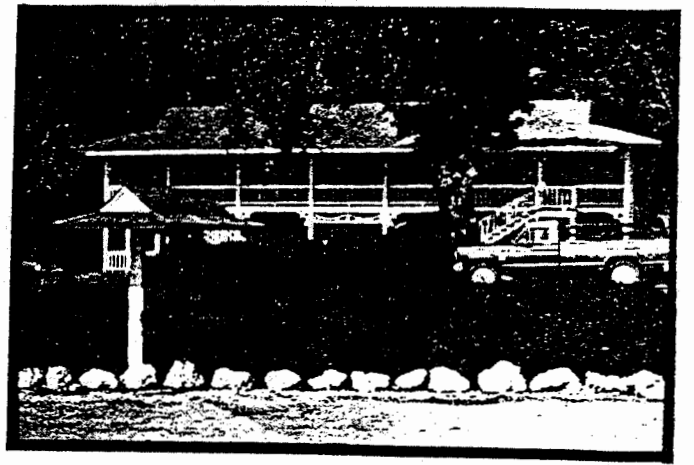
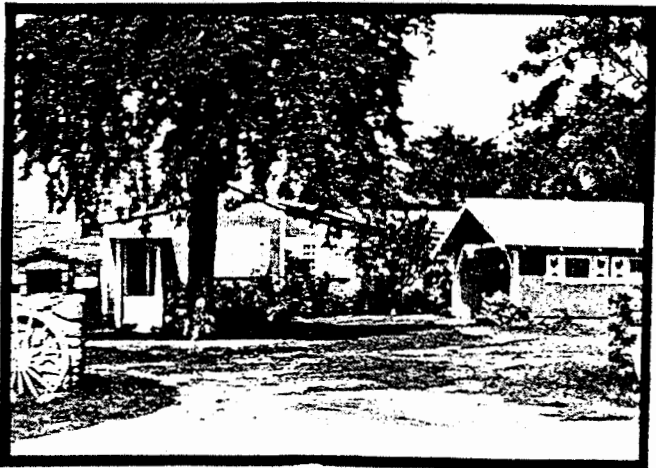
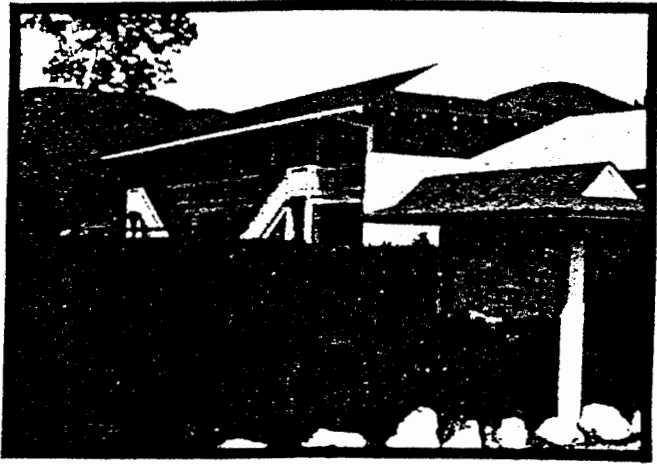
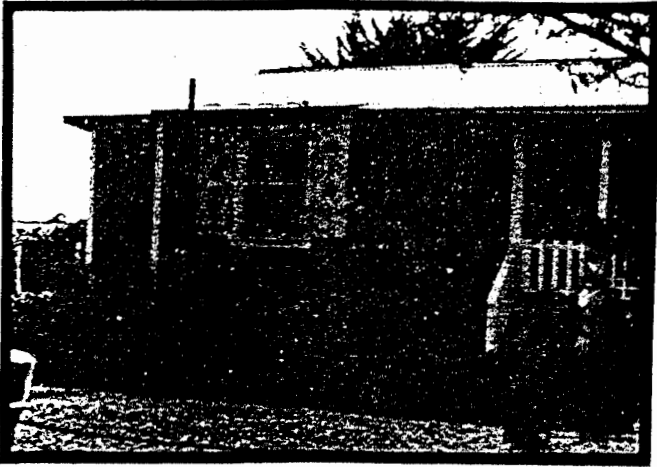
The historical architectural theme most commonly identified with Waimea town is the "Paniolo" style, a kind of "gingerbread" or decorated ranch style of design. This style is characterized by wooden construction, gable and Hawaiian roof forms, verandas, intricate balustrades and trim, panelled doors and windows, and patterned window shutters. Walls are usually red, ochre, or soft-red hues; roofs are red; and trim and shutters are white. While many of the old Parker Ranch employee homes are in this style, the Kamuela Office Center and the Parker Ranch administrative office building are the only commercial buildings in this style.

The older and newer structures in Waimea do not convey a particular "theme" although some of the design elements of the ranch style are evident. Figures 2.8, 2.9, and 2.10 illustrate this mixture of architectural styles.

Recent commercial buildings consist of conventional designed service stations, shed forms (HPA-Lower & Middle Schools), the Hawaiian roof-veranda form (Kamuela Post Office and Kuhio Hale), and part-mansard roof forms (Parker Ranch Shopping Center and the Civic Center).

The dominant tree type is Swamp Mahogany (Eucalyptus robusta). Secondary tree types are: Cypress, Acacia, Jacaranda, Silk Oak, Ironwood, Pines, California Pepper, Norfolk Island Pine, and Redwoods.

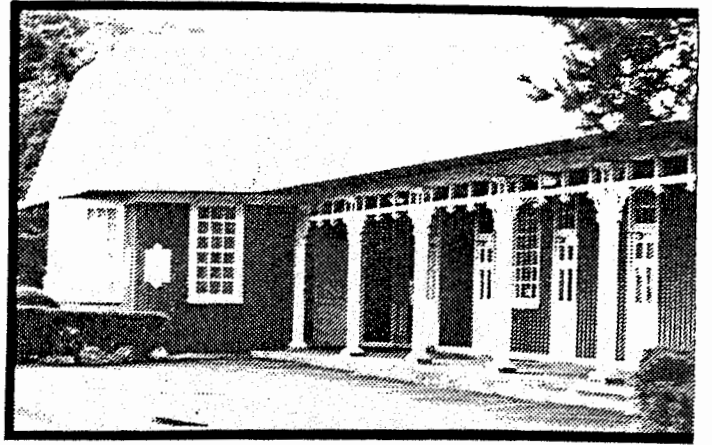
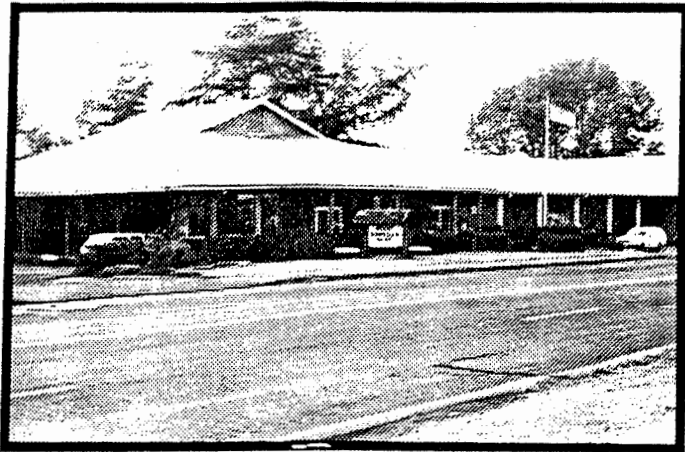
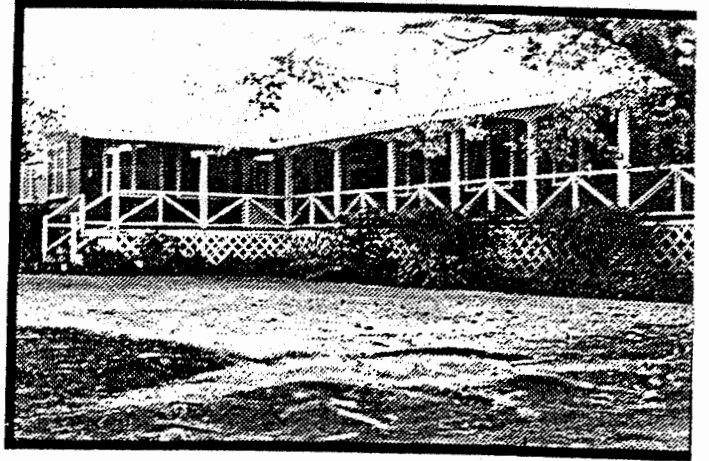
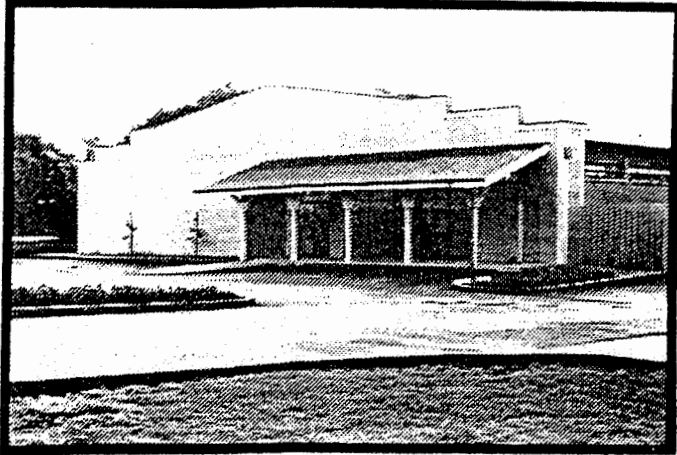
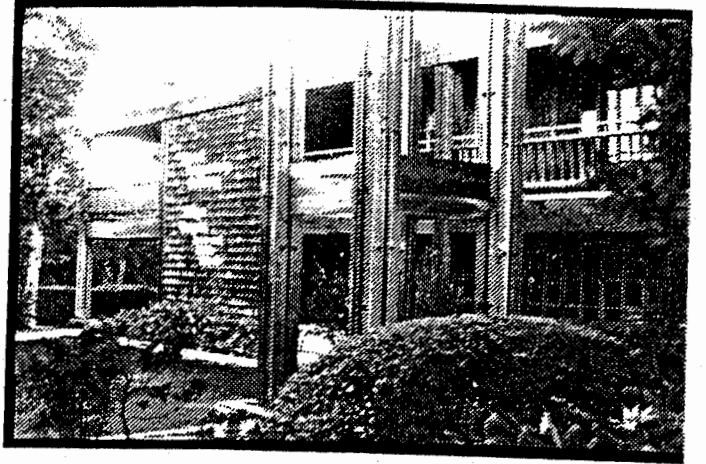
The dominant form is strong, repetitive stands of Eucalyptus running perpendicular to Kawaihae Road and, to a certain extent, Mamalahoa Highway as shown in Figure 1.2. The trees run perpendicular to the prevailing winds making agriculture possible and the urban area habitable. The Eucalyptus has a strong visual impact on people traversing Mamalahoa Highway, especially as one approaches Waimea from the East. A cathedral or arching affect is achieved by the towering Eucalyptus running in parallel rows immediately east of the town.



**FIGURE 2.8**  
**PANILOLO-STYLE ARCHITECTURE**



**FIGURE 2.9**  
**PANILO-STYLE ARCHITECTURE**



**FIGURE 2.10**  
**PANIOLO-STYLE ARCHITECTURE**

The secondary trees were planted individually or in groups as a result of the personal initiative of Waimea residents. Outstanding in this regard is the stand of Redwoods located near the Hawaiian Homes Meeting Hall and the large stand of Eucalyptus growing near the town center on Waikoloa Stream.

Individual tree statements occur within the urban area of Waimea which are collectively a unifying urban element. For the most part, trees growing in the Waimea area are exotic species, introduced as wind breaks.

#### 2.10 SIGNS

Ground signs based on individual design themes are prevalent. They are usually located near the road frontage in a landscaped area. Examples of these signs are shown in Figure 2.7, Views 2 and 3, and Figure 2.8--Kamuela Office Center.

The County of Hawaii Sign Ordinance permits different types of signs in different use zones. They range in size from 400 sq. ft. wall signs in commercial zones and roof signs in industrial zones, to 32 sq. ft. signs in resort areas. Up to 5 signs can be displayed by a firm and further signs can be placed within or on display windows.

The use of the ground signs in Waimea could have a significant effect on spatial quality and architectural character because commercial and industrial buildings will be designed and located to accommodate them. This will make the ground sign an integral part of urban design rather than an accessory.

#### 2.11 PUBLIC FACILITIES

The Waimea Elementary and Intermediate School cannot be expanded on the present site; however, land adjacent to the school could be used to allow expansion. With the expected growth of the area, expansion of public school facilities should be seriously considered. The community is also serviced by Hawaii Preparatory Academy and Parker School, both being private educational facilities.

Recreational facilities are limited. Waimea Park accommodates softball, soccer, tennis and other similar activities. The Thelma Parker Gym provides for indoor sports activities.

Emergency medical care is provided by Lucy Henriques Medical Center in conjunction with the fire department paramedics. Out-patient care is also provided by Lucy Henriques Medical Center, as well as by other physicians in the area in private practice. With the impending growth of Waimea, a full-service medical facility is desperately needed, with support facilities in North Kohala and Honokaa.

#### 2.12 HISTORIC SITES

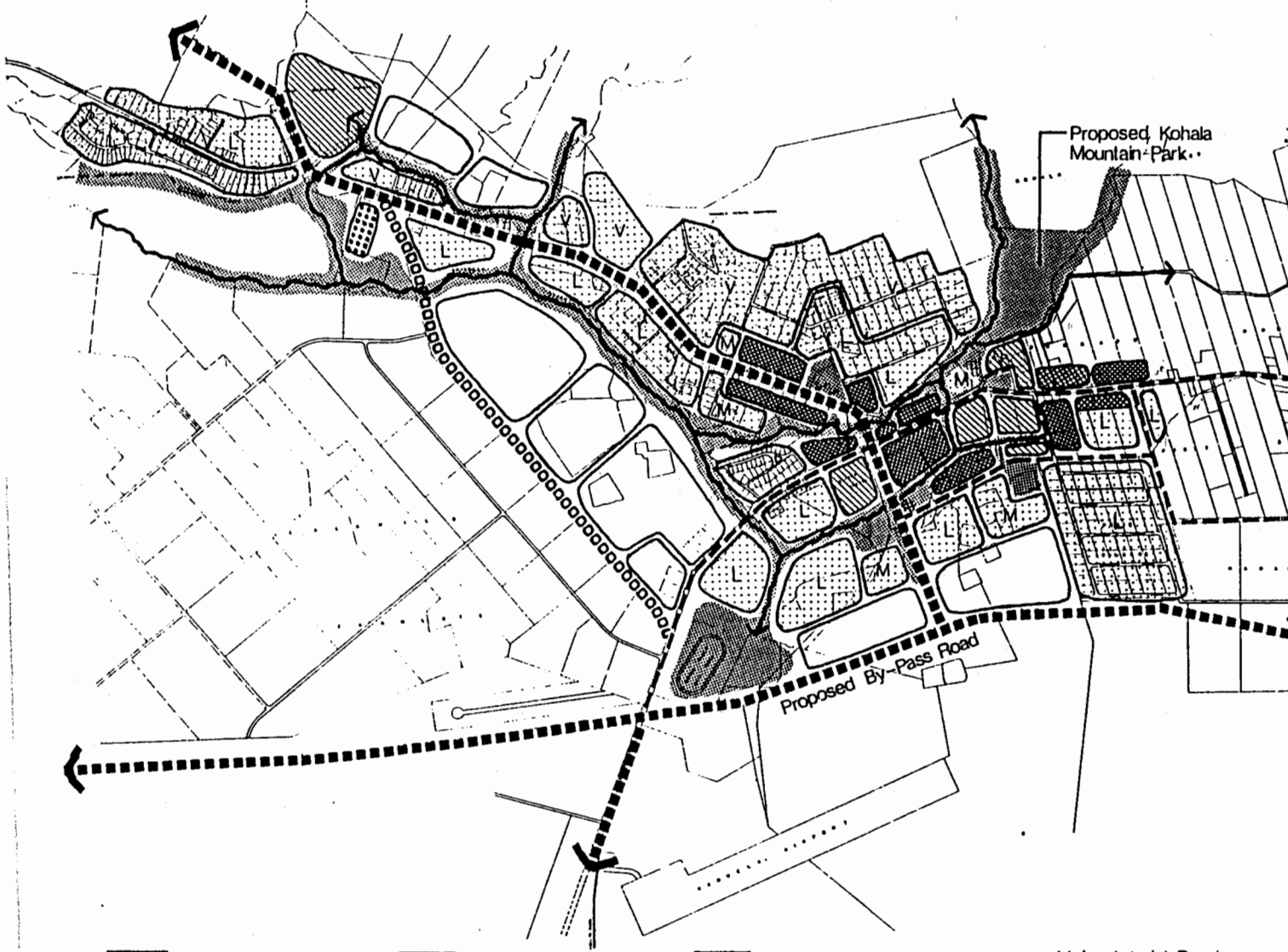
The Imiola Church is the only significant historic site nominated and selected by the Hawaii Historic Places Review Board for inclusion on the National Register of Historic Places. Other buildings which are under consideration for nomination are the Frank Spencer house and the Waimea Court House.




#### 2.13 ROADS AND LIGHTING




Few roads are developed to County standards in Waimea. Recent residential subdivisions have been installed to standards. Curbs, gutters, and sidewalks have been installed on Mamalahoa Highway between Lindsey Road and Parker Ranch Shopping Center, and on Lindsey Road from Mamalahoa Highway to Kawaihae Road.




Standard street light fixtures have been attached to wood posts along Mamalahoa Highway, Lindsey Road, and Kawaihae Road in commercial areas to serve as street lights.





Installation of curbs, gutters, sidewalks and street lights are at the discretion of the County Council and to standards of the County Department of Public Works.



 Very Low Density Residential  
 Low Density Residential  
 Medium Density Residential

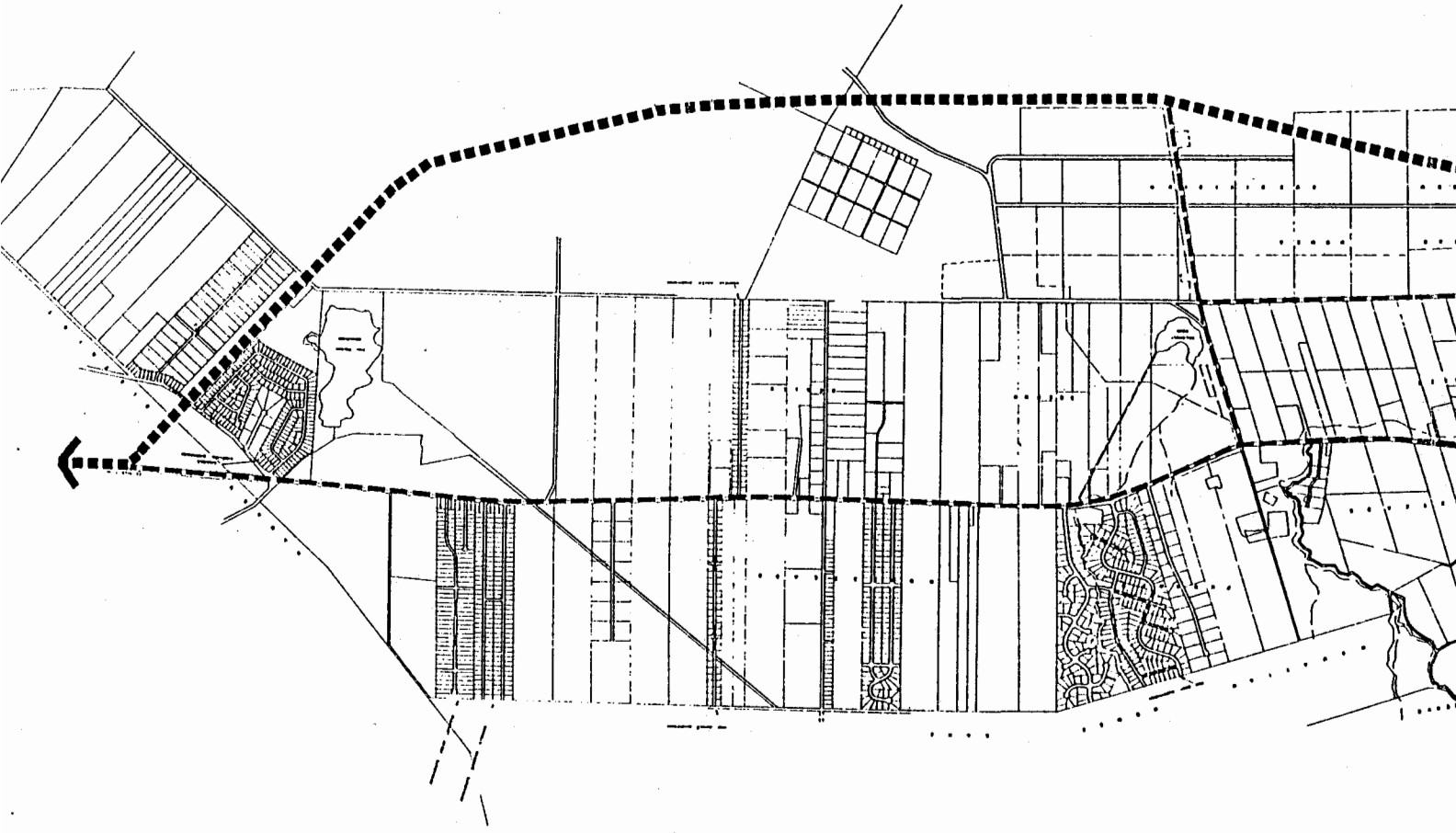
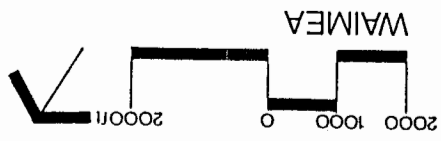
 Commercial  
 Resort  
 Industrial

 Public  
 Park  
 Future Urban

 Major Arterial Road  
 Collector Road  
 Horse / Pedestrian  
 Proposed Road



LAND USE  
CONCEPT  
Figure 31



WAIMEA DESIGN PLAN

3.1 INTENT

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

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

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

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

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

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

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

### 3.2 DESIGN CONTROL

#### 3.2.1 AREA OF CONTROL

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

#### 3.2.2 PROCEDURES

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

### 3.3 GOALS AND OBJECTIVES

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

#### 3.3.1 CHARACTER

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

3.3.2

FORM

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

3.3.3

DESIGN

To preserve and reinforce the significant features of Waimea.

DESIGN OBJECTIVES

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

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

### 3.4 LAND USE

#### 3.4.1 LAND USE CONCEPT

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

#### 3.4.2 LAND USE GUIDELINES

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

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

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

### 3.5

#### CIRCULATION AND SAFETY

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

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

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

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

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

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

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

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

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

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

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

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

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

### 3.6 DESIGN OBJECTIVES

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

#### 3.6.1 DESIGN OBJECTIVES

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



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

3.6.2 MATERIALS AND COLORS

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

3.6.3 FENCES

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

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

3.7 LANDSCAPING

3.7.1 LANDSCAPE CONCEPT

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

3.7.2 LANDSCAPE OBJECTIVES

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

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

3.7.3

RECOMMENDED FLORA

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

3.8

SIGNS

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

Sign designs encouraged in Waimea are shown in Figure 3.2.

3.9

STREETS AND LIGHTING

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

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

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

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

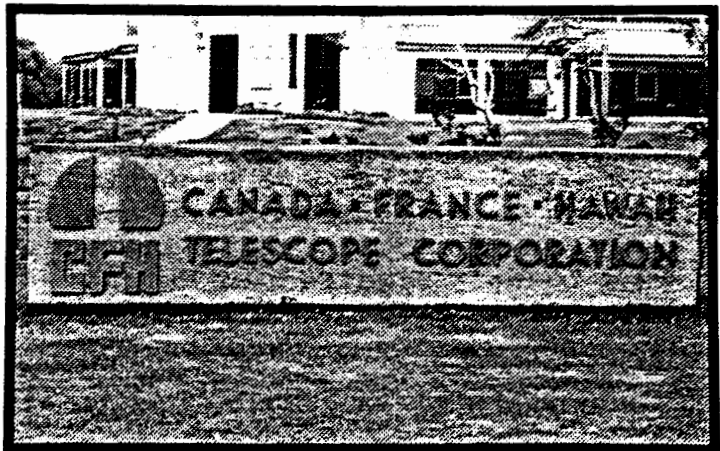
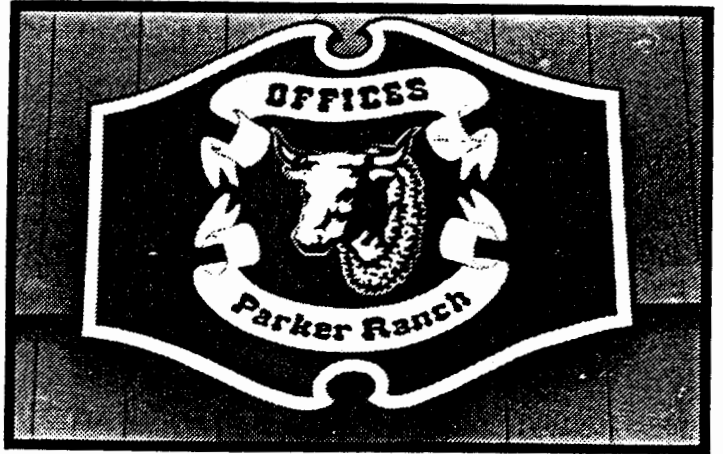


FIGURE 3.2  
GROUND SIGNS

## IMPLEMENTATION

### 4.1 ACTION

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

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

### 4.2 PHASING

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

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

APPENDIX A

Table 1. Recommended Trees and Shrubs  
for Waimea Design Plan

VEGETATIVE ZONES

ADAPTED LIST OF TREES AND PLANTS

Lalamilo Residential

Elevation: 1,000'-2,500'

Rainfall (Annual): 10"-20"

Soil Type: High calcium

1. Acacia: Koiaia Melanoxylon  
(Blackwood)
2. Cupressus: Arizona Cypress
3. Bignonia Mimosifolia: Jacaranda
4. Pinus: Radiata (Monterey) Pine
5. Eucalyptus: a. Paniculata  
(gray bark)  
b. Sideroxylon  
(black bark)
6. Naio: Myoporum Sandwicense  
"Bastard" Sandalwood
7. Others...California Pepper

Central Part of Waimea

Elevation: 2,500'-2,700'

Rainfall: 20"-40"

Soil Type: Moderate to  
good (excellent)  
PH: 6.5-6.8

1. Acacia: Koiaia, Koa,  
Melanoxylon (Blackwood)
2. Cupressus: Monterey cypress,  
Mexican cypress
3. Jacaranda: Mimosifolia  
(Bignonia family)
4. Pinus: Radiata (Monterey) Pine
5. Magnolia
6. Flowering Peach
7. Eucalyptus: Euc. Pauciflora  
(flowering)
8. Cherry Blossom: Taiwan &  
Hi-igan variety

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

Puukapu Homestead

Elevation: 2,700'-3,000'

Rainfall: 40"-70"

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

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