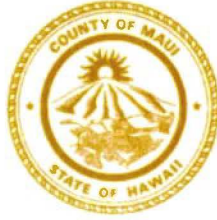


RICHARD T. BISSEN, JR.
Mayor

KATE L. K. BLYSTONE
Director

ANA LILLIS
Deputy Director



DEPARTMENT OF PLANNING
COUNTY OF MAUI
ONE MAIN PLAZA
2200 MAIN STREET, SUITE 315
WAILUKU, MAUI, HAWAI'I 96793

March 10, 2025

Honorable Richard T. Bissen, Jr.
Mayor, County of Maui
200 South High Street
Wailuku, Hawai'i 96793

APPROVED FOR TRANSMITTAL

Richard T. Bissen, Jr. 3-11-25

Mayor Date

For Transmittal to:

Honorable Tamara Paltin, Chair
Disaster Recovery, International Affairs, and Planning Committee
200 South High Street
Wailuku, Hawai'i 96793
via: drip.committee@mauicounty.us

Dear Chair Paltin:

SUBJECT: BILL 103 (2024), AMENDING CHAPTER 19.08, MAUI COUNTY CODE, RELATING TO DENSITY WITHIN RESIDENTIAL DISTRICTS (DRIP-2)

Thank you for your February 27, 2025 letter requesting information pertaining to Bill 103. The following identifies your request followed by the Planning Department's (Department) response:

- 1. Please define "dwelling unit." Within a dwelling unit, what is the minimum and maximum number of bedrooms and the minimum and maximum occupancy?***

According to Maui County Code (MCC) Section 19.04.040, "dwelling unit," "means a room or group of rooms connected together constituting an independent housekeeping unit for family and containing a single kitchen."

The MCC does not specify a "minimum and maximum number of bedrooms" to be contained within a dwelling unit.

Regarding "minimum and maximum occupancy," while the MCC does not specify a minimum or maximum occupancy for a dwelling unit, by definition (see above), a dwelling unit is for a "family", which as defined provides guidance pertaining to occupancy type and to some degree

10/20/21

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the occupancy number. Specifically, *“Family means an individual living alone or a group of two or more persons related by blood or marriage and their legal issue living together as a single housekeeping unit in a dwelling unit and in which two boarders, unrelated by blood may be living on a long-term residential basis. A family may also be defined as no more than five unrelated persons living together as a single housekeeping unit. In addition, eight or fewer persons who reside in residential facilities monitored and/or licensed by the state pursuant to chapter 46.15.3 of Hawaii Revised Statutes shall constitute a family. Resident managers, supervisor or operator and operator’s family shall not be included in the resident count.”*

2. How will the Department determine an accessory dwelling unit from a dwelling unit, if the accessory dwelling unit is attached?

An accessory dwelling unit (ADU) is treated somewhat differently than what may be considered the main dwelling unit on a lot, and therefore can be distinguished. Both are considered dwelling units, however, ADUs must comply with the specific provisions of MCC Chapter 19.35 – Accessory Dwellings. For example, MCC Chapter 19.35 restricts the size of an ADU based upon lot size: 500 sq. ft. maximum ADU for a lot up to 7,499 sq. ft.; 600 sq. ft. maximum ADU for a lot 7,500-9,999 sq. ft.; 720 sq. ft. maximum ADU for a lot 10,000-21,779 sq. ft.; and so on. Additionally, currently, the MCC restricts the number of ADUs on a lot for Maui to 1 ADU for a lot less than 7,500 sq. ft. and 2 ADUs for a lot 7,500 sq. ft. or greater; and on Lāna‘i and Moloka‘i to 1 ADU on lots greater than 7,500 sq. ft. or greater. While ADUs may be attached or detached from the main dwelling unit, ADUs must also have a separate entrance, no interior connection to the main dwelling, 1 off-street parking space, and other restrictions. Finally, determination of whether the unit is an ADU or not, along with compliance with ADU specific standards, will occur during the Planning Department’s review and approval of a building permit.

a. If a single-family home has two kitchenettes, is it still considered a single-family home or is it considered a triplex?

Currently, as noted in the answer to Question #1 above, a *“dwelling unit”* may only have one kitchen. Thus, the answer to this question assumes that Bill 104 has been adopted, which through specific amendments to the MCC, would allow for up to two kitchenettes per dwelling unit in addition to the main kitchen.

If Bill 104 is adopted, then a single-family dwelling with two kitchenettes would still be considered a single-family dwelling. Specifically, the MCC defines *“Single-family dwelling unit”* to mean *“a building consisting of only one dwelling unit designed for or occupied exclusively by one family.”* As addressed in the answer to Question #1 above, the current definition of *“family”* is quite broad; allowing for occupants that are related by blood in addition to occupants that are not related by blood in the same household, or up to five occupants that are

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unrelated in the same household. Thus, a single-family dwelling unit could include the main kitchen and two kitchenettes while still meeting the definition of “family.” Additionally, as proposed in Bill 104, a kitchenette(s) must be internally accessible via enclosed living area within a dwelling unit (singular) thereby ensuring that the kitchenette(s) are not treated as separate dwelling unit(s), but instead inclusive within the same single dwelling unit. On the other hand, a triplex, which is not defined specifically in the MCC, but would be considered a “*Multifamily dwelling unit,*” “*means a building or portion thereof which consists of three or more dwelling units and which is designed for occupancy by three or more families living independently of each other*” (emphasis added). Thus, a triplex, or “Multifamily dwelling unit,” is defined as multiple independent dwelling units, while a kitchenette may only be contained within one independent dwelling unit.

3. Which County department is responsible for enforcing on-street parking, impervious surface ratios, and fire hydrant flow requirements?

Regarding the enforcement of impervious surface ratios, we assume that you mean the development standard requirement in MCC Section 19.08.040, which in residential zoning districts requires “*For dwellings constructed under building permits applied for after January 1, 2023, the impervious surface area of a zoning lot must not exceed 65 percent of the total zoning lot area.*” If so, then the Planning Department is responsible for ensuring that this development standard is complied with upon review of a building permit for a new dwelling.

Regarding the enforcement of on-street parking, the Department recommends consulting with the Police Department. Regarding the enforcement of fire hydrant flow requirements, the Department recommends consulting with the Department of Fire and Public Safety, Department of Water Supply, and/or Department of Public Works.

4. Does your Department support an amendment to Bill 103 to prohibit condominium property regimes? If so, please work with the Department of the Corporation Counsel on the legality of prohibiting condominium property regimes on single-family lots and provide draft language to amend Bill 103.

The Department does not support an amendment to Bill 103 to prohibit condominium property regimes (CPR). Housing costs can be particularly burdened by the type of dwelling units being constructed. For example, larger homes are typically priced out of range for those that need housing the most – those workers who are critical to the economy and community, such as health care providers, public safety officers, and teachers, who cannot afford the high cost of available market-rate housing and need “starter homes.” By providing for a range of for-sale housing types that fit between single-family detached homes and mid to high-rise buildings, more affordable options may be provided. The Department believes that increasing allowable density will result in smaller and therefore relatively more affordable units.

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Additionally, prohibiting CPRs may reduce the implementation of Bill 103. The affect would be that capable developers would require greater financial resources to begin the process, and the resulting developments would remain rental only, without the opportunity for fee-simple ownership and the generation of equity by the unit occupants.

During the discussion of the members on the floor during the February 19, 2025 meeting, the concerns of speculation for second home ownership that would not benefit the community but that would remain vacant could be addressed for this proposal and other existing instances by increasing the single-family residential tax rate while concurrently and proportionally increasing the owner occupied tax reduction and the long term rental tax reduction

Further, the General Plan, particularly the Maui Island Plan, offers several policies encouraging the County to seek innovative ways of addressing housing for the community for which this Bill serves. These include:

Countywide Policy Plan:

Policy E.1.a. *Ensure that an adequate and permanent supply of affordable housing, both new and existing units, is made available for purchase or rental to our resident and/or workforce population, with special emphasis on providing housing for low- to moderate-income families and ensure that all affordable housing remains affordable in perpetuity.*

Policy E.1.b. *Seek innovative ways to lower housing costs without compromising the quality of our island lifestyle.*

Policy E.2. *Implementing Action a. Revise laws to support neighborhood designs that incorporate a mix of housing types that are appropriate for island living.*

Policy E.3.a. *Recognize housing as a basic human need, and work to fulfill that need.*

Maui Island Plan:

Policy 5.1.1.e. *Use planning and regulatory approaches to provide higher housing densities.*

5.1.1-Action 1. *Amend development codes to facilitate different types of housing, including mixed use, mixed housing types, clustering, and conservation subdivisions.*

5.1.2.b. *Utilize the following approaches to promote resident housing and to minimize offshore market impacts: (1) Ensure that the future housing stock is composed of a mix of housing types (multifamily, small lots, ohana units, co-housing, cottage houses, etc.); (2) Encourage new housing in proximity to jobs and services, in places that are conducive/affordable to island residents.*

- a. If the Committee amends Bill 103 to prohibit condominium property regimes on single-family lots, could this amendment apply to properties with existing condominium property regimes? Please explain.**

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The Department recommends that the Council consult with the Department of the Corporation Counsel on this question.

b. Does Bill 103's provisions apply to infill development or to new subdivisions, or both? Please explain.

Bill 103's provisions apply to both infill development or to new subdivisions that are located within R-1, R-2 or R-3 zoning districts or reference applicability to the requirements of Chapter 19.08 – Residential Districts. For infill development on either occupied or vacant residentially zoned lots, a property owner would be able to build 1 dwelling unit per every 2,500 square feet of lot area in addition to either 1 or 2 ADUs depending upon the size of lot and location in the County.

For new subdivisions, provided that the zoning for such subdivision is R-1, R-2 or R-3, then such subdivision would have significant flexibility to provide for a range of housing options; including single-family subdivisions with a minimum lot size of 2,500 sq. ft., which at 2,500 sq. ft., could contain a maximum of 1 main dwelling unit and 1 ADU, larger lot subdivisions with multiple units per lot meeting the same density requirements, or a mixture of both.

5. For any additional units constructed beyond the primary dwelling unit, would the Department support the rental or sale of these units as affordable? Why or why not? Further, is the Department willing to keep an inventory of these units? Please explain.

The existing Maui County Code Chapter 2.96 Residential Workforce Housing Policy will affect the implementation of bill 103 when the number of units meets the requirements currently established. Assuming bill 103 were made effective the Department would not support reducing its potential for implementation by applying more restrictive regulations than already exist for new projects.

As noted in the Department's June 27, 2024 transmittal letter to the County Council (Granicus attachment #2), this idea was also raised by the Moloka'i Planning Commission in their recommendation to the County Council to approve the proposed bill with an amendment that would require that any additional homes beyond the first home be provided for-sale or rental as affordable in perpetuity, and if that amendment is not added, then exclude Moloka'i from the allowable density increase by adding the following text "except for Moloka'i."

In response, as discussed in its June 27, 2024 transmittal, the Department does not believe that requiring affordability in perpetuity would be cost effective for property owners and if applied would hinder the development of additional units. The Department believes that increasing allowable density will result in smaller and relatively more affordable units, and therefore, to a

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limited degree, achieving similar results. As such, the Department does not support restricting the rental or sale of these units as affordable.

Regarding the Department's willingness to keep an inventory of affordable units, in the past a function like that would have been fulfilled by the Department of Housing & Human Concerns, following the reconfiguration of the Departments, we recommend consultation with the Department of Housing on this question.

- 6. *If Bill 103's purpose is to increase the allowable density in County Residential Districts and accessory dwellings under Chapter 19.35, Maui County Code, are permitted, should the maximum cumulative floor area also be increased? If so, what will be the result?***

To clarify, there is no existing MCC floor area regulations applied to dwelling units in the Residential Zoning District. The scale of dwelling units is regulated by height, setbacks and impervious surface requirements.

The Department assumes that the question is asking if the "Maximum Gross Covered Floor Area" of an ADU should be increased. The Department believes that the maximum size restrictions of an ADU, as currently required in Chapter 19.35, should remain. An ADU is a specific type of dwelling unit intended to be incidental or subordinate to the main or principal dwelling on a lot. It includes specific restrictions as noted in the answer to Question #2, including but not limited to requiring only 1 parking space instead of 2 parking spaces for a dwelling unit not considered an ADU, and cannot be used as a bed and breakfast home, short-term rental home, or transient vacation rental. Additionally, continuing to allow for ADUs will further Bill 103's purpose to increase allowable density by allowing, in addition to the total number of dwelling units based upon a density requirement of 1 per 2,500 sq. ft. of lot area, 1 or 2 additional ADUs. Finally, ADUs may be CPR'd, and thus maintaining their relatively small size will assist with the production of "starter homes" as referenced in Question #4.

- 7. *The construction of impervious surface areas, such as parking, driveways, and walkways, may take up a considerable amount of space on the property. Does your Department support an exemption to increase building height or impervious surface area to improve off-street parking? Please explain.***

Height, setbacks and impervious surface limitations along with infrastructure/utility capacity were expected to be critical factors in ensuring that the maximum density able to be developed on residential lots would fit appropriately within existing neighborhoods.

The Department does not support an exemption on the increase in building height. The maximum residential building height is 30', which typically results in two-story structures, but can accommodate up to three-story structures. Allowing for an increase in building height to

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accommodate more parking areas may result in a deterioration of neighborhood character. Further, like the impervious surface requirement, building height will also control density to some degree.

The Department agrees that impervious surface areas, such as parking, driveways, and walkways, may take up a considerable amount of space on lot. The Department does not support exemptions from the impervious surface and parking standards as these requirements are the physical limitations that will maintain a reasonable neighborhood scale that we have concluded is an appropriate fit and addition within existing residential neighborhoods.

A property owner has the flexibility to use other types of permeable surfaces to address the issue of parking, driveways and walkways taking up a significant amount of the 65% maximum impervious surface requirement. For example, other acceptable pervious materials include gravel/stone aggregate, grass pavers (turf-block), permeable concrete or asphalt, permeable interlocking concrete pavers, etc. Additionally, the MCC does not require off-street parking spaces to be paved for single-family dwellings, accessory dwellings and duplexes, which may also help address the issue.

Unfortunately, reliance on a vehicle has become all to imperative due to past development patterns and a lack of alternative means of transportation. As you may be aware, there are no requirements, and rightfully so, built into the MCC to control the number of adult occupants of a single-family home who each drive a vehicle. Further, the MCC does not mandate that property owners park in their respective required on-site spaces, nor does it control how many adults with cars may reside on property. Hence, it is the case that some properties have a significant amount of impact to on-street parking areas, which occurs today, despite any increase in density. This has led to on-street parking issues in many neighborhoods that the Department believes cannot necessarily be resolved by providing more on-site parking for dwelling units. The resulting impact to neighborhoods can only be controlled through on-street parking enforcement and/or the provision of other parking areas within a neighborhood to meet the parking needs of a community.

The County should also invest in more frequent and reliable public transportation and improve walking/biking facilities for residents to make these options safer and easier. Improving these systems over time will make alternative transportation a more attractive option than a personal automobile.

- 8. *How is the number of vehicles that may be on a roadway during an evacuation due to a natural disaster or emergency determined?***

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The Department recommends the Council consult with the Maui Emergency Management Agency, Department of Fire and Public Safety, Department of Public Works, and/or Police Department regarding this question.

9. *If applicable, in the event of a natural disaster or emergency, how are individuals who do not have access to, or able to drive, a vehicle evacuated?*
- a. *Does the Maui Bus Public Transit System serve a role in evacuating people? If no, why not?*
- b. *Can our public transit system be an alternative mode of evacuation dedicated to non-drivers, including disabled individuals and the elderly?*

The Department recommends the Council consult with the Department of Transportation, Department of Fire and Public Safety, Department of Public Works and/or Police Department regarding these questions.

10. *Can accessory dwelling units be stacked? Please explain.*

Yes. ADUs may be stacked on top of each other. ADUs are restricted to the building height limit in residential districts, which limits construction to no higher than 30 feet. Thus, a property owner could develop an ADU above another ADU, or above a single-family dwelling (non-ADU) provided that the combination of both dwelling units is not higher than 30 feet. Each unit will require their own external access and thus any stacking will result in an exterior stairway access to the upper unit. Further, the building code will require additional construction methods when two separate dwelling units are attached — either side by side or one above the other.

11. *Please explain what “clustering” is and provide examples of clustering housing types.*

The purpose of “clustering” or cluster housing developments is to allow development of larger housing sites which would otherwise be difficult to develop under conventional subdivision standards. It allows for flexibility in housing types including detached or attached, including multi-family, housing units and encourages innovative site design and efficient shared open space. It can minimize grading by allowing private roadways, narrower roadway widths, and steeper grades than otherwise permitted.

MCC Chapter 19.83 currently provides a process for “Cluster Housing Developments.” It applies to the residential districts of R-1, R-2 and R-3, as well as the A-1 and A-2 Apartment Districts. There are minimum land area requirements for the development and density provisions that match the existing residential and apartment districts. Uses allowed are per the respective districts, and interestingly, ADUs are not permitted. The Chapter identifies an administrative

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application and review procedures process in addition to design standards, which can be waived by the Planning Director. The Public Works Director may also waive specific subdivision standards of Title 18. Bill 103 as processed through the Planning Commissions does not currently include any revisions to Chapter 19.83. If Bill 103 is approved, the Department will review Chapter 19.83 in more detail and if necessary, initiate a subsequent code amendment to ensure consistency.

12. If an accessory dwelling unit is “accessory” to the primary dwelling unit, is the accessory dwelling unit only allowed to be constructed after the primary dwelling unit is constructed?

The MCC defines “Accessory dwelling” (ADU) to mean “an attached or detached dwelling unit which is incidental or subordinate to the main or principal dwelling on a lot.” Thus, by definition, yes, an accessory dwelling unit may only be allowed to be constructed after the primary dwelling unit is constructed.

Importantly however, there are no development standards in the MCC that require a minimum building size for a primary dwelling. Thus, a property owner of a vacant lot could first construct a primary dwelling that meets the maximum structure size of an ADU (e.g. 500 sq. ft. for a 6,000 sq. ft. lot), provided that at least two parking spaces are provided instead of only one required for an ADU, and then at a later time, build a larger new structure on the property that would become the primary dwelling and convert the first structure to an ADU provided all other development standards for the ADU are met.

13. Please explain the relationship between residential density and sense of community. How does density build community?

The relationship between residential density and sense of community and the idea of how density can build community stems from a planning theory put forward by one of planning’s most famous urbanists, Jane Jacobs. The theory is based upon the idea that suburban sprawl detracts from a sense of community that density and an urban vitality creates. She argued that low density and urban sprawl often led to social isolation, economic stagnation, and a decline in the quality of life. People spend more time in their cars and less time interacting with their neighbors.

With increased density, there are more opportunities for interaction, innovation, sense of belonging, and “eyes on the street” where residents are actively engaged in their neighborhoods and aware of what’s happening around them. Jacobs believed that a mix of land uses, small block sizes, a concentration of people at a range of income levels, and a mix of economic activities creates a more dynamic and interesting urban environment. Subsequent analysis of thriving communities across the world routinely proves that this analysis is accurate. Density, especially when done at human scale (no greater than 3-4 stories, consistent with the existing neighborhood), creates more vibrant communities.

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14. Which community plan areas would have the capacity and adequate infrastructure to benefit from Bill 103's provisions?

Generally, the Department believes that all community plan areas would benefit from Bill 103's provisions by providing alternative housing opportunities that due to their smaller size would be more affordable; especially as a for-sale product. In fact, the West and South Maui Community Plans already envision greater density in their policies.

The Department has not evaluated the capacity and infrastructure levels of each community plan area to determine which, if any, could not support additional density. Importantly, any additional dwelling units added to a lot will require a building permit, which while under review will determine if the infrastructure capacity (roadways, water, wastewater) is there to accommodate the requested number of dwelling units on the subject property.

a. Which subdivisions within those community plan areas are connected to County infrastructure, including roads, water and wastewater?

As noted above, the Department has not evaluated each community plan area.

15. The City and County of Honolulu has seen an increase in extra large, multi-tenant homes built on small residential lots, more commonly known as "monster homes." Would Bill 103 inadvertently allow construction of monster homes in Maui County? If so, how should development standards under Bill 103 be amended to prohibit monster home development?

The MCC's current development standards for the development of single-family dwellings, which includes required parking standards, building setbacks (Front = 15'; Side/Rear 1st story = 6'; and Side/Rear 2nd story = 10'), building height of 30', and impervious surfaces not to exceed 65% of the lots, are not changing with Bill 103. Hence, the maximum size of a structure that could be developed on an existing lot today, will be the same as the maximum size of a structure that could be developed on a lot if Bill 103 passes.

Nevertheless, it should be expected that the allowance for an increase in density resulting from Bill 103 may lead investors, with more financial resources than an existing property owner, to re-develop a lot with a much larger multi-tenant structure than what the existing property owner could afford to develop. This may lead to larger structures; albeit no larger than what the existing MCC permits as all the same development standards will continue to apply. Further, as noted, infrastructure availability will also control the number of dwelling units on a lot.

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In summary, it is difficult to project the outcome of this change and whether it will result in an overabundance of “monster homes.” However, as a reference, the Department would point to the number of ADU’s constructed during a 10-year period between 2012 and 2022, which was 585 units countywide; reflecting a generally slow response to allowable density increase. Currently, the Department does not recommend any changes to existing development standards but recommends addressing the issue of “monster homes” later, if necessary.

a. How does the Department intend to enforce Bill 103 to prevent similar situations from occurring on Maui and Lanai?

As noted above, the Department does not recommend additional development standards to address this perceived issue.

16. Please provide a visual representation of what a residential lot would look like if a property owner took advantage of Bill 103’s provisions. Please also consider consulting with other County agencies to provide required lot specifications, including water meter size, internal and external entryways, fire hydrant locations, and fire protection requirements such as fire sprinklers.

In the limited time to prepare a response, the Department has prepared the attached “quick” sketches depicting the potential developability of 6,000, 7,500 and 10,000 square foot lots considering the density provisions of Bill 103 along with current MCC required development standards (setbacks, parking, impervious surfaces). These sketches provide an idea of the potential developable area for each lot size.

It is anticipated that a Missing Middle Housing presentation from a consultant, Opticos, will be provided to the DRIP Committee at the beginning of their March 19, 2025 meeting; prior to the Committee’s continued discussion of Bill 103. Opticos provided a similar presentation to the Maui Planning Commission on February 25, 2025. Their presentation and report include graphics depicting visual representations of the type of structures envisioned, which are similar to what you might find for properties that would take advantage of Bill 103’s density provisions; albeit Opticos’ report includes recommendations for reductions in setback, impervious surface and parking requirements, and therefore may result in slightly more density than what Bill 103 would afford.

Regarding consultation with other County agencies regarding the items noted, the Department has not had the opportunity to do so given the limited time frame to respond to these questions but understands that questions have also been posed to other agencies, which will be beneficial for the Committee’s continued discussion on Bill 103.

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Thank you for the opportunity to provide this information. If you have any further questions, please do not hesitate to contact me.

Sincerely,

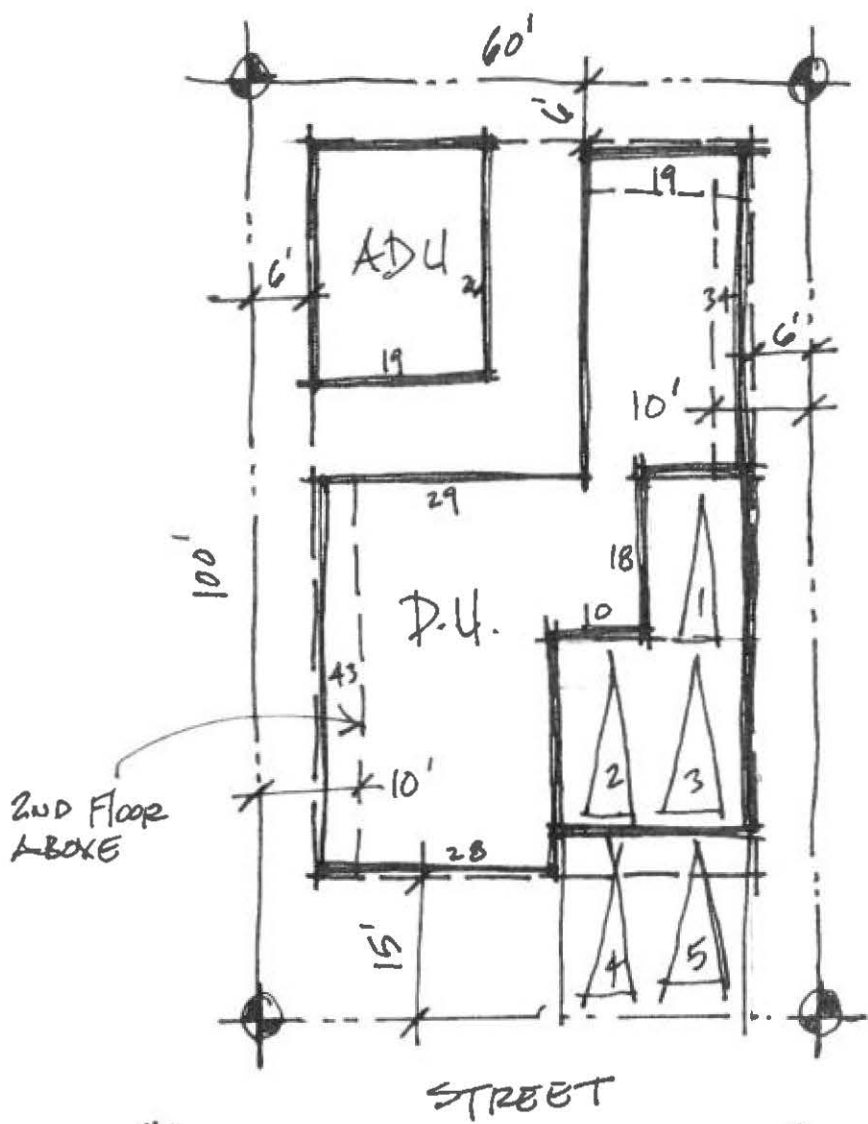


KATE L. K. BLYSTONE
Planning Director

Attachments:

Quick Sketches for 6,000, 7,500 and 10,000 sq. ft. lots
cc: Ana Lillis, Deputy Director (pdf)
Jordan Hart, Office of Recovery (pdf)
Gregory Pfost, Administrative Planning Officer (pdf)
KLKB:GP:jlj
S:\ALL\APO\19.08 residential\2024 revisions\03102025 CM Paltin Bill 103.pdf

6,000 sq ft Lot 2 D.U. / 1 ADU



IMPERVIOUS BUILDING AREA

- 1ST FLR D.U. = 2,030 sq ft
- ADU = 500 sq ft
- DRIVEWAY = 400 sq ft
- GARAGE = + 600 sq ft
- 3,530 sq ft

2ND FLR D.U. = 1,662 sq ft

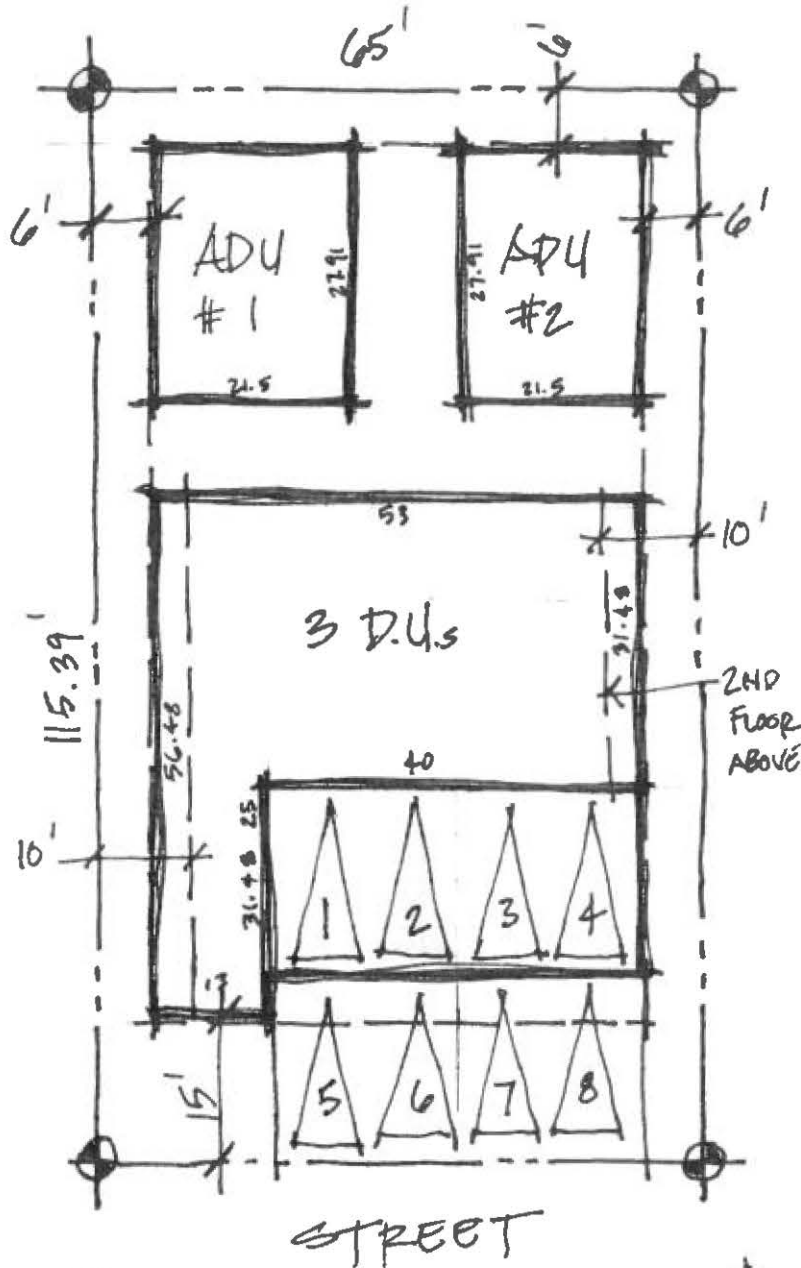
REQUIRED PARKING

- ADU = 1 SPACE
- D.U. = 2 SPACES
- D.U. = 2 SPACES
- 5 SPACES.

LOT SIZE = 6,000 sq. ft.
SETBACK AREA = 2,208 sq. ft.
DEVELOPABLE = 3,792 sq. ft.
MAX. IMPERVIOUS = 3,900 sq. ft.
SURFACE

7,500 sq' LOT

3 D.U. / 2 ADU



IMPERVIOUS BUILDING AREA

- 1ST FLOOR D.U. = 1,993 sq'
- ADU # 1 = 600 sq'
- ADU # 2 = 600 sq'
- GARAGE = 800 sq'
- DRIVEWAY = 800 sq'
- 4,793 sq'

2ND FLOOR D.U. = 1,642 sq'

REQUIRED PARKING

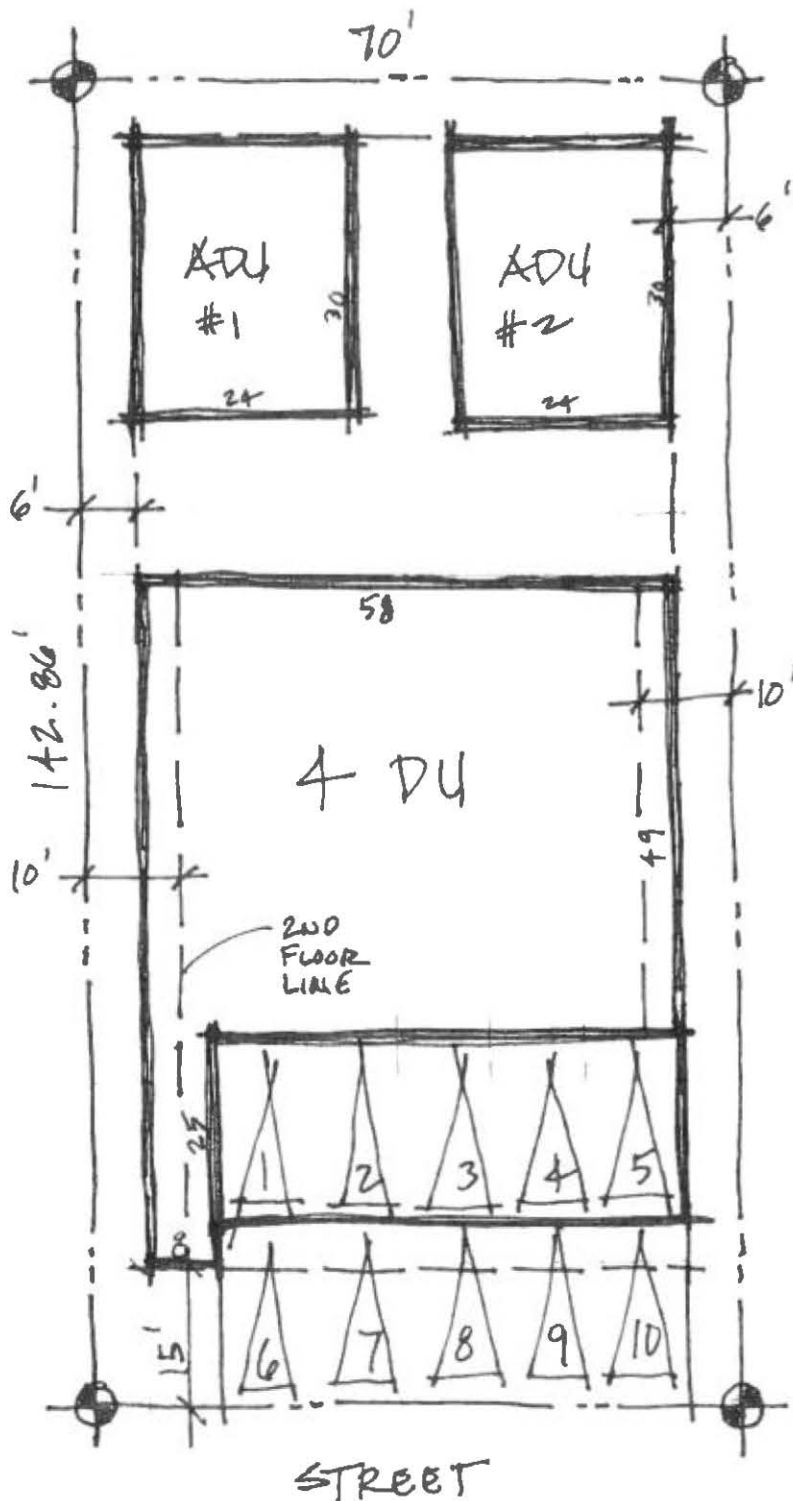
- DU # 1 = 2 SPACES
- DU # 2 = 2 SPACES
- DU # 3 = 2 SPACES
- ADU # 1 = 1 SPACE
- ADU # 2 = 1 SPACE
- 8 SPACES

LOT SIZE	=	7,500 sq'
SETBACK AREA	=	2,498 sq'
DEVELOPABLE	=	5,002 sq'
MAX. IMPERVIOUS	=	4,875 sq'

*NOTE: PARKING REQUIREMENTS OF MCC 19.36B RE: ACCESS & LANDSCAPING FURTHER RESTRICT DEVELOPMENT FOR TRI-PLEX OR GREATER.

10,000 sq' LOT

4 D.U. / 2 ADU



LOT SIZE = 10,000 sq'
SETBACK AREA = 2,932 sq'
DEVELOPABLE = 7,068 sq'
MAX IMPERVIOUS = 6,500 sq'

IMPERVIOUS BUILDING AREA

- 1st FLR D.U. = 3,060 sq'
- ADU # 1 = 720 sq'
- ADU # 2 = 720 sq'
- GARAGE = 1,000 sq'
- DRIVEWAY = 1,000 sq'
- 6,500 sq'

2ND FLOOR AREA D.U.
= 2,550 sq'

REQUIRED PARKING

- DU # 1 = 2 spaces
- DU # 2 = 2 spaces
- DU # 3 = 2 spaces
- DU # 4 = 2 spaces
- ADU # 1 = 1 spaces
- ADU # 2 = 1 spaces
- 10 spaces

*NOTE: PARKING REQUIREMENTS OF MCC 19.36B RE: ACCESS & LANDSCAPING FURTHER RESTRICT DEVELOPMENT FOR TRI-PLEX OR GREATER.

DRIP Committee

From: Michelle L. Santos <Michelle.Santos@co.maui.hi.us>
Sent: Wednesday, March 12, 2025 7:46 AM
To: DRIP Committee
Cc: Jordan Hart; Gregory J. Pfof; Cynthia E. Sasada; Erin A. Wade; Josiah K. Nishita; Kelii P. Nahooikaika; Ana L. Lillis; joy.paredes@co.maui.hi.us; Katie L. Blystone
Subject: MT#10994 Bill 103
Attachments: MT#10994-DRIP Committee.pdf