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March 5, 2026

MEMO TO: DRIP-23 File

F R O M: Tamara Paltin, Chair

Tamara A. M. Paltin

Disaster Recovery, International Affairs, and Planning Committee

SUBJECT: **TRANSMITTAL OF INFORMATIONAL DOCUMENT RELATING TO
BILL 47 (2026), AMENDING THE COMPREHENSIVE ZONING
ORDINANCE ON OFF-STREET PARKING REQUIREMENTS FOR
HOUSING** (DRIP-23)

The attached informational document pertains to Item 23 on the Committee's agenda.

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Attachment

RICHARD T. BISSEN, JR.
Mayor

JACKY TAKAKURA
Acting Director

ANA LILLIS
Deputy Director



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

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COUNTY CLERK

February 20, 2026

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

APPROVED FOR TRANSMITTAL

Richard T. Bissen, Jr.
Mayor Date 2-26-26

For Transmittal to:

Honorable Alice Lee, Chair
and Members of the Maui County Council
200 South High Street
Wailuku, Hawai'i 96793

Dear Chair Lee and Council Members:

**SUBJECT: A BILL FOR AN ORDINANCE RELATING TO OFF-STREET
PARKING SPACE REQUIREMENTS FOR HOUSING**

Background Information

On July 25, 2025, the County Council adopted Resolution 25-152 (attached) referring a proposed Bill to the Planning Commissions for transmittal of their findings and recommendations to the Council.

The proposed Bill amends Maui County Code (MCC) Section 19.36B.020 by revising the existing parking requirements for certain residential uses so that the number of on-site parking spaces required would be based upon the number of bedrooms within a dwelling unit as opposed to the current requirement that is based upon the floor area of a dwelling unit. The proposed Bill also amends MCC Section 19.500.110 related to nonconforming parking and loading areas by updating the existing nonconforming parking section to ensure consistency with the proposed Bill's change to parking per bedroom count.

The proposed Bill was reviewed by the Maui Planning Commission on October 14, 2025, Lāna'i Planning Commission on October 15, 2025, and the Moloka'i Planning Commission on January 14, 2026. A summary of the Planning Department's (Department) recommendation to the Commissions and the Commissions' recommendations/comments are included within this report.

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Planning Department Recommendation and Proposed Modifications to the Bill

The attached October 14, 2025 report to the Planning Commissions was provided by the Department with its analysis and recommendation of approval with modifications. In summary, as discussed in the attached report, the Department believes that the issue of parking impacts in residential neighborhoods is complicated and based upon a number of factors and broader countywide policy issues, including, but not limited to: inadequate alternative means of transportation; lack of affordable housing; limited availability of on-street parking; reduced parking requirements from the past; insufficient driveway lengths; and lack of on-street parking regulations and enforcement.

While the proposed Bill is one tool that will help address the issue of neighborhood parking impacts resulting from large single-family residential dwellings providing inadequate on-site parking, the Department believes that a comprehensive approach is needed and therefore has proposed six modifications to the proposed bill for the Commissions’ and Council’s consideration. Following is a brief synopsis of the Department’s recommended modifications – please see the attached October 14, 2025 report that provides the Department’s justification for each modification.

1. Department Recommended Modification – New Definition of Bedroom: Amend MCC Section 19.04.04 – Definitions by adding the following new definition:
 - o **“Bedroom” means any separate habitable room providing separation for sleeping purposes regardless of proposed use or designation that is a minimum of 70 square feet and a minimum of seven feet in any horizontal dimension that is not common space, a bathroom, closet, hall, storage, utility space, kitchen, living room, or dining room. Bedrooms as defined herein include habitable rooms so designated as a den, study, office, exercise room, sewing room, loft, playroom and other similar designations. In addition, an unfinished basement shall be counted as at least one additional bedroom.**
- 2, 3, 4. Department Recommended Modifications – 2. Decrease requirement for four bedrooms 3. Allow tandem spaces for accessory dwelling units and kitchenettes. 4. Require parking for wet bars: Amend the proposed Bill’s revisions to portions of the Table in MCC Section 19.36B.020 as follows (underline bold text for the Department’s proposed new text and strikethrough text for text to be removed):

| USE | MINIMUM NUMBER OF OFF-STREET PARKING SPACES | |
|---|---|-----------------------------------|
| 1. HOUSING | | |
| Dwelling units: apartment, duplex dwelling, farm dwelling, farm labor dwelling, multifamily dwelling, single-family dwelling. | Bedrooms per dwelling unit: | Minimum number of parking spaces: |
| | Studio | 1 |
| | One bedroom | 1 |
| | Two bedrooms | 2 |
| | Three bedrooms | 2 |

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| | | |
|--|--|--|
| Note: A dwelling unit's parking spaces may be in tandem. | Four bedrooms Four Five or more bedrooms | 2 3 plus 1 parking space for each additional bedroom |
| Dwelling units: accessory dwelling. <u>Parking space(s) may be in tandem with the main dwelling unit parking space(s).</u> | One for each accessory dwelling | |
| Dwelling units: with a kitchenette. <u>Parking space may be in tandem with the main dwelling unit parking space(s).</u> | One additional for the kitchenette. | |
| <u>Dwelling units: with wet bar</u> <u>Parking space may be in tandem with the main dwelling unit parking space(s).</u> | <u>One additional for each wet bar.</u> | |

5. Department Recommended Modification – Internal access only: Amend the current definition of “dwelling unit” in MCC Section 19.04.040, as follows (underline bold text for the Department’s proposed new text):
 - o 19.04.040. “Dwelling unit” means a room or group of rooms ***internally*** connected together constituting an independent housekeeping unit for family and containing a single kitchen.”

6. Department Recommended Modification – Increase setback for garage or carport: Amend the Residential Districts Development Standards table found in MCC Section 19.08.040 as follows (underline bold text for the Department’s proposed new text):

| | |
|---|---|
| Setback lines (for any portion of a building up to and including 15 feet in height as measured from the natural or finish grade, whichever is lower) | |
| Front (in feet) | 15; <u>18 to any garage or carport</u> |
| Side/Rear (in feet) | 6 |

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| | |
|---|---|
| Setback lines (for any portion of a building more than 15 feet in height as measured from the natural or finish grade, whichever is lower) | |
| Front (in feet) | 15; <u>18 to any garage or carport</u> |
| Side/Rear (in feet) | 10 |

Planning Commissions’ Recommendations

As noted, the proposed bill was reviewed by the Maui, Lāna‘i, and Moloka‘i Planning Commissions. Links to the minutes from each of these meetings have been provided under the list of attachments at the end of this report. The following is a summary and action taken during each meeting:

- **Maui Planning Commission Meeting (October 14, 2025):**

The Commission recommended Council approval of the proposed bill with the Planning Department’s recommended modifications as noted in this report with exception to modification #5. The Commission also recommended that the following comments be provided to the Council:

- Review existing and proposed subdivisions to ensure enough roadway width for flowing two lanes of traffic and not allow on-street parking if inadequate width. To include in future roadway designs, curbs and raised sidewalks to reduce on-street parking impacts and provide for public safety.
- Encourage, enhance, accelerate and advance multimodal transportation options thereby reducing the need for vehicles.
- To the extent practicable, ensure that driveways be designed to be accessible and constructed at a grade that allows for vehicle parking and access to residences.
- To find a way to enforce parking on site before parking on the street for single-family dwellings.
- Encourage more permeable surface in residential zoning districts by considering increasing the 35% existing pervious surface requirement.
- Consider allowing consolidated parking areas or lots in residential neighborhoods to provide additional off-street parking opportunities.

- **Lāna‘i Planning Commission Meeting (October 15, 2025):**

The Commission recommended Council approval of the proposed bill with the Planning Department’s recommended modifications as noted in this report with exception to modification #5.

- **Moloka‘i Planning Commission Meeting (January 14, 2026):**

The Commission recommended Council approval of the proposed bill with all the Planning Department’s recommended modifications as noted in this report. The Commission also recommended that the following comments be provided to the Council:

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- Concerned that on-site parking spaces are not being used for their purpose and if there should be enforcement or code changes to address this issue.
- Request that the Department's recommendation #5 amending the definition of "*dwelling unit*" to include the word "*internally*" be required for Moloka'i if the Council decides not to include that modification as recommended by the Maui and Lāna'i Planning Commissions.

Comments from other County Departments:

Please see attached October 14, 2025 report to the Planning Commissions for a summary of comments from the Department of Fire and Public Safety and Office of Recovery, both of whom support the proposed Bill.

Conclusion:

As discussed, the Department and Planning Commissions support the proposed bill with additional modifications that provide a more comprehensive approach to address parking issues while improving public safety within neighborhoods. Specifically, it will ensure that larger dwellings provide sufficient on-site parking to meet their needs instead of current code provisions that result in an insufficiency in the number of on-site parking spaces, which in turn necessitates the need for vehicles to park on-street. Reducing the amount of on-street parking will assist with emergency vehicle access and open neighborhood evacuation routes.

Thank you for your attention and consideration. Should further clarification be necessary, please feel free to contact me.

Sincerely,



JACKY TAKAKURA
Acting Director

Attachments:

- Department Report to the Maui PC – October 14, 2025, including, as attached:
 - Resolution 25-152
 - Council Meeting Transcript Minutes from July 25, 2025 Meeting
 - Letter from OOR, dated September 5, 2025
 - General Plan Policies
- Maui PC Minutes, October 14, 2025 – Link: <https://tinyurl.com/59pa5z8e>
- Lāna'i PC Minutes, October 15, 2025 – Link: <https://tinyurl.com/3yasu5u4>
- Moloka'i PC Minutes, January 14, 2026 – Link: <https://tinyurl.com/34fzk4nj>

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cc: John Smith, OOR Administrator, Dept. of Management
Bradford Ventura, Chief, Dept. of Fire and Public Safety
Jacky Takakura, PPA, Long Range Division, Planning Department
Ana Lillis, Deputy Planning Director
Gregory Pfof, Administrative Planning Officer

JT:GJP:
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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

October 14, 2025

MEMORANDUM

TO: LĀNA'I PLANNING COMMISSION
MAUI PLANNING COMMISSION
MOLOKA'I PLANNING COMMISSION

FROM: KATE L. K. BLYSTONE, Director 

SUBJECT: A BILL FOR AN ORDINANCE RELATING TO OFF-STREET PARKING SPACE REQUIREMENTS FOR HOUSING

The attached Bill proposes to amend Sections 19.36B and 19.500 of the Maui County Code (MCC) to revise the parking requirements for certain types of residential uses. The Department recognizes and understands the concerns seeking to be remedied by the Bill but has proposed modifications to provide a more comprehensive approach to address parking issues within neighborhoods.

Background Information

County Council Direction:

On July 25, 2025, the County Council adopted Resolution 25-152 (attached) referring a proposed Bill to the Planning Commissions for transmittal of their findings and recommendations to the Council. For context on the Council's July 25, 2025 decision, attached is a highlighted portion of the transcript minutes from the Council meeting.

Per the County's Charter, the Planning Commissions' response should be returned to the Council within 120 days after receipt of the referral, which would be November 25, 2025.

County's Office of Recovery (OOR) support:

As noted within the attached July 25, 2025 Council meeting transcript minutes, there is reference to a presentation from the Office of Recovery (OOR) before the Council's Disaster Recovery, International Affairs, and Planning (DRIP) Committee. The OOR presentation occurred during the DRIP Committee's prior discussion on Bill 103; a Bill initiated by the Planning Department to increase density

in Residential Zoning Districts. It was during this presentation that OOR initiated the idea of changing the existing MCC’s number of parking spaces required for certain residential uses from a structure size requirement to the number of bedrooms within a dwelling unit.

The OOR Administrator has provided the attached September 5, 2025 letter addressed to the Planning Director noting OOR’s support for the passage of the proposed amendments within the attached Bill. As noted in the letter, OOR opines that due to existing patterns of development that creates distance between home, jobs, schools and other destinations, personal vehicles remain as the most practical method of transportation for most residents and on-site parking stalls should be in proportion to the number of bedroom units contained within a dwelling unit. Further, OOR indicates that the proposed Bill would benefit early neighborhood developments served by narrower streets.

As shown in the attached letter, OOR is recommending for consideration by the Planning Commissions an addition for inclusion within MCC 19.36B.020, which is as follows:

- **“Parking spaces for residential uses within the Residential Zoning Districts outlined in Chapter 19.08 may be configured as tandem.”**

The Department has provided input regarding this recommended change under the “Department Analysis and Recommendations” section of this report.

Existing Residential Parking Requirements:

Currently, MCC Section 19.36B.020 requires that certain types of dwelling units, inclusive of apartments, duplex dwellings, farm labor dwellings, multi-family dwellings, and single-family dwellings, provide on-site parking spaces for their use based upon the floor area within the dwelling unit. The following table specifies the required number of parking spaces per floor area:

| Floor area of dwelling unit in square feet: | Minimum number of parking spaces: |
|--|--|
| Under 3,000 | 2 |
| 3,000-3,999 | 3 |
| 4,000-4,999 | 4 |
| 5,000-5,999 | 5 |
| 6,000-6,999 | 6 |
| 7,000-7,999 | 7 |
| 8,000 and above | 8 |

Accessory dwelling units on the same lot as a main dwelling unit are required to provide for one additional on-site parking space per accessory dwelling unit. Additionally, Ordinance 5832, which became effective on July 9, 2025, allows one kitchenette in addition to the main kitchen within a dwelling unit (with exception to within an accessory dwelling unit) provided that one additional on-site parking space is provided.

Discussion

Proposed Amendment:

As shown in attached Resolution 25-152, the proposed Bill would amend MCC Section 19.36B.020 by revising the existing parking requirements so that the number of on-site parking spaces required for certain residential uses would be based upon the number of bedrooms within a dwelling unit as opposed to the floor area of the dwelling unit. As proposed, the Bill would require the following on-site parking spaces for certain residential uses:

| Bedrooms per dwelling unit: | Minimum number of parking spaces: |
|------------------------------------|--|
| Studio | 1 |
| One bedroom | 1 |
| Two bedrooms | 2 |
| Three bedrooms | 2 |
| Four or more bedrooms | 3 plus 1 parking space for each additional bedroom |

The proposed Bill also would amend MCC Section 19.500.110 related to nonconforming parking and loading areas. Currently, the MCC requires that uses that are nonconforming to the required number of parking spaces must provide off-street parking for additional “*floor area*” proposed to be added to the use. The proposed Bill would add the words “*or bedrooms*” to this requirement, thereby requiring a nonconforming residence that does not currently meet the proposed required number of parking spaces per bedroom to add additional parking spaces for any proposed future increase in the number of bedrooms.

Department Analysis and Recommendations:

It is evident that some neighborhoods within the County currently experience parking related impacts. This issue is complicated and the result of many factors; some being broader policy matters, while others resulting from existing MCC development standards. While the proposed Bill is one tool that will help address the issue for future development, the Department believes that a comprehensive approach is needed. To frame the issue further, the Department offers the following contributing factors:

- **Inadequate alternative means of transportation.** The Department agrees with the OOR that existing patterns of development have created distances between home, jobs, schools and other destinations that necessitate personal vehicles as the most practical method of transportation for most residents. This is substantiated by Census data (see below), which shows that about 64 percent of occupied housing units have two or more vehicles. Approximately 6 percent of occupied housing units have no vehicles. Interestingly, about 67 percent of the same units are composed of 2-3 bedrooms with an additional 19 percent composed of 4 or more bedrooms.

**Census Data (American Community Survey 2023)
 Vehicles Available within 56,848 Occupied Housing Units – Maui County**

| # of Vehicles Available | Estimated Amount | Estimated Percentage |
|--------------------------------|-------------------------|-----------------------------|
| 0 | 3,497 | 6.2% |
| 1 | 16,895 | 29.7% |
| 2 | 20,616 | 36.3% |
| 3 or more | 15,840 | 27.9% |
| Total | 56,848 | 100% |

**Census Data (American Community Survey 2023)
 Bedroom Count within 56,848 Occupied Housing Units – Maui County**

| Bedrooms | Estimated Amount | Estimated Percentage |
|-----------------|-------------------------|-----------------------------|
| 0 | 1,721 | 3.0% |
| 1 | 5,837 | 10.3% |
| 2 or 3 | 38,269 | 67.3% |
| 4 or more | 11,021 | 19.4% |
| Total | 56,848 | 100% |

If there were significantly more accessible alternative means of transportation, such as increased bus service and better bicycle routes to serve resident needs, then the personal need for vehicles would most likely decrease.

- **Lack of affordable housing.** It is well known that there is a limited supply of available housing units in Maui County, and what is available is cost prohibitive for many residents. According to the 2024 Hawai'i Housing Planning Study (Study), in 2023, approximately 11.5 percent of 53,919 Maui households were “doubled up,” which means having more than two generations in the household, having unrelated individuals in the household or having same-generation relatives in the household. According to the Study, doubled-up persons are in the household because they cannot afford to live elsewhere. Further, according to the Study, approximately 12.9 percent of households are “crowded,” which means more than two persons per bedroom. When combined, the Study estimates that approximately 20.6 percent of households are “crowded and/or doubled-up.” This issue typically results in more adults residing in a residential dwelling thereby necessitating a need for more vehicles.
- **Limited availability of on-street parking.** Public street right of ways provide an alternative to on-site parking by providing for on-street parking. This however can be limited due to subdivision design (limited space between driveways), and reduced roadway width.
- **Reduced parking requirements from the past.** From 1960 to 1982, the zoning code required only one parking space per single-family dwelling. The change to two parking spaces per single-family dwelling in 1982 reflects the increased use of automobiles over time. According to the 2020

Census, approximately 20,062 of the 54,607 occupied housing units were constructed prior to 1979. As such, there may be many homes in the County constructed with only one required parking space; resulting in insufficient on-site parking for today's need.

- Insufficient driveway length. The MCC requires a standard parking space to be 8.5 feet wide by 18 feet long. It also requires all structures in Residential zoning districts (R-1, R-2 and R-3) to be set back a minimum of 15 feet from the front property line. While the MCC allows for parking spaces to be located within the 15-foot front-yard setback provided that those spaces meet the minimum parking space size, most residential structures accommodate their mandated parking spaces either within a garage or carport setback 15 feet from the front property line. With a garage or carport setback 15 feet from the front property line, there is insufficient driveway length to park a vehicle entirely on the driveway. If there was sufficient length between the front property line and the garage or carport to park a vehicle, then in addition to the parking spaces provided within the garage or carport, a property owner could safely provide additional parking on the driveway. This concept has already been incorporated into four of the MCC's existing Project Districts, where the front yard setback to the garage is required to be 20 feet while the front yard setback to all other structures is 10 feet or 15 feet.
- Multi-family housing being developed with single-family parking standards. This issue is evident within structures being re-built in areas damaged by the 2023 wildfire. For example, a building permit was issued for a new structure in Lahaina on a 7,122 square foot lot. The proposed 2,854 square foot main dwelling unit includes 10 bedrooms, 2 wet bars and 1 kitchen. It also includes a 489 square foot detached accessory dwelling unit with 2 bedrooms and 1 kitchen. The MCC does not restrict external access to rooms and thus, in association with the proposed two wet bars, the dwelling unit appears to serve as three separate units (not including the separate accessory dwelling unit). The MCC required parking for these structures is three spaces (two for the dwelling unit and 1 for the accessory dwelling unit). Importantly, while wet bars do not require any additional parking spaces, such as with a kitchenette, it is evident that wet bars are sometimes illegally converted and/or utilized as a kitchenette. Under the proposed Bill, this project would have required a total of 10 parking spaces.
- Tandem parking spaces are not permitted for accessory dwelling units or kitchenettes. Section 19.36B.020 provides that "*A dwelling unit's parking spaces may be in tandem.*" Thus, a dwelling unit may meet its two space parking requirement by providing one space immediately behind and adjacent to the other. Currently, this provision only allows for each dwelling unit's parking spaces to be in tandem. This ensures that one dwelling unit's required parking spaces are not blocking accessibility to another dwelling unit's parking spaces. This is understandable for larger apartment or multi-family developments where tenant control of parking spaces can be difficult. However, for smaller developments containing only two to three dwelling units, it is easier to manage the use of parking spaces amongst tenants. While the MCC requires one additional parking space for each accessory dwelling unit and one additional parking space for each kitchenette, it does not explicitly allow for these spaces to be in tandem to the main dwelling unit. While not a factor in

causing parking related issues in neighborhoods, this is an issue that if resolved, could help the development of accessory dwelling units and kitchenettes to further more attainable housing units within the County.

- On-street parking regulations could be established and enforced. The Department acknowledges that required on-site parking may not be sufficient to address the number of driving adults that may reside in homes with a larger number of bedrooms. This issue could also be addressed with regulation that prohibits on-street parking, or allows on-street parking with a limited number of permits, paired with rigorous enforcement of those regulations. This change in policy would not occur in Title 19 but could be adopted in Title 10 or other places within the code as appropriate.

The proposed Bill will help address foreseeable parking issues within residential neighborhoods by requiring more on-site parking spaces than the existing MCC. Specifically, it will address the existing issue of large multi-bedroom structures being designed to accommodate multiple adults without providing sufficient on-site parking.

While the Department recommends approval of the proposed Bill, as discussed within this report, the Department believes that the overall issue of residential parking is nuanced. In addition to addressing the factors identified above, it is also important to consider that due to existing infrastructure constraints, addressing the County’s housing issues will necessitate alternative approaches to building housing on vacant land. It will necessitate efforts to increase existing residential density, such as; 1) that proposed within the Department’s initiation requests of Bills 103 (Residential Density Increase) and 104 (Kitchenettes); 2) implementation of State Act 39’s requirement for two accessory dwelling units per residential lot; and 3) incorporating changes into the MCC through the Title 19-Zoning Code update to address Missing Middle Housing opportunities as presented to the Council and Maui Planning Commission earlier this year. These efforts will need to consider how residential land uses are parked to accommodate existing and future needs. To that end, while the Department is supportive of the proposed Bill as it provides an interim solution to large residential developments that provide inadequate on-site parking, it is important to acknowledge that long-term solutions that involve increases in density may necessitate further modification to the County’s parking requirements and strict enforcement of regulations in certain areas.

To provide for a more comprehensive interim approach, the Department recommends the following for the Commission’s consideration, comment and/or recommendation to the Council:

1. Revision to proposed Bill – Definition of Bedroom: The proposed Bill requires parking spaces per number of bedrooms, however, the proposal nor the existing MCC defines what is considered a “bedroom.” Defining what a “bedroom” is will be important for implementation of the proposed code requirement. As such, the Department recommends that the following new definition be added to Section 19.04.04 – Definitions:

“Bedroom” means any separate habitable room providing separation for sleeping purposes regardless of proposed use or designation that is a minimum of 70 square feet and a minimum of seven feet in any horizontal dimension that is not common space, a bathroom, closet, hall, storage, utility space, kitchen, living room, or dining room. Bedrooms as defined herein include habitable rooms so designated as a den, study, office, exercise room, sewing room, loft, playroom and other similar designations. In addition, an unfinished basement shall be counted as at least one additional bedroom.

2. **Revision to proposed Bill – Decrease requirement for four Bedrooms:** The proposed Bill requires that a two- or three-bedroom dwelling unit provide two parking spaces but requires a four-bedroom dwelling unit to provide three parking spaces. The existing MCC allows for a structure of less than 3,000 square feet to provide for two parking spaces, which can easily accommodate four bedrooms. To reduce the number of nonconformities and in consideration of adding the definition of “bedroom” noted in “1” above, the Department recommends that the Bill be amended so that a dwelling unit with four bedrooms requires two parking spaces while a dwelling unit with five bedrooms requires three parking spaces and one additional parking space is required for every bedroom more than five. As such, the Department recommends the following change to the proposed Bill’s revisions to a portion of the Table in Section 19.36B.020 (underline bold text for the Department’s proposed new text and strikethrough text for text to be removed):

| USE | MINIMUM NUMBER OF OFF-STREET PARKING SPACES | |
|---|---|--|
| 1) HOUSING | | |
| Dwelling units: apartment, duplex dwelling, farm dwelling, farm labor dwelling, multifamily dwelling, single-family dwelling. | Bedrooms per dwelling unit: | Minimum number of parking spaces: |
| | Studio | 1 |
| | One bedroom | 1 |
| | Two bedrooms | 2 |
| | Three bedrooms | 2 |
| | <u>Four bedrooms</u> | <u>2</u> |
| Note: A dwelling unit’s parking spaces may be in tandem. | Four <u>Five</u> or more bedrooms | 3 plus 1 parking space for each additional bedroom |

3. **Revision to proposed Bill – Tandem spaces for accessory dwelling units and kitchenettes:** Currently, the existing MCC does not permit accessory dwelling units to park its required parking space in tandem to the required parking spaces of the main dwelling unit. Additionally, while it is assumed that a parking space required for a kitchenette may park tandem to the main dwelling unit, the existing MCC could be interpreted otherwise. Further, the intent of the OOR recommendation as discussed above was to allow all of these uses to be parked in tandem. Thus, to address this issue and assist with the development of accessory dwelling units and kitchenettes to further housing opportunities, the Department recommends amending the Bill so that it is clear that accessory dwelling units and

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kitchenettes may provide their required parking spaces as tandem to the main dwelling unit. As such, the Department recommends the following change to the proposed Bill’s revisions to a portion of the Table in Section 19.36B.020 (underline bold text for the Department’s proposed new text and strikethrough text for text to be removed):

| USE | MINIMUM NUMBER OF OFF-STREET PARKING SPACES | |
|---|--|--|
| 2) HOUSING | | |
| Dwelling units: apartment, duplex dwelling, farm dwelling, farm labor dwelling, multifamily dwelling, single-family dwelling. Note: A dwelling unit’s parking spaces may be in tandem. | Bedrooms per dwelling unit: | Minimum number of parking spaces: |
| | Studio | 1 |
| | One bedroom | 1 |
| | Two bedrooms | 2 |
| | Three bedrooms | 2 |
| | Four bedrooms | 2 |
| | Four Five or more bedrooms | 3 plus 1 parking space for each additional bedroom |
| Dwelling units: accessory dwelling. <u>Parking space(s) may be in tandem with the main dwelling unit parking space(s).</u> | One for each accessory dwelling | |
| Dwelling units: with a kitchenette. <u>Parking space may be in tandem with the main dwelling unit parking space(s).</u> | One additional for the kitchenette. | |

4. Revision to proposed Bill – Additional parking for Wet Bars: For Maui and Lāna‘i, the MCC allows for up to one wet bar and one kitchenette. On Moloka‘i, while kitchenettes are not permitted, up to three wet bars are permitted depending upon the size of the dwelling unit. While the MCC requires an additional parking space for a kitchenette, it does not require an additional parking space for a wet bar. As discussed, often wet bars are illegally converted to kitchenettes or are used as kitchenettes to provide perceived separate dwelling units. As such, the Department recommends the following change to the proposed Bill’s revisions to a portion of the Table in Section 19.36B.020 (underline bold text for the Department’s proposed new text and strikethrough text for text to be removed):

| USE | MINIMUM NUMBER OF OFF-STREET PARKING SPACES | |
|-------------------|---|--|
| 5. HOUSING | | |

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October 14, 2025

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| | | |
|---|--|--|
| Dwelling units: apartment, duplex dwelling, farm dwelling, farm labor dwelling, multifamily dwelling, single-family dwelling. | Bedrooms per dwelling unit: | Minimum number of parking spaces: |
| | Studio | 1 |
| | One bedroom | 1 |
| | Two bedrooms | 2 |
| | Three bedrooms | 2 |
| | Four bedrooms | 2 |
| Note: A dwelling unit's parking spaces may be in tandem. | Four Five or more bedrooms | 3 plus 1 parking space for each additional bedroom |
| Dwelling units: accessory dwelling. | One for each accessory dwelling | |
| <u>Parking space(s) may be in tandem with the main dwelling unit parking space(s).</u> | | |
| Dwelling units: with a kitchenette. | One additional for the kitchenette. | |
| <u>Parking space may be in tandem with the main dwelling unit parking space(s).</u> | | |
| <u>Dwelling units: with wet bar</u> | <u>One additional for each wet bar.</u> | |
| <u>Parking space may be in tandem with the main dwelling unit parking space(s).</u> | | |

5. Revision to proposed Bill – Internal access only: Internal access to all rooms should be required to avoid the possibility of creating multiple units such as in the example of the 10-bedroom home described earlier. As such, the Department recommends revising the current definition of “dwelling unit” in MCC Section 19.04.040, as follows (underline bold text for the Department’s proposed new text):

*19.04.040. “Dwelling unit” means a room or group of rooms **internally** connected together constituting an independent housekeeping unit for family and containing a single kitchen.”*

6. Revision to proposed Bill – Increased setback for Garage or Carport: To provide more on-site parking opportunities, the Department recommends that instead of the current 15-foot MCC front yard setback requirement for all structures in Residential (R-1, R-2 and R-3) zoning districts, that garages or

carports be required to be setback a minimum of 18 feet from the front property line. This would not affect the required 15 foot front yard setback to the main and/or accessory dwelling. As such, the Department recommends the following change to a portion of the Residential Districts Development Standards table found in MCC Section 19.08.040 (underline bold text for the Department’s proposed new text):

| | |
|---|---|
| Setback lines (for any portion of a building up to and including 15 feet in height as measured from the natural or finish grade, whichever is lower) | |
| Front (in feet) | 15; <u>18 to any garage or carport</u> |
| Side/Rear (in feet) | 6 |
| Setback lines (for any portion of a building more than 15 feet in height as measured from the natural or finish grade, whichever is lower) | |
| Front (in feet) | 15; <u>18 to any garage or carport</u> |
| Side/Rear (in feet) | 10 |

Comments from the Department of Fire and Public Safety:

The Department forwarded the proposed Bill to various other Departments within the County for comment. The Department of Fire and Public Safety replied that they agree with the proposed Bill and basing parking upon bedroom count makes more sense. They also indicated that they find no conflict with the fire code provided that designated parking spaces do not obstruct required apparatus access, which they have the opportunity to review during the building permit process,

Planning Commission Options

The Commission has the following options:

1. Recommend approval of the proposed Bill to the Maui County Council.
2. Recommend approval of the proposed Bill with amendments and/or comments to the Maui County Council, which may or may not include the Department’s recommended amendments.
3. Recommend denial of the proposed Bill to the Maui County Council.
4. Vote to defer action on the proposed Bill to gather specific additional information.

Attachments:

- Resolution 25-152
- Council Meeting Transcript Minutes from July 25, 2025 Meeting
- Letter from OOR, dated September 5, 2025
- General Plan Policies

Planning Commission Memorandum – Residential Off-street Parking Requirements

October 14, 2025

Page 11

**cc: John Smith, OOR
Jordan Hart, OOR
Bradford Ventura, Chief, Fire and Public Safety
Ana Lillis, Deputy Director (pdf)
Carolyn Cortez, Acting Planning Program Administrator, ZAED (pdf)
Danny Diaz, Planning Program Administrator, Current Planning (pdf)
Jacky Takakura, Planning Program Administrator, Long Range (pdf)
Scott Forsythe, Planning Program Administrator, PID (pdf)
Gregory Pfost, Administrative Planning Officer (pdf)**

KLKB:GJP:jlj

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Resolution

No. 25-152

REFERRING TO THE LĀNA'I, MAUI, AND
MOLOKAI PLANNING COMMISSIONS A
PROPOSED BILL ON OFF-STREET PARKING
REQUIREMENTS FOR HOUSING

WHEREAS, the Council is considering a proposed bill to change the standard for determining the minimum number of off-street parking spaces required for housing; and

WHEREAS, Sections 8-8.4 and 8-8.6 of the Revised Charter of the County of Maui (1983), as amended, require that the appropriate planning commission review proposed zoning and other land use ordinances and provide findings and recommendations to the Council; now, therefore,

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

1. That it refers the proposed bill entitled "A BILL FOR AN ORDINANCE AMENDING THE COMPREHENSIVE ZONING ORDINANCE ON OFF-STREET PARKING REQUIREMENTS FOR HOUSING," attached as Exhibit "1," to the Lāna'i Planning Commission, Maui Planning Commission, and Molokai Planning Commission for appropriate action under Sections 8-8.4 and 8-8.6 of the Revised Charter of the County of Maui (1983), as amended; and
2. That certified copies of this Resolution be transmitted to the Mayor, Planning Director, Lāna'i Planning Commission, Maui Planning Commission, and Molokai Planning Commission.

APPROVED AS TO FORM AND LEGALITY:



Department of Corporation Counsel
County of Maui

paf:mkm:25-138b

INTRODUCED BY:

Tamara A. M. Paltin

TAMARA PALTIN

EXHIBIT "1"

ORDINANCE NO. _____

BILL NO. _____ (2025)

A BILL FOR AN ORDINANCE AMENDING CHAPTER 19.36B, AND 19.500,
MAUI COUNTY CODE, RELATING TO OFF-STREET PARKING SPACE
REQUIREMENTS FOR HOUSING

BE IT ORDAINED BY THE PEOPLE OF THE COUNTY OF MAUI:

SECTION 1. The Comprehensive Zoning Ordinance requires off-street parking spaces for housing units based on floor-area size. The Council finds that the number of bedrooms is a more precise measure. This Ordinance's purpose is to use the number of bedrooms rather than square footage to determine the minimum number of off-street parking spaces for dwelling units used for housing.

SECTION 2. Section 19.36B.020, Maui County Code, is amended to read as follows:

"19.36B.020 Designated number of off-street parking spaces. Unless otherwise provided in this chapter, the following minimum numbers of accessible, onsite, off-street facilities for the parking of self-propelled motor vehicles must be provided in connection with the use of any land or the construction, alteration, or improvement of any building or structure. When reviewing a building permit application or proposed change of use, the department must determine whether the applicant must submit a parking and landscaping plan to establish compliance with this chapter. If the department requires a plan, the department will not recommend approval of a building permit application or proposed change of use until it approves the plan and will not approve a certificate of occupancy or final inspection until the applicant has implemented the approved plan. The number of required parking spaces is based on the floor area of each use or component use except where otherwise specified. When calculating the total number of required parking spaces, a fraction

less than one-half is disregarded, and a fraction of one-half or more requires one parking space. The following chart establishes the general requirements for accessible, onsite, off-street parking. Compliance with the Americans with Disabilities Act, administered through the State department of health, disability and communications access board, and with State requirements for electric-vehicle parking is also required.

| USE | MINIMUM NUMBER OF OFF-STREET PARKING SPACES | |
|---|---|---|
| 1) HOUSING | | |
| Dwelling units: apartment, duplex dwelling, farm dwelling, farm labor dwelling, multifamily dwelling, single-family dwelling. Note: A dwelling unit's parking spaces may be in tandem. | [Floor area of dwelling unit in square feet:] <u>Bedrooms per dwelling unit:</u> [Under 3,000] <u>Studio</u> [3,000-3,999] <u>One bedroom</u> [4,000-4,999] <u>Two bedrooms</u> [5,000-5,999] <u>Three bedrooms</u> [6,000-6,999] <u>Four or more bedrooms.</u> [7,000-7,999] [8,000 and above] | Minimum number of parking spaces: [Two] <u>One</u> [Three] <u>One</u> [Four] <u>Two</u> [Five] <u>Two</u> [Six] <u>Three plus one parking space for each additional bedroom.</u> [Seven] [Eight] |
| Dwelling units: accessory dwelling. | One for each accessory dwelling. | |
| Dwelling units: with a kitchenette. | One additional for the kitchenette. | |
| Home business. | One for each home business that is allowed to have clients, patrons, or customers on the premises, in addition to any other parking requirements under this chapter. | |
| Transient accommodations. Note: A dwelling unit's parking spaces may be in tandem. | Type: Bed and breakfast home | Minimum number of parking spaces: One parking space for each bedroom for bed and breakfast home use, plus two parking spaces for the operator of the bed and breakfast home or as required for a single-family dwelling, whichever is greater. |

| | | |
|--|---|---|
| | Short-term rental home | Two, if the short-term rental home has four or fewer bedrooms or as required for the dwelling, whichever is greater; three, if the short-term rental home has five or more bedrooms, or as required for the dwelling, whichever is greater. |
| | Hotel, motel, other transient vacation rental, with or without kitchen facilities | One per rental unit, except that a transient vacation rental in a single-family dwelling must provide the same number of parking spaces as a single-family dwelling. Units capable of being used as two or more units are counted as separate rental units. |
| 2) COMMERCIAL, BUSINESS, OR INDUSTRIAL | | |
| Agricultural retail structure, agricultural products stand, bakery and catering (with no onsite eating or drinking), farmer's market, general merchandising, general office, personal and business services, personal services establishment, animal hospital. | One per 500 square feet, except that the minimum is three. | |
| Agricultural tourism activities under section 19.30A.050. | One parking space per two participants (paving not required). | |
| General merchandising of only large items such as furniture, flooring, mattresses, and appliances. | One per 1,000 square feet for all areas including office, storage, and showroom. | |

| | |
|--|--|
| Animal boarding facility. | Three plus one per 20 boarding units above 60 boarding units. The parking spaces may be shared with animal hospital parking space requirements. |
| Bank. | One per 300 square feet, except that the minimum is three. |
| Eating and drinking establishment or agricultural food establishment as defined in section 19.30A.015 with dining areas. | One per 100 square feet of amusement, serving, and dining areas (not counting drive-through uses), except that the minimum is four; two or more establishments in a "food court" configuration may share amusement and dining areas. |
| Eating and drinking establishment or agricultural food establishment as defined in section 19.30A.015 without dining areas such as take-out counters or "food retail". | One per 500 square feet of serving area, except that the minimum is three for each establishment. |
| Mobile food truck except where permitted in the agricultural district. | None; mobile food trucks may not occupy any parking space required by this title. |
| Industrial or storage uses, warehouse. | One per 1,500 square feet, except that the minimum is three. |
| SBR mixed-use establishment. | Two for each dwelling unit, plus one per 300 square feet of non-residential floor area. |
| SBR service establishment. | One per 300 square feet. |
| Self-storage. | One per 5,000 square feet. |
| Service station, repair shop, public garage, automobile services. | One per 200 square feet, excluding drive-through fueling areas, which must not be used for required parking, or one per 40 percent of lot area, whichever is greater. The storing and keeping of damaged vehicles or vehicle parts must be within an enclosure bounded completely by a wall at least six feet in height. |
| Shopping center. | One per 300 square feet of leasable or commercial area (not subject to component use requirements). |
| Swap meet. | One per 500 square feet. |
| Vehicle and equipment rental or sales. | One per 500 square feet for sales, showrooms, services, offices, and parts facilities, except that the minimum is three; none for outdoor storage of vehicles and equipment. |
| 3) RECREATION OR ENTERTAINMENT (PUBLIC OR COMMERCIAL) | |

| | | |
|--|--|---|
| Amusement center, entertainment establishment. | One per 100 square feet. | |
| Auditorium, theater, stadium, assembly area, arena, gymnasium. | One per 300 square feet, one per four seats, or one per eight feet of bleacher length, whichever is greater. | |
| Bowling alley. | Three per lane. | |
| Clubhouse, private club, fitness center, health club. | One per 200 square feet. | |
| Golf course. | Three per hole. Parking spaces may be located on any lot occupied by the golf course if the golf course occupies multiple lots. | |
| Golf driving range. | One per tee. | |
| Miniature golf course. | One per hole. | |
| Swimming pool. | One per 600 square feet of pool and associated buildings. | |
| Tennis court. | Four for each court. | |
| Passive recreation. | None for up to two acres; four for above two acres (paving not required). | |
| Active recreation. | Type: | Minimum number of parking spaces: |
| | Athletic field for baseball, football, soccer, other team sports (non-stadium). | 50 per athletic field; none additional for adjacent practice field; 10 for practice field without a full-sized field. |
| | Outdoor basketball court. | Six per court. |
| | Children's playground. | None. |
| | Skate park. | One per 500 square feet. |
| | Site for motor sports, paintball, zip lines, fitness course. | One per two participants at regular capacity. |
| Arboretum, botanical garden. | Three plus one per acre, except that the maximum number of required parking spaces is 20. | |
| 4) SOCIAL OR CIVIC SERVICE | | |
| Airport, heliport, other public transportation. | Parking for terminal, hangars, and in-terminal operations to be determined by the government agency that operates the airport, heliport, or other public facility. Private support services, such as automobile rental and cargo, to be determined separately as component uses. | |

| | |
|--|--|
| Cemetery, mausoleum. | None; any offices or other accessory uses to be determined separately. |
| Church, including place of worship. | One per 300 square feet, one per five seats, or one per eight feet of bench length, whichever is greater. |
| Community center. | One per 100 square feet. |
| Day care facility, nursing home, assisted living facility. | One per six clients, plus one per employee onsite at one time. |
| Fire station, police station. | To be determined by the fire chief, police chief. |
| Library, museum. | One per 500 square feet, except that the minimum is three. |
| Minor medical center, medical or dental clinic. | One per 300 square feet, except that the minimum is three. |
| Major medical center. | One per two beds. |
| Mortuary, funeral home. | One per 100 square feet. |
| Public utility substation. | One. |
| Recycling, redemption facility. | Three. |
| School, educational institution, general education, specialized education. | One per classroom if all students are under 16 years of age; eight per classroom if any student is 16 years of age or older. |

SECTION 3. Section 19.500.110, Maui County Code, is amended by amending Subsection F to read as follows:

“F. Nonconforming parking and loading.

1. If there is a change in use of a structure or lot or a portion of a structure or lot, the area of the new use must meet the off-street parking and loading requirement established in chapter 19.36B.

2. A use that adds floor area or bedrooms must provide off-street parking and loading for the additional area as required by chapter 19.36B.

3. A nonconforming parking or nonconforming loading may be repaired, expanded, or altered in a manner that does not increase its nonconformity.”

SECTION 4. Material to be repealed is bracketed. New material is underscored. In printing this bill, the County Clerk need not include the brackets, the bracketed material, or the underscoring.

SECTION 5. This Ordinance takes effect on approval.

APPROVED AS TO FORM AND LEGALITY:

Department of the Corporation Counsel
County of Maui

paf:mkm:25-138a

INTRODUCED BY:

Tamara A. M. Paltin

TAMARA PALTIN

COUNCIL OF THE COUNTY OF MAUI

WAILUKU, HAWAII 96793

CERTIFICATION OF ADOPTION

It is **HEREBY CERTIFIED** that **RESOLUTION NO. 25-152** was adopted by the Council of the County of Maui, State of Hawaii, on the 25th day of July, 2025, by the following vote:

| MEMBERS | Alice L. LEE Chair | Yuki Lei K. SUGIMURA Vice-Chair | Tom COOK | Gabriel JOHNSON | Natalie A. KAMA | Tamara A. M. PALTIN | Keani N. W. RAWLINS-FERNANDEZ | Shane M. SINENCI | Nohelani U'U-HODGINS |
|------------------|-------------------------------|--|------------------------------------|------------------------------------|------------------------|----------------------------|--------------------------------------|-------------------------|-----------------------------|
| ROLL CALL | Aye 'Ae | Aye 'Ae | Excused Ua ho'oku'u 'ia | Excused Ua ho'oku'u 'ia | Aye 'Ae | Aye 'Ae | Excused Ua ho'oku'u 'ia | Aye 'Ae | Aye 'Ae |



COUNTY CLERK

Council Transcript Minutes - July 25, 2025 - Resolution 25-152 - Discussion Hi-lighted

25-152 referring to the Lana'i, Maui and Moloka'i Planning Commissions a proposed Bill on off-street parking requirements for housing.\r\n\r\n>> Member Paltin. >> Thank you, Chair. I move to adopt resolution 25-152. >> Second. >> Moved by Member Paltin. Seconded by Member Sinenci to adopt resolution 25-152. Discussion, Member Paltin. >> Thank you. The Amendments to the parking in the proposed Bill are based on the presentation that we received from the Office of Recovery's presentation -- sorry.\r\n\r\n\r\nIn DRIAP Committee March 19, 2025, during the Committee's discussion on bills 103 and 104 and as I clarified for the testifier, kind of intention was it would be heard before the Planning Commission when we went into budget. But a lot of plates being spun and so here we are. >> Okay. Any more discussion? All those in favor of the motion, raise your hand, say aye? >> Aye. >> Six ayes, zero nos.\r\n\r\n\r\nThree excused. Motion carries. Excused are Johnson, Rawlins-Fernandez, and Cook, Ms. Clerk. >> Thank you, Chair. For referral to the Government Relations, Ethics, and Transparency Committee is resolution 25-153, approve fog inclusion in the 2026 Hawai'i State Association of Counties Legislative Package a State Bill relating to the psychology interjurisdictional compact. And resolution 25-154 approving for inclusion in the 2026 Maui County Council legislative package a State Bill relating to the psychology interjurisdictional compact.\r\n\r\n\r\n>> Any objections to referral of these items to the great Committee? >> No objections: >> So ordered. Ms. Clerk expenditure Chair, before you is resolution 25-151, authorizing acceptance of a donation of \$2487.31 from Fukuyama City, Japan to help with recovery from the August 2023 Maui wildfires under Section 3.56.030 Maui County Code. >> Member Paltin. >> Thank you, Chair. If there are no objections may I request the County Clerk call up Reso 25-156. >> No objections.\r\n\r\n\r\n>> So ordered. Ms. Clerk. >> Thank you, Chair. Before you is resolution 25-156 authorizing acceptance of a donation of \$1316 from Westminster Christian Academy to help with the recovery from the August 2023 Maui wildfires under Section 3.56.030 Maui County Code. >> Member Paltin. >> Thank you, Chair.\r\n\r\n\r\nI move to adopt resolutions 25-155 and 156 . second. >> moved by Member Patinger second by Vice-Chair Sugimura to adopt Resolutions 25-155 and 25-156. Discussion, Member Paltin. >> Thank you, Chair. We continue to support love and support from across the globe for the tragedy that Maui County endured August 8th and we're so grateful for our friends across the globe, keeping us in our thoughts and prayers and providing financial support. As the Budget Director asked for floor action today, I respectfully ask for the Members' support of my motion. >> Thank you. Member Johnson.\r\n\r\n\r\n>> Chair, I rise in full support and want to thank all of our just like Council Member Paltin, all of our brothers and sisters across the globe. I was fortunate to visit Fukuyama City in Hiroshima Prefecture and one of the things that they spoke on when they were planning to donate money is they know a thing or two about losing a whole is City, Hiroshima being the example. The City of Fukuyama is the City of Roses. After the atomic bomb landed and the whole Prefecture itself was bombed into oblivion, one person decided to plant hope and planted one Rose and other perish saw the Rose in the rubble and they planted and it went on and on and that City became the City of Roses. That is the lesson of rebuild and the lesson of resilience and I really appreciate the people in Fukuyama City for considering us brothers and sisters in trauma, and hey, they know a thing or two about that. So I thank them for that. Thank you, Chair.\r\n\r\n\r\n>> Thank you for sharing. Any more discussion? If not - >> Chair? >> I'm sorry. Yes, Pro Tem Kama. >> I know it's hard to see me because I'm online, but it's okay, I will yell out to you in a think you don't see my hand. My discussion is I'm very grateful that the Japanese people have looked at us and our

RICHARD T. BISSEN, JR.
Mayor

JOSIAH K. NISHITA
Managing Director

ERIN A. WADE
Deputy Managing Director

JOHN R. SMITH, P.E.
Office of Recovery Administrator



**DEPARTMENT OF
MANAGEMENT
COUNTY OF MAUI**
200 SOUTH HIGH STREET
WAILUKU, MAUI, HAWAI'I 96793
www.mauicounty.gov

September 5, 2025

Ms. Kate Blystone, Director
2200 Main Street
One Main Plaza, Suite 315
Wailuku, HI 96793

Director Blystone,

RE: Comments on Proposed Amendments to Maui County Code (MMC) Chapter 19.36B & 19.500
Off-Street Parking (Resolution 25-152)

The Office of Recovery (OOR) supports the passage of the above referenced resolution and associated changes to MCC 19.36B & 19.500 with amendments.

Due to the existing patterns of development within the County of Maui, creating distance between home, jobs, schools, and other necessary destinations, personal vehicles remain the most practical method of transportation for most residents. With that as the standard condition, the number of on-site parking stalls is necessary in proportion to the number of bedroom units contained within a dwelling unit. This update will specifically benefit early neighborhood developments served by narrower streets.

We suggest the following addition be considered by reviewing Planning Commissions for inclusion within 19.36B.020:

Parking spaces for residential uses within the Residential Zoning Districts outlined in Chapter 19.08 may be configured in tandem.

Mahalo for your consideration in this matter. Please feel free to contact Jordan E. Hart from our office at (808) 270-7821 or at jordan.hart@mauicounty.gov for further information.

Sincerely,

A handwritten signature in black ink, appearing to read "John Smith".

John Smith, P.E.
Office of Recovery Administrator

Council Resolution 25-152 - Proposed Bill Regarding Parking Requirements for Housing – Related General Plan Policies

General Plan Review Summary: The Department of Planning believes the proposed Bill is consistent with the General Plan. While the general plan documents (Countywide Policy Plan, Maui Island Plan, and community plans) do not have policies specifically related to the concept of changing parking space requirements for residential uses, there are some policies (see below) that speak to the importance of maintaining residential character, which this Bill helps with.

Further, as discussed in the Department's report to the Planning Commissions for this Bill, there are indirect factors that lead to parking related impacts in residential neighborhoods. There are General Plan policies (see below) that address these factors, such as policies that encourage alternative means of transportation and/or improving the existing transportation system with the intent on reducing reliance on vehicles. Additionally, there are policies that speak to the need for innovative ways of addressing the affordable housing issue facing Maui.

Policies related to neighborhood compatibility:

- ***Countywide Policy Plan***
 - *Policy E.2. b: Design neighborhoods to foster interaction among neighbors*
 - *Policy J.3.c: Protect and enhance the unique architectural and landscape characteristics of each Community Plan Area, small town, and neighborhood.*
- ***Wailuku-Kahului Community Plan***
 - *Goal: An attractive and functionally integrated urban environment that enhances neighborhood character, promotes quality design, defines a unified landscape planting and beautification theme along major public roads and highways, watercourses and at major public facilities, and recognizes the historic importance and traditions of the region.*

Policies related to need for transportation improvement and walkable communities:

- ***Countywide Policy Plan***
 - *Policy E.2.f: Develop workforce housing in proximity to job centers and transit facilities.*
 - *Policy H.1.h: Promote a variety of affordable and convenient transportation services that meet countywide and community needs and expand ridership of transit systems.*
 - *Objective H.2: Reduce the reliance on the automobile and fossil fuels by encouraging walking, bicycling, and other energy-efficient and safe alternative modes of transportation.*
 - *Policy H.2.a: Make walking and bicycling transportation safe and easy between and within communities.*
 - *Policy H.2.b: Require development to be designed with the pedestrian in mind. Design new and retrofit existing rights-of-way with adequate sidewalks, bicycle lanes, or separated multi-use transit corridors.*
 - *Policy H.2.c: Support the development of a countywide network of bikeways, equestrian trails, and pedestrian paths. Support the reestablishment of traditional trails between communities, to the ocean, and through the mountains for public use.*
 - *Policy H.5.a: Encourage progressive community design and development that will reduce transportation trips.*

- **Maui Island Plan**
 - *Implementing Action 4.1.3-Action 1: Develop and implement innovative land use tools, public/private transportation incentives, and flexible business practices to reduce travel costs and job trips.*
 - *Policy 5.1.1.a: Promote livable communities (compact/walkable/bikeable, access to transit) that provide for a mix of housing types and land uses, including parks, open space, and recreational areas.*
 - *5.1.2 Action 4: Develop incentives for locating new workforce housing in proximity to jobs and services.*
 - *Objective 6.4.1: Provide for a more integrated island-wide transportation and land use planning program that reduces congestion and promotes more efficient (transit-friendly) land use patterns.*
 - *Objective 6.4.2: Safe, interconnected transit, roadway, bicycle, equestrian, and pedestrian network.*
 - *Policy 6.4.2.c: Require new development, where appropriate, to integrate sidewalks, pathways, bikeways, and transit infrastructure into new commercial and residential projects while enhancing community character.*
 - *Goal 6.5: An island-wide transit system that addresses the needs of residents and visitors and contributes to healthy and livable communities.*
 - *Policy 6.5.1.a: Maximize access to public transit in town centers, commercial districts, and employment centers.*
 - *Policy 6.5.1.b: Expand regional and inter-regional transit services, where appropriate, in heavily traveled corridors and within communities.*

- **Kihei-Makena Community Plan**
 - *Objectives and Policies c: Strengthen the coordination of land use planning and transportation planning to promote sustainable development and to reduce dependence on automobiles. New residential communities should provide convenient pedestrian and bicycle access between residences and neighborhood commercial areas, parks and public facilities.*

- **West Maui Community Plan**
 - *Policy 2.2.1: Improve West Maui's active transportation network by increasing multimodal transportation options, incorporating Complete Streets, adding new sidewalks, and improving existing sidewalks and other pedestrian and bicycle facilities.*
 - *Policy 2.2.3: Establish "safe routes" in each community. "Safe routes" are primarily street networks that safely accommodate pedestrians and bicyclists to get from homes to schools, parks, shops, jobs, and services.*
 - *Policy 2.2.5: Support increased transit service within and between West Maui's neighborhoods, parks, and commercial areas, and between the Kahului Airport and West Maui hotels.*
 - *Policy 2.2.8: Require new development, redevelopment, and Chapter 201H, Hawai'i Revised Statutes and Chapters 2.96 and 2.97, Maui County Code, housing projects to include facilities and programs that support connectivity, biking, walking, and public transit.*
 - *Policy 2.5.11: Require affordable housing projects, including projects developed under Chapter 201H, Hawai'i Revised Statutes, or Chapters 2.96 or 2.97, Maui County Code, to be near jobs, schools, transit, and services, when possible. If not possible, projects should at least be near transit. Projects should include sidewalks, parks, bus stops and other*

infrastructure and pedestrian-oriented design elements that create walkable and livable communities for all.

- *Policy 2.5.15: Support infill development and redevelopment near town centers, transit stops, and transportation corridors. Support redevelopment that replaces less desirable commercial developments with walkable, mixed use community centers, and a variety of housing types.*

- **Wailuku-Kahului Community Plan**

- *Objectives and Policies for the Wailuku-Kahului Region in General*
- *1. Enhance the appearance of major public roads and highways in the region.*
Comments: Enhanced corridors can improve the pedestrian and cyclist experience, promoting multimodal transportation and safer, more comfortable travel for non-drivers. This aligns with broader goals to reduce car dependency and support healthy, active transportation options.
- *3. Improve pedestrian and bicycle access within the region.* Comment: Most of the internal county roads and sidewalks are blocked off by cars of either residents or guests.
- *Goal: Timely and environmentally sound planning, development and maintenance of infrastructure systems which serve to protect and preserve the safety and health of the region's residents, commuters and visitors through the provision of clean water, effective waste disposal and drainage systems, and efficient transportation systems which meet the needs of the community.* Comment: The bus system is efficient because it moves many people using fewer vehicles, which helps reduce traffic and emissions. Bicycling and walking are also efficient for short distances, low cost, and no emissions.

- **Makawao-Pukalani-Kula Community Plan**

- *Objectives and Policies 7: Encourage and support alternative transportation programs, that could include various methods of land use planning and urban design, which reduce reliance on the automobile as the primary mode of travel.*
- *Objectives and Policies 3: Encourage urban design concepts which promote pedestrian orientation and mixed land uses in order to reduce automobile travel and promote energy conservation.*

- **Paia-Haiku Community Plan**

- *Objectives and Policies 3: Encourage convenient pedestrian and bicycle access between residences and neighborhood commercial areas, parks and public facilities, in order to minimize use of the automobile within residential communities.*

Policies seeking innovative ways to address housing and increase density:

- **Countywide Policy Plan:**

- *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.*

- **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.

- **West Maui Community Plan**

- 2.5.12: Support missing middle housing types (multiunit or clustered housing types compatible in scale with single-family homes such as Ohana, duplex, tri-plex, fourplex, courtyard apartments, bungalow court, and live/work units) and simple style single-family homes to meet the growing demand for a diversity of housing options and affordability.
- 2.5.16: Increase the inventory of long-term housing units, whether owner-occupied or long-term rental, and whether single-family or multi-family.

- **Kihei-Makena Community Plan**

- Housing and Urban Design Implementing Action b: Explore modifying zoning, building and subdivision codes to incorporate minimum lot sizes, compact parking ratios, and roadway and utility standards which meet resident needs but which may depart from customary urban standards, in an effort to reduce development and housing costs.

- **Makawao – Pukalani – Kula Community Plan**

- Housing Objectives and Policies 3: Provide a mixture of housing types, smaller lot sizes, and coordinated assistance programs aimed at lowering housing costs and expanding housing opportunities.
- Government Implementation Action 3: Explore modifications to building and subdivision codes and standards such as minimum lot sizes, and compact parking ratios which will reduce the ultimate cost of housing.

- **Lana'i Community Plan**

- Housing Issue 3 and Strategy 3: There is a lack of housing choices at different price levels and housing sizes. Encourage new development to include a variety of lot sizes, housing types, tenures and price points that accommodate the full spectrum of household compositions, life stages (i.e. single, married, with children, multigenerational, etc.), and income levels. Ensuring housing variety on Lana'i will increase residents' ability to remain on the island when family or economic circumstances change. Housing types include small and large single-family detached homes, 'Ohana dwelling units, duplexes, town homes, multifamily building, and live-work units.
- Housing Policy 6: Support opportunities for multigenerational housing and efficient use of existing infrastructure through the development of Ohana units on Lana'i.
- Housing Action 11.03: Amend zoning codes to allow a greater variety of housing types, including mixed-use, mixed housing types, co-housing, prefabricated homes, and small lots.

- **Moloka'i**

- Housing Policy 4: Encourage development of a range of lot sizes and housing types (e.g. single family, Ohana units, duplexes, multi-family, and live-work units) to expand housing choices and price points.
- Housing Action 6.2.03: Amend the zoning code to allow a greater variety of housing types to address affordability, including mixed-use, mixed housing types, co-housing, prefabricated homes, and small lots.

Policies related to parking and cost of housing:

- ***Makawo-Pukalani-Kula community plan***
 - *Government implementing action #3: Explore modifications to building and subdivision codes and standards such as minimum lot sizes, and compact parking ratios which will reduce the ultimate cost of housing.*

- ***Kihei-Makena community plan***
 - *Housing & Urban Design implementing action b. Explore modifying zoning, building and subdivision codes to incorporate minimum lot sizes, compact parking ratios, and roadway and utility standards which meet resident needs but which may depart from customary urban standards, in an effort to reduce development and housing costs.*