

ALAN M. ARAKAWA  
Mayor  
MICHELE CHOUTEAU MCLEAN  
Director  
JOSEPH W. ALUETA  
Deputy Director



COUNTY OF MAUI  
**DEPARTMENT OF PLANNING**

April 20, 2018

RECEIVED

2018 AUG 20 AM 11:46

OFFICE OF THE MAYOR

Honorable Alan M. Arakawa  
Mayor, County of Maui  
200 South High Street  
Wailuku, Maui, Hawaii 96793

For Transmittal to:

Honorable Mike White, Chair  
and Member of the Maui County Council  
200 South High Street  
Wailuku, Maui, Hawaii 96793

APPROVED FOR TRANSMITTAL

*Alan Arakawa* 8/21/18  
Mayor Date

OFFICE OF THE  
COUNTY CLERK

2018 AUG 27 AM 9:35

RECEIVED

Dear Chair White and Council Members:

**SUBJECT: SUBDIVISION CONSISTENCY WITH THE GENERAL PLAN,  
THEODORE YAMAMURA SUBDIVISION, SUBDIVISION FILE  
NO. 2.3151, TMK (2) 2-7-003:092**

In accordance with the Maui Island Plan, we are notifying the Administration and the County Council that a planned greenway may be compromised by the above proposed subdivision.

Chapter 2.80B and Section 18.04.030, Maui County Code, require that subdivisions be consistent with the General Plan (Countywide Policy Plan, Maui Island Plan and community plans). The General Plan contains a planned greenway (bike and pedestrian pathway) crossing through the above-referenced subdivision, as identified by the Upcountry Greenway Masterplan, the Countywide Policy Plan, and as a Protected Area in the Maui Island Plan (see applicable plan provisions and subject greenway below).

Therefore, this greenway must be incorporated into the proposed subdivision. To meet this requirement, we have suggested that the subdivider create a "reserve strip" or "trail easement" along the outer edge of the existing parcel, to minimize the costs to the landowner and the county, of future development of this greenway and to minimize its impacts to future development of the parcel. We are not asking for it to be built at this time, but to just reserve a location where it will be built in the future.

The property owner has refused to incorporate or reserve this greenway, in any way, into the proposed subdivision.

COUNTY COMMUNICATION NO. 18-313

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**The following are specific relevant sections of the General Plan and Maui County Code:**

**MCC 2.80B.030.B and 18.04.030:**

- MCC requires subdivisions to be consistent with the General Plan and zoning (subdivisions contain a discretionary component and are therefore not a ministerial permit).

B. All agencies shall comply with the general plan, and administrative actions by agencies shall conform to the general plan, except for ministerial permits or approvals including, but not limited to, building permits, grading permits, plumbing permits, and electrical permits. All community plans, zoning

**18.04.030 - Administration.**

A. This title shall be applied and administered within the framework of the County general plan, community plans, land use ordinances, the Maui County Code, and other laws relating to the use of land. The director shall not approve any subdivision that is not consistent with the County general plan, community plans, State land use classification, and zoning.

**UPCOUNTRY GREENWAY MASTERPLAN:**

- A priority/near term bike and pedestrian pathway is identified as the “Lower Giggle Hill Loop” (fig 9, page 21), which connects to the Giggle Hill Loop greenway (fig 10, page 23).



**MAUI ISLAND PLAN:**

- The transportation section (Infrastructure and Public Facilities) identifies a key component of the transportation system to include bicycles and pedestrians (page 6-26). Two Implementing Actions (6.4.2-Action 2, page 6-31 and 6.6.2-Action 3, page 6-44), and one Policy (6.6.1.a, page 6-42) all include the “Upcountry Greenway Master Plan”.
- The Directed Growth Plan includes a detailed section discussing the Upcountry Greenway Master Plan as one of the four planned protected areas of Paia-Haiku (pages 8-45, 8-50, 8-53, and 8-54).
- The Protected Area Policy (8.3.a, Page 8-9) states that “*The County Council and the Administration should be notified if a Protected Area may be compromised by a development proposal.*” A subdivision of land into two or more lots is a development pursuant to MCC Section 18.04.125. The Department believes this protected area will be compromised by not incorporating an area for this protected area into the proposed subdivided lots, hence this notification.

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- The Regional Transportation Network map includes the “Giggle Hill Lower Loop” pathway (Diagram 6-1).



#### COUNTYWIDE POLICY PLAN:

- The Transportation section includes non-motorized transportation and specifically includes the Upcountry Greenway Master Plan as an example toward developing a multi-modal system of transportation (page 34).

The specific pages referenced in this letter are attached with highlights: Upcountry Greenway Masterplan (with notes added to help identify the subject greenway and the lot proposed to be subdivided), Maui Island Plan, and Countywide Policy Plan.

The above-noted Maui Island Plan Protected Area Policy calls for you to be notified about this matter, but it does not indicate whether the subdivision can or cannot be processed as proposed. Therefore, your guidance on this matter is requested so that we may proceed with processing the subdivision: either recommending approval as proposed without the subject greenway, or recommending denial unless the greenway is incorporated in some way. ***If we receive no guidance or response from you on this matter by September 30, 2018, we will recommend approval as proposed without the subject greenway.***

If you have any questions or require additional information, please feel free to contact me.

Sincerely,

MICHELE MCLEAN  
Planning Director

Attachment: Portions of the Upcountry Greenway Masterplan, Maui Island Plan, and Countywide Policy Plan

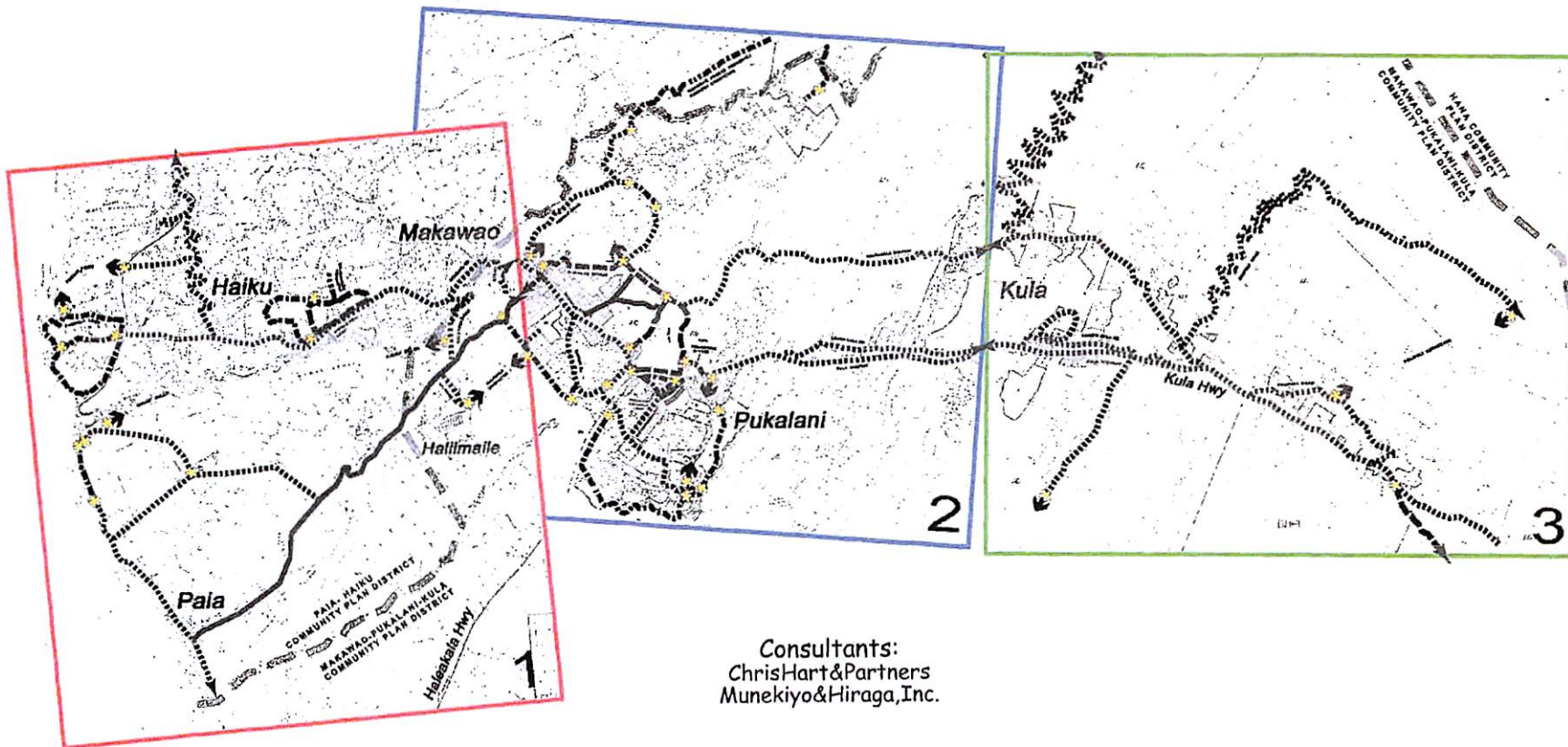
xc: Michele McLean, Planning Director (pdf w/att.)  
Joe Allueta, Deputy Director of Planning (pdf w/att.)  
John Rapacz, Planning Program Administrator (pdf w/att.)  
Danny Diaz, Planner (pdf w/att.)  
Paul Critchlow, Planner (pdf w/att.)  
Subdivision File No. 2.3151 (KIVA Related Documents & Project File)  
General file

MCM:JSR:PBC:atw

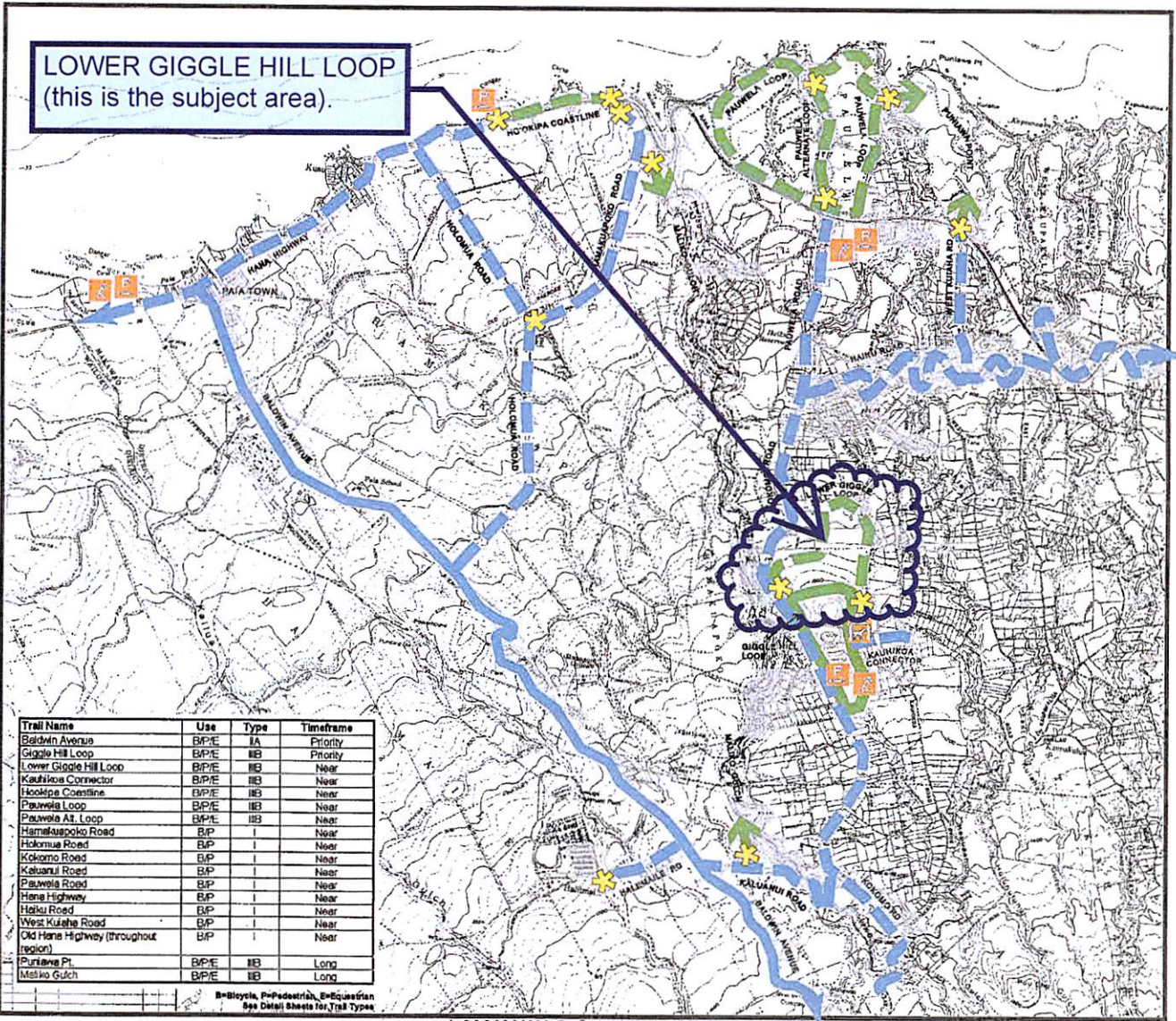
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SubdivisionConsistency.docx

# UPCOUNTRY GREENWAY MASTERPLAN

County of Maui  
Department of Planning  
July 2004



Consultants:  
Chris Hart & Partners  
Munekiyo & Hiraga, Inc.



# LEGEND

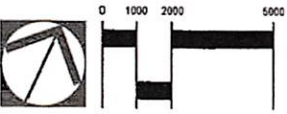
## PAIA-HAIKŪ

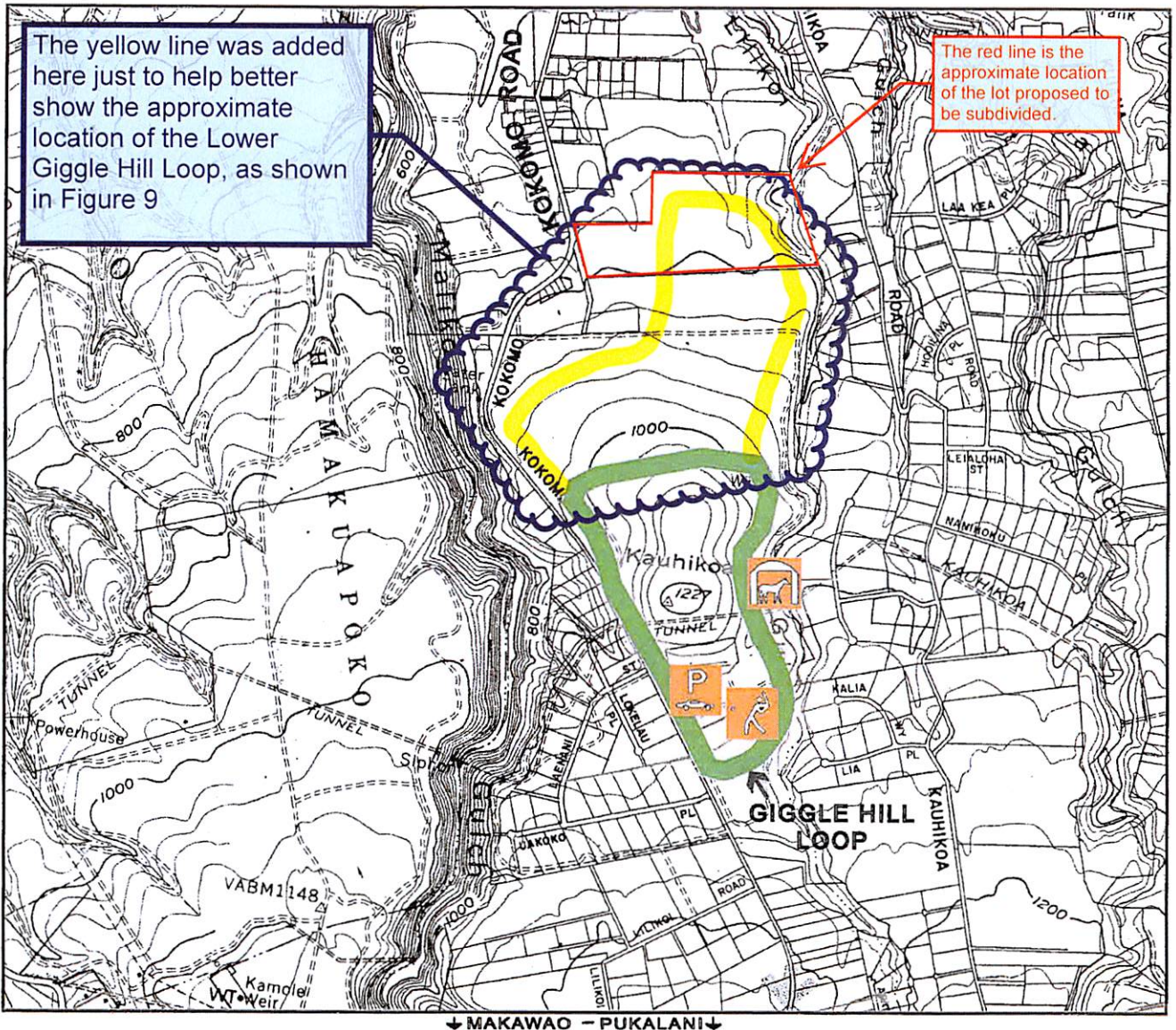
- TRAIL TYPE**
- PRIORITY OFF-ROAD ROUTE
  - PRIORITY ROUTE WITHIN OR ADJACENT TO RIGHT-OF-WAY
  - NEAR-TERM OFF-ROAD ROUTE
  - NEAR-TERM ROUTE WITHIN OR ADJACENT TO RIGHT-OF-WAY
  - TRAIL NAME LONG-TERM ROUTE

- AMENITIES**
- Parking / Staging Area
  - Equestrian Facilities
  - Play Fields
  - Trail Terminus

### UPCOUNTRY GREENWAY MASTERPLAN

**FIGURE -9-**





# LEGEND

## PAIA-HAIKŪ

### PRIORITY TRAIL MAP

- PRIORITY OFF-ROAD ROUTE**
- PRIORITY ROUTE WITHIN OR ADJACENT TO RIGHT-OF-WAY**
- NEAR-TERM OFF-ROAD ROUTE**
- NEAR-TERM ROUTE WITHIN OR ADJACENT TO RIGHT-OF-WAY**
- TRAIL NAME** **LONG-TERM ROUTE**

- #### AMENITIES
- Parking / Staging Area
  - Equestrian Facilities
  - Play Fields
  - Trail Terminus

## UP COUNTRY GREENWAY MASTERPLAN

**FIGURE -10-**

0 500 1000 2500

Prepared for  
**CHRIS HART & PARTNERS**



Prepared By:  
County of Maui  
Planning Department  
Long Range Division

Prepared For:  
The People of Maui

# Maui Island Plan

## General Plan 2030

*'A 'ohe hana nui ke alu 'ia.  
No task is too big when done together by all.*



**EXHIBIT B**



*Hāna Highway is a major roadway infrastructure and gateway to central Maui.*

## TRANSPORTATION

*Streets and highways are currently the primary infrastructure supporting Maui's transportation system and play a major role in shaping settlement patterns. The quality of the roadway system affects various modes of travel including automobile, transit, bicycle, and pedestrian. The condition of Maui's roadway system also impacts the safety of all roadway users, the movement of goods and products, efficiency of emergency public services, and quality of life. This system experiences increasing demand associated with island growth and development. A key outcome, therefore, is to maintain, improve, and expand where necessary the existing roadway system, and expand multimodal transportation to improve traffic flow, safety, and efficiency.*



## ***INFRASTRUCTURE AND PUBLIC FACILITIES***

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- 6.4.2.d Identify and improve hazardous and substandard sections of roadways, drainage infrastructure, and bridges, provided that the historical integrity of the roads and bridges are protected.
- 6.4.2.e Consider identification, acquisition where appropriate, and utilization of abandoned right-of-ways for bikeways, pedestrian pathways, and open-space networks.
- 6.4.2.f Support the implementation of the *Central Maui Pedestrian & Bicycle Master Plan* (March 2012), when consistent with the MIP.

### **Implementing Actions:**

- 6.4.2-Action 1 Revise the subdivision ordinance to require developers, where appropriate, to integrate sidewalks, pathways, bikeways, and transit infrastructure into new commercial and residential projects, while enhancing community character.
- 6.4.2-Action 2 Implement the *Upcountry Greenway Master Plan (2004)*, and other approved greenway plans, consistent with the MIP, and County and State transportation plans.
- 6.4.2-Action 3 Develop and adopt regulations to require developments to dedicate right-of-way consistent with State and County transportation plans prior to or as the phases of the developments become operational.
- 6.4.2-Action 4 Implement pedestrian and bikeway plans.

### **Objective:**

- 6.4.3 An island-wide, multimodal transportation system that respects and enhances the natural environment, scenic views, and each community's character.

### **Policies:**

- 6.4.3.a Ensure that the roadway and transit alignments respect the natural environment and scenic views.
- 6.4.3.b Ensure that roadways and transit systems in rural areas and small towns enhance community character.
- 6.4.3.c Design all transit systems to respect visual corridors and Maui's character.

### **Implementing Actions:**

- 6.4.3-Action 1 Adopt and amend County regulations to incorporate design standards for roadways, transit, and pedestrian facilities that ensure protection of the natural environment and each community's sense of place.
- 6.4.3-Action 2 Develop, adopt, and regularly update the mapping of Scenic Corridor Protection standards that implement the recommendations of the Scenic Roadway Corridors Management Plan and Design Guidelines.

## INFRASTRUCTURE AND PUBLIC FACILITIES

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### ***Availability and Access to Active and Passive Recreation***

In recent years, parks investment has generally been focused around active recreation parks. As the island urbanizes, it will be just as important to protect and create open spaces and passive recreation opportunities within urban areas and throughout the island.

### **GOAL, OBJECTIVES, POLICIES, AND ACTIONS**

#### **Goal:**

- 6.6 Maui will have a diverse range of active and passive recreational parks, wilderness areas, and other natural-resource areas linked, where feasible, by a network of greenways, bikeways, pathways, and roads that are accessible to all.

#### **Objective:**

- 6.6.1 More effective, long-range planning of parks and recreation programs able to meet community needs.

#### **Policies:**

- 6.6.1.a Support, consistent with the MIP, the implementation of open-space and recreational plans, such as the *Pali to Puamana Parkway Master Plan* and the *Upcountry Greenways Master Plan*.
- 6.6.1.b Utilize the ahupua`a approach by integrating mauka-to-makai natural landscapes into an island-wide parks and recreation functional plan.
- 6.6.1.c Provide a balanced mix of passive and active parks, including neighborhood, community, and regional parks, in each community plan area.
- 6.6.1.d Support the expansion of Haleakala National Park, where supported by affected communities.
- 6.6.1.e Support lo`i and dryland taro restoration in County, State, and Federal parks.
- 6.6.1.f Encourage private landowners to dedicate land to Federal, State, or County governments, or nonprofit land trusts, for parks and open-space protection consistent with the MIP.
- 6.6.1.g Strengthen inter-agency coordination including State and County departments, such as resolving joint use of facilities and properties.
- 6.6.1.h Work with the State to prepare and implement a master management plan for `Ahihi-Kīna`u and La Perouse-Keone`ō`io Bay to Kanaloa Point region.

#### **Implementing Actions:**

- 6.6.1-Action 1 Identify government ROWs to determine if they can be incorporated into an island-wide parks and recreation functional plan.

## ***INFRASTRUCTURE AND PUBLIC FACILITIES***

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### **Implementing Actions:**

- 6.6.2-Action 1** Develop and adopt LOS and design standards for parks and recreational facilities.
- 6.6.2-Action 2** Identify and acquire appropriate park sites in accordance with a parks and recreation functional plan.
- 6.6.2-Action 3** Implement parks and recreational plans, consistent with the MIP, including the North Shore Bikeway Master Plan; Upcountry Greenway Master Plan; South Maui Community Park and Open Space Master Plan; Pali to Puamana Parkway Master Plan; Shoreline Access and Inventory Update-Final Report; South Maui Heritage Corridor; and North Shore Corridor Report.
- 6.6.2-Action 4** Develop a regional park and fairground in Central Maui, and regional parks in South and West Maui.
- 6.6.2-Action 5** Amend County zoning and subdivision ordinances to require development to incorporate a mixture of park facilities into large master-planned communities.
- 6.6.2-Action 6** Develop additional historical and cultural parks.
- 6.6.2-Action 7** Establish community-based advisory boards where necessary to help prioritize the purchase of park and recreational lands and facilities.

### **Objective:**

- 6.6.3** An expanded network of greenways, trails, pathways, and bikeways.

### **Policies:**

- 6.6.3.a** Link existing and future park sites, natural areas, the shoreline, and residential areas with a network of bikeways, pedestrian paths, trails, and greenways.
- 6.6.3.b** Support the implementation of plans and programs that facilitate pedestrian mobility and access to active and passive recreation areas and sites.
- 6.6.3.c** Collaborate with the State and private land owners to ensure perpetual access and proper stewardship of traditional trails and access systems.
- 6.6.3.d** Facilitate the development of well-managed noncommercial campgrounds throughout the island.
- 6.6.3.e** Consider requiring commercial bike rental businesses to provide funding that supports a mauka-to-makai Haleakalā bikeway improvement program.
- 6.6.3.f** Ensure ADA compliance and seek opportunities to make all parks and recreational facilities accessible to people with disabilities.

## *Directed Growth Plan*

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### PROTECTED AREA POLICY

- 8.3.a The Protected Areas in Diagrams E-1, NW-1, N-1, NE-1, S-1, SE-1, and WC-1 should be concurrently reviewed with Table 8-2 and with any proposed land uses that may result in an adverse impact on a Protected Area. The County Council and the Administration should be notified if a Protected Area may be compromised by a development proposal.

### Exceptions to Development Outside of Growth Boundaries

During the life of the MIP, there will be a need for certain land uses that may have unique impacts or requirements due to the nature of the use, and would be more appropriately located outside of identified growth boundaries. These land uses may include heavy industrial operations, such as but not limited to, infrastructure facilities, baseyards, quarries, transfer stations, landfills, and uses generating noise or odor that are undesirable for an urban environment. In addition, there may be public/quasi-public, or nonprofit uses that enhance community services and well-being that are most appropriately located outside of urban and rural areas. These uses may include parks, campgrounds, educational centers, arts and cultural facilities, communication facilities, and health and safety related facilities. Alternative energy systems and other land uses related to emerging industries may also be suitable outside of urban, small town, and rural growth boundaries when consistent with community plans and zoning. Commercial uses may also be permitted when appropriate. These uses may be approved, pursuant to the County's special or conditional use permit process contained in Title 19, MCC, or the State Land Use Commission's special use permit process contained in Chapter 205, HRS, and Chapter 15-15, Hawai'i Administrative Rules, without an amendment to the MIP. The Maui Island Plan shall not be construed or implemented to prohibit existing, legally permitted uses or structures. Any dwelling or structure that was constructed with a building permit that was approved prior to the enactment of this Plan may be reconstructed as permitted by the original building permit(s), and such dwellings or structures may be expanded or modified with a building permit, subject to the provisions of the Maui County Code and applicable laws.

### Methodology for Identifying Growth Boundaries

To formulate the Directed Growth Plan, the County first developed a set of Guiding Land Use Principles. These are generally philosophical in nature, and were derived from the Focus Maui Nui WalkStory and PlanStory public outreach events; various community workshops; planning literature; public facilities, and infrastructure studies; and heritage resource, scenic and cultural resource studies.

### GUIDING LAND USE PRINCIPLES

1. **Respect and encourage island lifestyles, cultures, and Hawaiian traditions:** The culture and lifestyle of Maui's residents is closely tied to the island's beauty and natural resources. Maintaining access to shoreline and mountain resources and protecting culturally significant sites and regions perpetuates the island lifestyle and protects Maui's unique identity. One of the most vital components of the island lifestyle and culture is Maui's people. In an island environment where resources are finite, future growth must give priority to the needs of residents in a way that perpetuates island lifestyles.
2. **Promote sustainable land use planning and livable communities:** Managing and directing future growth on Maui should promote the concept of sustainability, and the establishment of livable communities. Sustainable practices include: 1) Focusing growth into existing communities; 2) Taking advantage of infill and redevelopment opportunities; 3) Promoting compact, walkable, mixed-use development; 4) Revitalizing urban and town centers; 5) Providing

## Directed Growth Plan

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corn were being grown in Kula with all corn ground and processed at the Makawao Corn Mill camp. During the 1900s, Hawai'i had a good market and excellent prices for corn, with local production unable to keep up with demand. By 1909, 3,200 acres of corn were planted statewide, and Kula was known as a "corn-raising region." During the war, over 9,000 acres of corn were being grown, reflecting the plantation's response to the call to aid in the war effort. After 1920, corn production dropped quickly to less than 1,900 acres as a result of bad agricultural practices and the rise of pineapple as a profitable commodity.

The remains of the former historic Corn Mill Camp site are identified as the Corn Mill Camp Protected Area located in Pukalani. The intent of the preservation boundary shall be to protect and preserve Corn Mill Camp's historic resources, which may include the adaptive reuse of the existing Corn Mill Camp historic complex. The Secretary of the Interior's Standards shall be utilized for rehabilitating historic structures.

### **Upcountry Greenway**

The Upcountry Greenway planned protection area is within the Makawao-Pukalani-Kula community plan region. Portions of Upcountry Greenway planned protected area are also within the Pā'ia-Ha'ikū Community plan region (*Upcountry Greenway Master Plan, 2004*). The goal of the Upcountry Greenway is to provide an integrated system of nonmotorized transportation facilities and recreation multi-user routes, trails and paths that are compatible with existing and future land uses in the region. A brief discussion of the protected area is provided below.

The Upcountry Greenway is envisioned as a regional network of bikeways, equestrian trails and pedestrian paths that provide linkages between three geographic sub-areas: Pā'ia-Ha'ikū; Makawao-Pukalani; and Kula-'Ulupalakua. Transportation components of the system will establish inter- and intra-community linkages and satisfy the origin-destination objectives of potential users. Greenway facilities may also provide transportation connections between the communities of Makawao and Pukalani or Waiakoa and Kēōkea. The trails will serve as a multifunctional regional system of nonmotorized travel ways physically separated from roadways. Ancillary facilities such as restrooms, trail guidance facilities, parking areas, and signage are also envisioned.

The following general planning principles shall be addressed during route and alignment selection and development of the trail system:

1. Off-road facilities shall be integrated with existing State and County roadway systems with consideration given to connection point safety. In integrating off-road facilities with existing State and County roadways, consideration shall be given to providing connection locations which facilitate greenway system continuity.
2. Both transportation and recreational facilities shall be limited to non-motorized uses. Thus, design of the greenway system shall at a minimum, address the needs of pedestrians (walkers, joggers, hikers, skaters) horseback riders and bicyclists.
3. The definition of trail routing and alignments shall respect existing uses, existing property boundaries, and man-made and natural physical barriers (i.e. fences, walls, topographic features, etc.) and conservation goals. Particular attention shall be given to the relationship between greenway-facility use and agricultural requirements.
4. The greenway shall be developed based on best practices for interconnected railway systems.

## Directed Growth Plan

### Old Maui High School Campus Revitalization Area

The Old Maui High School Campus Revitalization planned growth area is located in the Hāmākuapoko region. The region is comprised of fertile agricultural lands with a long history of sugarcane production. The project site is the last remaining vestige of Hāmākuapoko camp, which was once a vibrant plantation camp community. The Old Maui High School campus is comprised of three parcels totaling roughly 24 acres. The project site contains several reusable buildings, an abundance of mature landscaping, concrete walkways, open space, and approximately 15 acres of vacant land for expansion.

### Planned Growth Area Rationale

Since the closure of the Old Maui High School in 1972, the campus has slowly fallen into disrepair. Efforts to restore the historic campus began in 2003 with the portion of the school designed by Charles William “C.W.” Dickey, an American architect famous for developing a distinctive Hawaiian architectural style. The purpose of the planned growth area is to facilitate the preservation and rehabilitation of the site and structures at the historic school, giving the campus a new life and purpose as an educational facility. The revitalization and reuse of the Old Maui High School campus may include the development of the Patsy T. Mink Center, a youth-educational camp, an adult retreat, a conference center, a farmer’s market, and campus facilities for private functions and special events. The project may also include classrooms, meeting rooms, teacher’s cottages, youth-guest facilities, agricultural activities, and other similar uses.

The Old Maui High School Campus Revitalization planned rural growth area is located on Directed Growth Map #N2. Table 8-22 provides a summary of the planned rural growth area.

**Table 8 - 22: Old Maui High School Campus Revitalization Planned Growth Area**

<b>Background Information:</b>			
Project Name: Old Maui High School		Directed Growth Map #: N2	
Type of Growth: Rural Expansion		Gross Site Acreage: 24 Acres	
<b>Planning Guidelines:</b>			
Dwelling Unit Count:	N/A	Residential Product Mix:	Single Family Dwellings
Net Residential Density:	N/A	Parks and Open Space%:	N/A
		Commercial:	Educational

### Pā`ia – Ha`ikū – Planned Protected Areas

The Pā`ia-Ha`ikū community plan region is known as a world class wind, kite, and wave surfing destination. Ocean sports and a string of beaches draw a large transient population to the region, infusing the community with periods of high economic activity during surfing season. Along Hāna Highway, historic Pā`ia attracts a significant visitor population for its proximity to Hāna, and its shopping and restaurants. Pā`ia is the primary small commercial town of the North Shore region. Ho`okipa Beach Park, which currently attracts professional surfing competitions, has been identified for a major expansion in the Pā`ia-Ha`ikū Community Plan. Four planned protected areas have been identified in the Pā`ia-Ha`ikū community plan region: The North Shore Preservation Corridor, the North Shore Bikeway, portions of the Upcountry Greenway, and Giggie Hill. The Upcountry Greenway is comprised of three subareas, one of which falls within the Pā`ia-Ha`ikū community plan region (see “Makawao – Pukalani – Kula Planned Protected Areas”). The North Shore Bikeway also crosses into the Wailuku-Kahului

**The North Shore Bikeway and Upcountry Greenway System**

The North Shore Bikeway is a continuous non-motorized transportation route between the coastal communities of the North Shore and Central Maui. The Bikeway serves as a recreational outlet for pedestrians, bicyclists, skaters, and other types of recreational users that is separated from the roadway, and links to various shoreline recreational resources, coastal towns, and the Upcountry Greenway system.

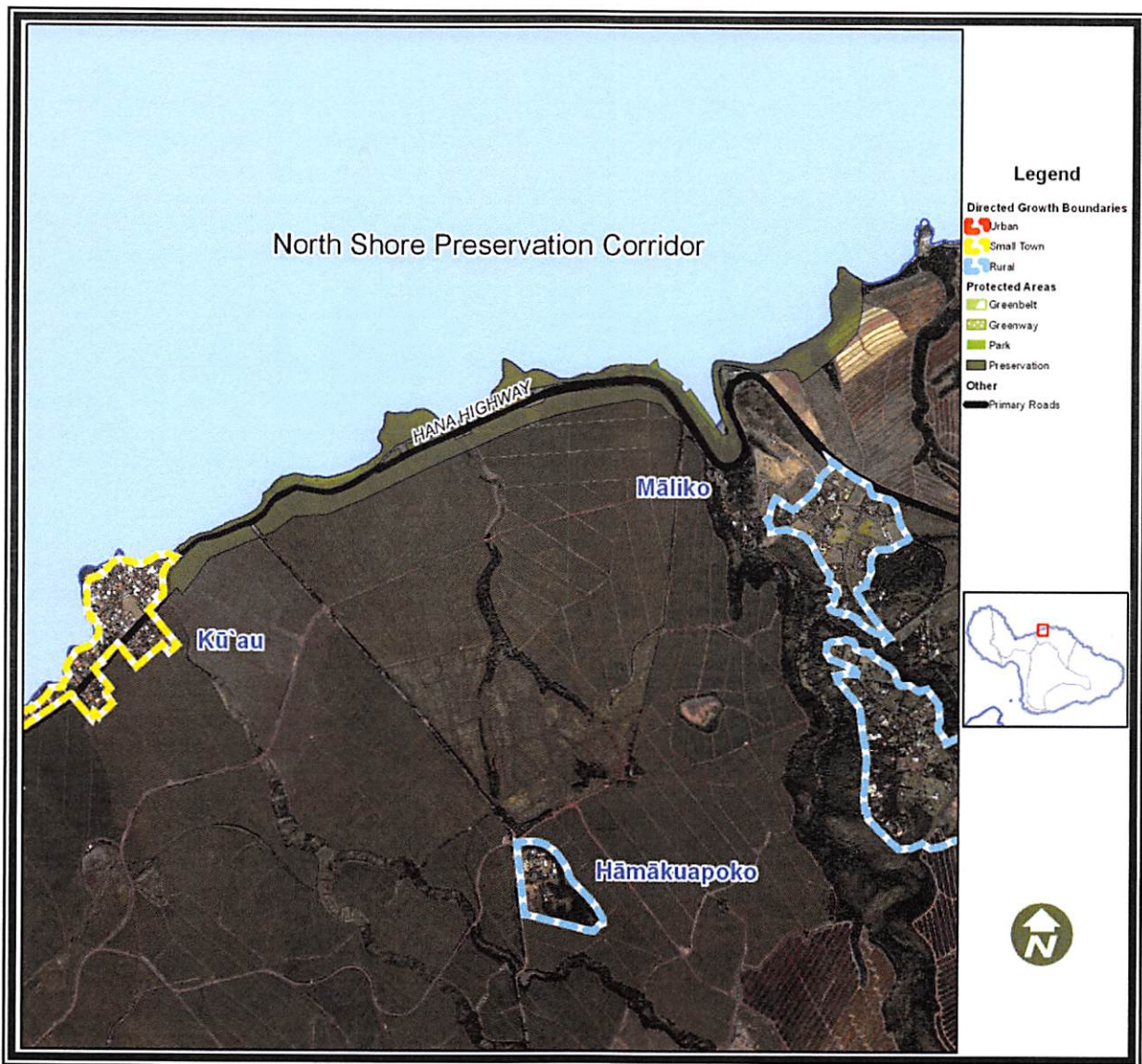


Figure 8 – 10b: North Shore Preservation Corridor.

**Giggle Hill Recreational Area**

Giggle Hill Recreational Area is a 95-acre regional park within the Pā'ia-Ha'ikū community plan region that encompasses the iconic Giggle Hill and provides a primary connection to the Upcountry Greenway system. It is located adjacent to the Fourth Marine Division Memorial Park, a 40-acre community park

## *Directed Growth Plan*

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that commemorates the site of the Fourth Marine Division camp, a military encampment that was at this location from February 1944 to November 1945. The park is used for a variety of active and passive recreational uses, including a sporting field, playgrounds, park facilities, parking, and a network of hiking and equestrian trails. Expansion of the park to include Giggie Hill will provide for public access and use of the trail system around and on top of the hill.

The Giggie Hill Recreational Area will also provide continuous non-motorized connections to the Upcountry Greenway system, which links the coastal communities of the North Shore and Upcountry. The park serves as a recreational resource for many hikers, equestrians, and other types of recreational users seeking trail systems and open-space resources that are separated from automobile roadways. Future design and planning for the area should seek to increase access for equestrians and hikers, and should maintain separation from motorized corridors as much as is practicable.

### **West Maui**

The West Maui community plan region is somewhat isolated from the rest of the island due to topography and limited highway access. The region has the fourth largest population with over 22,000 people in 2010, and the largest visitor population. The region has four distinct sub-regions: Ukumehame, Olowalu, Lahaina, and the band of urban settlements along the shoreline from Kā'anapali to Kapalua. A brief discussion of each sub-region is provided below:

**Ukumehame.** Ukumehame is the southernmost settlement in the West Maui community plan region. It is a low-density agricultural subdivision that still contains vacant undeveloped lots. Today, the community consists of small agricultural lots with residential and small scale agricultural uses. The community is surrounded by fallow sugarcane fields and significant cultural resources.

**Olowalu.** Olowalu is north of Ukumehame in the West Maui community plan region. It is the site of an old Hawaiian settlement and the former Olowalu Sugar Company. Today the community is very small, consisting of limited commercial services and sparse residential uses. The community is surrounded by fallow sugarcane fields and significant cultural resources.

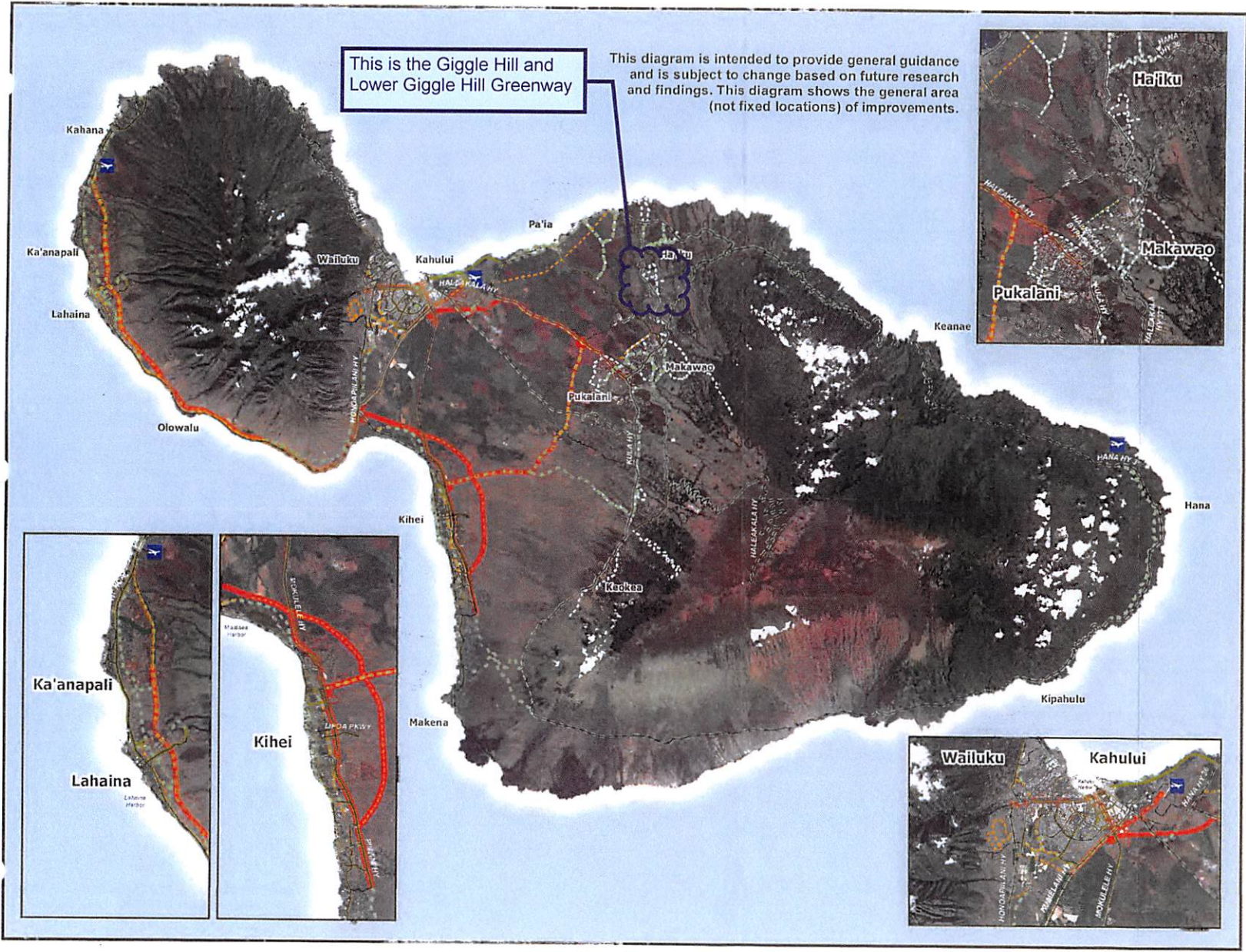
**Lahaina.** Lahaina Town serves as the region's visitor, service, commercial, and residential center. The area is rich with history and culture, and possesses a unique character and charm that draws residents and visitors alike. Urban development exists along the coastline and also extends mauka along Lahainaluna Road. Fallow sugarcane fields lie to the north and south of Lahaina town.

**Kā'anapali to Kapalua.** North of Lahaina is a band of urban settlement encompassing the communities of Kā'anapali, Kahana, Honokōwai, Nāpili, and Kapalua. The majority of the development in this sub-region is centered on the visitor industry, although limited resident housing does exist. The settlements are primarily along the shoreline with some development mauka of Honoapi'ilani Highway.

### **CHALLENGES AND OPPORTUNITIES**

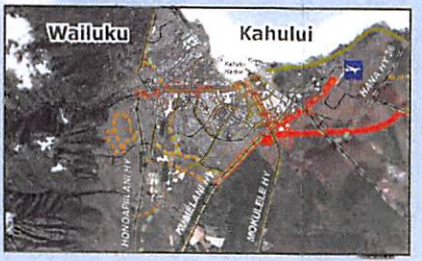
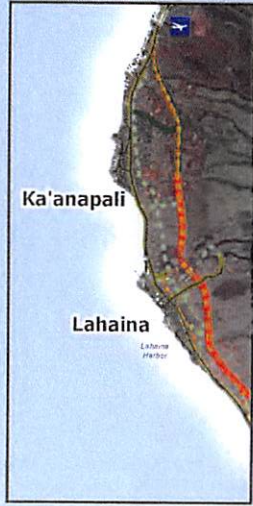
Major land use challenges and opportunities in the West Maui community plan region include:





This is the Giggle Hill and Lower Giggle Hill Greenway

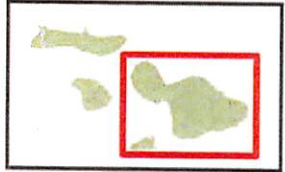
This diagram is intended to provide general guidance and is subject to change based on future research and findings. This diagram shows the general area (not fixed locations) of improvements.



## Regional Transportation Network

Island of Maui

- ### Legend
- Primary Road
  - Secondary Road
  - - - Bike Path
  - ✈ Airport
  - Proposed**
  - ⊙ Conceptual Transit Station
  - Conceptual Transit Corridor
  - - - Lahaina Bypass
  - Road or Highway
  - - - Bike Path
  - Upcountry Greenways Plan
  - Maui Island Plan Greenways



Scale: 0 1 2 3 4 Miles

North Arrow

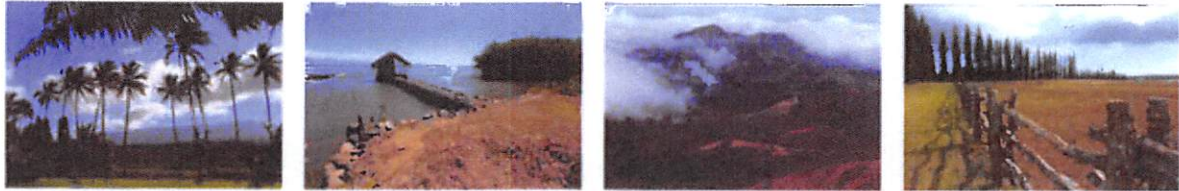
Project Code: W-CE-13192020-1  
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This is not a zoning map. Please contact the Planning Department for Zoning confirmation.

Prepared By:  
 Long Range Planning Division  
 Department of Planning  
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 250 South High Street  
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**Diagram 6-1**

County of Maui  
2030 General Plan  
**Countywide Policy Plan**



*A 'ohe hana nui ke alu 'ia.  
No task is too big when done together by all.*



**EXHIBIT** A-1

their current state is more valuable than increasing capacity.

The County is in the process of developing a transportation-improvement and -mitigation program for the Island of Maui. A traffic-demand forecasting model was prepared to be used as a dynamic and interactive tool for projecting future traffic demand within the County. This will assist in the application of impact fees upon future developments and for creating transportation models for the Islands of Moloka'i and Lana'i.

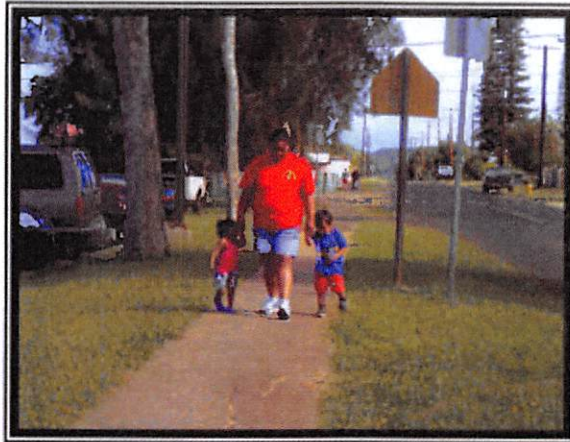
### b. Non-Motorized Transportation

The presence or lack of pedestrian and bicycle facilities can have an enormous impact upon the quality of life for all residents, but most significantly impacts children, seniors, and those who are unable or choose not to drive. Walking is the least-expensive form of transportation, and it is important to keep in mind that all trips begin and end with walking regardless of the interim transportation mode.

Many of the traditional town centers—including Lana'i City, Kaunakakai, Pa'ia, Wailuku, and Lahaina—have sidewalk facilities around shops and offices. However, both new and old neighborhoods are significantly lacking in non-

motorized facilities throughout the County. Even in areas where some of the densest residential development exists in the County, there are major gaps in the pedestrian network.

Bicycle facilities and multi-use pathways provide excellent opportunities to increase residents' transportation alternatives.



*Pedestrian life, Lana'i City, Lana'i, Hawai'i.*

Bicycle facilities and multi-use pathways provide excellent opportunities to diversify residents' transportation alternatives, in addition to offering recreational options.

Several areas on Maui Island have incorporated bike lanes into roadway sections. However, in some cases, the bikeways are cut off or are designed too narrow to meet the Federal Highway Administration's requirements for bike lanes. Generally, when the State of Hawai'i or Maui County widens roads, the inclusion or improvement of bike lanes is considered. There are several multi-use paths recently constructed or under development within the County, including the Northshore Greenway from Pa'ia to Kahului Harbor and the Kihei-to-Kahului bikeway. Planning efforts such as the Upcountry Greenway Master Plan will bring the County closer to developing a truly multi-modal system of transportation.

### c. Transit

Maui County's current public-transportation program is composed of multiple elements, each with a specific purpose, which are designed to function together as