The WCT is envisioned to have two distinct, but interconnected neighborhoods, located mauka and makai of Honoapi'ilani Highway. The community's commercial and social core will be the village center at the existing MTP. Here, residents will enjoy restaurants, go to a farmer's market, and shop for daily needs. The defining feature of the village center is the village green and its dramatic tropical lagoon, which gives the community a distinctly Hawaiian ambiance and will invite residents to gather and relax under a shade tree or at one of the green's several restaurants/cafés. Figure No. 2 A is key that identifies the location of illustrative conceptual renderings prepared for the project. Each rendering has a number in the upper left corner of the rendering that correlates to the renderings location on the rendering key. Figure No. 2 B-F are illustrative renderings of the following: village lagoon looking in a mauka direction (location 1); village lagoon looking in a makai direction (location 2); Mill House Restaurant (location 3); and the Plantation Store (location 4).

The project provides a range of housing types within easy walking distance of the village center. Traditional single-family residential, together with garden cottage residences of varying sizes and configurations, will be carefully sited throughout traditional grid and "pocket" designed neighborhoods. Each neighborhood will have its own special identity, but will be connected to one another and the village center by complete streets and pedestrian paths (**See:** Figure No. 3, Conceptual Illustrative Rendering of Pocket Neighborhoods with Pedestrian Path (location 5)" and Figure No. 4, "Conceptual Illustrative Rendering of Single-Family Residential Neighborhood (location 6)".

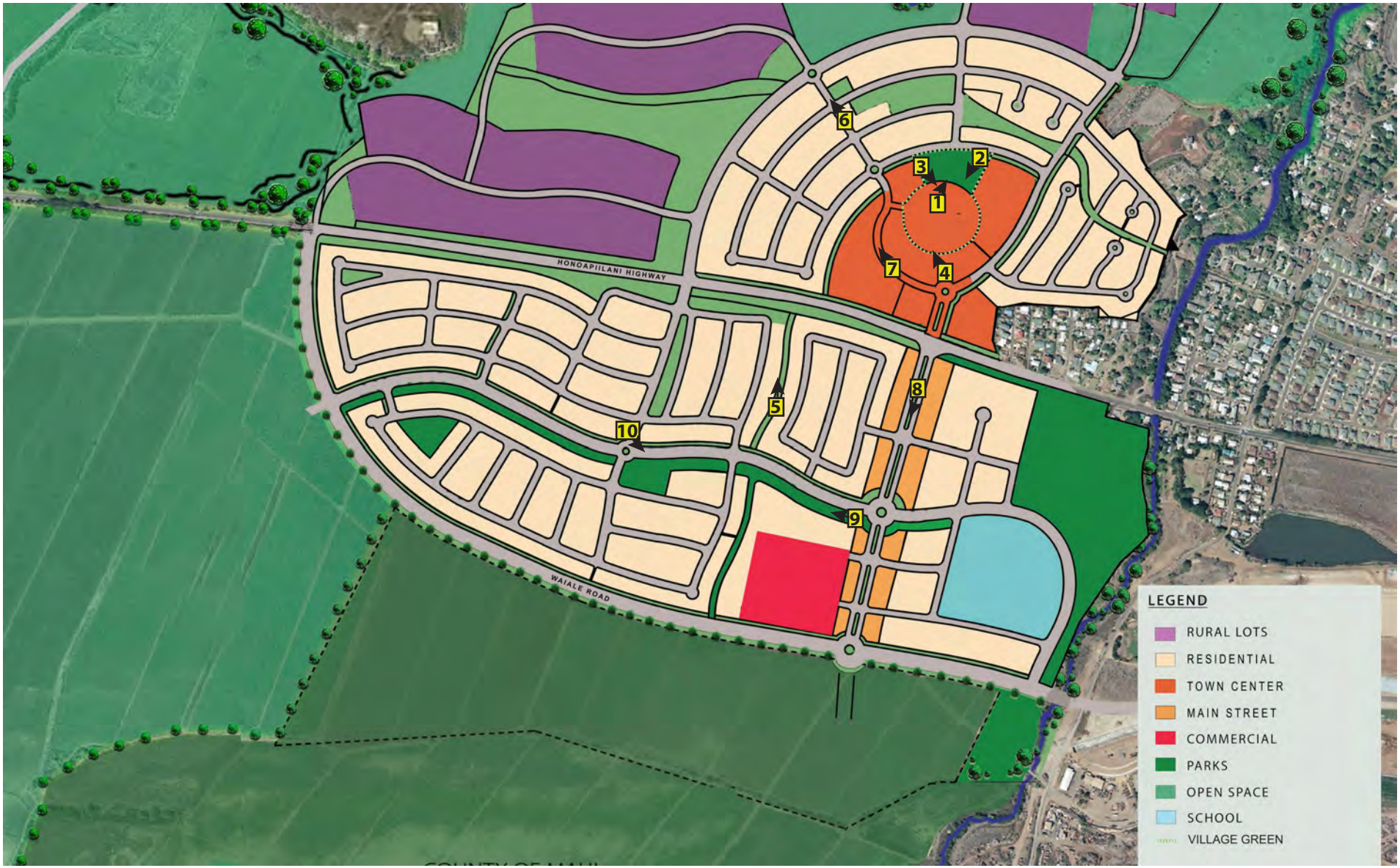


FIGURE 2, A

Rendering Key

Not to Scale

WAIKAPU COUNTRY TOWN

PLANNING CONSULTANTS HAWAII, LLC

Figure 2B: Village Lagoon Looking Mauka

Figure 2C: Village Lagoon Looking Makai

Figure 2D: Millhouse Restaurant on the Village Lagoon

Figure 2E: Plantation Store in the Village Town Center

Figure 3: Pedestrian Path

Interconnected walkways make for easy pedestrian access from residential areas to surrounding neighborhoods, commercial, and civic uses.

Traffic circles in the residential neighborhoods calm traffic, are aesthetically pleasing, and improve pedestrian safety.

Separate bike and pedestrian pathways through the project provide convenient access to neighborhoods and services while facilitating more active lifestyles.

Figure 4: Single-Family Residential Neighborhood

Each pocket neighborhood will form a cluster of detached island-style cottage residences or duplexes with shared common areas. Traditional single-family residences may be developed as zero lot line with shared driveway and attached garages or with side-yard setbacks and garages that may be setback from the building facade to strengthen the character of the streets.

The clustering of residences will offer a uniquely plantation-town ambiance and will help to ensure affordability. Also, a neighborhood of two- and three-story townhomes, live-work residences and courtyard and garden apartments will complete the residential fabric, which will offer a diversity of housing choices. These buildings will be orientated to capture dramatic Pacific Ocean, Haleakalā, and West Maui Mountain views (**See:** Figure No. 5, Illustrative Rendering of Mixed-Use Neighborhood with Live-Work (location 7)" and Figure No. 6, Illustrative Conceptual Rendering of Lagoon with Village Townhomes (location 1)".

Rural lots of one-half to approximately two acres will be clustered mauka of the cottage residences to serve as a soft transition to working farms and production agriculture. These lots will provide residents with rural lifestyle. Through conservation subdivision design (CSD) the lots will be clustered in a manner that preserves important mauka and makai view corridors, drainage ways, and large contiguous tracts of productive agricultural land.

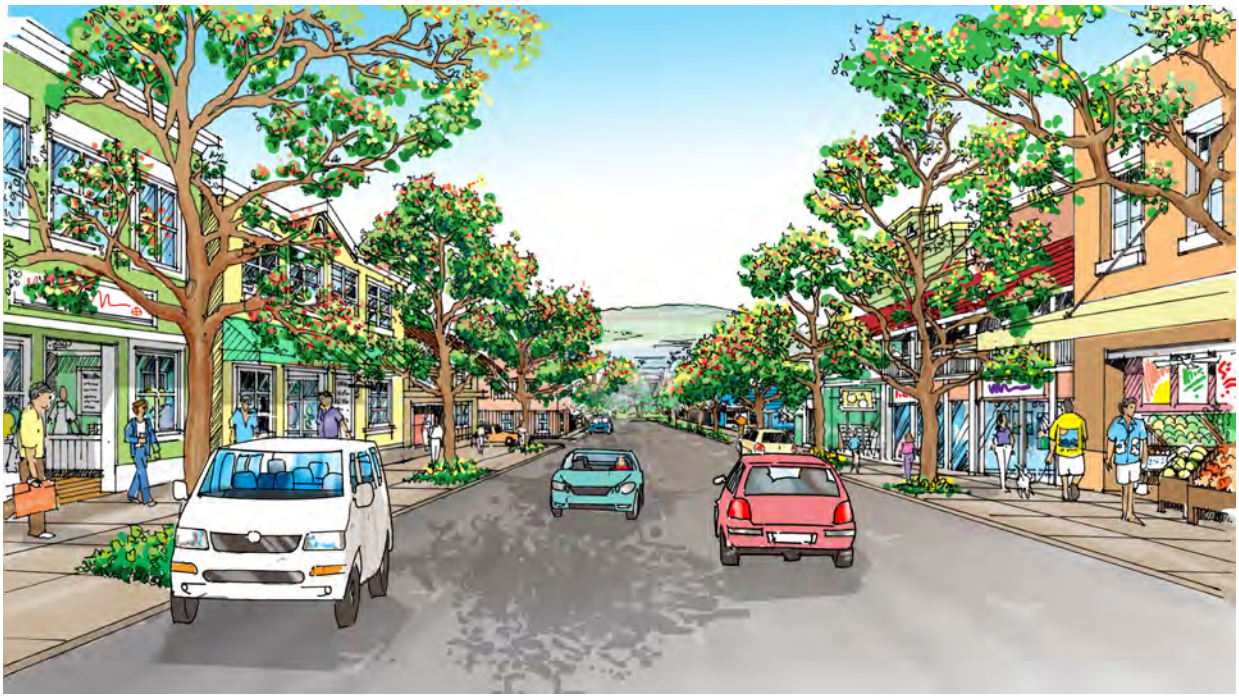
Plantation style architecture in the Town Center maintains scale and character consistent with the country town theme.

Figure 5: Mixed Use with Live-Work

Canopy trees and plantings along the streets is aesthetically pleasing and creates a pedestrian oriented Town Center.

The Village Green and lagoon create passive recreation and community gathering opportunities, and establish a sense of place.

Figure 6: Mixed Use with Live-Work



Plantation Makai Neighborhood

The WCT's Plantation Makai Neighborhood will be defined by its Main Street, which will be developed in the format of a small country town similar to other small towns on Maui, but emphasizing more mixed-use and opportunities for higher density live-work and townhome development. Main Street is envisioned to provide the urban character of a traditional country town, with businesses fronting wide sidewalks, conveniently located on-street parking, canopy shade trees, and a mix of activity-generating land uses. Traffic along Main Street will be calmed by a large planted roundabout. The roundabout is framed by a portion of a greenway, which connects the community park to the north with the commercial district, multi-family, and single-family residential neighborhoods to the south. (**See:** Figure No. 7, "Illustrative Conceptual Rendering of Main Street" (location 8)).

The Plantation Makai Neighborhood will be home to many of Waikapū Country Town's civic uses. An elementary school is located on twelve acres to the north of Main Street. Adjacent to the school is a community park that will provide active and passive recreation opportunities. A full range of housing choices will be provided. Neighborhoods may comprise cottage residences, single-family, townhouses, live-work, and apartments (**See:** Figure No. 8, "Conceptual Rendering of Pocket Neighborhoods with Pedestrian Path (location 5)" and Figure No. 9, A-B: "Conceptual Rendering of Town Homes (location 9) and Cottage Residences along Greenway" (location 10)). The unique and historic architectural character and materials palette that collectively defines Maui's country towns will provide guidance for residential, commercial, and civic buildings developed within the project.

Wide sidewalks, street trees, and architectural canopies provide shade and pedestrian friendly experience.

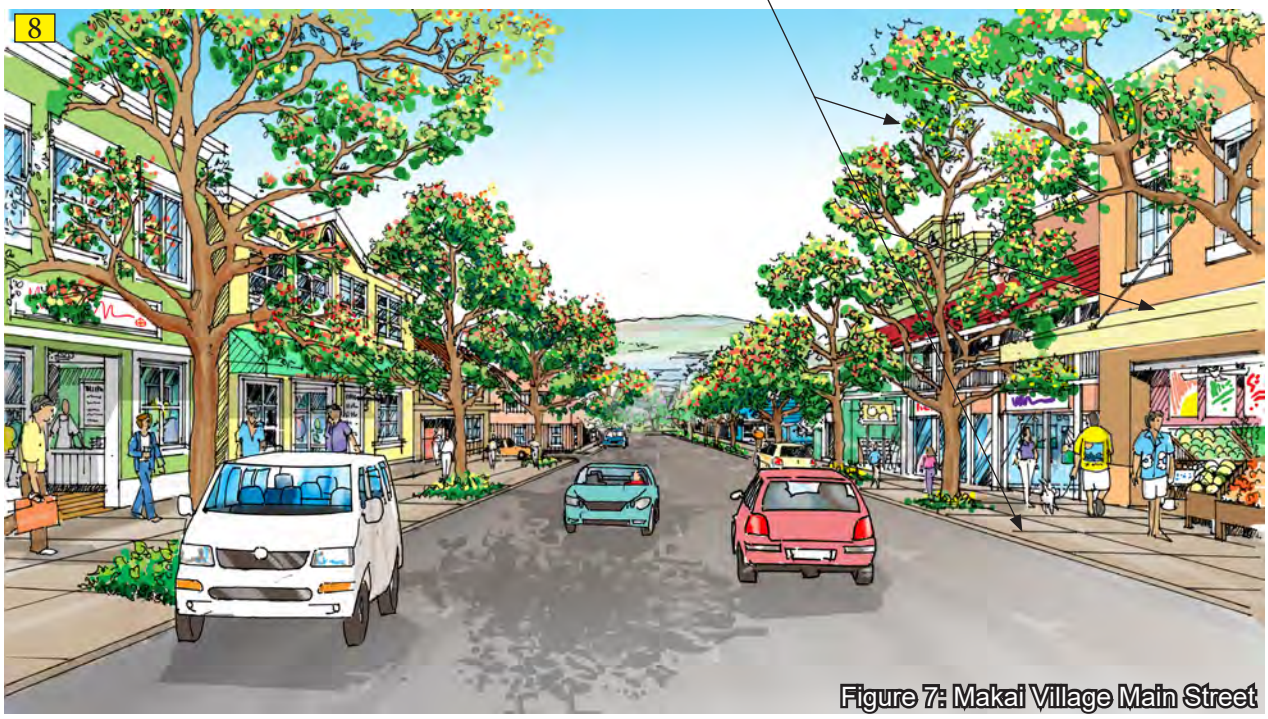


Figure 7: Makai Village Main Street

On-street parking provides easy vehicular and pedestrian access to commercial and retail frontages.

Figure 8: Pedestrian Path

Pedestrian trail with landscape planting and mauka views creates a unique sense of place, while facilitating more active lifestyles.

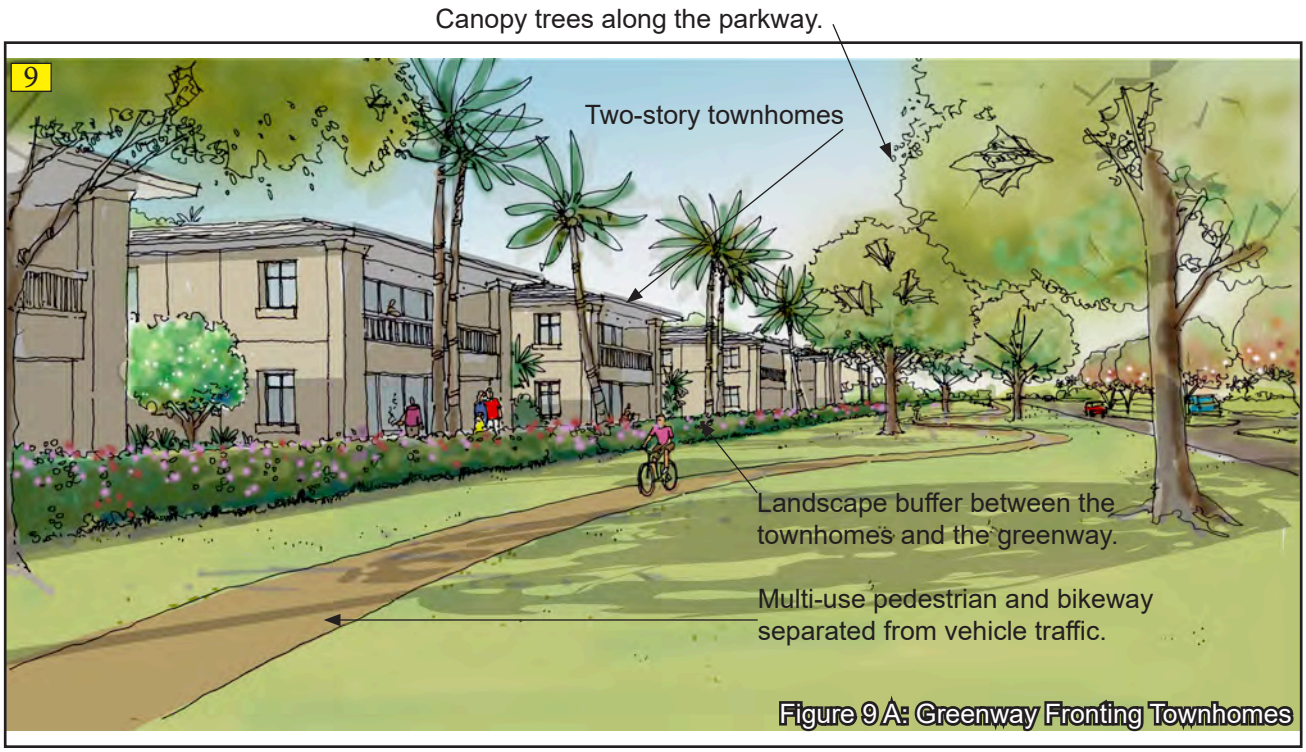
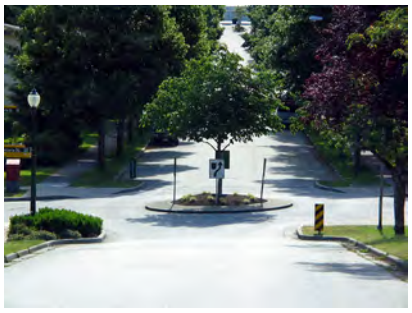


Figure 9 A: Greenway Fronting Townhomes

Figure 9 B: Cottage Residences along Greenway



The following summarizes WCT's site access and circulation plan for bicycle, pedestrian, and transit facilities.

Roadway Network

The WCT incorporates an extensive internal roadway system that allows community residents and visitors to have multiple options for accessing neighborhoods, employment centers, and commercial and institutional uses. At full buildout, access to mauka and makai land uses are provided along Honoapi'ilani Highway at signalized intersections with Main Street, East-West Residential Street, and Wai`ale Road. Additional access to the makai land uses are provided along the Wai`ale Bypass at a roundabout with Main Street and a three-legged intersection with the major North-South Residential Street (**See:** Figure No. 10, "WCT Street Network"). Once developed, the project's roadway network may be dedicated to the county and so the roads will meet, or exceed, the county's roadway design standards.

Pedestrian Network

The WCT follows new urbanist design principles that include compact, higher-density, mixed-uses and an emphasis on walkability and connectivity through extensive pedestrian and bicycle networks on the project site. Figure No. 11 shows the distances between the Village Center and the Main Street core at 1/8 mile, ¼ mile, and ½ mile. A ½ mile walk requires about 10 minutes, which is an easy walk for most pedestrians. These characteristics by nature reduce vehicle trips and promote non-motorized modes. Consistent with State of Hawai'i and the County of Maui policies on complete streets, the transportation facilities for the residential and commercial districts will be developed to form a balanced multi-modal network designed to provide mobility choices and to meet the needs of the community and all roadway users.

A primary objective of the project is to develop a community where walking and biking are the preferred modes of transportation for short commutes. Therefore, about eight miles of hiking, biking and walking trails will be incorporated into the project site along with one or two pedestrian/bicycle bridges, if feasible, over Waiko Stream to the north. Also, the development makai of the highway will focus onto a pedestrian oriented "main street" close to an elementary school and parks. A principal objective of the project's active transportation plan is to separate

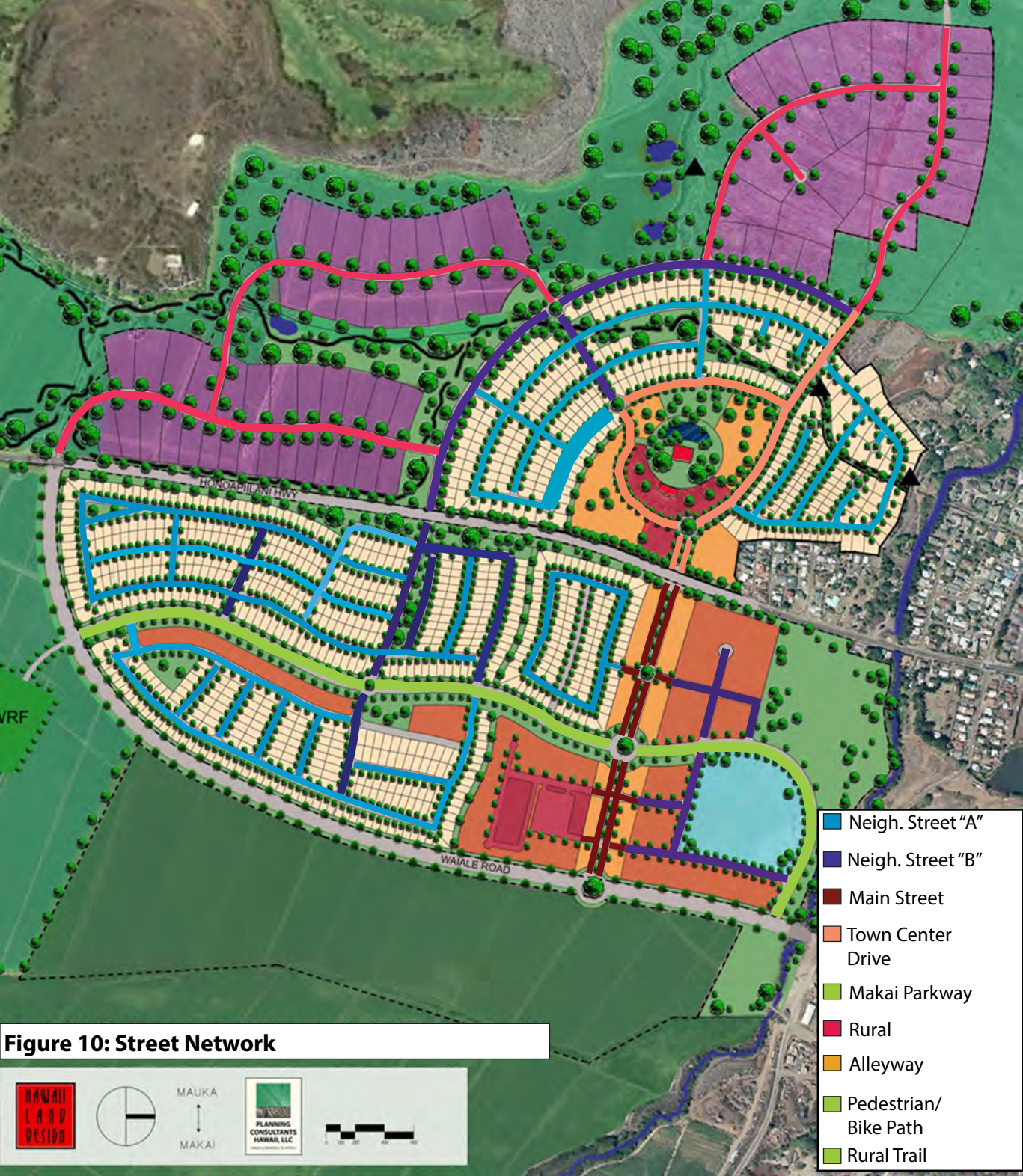
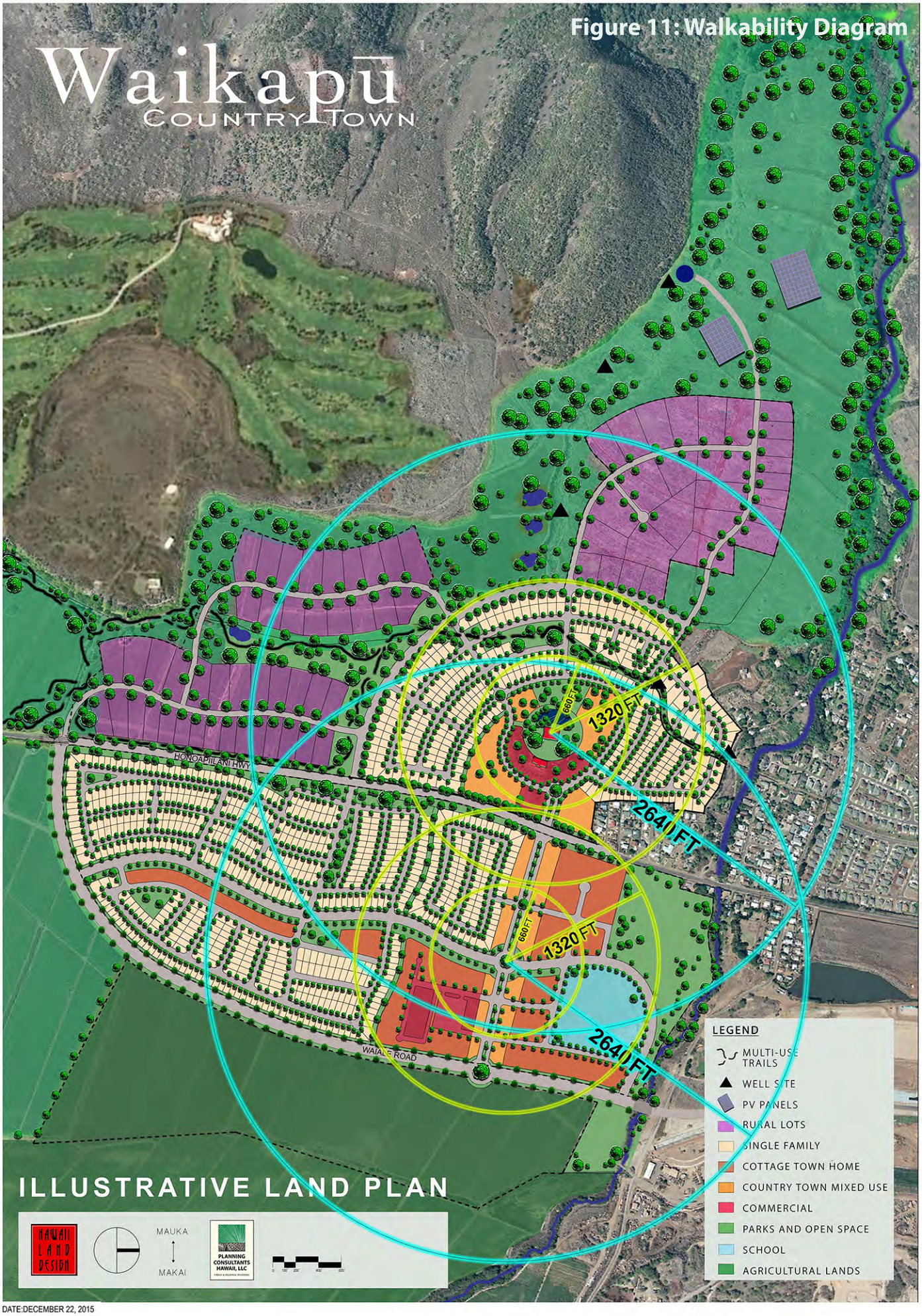


Figure 10: Street Network



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