COUNCIL OF THE COUNTY OF MAUI

PLANNING AND SUSTAINABLE LAND USE COMMITTEE

October 22, 2021

Committee Report No. _____

Honorable Chair and Members
of the County Council
County of Maui
Wailuku, Maui, Hawaii

Chair and Members:

Your Planning and Sustainable Land Use Committee, having met on February 4, 2021, February 9, 2021 (reconvene), February 18, 2021 (reconvene), March 4, 2021 (reconvene), March 18, 2021 (reconvene), May 20, 2021, June 3, 2021, June 14, 2021 (reconvene), June 15, 2021 (reconvene), June 16, 2021 (reconvene), and June 17, 2021 (reconvene), makes reference to County Communication 21-70, from Councilmember Paltin, relating to the West Maui Community Plan.

By correspondence dated January 19, 2021, the Planning Director transmitted a proposed bill, entitled "A BILL FOR AN ORDINANCE AMENDING SECTION 2.80B.070, MAUI COUNTY CODE, TO ADOPT THE UPDATED WEST MAUI COMMUNITY PLAN," with an attached document entitled "Draft West Maui Community Plan" ("Exhibit "1") ("Draft Plan"), and a document entitled "Maui Planning Commission Changes."

The purpose of the proposed bill is to adopt an updated West Maui Community Plan ("Plan"), including decennial revisions required by Chapter 2.80B, Maui County Code.

By correspondence dated January 29, 2021, the Chair of your Committee transmitted a revised proposed bill incorporating nonsubstantive revisions.

Your Committee notes Section 8-8.5 of the Revised Charter of the County of Maui (1983) ("Charter"), as amended, provides that community plans are part of the General Plan and identifies the County's "objectives to be achieved, and priorities, policies, and implementing actions to be pursued...and other matters related to development." The Charter

requires community plans to "set forth, in detail, land uses within the community plan region" and include "implementing actions that clearly identify priorities, timelines, estimated costs, and the county department accountable for the completion of the implementing actions."

Your Committee further notes Section 2.80B.070, Maui County Code, establishes the requirements that must be contained in the community plans. Community plans are developed after receiving input from State and County agencies and the general public, and are based on sound policy and information. Each community plan should include implementing actions that clearly identify priorities, timelines, estimated costs, and the County department accountable for the completion of the implementing actions. Community plans should implement the General Plan's vision, principles, goals, and policies.

Each community plan is enacted by ordinance as part of the General Plan. Under Chapter 2.80B, Maui County Code, each community plan contains both "policy guidelines and provisions that are intended to have the force and effect of law." The provisions with the force and effect of law are binding on relevant agencies, officials and members of the public, as seen in a series of judicial opinions, including Leone v. County of Maui, 141 Hawai'i 68 (2017); Missler v. Board of Appeals of the County of Hawai'i, 140 Hawai'i 13 (Ct. App. 2017); and GATRI v. Blane, 88 Hawai'i 108 (1998).

Your Committee notes the Council must adopt the community plan by ordinance no later than one year after transmittal to the Council, after holding a public hearing in the community plan area, unless the deadline is extended by the Council by resolution.

Your Committee notes the Plan was last amended in 1996 (Ordinance 2476).

Your Committee notes the Department of Planning ("Department") began the process to update the Plan in 2017 with research, data

collection, agency coordination, and meetings with the community. The Department worked with the community to include recommendations from the Maui Planning Commission ("MPC") and West Maui Community Plan Advisory Committee ("CPAC").

Your Committee notes the CPAC conducted their review of the Draft Plan from July 2019 to May 2020, and the MPC conducted their review from July 2020 to December 2020. In total, there were 57 public and stakeholder meetings, workshops, open houses, interviews, and online activities for the community to provide input on the Draft Plan.

Your Committee notes the website, *westmauidraftplanreview.wearemaui.org*, played a vital role in the process by educating the public, providing resources, and allowing the community to offer input to the Draft Plan.

The Plan implements the Maui County General Plan 2030 Countywide Policy Plan's vision, principles, goals, policies, and core themes:

A. Protect the Natural Environment
B. Preserve Local Cultures and Tradition
C. Improve Education
D. Strengthen Social and Healthcare Services
E. Expand Housing Opportunities for Residents
F. Strengthen the Local Economy
G. Improve Parks and Public Facilities
H. Diversify Transportation Options
I. Improve Physical Infrastructure
J. Promote Sustainable Land Use and Growth Management
K. Strive for Good Governance

The Plan includes five sections:

- Section 1: Plan Framework, which provides an overview of the Plan Area, key existing challenges, and a vision for the future of West Maui.

- Section 2: Policy Framework, which identifies five goals and includes policies to help achieve the goals and vision.

- Section 3: Growth Framework, which includes a map of the Plan, and directs how West Maui will change over the next 20 years.

- Section 4: Implementation and Monitoring, which outlines a series of actions that will help implement the goals and vision of the Plan.

- Section 5: Appendices, which provides supplemental information that supports other sections of the Plan.

Your Committee received testimony at each Committee meeting and made efforts to ensure the community's input was reflected in the Plan. Your Committee sought to achieve a balance in the Plan, one that considered recommendations from the public, Administration, and interested stakeholders while preserving areas for future planning and growth in West Maui.

Based on your Committee's discussions, the following recommended revisions were incorporated in the Plan:

Section 1

Section 1 covers the Plan Framework, which includes general information about the Plan, the process on how future changes can be made to the Plan, historical details of the Plan, information on the Plan

area today, and details on future plans the West Maui community envisions.

Your Committee agreed to amend the context of the historical narrative included in the Draft Plan. Rather than basing the history on the arrival of Europeans to Hawai'i, your Committee instead centered on the native Hawaiian population.

Your Committee also made updates to include 'Ōlelo Hawai'i where appropriate, and corrected the spelling of numerous words and place names with diacritical marks. These changes are also reflected in Section 5, Appendix E, Hawaiian Word Definitions.

Section 2

Section 2 covers the Plan's Policy Framework, which includes five goals:

- Ready and resilient systems;
- A complete, balanced, and connected transportation network;
- Responsible stewardship of resources, culture, and character;
- Economic opportunity through innovation and collaboration; and
- Safe, healthy, and livable communities for all.

The Policy Framework provides guidance to landowners, whether they intend to build a single home or a neighborhood. The policies also provide County planners with a structure to review proposed projects. Similarly, they provide landowners with objectives against which proposed projects can be evaluated. Whether during the design or review phases, the Policy Framework provides the basis to evaluate and adjust proposed projects to fit the community's vision for the future.

Your Committee endorsed most of Section 2 in the version of the Draft Plan prepared by the MPC. The following are among the notable changes to Section 2 recommended by your Committee:

- Your Committee amended Section 2.1.3 to state the County should take measures to protect itself from all future costs associated with damage to property developed within the sea level rise exposure area. Your Committee further amended the section to state that the developer should waive its ability to request shoreline hardening for their property or project from the County or State.

- Your Committee revised Section 2.1.8 to require new and existing buildings that serve as emergency shelters be retrofitted to meet hurricane construction standards.

- Your Committee amended Section 2.1.10 to require, to the extent legally permissible, both public and private water systems to develop in a manner that affords the potential for integrated management of pumpage and saltwater intrusion, and to protect traditional and customary rights.

- Your Committee revised Section 2.3.6 to add the requirement that each developer of new pools within the Special Management Area must demonstrate how their pool will be drained prior to the issuance of a permit or exemption to ensure pools are not drained directly into the ocean.

- Your Committee amended Section 2.4.2 to include the policy that no additional visitor units, except Bed and Breakfast Homes, are to be permitted in West Maui unless an equal number of workforce housing units are concurrently developed in the subarea.

- Your Committee revised Section 2.5.20, which promotes the placement of utilities underground. A permit will be required if desecration of iwi kūpuna is likely to occur within areas of significant cultural resources in the proposed cultural overlay.

Section 3

Section 3 covers the Plan's Growth Framework, which includes maps depicting areas of change, areas of stability, and land use designations.

The land use designations in the Plan are both visionary and regulatory. They are visionary in that land use designations represent the desired sequence, patterns, and characteristics of future development and reflect planning and design principles. They are regulatory in that the County grants discretionary permits or approvals, such as Special Management Area permits and Change in Zoning ordinances, in conformity with land use designations.

Your Committee endorsed most of Section 3 in the version of the Draft Plan prepared by the MPC. The following are among the notable changes to Section 3 recommended by your Committee:

- Designate the planning horizon as extending until 2040.

- Rename the proposed Urban Center/Corridor designation as Transit Oriented Corridor.

- Return the proposed Park/Open Space designation back to Parks and Open Space designations.

- Delete Lahaina Town South as a proposed area of change.

In determining land use designations for particular parcels, your Committee considered each parcel's status under the Maui Island Plan, current Plan designation, and recommendations of West Maui residents, the CPAC, the MPC, and the Department.

Section 3 divides the Plan area into four subareas for planning purposes, without establishing political or regulatory boundaries. The subareas extend "like a wedge, mauka to makai," as explained in Section 3. "They help to tell the story of West Maui by grouping communities together, from north to south."

The subareas are summarized as follows:

Subarea	Place names	Acres	Population
1	Kapalua, Nāpili	18,680	~4,000
2	Māhinahina, Kahana, Honokōwai, Kāʻanapali	13,174	~7,000
3	Lāhainā	10,376	~13,000
4	Launiupoko, Olowalu, Ukumehame	19,217	~1,000

Your Committee expressed its appreciation to the Department for creating a set of thoughtful, useful, and unique land use designations for the Plan. The designations reflect the community's aspirations while also being practical in function.

Section 3 lists zoning districts that are consistent with each designation, which will be valuable as the Council considers future zoning ordinances. Your Committee suggests the Department work with the Council to develop a uniform list of land use designations that can be consistently defined and employed across all community plans.

Section 4

Section 4 covers the Implementation and Monitoring Program, which includes an implementation schedule that will be overseen by the Department. The implementation schedule consists of action items sorted by tables according to the five goals reflecting the community's vision.

Each table includes a description of the action item, the type of action; priority level, which may be high, medium, or low; timing, which range from on-going to long-term; County lead agency; estimated cost; and funding sources, which may be County, State, Federal, private, or a combination of sources.

Your Committee notes action items under the goal of Ready and Resilient Systems focus on addressing sea level rise, flood and fire protection, and water system, stormwater, and wastewater management, among other steps to improve infrastructure and essential services.

Your Committee notes that under the goal of A Complete Balanced, and Connected Transportation Network, the majority of action items relate to enhancing multimodal transportation options and reducing dependence on car travel for residents and visitors. There are also several actions relating to expanding the area's recreation network of trails, paths, and greenways.

Your Committee notes action items for the preservation of County Historic Districts in Lahaina factor predominantly under the goal of Responsible Stewardship for Resources, Culture, and Character. Other action items aim to protect the environment, including the ocean, watersheds, and gulches, and promote native Hawaiian heritage, including through ʻŌlelo Hawaiʻi, ahupuaʻa and interpretive signage, and a cultural overlay.

Your Committee notes that out of five actions to support the goal of Economic Opportunity through Innovation and Collaboration, three relate to supporting agriculture and farmers, and the remaining two focus on tourism management and economic diversification.

Your Committee notes the goal of Safe, Healthy, and Livable Communities for All includes several action items to expand long-term affordable housing opportunities for residents, with specific actions to promote farmworker housing and senior housing.

Your Committee further notes many of the action items will require the coordination of multiple County agencies, some will require new levels of County investment, and a few that are not under the County's jurisdiction, although important to the community, are included.

Your Committee discussed several action items that were new proposals, or expanded or modified action items, proposed by the MPC or the CPAC in the Draft Plan. For example, your Committee introduced action items 3.08 and 3.27, relating to developing a cultural overlay. Your Committee also reinstated CPAC recommendations relating to funding for additional sea level rise exposure modeling, and building a canoe hale at Hanakaʻōʻō Beach, which are action items 1.11 and 3.23 in the Plan.

Your Committee appreciates the Department's efforts to translate five overarching, community-identified goals into 120 specific and measurable action items that can be implemented, monitored, evaluated, and adjusted as needed.

Section 5

Section 5 covers the Appendices to the Plan, which includes information on updating the Plan; references; frequently used acronyms and abbreviations; definitions, including those for Hawaiian words referenced in the Plan; and a cultural reserve ascription list.

Your Committee endorsed most of Section 5 in the version of the Draft Plan prepared by the MPC.

Your Committee added Appendix "F" that lists culturally significant sites in West Maui. Your Committee intended to protect these areas by requiring an archaeological monitor be present during ground-altering activities and for these sites to be incorporated into a cultural overlay district established by the Council.

Your Committee proposed revisions to correct the grammar and spelling of various Hawaiian words and to consistently use acronyms and definitions throughout the Plan, which were also referenced in the appendices.

Your Committee appreciates the efforts of all involved in recommending the necessary revisions to Section 5 that provides consistent and accurate information to support the Plan.

Your Committee expressed overall support to the many individuals who helped to contribute to the development of the updated Plan.

Your Committee voted 7-0 to recommend a public hearing be held on the revised proposed bill, passage of the revised proposed bill on first reading, and filing of the communication. Committee Chair Paltin, Vice-Chair King, and members Johnson, Kama, Molina, Rawlins-Fernandez, and Sinenci voted "aye." Committee members Lee and Sugimura were excused.

Your Committee is in receipt of a revised proposed bill incorporating your Committee's recommended revisions and nonsubstantive revisions.

Your Planning and Sustainable Land Use Committee RECOMMENDS the following:

1. That a PUBLIC HEARING be HELD on the proposed bill, as revised herein and attached hereto, entitled "A BILL FOR AN ORDINANCE AMENDING SECTION 2.80B.070, MAUI COUNTY CODE, TO ADOPT THE UPDATED WEST MAUI COMMUNITY PLAN";

2. That the proposed bill, as revised herein and attached hereto, entitled "A BILL FOR AN ORDINANCE AMENDING SECTION 2.80B.070, MAUI COUNTY CODE, TO ADOPT THE UPDATED WEST MAUI COMMUNITY PLAN," be SCHEDULED FOR FIRST READING, following the public hearing; and

3. That County Communication 21-70 be FILED.

This report is submitted in accordance with Rule 8 of the Rules of the Council.

Tamara A. M. Paltin

TAMARA PALTIN, Chair

pslu:cr:21001aa:wal

ORDINANCE NO. _____

BILL NO. _____ (2021)

A BILL FOR AN ORDINANCE AMENDING SECTION 2.80B.070, MAUI COUNTY CODE, TO ADOPT THE UPDATED WEST MAUI COMMUNITY PLAN

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

SECTION 1. The West Maui Community Plan, having an effective date of February 27, 1996, as amended, is repealed, and the updated West Maui Community Plan (2021), attached and incorporated by reference as Exhibit "1", is adopted.

SECTION 2. Section 2.80B.070, Maui County Code, is amended by amending subsection C to read as follows:

"C. The following community plans are incorporated by reference and adopted **[**pursuant to**]** in accordance with this chapter:

1. Hana Community Plan – Ordinance No. 2347 (1994), as amended.
2. Paia-Haiku Community Plan – Ordinance No. 2415 (1995), as amended.
3. Kahoolawe Community Plan – Ordinance No. 2413 (1995), as amended.
4. West Maui Community Plan **[**– Ordinance No. 2476 (1996), as amended.**]** (2021).
5. Makawao-Pukalani-Kula Community Plan – Ordinance No. 2510 (1996), as amended.
6. Kihei-Makena Community Plan – Ordinance No. 2641 (1998), as amended.
7. **[**Lanai**]** Lanaʻi Community Plan – Ordinance No. 4343 (2016), as amended.
8. Molokaʻi Island Community Plan – Ordinance No. 4920 (2018)**[.]**, as amended.
9. Wailuku-Kahului Community Plan – Ordinance No. 3061 (2002), as amended."

SECTION 3. 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 4. This Ordinance will take effect upon approval.

pslu:misc:001abill01:alkl

WEST MAUI COMMUNITY PLAN

October 2021

Maui County Council

we are

WEST MAUI | COUNTY OF MAUI
PLANNING FOR THE FUTURE | DEPARTMENT OF PLANNING

EXHIBIT "1"

Acknowledgments

Office of the Mayor

Michael P. Victorino, Mayor
Sandy Baz, Managing Director

Maui County Council

Alice L. Lee, Chair
Keani N.W. Rawlins-Fernandez, Vice-Chair
Tasha Kama, Presiding Officer Pro Tempore
Gabe Johnson
Kelly Takaya King
Mike Molina
Tamara A.M. Paltin
Shane Sinenci
Yuki Lei Kashiwa Sugimura

Planning Department

Michele McLean, Director
Jordan E. Hart, Deputy Director

Long Range Planning Division

Pamela Eaton, Planning Program Administrator
Jennifer Maydan, Planning Supervisor, Project Lead
Doug Miller, Senior Planner
Kate Blystone, Senior Planner
Tiffany Bostwick, Senior Planner
Annalise Kehler, Cultural Resource Planner
Dan McNulty-Huffman, GIS Supervisor
Michael Napier, GIS Analyst
Sean Birney, GIS Analyst
Johann Lall, GIS Analyst
Jaime Paa, Information/Education Specialist
Richele Lesa, Secretary

Maui Planning Commission

Lawrence Carnicelli, Chair
Christian Tackett, Vice Chair
Stephen Castro, Sr.
Jerry Edlao
Kawika Freitas
Melvin Hipolito
P. Denise La Costa
Kellie Pali
Dale Thompson

West Maui Community Plan Advisory Committee

Kai Nishiki, Chair
Jeri Dean, Vice Chair
Joseph Aquino/Angela Lucero
Ravi Bugga
Yvette Celiz
Karen Comcowich
Donald Gerbig
Dawn Hegger-Nordblom
Aina Kohler
Hans Michel
Dylan Payne
Joseph Pluta
Leilani Pulmano

Office of Council Services

Unless otherwise noted, all photos provided by County of Maui staff.

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Section 1
Plan Framework

1.1 About the West Maui Community Plan

The West Maui Community Plan Area covers the majority of the traditional moku of Lāhainā[1] and Kāʻanapali. It aligns with the Lāhainā Judicial District located on the western slopes and coastal plains of West Maui. Its common boundary with the Wailuku Judicial District begins at the southern shore of West Maui about 3/4 of a mile west of Papawai Point. Beginning at this point, the boundary runs mauka along the centerline of Manawainui Gulch to the ridgeline from Hanaʻula to Kahoʻolema. The boundary then continues along the ridgeline in a northerly direction to ʻEke Crater and then due north along Pōʻelua Gulch to the northern shoreline of West Maui. The area is rich with historic structures and cultural heritage.

The Lāhainā Moku comprises 29 ahupuaʻa. The main commercial and cultural center is Lāhainā Town, where Mōʻī Kamehameha I established the seat of government after unifying the islands (Lee-Greig, Medeiros, Cordova, and Hammatt 2013: 29) and where the first written laws of the Hawaiian Kingdom were proclaimed. The National Park Service designated a large portion of Lāhainā Town a National Historic Landmark in 1962. In 1967 the County established two smaller local districts, known today as "County Historic District No. 1" and "County Historic District No. 2." Both County Historic Districts sit within the larger National Historic Landmark.

Significant cultural sites within the moku include Luaʻehu, a restricted area where only aliʻi lived; Loko o Mokuhinia, which surrounded Mokuʻula, Sacred Island forbidden to all but the ruling aliʻi; Waiola Church and Waineʻe Cemetery where the tombs of several high aliʻi rest; Lahainaluna School (1831) and Hale

1 Cruel or merciless sun.

Pa'i, Print House (1915); and Hale Piula, the site of the palace of Mō'ī Kamehameha III where the first Bill of Rights (1839) and the first Hawaiian Constitution were adopted.

The ahupua'a on the southside of the moku are Launiupoko, Olowalu, and Ukumehame which still contain Hawaiian agricultural terraces above the canefields and in undisturbed areas, heiau complexes, traditional housing sites, petroglyphs, loko i'a, and small ko'a. Some contemporary sites in these ahupua'a include the Lāhainā Pali Trail (being developed for public access by the Nā Ala Hele Trails and Access Program) and the Olowalu Lanakila Hawaiian Church.

To the north of this region is the Kā'anapali moku, consisting of 14 ahupua'a, of which 13 fall into the West Maui Community Plan Area. Within this moku are the famed Hono-a-Pi'ilani, the bays of Mō'ī Pi'ilani, including Honokōhau, Honolua, Honokahua, Honokeana, and Honokōwai. Four of these areas contained perennial streams that, along with Kahana Stream, were extensively used for irrigated kalo cultivation.

Honokōhau Valley still supports kalo cultivation and vestiges of historic agricultural complexes can be found within the undeveloped portions of the other valleys and heiau complexes can be found within the undeveloped portions of the other valleys. Heiau complexes are still present along the coastal ridges in Honokōhau and Honolua. An extensive sand dune burial site was discovered at Honokōhau, within the Kapalua Resort, and continues to be protected. Kā'anapali and Kapalua are now synonymous with major resorts and are visited by people from around the world.

The mauna among which Lāhainā and Kā'anapali lay is called 'E'eka or Mauna o 'E'eka. Today, the mauna is commonly referred to as Kahālāwai or Mauna Kahālāwai. Its watershed is actively protected and restored and kalo is being cultivated, as well as coffee and small-scale tropical orchards, but the foothills mostly lie fallow after years of intensive sugarcane and pineapple cultivation.

With access constrained by the two-lane Honoapi'ilani Highway, West Maui is a bustling community with many challenges and opportunities. The West Maui Community Plan (the Plan) provides a growth framework, goals, policies, and actions to address challenges and opportunities, and support the community's vision.

The Plan directs future growth and development in West Maui over a 20-year timeframe. As established under Chapter 2.80B of the Maui County Code (MCC), the Plan outlines the community's vision for its future and the road map to achieve its vision.

The goals, policies, and actions provided in this Plan will direct the County in its planning, programs, and decision making. The policies and actions outlined in this plan direct the County's decisions related to managing land use, review of development projects, changes to zoning and development regulations, prioritizing funding for projects, and establishing new programs and initiatives.

As a part of the General Plan for Maui County, the Plan aligns under the 2010 Countywide Policy Plan and the 2012 Maui Island Plan (MIP) within the County's hierarchical planning structure. As shown in Figure 1.1, the Countywide Policy Plan is a statement of values that gives policy direction to the MIP and the community plans.

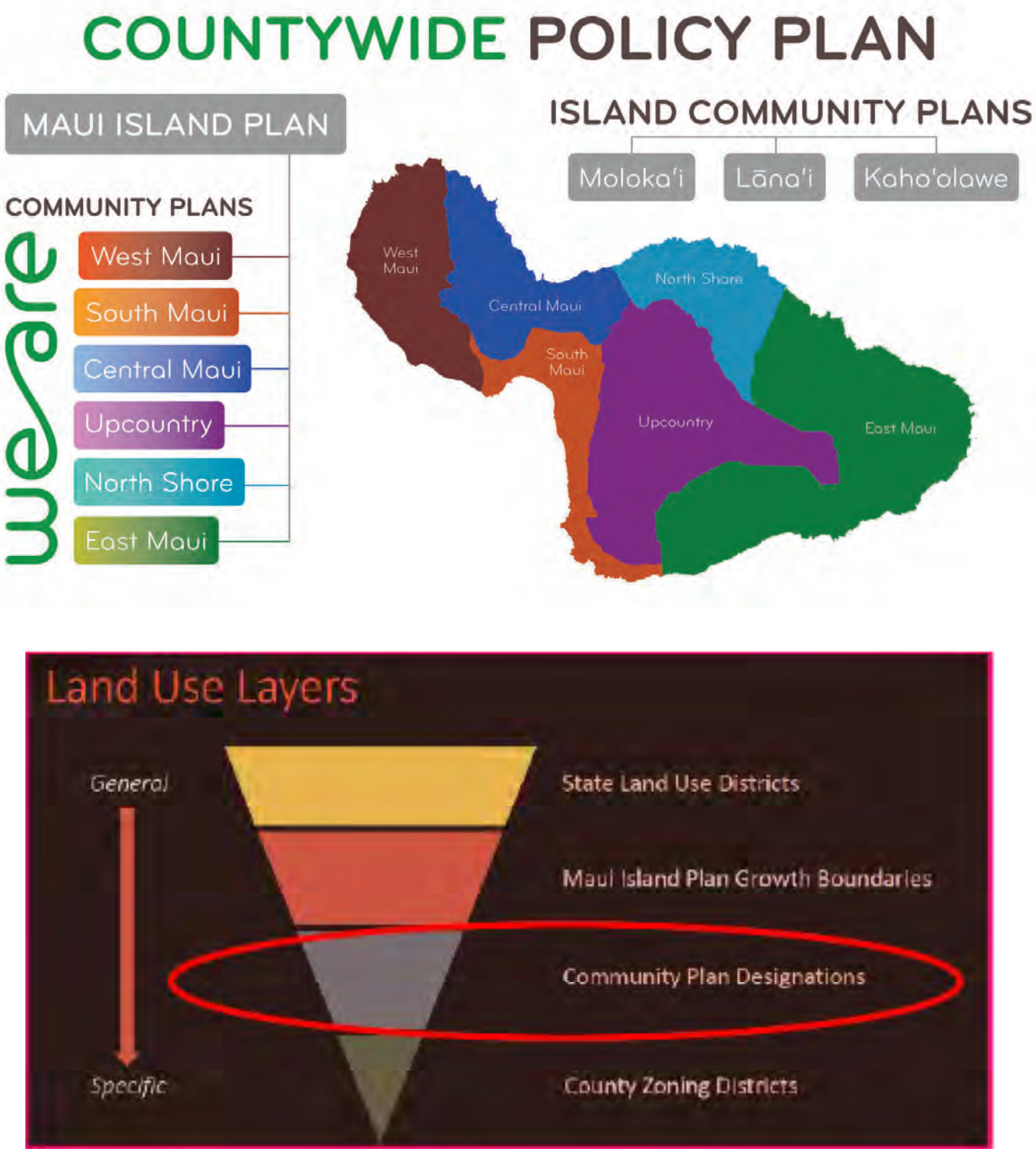


Figure 1.1: Maui County General Plan structure.

The MIP takes an island-wide approach to managing land use. Through the designation of rural and urban growth boundaries, it identifies where growth can occur and the infrastructure required to accommodate it.

At the community level, this Plan focuses on how and where West Maui will grow and what this growth should look like to meet the needs of residents while protecting and preserving that which makes the area special. The community plan supports the General Plan's vision, principles, policies, and actions, and addresses issues and opportunities specific to West Maui.

The General Plan supports the Hawai'i State Plan and is consistent with the State Functional Plans. Last updated in 1996, the Plan is the first Maui island community plan to be updated since the adoption of the MIP. This Plan update used the Countywide Policy Plan, the MIP, and the 1996 West Maui Community Plan as a starting point.

See Appendix A for a summary of the community plan update process and information on how to use the community plan and its structure.

1.2 How to Change this Plan

There are three ways to update or amend community plans. The first is during the update process, led by the Department. As discussed in Section 2.80B.090, MCC, community plans should be updated or revised every 10 years. This 2021 update of the Plan falls under this type of update.

The second way to update or amend community plans is through a proposal by the Planning Director or by the Council (Section 2.80B.100, MCC). Finally, amendments to community plans can be proposed by a person during July of each year, except during a one-year period following a 10-year update (Section 2.80B.110, MCC).

Community Planning event at the West Maui Senior Center.

1.3 West Maui Yesterday, Today, and Tomorrow

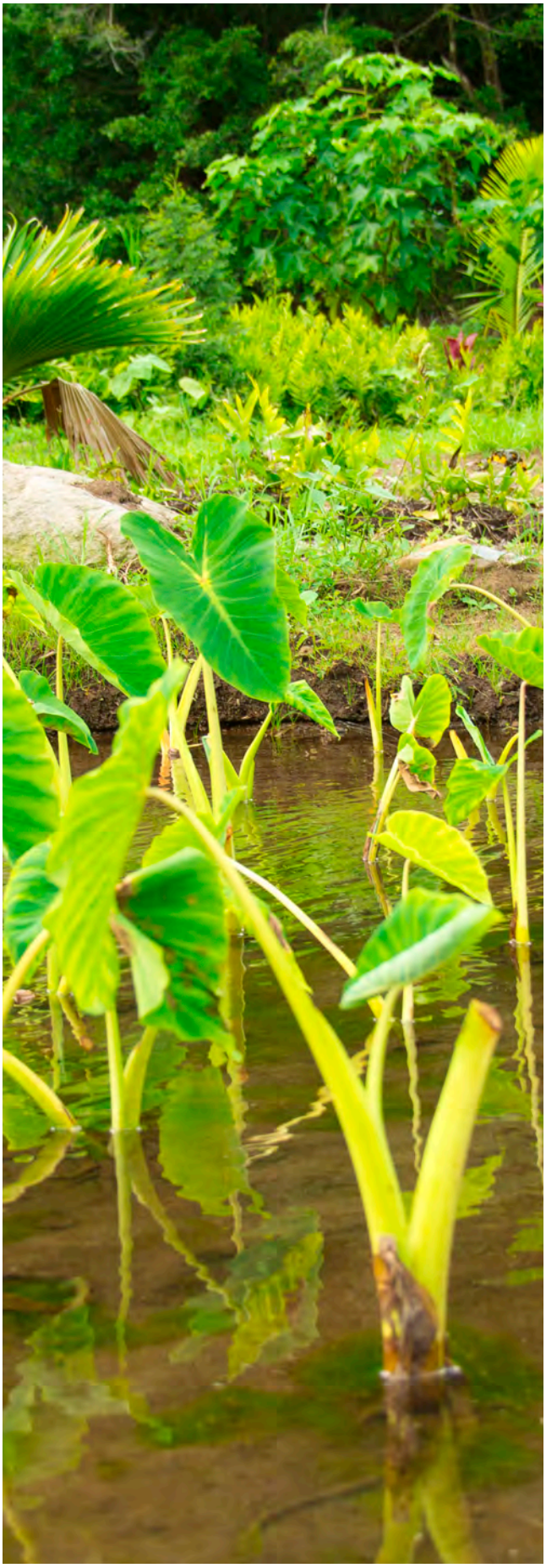
West Maui Yesterday

The Plan area historically was a significant agricultural, cultural, and political center. It is known for the Hono-a-Piʻilani, the Bays of Piʻilani, named after Mōʻī Piʻilani, the first chief to unify East and West Maui under single rule, and who also ruled over Lānaʻi, Kahoʻolawe, and a part of Molokaʻi. It is said that Piʻilani was "renowned for his good and wise governance over Maui Nui."

There are several features in Lāhainā and the West Maui Community Plan area that are either named after Piʻilani or attributed to him, including an ʻili ʻaina, an ʻauwai (ʻAuwai-a-Piʻilani), and the major highway through the area (Honoapiʻilani Highway).

In studies of traditional Hawaiian land use and subsistence practices throughout Hawaiʻi, E.S. Handy, E.G. Handy, and M. Kawena Pukui found the following about West Maui:

> Lāhainā District was a favorable place for the high chiefs of Maui and their entourage for a number of reasons: the abundance of food from both land and sea; its equable climate and its attractiveness as a place of residence; it had probably the largest concentration of population, with its adjoining areas of habitation; easy communication with the other heavily populated area of eastern and northeastern West Maui, "The Four Streams," and with the people living on the western, southwestern and southern slope of Haleakala; and its propinquity to Lānaʻi and Molokaʻi.
>
> Southeastward along the coast from the aliʻi settlement were a number of areas where dispersed populations grew taro, sweet potato, breadfruit and coconut on slopes below and in the sides of valleys which had streams with constant flow. All this area, like that around and above Lāhainā, is now sugarcane land. Ukumehame had extensive terraces below its canyon, some of which were still planted with taro in 1934; these terrace systems used to extend well down below the canyon.
>
> Olowalu, the largest and deepest valley on southwest Maui, had even more extensive loʻi lands both in the valley and below. Just at the mouth of the valley we found in 1934 a little settlement of five kauhale (family homes) surrounded by their flourishing loʻi. There are said to be abandoned loʻi far up in the valley. In and below the next valley, Launuipiko [Launiupoko], there were no evidences of loʻi, and the people of Olowalu said there had never been any. But we think there must have been a few, although the land is, in general, dry and rough. Next beyond this, going along the coast toward Lāhainā, is Kauaʻula Gulch above Waineʻe, and here in 1934 there were a few loʻi in which Hawaiians were still growing taro.



Lāhainā's main taro lands, on the lower slopes running up to the west side of Pu'u Kukui, were watered by two large streams, Kanaha and Kahoma, which run far back into deep valleys whose sides were too precipitous for terracing (Handy, et al, 1972:492 in Maly and Maly 2007: 9).

The Lāhainā area was heavily populated and was the seat of kings and chiefs. Homes of chiefs were scattered throughout the nearshore lands. Loko i'a, lo'i kalo, and groves of trees such as 'ulu also dotted the nearshore landscape. The lands that extend from behind the coastal area to the valleys contained wetland and dryland agricultural fields. Streams, including Kahoma, Kanahā, and Kaua'ula, flowed from the valleys behind Lāhainā. 'Auwai were built to change the natural alignment of these streams and bring water to lo'i kalo (Maly and Maly 2007: 9-10).

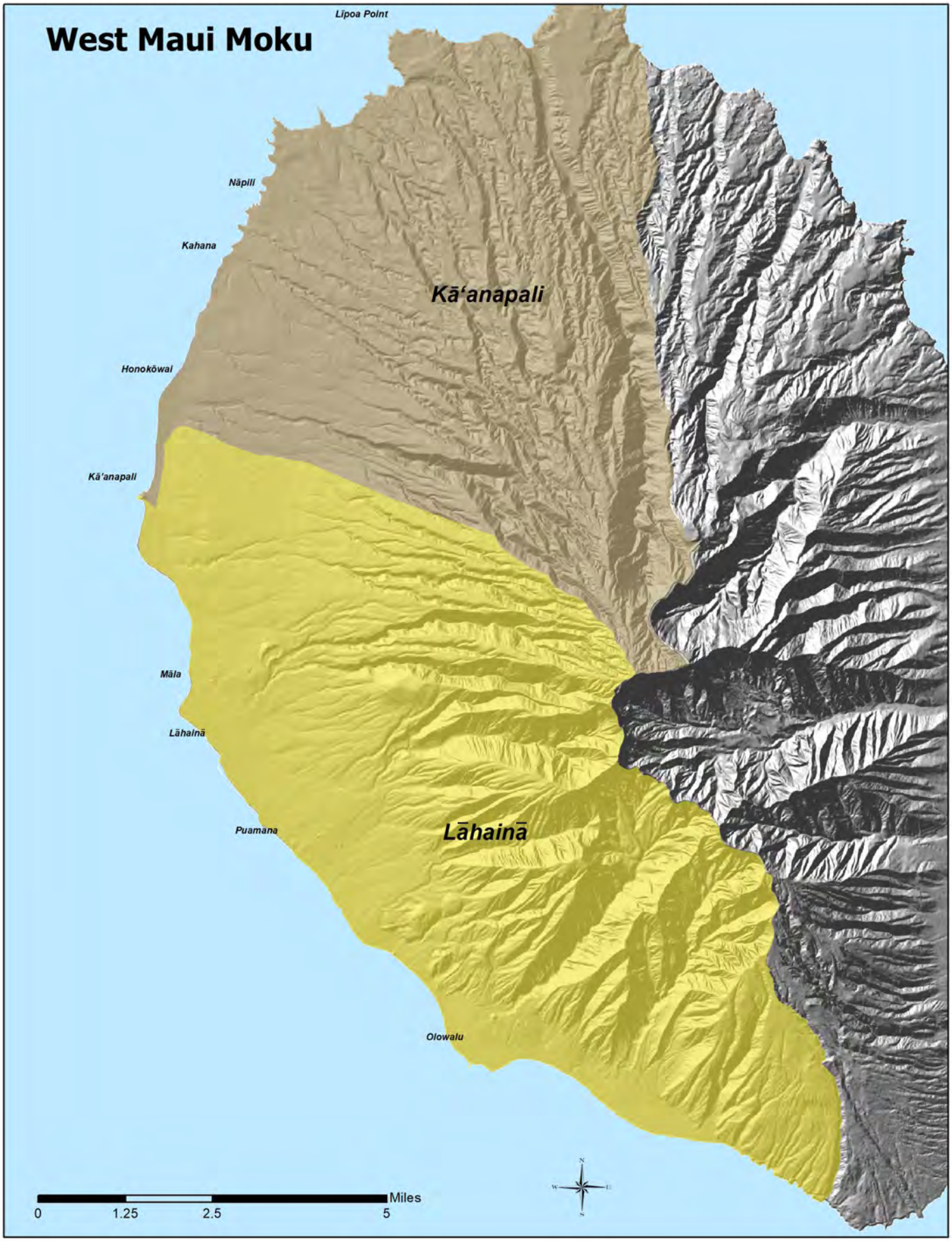


Figure 1.2: Kā'anapali moku and Lāhainā moku.

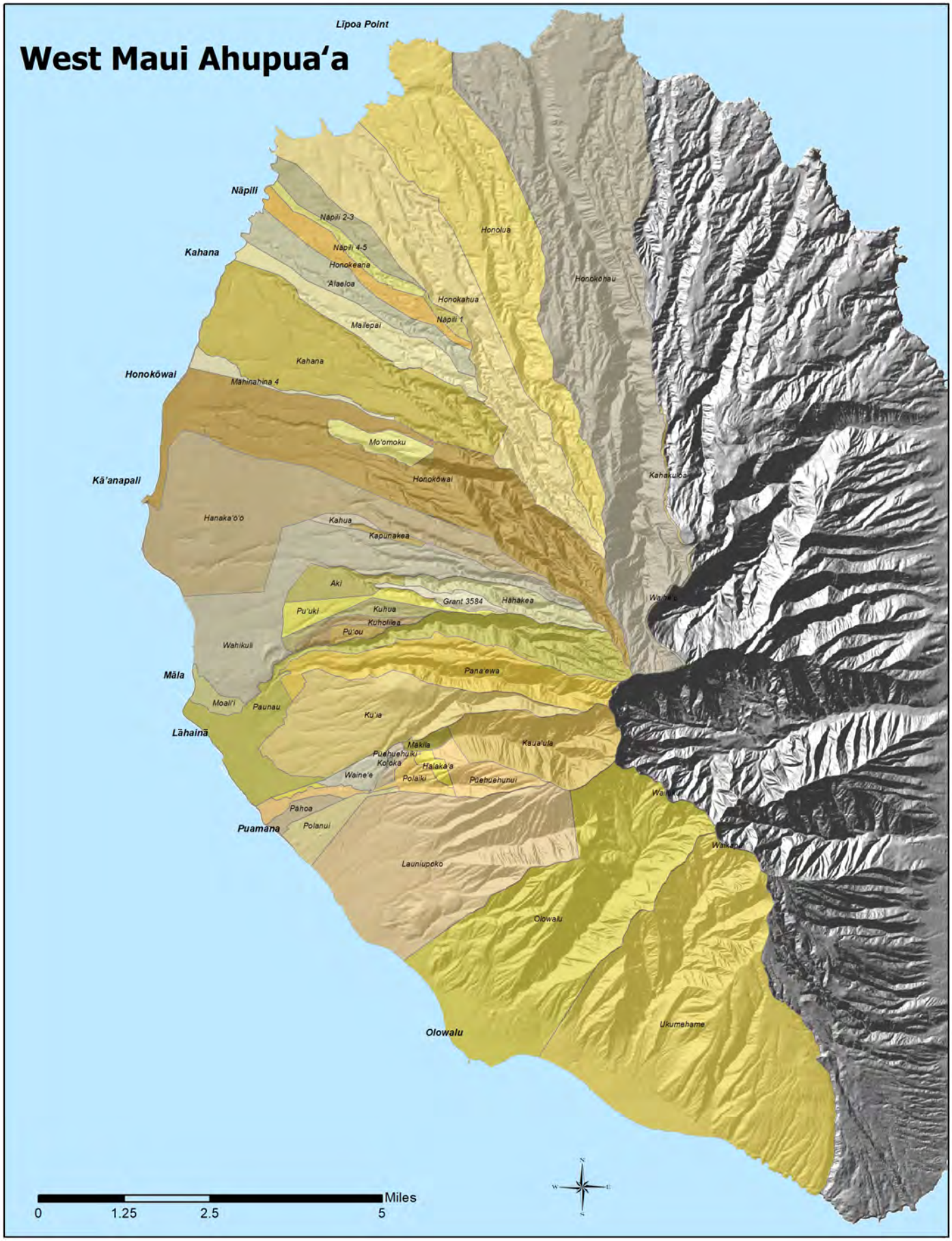


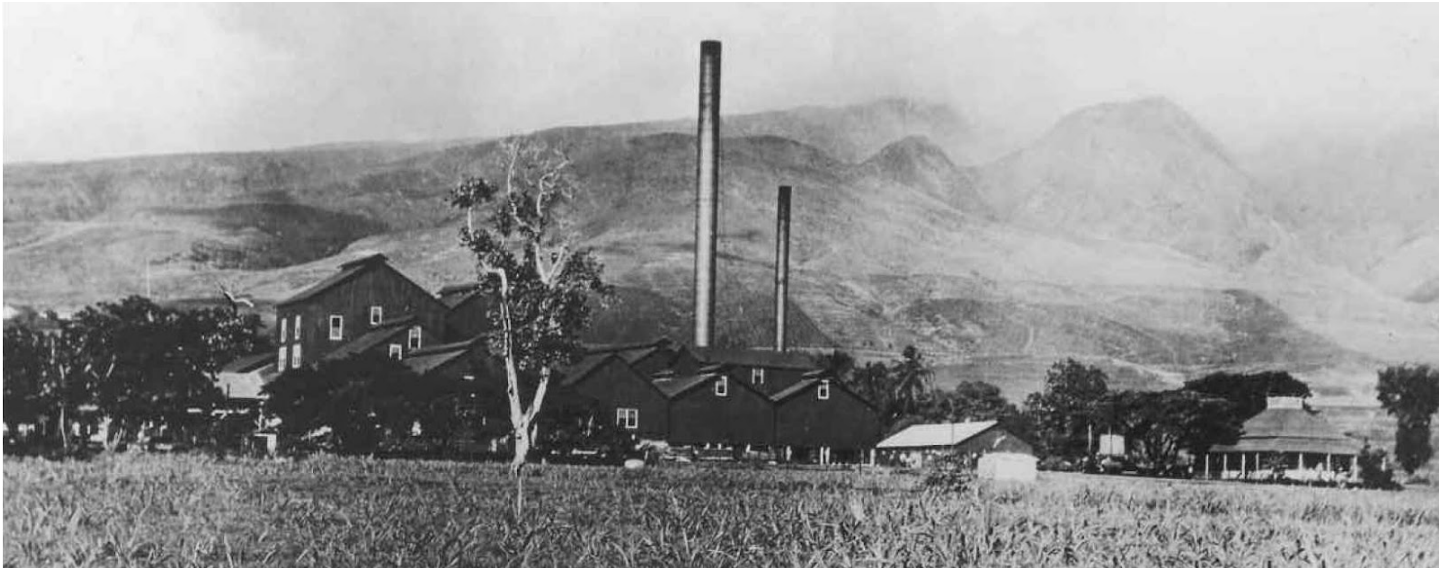
Figure 1.3: Ahupua'a within the West Maui Community Plan Area.

The first foreign ship arrived in 1793, placing Hawai'i on their map, and resulting in more ships frequenting the islands. Increased arrivals by foreign ships in Hawai'i brought new economic pressures, the introduction of capitalism, and a multitude of deadly diseases. New crops and ungulates, such as pigs, cows, goats, and sheep, were introduced for food and to serve the new industry of whaling, transforming traditional land use practices along with foreign demands for supplies (Maly and Maly 2007: 11).

In 1820, missionaries from New England arrived to Hawai'i. Lāhainā was established as one of the primary stations of the Hawaiian Mission because it served as the main governmental seat of Kamehameha II and Kamehameha III. Missionaries brought their religious beliefs and foreign concepts that clashed with traditional beliefs, such as private property rights (Maly and Maly 2007: 11).

From 1782 to 1848, land was controlled by the Mō'ī, with kaukau ali'i and konohiki to manage the resources on their behalf. In 1848, Mō'ī Kamehameha III enacted the Māhele, which afforded a type of private ownership of land, protecting it from being easily claimed by foreign countries through the Doctrine of Conquest. The Mō'ī distributed the kuleana in all lands into four groups, the Crown, the Hawaiian Kingdom government, the ali'i, and the maka'āinana.

Descendants of the missionaries wanted to start businesses by establishing sugarcane plantations and pressured the Mō'ī into passing the Resident Alien Act of July 10, 1850, which gave them the rights to buy land in fee simple.



Pioneer Mill, Lāhainā. Courtesy of Lāhainā Restoration Foundation.

Sugarcane cultivation expanded during the second half of the 1800s and with it plantation camps that housed immigrant workers. Pioneer Mill Company became one of the main sugar producers in West Maui. By the early 1900s, Baldwin Packers began cultivating pineapple in the area. Plantation owners wanted to increase production of sugarcane and pineapple, but needed water, so they built the Honokōhau and Honolua Ditch systems. The "cash crops" of sugarcane and pineapple led to a dramatic shift in the West Maui landscape as well as social, economic and cultural changes.

While western businesses in West Maui thrived throughout the 1800s, native Hawaiians were experiencing high death rates, the loss of their lands, and the loss of access to water for traditional customary agricultural practices used to grow food.

By 1940, the landscape in Lāhainā changed dramatically when new mechanical equipment allowed large tracts of land to be cleared of boulders and stones (Maly and Maly 2007: 13). In Lāhainā, a number of important sites that date to precontact times remain intact below the ground surface, including the sacred islands of Moku'ula and Loko o Mokuhunia, which are located at the present Malu'ulu o Lele Park. There are also a number of below-ground sites in this area that date from 1837-1845, when Lāhainā was the capital of the Hawaiian Kingdom under Mō'ī Kamehameha III, Kauikeaouli.

Several buildings in Lāhainā reflect early western influences, including the Baldwin House, Hale Pa'i, and the Seamen's Hospital. A larger number of buildings and structures in Lāhainā Town are tied to the plantation era, including a majority of the commercial buildings along Front Street, between Dickenson and Papalaua Streets.

Baldwin House in Lāhainā.

To the south of Lāhainā Town are the three large ahupua'a of Launiupoko, Olowalu, and Ukumehame. These lands still contain evidence of Hawaiian agricultural terraces above the sugarcane fields and in undisturbed areas. Heiau complexes, housing sites, petroglyphs, and small ko'a are also present in each of these ahupua'a. Post-contact sites include the Lāhainā Pali Trail and the Olowalu Lanakila Hawaiian Church.

Prayer labyrinth at Makāluapuna Point. Courtesy of Kirt Edblom through Flickr.com Creative Commons.

One of Maui's first coffee plantations was started in Honokōhau and Honolua and later became Honolua Ranch. In 1915, H.P. Baldwin moved the ranch headquarters to Honokahua, and the village that grew around it was called Honolua. The Honolua Store, which also moved to this site in 1915, is still in operation.

By the mid-1900s the government chose to shift the economic drivers on Maui from sugarcane and pineapple to the tourism industry. The first master-planned resort area in Hawai'i was in Kā'anapali in 1961 and later expanded to include Kapalua. The tourism industry flourished on Maui, which provided employment for Maui's existing residents, but also caused a rapid influx of newcomers. Like sugarcane and pineapple, the tourism industry has had a substantial impact on West Maui's community, culture, economics, infrastructure, natural resources, and land use patterns.

West Maui Today

The West Maui Community Plan Area has an abundance of exceptional community assets, including important cultural sites and history, natural beauty, world class beaches, and popular resort areas. These features provide residents with a connection to place and history, outdoor recreation, services, employment opportunities, entertainment, and draw thousands of people each year.

The Plan area encompasses 96 square miles covering nearly nine percent of the island of Maui.

Honolua Bay.

Although the Plan area is somewhat isolated from the rest of the island due to steep topography and limited highway access, the area had nearly 25,000 residents in 2017. The West Maui Community Plan Area had the largest estimated average daily transient population of around 36,000 in 2019 and the highest number of 2018 estimated visitor units of about 16,000 units. West Maui is also the island's second largest employment center (ESRI 2017; Hawai'i Tourism Authority 2018; DBEDT 2019).

West Maui is a large and diverse area, with distinct towns and communities that possess their own character and sense of place. For planning purposes, the plan area has been divided into four subareas as shown in Figure 1.4. The four subareas are further explored in the Growth Framework. This Plan attempts to address priority issues in these areas with effective policies and actions.

Figure 1.4: West Maui subareas.

A Growing Population

The population of West Maui increased from just over 22,000 in 2010 to nearly 25,000 in 2017 (ESRI, 2017). The estimated 2020 population is 24,302, a slight decrease from 2017 (ESRI, 2021). Population growth during the 2010 to 2017 period occurred at a faster rate in West Maui than the rest of Maui County and the State (ESRI, 2017). From 2004 to 2016, 59 percent of Maui County's population growth came from natural increase (local births minus deaths), 35 percent from international migration, and 6 percent from domestic migration (DBEDT, 2017). West Maui is also a popular visitor destination and one of the largest employment centers on Maui, drawing an estimated average daytime population of 63,706 persons. This includes about 10,287 residents who remain in West Maui during the day, 19,868 workers from West Maui and elsewhere who commute to West Maui, and 33,551 visitors (ESRI, 2017; DBEDT, 2017).

How will West Maui ensure adequate services?

The increased number of people living, working, and spending time in West Maui is putting a strain on housing, roads, transit, infrastructure, and other resources. With the population of West Maui projected to grow to 33,754 by 2040 (County of Maui, Socio-Economic Forecast, 2014; DBEDT, 2018), demand for housing, water, and other infrastructure will continue to grow. Planning to ensure sufficient water, wastewater, and other services for existing and new development will be challenging for the County and other service providers.

Where will new residents live?

By 2040 it is estimated that West Maui will need a total of 13,358 housing units to accommodate resident demand (County of Maui, Land Use Forecast, 2014). This could require building or making available an additional 5,288 new homes, or about 251 (330 including non-resident demand) housing units per year from 2019 to 2040. For the period 2008 to 2017, development of new homes in West Maui did not keep pace with demand.

In Hawai'i's high-priced housing market, demand for lower-priced housing is especially significant. Low supply and limited housing options make it difficult for many individuals and families to find needed

	Additional Projected Demand to 2040	Units Available 2012	Total Units Projected Demand to 2040
Resident	13,358	8,070	5,288
Non-Resident	3,359	1,724	1,635
Total	16,717	9,794	6,923

Table 1.1: Housing Units Needed to 2040, Compared to Existing Supply.

Source: Total demand projections are from DBEDT 2018 and County of Maui, Socio-Economic Forecast, 2014. Data also from Hawai'i Tourism Authority, 2012. Net demand over the existing (2012) stock is estimated by subtracting available units from total demand.

housing that they can afford. Residents support construction of new housing targeted only for native Hawaiians and residents of Maui.

Will new residential growth lead to economic growth and better jobs?

Although West Maui is one of the County's primary employment centers, many jobs are low-paying service industry jobs that are vulnerable to downturns in the economy. In 2015, about 84 percent of West Maui jobs were in the service industry and approximately 73 percent of West Maui workers earned less than $44,000 annually. A single person in Lāhainā earning up to $54,700 is considered low-income.

The shortage of affordable housing in West Maui clearly makes it challenging for employers to find and retain qualified workers because many workers are not willing to make the long commute to West Maui for such low pay. Businesses are left with a restricted pool of potential employees who reside on the West side.

How will West Maui manage traffic?

Traffic congestion is a major concern for local residents and it also has a negative impact on the quality of life of residents and the economy. The long delays that are a daily occurrence on West Maui roadways negatively impact the free movement of freight, workers and visitors.

In addition to visitor rental cars and limited access to safe multimodal transportation, an imbalance of jobs-to-housing is contributing to traffic congestion. West Maui had more than two jobs for every occupied housing unit. The unfulfilled conditions from developers to build workforce and affordable housing contributed to this shortage of housing units, which now forces many workers to live outside the area and commute long distances to work. In 2017, more than 6,800 workers commuted into West Maui from outside the area, while more than 5,800 West Maui residents commuted outside the area to work (U.S. Census Bureau, 2017).

Traffic congestion near the southern end of the Lāhainā Bypass. Courtesy of Maui News.

Blockage or damage to Honoapiʻilani Highway, the primary roadway connecting West Maui with the rest of the island, can leave the area isolated and cut off from critical services and resources.

How will climate change affect West Maui's future?

West Maui's largely coastal-focused development, as well as extensive stretches of fallow agricultural fields, make West Maui vulnerable to natural hazards and emergencies. Flooding, coastal erosion, and wildfires threaten residents, visitors, roads, critical infrastructure, and properties. Climate change and sea level rise will likely increase the frequency and severity of impacts from these natural hazards.

How does West Maui mālama its natural and cultural resources?

With more people living in and visiting West Maui, the area's natural and cultural resources face pressures from increased urbanization and human activity. Growth in West Maui's population will place a greater demand on water resources. Feral ungulates, invasive weeds, and human disturbance in the upper watersheds directly impact the forested ecosystem and can lead to impacts further downstream. Diversion of surface water for agriculture, drinking, and other uses have resulted in less stream flow to support a healthy stream ecosystem and traditional and customary uses such as kalo farming. Urbanization and lack of management of agricultural fields are leading to impacts from stormwater runoff (NOAA, 2012). This runoff carries pollutants to streams and the ocean, degrading water quality and coral reef health. Development within floodplains disrupts the natural functions of the floodplain such as flood and erosion control, and can pose a threat

Coastal erosion in West Maui.

to public safety and the environment. Growth in the tourism industry, including the number of transients, tourism development, and tourism-related activities over the years has led to overcrowding at beaches, parks, and other natural and cultural areas, as well as impacted the sense of place in many areas of West Maui. West Maui's historic and cultural resources are irreplaceable treasures that tell the story of this culturally important place. These resources are important to families with lineal ties to West Maui, the many cultures that have shaped the area, and the broader world.

Looking forward

West Maui is a tight-knit community with committed residents and businesses working together to benefit the community. It also has a wealth of natural and cultural resources that are worth protecting and provide a sense of place. Open land provides the opportunity for ecosystem protection, open space preservation, recreation, and agriculture.

Within the next 20 years, housing affordability and availability for residents will be a central goal. Future land use decisions grounded on Smart Growth and responsible management and stewardship of the land and resources will be key to addressing today's challenges and building a resilient, equitable, and vibrant West Maui.

West Maui Tomorrow

This Plan reflects the future the West Maui community is striving to achieve. The vision is the community's expression of this future and should direct the actions of decision makers throughout the life of the Plan.

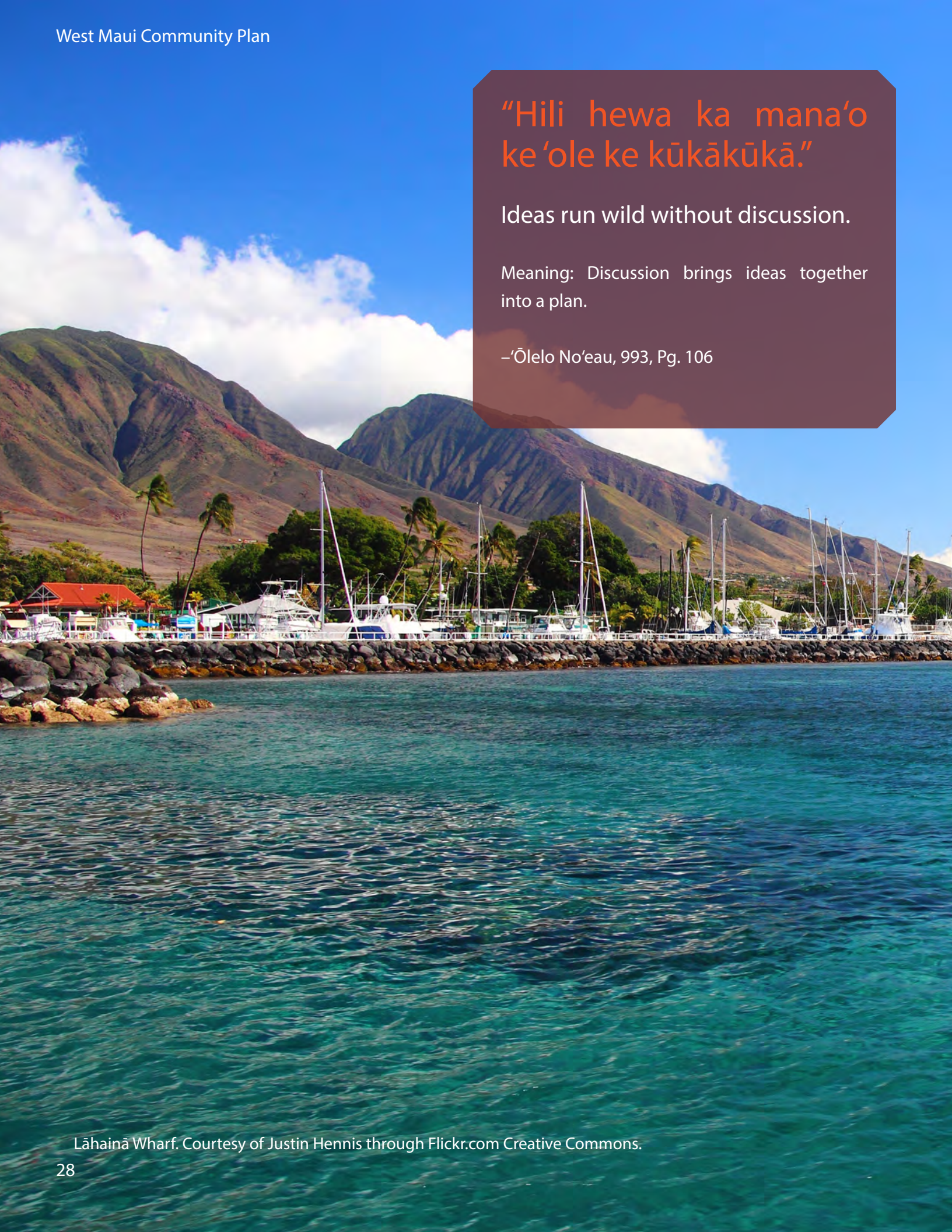
Goals

This Plan's Policy Framework is organized by five goals. These goals are a reflection of the community's vision and are a description of the West Maui future generations will enjoy by carrying out this Plan. In setting goals, West Maui is consciously designing their community to better meet their needs through strong, achievable policies, and meaningful actions.

- Ready and resilient systems.
- A complete, balanced, and connected transportation network.
- Responsible stewardship of resources, culture, and character.
- Economic opportunity through innovation and collaboration.
- Safe, healthy, livable communities for all.

West Maui's Vision

West Maui has everything its residents need to thrive, including a range of affordable housing options, community services, innovative agriculture as part of a diversified economy with living-wage jobs, an excellent public education system, local food growth and security, access to high-quality healthcare, and ample access to open spaces and parks, mauka to makai. Conscious of the region's rich cultural heritage, care is taken to protect and restore historic, cultural, and natural sites and resources; protect the character of West Maui; and incorporate traditional Hawaiian practices in land use planning that made the island sustainable for generations. Quality of life for residents is a priority, and everyone enjoys an active lifestyle with safe walking, biking, and public transit routes within and between West Maui's communities, and a healthy environment with resilient shorelines.



"Hili hewa ka manaʻo ke ʻole ke kūkākūkā."

Ideas run wild without discussion.

Meaning: Discussion brings ideas together into a plan.

–ʻŌlelo Noʻeau, 993, Pg. 106

Lāhainā Wharf. Courtesy of Justin Hennis through Flickr.com Creative Commons.

Section 2
Policy Framework

Policy Framework Methodology

Historically Maui County's community plans were divided into separate chapters that approached community planning in a segmented way and promoted distinct silos. Each chapter covered a different subject matter such as land use, housing, infrastructure, and cultural resources, and said very little about the connections that all these elements have to each other.

With this Plan, the community places a greater emphasis on the interconnectedness of the natural and human-made systems, structures, and services that make West Maui a community and are vital for planning for the future. The Policy Framework is organized by goals, which are intentions that provide more detail than the vision. The goals illuminate the specific desired outcomes West Maui strives to achieve with the policies in this section of the Plan along with the actions in the Implementation and Monitoring section.

Numerous topics are covered within each goal and its policies and actions, highlighting the interdependent nature of planning. These "cross-cutting topics" are listed under each goal.

For Landowners

Whether a landowner wants to build a single building or a whole neighborhood, the policies in this section help planners and developers implement West Maui's vision for their community. County planners use the policies in this section and those in the Growth Framework to review projects. Before proposing a project, landowners should take time to review the Policy Framework, and those policies that may be applicable to their project in the Growth Framework, and consider whether their project is consistent. Adjusting a project to fit these policies during the design phase of project planning will ensure the project is consistent with the Plan, making it easier for County planners to review the project and streamline the process without sacrificing the community's vision for the future.

Note on Policies:

All of the policies in this Plan were included because they help West Maui achieve its vision. Some policies, however, are not the primary responsibility of the County. Developers and planners should still implement these policies when designing and approving projects and work with other departments and agencies as needed to ensure the project is consistent with the community's vision. Some area specific policies are contained in Section 3: Growth Framework.

Coastal erosion along Honoapi'ilani Highway. Courtesy of Asa Ellison.

2.1 Goal | Ready and resilient systems.

Why is it important?

Infrastructure systems perform essential services that provide for the everyday needs of residents and visitors. Water treatment facilities provide clean drinking water to homes and businesses. Wastewater treatment systems process wastewater. Flood and drainage facilities help to convey rainfall flows to reduce flood risk to the community and sedimentation in the nearshore waters. The transportation network connects people to their places of work, shops, schools, parks, and other locations. These systems are vitally important as they affect residents' quality of life and the health of the environment.

Maintaining and improving infrastructure systems is important in the face of increased demand and threats from natural and human-made hazards. As more people live in and visit West Maui, added pressure and demand will be placed on these services and West Maui's resources. Hazards such as flooding, coastal erosion, and wildfire pose a serious threat to the safety and well-being of the community. These potentially damaging impacts are expected to worsen with climate change and sea level rise.

As we plan for the next 20 years and beyond, responsible management of our infrastructure systems will be the key to meeting the needs of the community and improving the quality of life. By identifying and carrying out strategies that will help West Maui adapt to climate change, the result will be a more resilient and self-sustaining community that can respond to and recover from disasters and stressors.

How will setting this goal affect our future?

With this goal, West Maui is committed to supporting improved infrastructure systems for an adaptive and resilient community that meets the needs of residents and fosters responsible stewardship of West Maui's infrastructure systems.

Definitions

The following terms are used throughout the Plan and it is important to understand their definitions and use for planning.

The State-recognized Sea Level Rise Exposure Area (SLR-XA) is defined as the State Climate Commission's recognized planning target or threshold for sea level rise exposure. Currently, the recognized planning threshold is 3.2-feet of sea level rise. The planning threshold may change over time based on the best available scientific information.

The Erosion Hazard Line is defined as the County of Maui's recognized planning target or threshold for coastal erosion. The County's recognized planning threshold for coastal erosion is 3.2-feet of sea level rise as identified in the Hawai'i Sea Level Rise Viewer (Coastal Erosion, https://www.pacioos.hawaii.edu/shoreline/slr-hawaii/). The planning threshold may change over time based on the best available scientific information.

Cross-cutting Topics

- Climate Change and Resilience
- Cultural Resources
- Hazards
- Historic Preservation
- Infrastructure
- Land Use
- Environment
- Emergency Services
- Other Services and Facilities

Coastal erosion along the Royal Kahana and Valley Isle Resorts. Courtesy of Tara Owens.

Policies

Climate Change and Sea Level Rise

2.1.1 | Proposed Community Plan Amendments for new development on existing golf course land in Kāʻanapali makai of Honoapiʻilani Highway should be approved only for existing shoreline development that is retreating inland because of impacts from sea level rise or other coastal hazards.

2.1.2 | To minimize impacts from future coastal erosion, new permanent structures must be located landward of the State-recognized SLR-XA for coastal erosion, except a minimum buildable area must be provided. This restriction does not apply to structures needed as part of an approved beach restoration project or cultural project, such as loko iʻa, and which must be evaluated on a case-by-case basis.

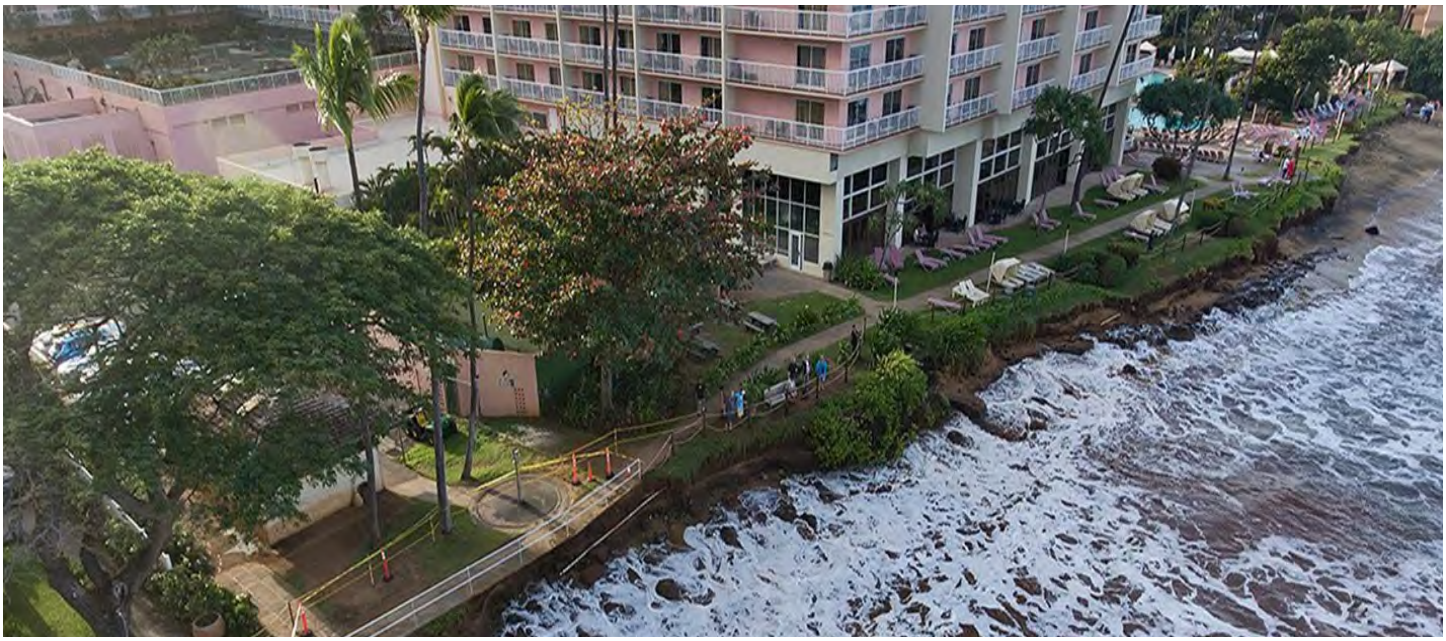
2.1.3 | For redevelopment and new developments within the SLR-XA, developers must proactively:

a. Coordinate with the Maui County Department of Planning and adjacent or nearby property owners to understand possible collective relocation of at-risk structures;

b. Incorporate results of coordination into development plans by siting any new planned structures out of harm's way;

c. Make efforts to not hold the County of Maui and State of Hawaiʻi liable for any and all future costs associated with maintaining or protecting the property developed within the SLR-XA, including costs associated with retreat, hazard mitigation, and cleanup costs to maintain the health of the nearshore marine environment from material debris originating from the ocean or from the structures' own erosion; and

d. Make efforts to waive the ability to ever request shoreline hardening for their property or project from the County of Maui or the State of Hawaiʻi.



Coastal erosion and water quality degradation along the Kaʻanapali Beach Club. Courtesy of Don McLeish.

2.1.4 | Prioritize projects that provide multiple benefits from resilience actions.

2.1.5 | Protect the shoreline and beaches by preserving waterfront land within the SLR-XA as open space wherever possible.

Fire and Emergency Management

2.1.6 | Support the goals, objectives, and actions of the West Maui Community Wildfire Protection Plan and the Maui County Multi-Hazard Mitigation Plan Update.

2.1.7 | Require all projects to incorporate defensible space around their perimeter and on-going maintenance as recommended by the Maui Fire Department.

2.1.8 | Require new buildings that will serve as emergency shelters to be built to hurricane standards and support existing buildings that currently serve as emergency shelters to be retrofitted to Enhanced Hurricane Protection Area standards.

2.1.9 | Encourage the development of firebreaks and bioswales that can be used for recreational paths and greenways around existing communities and between new communities.

Damage from the August 2018 brush fire in Lāhainā.

Water

2.1.10 | Require public water systems, and to the extent legally allowable, private water systems to develop in a manner facilitating potential interconnection or integrated management to optimize pumpage, mitigate saltwater intrusion, prevent adverse impacts to streams, preserve regional resources, and preserve traditional and customary rights protected under the Hawai'i State Constitution, Article XII, Section 7.

2.1.11 | Require new developments to install landscaping that reduces water use, using drought resistant and micro-climate appropriate design and plants including native species, and greywater and water catchment systems where the State Department of Health allows it.

Wastewater

2.1.12 | New developments in West Maui, including projects developed under Chapter 201H, Hawai'i Revised Statutes, and Chapters 2.96 and 2.97, Maui County Code, must connect to County or private recycled water distribution systems when available; if reuse is not readily available, developments must be designed to allow for future connections.

County of Maui improvement project.

2.2 Goal | A complete, balanced, and connected transportation network.

Why is it important?

Transportation is not just roads and cars; it is about moving people within, to, and from West Maui in a way that is safe, efficient, and enjoyable. Transportation is freedom, and having a variety of transportation choices for people in West Maui promotes equity and is a high priority for the community. In 2019, West Maui was heavily car-dependent, and residents and visitors alike were stuck in gridlock, even with the completion of phases of the Lāhainā Bypass. People who choose not to drive, cannot afford a car, or are not able to drive have limited options because the region has incomplete sidewalk networks, few bike lanes, and minimal public transit. With this Plan, the community intends to change that paradigm, focusing on creating a transportation network that is safe, comfortable, and accessible for all, from keiki to kūpuna, wheelchairs to bicycles, and cars to public transit.

How will setting this Goal affect our future?

With this goal, West Maui is committed to improving existing transportation systems and increasing access to a greater variety of transportation. West Maui will have an equitable transportation system that relies less on cars and more on other modes of transportation, leading to a happier, healthier, and safer community.

Cross-cutting Topics

- Mobility
- Land Use
- Climate Change and Resilience
- Recreation Network
- Community Design

Policies

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.

2.2.2 | Support adoption of mechanisms to fund transportation improvements such as special improvement districts, transponders, toll roads, increase in car rental surcharge for visitors, and traffic impact fees, so that new projects pay their fair share of transportation system improvements.

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.

2.2.4 | Require all new large commercial and market-rate multi-family residential development to install and maintain charging stations to support the expanded use of electric vehicles in West Maui until future technology advancements make this unnecessary.

Courtesy of Asa Ellison.

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.

2.2.6 | Support construction of the planned Lāhainā Bypass Road to promote safe, efficient travel across the region without encouraging further urbanization or impeding agricultural operations.

2.2.7 | Support improvements for the safe, lighted, and convenient movement of all users, including alternative modes and non-motorized vehicles in the Lāhainā region, particularly along Honoapiʻilani Highway, Front Street, Lahainaluna Road, Wainaʻe Street, and Lower Honoapiʻilani Road.

2.2.8 | Require new development, redevelopment, and Chapter 201H, Hawaiʻi 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.

2.2.9 | Protect and enhance natural and cultural resources during implementation of transportation projects through early consultation and community engagement with resource management agencies, residents, and cultural practitioners.

2.2.10 | Improve resilience of the transportation system to climate change-related hazards such as sea level rise, flooding, and wildfires.

2.2.11 | Prevent development within the designated future multimodal transportation corridor from Kapalua to Central Maui when identified with the completion of Action 2.23 in this Plan.

2.2.12 | Upon determination of proper ownership of Mill Street, consideration can be given to this being an alternative parallel road to Honoapiʻilani Highway and Lāhainā Bypass to help disperse traffic as Lāhainā Town develops.

2.3 Goal | Responsible stewardship of resources, culture, and character.

Why is it important?

In today's terms, we think of historic and cultural resources as buildings, sites, structures, objects, districts, and landscapes of architectural, historical, or cultural importance.

Historically, natural resources were cultural resources in Hawai'i. Without natural resources, traditional cultural practices could not happen; taro could not be grown, plants could not be gathered, and fish could not be caught.

It is important to be responsible stewards of historic, cultural, and natural resources because they are a connection to the past and contribute to the community's health, livability, and overall quality of life.

If cared for properly, natural resources, including watersheds, streams, the ocean, and the land, will allow traditional cultural practices to continue. Along these lines, preserving archaeological properties like lo'i, 'auwai, and loko i'a will provide us with physical links to our past, and in many cases these resources can be used to continue cultural practices.

If properly managed, historic buildings can contribute to economic diversity and sustainability. Historic buildings also possess unique architectural character that creates a sense of place and cannot be replicated with new construction. Caring for historic buildings can be an effective tool for revitalizing commercial areas, stabilizing older neighborhoods, attracting new businesses, and encouraging reinvestment in a community's infrastructure systems.

How will setting this goal affect our future?

With this goal, the West Maui community is committed to preserving and caring for historic, cultural, and natural resources.

Cross-cutting Topics

- Historic Preservation
- Cultural Resources
- Environment
- Land Use
- Community Design
- Other Services and Facilities

Policies

2.3.1 | Ensure new development projects provide continued access to kuleana lands protected under Section 7-1, Hawai'i Revised Statutes.

2.3.2 | Gulches, as identified in the map in Figure 2.3 of this Plan, must remain in open space and no new permanent structures may be developed in or within 100 feet of the top of the bank of identified gulches.

2.3.3 | Protect ocean and stream water quality by requiring that wetlands, as defined by traditional historic knowledge or by Section 404 of the Clean Water Act, be preserved with vegetated buffer areas that are adequate to protect them from pollutants.

2.3.4 | All development must implement recommendations of the Maui County Planting Plan for street and parking area trees, encouraging the use of native and endemic plants. Plants that are on the Hawai'i Pacific Weed Risk Assessment list must not be used.

Canoe hale at Hanaka'ō'ō Beach Park.

2.3.5 | Require implementation of Low Impact Development practices in developments in West Maui to reduce stormwater runoff and protect water quality.

2.3.6 | Require new development and encourage existing developments with pools within the Special Management Area to use Best Management Practices for cleaning and maintaining pools, specifically prohibiting draining of pool water directly to the ocean or storm drain and encouraging utilizing pool water for irrigation on site. New pools within the Special Management Area must show how the pool water will be drained prior to obtaining a permit or exemption.

2.3.7 | Ensure Malu ʻUlu o Lele Park is cared for in an ecologically and culturally appropriate way, support the restoration of Mokuʻula and Mokuhinia Pond, and incorporate this policy in any future master planning process for the area.

2.3.8 | Preserve and protect the region's cultural resources and traditional lifestyles, including agricultural pursuits, such as subsistence agriculture on lands owned by the State Department of Hawaiian Home Lands in Honokowai and loʻi cultivation of Native Hawaiians in Honokōhau Valley, Kahoma Valley, Kauaʻula Valley, Olowalu, and Ukumehame.

2.3.9 | Support a thriving paddling community at Hanakaʻōʻō Beach, which has served as the home and mainstay of canoe paddling, and a thriving paddling community throughout the West Maui region, and incorporate this policy in any future master planning process for the area.

Aerial of Malu ʻUlu o Lele Park. Courtesy of Google Maps.

2.3.10 | Existing areas of open space, including agricultural lands and gulches, should be viewed as a resource to be protected and enhanced.

2.3.11 | Protect public mauka to makai view corridors in each subarea and scenic vistas.

2.3.12 | Design landscape barriers along major roadways in such a manner as to maintain existing views of the mountains and ocean to the extent possible.

2.3.13 | The marine and nearshore environment and open space areas are important assets of the region and should be protected and preserved. Habitat connectivity for threatened and endangered species, watersheds, undeveloped shoreline areas and other environmentally sensitive lands must be preserved.

2.3.14 | Reuse of treated effluent and the reduction of sedimentation of near shore waters shall be pursued to protect and enhance the region's land, water, and marine environments.

2.3.15 | Prohibit the construction of seawalls and revetments except as may be permitted by rules adopted by the Maui Planning Commission governing the Special Management Area and Shoreline Area and encourage beach nourishment through dune restoration and native planting efforts.

2.3.16 | All development projects must engage in consultation with the Aha Moku ʻo Maui representative associated with the project area – either Moku ʻo Lāhainā or Moku ʻo Kāʻanapali – and provide evidence of this engagement to the Department.

2.3.17 | Prohibit the private commercial water bottling of one liter or less, and restrict bottling of five gallons or more from water resources in the West Maui Community Plan Area for export out of the County.

2.3.18 | Any ground-altering activities in the areas described in this Plan's ascription list must have a cultural monitor on site, due to the sensitive nature of these areas, until cultural overlay policies are established by the Council. See Appendix C | Cultural Reserve Ascription List.

Why Aha Moku Consultation?

Aha Moku Councils were originally formed to manage peoples and lands within island regions called moku. These councils were composed of people who understood the ecology of their moku and could make collaborative decisions that ensured sustainable use of resources. Today, these councils have been revived to assist the State Department of Land and Natural Resources with decision making. Early consultation with the poʻo (head) of each moku prior to developing a project helps to ensure that the proposed development can be designed so it protects vital cultural and environmental resources for generations to come. More information about the Aha Moku ʻo Maui can be found at ahamoku.org.

2.3.19 | Maintain the scale, building massing, and architectural character of historic Lāhainā Town (see "Design Policies for Lāhainā Town" within this section).

Design Policies for Lāhainā Town:

The policies below apply to properties within the Lāhainā National Historic Landmark District. The long-term intent is to incorporate them into design guidelines, as indicated in Action 3.18 of the Plan.

1. Rehabilitation:

a. Rehabilitation of a historic building must minimize changes to original materials, architectural elements, and ornamentation.

b. Deteriorated original architectural elements and materials must be repaired rather than replaced.

c. Where repair is not possible, replacement features must match the original component in design, material, color, and texture.

d. Original building materials must not be covered with new materials.

e. Harsh cleaning treatments, like sandblasting and pressure washing, must not be used because they can permanently damage historic materials. Buildings must be cleaned using the gentlest means possible.

f. Previous additions or changes to buildings should be evaluated for historic significance. Changes that have gained historic significance should be retained and preserved.

Before rehabilitation:

Courtesy of Stanley Solamillo.

After rehabilitation:

Courtesy of Dom Marino.

During the rehabilitation of Mā'alaea General Store, the missing parapet wall was reconstructed using historic photos. (photo source unknown)

g. Missing or deteriorated features must be reconstructed based on physical evidence and archival documentation, such as historic photographs, plans, or written descriptions. Details found on similar historic buildings must not be reconstructed without other supporting documentation.

2. Additions:

a. Additions must be designed and located so they are subordinate to the main historic building in terms of scale and mass.

b. Additions or changes to the front of the building are prohibited. Additions must be set back from the front of the building and located on the side or back of the building.

c. Additions that damage or overwhelm the historic building (because they are too tall or their footprints are too large) are prohibited.

d. Additions must use a similar roof pitch, shape, and overhang as the historic building.

e. Additions must be similar in height to the historic building. An addition that is taller than the main historic building may be considered if it is substantially set back from the front facade and connected with a smaller linking element.

f. Rooftop additions must be limited to the back of the building to preserve the historic scale and form of the building and minimize visibility from the public right-of-way.

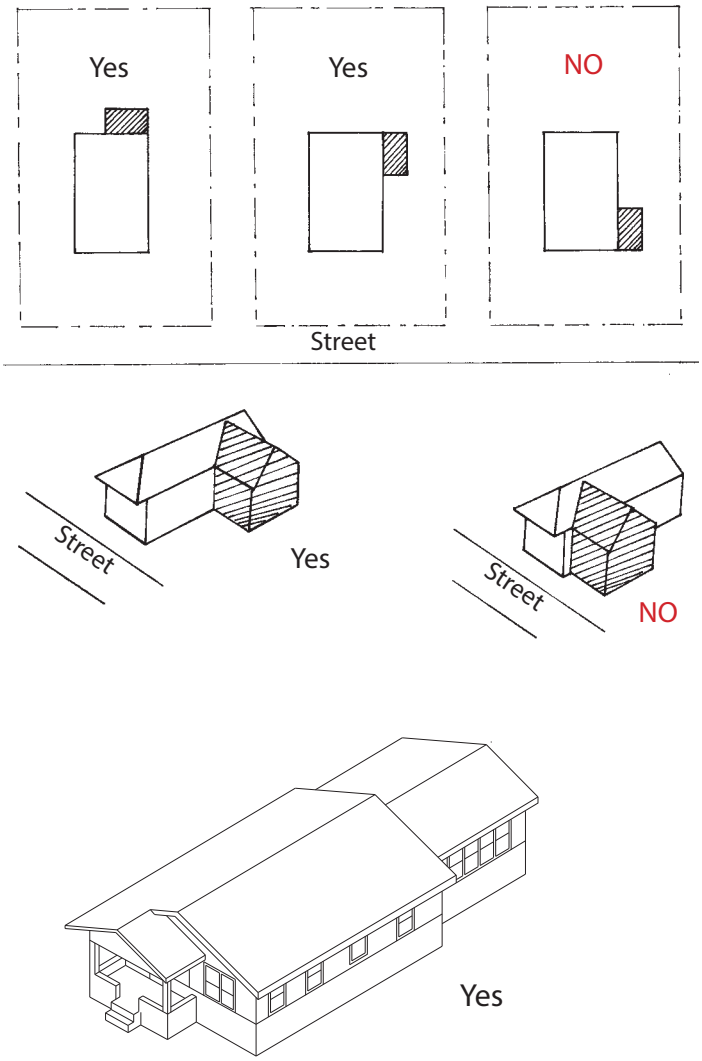


Figure 2.1: Examples of compliant and non-compliant additions to buildings.

g. The windows in the addition must be similar in shape, size, design, and placement to the openings of the historic building.

h. The shape, size, and openings of the addition must create a directional emphasis, horizontal or vertical, that is similar to the historic building.

i. The addition's exterior materials must match or be compatible with the materials of the historic building in terms of type, color, and texture.

j. The addition's architectural details must not be more ornate than those found on the historic building. Architectural details that are not in keeping with the historic building's architectural style must not be used.

3. New Construction

a. New construction must be similar in height, mass, form, and scale to the surrounding historic buildings.

b. When the width of new construction exceeds that of neighboring historic buildings, the front facade must be divided into smaller sections. This can be accomplished by stepping back sections of the wall plane or by using vertically oriented dividing elements such as pilasters.

c. New buildings must be limited to 30 feet in height.

d. Roof forms must resemble those found on neighboring historic buildings.

e. Doors, windows, and other openings must be similar in shape and placement to the openings of neighboring historic buildings. Additionally, door and window openings must have a similar proportion of wall to window space as neighboring historic buildings.

f. Exterior materials must match or be compatible with the materials of surrounding historic buildings in terms of scale, texture, and proportion.

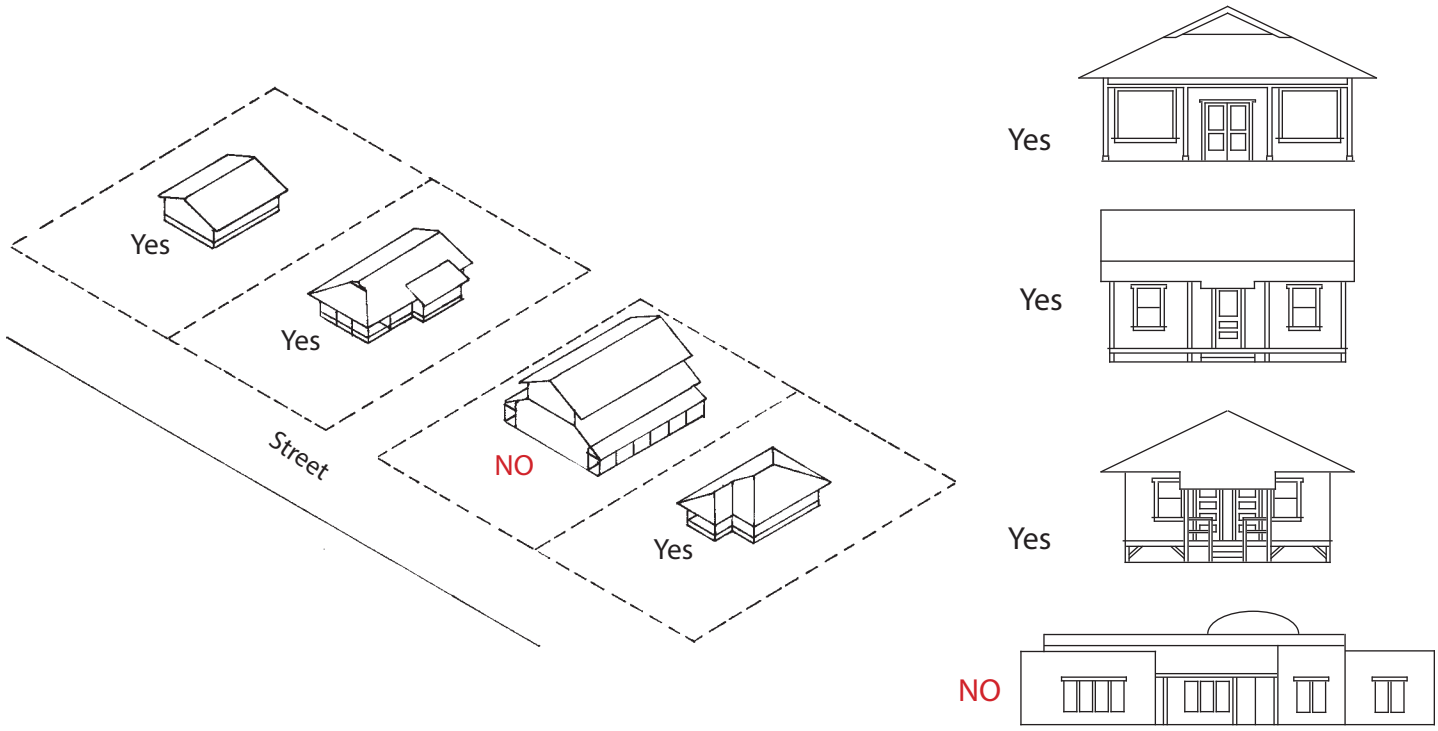


Figure 2.2: Examples of compliant and non-compliant new construction.

g. Imitation or synthetic materials, such as vinyl siding and T 1-11 veneer are prohibited because they are not visually similar to the traditional siding materials found in Lāhainā.

h. Architectural details must be simple in design. They must not be more ornate than those found in neighboring buildings.

i. New buildings should correspond with the setbacks and orientation of neighboring historic buildings.

j. Main entrances and porches of new buildings must face the same direction as those found along the street frontage.

k. New secondary buildings, such as garages and outbuildings, must be subordinate to the size and appearance of the primary historic building and located at the back of the lot.

l. Mechanical, electrical, solar, or other exterior equipment must be located in the least visible place possible. If equipment is mounted on the roof, it should be on the rear slope, behind the roof's midpoint, or set back from the front of the building so it is less visible from public spaces.

m. Window air conditioning units must not be located on the front facade.

n. Access ramps and other accommodations for wheelchairs must be located to provide access without being visually intrusive.

o. New construction must be located and designed to accommodate special natural or artificial site features.

4. Streetscape:

a. Preserve historic rock walls and other historic streetscape elements, such as basalt stone curbs.

b. To maintain traditional visual continuity between the street and buildings, new walls and fences shall be limited to 3 feet in height.

c. Ensure road and drainage improvements are compatible with the character of the town.

d. Street furniture shall have a simple, contemporary design that is compatible with the scale, style, and texture of the surrounding historic buildings. Historic designs from other locations shall not be introduced.

e. Significant archaeological properties affected by a project shall be preserved. If these properties must be disturbed, mitigation measures shall be undertaken.

Examples of compliant streetscapes.

2.4 Goal | Economic opportunity through innovation and collaboration.

Why is it important?

West Maui plays a key role in the economy of Maui County. It is one of the island's largest employment centers with a very high concentration of jobs related to the visitor industry. However, this concentration leaves the region particularly vulnerable to downturns in the tourism economy.

Strengthening and diversifying Maui's economy has been a common goal in economic development initiatives for many years. Maui County's economy, however, continues to be more dependent on tourism than any other county in the State of Hawai i (A New Perspective on Hawaii's Economy: understanding the role of clusters, UHERO, 2017).

The future vision from the 2016 County of Maui Comprehensive Economic Development Strategy (CEDS) foresees the use of innovation and diversification to ensure shared economic vitality countywide. Collaboration is listed as one of the CEDS's core values. This Plan fosters collaboration and coordination with current and future economic development efforts to help ensure realization of the shared economic vitality envisioned in the CEDS.

This Plan helps to ensure that there is sufficient land in West Maui that will allow business activities and building types needed to attract and retain a diverse range of business sectors. The Plan also encourages redevelopment and adaptive reuse of underutilized buildings and sites in employment areas to leverage existing infrastructure and reduce business development costs.

This Plan facilitates the creation of livable communities, which will support the efforts of existing employers to recruit and retain a high-quality workforce and will help to attract new employers that are seeking a high quality of life for their employees. A key component of livable communities addressed by this Plan is the development of a complete, balanced, and connected transportation network to facilitate the orderly movement of people and freight. In addition, this Plan supports construction of rental and ownership housing that is affordable and available to local employees and their families.

How will setting this goal affect our future?

With this goal, West Maui is committed to supporting the creation of livable communities, with a complete and connected transportation network, attainable housing for residents, and sufficient lands ready to support a diverse range of businesses.

Cross-cutting Topics

- Historic Preservation
- Cultural Resources
- Environment
- Economic Prosperity
- Land Use
- Climate Change and Resilience
- Housing
- Agriculture

Policies

2.4.1 | Support agriculture that provides jobs, improves soil health, is less water intensive, and provides food and products for local markets.

2.4.2 | No additional visitor units, except Bed and Breakfast Homes, will be permitted in West Maui unless an equal number of workforce housing units are concurrently developed in the same subarea. Developers of transient accommodation units must comply with the County's affordable housing requirements and prioritize fulfillment of affordable housing obligations within the boundaries of the West Maui Community Plan Area.

2.4.3 | Visitor-related development and businesses must minimize the impact of tourists on West Maui residents, infrastructure, parks, environment, and cultural resources. The visitor industry must focus on quality rather than quantity.

2.4.4 | Support regenerative, sustainable agriculture that is small-scale or self-subsistence farming. Agriculture must not be discouraged or limited through CC&Rs in areas designated Rural Residential or Rural Village.

2.4.5 | Encourage culturally appropriate, environmentally friendly, community-supported, legal small businesses, art, historic industries, and wellness as an industry.

2.4.6 | Support boating facilities located near harbors.

2.4.7 | Encourage economic development related to strategic relocation in response to climate change or natural disasters.

2.4.8 | Support expansion of renewable energy that is broadly supported throughout the community, including small-scale community options, all of which include plans for disposal that does not burden County landfills and decommissioning at the end of the project's intended use.

2.4.9 | Encourage the growth of education and citizen (kilo) science (such as lo'i restoration, water quality testing, marine biology, and authentic voluntourism) as an industry in coordination with lineal descendants of the area and led by cultural practitioners in a way that does not violate indigenous intellectual property rights.

Coffee trees at Kā'anapali Coffee Farms. Courtesy of Dick Mayer.

Intermediate School
In Living and Learning
"Committed to Excellence in Education"
EXIT

2.5 Goal | Safe, healthy, livable communities for all.

Why is it important?

Home is often where people feel most comfortable; they have what they need, are surrounded by friends and family, and feel a sense of security. Making places that are safe, healthy, and livable leads to stronger communities where people are free to work and play in an enjoyable environment. What does this look like? It might be kūpuna and keiki working on crafts in the neighborhood park while Dad takes the bus to work. Or, Mom picking up fresh vegetables at the corner grocery on her walk home from work while her daughter bikes with friends after school. In these communities, families have more time to spend together and engage in healthy activities because the community they live in is designed to be safe, healthy, and livable.

After years of separating land uses, West Maui is a place of extremes. While old Lāhainā Town is bustling, a lack of safe sidewalks and crossings discourage residents from walking, and the majority of businesses cater to tourists. Other places in West Maui are either focused on visitors with little space for the locals that work there, or are dispersed agricultural and residential developments with a disjointed community fabric and no services. Everyone has to get into their cars to go to the store or to work, neighborhoods do not have parks, and affordable housing for working families is almost impossible to find. With this Plan, the community will focus its attention on making existing communities more complete with nearby jobs, housing, parks, emergency response, and other services needed for residents, while also holding future developments to this higher standard. Communities will be built in areas to limit hazard risk and designed to maximize resilience.

How will setting this goal affect our future?

With this goal, West Maui is committed to creating and supporting places that are resilient to hazards, meet the daily needs of residents, provide opportunities to live a healthy lifestyle with easy access to fresh food and fresh air, include a variety of affordable housing options near jobs, and provide safe routes to and from home.

Cross-cutting Topics

- Housing
- Community Design
- Recreation Network
- Mobility
- Climate Change and Resilience
- Land Use
- Environment
- Other Services and Facilities

Policies

2.5.1 | Provide parks and recreation facilities as part of a community's basic infrastructure because they offer services that are essential to the quality of life and health of residents and visitors.

2.5.2 | Provide a balanced distribution of parks throughout existing and new West Maui communities to provide equitable opportunities and access to parks.

2.5.3 | Support the development of trails and greenways in West Maui as part of a larger integrated recreation and transportation network and manage existing public mauka to makai access along the tops of gulches as identified in Figure 2.3 to prevent the spread of rapid ʻŌhiʻa death, feral ungulates, and other invasive species in upper watersheds.

2.5.4 | Use Low Impact Development principles and techniques when designing, building, renovating, and maintaining parks and recreation facilities.

2.5.5 | Include native trees that are appropriate for the microclimate in parks, along streets, trails, and greenways, and throughout the community to provide shade, beauty, and reduce sediment runoff.

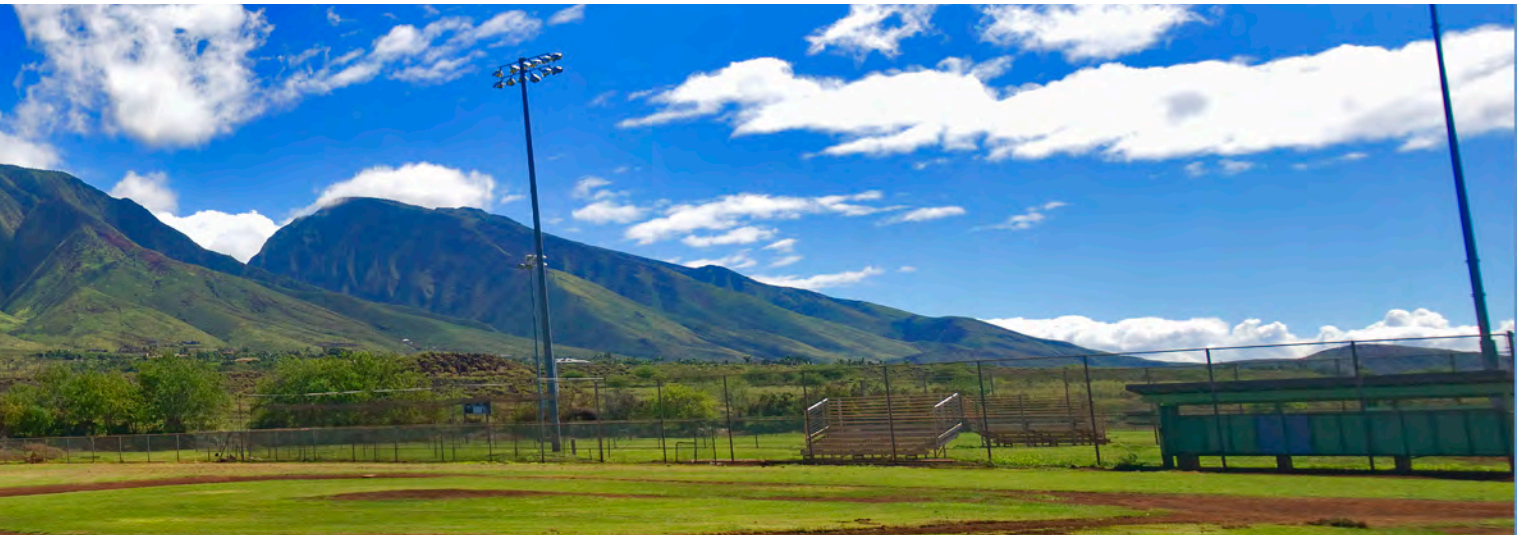
2.5.6 | Provide parks within a five- to ten-minute walk of new residential neighborhoods to meet recreational needs and to promote a well distributed network of parks and recreation facilities.

2.5.7 | Promote the acquisition and development of parks that include proper infrastructure and are consistent with Department of Parks and Recreation's Park Classification Matrix, capable of meeting a variety of recreational needs, designed to meet Crime Prevention Through Environmental Design guidelines, promote health, and are fully accessible to persons of all abilities. The acquisition and development of new parks should include funding for DPR maintenance and operational responsibilities.

2.5.8 | Ensure existing government trails are preserved through the subdivision process or other approval process, such as land use designation change; reviews under Chapter 343, Hawai'i Revised Statutes; and reviews under Chapter 205A, Hawai'i Revised Statutes. Refer to the West Maui Trails Map and consult with the Nā Ala Hele Trails and Access Program.

2.5.9 | Encourage and increase active transportation options throughout West Maui to promote public health and reduce auto use and carbon emissions.

2.5.10 | Support the development of pedestrian-oriented, complete communities that meet residents' needs for daily living by providing a mix of land uses, housing close to jobs, services, schools and recreation, and convenient and safe mobility options including walking, biking, and transit options.



2.5.11 | Require affordable housing projects, including projects using the Chapter 201H, Hawai'i Revised Statutes, or Chapter 2.96 or Chapter 2.97, Maui County Code process, 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.

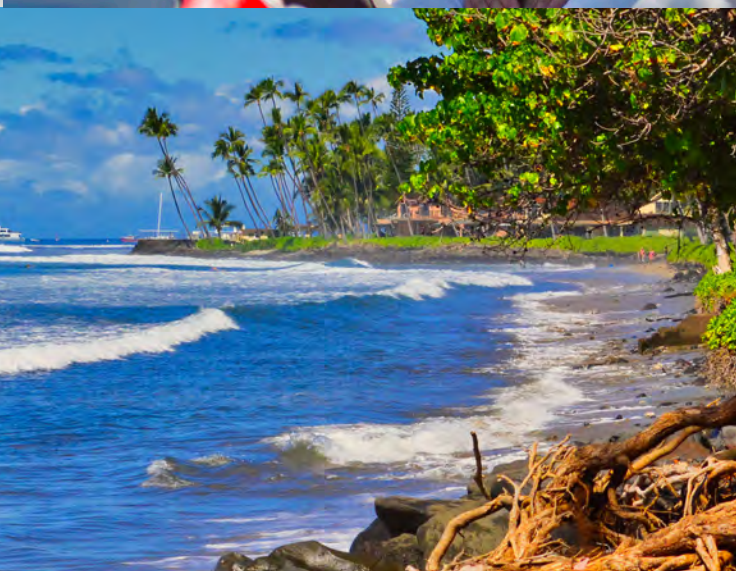
2.5.12 | Support missing middle housing types (multi-unit or clustered housing types compatible in scale with single-family homes such as 'ohana, duplex, tri-plex, four-plex, courtyard apartments, bungalow court, and live/work units) and simple style single-family homes to meet the growing demand for a diversity of housing options and affordability.

2.5.13 | Prioritize projects that provide housing for resident households earning 100 percent Area Median Income (AMI) and below, and support projects that provide housing for resident households earning between 100 and 140 percent AMI, according to the needs identified by the Department of Housing and Human Concerns, and that are consistent with other Community Plan policies.

2.5.14 | Prioritize infrastructure for 100 percent affordable housing developments for resident households earning 100 percent AMI and below that are supported by the community and the Community Plan map and policies.

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.

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.



2.5.17 | Support the development of homes and contribute to the infrastructure on Hawaiian Home Lands as a priority in West Maui.

2.5.18 | Promote the use of sustainable green building and development practices, such as the Leadership in Energy and Environmental Design standard and the use of photovoltaic systems in all new construction.

2.5.19 | Encourage the provision of public restrooms in major parks and public spaces and explore implementing composting toilets.

2.5.20 | Promote the placement of utilities underground in new areas of development and in existing areas, where possible, unless desecration of iwi kūpuna is likely to occur or if the development lies within areas of significant cultural resources in the proposed cultural overlay, a permit will be required.

2.5.21 | Support public and private efforts to inventory, evaluate, and expand public shoreline access. Require shoreline access to currently privatized shoreline areas by gates and walls.

2.5.22 | Require that the County of Maui actively support an inventory list of affordable homes and rentals that are bought and sold among West Maui's workforce.

2.5.23 | Require public shoreline access to be provided through establishment of both vertical and lateral access through public rights-of-way and public transit corridors as a condition of any SMA Major permit for properties that lie within the Special Management Area and abut the shoreline to the extent permitted by law.

Figure 2.3: West Maui Gulches

Figure 2.4: West Maui Trails Map (TO BE ADDED WHEN COMPLETE)

Section 3
Growth Framework

3.1 Growth Plan

Background

By 2040, the population of West Maui is expected to grow by approximately 8,754 new residents (County of Maui, Socio-Economic Forecast Report, 2014; DBEDT 2018). This Growth Framework will help decision makers and agencies plan for the land uses, services, and infrastructure that West Maui needs now and in the future.

This Growth Framework forms the foundation for land use and development decisions, and also provides a guide for efforts to update and create new regulations, like the zoning code. It comprises the community plan designations and the Community Plan Map. The framework also explores Areas of Change that are expected to evolve over the 20-year planning period.

In the past few decades, the County has not kept pace with community plan updates, which are supposed to be adopted every 10 years, with each plan having a 20-year vision. However, there is a renewed commitment to this effort, and it is expected that this Plan will be updated ten years after its adoption.

Growth Framework Background

In 2018, an audit of the County's zoning code identified the ways the current code is outdated. The audit shows the zoning code is not providing decision makers with the tools necessary to create the safe, healthy, affordable, and vibrant communities that Maui's residents want and need. The audit also pointed out that existing community plan designations were outdated and did not accurately reflect the vision of the future for the County's residents.

As a result, the County developed new community plan designations to better express the community's vision of the future and to help connect them to the policies and strategies designed to achieve that vision. The new designations are generally based on the concept of "place types" or "character areas" that describe the range of uses, building types, densities, and other characteristics envisioned for the area.

The West Maui Community Plan (Plan) is the first plan to incorporate these new community plan designations. The Growth Framework was developed by bringing together these designations with the thousands of public comments the Department of Planning (Department) received during the public outreach period and best practices for creating livable communities. This Growth Framework will guide West Maui toward the future its residents want and need.

The Plan works together with other land use plans and regulations to create thriving communities and protect the natural areas we all enjoy. Figure 3.1 (on page 85) shows how these different land use controls are layered starting with the most broad land use regulation, the State Land Use Districts, and ending with the most detailed and prescriptive, zoning. The State Land Use Designations include Urban, Rural, Agricultural, and Conservation. From these designations and with community input, the County developed the Maui Island Plan (MIP). The MIP sets the urban and rural growth boundaries for each community plan area. The Plan establishes specific designations within those growth boundaries in accordance with the needs and wishes of the community.

Growth Plan Objectives

The primary objective of this growth plan is to provide enough land to accommodate the growth West Maui is expected to experience during the 20-year planning period, while protecting the resources, culture and character that make West Maui a special place to live, work, and play. This Plan includes plenty of areas for residential and mixed-use development, while encouraging targeted redevelopment in areas that are close to services and transportation options. More detail about the areas that will be protected and developed throughout the planning period can be found in sections 3.3 Areas of Change and 3.4 Areas of Stability.

Policy 3.1.1 | Agricultural land within the growth boundaries should only be converted to urban or rural designations when:

a. Conversion is required to accommodate the population or employment projections for the region; or

b. Conversion will facilitate shoreline retreat by directly replacing an existing development of similar size and character. Public facilities developed under this policy do not need to be of comparable size to the public facilities that they are replacing.

How to Use the Community Plan Map

The Community Plan Map depicts land uses that will achieve the vision and goals desired by the West Maui community during the next 20 years. Each designation has a color associated with it that is reflected on the Community Plan Map. To determine the type and character of growth planned for any given area, see the written descriptions of the community plan designations below.

Summary of Community Plan Designations

This Plan uses 15 designations to implement its vision and goals. Each designation is described in greater detail below.

- Rural Residential (RR)
- Residential (RES)
- Rural Village (RV)
- Neighborhood Center (NC)
- Small Town Center (STC)
- Transit Oriented Corridor (TOC)
- Resort/Hotel (RH)
- Employment Center (EC)
- Industrial (IN)
- Special Purpose District (SPD)
- Public/Quasi Public (PQP)
- Parks (PK)
- Open Space (OS)
- Agriculture (AG)
- State Conservation (SC)

The Community Plan Designation Descriptions and the Community Plan Map work together with the Policy Framework to carry out the community's vision for the future. Although the designations are less detailed than the zoning code that implements them, community plan designations determine what zoning districts can be established and, therefore, what uses can be conducted. The descriptions are not intended to be exhaustive lists of all uses allowed in each designation.

Community Plan Designations

Community plan designations describe the land uses that the community wants to allow in a given area as it is developed over the 20-year planning period. The designations also describe the community's preference for density, scale and form of the built environment, and how people will travel within their community. Each designation also includes a few images showing building types and suggested street types to help the community and decision makers picture the kinds of development that are encouraged and allowed.

The street type images are from the Department of Public Works: Street Design Manual (December, 2018). https://www.mauicounty.gov/DocumentCenter/View/115295/COM-Street-Design-Manual

The community plan designations are used to:

- Direct the review of development proposals and applications requiring discretionary review, including changes in zoning, Special Management Area (SMA) permits, County Special Use Permits (CUP), subdivisions, changes to the zoning code, and other County ordinances.
- Provide policy direction for the review of other initiatives, development proposals and applications, such as the creation of design guidelines.
- Plan for future capital facility needs and infrastructure improvements like police and fire stations, parks, water facilities, and others facilities.

Lāhainā Harbor and Town. Courtesy of Derek Dauphin through Flickr.com Creative Commons.

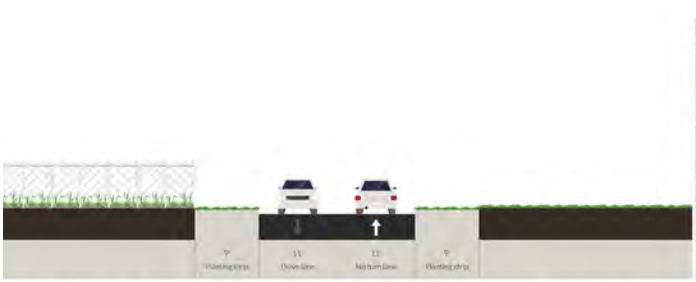
Rural Residential (RR)

The Rural Residential community plan designation is intended to preserve rural character. Rural Residential areas are generally developed with large-lot subdivisions, family farms, and estates. This designation serves as a transition between agricultural areas and more urban development. Rural Residential areas are generally developed with large lot subdivisions and family farms. This designation may serve as a buffer area between agricultural areas and more urban development. Clustered development is encouraged to preserve sensitive natural features, common open space, or working agricultural lands. The primary use in this designation is low-density residential, and may include support uses such as parks, schools, and farming.

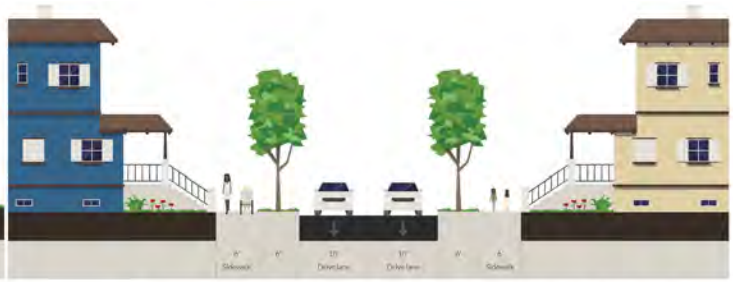
Development Pattern

Example Imagery

Typical Street Types



Type: Minor Streets | Class: Country Road



Type: Minor Streets | Class: Minor Street

Residential (RES)

The Residential community plan designation is intended to establish, protect, and appropriately infill low-to-moderate-density residential areas. This designation encourages a range of housing types such as single-family, 'ohana units, duplex, tri-plex, townhouses, and small-scale multi-family units. New Residential developments should include pedestrian, bicycle, and transit connections to provide residents with access to services and amenities, and existing Residential neighborhoods should be retrofitted to allow these multimodal connections. Related and compatible uses include parks, schools, churches, foodscapes, and other public/quasi-public uses. Small-scale, mom-and-pop commercial uses may also be permitted on a limited basis, provided these businesses are pedestrian-oriented and will generate minimal vehicular traffic. These uses should create safe, walkable commercial nodes for the surrounding neighborhood, while the overall district remains predominantly residential and must include safe multimodal options.

Development Pattern

Example Imagery

Typical Street Types

Type: Minor Streets | Class: Minor Street

Type: Collectors | Class: Major Collector

Rural Village (RV)

The Rural Village community plan designation is intended to preserve the character of Maui's small rural towns and includes services that support nearby Rural Residential communities. Uses within this designation include a mix of neighborhood-serving commercial and public/quasi-public uses such as parks, schools, and churches, and may include limited residential. Rural Villages are generally small, do not exceed the approximate area of four corners of an intersection, and have clear edges defined by land uses, building types, or natural features. Uses within this designation include a mix of neighborhood-serving commercial and public/quasi-public uses such as parks, schools, and churches, and may include limited residential. New development should be appropriate in scale and designed to complement the character and sense of place of the rural area. Development must follow the scale and character of the surrounding area until design standards are established by the Council.

Development Pattern

Example Imagery

Typical Street Types

Type: Minor Streets | Class: Country Road

Type: Minor Streets | Class: Minor Street

Neighborhood Center (NC) The Neighborhood Center community plan designation is intended to include services that support nearby residential within pedestrian-oriented commercial nodes. Uses within this designation are primarily neighborhood serving, with small scale buildings, like traditional mom-and-pop shops, providing opportunities for people to take care of daily activities close to home. Pedestrian, bicycle, and transit connections provide residents with access to the Neighborhood Center. This designation may also include residential uses, such as small-lot single-family and multi-family, and human-scale, mixed-use buildings that include residential. Related and compatible uses include parks, schools, churches, and other public/quasi-public uses. Development must follow the scale and character of the surrounding area until design standards are established by the Council.

Development Pattern

Example Imagery

Typical Street Types

Type: Minor Streets | Class: Minor Street

Type: Collectors | Class: Major Collector

Small Town Center (STC) The Small Town Center community plan designation is intended to preserve the character of Maui's smaller towns and communities, and allow for development of new low-to-medium-density commercial centers with a mix of uses that service nearby neighborhoods. The mix of uses and human-scale design in Small Town Centers is similar to Neighborhood Centers, however these areas typically cover a larger area and may serve more neighborhoods. Some Neighborhood Centers may evolve into Small Town Centers over time. Ground floor commercial with second floor apartments is encouraged to provide live-work opportunities for residents. A mix of medium density housing types are also encouraged. Preferred design elements include smaller blocks; buildings fronting property lines; ample pedestrian, bicycle and transit facilities; as well as public/private amenities, civic spaces and parks. Development must follow the scale and character of the surrounding area until design standards are established by the Council.

Development Pattern

Example Imagery

Typical Street Types

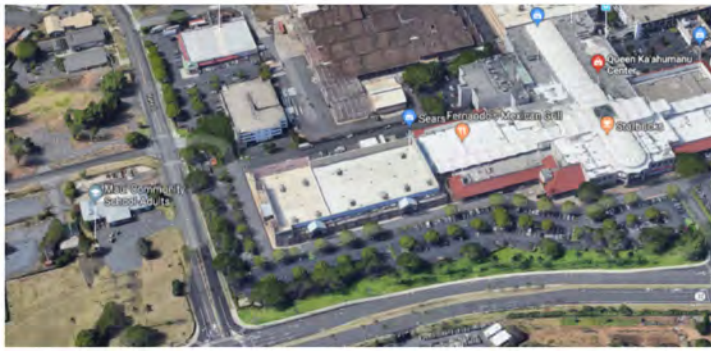
Type: Minor Streets | Class: Main Street

Type: Collectors | Class: Major Collector

Transit Oriented Corridor (TOC)

The Transit Oriented Corridor community plan designation is intended to create transit-friendly areas that are, or are planned to be, characterized by a mix of higher-density commercial, employment, light industrial, and residential uses. Within this designation, residential uses and retail and other businesses serving local or regional markets mix to create pedestrian-friendly activity centers and multimodal corridors with vibrant street life. Housing types in this designation include a mix of medium- to high-density development. Preferred design elements include buildings fronting property lines; pedestrian, bicycle, and transit facilities; public/private amenities; and civic space and parks. Developments within Transit Oriented Corridor designations should be designed to provide the majority of the services residents would need on a daily basis, within walking distance. Development must follow the scale and character of the surrounding area until design standards are established by the Council.

Development Pattern



Example Imagery

Typical Street Types

Type: Collectors | Class: Major Collector

Type: Arterials | Class: Arterial

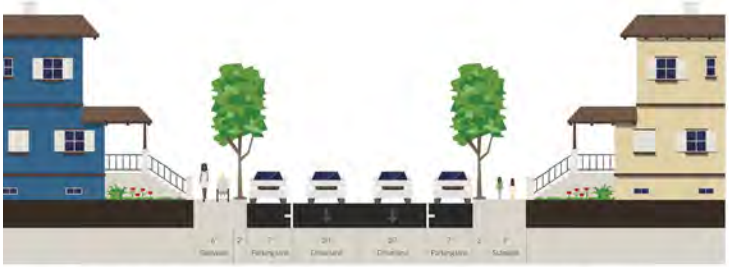
Resort/Hotel (RH)

The Resort/Hotel community plan designation is intended to provide for existing and future visitor-oriented development in appropriate areas. When developed, these areas are typically medium- to high-density with a broad range of uses primarily intended to serve visitors, including transient accommodations, retail and commercial uses, and other visitor amenities. Related and compatible uses include parks and other public/quasi-public uses. Public beach access must be provided as required by law and will not be discouraged.

Development Pattern

Example Imagery

Typical Street Types



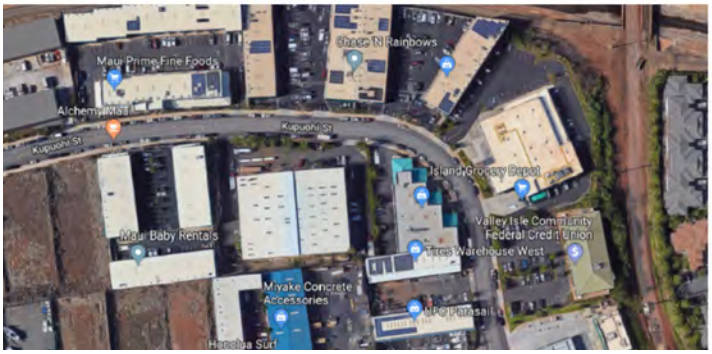
Type: Minor Streets | Class: Minor Street

Type: Parkways | Class: Parkway

Employment Center (EC)

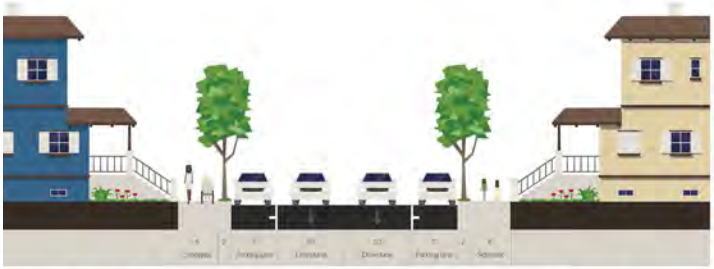
The Employment Center community plan designation is intended to encourage a range of employment uses like light manufacturing, processing, other light industrial uses, business incubators, and compatible uses in appropriate areas. These areas may also include amenities that serve the employees that work there including retail, restaurants, and live-work spaces. Development in these areas should include ample multimodal options, such as pedestrian, bicycle, and transit facilities, and may include some parks or civic spaces. Development must follow the scale and character of the surrounding area until design standards are established by the Council.

Development Pattern



Example Imagery

Typical Street Types



Type: Minor Streets | Class: Minor Street

Type: Collectors | Class: Major Collector

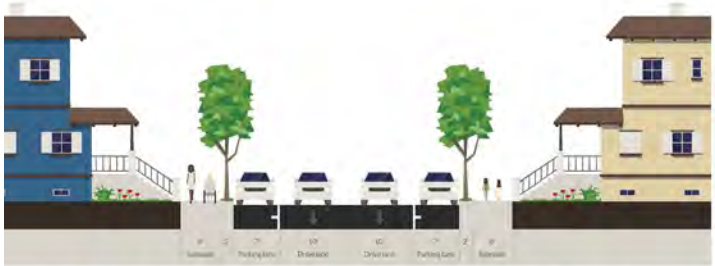
Industrial (IN)

The Industrial community plan designation is intended to permit intense industrial and manufacturing activities which could include noxious uses.

Development Pattern

Example Imagery

Typical Street Types



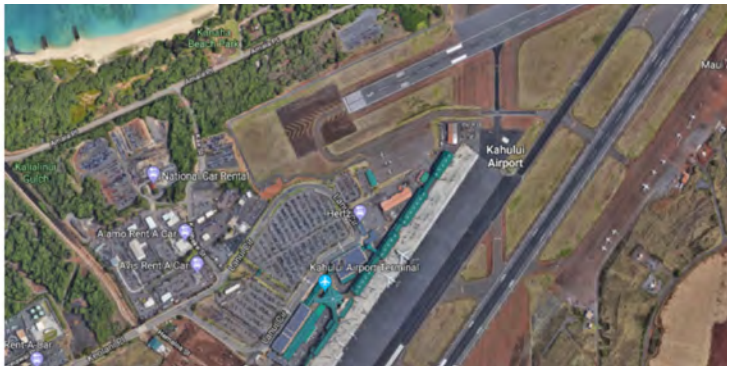
Type: Minor Streets | Class: Minor Street

Type: Collectors | Class: Major Collectors

Special Purpose District (SPD)

The Special Purpose District community plan designation is intended to provide for specified land uses that, due to their uniqueness or incompatibility, do not easily fall within one or a combination of the other community plan designations. This district applies to airports and may also include established project districts that do not easily fall within one or more of the other community plan designations.

Development Pattern



Example Imagery

Typical Street Types

Type: Minor Streets | Class: Minor Street

Type: Collectors | Class: Major Collector

Public/Quasi Public (PQP)

The Public/Quasi Public community plan designation is intended to provide facilities for public use or benefit. Many of the uses in this designation are also allowed in other districts, like churches, parks and schools, but this designation is typically for planned or existing larger-scale government, nonprofit, or educational uses.

Development Pattern

Example Imagery

Typical Street Types

Type: Minor Streets | Class: Minor Street

Type: Collectors | Class: Major Collector

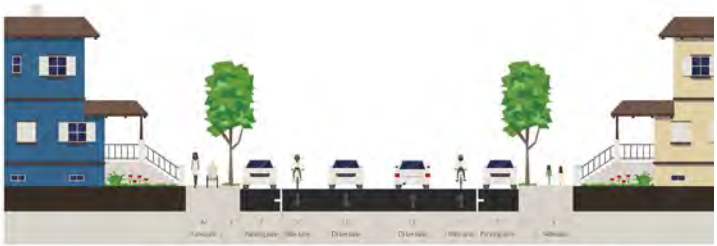
Park (PK) The Park community plan designation is intended to preserve and manage lands for recreational activities, including golf courses and related amenities.

Development Pattern

Example Imagery

Typical Street Types

Type: Minor Streets | Class: Minor Street



Type: Collectors | Class: Major Collector

Open Space (OS) The Open Space community plan designation is intended to preserve and manage lands for Native Hawaiian traditional and customary uses, while protecting sensitive ecological resources, scenic resources, hazardous areas, drainage ways, and open space greenbelts and greenways. Open Space areas support natural processes such as flood management and erosion control.

Development Pattern

Example Imagery

Typical Street Types

Type: Minor Streets | Class: Country Road

Type: Collectors | Class: Major Collector

Agriculture (AG) The Agriculture community plan designation is intended to promote agricultural development, preserve and protect agricultural resources, and support the agricultural character and components of the County's economy and lifestyle. Lifestyle estate-type subdivisions with lots that are not used for active agricultural production are prohibited, and long-term leaseholds are encouraged for farming.

Development Pattern

Example Imagery

Typical Street Types

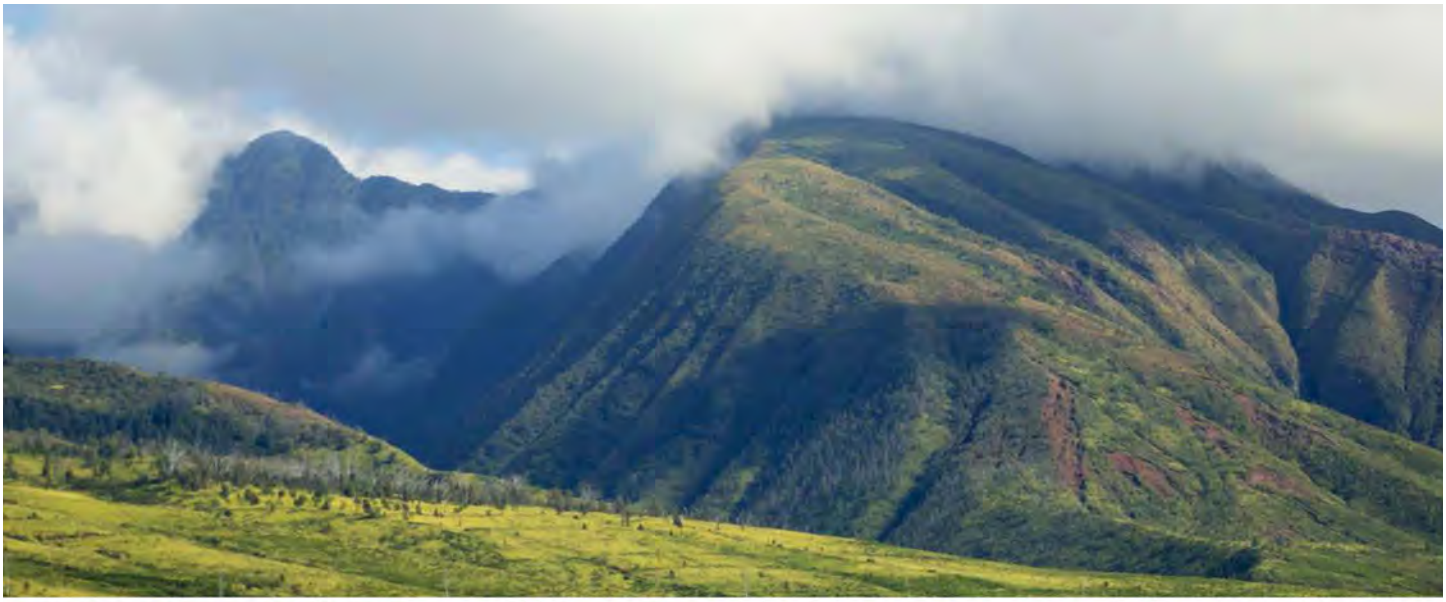
Type: Minor Streets | Class: Country Road

Type: Collectors | Class: Major Collector

State Conservation (SC)

The State Conservation community plan designation is intended to recognize the designation of lands in the State Conservation District and is used to protect and preserve wilderness areas, beach reserves, scenic areas, historic sites, open ranges, wetlands, and watersheds; to conserve fish and wildlife; and to promote forestry and grazing.

Example Imagery



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3.2 Community Plan Map and Subareas

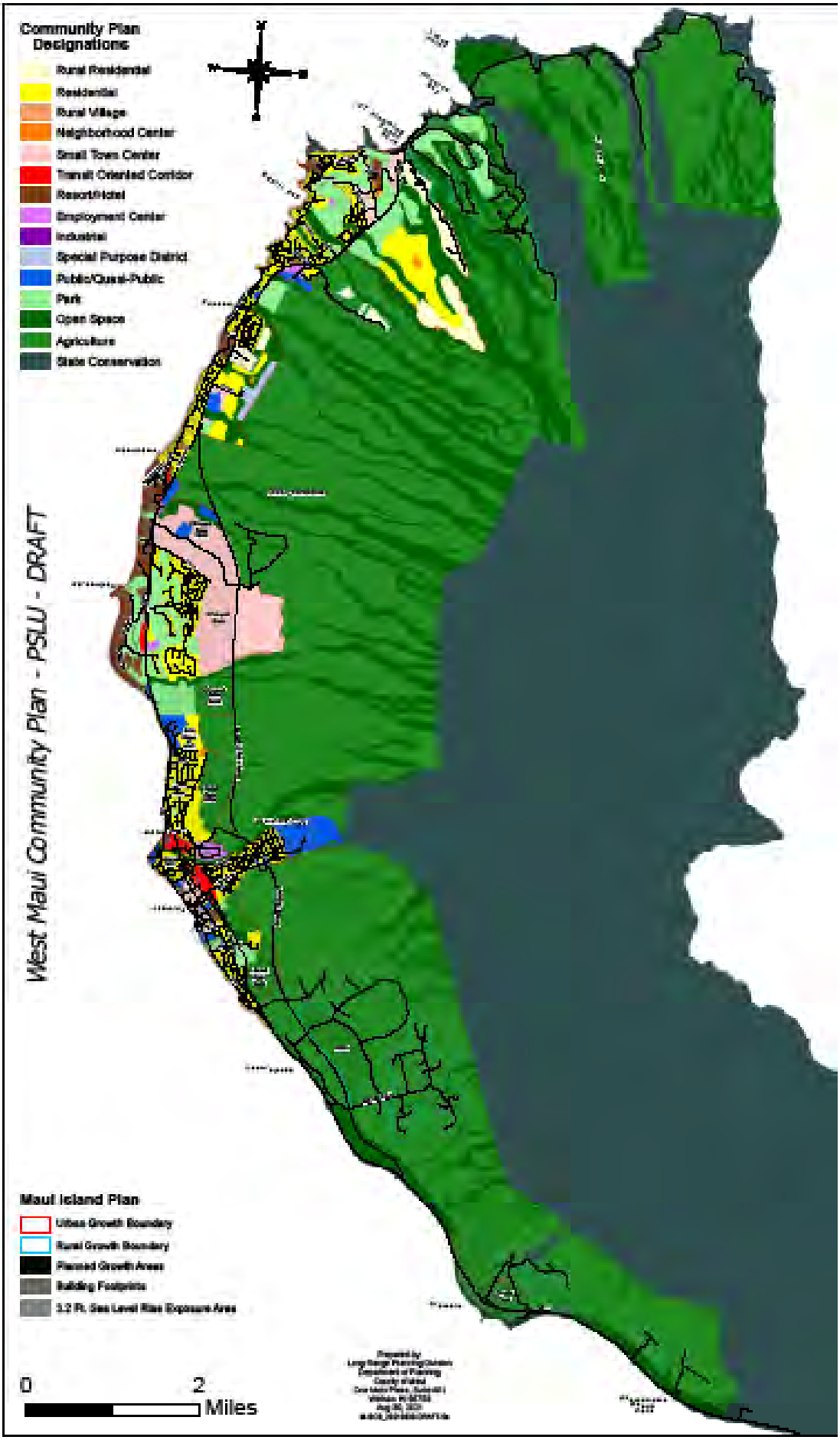
The community plan designations described in the previous section are applied to a map to guide growth and preservation decisions throughout the planning period.

Planners use this map during individual project reviews to determine if a project is compatible with the community's vision for that area. Likewise, developers and landowners must use this map and the community plan designations in the previous section to design their projects to meet the community's vision and needs.

The map is also used to help the County plan for future services and infrastructure like roads, transit, water and wastewater systems, parks, and others.

Figure 3.1 shows how different land use controls are layered starting with the most broad land use regulation, the State Land Use Districts, and ending with the most detailed and prescriptive, zoning.

Figure 3.1: Community Plan Map (at right)

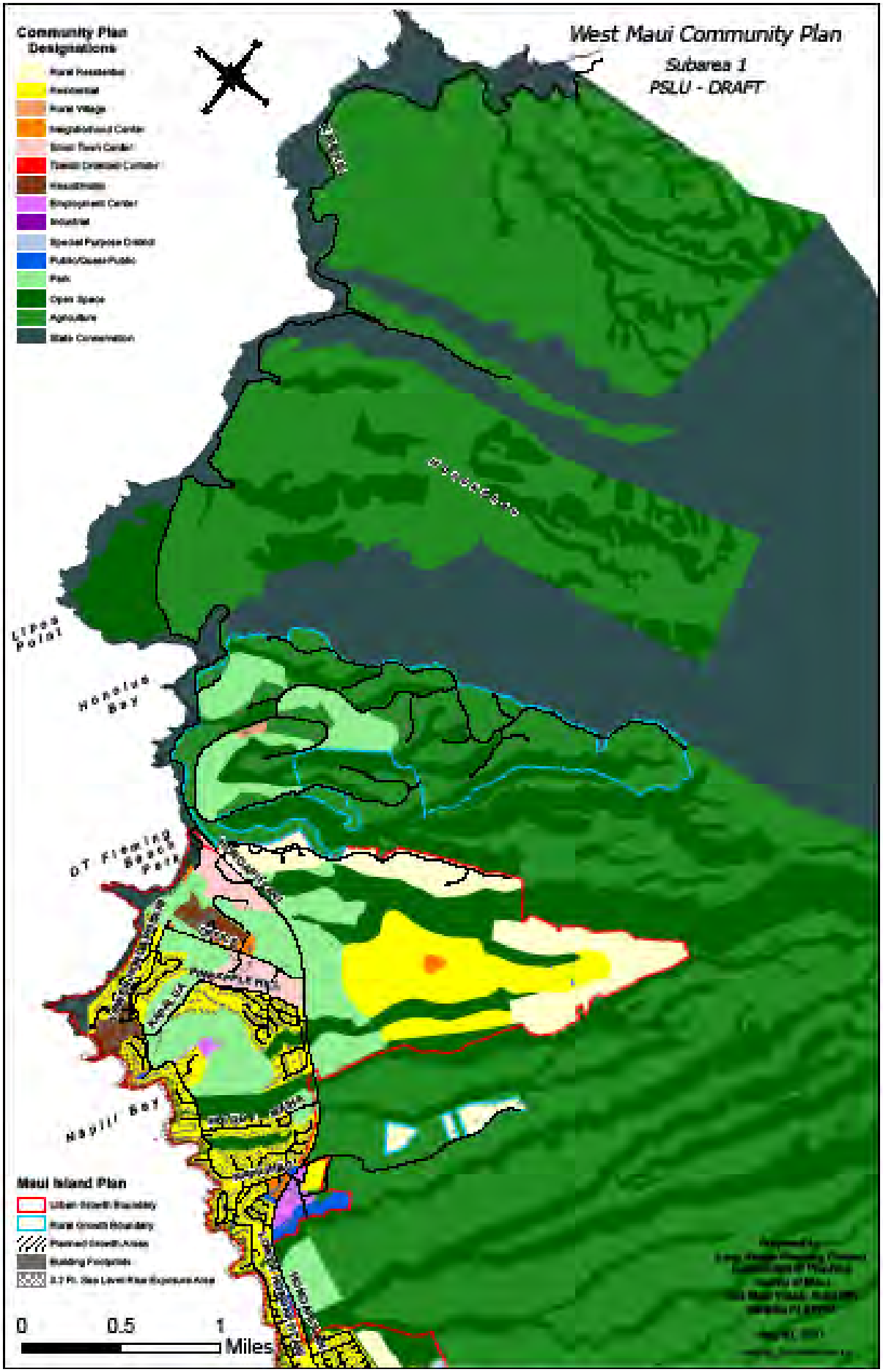

Community Plan Designations
Rural Residential
Residential
Rural Village
Neighborhood Center
Small Town Center
Transit Oriented Corridor
Resort/Hotel
Employment Center
Industrial
Special Purpose District
Public/Quasi-Public
Park
Open Space
Agriculture
State Conservation
West Maui Community Plan - PSLU - DRAFT
Maui Island Plan
Urban Growth Boundary
Rural Growth Boundary
Planned Growth Areas
Building Footprints
3.2 Ft. Sea Level Rise Exposure Area
0
2
Miles

For the purposes of this Plan, the West Maui community is divided into four subareas. Each subarea extends like a wedge, mauka to makai, but these subarea delineations are not historical, political, or regulatory boundaries. They help to tell the story of West Maui by grouping communities together, from north to south.

Subarea 1

This 18,680-acre subarea includes Kapalua and Nāpili and has a population of 4,003. Subarea 1 has a number of beautiful beaches, pristine bays, resort communities, and a small resident population. Nāpili means "the joinings" or "the pili grass," which once filled the area. The area also contains nearly the entire 8,600-acre Pu'u Kukui Watershed Preserve, one of the largest privately owned nature preserves in the State. It extends from the 480-foot elevation at Honokōhau Stream to the Pu'u Kukui summit, and lies between the Kahakuloa and Honokōwai portions of the State's West Maui Natural Area Reserve.

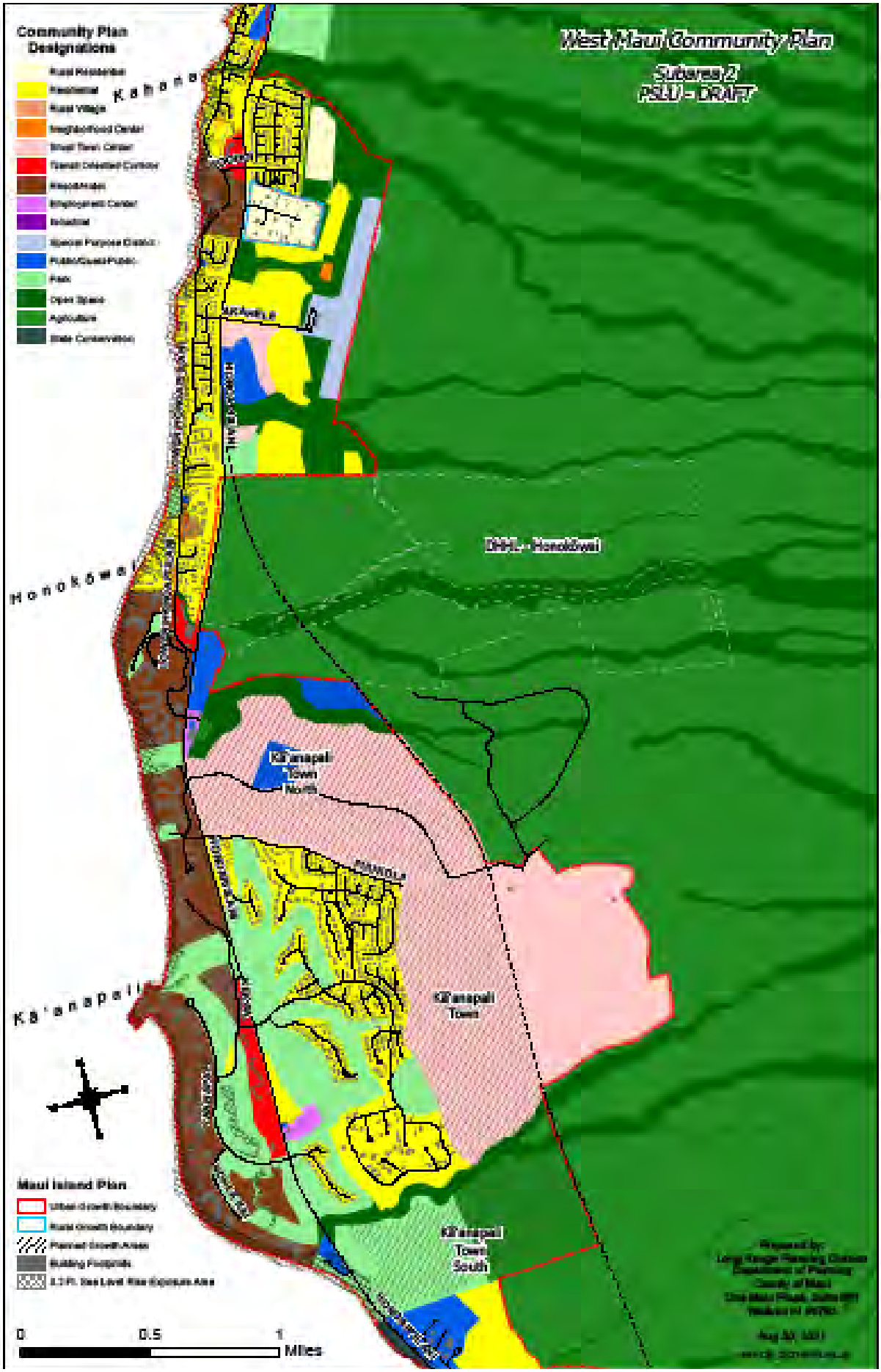
Figure 3.2: Subarea 1 | Nāpili and Kapalua (at right)


West Maui Community Plan
Subarea 1
PSLU - DRAFT
Community Plan Designations
Rural Residential
Residential
Rural Village
Neighborhood Center
Small Town Center
Transit Oriented Corridor
Resort/Hotel
Employment Center
Industrial
Special Purpose District
Public/Quasi-Public
Park
Open Space
Agriculture
State Conservation
Honolua Bay
Napili Bay
Maui Island Plan
Urban Growth Boundary
Rural Growth Boundary
Planned Growth Areas
Building Footprints
3.2 Ft. Sea Level Rise Exposure Area
0
0.5
1
Miles

Subarea 2

Subarea 2 has a population of 7,094 and covers the 13,174 acres that lie just north of Lāhainā. The area contains the communities of Māhinahina, Kahana, Honokōwai, and Kāʻanapali. Kāʻanapali is the State's first master-planned resort community, and a popular tourist destination that includes hotels, shopping, and condominiums. The Kāʻanapali resort area took the name of the moku located north of Lāhainā that starts at Puʻu Kekaʻa. Honokōwai and Kahana are smaller resort areas that also have a limited amount of housing for residents. Honokōwai is an ahupuaʻa and the southernmost of the six legendary bays of Chief Piʻilani. Its name means "bay drawing fresh water" due to the many freshwater springs at the water's edge. Kahana is just north of Honokōwai and means "cutting" or "turning point." The subarea also contains the small State-managed Kapalua Airport.

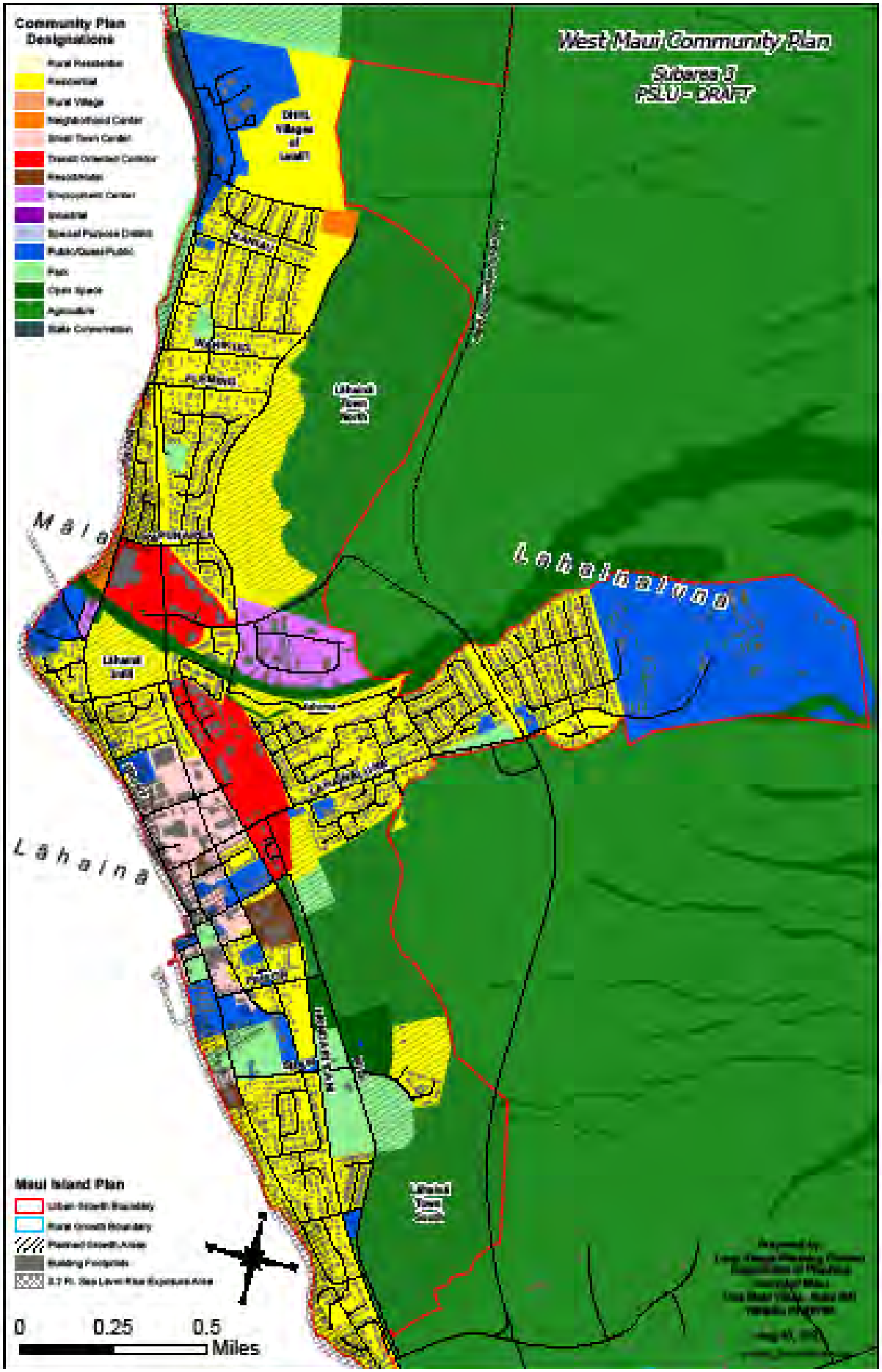
Figure 3.3: Subarea 2 | Kahana, Honokōwai, and Kāʻanapali (at right)


West Maui Community Plan
Subarea 2
PSLU - DRAFT
Community Plan Designations
Kahana
Honokowai
Ka'anapali
DHHL - Honokowai
Ka'anapali Town North
Ka'anapali Town
Ka'anapali Town South
Maui Island Plan
0
0.5
1
Miles

Subarea 3

This 10,376-acre subarea has a population of 12,906 and serves as the region's commercial, service, and residential center. The area is rich in history and culture and has two County Historic Districts and one National Historic Landmark District. Lāhainā has a unique character and charm that draws residents and visitors alike. The original name for the Lāhainā District is Lele, so called because of the short stay of chiefs there (ulukau.org). Development in this subarea runs primarily along the coastline and also extends mauka along Lahainaluna Road.

Figure 3.4: Subarea 3 | Lāhainā (at right)


West Maui Community Plan
Subarea 3
PSLU - DRAFT
Community Plan Designations
Rural Residential
Residential
Rural Village
Neighborhood Center
Small Town Center
Transit Oriented Corridor
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Employment Center
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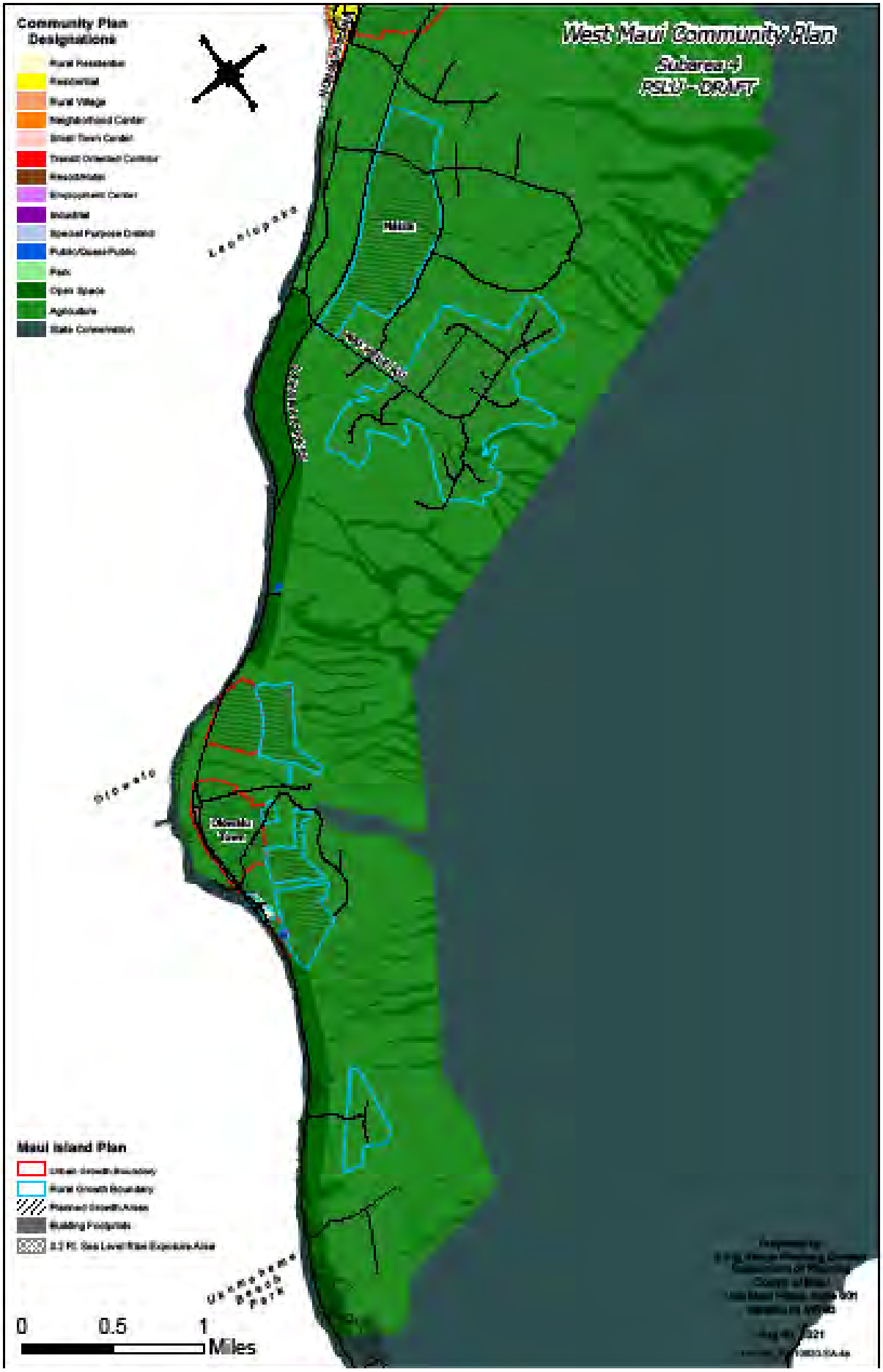
Special Purpose District
Public/Quasi Public
Park
Open Space
Agriculture
State Conservation
Maui
Lahaina
Lahainaluna
Maui Island Plan
Urban Growth Boundary
Rural Growth Boundary
Planned Growth Area
Building Footprints
3.2 Ft. Sea Level Rise Exposure Area
0
0.25
0.5
Miles

Subarea 4

Subarea 4 has a population of 982 and covers 19,217 acres. This subarea has three distinct communities: Launiupoko, Olowalu, and Ukumehame. Launiupoko is a sparsely populated area characterized by beaches and agricultural subdivisions. The slopes were once home to groves of native wiliwili, a useful and attractive tree that thrives in dry and rocky areas. Olowalu is the site of a large precontact Hawaiian settlement, which is evident given the number of archaeological sites found in this area, including petroglyphs, burials, heiau, trails, rock shelters, agriculture and fishing koʻa, house sites, boundary and navigational markers, loʻi, and ʻauwai. Olowaluʻs 1000-acre coral reef was named a Hope Spot in 2017. It sustains an amazing diversity of rare and unique coral species and acts as a nursery to replenish and populate the reefs of Maui, Molokaʻi, and Lānaʻi. It was also home to different sugar growing ventures including West Maui Plantation, Olowalu Company, and Pioneer Mill Company. The community is very small with limited County and commercial services and residential uses. Ukumehame is the southernmost settlement in the region. Ukumehame is known for its gusty winds that blow from the uplands out to the sea. The waters of Ukumehame Gulch flow from Mauna Kahālāwai down through deep valleys. Here, ancient Hawaiians once maintained fertile green acres of loʻi kalo. The community consists of small agricultural lots with residential and small-scale agricultural uses surrounded by fallow sugarcane fields.

Figure 3.5: Subarea 4 | Launiupoko, Olowalu, and Ukumehame (at right)


Community Plan Designations
Rural Residential
Residential
Rural Village
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Transit Oriented Corridor
Resort/Hotel
Employment Center
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Agriculture
State Conservation
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Subarea 4
PSLU - DRAFT
Lahainaluna
Kaanapali
Olowalu
Olowalu Town
Maui Island Plan
Urban Growth Boundary
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Building Footprints
3.2 Ft. Sea Level Rise Exposure Area
0
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1
Miles

3.3 Areas of Change

Areas of change are neighborhoods or other places where there are opportunities for growth and progress. This section provides guidance based on planning principles and community feedback on how that change should occur. While some areas of change were identified as Planned Growth Areas in the 2012 MIP, other areas were identified through the community planning process at public workshops and Community Plan Advisory Committee (CPAC) meetings.

While these areas are identified for future change in this Plan, efforts to more concretely plan for their growth will occur throughout the 20-year life of this Plan. A cooperative effort involving the community, property owners, developers, and the County will be needed to ensure that the community's vision for these areas is achieved.

Park and Open Space

This Plan designates a significant amount of additional land as either Park or Open Space. These lands, almost 600 acres in total, are dispersed through the community plan area, and are described here as four distinct areas. There are other additional lands designated Park or Open Space within the Plan; however, it is important to describe the vision for these five Park and Open Space areas as an Area of Change. From north to south, these areas include:

- Līpoa Point – Surrounded by the headland Kulaokaea, Līpoa Point is approximately 245 acres (131 acres of which are designated Open Space, and the remainder is State Conservation) north of Honolua Bay, owned by the State Department of Land and Natural Resources (DLNR). The DLNR acquired the land in 2014 following tremendous effort by the community and State political leaders to prevent development of the agricultural lands surrounding Honolua Bay. The DLNR is developing a master plan for the area.
- Kahana Mauka – Fifty acres of land in the Kahana area, mauka of Honoapiʻilani Highway and north of Kahana Gulch, Kahana Mauka is designated Park as a condition of the approval of the Pulelehua project. During the community plan update process, the Department of Planning and Department of Parks and Recreation worked with the community to identify 50 acres of land owned by Maui Land and Pineapple Company for the County to purchase for a future park.
- Hanakaʻōʻō Mauka – Hanakaʻōʻō Beach Park is an important recreational resource for West Maui residents. During the plan update process, the community identified protection of this park as a priority, including preventing development mauka of the park. Ninety-seven acres mauka of Honoapiʻilani Highway, between the Lāhainā Civic Center and Wahikuli Gulch, are designated for future park and open space uses.

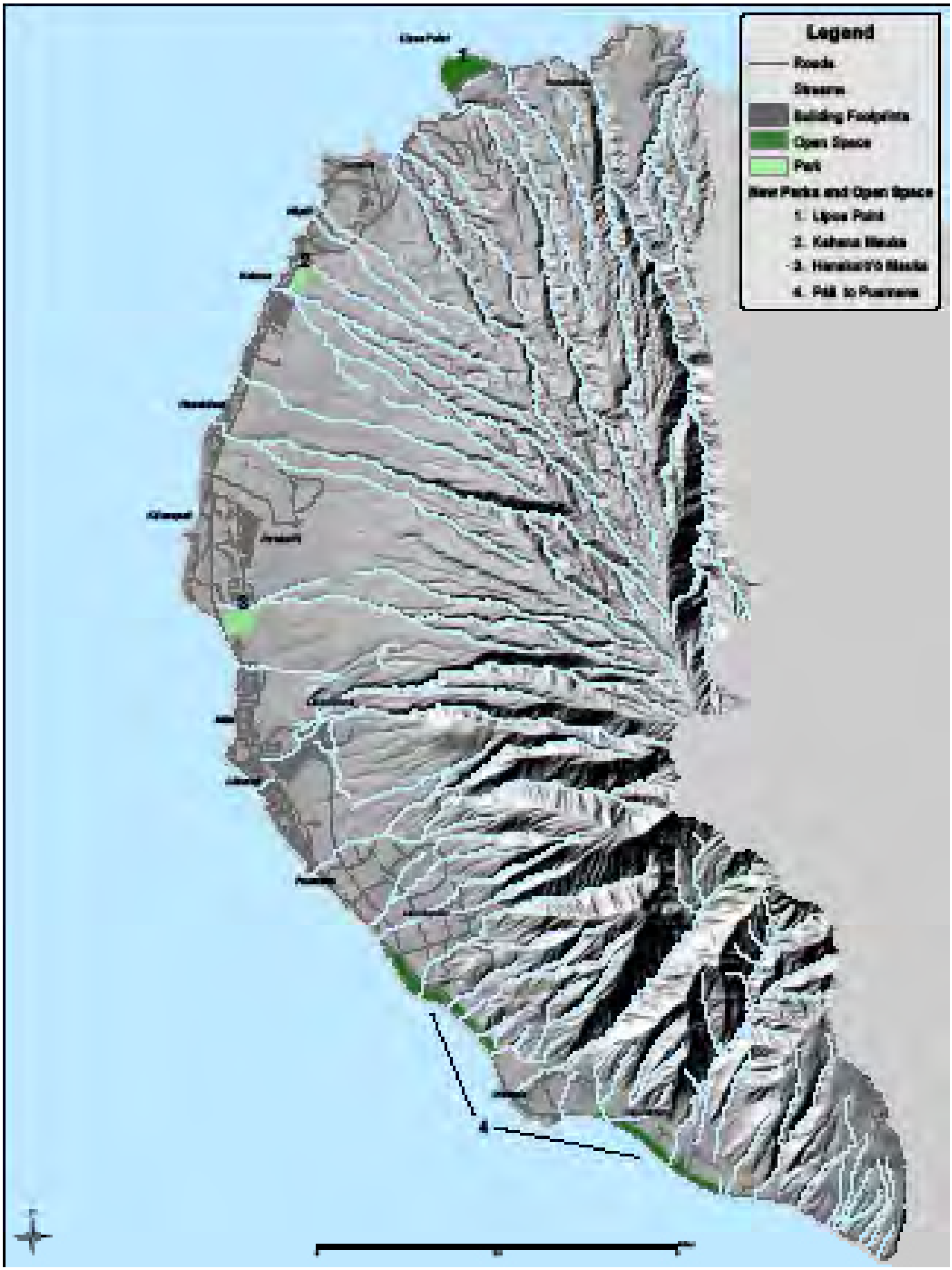

Figure 3.6: Area of Change | Park

- Pali to Puamana – The Pali To Puamana Master Plan proposes to realign Honoapiʻilani Highway mauka of its current position between Papalaua Park and Puamana Park. Approximately 315 acres are designated Open Space mauka of Honoapiʻilani Highway from Puamana Park to north of Olowalu and south of Olowalu to Papalaua Park. Once the highway is moved, the land makai of the realigned road will be used for open space and park to buffer against the effects of sea level rise and climate change while providing recreational opportunities.

Change Envisioned

Parks, recreational facilities, greenways, and open space are integral components of a livable community. With the Park and Open Space designated lands described in this Area of Change, the West Maui community envisions growing its network of parks and open space to support the health and well-being of residents, provide resilience to climate change, and protect natural and cultural resources.

Challenges and Opportunities

The primary challenge to achieving this envisioned change is having an adequate budget to acquire, plan, develop, and maintain the new parks and open spaces. Not all of the lands will be acquired and managed by the County, but any addition of new land to the County's park system requires additional funds to maintain the lands. Parks are a vital part of the County's infrastructure and must be funded at levels that are consistent with demands for maintenance, staffing, operations, planning, and development. See Action 5.01 regarding acquisition and funding.

Area Specific Policies

Policy 3.3.1 | Golf courses are not be allowed in the areas designated Park or Open Space described in the Parks and Open Space Areas of Change.

Policy 3.3.2 | Development at Līpoa Point must respect the area's cultural and scenic resources and historic significance, and uses must be limited to open space and low-intensity recreation.

Kapalua

The area known as Kapalua (formerly Project Districts 1 and 2) is a resort community with visitor accommodations, resort-oriented development, and two golf courses. The Area of Change includes two sites makai of Honoapiʻilani Highway and a 925-acre area mauka of the highway. The two primarily undeveloped sites makai of the highway within former Project District 1 are situated near existing residential development, the Ritz-Carlton Kapalua, D.T. Fleming Beach Park, and the Bay Course. The landowner (Maui Land & Pineapple Company, Inc.) received conditional zoning for the Kapalua Mauka project in 2006 and sold a portion of the project, Mahana Estates, to Nan, Inc. Nan Inc. completed the Mahana Estate's project about five years ago. To this date, however, Maui Land & Pineapple Company, Inc. has not started development of the Kapalua Mauka project, which excludes the Mahana Estates. Under the County Code, the Council retains the right to revert a conditional zoning designation to the prior zoning designation if a project does not commence construction within five years. The area mauka of the Honoapiʻilani Highway, formerly known as West Maui Project District 2 (Kapalua Mauka), is mostly undeveloped within the MIP's Urban Growth Boundary. The rural residential development known as Mahana Estates lies at the northeastern edge of this site.

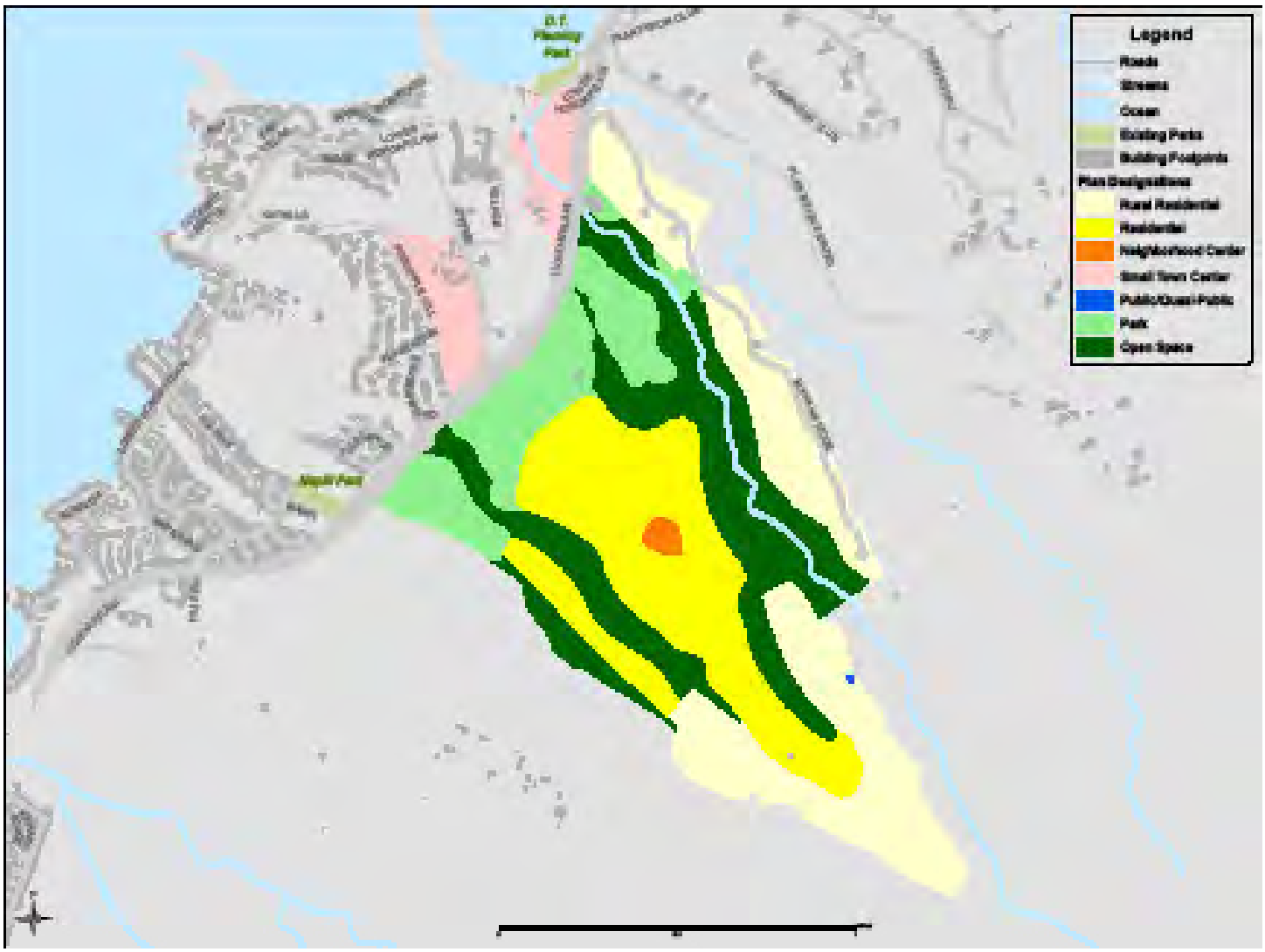

Figure 3.7: Area of Change | Kapalua

Change Envisioned

The makai sites are two remaining areas that have not been fully built out under the landowner's plans and project district zoning (Maui County Code Chapter 19.73). The past plans for the two makai sites consisted of a mix of visitor-oriented facilities including single-family and multifamily residential units and supporting commercial services within an open space setting. The visitor-oriented development will be organized around a central village core and provide services for the surrounding community.

Past plans for the mauka site described in the 1996 Community Plan and amended in 2006 included a mix of recreational development and activities including a golf course, related facilities and amenities, and commercial services within the Kapalua Resort.

Low-density, high-income residential development was also envisioned. The resort's project district zoning, approved in 2006 (Maui County Code Chapter 19.92), included a village component with a mix of single-family and multifamily residential units as well as commercial uses.

Open space, parks, and a golf course were envisioned throughout the area for land conservation; preservation of natural areas; drainage ways; preservation of historic, archaeological, and burial sites; and recreation.

Currently, there are no plans for the makai and mauka sites beyond what is described in the project district zoning. Throughout the public engagement phase of this Plan update, however, the community expressed a desire to focus any development in these areas toward meeting the greater community needs, namely workforce and affordable housing.

Within this Area of Change, Small Town Center designations are located on the two undeveloped sites makai of Honoapiʻilani Highway. One of the sites is located in a central area along Honoapiʻilani Highway and Office Road to provide easy access to visitors and residents located within and traveling through the area.

The Small Town Center areas could also include a mix of residential and commercial uses providing residents with convenient access to daily needs. Mauka of Honoapiʻilani Highway, Residential areas are surrounded by open space, park, and golf course uses. There is a five-acre Neighborhood Center located at the center of the larger Residential area and Rural Residential encompasses the mauka portion of the project. Multimodal corridors and connections, including multimodal paths, between these new and existing developments will help create a complete and connected community.

Challenges and Opportunities

The project offers an opportunity to provide additional housing and community-serving uses in the region, however, many in the community oppose expansion of transient-oriented development, golf courses, and luxury homes. A variety of ways to connect Kapalua with other areas of West Maui will be important to ensure residents can get around.

Topography at the mauka site poses challenges to the layout of the proposed project. Several gulches and drainage ways are interspersed throughout the project area, leaving the higher flatter ground available for development. There is an opportunity to preserve open space and gulches to protect natural resources and water quality in the area. There is also an opportunity to create a cultural center within the mauka site to highlight and honor the rich cultural history of the region.

Area Specific Policies

Policy 3.3.3 | For lands formerly designated as Project District, the boundaries between designations can be adjusted, provided the total acreage of each designation remains the same. Such adjustments may be proposed by the landowner and must be approved by the Planning Director.

Pulelehua

The Pulelehua area is within the Māhinahina region between Honoapiʻilani Highway and the Kapalua Airport. It is generally bound by Kahanaiki Gulch to the north and the State Department of Hawaiian Home Lands (DHHL) property to the south, encompassing approximately 310 acres.

Change Envisioned

The Pulelehua project was originally envisioned in the early 2000s as a compact and sustainable community with a variety of housing options, a mix of uses and a network of green spaces, streets and trails to connect the neighborhoods and provide circulation. The Pulelehua project was added to the previous Community Plan in 2011 as West Maui Project District 5 (see description in inset box) and project district zoning was adopted at the same time (Maui County Code Chapter 19.93).

This update of the Plan reaffirms the vision for the Pulelehua area as a compact and complete community with a mix of housing types for Maui residents, neighborhood-serving commercial uses, a variety of parks and mobility options, and neighborhoods and streets that are walkable and bike-friendly and support persons of all abilities.

Challenges and Opportunities

The Pulelehua project was envisioned and supported by the community for decades as an opportunity to provide workforce housing for Maui residents, particularly those who work in West Maui. The project has the necessary entitlements, and the landowner is moving forward with development. Challenges for the project include completing the water and wastewater infrastructure systems and working with the State

Pulelehua Project District

The project is intended to provide a mix of residential units for all income groups, commercial, civic uses, and parks and open space. "Traditional Neighborhood Design" concepts must be incorporated to emphasize mixed uses, pedestrian-friendly streets, multimodal transportation options, traditional architecture, and urban design. The project district may contain up to 900 single-family and multifamily units with the potential for an additional 300 accessory dwelling units. A 13-acre school site is included in the project district.

The project district will include a range of districts. The limited Core Neighborhood District in the central area will contain the highest densities and most intense mix of uses. From the Core Neighborhood District, each subsequent district will have progressively less intense uses, with the Estate Edge District, marked by single-family homes and larger lots, primarily along edges of the project district. The Open Space District will provide for buffer areas and separation of neighborhoods. The restricted Workforce Edge District will allow for a range of appropriate uses as a buffer to the Kapalua Airport. Spatial allocations of the districts are included in Maui County Code Chapter 19.93.

Department of Transportation on connections to Honoapiʻilani Highway and Akahele Street. With a compact walkable design and mix of residential, commercial, and public uses and parks, the project has the opportunity to bring the benefits of Traditional Neighborhood Design to West Maui. Transit connections to the nearby employment areas of Kapalua, Nāpili, Kahana, Kāʻanapali, and Lāhainā will be important to connect Pulelehua with the broader region and promote public transit options.

Area Specific Policies

Policy 3.3.4 | Commercial uses must be neighborhood-serving and designed to be inviting to pedestrians. Strip malls and big box stores are not allowed.

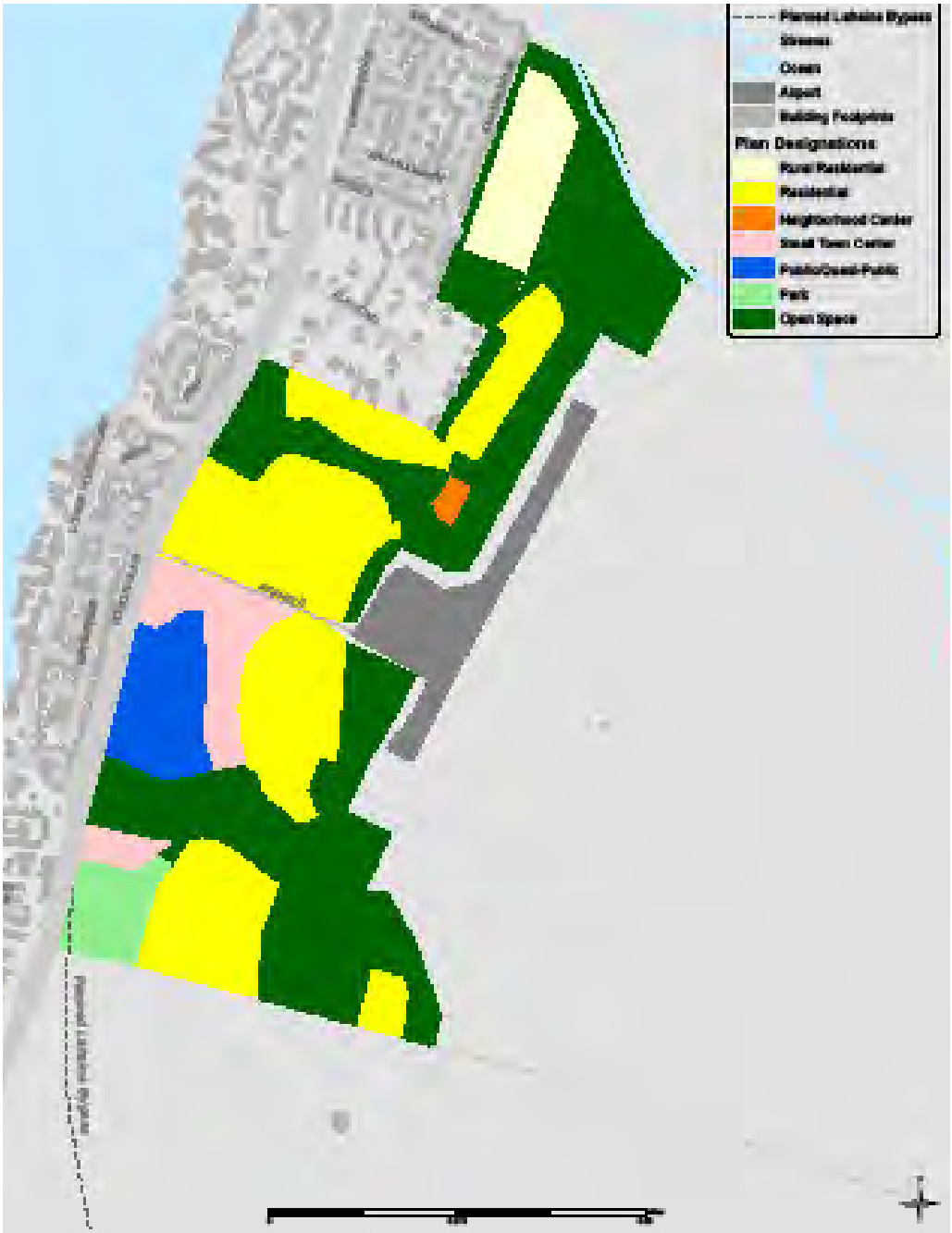

Figure 3.8: Area of Change | Pulelehua

Kāʻanapali and Honokōwai

In the MIP, Kāʻanapali Town is broken into three distinct areas – Kāʻanapali Town North, Kāʻanapali Town, and Kāʻanapali Town South. During the community plan update process, it was determined that a buffer between Kāʻanapali and Lāhainā Town would help to ensure that each community remains separate and distinct. As such, Kāʻanapali Town South, as identified in the MIP, is designated Park and Agriculture. Kāʻanapali Town and Kāʻanapali Town North are designated Small Town Center to facilitate mixed uses as the area develops in the future. This area also includes Puʻukoliʻi Village, a nearly 300-acre area that was master planned as a residential community located mauka of Kāʻanapali Town as identified in the MIP. This area was also designated Small Town Center during the update process.

North of Kāʻanapali Town is the State DHHL property in Honokōwai. This property is approximately 777 acres. It was transferred to DHHL by the State in 1995 as part of the Hawaiian Home Land Recovery Act, a settlement agreement to provide homesteads for native Hawaiians on Maui. In the Plan, this land is reserved for agricultural uses, and DHHL is charged by State law to develop this property to benefit the native Hawaiian community.

Figure 3.9: Area of Change | Honokōwai

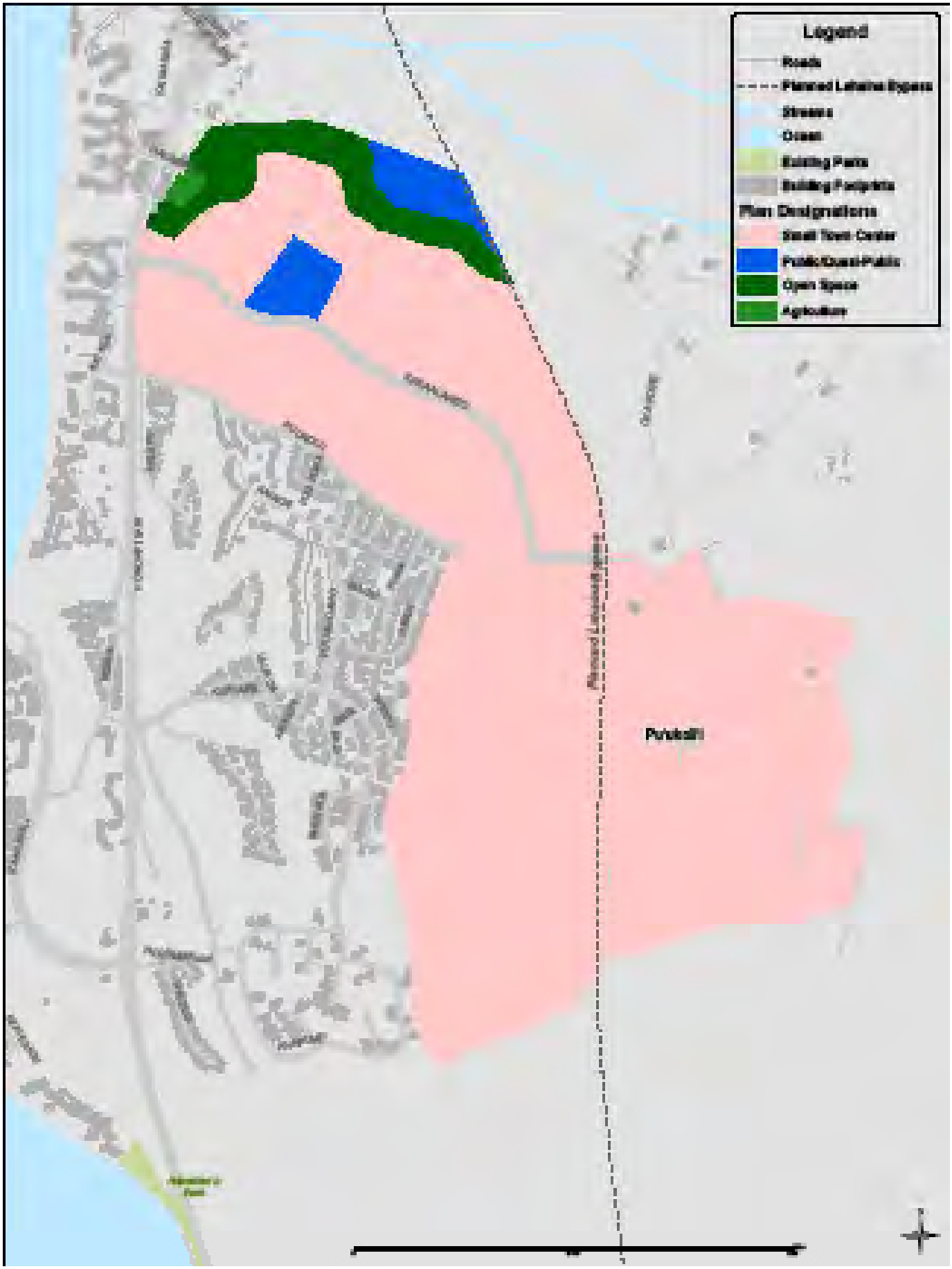

Figure 3.10: Area of Change | Kāʻanapali

Change Envisioned

Throughout the community plan update process, the community called for affordable housing near jobs. Many of the jobs in West Maui are located within the resort area of Kāʻanapali, but in recent times, affordable housing in this area was limited, requiring employees to commute to work. With community plan designations that encourage mixed uses and a variety of housing types, the future Kāʻanapali Town will be a vibrant new community with workforce housing and ample services within walking or biking distance. There will be adequate multimodal paths to ensure access throughout Kāʻanapali, and development will be organized in such a way to facilitate reliable and frequent transit. In addition to the nearly 100 acres of park area above Hanakaʻōʻō Beach, Kāʻanapali Town will feature multiple parks and open spaces to give residents and visitors of all ages convenient places to recreate and play.

Golf courses in Kāʻanapali are planned to remain as Park designation until needed for shoreline businesses and residences to retreat as sea level rises. Many of the existing uses along the shoreline are within the sea-level rise exposure area and will likely need to move upland in the future.

For Honokōwai, DHHL envisions a variety of uses, including 111 acres of residential, 407 acres of agricultural, 30 acres of commercial, five acres of light industrial, and 19 acres of community uses, such as parks. The master plan for this area was not complete at the time of adoption of this Plan, but it is in process and funding is available to develop water systems for irrigation, storage, and connection to existing County systems. DHHL is exempt from County development regulations.

Honokōwai Beach Park and town.

Challenges and Opportunities

With the Small Town Center designation throughout, when Kāʻanapali is developed, it is likely to provide a mix of uses and affordable housing options during the planning period. This designation is designed to ensure Traditional Neighborhood Design with ample multimodal amenities for residents and visitors, along with compact neighborhoods that can be serviced more easily by transit. Similarly, the master plan for Honokōwai will be designed to meet the needs of the native Hawaiian community and provide greater opportunity for homesteading and agricultural activities.

The greatest challenge for development in Kāʻanapali is the delayed completion of the northern extension of the Lāhainā Bypass. The mauka portions of Kāʻanapali and Puʻukoliʻi are dependent upon completion of the Lāhainā Bypass. Without this connection, only the most makai portions of the undeveloped areas of Kāʻanapali will be able to develop during the planning period.

For Honokōwai, infrastructure will continue to be a challenge. DHHL developed a new well mauka of Honokōwai to provide water to the future developments at Honokōwai and Villages of Leialiʻi (DHHL), but the infrastructure needed to bring the water from the well to the proposed developments will be costly and building the facilities will take time.

Figure 3.11: Area of Change | Lāhainā Town North

Lāhainā Town North

The MIP established the Lāhainā Town North Planned Growth Area which encompasses approximately 245 acres north of Keawe Street and mauka of the existing developed area of Lāhainā. This area is managed by the Hawaiian Housing Finance and Development Corporation (HHFDC). The DHHL also manages undeveloped areas to the north of the existing developed Villages of Leiali'i, surrounding the Lāhainā Civic Center. With the adoption of this Plan, these areas are combined to be one Area of Change and both contain projects called the Villages of Leiali'i. The developing agency is in parenthesis after the name to avoid confusion.

Change Envisioned

Both HHFDC and DHHL have housing projects planned for this area. Villages of Leiali'i (DHHL) is approximately 51 acres designated Residential surrounding the Lāhainā Civic Center. It is planned to contain approximately 146 units for people who qualify for housing with DHHL. When this project is developed, it should include through streets and ample multimodal facilities to ensure transportation alternatives are available for residents to get to their daily needs.

The entire Villages of Leiali'i (HHFDC) is a much larger project than what is currently reflected in the Residential and Neighborhood Center designations depicted in this Area of Change. To more accurately reflect the likely elements of the project to be completed during the planning period, Villages of Leiali'i (HHFDC) was limited to Kaiāulu o Kūku'ia. This area will include affordable multifamily rental units and commercial mixed use. Adequate multimodal facilities will be provided to ensure that residents do not need a personal vehicle for most of their daily activities.

Challenges and Opportunities

Both HHFDC and DHHL are motivated to complete these projects in a timely fashion, increasing affordable housing options for West Maui residents and Native Hawaiians. Together these projects will generate more than 300 new housing units adjacent to the heart of Lāhainā.

Developing land is expensive in Hawai'i and the cost of development may lead to developers cutting costs by excluding facilities like sidewalks and transit stops. It will be essential to ensure that developers in these areas produce quality housing with many multimodal connections so their future residents are not required to own a car for their daily needs.

Policies Specific to Lāhainā Town North

Policy 3.3.5 | New developments must connect with adjacent neighborhoods by aligning with existing street grids to allow ample multimodal pathways and safe movement for all modes of transportation.

Figure 3.12: Area of Change | Central Lāhainā

Central Lāhainā

The Central Lāhainā area includes several developed parcels encompassing approximately 80 acres within Lāhainā Town that present redevelopment opportunities to benefit the West Maui community. Central Lāhainā refers to the lands designated Transient Oriented Corridor mauka of Honoapiʻilani Highway between Dickenson Street and Kenui Street, including the lands mauka of Mill Street, and between the Kahoma flood channel and Kapunakea Street on both sides of Honoapiʻilani Highway. Existing uses in the Central Lāhainā area include light industrial uses on the old Pioneer Mill site, a mix of commercial and light industrial uses off of Limahana Place and Papalaua Street, and commercial uses at the Lāhainā Gateway Mall and Lāhainā Cannery Mall. These areas represent Lāhainā's past as a plantation town and commercial development patterns of the late 20th century. Communities can evolve and improve over time to better serve their present and future residents, and Central Lāhainā has this opportunity.

Change Envisioned

The Central Lāhainā area is envisioned as a compact transient oriented corridor providing a mix of higher-density commercial, employment, and residential uses. Redevelopment of the area will create pedestrian-friendly activity centers with vibrant street life where residents can walk or bike to daily needs. Public uses, gathering areas, and parks will support the residents and promote a sense of community. Two important transportation corridors run through the Central Lāhainā area including Honoapiʻilani Highway and the West Maui Greenway. These corridors provide multimodal connections between Central Lāhainā and other areas in the region. Convenient access to bus stops, including a transit center, will be important to the successful redevelopment of the area. Redevelopment of the area into a thriving Central Lāhainā will happen over the course of many years as businesses evolve and the market responds to the demand for multimodal, transit oriented centers. This vision and protection of iwi kūpuna and cultural sites should guide zoning decisions and development in the Central Lāhainā area.

Challenges and Opportunities

With redevelopment comes challenges and opportunities. Infrastructure such as water and wastewater lines already exist, which is an opportunity; however, they will likely need significant upgrades, which is a challenge. Redevelopment makes use of already developed lands and infrastructure and is preferable to developing agricultural areas or other lands with important resources. Residential neighborhoods, jobs, schools, and other services surround the Central Lāhainā area and will benefit from redevelopment of the area. There is also an opportunity to improve sidewalks and multimodal paths--and potentially build a transit hub within historically industrial properties. Redevelopment, however, can also face challenges because of resistance to change from surrounding neighbors. The community, landowners, and businesses will need to be engaged in redevelopment planning to ensure that it results in positive change for the West Maui region and the vision of a vibrant transit oriented corridor is realized.

3.4 Areas of Stability

Through the community plan process, the community not only identified areas that should change in the next 20 years, but also identified areas that should remain the same. These areas of stability reflect several things the West Maui community cares about protecting for future generations including cultural resources, special open spaces, environmental features and natural systems, and continued agricultural production. There are three areas of stability identified in this Plan.

North of Makāluapuna Point and South of Puamana

The largely undeveloped areas of the northern and southernmost regions of West Maui are highly valued by the community. These areas provide a sense of stability and assurance for residents, who desire to protect these areas from development, and encourage watershed management and transformation of fallow lands to managed productive watershed areas and productive agricultural land.

Area Description

North of Makāluapuna Point

The area north of Makāluapuna Point to Pōʻelua Bay,[1] mauka to makai, is largely undeveloped and home to natural and cultural resources. State Conservation lands lie in the upper watershed, within major valleys and gulches extending to the ocean, and along the shoreline. Agriculture areas also exist on the gentler sloping and flatter areas where pineapple was previously cultivated. An agricultural subdivision and the Plantation Golf Course are situated northeast and mauka of D.T. Fleming Beach Park. Gulches and natural drainages are characteristics of this area.

South of Puamana

The southern region includes the area extending from south of Puamana to the Pali, including the areas of Launiupoko, Olowalu, and Ukumehame. The area is primarily agriculture with an agricultural subdivision in Launiupoko and rural residential in Olowalu. Businesses are mostly limited to the rural village in Olowalu. State Conservation lands lie in the upper reaches of the watershed, along a portion of Olowalu Stream, over the western half of the Pali, and along the shoreline. Parks and open space are expanded throughout this area.

1 Polua is a contraction of Pōʻelua and may also be used colloquially.

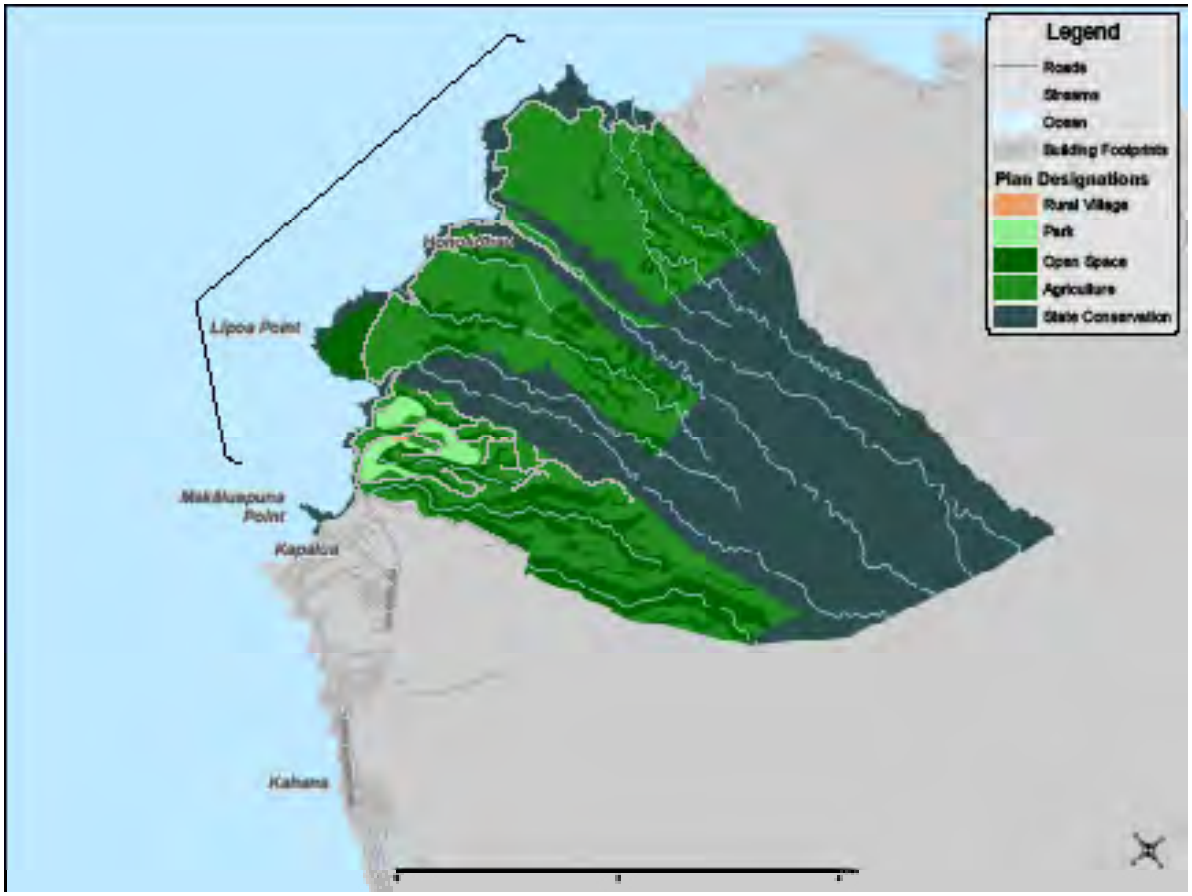

Figure 3.13: Area of Stability | North of Makāluapuna Point

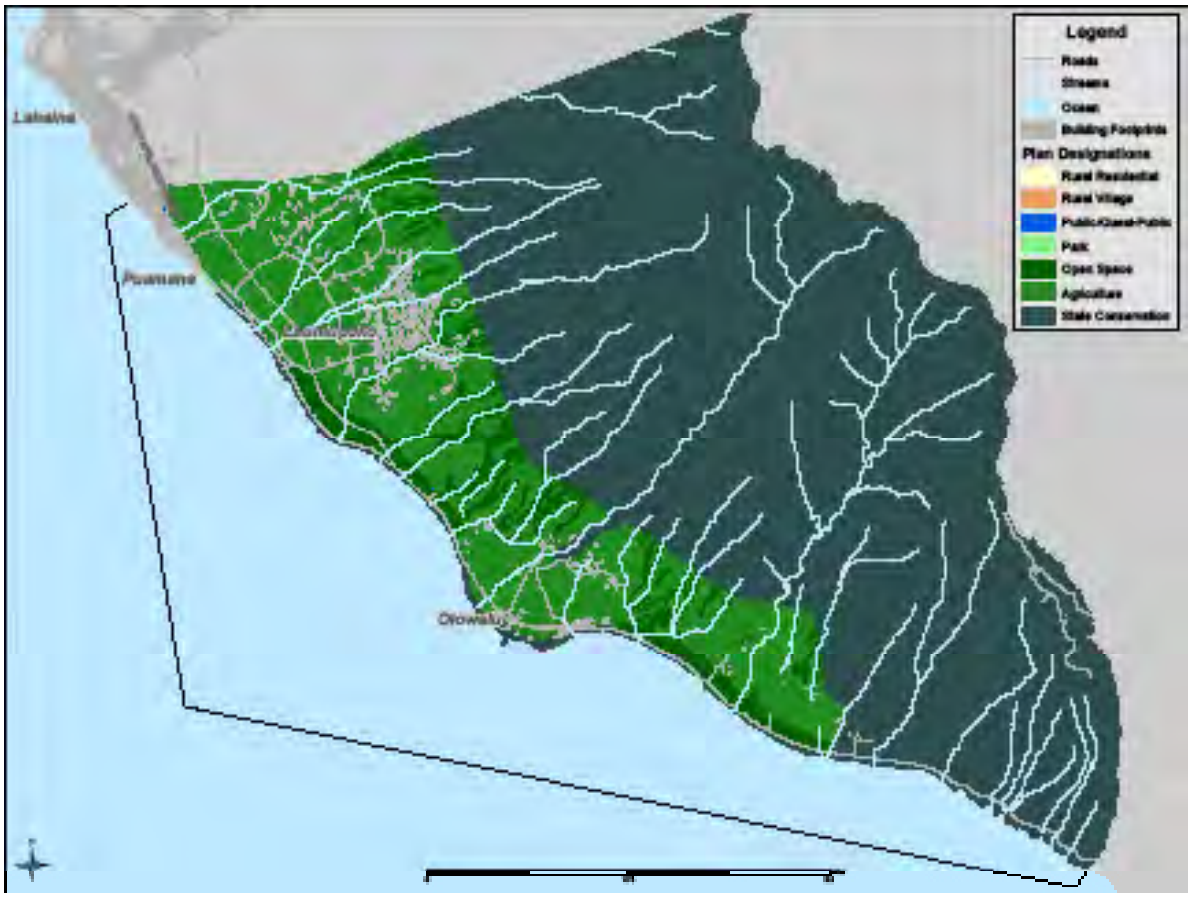

Figure 3.14: Area of Stability | South of Puamana

Why are these areas important?

The preservation of undeveloped lands protects open space and significant cultural resources that the community values. It focuses growth toward existing developed areas with existing infrastructure and resources and promotes compact development and smart growth. The upper watersheds are an important source of water for the West Maui region. Preserving open space and the watersheds protects this valuable resource as well as other natural and cultural resources, and customary and traditional practices. Preservation of agriculture lands and uses provides opportunities for local food production. Coastal lands and beach parks within these areas are also important community assets and resources that provide for recreational opportunities, protection of coastal resources, and resilience to climate change.

Within Olowalu there are significant cultural resources. When the State plans to realign Honoapiʻilani Highway, special attention should be paid to these cultural resources, potentially requiring the realignment to adjust based on the locations of these sites.

Challenges and Opportunities

The area has been affected by very dangerous wildfires during high winds. Brush abatement is critical especially during periods of little to no rainfall. Government-owned wetland areas could be restored through public-private partnerships.

Area Specific Policies

Policy 3.4.1 | Support agricultural activities within the agricultural areas, including within agricultural subdivisions.

Policy 3.4.2 | Lifestyle estate projects and projects developed under Chapter 201H, Hawaiʻi Revised Statutes, and Chapter 2.97, Maui County Code, are discouraged within this Area of Stability.

Policy 3.4.3 | For the Plantation Estates subdivision, if a comprehensive change in zoning is sought, the zoning must be no denser than RU-2, and there can be no future subdivision. If an individual change in zoning is sought, it must be to the lowest-density rural district appropriate for the subject lot, and there can be no future subdivision.

Lāhainā Historic District (Lahaina National Historic Landmark District)

Area Description

The Lāhainā Historic District, which is also known as the Lāhainā National Historic Landmark District, comprises a large area of historic Lāhainā Town and contains two County historic districts. Its north-south boundaries include Ala Moana Street and Aholo Street, and its east-west boundaries include Honoapiʻilani Highway and the ocean.

Why is this area important?

The Lāhainā Historic District was officially designated a National Historic Landmark in 1962. This is a designation reserved exclusively for historic properties that are significant at the national level. It is the highest tier of historic designation. The district was home to a significant precontact population, including several chiefly lineages. It continued to be incredibly significant during the period of the Hawaiian Kingdom and was the capital of the Kingdom under Kamehameha III. The area is also significant for its ties to the Pacific trading economy, the industrial agriculture industry, and later tourism which started to become an industry on the west side in the 1960s. The district has experienced many changes since it was first listed in 1962, and preserving the remaining historic properties within this national treasure is a high priority.

Hale at Kamehameha Iki Park.

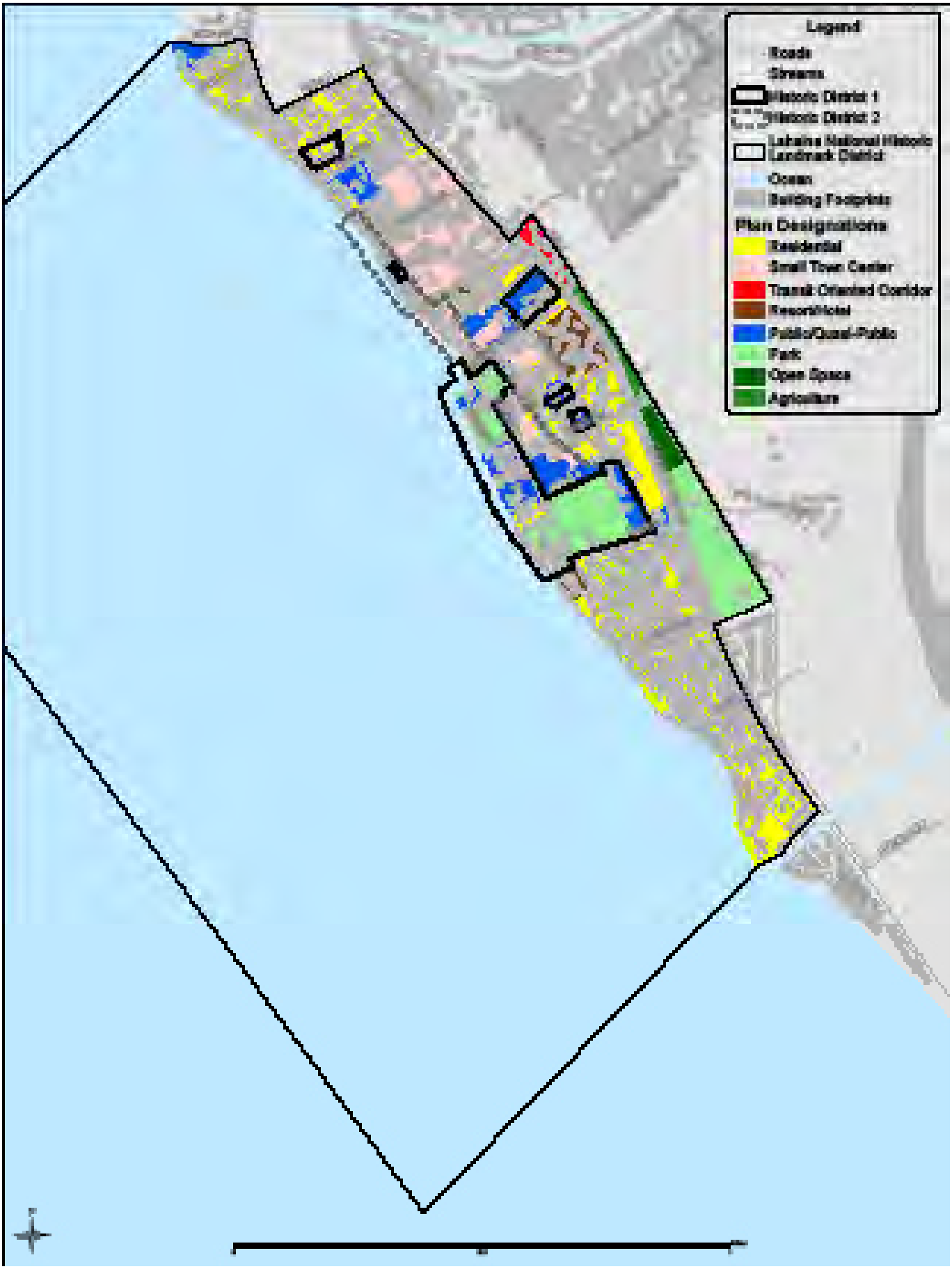

Figure 3.15: Area of Stability | Lāhainā Historic District (National Historic Landmark District)

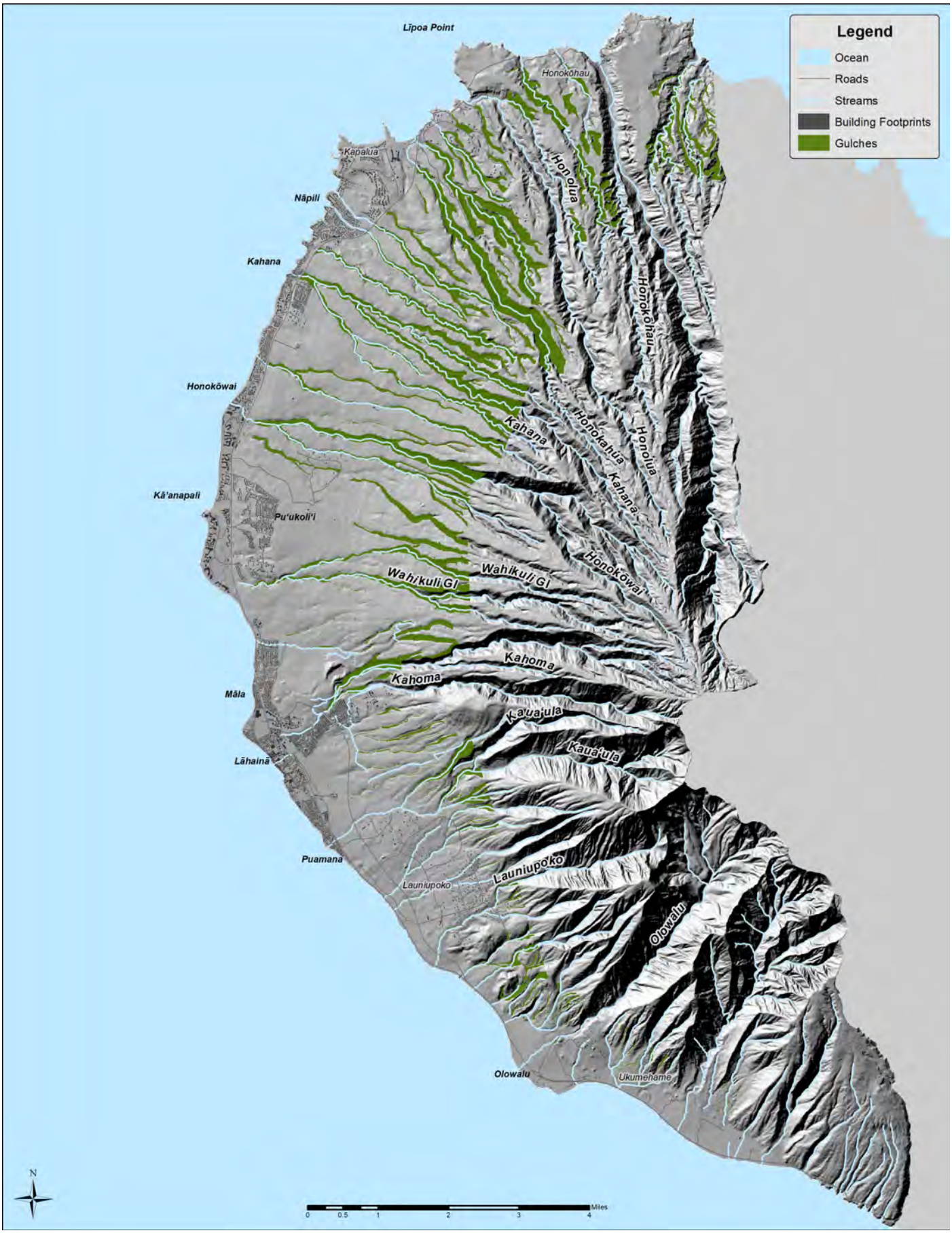

Figure 3.16: Area of Stability | Gulches

Challenges and Opportunities

The inundation of tourism in the Lāhainā Historic District and costs of restoration can present a challenge to preserving and perpetuating sacred cultural areas. There is an opportunity to educate tourists and residents about the historical significance of this area and in doing so perpetuate the culture.

Gulches

Area Description

This Plan identifies gulches in greater detail than previous community plans. With the ability to see gulches more clearly with better imagery and topographic information, and to correctly identify them with improved mapping technology, this Plan takes a significant step toward identifying and protecting this vital feature of the West Maui landscape. In fact, the 1996 West Maui Community Plan envisioned this step with a policy that stated the County should "Integrate stream channels, gulches and other areas unsuitable for development into the region's open space system for the purposes of safety, open space relief, greenways for public use and visual separation."

Why is this area important?

Gulches are pathways for freshwater to move mauka to makai from the West Maui Mountains through the region's upland small farms and shoreline communities. As water moves through these gulches, it picks up soils, decaying plant matter, and any contaminants it comes into contact with. Prohibiting development and impervious surfaces in these areas ensures that the water that runs through the gulches is filtered and treated by vegetation and soils, recharges the aquifers, and comes out as clean as it can be before it reaches the reefs. Additionally, protecting these natural drainage ways and adjacent floodplains from development helps to reduce the risk of flooding.

Gulches also historically served as locations for kalo production in irrigated loʻi terraces, and today these areas are home to many active kuleana lands. Preserving these areas with an Open Space community plan designation will allow traditional practices to continue and encourage restoration activities that will slow the speed of water from mauka areas to the ocean.

Section 4
Implementation and Monitoring

4.1 Introduction

A key element of achieving the goals and vision of the West Maui Community Plan is executing the Implementation Program and the Monitoring and Evaluation Program. This chapter outlines the actions that have been identified by the community as important and necessary to help realize the community's vision.

4.2 Implementation Program

The Implementation Program includes a capital improvement element, an implementation schedule, and a financial element, as specified in Section 2.80B.070, Maui County Code. The implementation schedule, outlined in section 4.4, includes a description of the project or program, priority, timing, lead implementation agency, estimated cost, and potential funding sources.

Courtesy of Tamara Paltin.

4.3 Monitoring and Evaluation Program

The Monitoring and Evaluation Program establishes a strategy to track implementation of the Plan, evaluate the effectiveness of policies and programs, monitor the quality of life in West Maui, and allow for periodic program adjustments. This strategy includes establishing and monitoring performance indicators to help implementing agencies attain intended outcomes. Specific benchmarks will be used to measure progress in the implementation of the Plan's policies and actions. The Department will coordinate with the appropriate agencies and program specialists to establish these benchmarks for major programs and initiatives. Physical, environmental, cultural, and socio-economic indicators will also be used to assess the overall quality of life in West Maui.

The Department of Planning will oversee the Monitoring and Evaluation Program and develop a monitoring report. The report will identify core indicators as well as measure and evaluate progress in implementing the Plan's policies and actions. Carrying out the Plan's actions as outlined in the implementation schedule will serve as milestones to measure progress towards achieving the Plan's vision and goals. Chapter 9 of the Maui Island Plan (MIP) provides a detailed description of the Monitoring and Evaluation Program and includes a list of core indicators that could be used.

4.4 Implementation Schedule

Individual components of the implementation schedule are described below. The implementing actions are sorted by tables in order of the five goals reflecting the community's vision.

Implementing Actions/Related Goals ("Action No.")

The numbered actions in each table support the implementation of each goal. The listed actions and goals do not always have a one-to-one relationship. In some cases, a single action supports multiple goals – in other cases, multiple goals are supported by a single action.

Types of Actions ("Types")

Actions may be listed as a capital improvement project (CIP), project, or program. A project may be implemented through a specific CIP or a series of projects such as sidewalk improvements assigned to a County agency. CIPs include infrastructure systems as well as public facilities and services, such as water facilities and parks, that will be needed over the 20-year planning period; however, they are not intended to be an agency's complete CIP list. Projects comprising the capital improvement element are included in the implementation schedule to guide and facilitate programming and budgeting for forthcoming CIPs. The list does not include repair and maintenance projects. A program may include regulatory revisions, day-to-day decision-making, or public education and outreach efforts, as examples.

Priority

The implementing actions are prioritized as either high, medium, or low priority. Medium and low priority actions are considered important for implementing the Plan but may not be as urgent as high priority items. The following questions were used to help rank actions:

1. Will the action address an urgent issue?
2. Is the action required for public health and safety?
3. Is the action required by legal mandate?
4. Is the action required to prevent the loss of an irretrievable resource?
5. Will the action benefit the majority of the West Maui community?
6. Will the action significantly improve the quality of life of West Maui residents?
7. Is the action required for other actions to be initiated?
8. Is the action already funded?
9. Does the action have multiple benefits?

Action Timing ("Timing")

- Short-term actions – over the next one to five years following Plan adoption (2022-2026).
- Mid-term actions – between five to 10 years following Plan adoption (2027-2031).
- Long-term actions – between 11 to 20 years following Plan adoption (2032-2042).
- On-going actions – following Plan adoption, on-going over the life of the Plan.
- CIP actions – over two-year increments following Plan adoption (2022-2042).

County Lead Agency

As required by Section 2.80B.070, Maui County Code, the implementation schedule identifies a County lead agency to initiate each action. While close coordination or shared resources with other agencies may be needed, one County agency is listed as the lead with the intent that other agencies will be involved as partners. A few actions included in the implementation schedule are not under the County's jurisdiction. These actions, however, are important to the community and are noted with an asterisk (*). The County will make the appropriate state agency or organization aware of this action requested by the community.

Cost and Funding ("Est. Cost ($1,000) / Funding Sources")

The Implementation Program should provide enough flexibility over the life of the Plan to allow for reprioritization and adjustments to funding levels. Some actions identified will require new County investment to be achieved, beyond current staffing levels. This may include increased departmental funding and requests to the County Council for additional expansion positions, professional services, equipment, or consulting support. It may also include the identification of new funding sources, by seeking outside funding support or partnerships with other organizations, or through some combination of these mechanisms. Appropriate funding mechanisms to implement each action will be identified by the lead agency through the County's annual budget and CIP process. Implementation of the listed actions in the implementation schedule is subject to available funding. Estimated costs are in 2020 dollars and will need to be adjusted at time of implementation. More information about the financial element is included on Page 10-4 of the MIP, Chapter 10 Long-Range Implementation Program, Infrastructure Planning and Finance Policy Framework.

2.1 Goal | Ready and resilient systems.

Action No.	Description
1.01	Conduct a detailed vulnerability assessment of all existing County infrastructure and facilities in West Maui that are within the State-recognized SLR-XA, and subject to other coastal hazards. Coordinate with the State on key State infrastructure and facilities such as highways and schools.
1.02	Conduct a feasibility study on managed retreat of at-risk developments in West Maui, to include an analysis of alternatives and interim steps to achieve managed retreat, identify incentives for proactive retreat, and support developing programmatic environmental documents to assist in implementing managed retreat.
1.03	Coordinate the establishment of special improvement districts and community facilities districts for areas in West Maui threatened by coastal hazards, meeting appropriate criteria set by the County Council, such as committing to implement managed retreat programs as the long-term plan.
1.04	Work with affected property owners to create and implement beach management plans for beach cells in West Maui, and conduct any necessary environmental assessments.
1.05	Prepare and implement an acquisition strategy for parks in West Maui, considering potential sea level rise and climate change.
1.06	Integrate the State-recognized SLR-XA into West Maui capital improvement planning for all County departments and public facilities.
1.07*	Work with the State Department of Health, Clean Water Branch to identify next steps in addressing the impact of sea level rise on on-site disposal systems (i.e., cesspool and septic systems), and develop remediation plans.
1.08	Develop an inventory of natural and cultural resources and practices impacted by sea level rise, along with preservation plans.

Table 4.1: Actions to support ready and resilient systems.

	Type	Priority	Timing	County Lead Agency	Est. Cost ($1,000)	Funding Sources
	Project	High	Mid	DOM	500	County
	Project	Medium	Mid	PD	6,000	County, State
	Program	Medium	On-going	PD	500	County, State
	Program	Medium	Mid	PD	3,000	County, State
	Project	Medium	Short	DPR	100	County
	Program	High	Short	DOM	N/A	N/A
	Program	Medium	Mid	DEM	200	County, State
	Project	Medium	Long	PD	600	County, State, Federal, Private

Note: See Appendix C | Acronyms and Abbreviations for County agency names in full. For actions noted with an asterisk (*), see "County Lead Agency" on page 123 for details.

Action No.	Description
1.09	Evaluate shoreline access locations to be impacted by sea level rise, and identify solutions to preserve shoreline access.
1.10	Propose amendments to the Special Management Area (SMA) boundaries to account for sea level rise and other hazards, as well as other SMA criteria.
1.11	Obtain funding for additional sea level rise exposure modeling incorporating local data to use in vulnerability assessments of critical infrastructure and facilities in the event of six feet or more of sea level rise.
1.12	Propose amendments to the building, fire, and zoning codes that promote resilient structures and communities.
1.13	Develop a wildfire information campaign with signage to build public awareness of wildfire hazards. Improve community awareness of the human, economic, and environmental costs associated with wildfires caused by negligence or accident. Engage the community to create and maintain fire breaks, and to encourage native dryland plants in landscaping in the drier areas of West Maui.
1.14	Propose amendments to the Maui County Code to require developments to incorporate defensible space around structures and communities and require on-going maintenance of defensible spaces. Maui Fire Department recommendations for creating and maintaining defensible space must be easily accessible online.
1.15	Propose amendments to the Maui County Code to require landowners of large vacant land in high fire hazard areas to prepare and carry out a fuel management plan and ensure it will not impact historic properties.
1.16	Build a new fire station along Honoapiʻilani Highway, south of Lāhainā and mauka of the sea level rise exposure area, extreme tsunami inundation zone, erosion hazard line, and SMA, to address increased call volume and improve emergency response time in that area.
1.17	Develop a plan to provide fire protection for homes on kuleana lands.
1.18	Develop a community-based disaster preparedness plan for West Maui.

Table 4.1: Actions to support ready and resilient systems. (continued)

	Type	Priority	Timing	County Lead Agency	Est. Cost ($1,000)	Funding Sources
	Project	Medium	Mid	PD	200	County, State
	Project	Medium	Mid	PD	50	County
	Project	High	Short	PD	200	County, State
	Project	Medium	On-going	DPW	N/A	N/A
	Program	Medium	On-going	MFD	N/A	N/A
	Project	Medium	On-going	MFD	N/A	N/A
	Project	Medium	On-going	MFD	N/A	N/A
	CIP	High	Mid	MFD	TBD	County
	Project	High	On-going	MFD	N/A	N/A
	Project	High	Short	MEMA	TBD	County, State, Federal, Private

Note: See Appendix C | Acronyms and Abbreviations for County agency names in full.

Action No.	Description
1.19	Develop a long-term post-disaster recovery and reconstruction plan for West Maui.
1.20	Obtain annual funding for maintenance of a GIS database of all emergency management infrastructure and collection of post-incident monitoring data.
1.21	Identify and maintain a current inventory of additional emergency shelter facilities that include storage of supplies and are located in the safest identifiable areas given the risk of natural or human-made disasters.
1.22	Identify additional emergency evacuation routes to access West Maui and isolated neighborhoods.
1.23	Develop and implement a more robust and extensive communications system with alternative backup systems for use during emergencies.
1.24	Develop or partner to create resiliency hubs throughout the West Maui community.
1.25	In the event of an emergency, alert the public of dangerous road conditions, closures, hazards, or disasters by implementing appropriate safety measures such as temporary staging of electronic messaging signs on either side of the Honoapiʻilani Highway, near D.T. Fleming Beach Park, and in Waiheʻe.
1.26	Identify and implement appropriate safety improvements such as traffic controls to improve the use of Kahekili Highway and Honoapiʻilani Highway as alternate routes for West Maui during times of emergency.
1.27	Identify and implement temporary safety measures such as signage and lane shifts to alert the public of dangerous road conditions due to sea level rise and climate change, especially during extreme high tides or large surf in the area.
1.28	Preserve and maintain existing reservoir and water storage infrastructure within West Maui for fire protection capabilities and agricultural uses.[1]

1 Maui County DWS and DEM each own one reservoir in West Maui. The remaining reservoirs are owned by private entities and regulated by the State DLNR. The County will make the appropriate state agency or organization aware of this action.

Table 4.1: Actions to support ready and resilient systems. (continued)

	Type	Priority	Timing	County Lead Agency	Est. Cost ($1,000)	Funding Sources
	Project	Medium	Mid	MEMA	500	County, State, Federal
	Program	Medium	On-going	MEMA	165	County
	Program	Medium	Long	MEMA	TBD	County, State, Federal
	Program	Medium	Mid	MEMA	TBD	County, State
	Project	High	On-going	MEMA	TBD	County, State, Federal, Private
	Project	Medium	Short	OM	1,500	County, Federal, Private
	Program	Medium	On-going	MEMA	250	County, State
	Program	Medium	On-going	MPD	N/A	N/A
	Program	Low	Mid	DPW	TBD	County, State
	Program	High	Short	DWS	TBD	County, Private

Note: See Appendix C | Acronyms and Abbreviations for County agency names in full.

Action No.	Description
1.29	Develop basal groundwater sources in West Maui to timely serve planned population growth and offset decreased surface water diversions.
1.30	Improve interconnection between Department of Water Supply subsystems in West Maui.
1.31	Develop contingency agreements between the County and private water purveyors in West Maui.
1.32*	Continue to support the allocation of water resources to Department of Hawaiian Home Lands (DHHL), as identified in the 2019 Water Use and Development Plan (19.0 Lāhainā Aquifer Sector Area), to ensure there is ample water resources allocated for DHHL projects.
1.33	Identify and encourage potential new users of recycled water, including parks, golf courses, and agriculture, and expand recycled water storage and conveyance systems in West Maui to increase the reuse of recycled water.
1.34	Study and implement disposal methods and strive to eliminate the use of underground injection control wells, to transition to environmentally sound methods of wastewater disposal and promote beneficial use of wastewater effluent.
1.35	Improve odor control at the Lāhainā Wastewater Reclamation Facility and pump stations.
1.36	Propose amendments to the Maui County Code to allow for increased use of greywater for approved purposes in West Maui.
1.37	Identify locations and develop or partner to create recycling drop-off centers that would collect and transfer all viable recyclables and regulated (EPA and DOH) materials such as green waste, appliances, e-waste, tires, and lead-acid batteries.
1.38	Update the Lāhainā Town Drainage Master Plan with consideration given to low impact development solutions, and develop an implementation plan.

Table 4.1: Actions to support ready and resilient systems. (continued)

	Type	Priority	Timing	County Lead Agency	Est. Cost ($1,000)	Funding Sources
	CIP	High	On-going	DWS	40,000	County
	CIP	Medium	On-going	DWS	500	State
	Project	Medium	On-going	DWS	N/A	N/A
	Program	High	On-going	DWS	13,500	County
	Program	High	On-going	DEM	100,000	County, State, Federal, Private
	Project	High	On-going	DEM	250,000	County, State, Federal, Private
	Project	Low	Mid	DEM	5,000	County, State
	Project	High	Mid	DEM	N/A	N/A
	Project	Medium	On-going	DEM	1,800	County
	Project	Medium	Mid	DPW	500	County

Note: See Appendix C | Acronyms and Abbreviations for County agency names in full. For actions noted with an asterisk (*), see "County Lead Agency" on page 123 for details.

Action No.	Description
1.39	Support the implementation of flood control projects and siltation basins mauka of Honoapiʻilani Highway, including the remaining phases of the Lāhainā Watershed Project, to address problem areas.
1.40	Maintain a current inventory of drainage facilities in West Maui for use in developing long-term plans to address stormwater issues.
1.41	Improve stormwater management systems along Lower Honoapiʻilani Road to minimize stormwater runoff to the ocean.
1.42	Prioritize regular maintenance and clearing of sediment basins in West Maui.
1.43	Implement the County's Storm Water Management Plan in West Maui with consideration of low impact design objectives.
1.44	Educate the public on existing policies related to maintenance of drainageways.
1.45	Create open space in areas sensitive to flooding and around native forests as a protective buffer both for the forest and development.
1.46	Propose amendments to the Maui County Code to require permeable surfaces or other low impact development standards to be used in new or redeveloped parking lots and streets, to mitigate runoff and help with groundwater recharge.
1.47	Develop guidelines and incentives for landowners to retain stormwater runoff and include more permeable surfaces on their property.

Table 4.1: Actions to support ready and resilient systems. (continued)

	Type	Priority	Timing	County Lead Agency	Est. Cost ($1,000)	Funding Sources
	CIP	High	On-going	DPW	14,100	County, Federal
	Project	Medium	On-going	DPW	N/A	N/A
	CIP	Medium	2023-24	DPW	200	County
	Program	Medium	Ongoing	DPW	N/A	N/A
	Program	Medium	Long	DPW	TBD	County
	Program	Medium	Mid	DPW	TBD	County
	Project	Medium	Short	OM	2,000	Federal
	Project	Medium	Short	DPW	N/A	N/A
	Project	Medium	Long	DPW	N/A	N/A

Note: See Appendix C | Acronyms and Abbreviations for County agency names in full.

2.2 Goal | A complete, balanced, and

Action No.	Description
2.01	Relocate the West Maui Transit Hub to a dedicated facility close to a transportation corridor, with adequate space for parking and room for future expansion.
2.02	Retrofit existing streets with pedestrian and bike facilities, where appropriate, throughout West Maui neighborhoods and commercial areas, including along Lower Honoapiʻilani Highway from Kahana to Nāpili.
2.03	Provide multiple convenient and safe pedestrian crossings on Keawe Street mauka of Honoapiʻilani Highway.
2.04	Create a marketing program aimed at visitors to use multimodal transportation options for West Maui travel, including bus, shuttle, taxi, rideshare, bicycling, and walking to encourage a "car-free stay".
2.05	Develop and implement a Lāhainā Town Master Plan to integrate land use and multimodal transportation planning that includes a mobility and circulation study, considerations for relocation of the transit hub, and creation of a bus transit corridor on Honoapiʻilani Highway through Lāhainā Town.
2.06	Install pedestrian and bicycle wayfinding signage in Lāhainā Town that reflect the host culture incorporating ʻŌlelo Hawaiʻi, including maps, directional signs, moku signage, smartphone applications, and public art.
2.07*	Promote travel demand management strategies such as staggered start times and Intelligent Transportation Systems (ITS) message signs to reduce congestion on Honoapiʻilani Highway and the Lāhainā Bypass.
2.08	Identify opportunities to partner with larger employers such as hotels, to sponsor bus passes, shuttles, ferry passes, rideshare, or other shared ride programs to connect employees to jobs.

Table 4.2: Actions to support a complete, balanced and connected transportation network.

connected transportation network.

	Type	Priority	Timing	County Lead Agency	Est. Cost ($1,000)	Funding Sources
	CIP	Medium	2032-33	TD	15,000	County, State, Federal
	CIP	Medium	On-going	DPW	TBD	County, Federal
	CIP	High	2022-23	DPW	80	County
	Program	Medium	Short	OM	TBD	County
	Project	Medium	Long	DPW	650	County, State, Federal
	Project	Medium	Mid	OM	TBD	County, State
	Program	Medium	Long	DPW	400	County, State, Federal
	Program	Medium	Short	OM	N/A	N/A

Note: See Appendix C | Acronyms and Abbreviations for County agency names in full. For actions noted with an asterisk (*), see "County Lead Agency" on page 123 for details.

Action No.	Description
2.09	Work with the West Maui community to identify locations where Maui Bus shelters and park and rides are needed, and provide covered shelters, lighting, benches, trash receptacles, bike racks, and ADA compliant waiting areas at all bus stops.
2.10	Provide a frequent direct Maui Bus route between Kahului Airport to West Maui and hotels. Increase the baggage allowance on these buses and provide appropriate storage to ensure safety.
2.11	Increase bus service frequency and hours of operation, with priority given to service for high-ridership routes and between low- to moderate-income neighborhoods in West Maui and community services such as shopping, education, health care, and recreation.
2.12	Complete the West Maui Greenway multi-use path to provide a safe, off-road path for walking and bicycling between parks, neighborhoods, and businesses.
2.13	Implement Safe-Routes-to-Schools and Safe-Routes-to-Parks projects throughout West Maui.
2.14	Redesign mauka-makai streets in Lāhainā Town to enhance pedestrian and bicycle movement, including enhanced sidewalk facilities, bicycle lanes, shade trees, planters, and street furniture, with particular attention to Lāhaināluna Road, mauka of Honoapiʻilani Highway.
2.15*	When intersections are required, encourage safe, pedestrian-friendly intersections along the planned Lāhainā Bypass Road, with priority given to kuleana access, and safe passage of agricultural equipment and vehicles, where appropriate.
2.16	Update and implement the Traffic Impact Fee Study and proposed ordinances.
2.17	Propose updates to the subdivision and zoning code to expand the types of multimodal facilities associated with new development and to require roadway and multimodal connectivity among existing and future developments. Updates to include different types of sidewalks or walkways to provide flexibility in building the pedestrian network.

Table 4.2: Actions to support a complete, balanced and connected transportation network. (continued)

	Type	Priority	Timing	County Lead Agency	Est. Cost ($1,000)	Funding Sources
	Project	Medium	On-going	TD	TBD	County, Federal
	Program	Medium	Mid	TD	2,000	County, Federal, Private
	Program	Medium	Short	TD	2,000	County, Federal
	Project	High	Long	DPW	TBD	County, State, Federal, Private
	Project	High	Mid	DPW	TBD	County, Federal
	CIP	Medium	2032-33	DPW	10,000	County, Federal, Private
	Program	Medium	Long	DPW	N/A	N/A
	Program	Medium	Short	PD	100	County
	Project	Medium	Mid	DPW	300	County

Note: See Appendix C | Acronyms and Abbreviations for County agency names in full. For actions noted with an asterisk (*), see "County Lead Agency" on page 123 for details.

Action No.	Description
2.18	Propose amendments to Chapter 2.97, Maui County Code, to improve the County's fast-track process to include sidewalks, multi-use paths, and access to public transit in affordable housing projects.
2.19	Establish a regional network of multi-use bicycle and pedestrian paths and protected bike lanes in West Maui.
2.20	Establish a short-term plan to protect key roadways from sea level rise and storm events, to provide alternatives that prevent shoreline armoring as the default emergency action.
2.21*	Work in partnership with the State Department of Transportation to prioritize and facilitate realignment of Honoapiʻilani Highway out of the coastal hazard zone, and manage public lands makai of the realigned highway as wetlands, public parks, and open space.
2.22	Coordinate the creation of a Transportation Improvement District, per the 2018 Parking Action Plan, to manage parking in Lāhainā Town and reinvest paid parking revenues in local transportation improvements such as a transit hub, improved bus service, street improvements, multi-use paths, and sidewalks.
2.23	Identify a corridor for future multimodal transportation use extending from existing developed areas in Kapalua to Central Maui, and amend the West Maui Community Plan to include policies and actions that will ensure this corridor remains undeveloped until it is ready to be developed as a multimodal transportation corridor.

Table 4.2: Actions to support a complete, balanced and connected transportation network. (continued)

	Type	Priority	Timing	County Lead Agency	Est. Cost ($1,000)	Funding Sources
	Project	Medium	Short	DHHC	N/A	N/A
	CIP	High	2032-33	DPW	TBD	County, Federal
	Project	High	Mid	DPW	TBD	County, State, Federal
	Project	High	Long	DPW	TBD	County, State, Federal
	Program	Medium	Long	DPW	N/A	N/A
	Project	High	On-going	TD	TBD	County, State, Federal

Note: See Appendix C | Acronyms and Abbreviations for County agency names in full. For actions noted with an asterisk (*), see "County Lead Agency" on page 123 for details.

2.3 Goal | Responsible stewardship of

Action No.	Description
3.01	Prepare a management plan, with review by the Cultural Resources Commission, for County-controlled properties in County Historic District No. 1, to provide for the long-range stewardship of these sites and protect their historical and cultural significance. Consider the installation of a flagpole at Kamehameha Iki Park for King Kamehameha's Royal Standard.
3.02	Install street signs identifying traditional Hawaiian street names in County Historic District No. 1.
3.03	Establish a code of conduct for visitor use of County parks with cultural sites in West Maui and install signs explaining the code of conduct at appropriate locations.
3.04	Identify County parks and properties in West Maui that have historical, cultural, or environmental significance and install interpretive signs incorporating 'Ōlelo Hawai'i explaining this information at appropriate locations. Encourage the development of new cultural parks.
3.05	Propose amendments to the County Historic District Ordinances to allow existing hotels, prohibit new vacation rentals, and phase out existing vacation rentals that are not hotels or inns. Phasing out could be accomplished by counting vacation rentals towards short-term rental home permit caps or by attrition.
3.06	Propose amendments to expand the boundaries of the Historic Districts to include both sides of Front Street, from Shaw Street to the southern terminus of Front Street, once new transient vacation rentals are prohibited.
3.07	Expand the boundaries of the Historic Districts, and propose companion amendments to the National Historic Landmark District, should new cultural assets be identified.

Table 4.3: Actions to support responsible stewardship of resources, culture, and character.

resources, culture, and character.

	Type	Priority	Timing	County Lead Agency	Est. Cost ($1,000)	Funding Sources
	Project	High	Mid	DPR	600	County
	Project	Medium	Short	DPW	100	County
	Project	Medium	Short	DPR	50	County
	Project	Medium	Short	DPR	100	County
	Project	Medium	Short	PD	N/A	N/A
	Project	Low	Mid	PD	N/A	N/A
	Project	Medium	Mid	PD	125	County

Note: See Appendix C | Acronyms and Abbreviations for County agency names in full.

Action No.	Description
3.08	Develop a cultural overlay map identifying the location of important historical events, known burial sites and archaeological resources, and known above-ground resources. Create a cultural overlay district to protect cultural assets and establish an efficient review process for property owners.
3.09	Support and expand funding for citizen science and environmental restoration programs in West Maui.
3.10	Create an off-road motor vehicle park in an area that will not damage critical watersheds or native forests, and encourage landowners to decommission existing off-road motor vehicle trails in areas that damage watersheds or native forests.
3.11	Propose amendments to the Maui County Code to prohibit new development within gulches as identified in Figure 2.3, and within wetlands, and implement a 100-foot buffer around gulches, wetlands, and streams where no structures will be allowed.
3.12	Propose amendments to the Maui County Code to include Low Impact Development (LID) requirements on new and redevelopment projects.
3.13	Continue and expand collaborative ecosystem restoration efforts between nonprofits, private entities, and County agencies.
3.14	Obtain funding and other support for Coral Reef Alliance's stream gulch vegetation restoration and high flow diversion pond construction at Wahikuli Stream, mauka of Hanakaʻōʻō Beach Park, to reduce sediment that reaches the ocean and create cultural, educational, and recreational opportunities.
3.15	Propose amendments to the Maui County Code to require property owners with swimming pools to follow the County's Discharging Swimming Pool Water best practices for maintaining pools.
3.16	Inform property owners with swimming pools within the SMA of Policy 2.3.6, prohibiting draining of pool water directly to the ocean.
3.17	Implement recommended actions that are within the County's jurisdiction from the West Maui Mountains Watershed Management Plan and the U.S. Army Corps of Engineers West Maui Watershed Study, when complete.

Table 4.3: Actions to support responsible stewardship of resources, culture, and character. (continued)

	Type	Priority	Timing	County Lead Agency	Est. Cost ($1,000)	Funding Sources
	Project	Medium	Mid	PD	125	County
	Program	Low	Short	OM	1,000	County
	Project	Low	Short	DPR	TBD	County
	Project	Medium	Mid	PD	N/A	N/A
	Project	Medium	Short	DPW	N/A	N/A
	Program	Medium	On-going	OM	1,500	County
	Program	High	Short	OM	2,000	Private
	Project	Low	On-going	DPW	N/A	N/A
	Project	High	Mid	PD	150	County
	Program	Medium	Short	OM	2,000	County, State, Federal

Note: See Appendix C | Acronyms and Abbreviations for County agency names in full.

Action No.	Description
3.18	Develop new design guidelines for Lāhainā Town that provide detailed guidance on the following: rehabilitation of historic buildings, additions to historic buildings, construction of new buildings, landscape and streetscape elements, and treatment of archaeological properties and cultural sites.
3.19	Create a County Historic District officer position or ensure that enforcement personnel are sufficiently trained to be responsible for enforcement and education in the Lāhainā Historic Districts.
3.20	Maintain funding and implementation of Lāhainā's Clean & Safe Program as part of the proposed Parking Action Plan to include revenue generation.
3.21	Obtain funding and install ahupuaʻa signs throughout West Maui.
3.22	Work with resorts in Kāʻanapali to provide shared parking and shuttle services during canoe races, especially state races, at Hanakaʻōʻō Beach, or develop off-site parking and shuttle services.
3.23	Obtain funding, design, and build a canoe hale structure for storage of canoes at the proposed Hanakaʻōʻō Beach mauka expansion.
3.24	Develop parks management policies and practices to ensure park usage aligns with the Department of Parks and Recreation's vision, and does not threaten the parks' environmental or cultural integrity or create safety issues.
3.25	Obtain funding, design, and build additional County facilities that augment the Lāhainā Civic Center.
3.26	Obtain funding and implement cultural and educational programs to perpetuate Hawaiian heritage.
3.27	Incorporate appropriate sites on the ascription list in Appendix F into a cultural overlay established by the Council through a public process.

Table 4.3: Actions to support responsible stewardship of resources, culture, and character. (continued)

	Type	Priority	Timing	County Lead Agency	Est. Cost ($1,000)	Funding Sources
	Project	Medium	Short	PD	100	County
	Project	Medium	Long	PD	N/A	N/A
	Program	Medium	Short	OM	100	County, Private
	Project	Medium	Short	OM	25	County
	Project	Low	Short	OM	100	County, Private
	Project	Low	Long	PD	TBD	County
	Project	Medium	Mid	DPR	TBD	County
	CIP	Medium	2025-26	DPR	TBD	County
	Program	Medium	On-going	OM	100	County, State
	Project	High	Short	DOM	TBD	County

Note: See Appendix C | Acronyms and Abbreviations for County agency names in full.

2.4 Goal | Economic opportunity

Action No.	Description
4.01	Develop and implement a West Maui Agriculture Strategic Plan.
4.02	Support best practices for tourism management in West Maui to protect the residents' quality of life, and the area's environment, culture, and character.
4.03	Develop and implement an economic development strategy of diversification for West Maui and coordinate with the Department of Planning on required land use changes to implement the strategy.
4.04	Support farmers through increased funding for education and investment.
4.05	Create programming, marketing, and investment to assist the community in developing a food hub, to help farmers and makers of value-added products with production and distribution, and to increase the number of locally made products bought and sold in the community.

Table 4.4: Actions to support economic opportunity through innovation and collaboration.

through innovation and collaboration.

	Type	Priority	Timing	County Lead Agency	Est. Cost ($1,000)	Funding Sources
	Project	Medium	Long	OM	30	County
	Program	High	Short	OM	TBD	County
	Project	Medium	Long	OM	TBD	TBD
	Program	High	On-going	OM	200	County
	Project	Medium	Short	OM	TBD	TBD

Note: See Appendix C | Acronyms and Abbreviations for County agency names in full.

2.5 Goal | Safe, healthy, livable

Action No.	Description
5.01	Obtain funding and prepare an acquisition strategy for Park/Open Space areas identified on the Community Plan Map for parks and recreational facilities in West Maui. The strategy will address planning, development, acquisition, and maintenance of park and open space areas, with a priority on beach park expansion.
5.02	Work with other public agencies to develop a coordinated strategy to address sea level rise at beach parks in West Maui.
5.03	Work with other public agencies and the community to identify and protect wetlands, and implement the Pali To Puamana Parkway Master Plan.
5.04	Plan, develop, and maintain the 50 acres of land identified as Park/Open Space on the Community Plan Map north of Pulelehua, referenced in Areas of Change as Kahana Mauka.
5.05	Conduct a baseline study of West Maui's urban tree canopy and establish a goal for canopy cover increase and a strategy to achieve the goal.
5.06	Work with the State Department of Land and Natural Resources to document and map existing government trails and identify missing links to improve connectivity and function, with the ultimate goal of developing an active and usable network of public trails throughout West Maui.
5.07	Initiate changes in zoning based on community plan designations for growth areas identified as high priority for 100 percent affordable housing.
5.08	Propose legislation to amortize the short-term occupancy list and phase out short-term rental use to make more housing units available for long-term occupancy.
5.09	Propose revisions to the real property tax structure to incentivize long-term rental and owner-occupancy of housing units, and to discourage short-term rental use.

Table 4.5: Actions to support safe, healthy, livable communities for all.

communities for all.

	Type	Priority	Timing	County Lead Agency	Est. Cost ($1,000)	Funding Sources
	Project	High	Short	DPR	N/A	N/A
	Project	Medium	On-going	DPR	200	County
	Project	Medium	Short	DPW	300	County, State
	CIP	Medium	2025-26	DPR	TBD	County
	Project	Medium	Short	DPW	10	County, State, Federal
	Project	Medium	Short	PD	300	County, State, Federal, Private
	Program	Medium	Short	PD	N/A	N/A
	Project	High	Short	PD	N/A	N/A
	Project	High	Short	Finance	N/A	N/A

Note: See Appendix C | Acronyms and Abbreviations for County agency names in full.

Action No.	Description
5.10	Amend the administrative rules of all applicable County boards and commissions to require meetings in West Maui throughout the entire decision-making process for issues or development in West Maui, or allow participation via teleconference or videoconference so that West Maui residents can more easily participate.
5.11	Develop a strategic plan to address and prevent houselessness.
5.12	Identify and propose amendments to remove existing barriers in laws, rules, and processes that prohibit the construction of safe, sanitary, and affordable on-farm employee housing for farmworkers, with special consideration given to non-permanent, modular housing solutions.
5.13	Prepare a feasibility study and implement recommendations for repurposing or conversion of commercial and industrial buildings into multi-use residential areas.
5.14	Propose amendments to the zoning code to increase density for infill developments outside of the shoreline setback or sea level rise exposure areas and the Historic Districts, to reduce urbanization of agricultural and open space lands.
5.15	Develop a monitoring, enforcement, and public reporting system to ensure increased transparency and compliance with conditional zoning.
5.16	Obtain funding and implement the expansion and capacity of proven housing programs that help residents attain sustainable housing.
5.17	Encourage the development of a wide array of housing and service options for seniors, including affordable options that provide for a continuum of care.
5.18	Work with appropriate agencies to develop a veterans' cemetery and a memorial park in West Maui.

Table 4.5: Actions to support safe, healthy, livable communities for all. (continued)

	Type	Priority	Timing	County Lead Agency	Est. Cost ($1,000)	Funding Sources
	Project	High	Short	DOM	N/A	N/A
	Project	High	Short	DHHC	2	County, State, Private
	Project	Low	Short	PD	N/A	N/A
	Project	High	Long	PD	250	County
	Project	Medium	Long	PD	250	County
	Project		Mid	PD	TBD	County
	Program	High	Short	DHHC	1,000	County, State, Federal
	Program	Medium	Mid	DHHC	3,000	County, State, Federal
	Project	Medium	Mid	DPW	TBD	State, Private

Note: See Appendix C | Acronyms and Abbreviations for County agency names in full.

West Maui Forest Reserve, Wahikuli.

Section 5
Appendices

Appendix A | Community Plan Update Process and Plan Structure

Process to Update the Plan

Section 2.80B.070, MCC outlines the specific requirements for the community plan planning process. The process to update the Plan spanned over five primary phases as shown in Figure 1.2. Community engagement provided an opportunity for the Department staff to gain a better understanding of relevant issues that impact the West Maui community. The engagement also allowed staff to provide more technical information on the different issues affecting West Maui, particularly in the context of land use planning. Community engagement was the unifying thread that pulled the entire process and Plan together so that the community's values and vision for its future are represented.

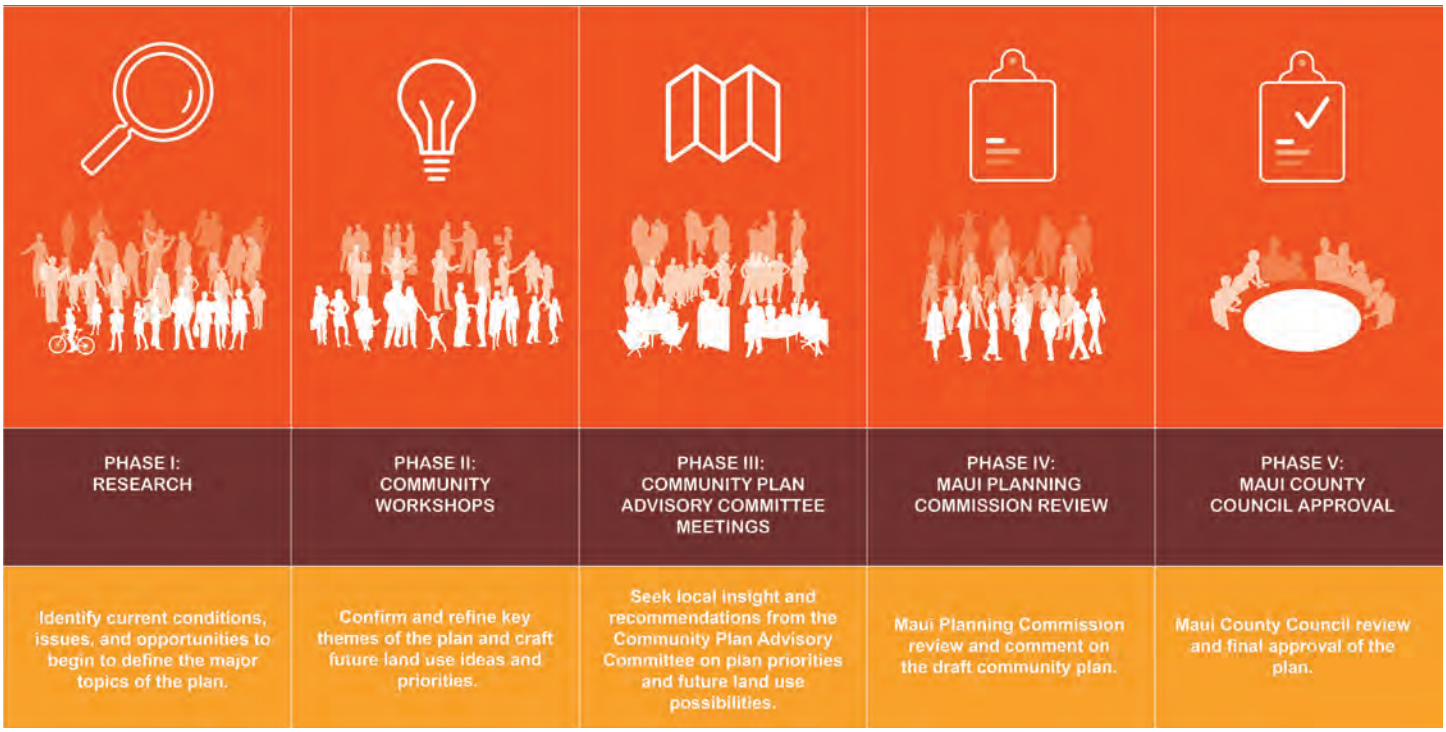

Figure 5.1: Process to update the Plan.

Four primary goals of the process were to:

- Provide for a transparent and inclusive process to reach a broader cross section of the community, and increase trust and involvement.
- Complement, not duplicate, the regional work of the MIP.
- Identify actions that are realistic and implementable.
- Foster an efficient and timely review and adoption process.

Community Engagement | Planning With the Community

With a resolve to plan with the community rather than for the community, the Department strove to involve a diverse representation of the community throughout all phases of the process to update the Plan. An emphasis was made on working with the community and bringing the process to the people in a meaningful and open way that promoted inclusivity, collaboration, and transparency. The Department provided many diverse options for community participation such as meetings, interviews, "talk story" sessions, online activities, presentations to community groups, and workshops.

Over the course of two years, more than 1,535 people participated in 57 meetings, workshops, open houses, interviews, and online activities.

To support the Department's goal of a transparent and inclusive process, the Department launched a website in 2017 for the update of the Plan. The website serves as the go-to online resource to receive updates, information on the Community Plan Advisory Committee (CPAC), Maui Planning Commission (MPC) and Maui County Council (Council) meetings, review the Plan, and participate in online workshops and activities.

Since the launch of the site through June 2019, there were 146,974 website page views, 9,548 website users, and 15,851 website sessions by the public. The Department received more than 1,752 responses through online questionnaires and other activities.

What is "We Are West Maui"?

"We Are West Maui" is the inclusive and collaborative process to update the Plan. "We" represents the diverse members of the community that call West Maui their home, their place of work, their kuleana. It reflects the collective pursuit of a better future for everyone.

Community Engagement at a Glance

57 public and stakeholder meetings, workshops, open houses, interviews, and online activities

1,535 participants

146,974 website page views

15,851 website sessions

9,548 website users

1,752 responses to online questionnaires and other activities

Summary of community engagement for the Plan update (as of July 2020).

Research

The Research phase included identifying current conditions, issues, and opportunities. The Department conducted a series of interviews and small group "talk story" sessions with individuals, community groups, and organizations to gather information on key issues, opportunities, and their vision for West Maui. A product of the Research phase included Technical Resource Papers on major topics identified by the community as important to them. These papers include:

- Community Profile
- Wastewater
- Water
- Housing
- Drainage and Stormwater
- Climate Change and Sea Level Rise
- Cultural and Historic Preservation
- Economic Prosperity
- Recreation Network
- Transportation and Mobility
- Land Use

Community Workshops

The Community Workshops phase overlapped with the Research phase and included valuable insights into the issues, concerns, and values of the community. The Department hosted 16 public meetings, workshops, and open houses to provide an opportunity for all members of the public to learn about and provide feedback on housing, infrastructure, and many more topics. The Department worked with the community to create a draft vision statement to guide development of the Plan. Community design and land use workshops also gave the public a chance to weigh in on priorities for preservation and change. The Technical Resource Papers along with the abundance of community input laid the groundwork to develop the Plan.

Community Plan Advisory Committee Meetings

The focus of the third phase is the CPAC review and further development of the draft Plan. In this phase, the CPAC reviewed background materials and the draft Plan provided by the Department. The CPAC determined the community's preferred growth alternative and provided recommendations on goals, policies, and actions. The CPAC held 37 meetings over the course of 10 months. The CPAC then sent the revised draft Plan to the MPC for review.

Community Meetings and Workshops

Community Plan Open House
August 26, 2017

Transportation Meeting
September 12, 2017

Community Design Open House
September 30, 2017

Infrastructure Meeting
October 11, 2017

Coastal Resilience Meeting
October 18, 2017

Housing Meeting
November 7, 2017

Cultural and Historic Resources Meeting
December 5, 2017

Public Input Review Open House
January 20, 2018

Permitting and Land Entitlements Meeting
February 21, 2018

Vision Workshop
December 5, 2018

Community Design Workshops (Lāhainā, Kāʻanapali, Ukumehame, Kapalua)
February 4-7, 2019

Community Design Open Houses
April 3 & 6, 2019

Maui Planning Commission and County Council Plan Review

The MPC's review and recommendation, and the Councils review and adoption of the Plan, comprised the final two phases of the process. The MPC held 10 meetings over the course of five months. Upon completion of their review and recommendation, the Department transmitted the revised draft Plan to the Council for review and approval.

Related Studies and Plans

The Plan intersects with other planning efforts on Maui. It supports the work of the following studies and plans, but is not intended to duplicate their work.

- Maui Metropolitan Planning Organization's Long-Range Transportation Plan (2019)
- Maui County Department of Transportation's Short Range Transit Plan (2016)
- Maui County Department of Water Supply's Maui Island Water Use and Development Plan (2019)
- Maui Emergency Management Agency's Multi-Hazard Mitigation Plan (2014)
- Maui County Department of Parks and Recreation's West Maui District Parks Plan (in-progress)

Banyan Tree on Front Street, Lāhainā. Courtesy of David Ashleydale through Flickr.com Creative Commons.

How to Use this Plan

The Plan is used to inform elected and appointed officials as well as County agencies in making decisions about future development in West Maui. The County will use the Plan to:

- Review development projects.
- Guide new zoning regulations and changes to existing regulations.
- Guide annual and capital improvement program budgets.
- Establish new programs and initiatives.

The Plan also informs residents, property and business owners, and developers about the community's vision and priorities for the future.

Plan Structure

The foundation of the Plan consists of the community's vision and five goals, organized by sections:

- Plan Framework
- Policy Framework
- Growth Framework
- Implementation
- Monitoring

The vision, goals, policies, actions, and Growth Framework work together to guide decisionmaking. The different parts of the Plan are briefly described below.

Plan Framework

The Plan Framework describes the process the Department used to update the Plan and how the Plan is used by the County and community. It includes a brief history of the community plan area and key existing challenges. The Plan Framework also includes the community's vision, which describes the way West Maui wants its community to look and feel in the next 20 years. The vision is aspirational and forward-thinking, focuses on the needs of future generations, and reflects a direction the community really believes in.

Policy Framework

The Policy Framework is organized by the five goals and includes policies to help achieve the goals and vision. The policies are used by the County agencies, MPC, and the Council in their review of development proposals. The Plan policies are also used by County agencies, boards and commissions, and the Council as they consider other actions relating to West Maui.

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Appendix C | Acronyms and Abbreviations

ADA	Americans with Disabilities Act
AG	Agriculture
AMI	Area Median Income
CEDS	County of Maui Comprehensive Economic Development Strategy
CIP	Capital Improvement Program
CP	Conditional Permit
CPAC	Community Plan Advisory Committee
CUP	Conditional Use Permit
Council	Maui County Council
County	County of Maui
DBEDT	State of Hawai'i Department of Business, Economic Development & Tourism
DEM	County of Maui Department of Environmental Management
DHHC	County of Maui Department of Housing and Human Concerns
DHHL	State of Hawai'i Department of Hawaiian Home Lands
DLNR	State of Hawai'i Department of Land and Natural Resources
DOH	State of Hawai'i Department of Health
DOM	County of Maui Department of Management
DPR	County of Maui Department of Parks and Recreation
DPW	County of Maui Department of Public Works
DWS	County of Maui Department of Water Supply
Department	County of Maui Department of Planning
EC	Employment Center
ESRI	Environmental Systems Research Institute
Finance	County of Maui Department of Finance

GIS	Geographic Information System
HHFDC	Hawai'i Housing Finance and Development Corporation
HRS	Hawai'i Revised Statutes
IN	Industrial
ITS	Intelligent Transportation Systems
LID	Low Impact Development
MCC	Maui County Code
MEMA	Maui Emergency Management Agency
MFD	County of Maui Department of Fire and Public Safety
MIP	Maui Island Plan
MPC	Maui Planning Commission
MPD	Maui Police Department
Maui MPO	Maui Metropolitan Planning Organization
N/A	Not Applicable
NC	Neighborhood Center
NOAA	National Oceanic and Atmospheric Administration
OM	County of Maui Office of the Mayor
OS	Open Space
PD	County of Maui Department of Planning
PK	Park
PQP	Public/Quasi Public
Plan	West Maui Community Plan
RES	Residential
RH	Resort/Hotel
RR	Rural Residential
RV	Rural Village

SC	State Conservation
SLR-XA	Sea Level Rise Exposure Area
SMA	Special Management Area
SPD	Special Purpose District
STC	Small Town Center
SUP	State Special Use Permit
TBD	To Be Decided
TD	County of Maui Department of Transportation
TDM	Tourism Demand Management
TOC	Transit Oriented Corridor
UHERO	University of Hawai'i Economic Research Organization

Hōkūle'a canoe at Honolua Bay. Courtesy of Tamara Paltin.

Appendix D | Definitions

Best management practices (BMPs): Methods that have been determined to be the most effective and practical means of treating, preventing, or reducing nonpoint source pollution to waters. These methods can be structural, vegetative, or managerial, including practices to control erosion and scheduling of activities.

Buffer: Generally refers to the designated area around a land use or geographic feature, deliberately left in a specific condition, typically to protect a natural resource, mitigate development impacts, or protect the character of a community.

Climate change: A change in the state of the climate that can be identified (e.g., using statistical tests) by changes in the mean or the variability of its properties that persist for an extended period, typically decades or longer.

Complete Streets: A transportation policy and design approach that requires streets to be planned, designed, operated, and maintained to enable safe, convenient, and comfortable travel and access for users of all ages and abilities regardless of their mode of transportation. Complete Streets allow for safe travel by those walking, cycling, driving automobiles, riding public transportation, or delivering goods.

Crime Prevention Through Environmental Design: An approach to designing the physical environment to reduce crime and create safer neighborhoods.

Design Guidelines: Those detailed architectural, engineering, landscaping, or other design-related standards to be applied to proposed developments, to mean design guidelines for the purpose that we use them in the community plan.

Erosion Hazard Line: The County recognized planning target or threshold for coastal erosion. The County's recognized planning threshold for coastal erosion is 3.2-feet of sea level rise as identified in the Hawaii Sea Level Rise Viewer (Coastal Erosion). The planning threshold may change based on best available scientific information.

Gulch: A natural geologic valley, ravine, channel or drainageway that conveys rainfall, streams, and rivers. These land features are often characterized by steep slopes and may or may not contain water throughout the year.

Housing unit: A house, an apartment, a group of rooms, or a single room that can be used by an individual or household to eat, sleep, and live.

Infill development: Development of land that is largely vacant or underutilized within areas that are already largely developed.

Infrastructure: Essential facilities, structures, and systems that service a town, city, or county that are used by its people such as water systems, sewer systems, and roads.

Intelligent Transportation Systems (ITS): An advanced application that aims to provide innovative services relating to different modes of transport and traffic management, and enables users to be better informed and make safer, more coordinated, and "smarter" use of transport networks.

Leadership in Energy and Environmental Design (LEED): A green building rating system that measures how sustainable and environmentally responsible a building is. It measures key areas such as water and energy efficiency, its impact on the building site and location, material selection, and indoor environmental quality.

Lifestyle Estate: Property designated Agricultural that is used for luxury dwellings, such as second homes, where very little, if any, farming occurs.

Low Impact Development (LID): A resilient approach to managing stormwater through planning, design, and structural best management practices (BMPs). LID promotes the use of natural systems to manage stormwater as close to its source as possible, thereby reducing runoff and pollutants. Example techniques include preservation of undisturbed areas and buffers, roadway and parking reduction, rain gardens, and infiltration.

Missing middle housing: A range of multi-unit or clustered housing types compatible in scale with single-family homes that help meet the growing demand for housing options and affordability. The small- to medium-sized footprints allows a range of missing middle types to be blended into a neighborhood, encouraging a mix of socioeconomic households and making these types ideal for infill.

Multimodal: Refers to transportation and land use planning that considers diverse transportation options, typically including ADA accessibility, walking, cycling, public transit and automobile, and accounts for land use factors that affect accessibility.

Park Classification Matrix: The Park Classification Matrix outlines a system of park types that describes the purpose of each type. All of the parks in the County's system are assigned a specific designation that also includes guidelines for potential activities and improvements. The matrix provides a clear rationale for the purpose of each park and how it should be developed and improved.

Project district zoning: The intent of a project district development is to provide for a flexible and creative planning approach rather than specific land use designations, for quality development.

Redevelopment: The development or improvement of an area that was developed sometime in the past.

Resilience: The capacity of a system to adapt to changing conditions and respond to stressors or a disturbance by resisting damage and recovering quickly. Such stressors or disturbances can include natural hazards such as fires, flooding, and drought, and human activities such as poor or overtaxed infrastructure or the introduction of exotic plants or animal species.

Sea level rise exposure area (SLR-XA): The State Climate Commission's recognized planning target or threshold for sea level rise exposure, which is currently 3.2-feet of sea-level rise. The planning threshold may change over time based on best available scientific information.

Smart Growth: An approach to development to improve the quality of life by encouraging a mix of building types and uses, diverse range of housing and transportation options, development within existing neighborhoods, and community engagement.

Special improvement district: A district established by the County under Chapter 3.70, MCC for providing and financing supplemental services and improvements. Typically property owners within a special improvement district are assessed fees or taxed to fund specific services or improvements within the defined district.

Special Management Area (SMA): Coastal shoreline areas defined and regulated under Hawai'i Revised Statutes Chapter 205A, Hawaii Revised Statutes, and Maui County's SMA Rules. The SMA Rules and permitting system provide for the effective management, beneficial use, protection, and development of the coastal zone. Any use, activity, or operation that qualifies as "development" within the SMA requires a permit.

Stormwater runoff: Rainfall that flows over impervious surfaces such as parking lots, roads, and rooftops, carrying pollutants such as sediment, nutrients, and trash that end up in streams and the ocean.

Tourist: A person who is traveling or visiting a place for pleasure.

Traditional Neighborhood Design: A compact, mixed-use neighborhood where residential, commercial, and civic buildings are within close proximity to each other. It is a planning concept based on traditional small towns and city neighborhoods. It includes a variety of housing types, an active center, a walkable design, and often a transit option within a compact neighborhood scale area.

Transient: Any visitor or person who owns, rents, or uses a lodging or dwelling unit, or portion thereof, for less than 180 days and whose permanent address for legal purposes is not the lodging or dwelling unit occupied by the visitor. This definition will not apply to nonpaying guests of the family occupying the unit and to patients or clients in health care facilities, full-time students, employees who receive room or board as part of their salary or compensation, military personnel, low-income renters receiving state or federal rental subsistence whose rental periods are for durations shorter than 60 days, or lodging provided by nonprofit organizations or associations for religious, charitable, or education purposes; so long as no rental income is produced.

Transit: In the context of this community plan, includes Maui Bus, a publicly available transportation system that includes regularly scheduled operation of transit buses along established routes with bus stops.

Transportation Impact Fees: Charges assessed by local governments against new development projects to recover the cost incurred by government in providing the public facilities required to serve the new development and directly associated with the new development (e.g., roads, bus stops, transit centers).

Transportation Demand Management: Various strategies that change travel behavior to increase transportation system efficiency and achieve specific planning objectives.

Transportation Improvement District: A special assessment district to improve the transportation system, road or transit related, within a designated zone.

Website session: When a website user takes the time to browse multiple pages.

Visitor: A person visiting a person or place, especially socially or as a tourist.

Appendix E | Hawaiian Word Definitions

The definitions below are adapted from Mary Kawena Pukui and Samuel H. Elbert's Hawaiian Dictionary, 1986 edition.

Ahupuaʻa: A land division usually extending from the uplands to the sea, so called because the boundary was marked by a heap (ahu) of stones surmounted by an image of a pig (puaʻa), or because a pig or other tribute was laid on the altar as a tax to the chief.

ʻAuwai: Ditch, canal.

ʻEke: Sack; pocket; bag; basket; bag-shaped fish net.

Hālau: Long house, as for canoes or hula instruction; meeting house.

Heiau: Pre-Christian place of worship, shrine.

Hono a Piʻilani: The bays of King Piʻilani including Honokōhau, Honolua, Honokahua, Honokeana, and Honokōwai.

Kahālāwai: The center, principal point of; place where the Kahuna, priest, performed his official duties, offered his prayers, etc.; regions in the unseen where the gods are supposed to abide.

Kalo: Taro (Colocasia esculenta), a kind of aroid cultivated since ancient times for food, spreading widely from the tropics of the Old World.

Kauhale: A group of houses comprising a Hawaiian home.

Kaukau aliʻi: Lesser chief.

Ke Aliʻi Nui: The high chief.

Komohana: West, western.

Konohiki: A headman of a Hawaiian land division who also controls fishing rights in adjacent waters.

Keiki: Child.

Kilo: To watch closely, spy, examine, look around, forecast.

Ko'a: Coral, coral head; fishing grounds, usually identified by lining up with marks on shore ; shrine, often consisting of circular piles of coral or stone.

Kuleana: Right, privilege, concern, responsibility.

Kūpuna: Grandparents, ancestors, relatives, or close friends of the grandparent's generation; grandaunts, granduncles.

Lele: Fly, to jump, to leap; to go ashore from a canoe or ship; an older name for Lāhainā.

Loko: In, inside, within, interior.

Loko i'a: Fishpond.

Lo'i: Irrigated terrace, especially for taro.

Mahele: To divide or portion.

Makai: (also "ma kai") To or towards the sea, sea water; area near the sea, seaside, lowlands; a contraction of "ma" and "kai".

Maka'āinana: Common people, laborers, workers.

Mālama: To take care of, tend, attend, care for, preserve, protect, beware, save, maintain.

Malu: Shade, shelter, protection, peace, control, strength.

Malu 'Ulu o Lele: Grove or shade of the breadfruit tree of Lele; an older name for what is now part of Lāhainā.

Mauka: To or towards the inland, upland, the mountain, shoreward (if at sea); a contraction of "ma" and "uka".

Mauna: Mountain, mountainous region, mountainous.

Mauna Kahālāwai: Name used to depict the West Maui Mountains.

Moku: A traditional district or land division that is larger than an ahupua'a, but smaller than the entire island.

Mo'i: King or high chief.

'Ohana: Family, relative, kin group or related.

'Ōlelo Hawai'i: Hawaiian language.

Pali: Cliff.

Pō'elua: Two nights; dual nights; may be colloquially referred to as "Polua".

'Ulu: Breadfruit (Artocarpus altilis), a tree perhaps originating in Malaysia and distributed throughout tropical Asia and Polynesia.

Appendix F | Cultural Reserve Ascription List

The following is an ascription list of sites with cultural significance. This list is not exhaustive.

- Honokahua Burial Preserve
- Honua‘ula Heiau in Honolua Valley
- Known burial sites in Kahana, Kahoma, Kaua‘ula, Olowalu, and Puamana
- Lāhainā Town South
- Moku‘ula
- Mokuhinia
- Puehuehueiki Cemetery
- Pu‘u Pa‘upa‘u at Lahainaluna
- Pu‘upiha Cemetery

Appendix G | Community Plan Designations and Zoning Districts

The following table shows 1) the relationship between the existing community plan designations and the proposed updated designations, and 2) the compatible zoning districts for the updated designations. This does not constitute an exhaustive list of all possible zoning districts for each of the updated community plan designations. Most of the existing business community plan designations can align with more than one of the updated mixed-use community plan designations. The designations boxed in orange below show example alignments between the existing and updated designations, but not all possible alignments.

Existing Community Plan Designations	Updated Community Plan Designations	Most Compatible Zoning Districts for Updated Community Plan Designations
Rural (R)	Rural Residential (RR)	Rural, RU-0.5, RU-1.0, RU-2.0, RU-5.0, RU-10.0, PK, OS-1, OS-2
Rural (R)	Rural Village (RV)	B-CT, B-1, P-1, P-2, PK, OS-1, OS-2
Single Family (SF)	Residential (RES)	R-0, R-1, R-2, R-3, D-1, D-2, A-1, A-2, B1, B-CT, P-1, P-2, PK, OS-1, OS-2
Multi-Family (MF)	Residential (RES)	R-0, R-1, R-2, R-3, D-1, D-2, A-1, A-2, B1, B-CT, P-1, P-2, PK, OS-1, OS-2
Business/Commercial (B)	Neighborhood Center (NC)	B-1, B-2, B-CT, SBR, R-0, R-1, R-2, A-1, D-1, D-2, P-1, P-2, PK, OS-1, OS-2
Service Business/Single Family Residential (SBR)	Neighborhood Center (NC)	B-1, B-2, B-CT, SBR, R-0, R-1, R-2, A-1, D-1, D-2, P-1, P-2, PK, OS-1, OS-2
Business/Multi-Family (BMF)	Small Town Center (STC)	B-2, B-CT, B-1, A-1, SSBR, P-1, P-2, PK, PKGC, OS-1, OS-2
Business/Industrial (BI)	Transit Oriented Corridor (TOC)	B-3, B-2, SBR, A-1, A-2, M-1, P-1, P-2, PK, PKGC, OS-1, OS-2
Hotel (H)	Resort/Hotel (RH)	B-R, B-1, H-1, H-2, H-M, A-1, A-2, PK, PKGC, OS-1, OS-2
Light Industrial (LI)	Employment Center (EC)	M-1, B-3, P-1, P-2, PK, OS-1, OS-2
Heavy Industrial (HI)	Industrial (IND)	M-2, M-3
Airport (AP)	Special Purpose District (SPD)	Airport
Public/Quasi-Public (P)	Public/Quasi-Public (PQP)	P-1, P-2
Park (PK)	Park (PK)	PK, PKGC
Open Space (OS)	Open Space (OS)	OS-1, OS-2
Agriculture (AG)	Agriculture (AG)	Agricultural
Conservation (C)	State Conservation (SC)	Regulation of land use and development in the State Conservation District is the responsibility of the Board of Land and Natural Resources
Project District	Combination of designations as align with the approved project district ordinance.	Project District Zoning

Lāhainā Harbor. Courtesy of Everett Peacock.

October 2021

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