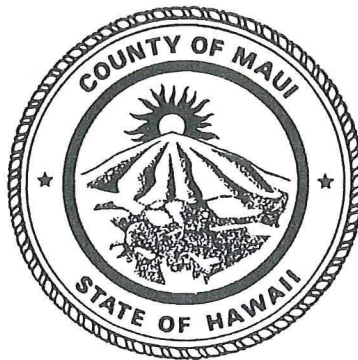


# **KIHEI-MAKENA COMMUNITY PLAN**

**County of Maui**



The Kihei-Makena Community Plan was adopted by Ordinance No. 2641  
and became effective on March 6, 1998.

**EXHIBIT 2**

# **ACKNOWLEDGEMENTS**

## **Kihei-Makena Community Plan**

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## **PART I**

# **INTRODUCTION TO THE KIHAI-MAKENA COMMUNITY PLAN**

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### **A. Purpose of the Kihei-Makena Community Plan**

The Kihei-Makena Community Plan, one of nine (9) community plans for Maui County, reflects current and anticipated conditions in the Kihei-Makena region and advances planning goals, objectives, policies, and implementation considerations to guide decision-making in the region through the year 2010. The Kihei-Makena Community Plan provides specific recommendations to address the goals, objectives, and policies contained in the General Plan, while recognizing the values and unique attributes of the Kihei-Makena area in order to enhance the region's overall living environment.

The Maui County General Plan, first adopted in 1980 and updated in 1990, sets forth goals, directions and strategies for meeting the long-term social, economic, environmental and land use needs of the County. Similarly, the Kihei-Makena Community Plan, first adopted by Ordinance No. 1490 in 1985, was updated in 1997.

### **B. The Role of the Community Plan in the Planning Process**

For Maui County, the General Plan and the community plans are strategic planning documents which guide government action and decision-making. Both the General Plan and the community plans are part of a planning hierarchy which includes, as primary components, the Hawaii State Plan and State Functional Plans (See Exhibit "A").

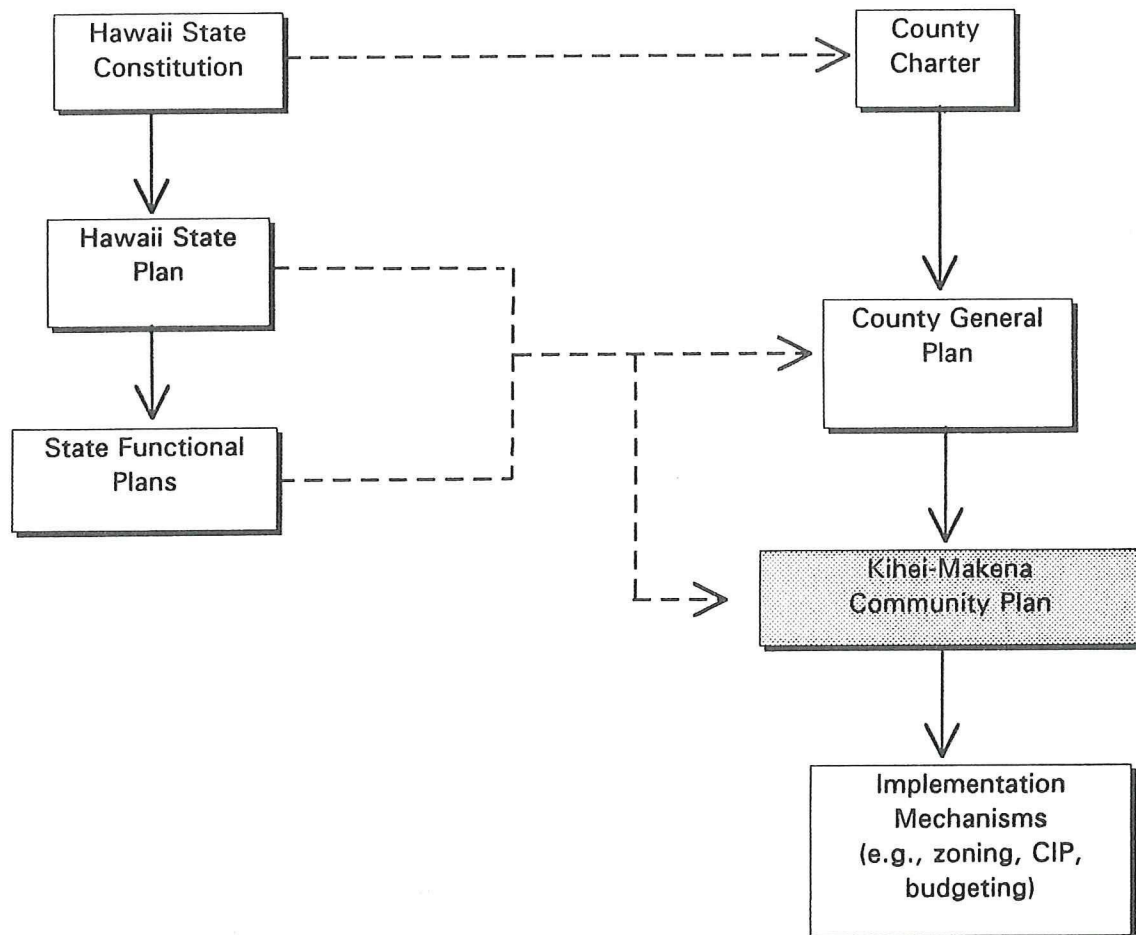
Mutually supporting goals, objectives, policies and implementing actions contained in the Hawaii State Plan, State Functional Plans, Maui County General Plan and the Kihei-Makena Community Plan provide for optimum planning effectiveness and benefits for the residents of the Kihei-Makena Community Plan region. Implementation of the goals, objectives and policies contained in the Community Plan is defined through specific implementing actions, also set forth in each community plan. Implementing actions as well as broader policy recommendations are effectuated through various processes, including zoning, the capital improvements program, and the County budgeting process.



## Exhibit A

### County Planning Hierarchy: A Context for the Kihei-Makena Community Plan

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### C. The 1992 Community Plan Update

The update process was driven by the work of the Kihei-Makena Citizens Advisory Committee (CAC). This 13-member panel met a total of 19 times during a 225-day deliberation process to identify, formulate and recommend appropriate revisions to the Kihei-Makena Community Plan. The CAC carefully reviewed the 1985 version of the Community Plan, reshaping the plan to create a viable document which will serve the Kihei-Makena region through the turn of the century.

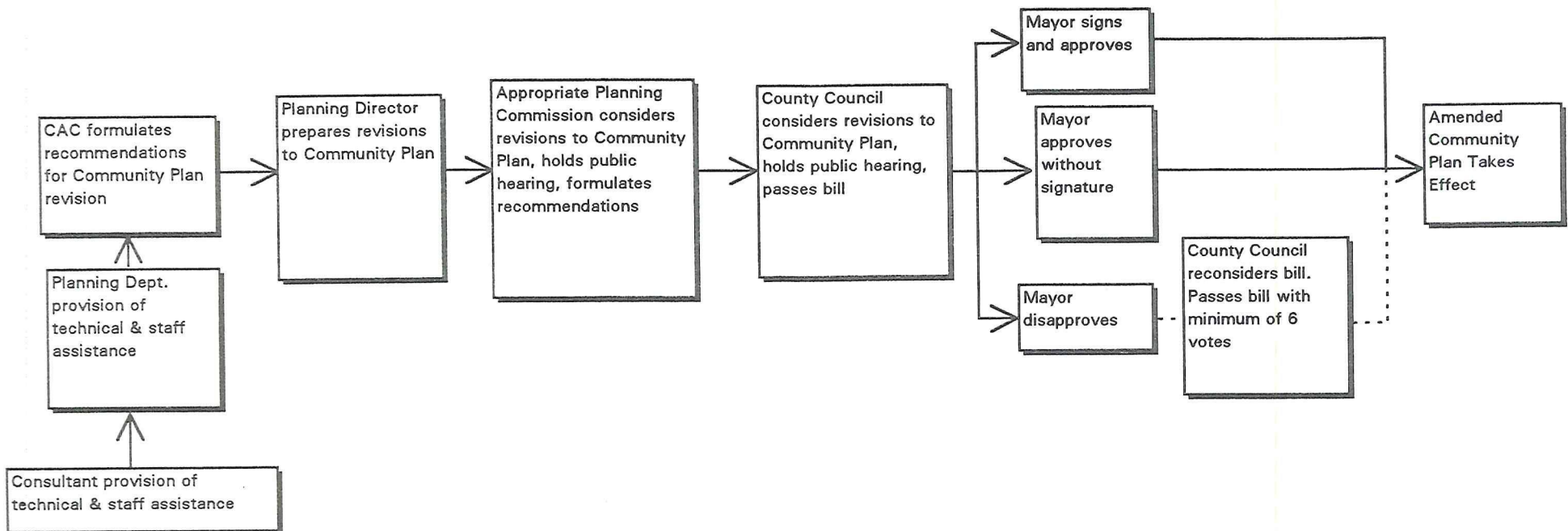
The update process incorporated technical studies and assessments. The results of these four studies were used by the Department of Planning and CAC to understand possible future conditions and needs. The technical studies consisted of the following:

1. A Socio-Economic Forecast which projects population, employment and housing characteristics through the year 2010 for each community plan region;
2. A Land Use Forecast which provides a measure of existing and future vacant and undeveloped lands (by community plan land use designation) for each community plan region;
3. An Infrastructure Assessment which identifies infrastructure (e.g., roadways, drainage, water, wastewater, telephone and electrical systems) limits and opportunities in high-growth community plan regions; and
4. A Public Facilities and Service Assessment which identifies public facilities and services (e.g., schools, parks, police and fire protection, hospital and solid waste disposal services) and their limits and opportunities in high-growth community plan regions.

Following the 225-day CAC process, the CAC's recommendations were submitted to the Department of Planning. The Department of Planning prepared the revised Community Plan, based on the work of the CAC. The revised Community Plan was forwarded to the Maui Planning Commission for public hearing and review, and then sent to the County Council for further review and adoption by ordinance. This process is summarized graphically in Exhibit "B".

## EXHIBIT B

### Community Plan Review Process





## PART II

# DESCRIPTION OF THE REGION AND ITS PROBLEMS AND OPPORTUNITIES

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### A. Planning Area Description

#### 1. General Description of Region and Existing Community Plan Boundary

Community form in the planning region consists of a small shoreline-oriented community at Ma`alaea and a linear pattern of urbanization extending from the south end of Kealia Pond to Makena. The region had a resident population of 15,365 in 1990, up from 7,263 in 1980 and 1,636 in 1970. The average daily visitor population of the region in 1990 was 16,079.

The boundary of the Kihei-Makena Community Plan region begins at Kanaloa Point along Maui's southern shoreline, and runs *mauka* along the boundary between Kanaio and Auahi ahupua`a to the 600 foot contour. The boundary then proceeds west along the 600 foot contour to the eastern boundary of the parcel identified as TMK: 02-01-08:108. The boundary then proceeds *mauka* along the said parcel boundary, then northwesterly to the ahupua`a boundary between Palaua and Keauhou. Extend the said parcel boundary, then proceed to the *mauka* boundary of Project District 9, and continue northerly to the *mauka* boundary of the Maui Meadows Subdivision. Proceed to the subdivision's northern-most boundary at the southern border of Kama`ole ahupua`a. From this point, the boundary follows the 600 foot contour northerly to and along Waiakoa Road until it reaches the intersection with Spanish Road and the Lowrie Ditch. Then proceed along Spanish Road westerly to Waikapu Road. Follow Waikapu Road to Kuihelani Highway, then proceed southwesterly along the highway to Honoapi`ilani Highway where the boundary jogs and follows Pohakea Gulch *mauka* to the district boundary between Lahaina and Wailuku. Follow the district boundary *makai* until it becomes the centerline of Manawainui Gulch, then continue to the sea near Papawai Point. Then follow the shoreline south to the beginning at Kanaloa Point (See Exhibit "C").



# Exhibit "C"

## Kihei – Makena Community Plan Region



## 2. Environmental and Historical Context of the Region

The Kihei-Makena planning region contains portions of four traditional districts. These include small sections of Lahaina and Wailuku, the coastal portion of Kula, and a major portion of Honua`ula.

Each of these districts have environmental and cultural features that are unique, when compared to other traditional districts, of which there were twelve on Maui. These districts also have unique histories, a part of which still exists today in the form of historic sites. Beginning at the north end of the region and extending south along the coastline, each district is discussed in general.

Lahaina - The portion of the Lahaina District within the Kihei-Makena planning region is a small section of the overall district. It includes the lower slopes and foothills of the West Maui Mountains. This area has low rainfall (15-20 inches a year), which limits vegetation and the intensity of precontact agriculture.

Located near McGregor Point, McGregor Landing was a commercial landing through the 19th century until 1914. This landing was a regular port of call for steamers, and was the main port for passengers, goods, and mail bound for Wailuku.

Wailuku - This area encompasses the southern portion of the isthmus and includes the mudflats, Kealia Pond, and Ma`alaea. One *ahupua`a* - Waikapu - is within this portion of Wailuku District. The area has less than 15 inches of rainfall per year, and most of the water now in the area comes through ditches from the West Maui mountains, i.e., Waihe`e River. Waikapu Stream is perennial and drains into the area of Kealia Pond. There is also a natural spring in Ma'alaea .

Ma`alaea was a traditional canoe landing site, and is referenced in a number of instances as a landing for armies coming to fight Kahekili and for chiefs on their way to Wailuku. It became a commercial landing in the 19th and early 20th century, and was used during WWII for amphibious landing exercises. The modern harbor was built in the early 1950's. There was a hotel and cafe, and store at Ma`alaea in the 1880's, along with some Hawaiian homes.

Kula - The Kula District has 15 *ahupua`a*, seven of which extend into the Kihei-Makena planning region. Six extend to the mountain. These include Waiakoa, Koheo (which does not extend to the coast), Waiohuli,



Keokea, and Kama`ole. The Kihei region contains only the coastal zone of these *ahupua`a*, primarily sandy beaches with dunes and anchialine ponds behind the dunes. The inland area was referred to as the barrens. Rainfall in this area is less than 20 inches per year.

Two historic landings are present: old Kihei wharf, from the early 20th century; and Kalepolepo, which was used in the Honolulu-Kawaihai route.

(Lahaina, Kalepolepo, Makee's Landings). A third landing was built at Keawakapu in the early 20th century. Kalepolepo Pond, a significant ancient site, was rebuilt by Kamehameha I and filled in by runoff from Upcountry farming, deforestation and overgrazing in the 1870's.

Honua`ula - This is the best-represented district in terms of proportionate area covered by the Kihei-Makena planning region. The northern part consists of sandy beaches with increasing rockiness toward the south. This district has greater rainfall closer to the coastline than the Kihei area - up to 30 inches within a few miles from the coast. Also, there are anchialine ponds and fresh water outflows at the coast, but no perennial streams. There are 20 *ahupua`a* in this district, mostly narrow except the two at both ends, Paeahu and Kanaio. There are recorded 15 *heiau* in Honua`ula.

During the early historic period, Honua`ula was well populated. When La Perouse landed at Keone`o`io Village in 1786, he was given 300 pigs, large quantities of sweet potatoes, taro, and bananas, reflecting the productivity of the land.

Between 1840 and 1860, large expanses of land were acquired by foreigners, and native Hawaiians were displaced. By 1841, sugar was being produced at Ulupalakua for Kamehameha III, and was shipped out from a government landing at Makena. A second private landing was established at Makena Bay by Torbert, circa 1850, who was also a sugar planter. It was later operated by Makee, who purchased the plantation in 1856. This landing was one of the three busiest leeward ports of Maui in the nineteenth century (many steamers only stopped at Lahaina, Ma`alaea, and Makena). It was phased out after a government landing was built at Keawekapu in the early 20th century.

Highest concentrations of known archaeological sites are in the Keahou/Palauea and Kanahena/Kalihi areas. Significant complexes that are still present include the Palauea Complex, Makena Complex, and Ma`onakala Village at Kanahena. A three-mile section of the Hoapili Trail

is within the Kihei-Makena planning region. It once continued to Kaupo for a total distance of 20 miles, and connected 10 different villages. It is the longest, best-preserved section of any pre-1850 trail on Maui.

## **B. Identification of Major Problems and Opportunities of the Region**

This section describes the major problems and opportunities facing the Community Plan region. The description of key problems and opportunities forms the underlying basis for planning goals, objectives and policies which are described in Part III.

### **1. Problems**

1. **TRANSPORTATION.** Inadequate traffic circulation and lack of public transportation are recognized as the most significant problems in Kihei-Makena.

On short vehicular trips within the district such as grocery shopping, visiting a beach park, or going to work, residents must utilize South Kihei Road or Pi'ilani Highway. Alternative travel routes are necessary to help meet Kihei's internal circulation needs. Lack of adequate on-street and off-street parking is also a problem.

There is a need to lessen the dependence on automobiles through efficient land use distributions. Bicycle and pedestrian paths separate from automobile traffic would provide an effective alternative to the automobile. Mass transit and public transportation must also be considered. The relative lack of mobility of both the youth and elderly must also be considered through alternate modes of transportation such as van services.

2. **YOUTH PROGRAMS, COMMUNITY FACILITIES AND PLAYING FIELDS.** The second most pressing problem is the lack of youth programs, community facilities, and playing fields to service the entire Kihei-Makena region. Active recreation facilities such as a community swimming pool, and soccer, baseball, softball, and football fields are significant community needs.

A community center is also needed to provide Kihei-Makena not only with a physical facility to house community forums and events, but to increase the sense of neighborhood. Kihei-Makena is the third largest residential community on the island of Maui. Many



other communities much smaller in size have facilities where community events can be held.

3. **SCHOOL ENVIRONMENT.** It is necessary to dramatically improve the learning environment at Kihei Elementary, Kamalii Elementary, and Lokelani Intermediate schools. Existing problems include an overall shortage of facilities (especially recreational areas), an excess of portable structures, and close proximity to Pi'ilani Highway. These circumstances result in crowded, uncomfortable, and generally poor classroom learning environments. In the long term, there is a need for a third elementary school, and a high school, which would serve the Kihei-Makena region.
4. **PUBLIC SERVICES.** Public services can be improved. First, there is a lack of emergency medical facilities within the Kihei-Makena region. Although the Maui Memorial Hospital provides emergency care, its distance from Kihei is a concern. Second, a police station in the Kihei-Makena region is needed to help control crime. Third, the Kihei Fire Station needs a ladder truck to aid in fighting high-rise fires; additionally, a fire and ambulance station needs to be provided in the Wailea area. Fourth, enhancing the new Kihei community library will also enhance the learning process for Kihei's students as well as provide a needed service to the community. Fifth, there's a general lack of social services in the region. Finally, more child day care services in the Kihei-Makena region are necessary to accommodate its burgeoning population.

## 2. Opportunities

1. **NATURAL RESOURCES.** The shoreline is one of the region's major assets. Linear in form, the Kihei-Makena region hugs the South Maui coastline. The region enjoys ocean views, excellent sandy beaches, and sunny, dry weather. The existing shoreline parks which provide for ocean access and recreational opportunities must be carefully protected through improved resource management and control. Shoreline recreational areas and accesses must be increased to meet the growing needs of the region and island residents. Improved beach access and other supporting facilities at the shoreline are also recommended.

Another major asset and an integral part of the open space and expansive nature of the region is the view from Kihei-Makena to Upcountry and Central Maui. The *mauka* view from Pi'ilani

Highway represents a major view plane. Significant views of the mountains and surrounding agriculture should be preserved to the greatest extent practicable.

2. **UNIQUE COMMUNITIES.** Four communities comprise the region: Ma`alaea, Kihei, Wailea, and Makena. The unique and special attributes of these communities should be nurtured and enhanced. Ma`alaea is a quiet residential community. Historically an important boat landing, Ma`alaea's character is heavily influenced by marine-related activities. Kihei is the residential and commercial center of the region. Wailea is a master-planned resort community. Makena contains resort facilities, yet also retains many of its rural village characteristics along with significant open spaces and Hawaiian cultural landscapes.
3. **VACANT LAND.** There is a significant amount of vacant land within the region which provides flexibility in planning for future uses. This includes a number of vacant tracts of land within Kihei proper, which is defined by the south end of Kealia Pond, Pi`ilani Highway, Kilohana Drive, and the shoreline. The significant amount of vacant land *mauka* of Pi`ilani Highway will, in the future, provide opportunities to expand public facilities, parks and housing.
4. **THE PEOPLE OF KIHAI-MAKENA.** It is noted that the Kihei-Makena community is characterized by an abundance of friendly, capable and caring people. It is an ethnically diverse community with a strong interest in events or actions which affect the region. With several active community associations, significant opportunities for broad-based community participation exist.

### C. Interregional Issues

During deliberations over possible amendments to the Kihei-Makena Community Plan, several issues were considered which affect other regions. This section discusses these issues which need interregional, island-wide or County-wide comprehensive policy analyses and formulation.

1. **Major public facilities.** There is concern about the potential siting of major public facilities within the region. Decisions regarding the location of major public facilities, such as a landfill, electric power plant, or wastewater treatment plant are island-wide issues. However, potential

impacts to Kihei's residential and resort areas must be given serious consideration.

2. Upcountry transportation connection. The need to provide a transportation link to the Upcountry area has been identified for some time. This would result in saving valuable commuter time between the primarily residential area of Upcountry and job centers within the Kihei region. Choosing the optimal route for this link will involve consideration of positive and negative impacts to both regions. The focus should be on improving transportation services for island residents; thus the route should minimize travel times for the maximum number of island residents.



## PART III

# POLICY RECOMMENDATIONS, IMPLEMENTING ACTIONS AND STANDARDS FOR THE KIHEI-MAKENA REGION

---

### A. Intended Effects of the Kihei-Makena Community Plan

Policy recommendations contained herein express the long-term visions for the Kihei-Makena community. They will be used to formulate and prioritize programs and strategies and will affect the sequence and patterns of growth in the region.

Population numbers, while subject to a host of variables and external factors, provide a useful benchmark for conceptualizing growth in a region. It is in this context that population forecasts for the Kihei-Makena Community Plan region are addressed. As a result of the policy recommendations advanced in this plan, it may be anticipated that the year 2010 population in the Kihei-Makena region would range between 22,830 and 24,514.

The provisions of the Kihei-Makena Community Plan are founded on three basic planning themes which provide the underlying basis or rationale affecting a broad spectrum of functional areas.

#### 1. PROVISION OF NEEDED PUBLIC FACILITIES AND INFRASTRUCTURE.

The County of Maui in general, and Kihei-Makena in particular, witnessed significant growth in the 1980s and early 1990's. In many instances, however, public facility and infrastructure improvements lagged behind development in the region. As such, a significant upgrade and expansion of existing public facilities and infrastructure is necessary. Upon adoption of this plan, it shall be required that adequate facilities and infrastructure will be built concurrent with future development. The land use designations on the community plan map are not an assertion that infrastructure will be provided to these areas but merely that it would be appropriate to develop these areas as designated on the maps if the necessary infrastructure and services are available.



2. *PRESERVATION AND ENHANCEMENT OF SIGNIFICANT NATURAL RESOURCES.*

Kihei-Makena's shoreline resources require protection. They not only benefit Kihei-Makena's residents but also serve as an attraction for visitors and residents from other areas of Maui. Other significant resources requiring attention are the open and expansive nature of the region as well as views to the Upcountry and Central Maui regions.

3. *ENHANCEMENT OF NEIGHBORHOODS.*

Kihei's linear form has been largely defined by two parallel roadways, South Kihei Road and Pi'ilani Highway. This linear pattern of development, combined with near total reliance on South Kihei Road and Pi'ilani Highway, forces residents to travel by car for their shopping, recreation and other basic needs, often resulting in traffic congestion. A general theme of the Plan is to create more independent neighborhoods within Kihei, thus reducing unnecessary vehicular trips to South Kihei Road and Pi'ilani Highway. In addition, a more efficient internal roadway circulation system is proposed. A trail/greenway/bikeway system is also being proposed to provide alternate means of transportation.

**B. Goals, Objectives and Policies**

Policy recommendations for the Kihei-Makena Community Plan region have been developed to guide decision-making in a number of subject areas having community-wide impact. Simply interpreted, the goals are broad statements which identify a preferred future condition. The objectives and policies specify steps and measures to be taken to achieve the stated goal. Finally, the implementing actions identify specific programs, project requirements, and activities necessary to bring about the desired goal.

**LAND USE**

***Goal***

A well-planned community with land use and development patterns designed to achieve the efficient and timely provision of infrastructural and community needs while preserving and enhancing the unique character of Ma'alaea, Kihei, Wailea and Makena as well as the region's natural environment, marine resources and traditional shoreline uses.

### ***Objectives and Policies***

- a. Acquire beachfront properties for public use.
- b. Identify priority growth areas to focus public and private efforts on the provision of infrastructure and amenities to serve existing residents and to accommodate new growth.
- c. Upon adoption of this plan, allow no further development unless infrastructure, public facilities, and services needed to service new development are available prior to or concurrent with the impacts of new development.
- d. Limit hotel uses to those areas presently planned for hotel use, and limit hotel development until adequate public facilities and services are established to meet existing needs.
- e. Establish a system of parks, utility easements, shoreline areas, drainageways and wetlands as an open space framework for the urban areas of the region, i.e. where structures exist or are planned to exist, and provide an integrated system of pedestrian and bicycle paths.
- f. Establish a distribution of land uses which provides housing, jobs, shopping, open space, and recreation areas in close proximity to each other in order to enhance Kihei's neighborhoods and to minimize dependence on automobiles.
- g. Encourage the establishment of single-family and multi-family land use designations which provide affordable housing opportunities for areas which are in close proximity to infrastructure systems and other urban services.
- h. Develop commercial services at the following locations to meet community needs:
  - 1) North Kihei, between the existing South Kihei Road, Pi'ilani Highway and Uwapo Road.
  - 2) A central business and commercial center for Kihei clustered about the South Kihei Road/Road "C" intersection.

- 3) In existing commercially zoned areas along South Kihei Road in the vicinity of Kalama Park.
- 4) Along South Kihei Road opposite the Kama'ole beach parks.
- i. Limit commercial services to neighborhood business uses or other low-key business activities with a residential scale on those properties which abut single-family residential areas.
- j. Locate resort-related retail commercial facilities at strategic points in the Wailea and Makena destination areas.
- k. Provide for limited expansion of light industrial services in the area south of Ohukai and *mauka* of Pi'ilani Highway, as well as limited marine-based industrial services in areas next to Ma'alaea Harbor. Provide for moderate expansion of light industrial use in the Central Maui Baseyard, along Mokulele Highway. These areas should limit retail business or commercial activities to the extent that they are accessory or provide service to the predominate light industrial use. These actions will place industrial use near existing and proposed transportation arteries for the efficient movement of goods.
- l. Preserve coastal vistas, open space and recreational opportunities for residents by prohibiting further shoreline development except in places designated on the 1997 community plan land use map, and prohibit future community plan amendments along the shoreline that would increase the intensity of land use, with the exception of land use that is public or quasi-public in nature.
- m. Provide for limited residential expansion in Ma'alaea which complements the existing natural and built environment.
- n. Maintain State Conservation District boundaries in the planning region. However, State Conservation District reclassification of lands may be warranted to enhance environmental preservation.
- o. Establish a site for a future higher educational institution north of the research and technology park project district.
- p. Prevent urbanization of important agricultural lands.



- q. Allow ohana units only where sufficient infrastructure is available.
- r. Allow special permits in the State Agricultural Districts to accommodate unusual yet reasonable uses including: (1) limited agriculturally related commercial, public and quasi-public uses serving the immediate community; (2) uses clearly accessory or subordinate to a principal agricultural use on the property; (3) public facility uses such as utility installations or landfills whose location depends on technical considerations; and (4) extractive industries, such as quarrying, where the operation would not adversely affect the environment or surrounding agricultural uses.

### ***Implementing Actions***

- a. Prepare a prioritized island-wide directed and managed growth strategy to ensure that the location, rate and timing of development is consistent with the provision of infrastructure and public facilities and services.
- b. Include conditions of approval for new residential developments requiring that adequate school facilities shall be in place before a certificate of occupancy is issued.
- c. Prepare an Open Space Master Plan for the region to provide a unified system of non-motorized access to community resources, and to provide a planned program of resource stewardship. Establish standards for the use of drainageways, gulches, wetlands, and easements for public access.

The Open Space Master Plan shall be prepared by partnership between governmental and non-governmental organizations. The plan preparation shall include, but not be limited to, public input and informational workshops; inventory and mapping of cultural, natural, and open space resources; and review of legal options and constraints.

Professional design of the Open Space Master Plan should be funded; and, upon its adoption, the Open Space Master Plan should be incorporated into the Kihei-Makena Community Plan.

- d. Control the timing and phasing of project district construction through zoning in order to ensure systematic and incremental development. Such an action shall prevent haphazard



development, and ensure that the provision of adequate infrastructure and public facilities and services takes place prior to or concurrent with development.

- e. Review, amend and adopt, as appropriate, zoning ordinances and maps to carry out the intent of the land use categories identified in the plan.
- f. Establish and enforce building height limits and densities *mauka* of Pi'ilani Highway which preserve significant *mauka* views and vistas.

## **ENVIRONMENT**

### ***Goal***

Preservation, protection, and enhancement of Kihei-Makena's unique and fragile environmental resources.

### ***Objectives and Policies***

- a. Maintain and enhance the long-term availability of shoreline resources for public enjoyment through adequate access, space, and facility provisions, and through on-going resource management programs.
- b. Preserve, protect, and restore unique natural areas with significant conservation values.
- c. Require that new shoreline development respect shoreline resources and maintain public access:
  - 1) Existing dune formations are important elements of the natural setting and should remain intact.
  - 2) Indigenous or endemic strand vegetation should remain undisturbed; new development and landscaping should treat such vegetation as given conditions.
  - 3) Planning for new shoreline development, as well as redevelopment, shall consider the cyclic nature of beach processes. Setbacks shall be used to provide a sufficient

buffer between the ocean and structures to allow for periodic and long-term accretion and erosion of the shoreline.

A Coastal Erosion Rate Analysis shall be developed. The planning commissions are encouraged to incorporate data from the analysis into planning decisions for shoreline areas, especially with respect to shoreline building setbacks. In the interim period prior to the completion of the analysis, the planning commissions are further encouraged to utilize minimum setbacks for multi-family and hotel uses of 150 feet from sandy shorelines, and 75 feet from rocky shorelines, or 25% of the average lot depth, whichever is greater.

Where shoreline erosion threatens existing structures or facilities, beach replenishment shall be the preferred means of controlling erosion, as opposed to sole reliance on seawalls or other permanent shoreline hardening structures.

- 4) Storm water run-off from proposed developments shall not adversely affect the marine environment and nearshore and offshore water quality.
  - 5) Planning, design, and layout for new development shall be integrated with public shoreline use and sound principles of resource management..
- d. Permit recreational activities in the shoreline zone which respond to shoreline characteristics and principles of sound resource management. Activities which damage or deplete shoreline resources, or are incompatible with ecological systems, shall not be permitted.
  - e. Protect the quality of nearshore waters by ensuring that land-based discharges meet water quality standards. Continued monitoring of existing and future waste disposal systems is necessary to ensure their efficient operation. Programs should be implemented to reduce the reliance on injection wells for wastewater disposal.
  - f. Protect all wetland resources, such as those at Kealia Pond and near Road "C". These open space and wildlife habitat resources are important for flood control and for their natural beauty.

- g. Require the integration of wetlands and drainageways into an open space, pedestrian pathway, and bikeway system within and around the Lipoa business district.
- h. Encourage such land uses as would serve to reduce hazardous fire conditions in the developed community plan areas.
- i. Discourage shoreline hardening structures where North Kihei Road abuts the coastline. Instead, use soft approaches such as dune restoration and beach nourishment with or without supporting structures.

### ***Implementing Actions***

- a. Implement programs to reduce the reliance on injection wells for wastewater disposal.
- b. Establish and maintain a monitoring program for nearshore waters.
- c. Support the development of the Ma`alaea-Kealia bypass highway.
- d. Develop a master plan for a recreational coastline access along North Kihei Road once the Ma`alaea-Kealia bypass is planned.
- e. Facilitate protection of valuable shoreline resources in the Open Space Master Plan by transferring State Beach Reserves and adjacent undeveloped State-owned lots to County jurisdiction. Prepare and implement a plan for enhancement of these lands to provide stewardship of cultural and natural resources and the fostering of traditional cultural activities.
- f. Survey, map, and describe the *mauka* boundaries of the State Beach Reserves to delineate between public and private property.
- g. Partner with the Na Ala Hele, South Maui Heritage Corridor, Kihei 2000, and Bikeways Maui organizations to establish a continuous trail/greenway/bikeway system from Kealia Pond to Kilohana Road, to provide pedestrian lateral accesses to the Kihei-Makena shoreline, and to protect and maintain traditional shoreline access.
- h. Initiate a wetlands enhancement project with the Kihei Franks development in coordination with the enhancement of the County-owned wetland adjacent to Saint Theresa's Church. Include a



pedestrian and bikepath to allow school children to access the beach and greenway.

- i. Develop and implement a strategy for sand dune protection.
- j. New studies should be commissioned that seek to better understand site-specific causes of coastal erosion.
- k. Develop and implement a dune restoration project for the beach area along South Kihei Road from the Maui Lu to Suda Store. Such a project may use drift fencing, native vegetation, and dune walkovers in order to restore the sand dunes and prevent sand from blowing onto and across the road.

### **CULTURAL RESOURCES**

#### ***Goal***

Identification, preservation, enhancement, and appropriate use of cultural resources, cultural practice, and historic sites that:

- a. provides a sense of history and defines a sense of place for the Kihei-Makena region; and
- b. preserves and protects native Hawaiian rights customarily and traditionally exercised for subsistence, cultural, and religious purposes in accordance with Article XII, Section 7, of the Hawaii State Constitution, and the Hawaii Supreme Court's PASH opinion, 79 Haw. 425 (1995).

#### ***Objectives and Policies***

- a. Identify, preserve, protect and restore significant historical and cultural sites.
- b. Foster an awareness of the diversity and importance of cultural and archaeological resources and of the history of Kihei-Makena. Promote distinct cultural resources as an identifying characteristic of the region.
- c. Encourage and protect traditional *mauka* and *makai* accesses, cultural practices and rural lifestyles.

- d. Protect those areas, structures and elements that are a significant and functional part of Hawaii's ethnic and cultural heritage.
- e. Encourage community stewardship of historic sites.
- f. Preserve and restore historical roads and paths as cultural resources, and require such resources to be available to the public.
- g. Recognize and respect family ancestral ties to certain sites.
- h. Establish "cultural parks" and heritage corridors for visitation and education.
- i. Establish cultural and educational programs to perpetuate Hawaiian and other ethnic heritages.
- j. Develop a County ordinance for indigenous architecture.

### ***Implementing Actions***

- a. Prepare a Kihei-Makena specific Cultural Resources Management Plan. Use the plan to update the Countywide Cultural Resources Management Plan. Include an inventory of cultural resources and develop strategies for the preservation and enhancement of those resources.
- b. Require development projects to identify all cultural resources located within or adjacent to the project area, prior to application, as part of the County development review process. Further require that all proposed activity include recommendations to mitigate potential adverse impacts on cultural resources, including site avoidance, adequate buffer areas and interpretation. Particular attention should be directed toward the southern areas of the planning region.
- c. Implement a historic or cultural district overlay ordinance to provide protection for areas of significant archaeological, historical and cultural resources. These ordinances should be used at Palauea, Keone'o'io and other significant archaeological complexes in the Honua'ula District of the region.

- d. Upon development of Project District 8 (Palauea), the developer shall implement a historic park and interpretative center at Palauea, preserving the Palauea archaeological district and providing interpretation for sites in the Makena-Wailea region.

Permitted uses shall include a cultural preserve/park area which shall be a minimum of at least 20 contiguous acres to protect and preserve known significant archaeological sites, which shall include, but not be limited to, the Palauea village and heiau complex, and the Palauea landing complex. Consideration should also be given to expanding the cultural preserve to include additional newly identified sites. Because of the significance of the sites, the County Cultural Resources Commission shall review all plans for development. Because of high public interest and the contiguous nature of the sites, consideration should be given to educational uses of the sites.

- e. Formulate and adopt rural and historic district roadway standards for the old Makena Road to promote the maintenance of historic landscapes and streetscapes in character with the region, so long as these standards are for public roadway purposes, and do not obstruct or interfere with the rights of the public for the use and enjoyment of the area. Makena Road shall be kept open for public use.
- f. General sites that should be identified for preservation include, but are not limited to, the following:

- 1) Ancient Trails/Old Government Roads
- 2) Fishponds
- 3) Landings
- 4) Nearshore marine cultural resources
- 5) Significant native vegetation zones
- 6) Plantation ditch systems
- 7) Religious Structures (shrines, churches & heiau)
- 8) Old bridges
- 9) Plantation camps
- 10) Plantation era structures & homes
- 11) Petroglyphs
- 12) Burials



- g. Important sites and areas in the Kihei-Makena Community Plan region include the following:

- 1) Lahaina-Pali Trail
- 2) McGregor's Landing
- 3) Ma`alaea/McGregor Complex
- 4) Ma`alaea Petroglyphs
- 5) Kealia Pond
- 6) Naval Air Station Pu`unene
- 7) Kihei Landing
- 8) Keolahou Church
- 9) Kalepolepo Fishpond
- 10) David Malo Church
- 11) Waiohuli Kai Fishpond
- 12) Ko`a at Waimahaihai, Kama`ole
- 13) Kihei Regional Park Complex
- 14) Kama`ole House Site
- 15) Palauea Complex
- 16) Makena Landing Area Sites
- 17) Makena Complex
- 18) Keawala`i Church
- 19) Pu`u Olai
- 20) Mo`omuku Ko`a
- 21) Kanahena Landing Area
- 22) Moanakala Village
- 23) Kanahena Point Complex
- 24) Kalaeloa Complex
- 25) Keone`o`io Village
- 26) Hoapili Trail
- 27) Keawanaku Complex
- 28) Wawaloa Complex
- 29) Alaha Complex
- 30) Waiakapuhi Complex
- 31) Kalulu Complex

The above list is not comprehensive. It represents some of the well-known sites that are currently listed in the State inventory of Historic Places and on file with the State and National Registers of Historic Places. Many more sites have not been surveyed for historic significance.

A map indicating the general location of these sites is on file with the County's Department of Planning. The said map should be

consulted prior to development proposals affecting the above-mentioned areas. Prior to any development approvals, the said map shall be referenced and the comments of the State Historic Preservation Division and the County Cultural Resources Commission shall be sought.

## **ECONOMIC ACTIVITY**

### ***Goal***

A diversified and stable economic base which serves resident and visitor needs while providing long-term resident employment.

### ***Objectives and Policies***

- a. Establish a sustainable rate of economic development consistent with concurrent provision of needed transportation, utilities, and public facilities improvements.
- b. Expand educational opportunities and encourage research and technological activities.
- c. Encourage research, development, and use of alternate energy sources.
- d. Establish balance between visitor industry employment and non-visitor industry employment.
- e. Provide for the preservation and enhancement of important agricultural lands for a variety of agricultural activities, including sugar cane, diversified agriculture and aquaculture.
- f. Increase the availability and variety of commercial services to provide for regional needs and strategically establish small scale commercial uses within, or in close proximity to, residential areas.

### ***Implementing Actions***

- a. Seek State and private support for the establishment of a four-year university in the Kihei-Makena region.
- b. Establish a comprehensive data base to analyze county and regional economic statistics.

- c. Where feasible within the region, utilize alternate energy sources in all public structures, and encourage the same in private residences.



## **HOUSING AND URBAN DESIGN**

### ***Goal***

A variety of attractive, sanitary, safe and affordable homes for Kihei's residents, especially for families earning less than the median income for families within the County. Also, a built environment which provides complementary and aesthetically pleasing physical and visual linkages with the natural environment.

### ***Objectives and Policies***

- a. Provide an adequate variety of housing choices and range of prices for the needs of Kihei's residents, especially for families earning less than the median income for families within the County, through the project district approach and other related programs. Choices can be increased through public/private sector cooperation and coordinated development of necessary support facilities and services.
- b. Require a mix of affordable and market-priced housing in all major residential projects, unless the project is to be developed exclusively as an affordable housing project.
- c. Preserve Kihei-Makena's significant views of the Pacific Ocean and the broad vista to the Central Maui and Upcountry region. Prohibit the use of walls higher than 4 feet in front yard setbacks especially in areas close to the shoreline where view corridors can be blocked.
- d. Provide for integration of natural physical features with future development of the region. New development shall incorporate features such as gulches and wetlands into open space and pedestrian pathway and bikeway systems.
- e. Implement landscaped setbacks for future multi-family and commercial areas. Developments shall provide space for landscaped pedestrian ways and bikeways.
- f. Incorporate the principles of xeriscaping in all future landscaping.
- g. Encourage the use of native plants in landscaping in the spirit of Act 73, Session Laws of Hawaii, 1992.

- h. Recommend to the Maui County Arborist Committee for consideration as "Exceptional Trees" all trees, or groves of trees, that have historic or cultural value, represent an important community resource, or are exceptional by reason of age, rarity, location, size, aesthetic quality, or endemic qualities. Healthy mature trees shall be saved and incorporated in the landscape plans of subdivisions, roads, or any other construction or development.

### ***Implementing Actions***

- a. Develop a comprehensive strategy for housing assistance which coordinates all available public and private resources and incorporates appropriate regulatory measures.
- b. Explore modifying zoning, building and subdivision codes to incorporate minimum lot sizes, compact parking ratios, and roadway and utility standards which meet resident needs but which may depart from customary urban standards, in an effort to reduce development and housing costs.
- c. Plant appropriate trees, turfgrass, and ground covers along existing public rights-of-way, roads, and parks. Neighborhood communities and citizen groups shall be encouraged to upgrade their streets and parks in accordance with the Maui County Planting Plan.
- d. Provide landscaped buffer areas between Pi'ilani Highway and adjacent communities to mitigate highway noise and to reduce the visual impact of development. Both Pi'ilani Highway and South Kihei Road shall be landscaped to achieve a parkway character.
- e. Provide an aesthetic landscaped entry-way and park at the north end of Kihei, north of the future commercial area. Provide a similar Kihei entry-way at Road C.
- f. Develop Kihei-Makena Urban Design Guidelines to address architectural, landscape, and graphic design standards. Use the guidelines to establish a sense of place by defining distinctive standards for four neighborhoods: the Uwapo Road-Suda Store neighborhood, the Lipoa Street-Azeka Place neighborhood, the

Kalama Park neighborhood, and the Kama'ole Parks neighborhood.

- g. Implement streetscape beautification through an "adoption" program for trees, sidewalks, street frontages, and intersections.

## **PHYSICAL AND SOCIAL INFRASTRUCTURE**

### ***Goal***

Provision of facility systems, public services and capital improvement projects in an efficient, reliable, cost effective, and environmentally sensitive manner which accommodates the needs of the Kihei-Makena community, and fully support present and planned land uses, especially in the case of project district implementation.

Allow no development for which infrastructure may not be available concurrent with the development's impacts.

### **Transportation**

#### ***Objectives and Policies***

- a. Develop and implement a well-planned road and public transportation system to allow residents and visitors to move safely, effectively and comfortably within the region. Roadway improvements should be planned, designed, and constructed as prioritized under the Implementing Actions section below, and as generally described in the Kihei Traffic Master Plan.
- b. Undertake transportation system improvements concurrently with planned growth of the Kihei-Makena region. Require adequate interregional highway capacity, including the widening of Pi'ilani and Mokulele Highways to four lanes, prior to the construction of major projects south of Kilohana Road or *mauka* of Pi'ilani Highway.
- c. Strengthen the coordination of land use planning and transportation planning to promote sustainable development and to reduce dependence on automobiles. New residential communities



should provide convenient pedestrian and bicycle access between residences and neighborhood commercial areas, parks and public facilities.

- d. Support ridesharing, bicycle and pedestrian use, alternative work schedules, traffic signal synchronization, and/or other transportation demand management strategies.
- e. Support a new bypass highway *mauka* of Pi'ilani Highway, coordinated with a Ma'alaea-Kealia Pond bypass highway, and an Upcountry-Kihei connector road, to be constructed as growth in the region warrants.
- f. Protect and preserve the traditional rural scale and character of existing portions of old Makena Road in a manner similar to that existing at Keawalai Church.
- g. Plan, design, and construct a pedestrian and bikeway network throughout the Kihei-Makena region which considers the utilization of existing stream beds, drainageways, wetlands and public rights-of-way along coastal and inland areas.
- h. Encourage joint public/private participation in the planning, design and construction of roadway improvements, especially those identified in this plan.
- i. Support the planning and design of the Ma'alaea-Kealia bypass highway in order to address potential environmental concerns of North Kihei Road, and its proximity to the shoreline.

### ***Implementing Actions***

- a. Plan, design and construct a new Road "C", from South Kihei Road to Pi'ilani Highway, to provide an alternative connector roadway in Central Kihei, as described in the Kihei Traffic Master Plan. Said alignment shall extend in an easterly direction from its existing segment at South Kihei Road and link with Pi'ilani Highway. This is the highest priority for roadway improvements in the community plan region.
- b. Plan, design and construct appropriate sections of a new North-South Collector Road, from Uwapo Road to Keonekai Road, to facilitate improved traffic movement in Kihei proper. When

selecting a specific alignment, impacting existing structures should be kept to a minimum. Consideration should be given to segments between Kaonoulu Street and Auhana Street as well as between Ke Alii Alanui and Keonekai Road. In terms of roadway improvements within the community plan region, this shall be the second priority.

- c. Widen Pi'ilani Highway, between Mokulele Highway and Wailea Ike Drive, to four lanes. In terms of roadway improvements within the community plan region, this shall be the third priority.
- d. Plan, design and construct a new Road "B", from South Kihei Road to the new North-South Collector Road, to improve internal circulation in the Central Kihei area.
- e. Plan, design and construct a new Road "A", from Road "B" to Lipoa Street, to provide increased circulation in the Lipoa business area.
- f. Provide clear signage with adequate lighting along Pi'ilani Highway to indicate Kihei access points. Also provide a landscape buffer and bikepath on both sides of Pi'ilani Highway.
- g. Provide left turn storage lanes and acceleration/deceleration lanes on Pi'ilani Highway, and traffic signals at important intersections along South Kihei Road.
- h. Widen Mokulele Highway to four lanes.
- i. Preserve and enhance the identity of Kihei's neighborhoods by designing the north-south collector road in discontinuous segments. Work with landowners, neighborhoods, and community groups to plan and implement an adjacent but separate trail/greenway/bikepath to provide non-motorized public access along the full length of the road reserve. In sections where no roadway is built, the trail/greenway/bikepath may be broadened to form a neighborhood park, public access, or open space area.

## **Water Distribution**

### ***Objectives and Policies***

- a. Provide for appropriate water source and transmission improvements concurrent with planned growth of the Kihei-Makena region.
- b. Support and expand the projected development of the Central Maui and East Maui water systems in order to meet the needs of all Maui residents.
- c. Develop water conservation, reuse and educational programs.
- d. Encourage the use of non-potable water for irrigation purposes and water features. Prohibit the use of potable water in large water features or require substantial mitigation fees.
- e. Encourage the use of plants which have a relatively low need for water.

## **Liquid and Solid Waste**

### ***Objectives and Policies***

- a. Coordinate improvements to sewer transmission lines and wastewater reclamation facilities to meet the needs of future population growth. Require that the Wailea Resort Company and the Wailea Makena Alliance work toward a solution that would enable the Wailea sewerage system to be dedicated to the County.
- b. Provide efficient, safe and environmentally sound systems for the reuse, recycling, and disposal of liquid and solid wastes.
- c. Reduce the reliance on injection wells for wastewater disposal. Require the use of reclaimed effluent--a procedure which is safe, economical and environmentally sound--for irrigation of golf courses, parks and landscaped areas.
- d. Encourage public awareness of the need to reduce, reuse, recycle and compost waste materials, and make composting facilities available to the public.



## **Drainage**

### ***Objectives and Policies***

- a. Design drainage systems that protect coastal water quality by incorporating best management practices to remove pollutants from runoff. Construct and maintain, as needed, sediment retention basins and other best management practices to remove sediments and other pollutants from runoff.
- b. Construct necessary drainage improvements in flood prone areas. Where replacement drainage are required for flood protection, these systems shall be designed, constructed, and maintained using structural controls and best management practices to preserve the functions of the natural system that are beneficial to water quality. These functions include infiltration, moderation of flow velocity, reduced erosion, uptake of nutrients and pollutants by plants, filtering, and settlement of sediment particles. The use of landscaped swales and unlined channels shall be urged.
- c. Support the implementation of flood control projects and sediment retention basins *mauka* of Piilani Highway to address present problem areas.
- d. Minimize the increase in discharge of storm water runoff to coastal waters by preserving flood storage capacity in low-lying areas, and encouraging infiltration of runoff.
- e. Encourage the use of setbacks and flood protection areas as part of an open space pedestrian-way and bikeway network throughout the region.

### ***Implementing Actions***

- a. Formulate a drainage master plan for Kihei-Makena that considers the cumulative impacts of existing and planned development. The master plan shall guide future development while preventing flooding and providing guidance to reduce the degradation of coastal waters.
- b. Establish a comprehensive program of improvements to the storm drainage system; implement a maintenance program; and ensure

that safety, property loss, pollutant removal, and the need for comprehensive planning, are considered.

- c. Revise the County drainage rules to require that drainage system design shall not adversely affect downstream and coastal water quality.

## **Energy and Public Utilities**

### ***Objectives and Policies***

- a. Promote energy efficiency as the energy resource of first choice, and increase energy efficiency in all sectors of the community.
- b. Locate goods, services, and employment in close proximity to residential centers to minimize energy expenditures for transportation. Support the development of communication infrastructure and promote telecommuting to minimize travel.
- c. Increase the use of renewable resources in all County-owned buildings, facilities, and vehicles. Utilize renewable energy for water pumping or other energy services which can take advantage of intermittent energy resources.
- d. Promote environmentally and culturally sensitive use of renewable energy resources like biomass, solar, wind, and hydroelectric energy in all sectors of the community.
- e. Support the establishment of an alternate fuels distribution Infrastructure.
- f. Interface County planning with the energy utilities' integrated resource planning programs.
- g. Encourage the provision of public utilities which will meet community needs in a timely manner.
- h. Require proper site selection, facility construction and monitoring of power generation facilities in order to minimize adverse environmental impacts upon the Kihei-Makena community.

- i. Increase the energy security of community "lifeline" facilities and improve energy emergency response capabilities.

### ***Implementing Actions***

- a. Develop incentives and requirements for energy-efficient building design and site development practices through various approaches, including modifications to building, zoning, and subdivision codes.
- b. Develop, compile and disseminate information on new energy technologies, policies, and programs that may prove helpful to the community's economy and environment.
- c. Initiate an integrated County energy resource planning program.
- d. Use energy-efficient street lights and develop appropriate street lighting standards for agricultural and rural areas.

### **Recreation**

#### ***Objectives and Policies***

- a. Provide high-quality recreational facilities to meet the present and future needs of residents of all ages and physical ability.
- b. Provide for a range of park sizes and types at neighborhood, community and regional scales. New residential developments shall provide recreational facilities on-site to meet the immediate needs of project residents.
- c. Plan, design and construct a regional park on approximately 100-150 acres within the District. Facilities should include, but may not be limited to: a community center, swimming pool, ball fields, and basketball and tennis courts. Consideration should be given to locating the park in fairly close proximity to the Kihei Wastewater Reclamation Facility so that treated effluent may be used for park irrigation purposes.
- d. Encourage the construction of public parks adjacent to schools to provide for joint utilization of facilities by school and community.



- e. Improve recreation facilities and services through the integration of public parking, vehicular drop-offs and turnarounds, and sanitation facilities with facility planning and design.
- f. Improve public access to shoreline and nearshore resources through the following measures:
  - 1) Develop and implement a plan for public access to the shoreline, which includes both existing and future accesses, based on the location of significant shoreline resources. Accesses shall be consistent with the characteristics of resources to be reached.
  - 2) Provide adequate landscaped public access to shoreline areas with significant recreational and scenic value. Provide adequate lateral public access along the shoreline to connect significant shoreline areas and to establish continuity of the public shoreline areas. Particular attention shall be directed toward southern shoreline resources from Polo Beach southwards, and between Kama'ole Parks II and III.
  - 3) Require setbacks to include recreational space on lands behind the legally defined public shoreline zone wherever possible. This allows for adequate recreational activities and proper management of the shoreline.
  - 4) Provide setback areas with landscaping to enhance recreational use and scenic quality. Recreational amenities should be commensurate with the scale of the setback area, intended use, and resource characteristics.
- g. Establish several youth centers throughout the region, one of which could be located at the park site adjacent to Lokelani Intermediate School.
- h. Provide for adequate parking at all park facilities. Many existing parks lack sufficient parking and require substantial increases in parking spaces.
- i. Support the creation and promotion of overnight campsites within the region.

### ***Implementing Actions***

- a. Designate appropriate locations and provide for community and neighborhood parks within the Kihei-Makena region.
- b. Revise standards in the park dedication ordinance to increase the quantity and quality of parks generated by new developments. Strategies which should be explored include increasing park assessment provisions, various cash vs. land dedication options, and provision of active vs. passive recreation parks. The analysis should recognize the importance of on-site recreational facilities as well as the need for parks at the neighborhood, community and regional level.
- c. Implement Makena-LaPerouse Park for nature-oriented recreation, including shoreline activities, picnicking, camping, biking, and interpretive/educational pursuits. Provide for a residential caretaker and security personnel to oversee facilities and public safety at this large remote destination.
- d. Provide adequate maintenance programs and enforce existing regulations regarding littering and defacement of public property at all public facilities.
- e. Create a master plan to rehabilitate the existing beach parks in the region, and to develop County-owned lands designated for park use.

### **Health and Public Safety**

#### ***Objective and Policies***

- a. Improve and expand the delivery of health and public safety services to Kihei-Makena residents and visitors.
- b. Provide for the establishment of a health clinic with full emergency services.
- c. Support a new full-service hospital facility in the Kihei-Makena Region to be constructed as growth in the region and the island warrants.

### ***Implementing Actions***

- a. Provide a police station in the Kihei-Makena region.
- b. Expand fire fighting and rescue capabilities, including the acquisition of a new ladder truck, and the provision of a fire and ambulance station in the Wailea area.

### **Education**

#### ***Objectives and Policies***

- a. Require the delivery of quality educational facilities at the time such facilities are needed. Emphasize advanced planning so that school facilities such as classrooms, playgrounds, libraries, cafeterias and other appurtenant structures are delivered in a timely manner so as to eliminate the use of portable facilities.
- b. Enhance the classroom learning environment through measures which would reduce excessive temperature and background noise problems.
- c. Consider a third elementary school site of approximately 20 acres in the North Kihei area.
- d. Build a high school to serve the Kihei region when required to accommodate growth.
- e. Encourage the construction of child day care centers which are located convenient to users, but which place minimal impact upon residential neighborhoods.

### ***Implementing Actions***

- a. Enhance the classroom learning environment through such measures as the installation of air-conditioning and ceiling fans.
- b. Require the construction of a playground and physical education facilities east of Lokelani Intermediate School. Consider the joint use of property on the south side of Lokelani Intermediate School for playground use in order to provide additional recreation space and flexibility for both Lokelani and Kihei Elementary schools.



- c. Request that the Department of Education shall provide and maintain a landscaped buffer between Pi'ilani Highway and Lokelani and Kihei Elementary schools. This visually attractive buffer would reduce excessive noise problems from Pi'ilani Highway.
- d. Plan and locate a site for a high school to serve the Kihei region.

## **GOVERNMENT**

### ***Goal***

Efficient, effective and responsive government services in the Kihei-Makena region.

### ***Objective and Policies***

- a. Improve the delivery of services by government agencies to the Kihei-Makena region.
- b. Continue to streamline the permit process, where appropriate, through means such as consolidated public hearings and concurrent processing of applications.
- c. Continue to expedite the review and approval process for projects which will result in public benefit by "fast-tracking" and the assignment of permit expeditors.
- d. Use the County's real property tax assessment function as a mechanism to encourage desirable private development, rehabilitation, or preservation, to monitor the implementation of the Community Plan, and to establish a land use information base.

### ***Implementing Actions***

- a. Evaluate and modify present zoning and subdivision ordinances to incorporate land use and design guidelines as well as other recommendations incorporated herein.
- b. Compile plans and studies to implement the recommendations of this Plan, including water development, housing, local and regional circulation, drainage, solid waste, and other special studies as required.

- c. Continue to develop and utilize a computerized County planning system, including, but not limited to, integrating into the system future plans, studies, guidelines, and legislation. The computerized planning system should not become stagnant, but should become an integral part of planning within the County.
- d. Continue to operate and fund mobile/satellite government facilities.
- e. Implement tax incentives and/or disincentives that encourage desirable private development or preservation.
- f. Adopt a beach/mountain access dedication ordinance pursuant to Chapter 46, Hawaii Revised Statutes to assist in establishing public *mauka* and *makai* accesses, in conjunction with an overall public access master plan to serve as the framework for decision-making.

### **INDIGENOUS ARCHITECTURE**

#### ***Goal***

Reserve for future implementation provisions for indigenous architecture as may be adopted from time to time by the County Council and/or the County Cultural Resources Commission.

#### ***Objective and Policy***

- a. To legitimize indigenous architecture as viable spaces for living, work, and recreation.

#### ***Implementing Actions***

- a. Develop a County ordinance for indigenous architecture.
- b. Adopt standards for indigenous architecture.

### **C. Planning Standards**

The following planning standards are specific guidelines or measures for development and design. These standards are essential in clarifying the intent of the land use and urban design objectives and policies.

1. Land Use Standards

- a. All zoning applications and/or proposed land uses and developments shall be consistent with the Land Use Map and Objectives and Policies of the Kihei-Makena Community Plan.
- b. Development of the Kihei Kalama Villages property identified as TMK 3-9-03:portion of 08, approximately 0.6 acres in size, shall be limited in its use for parking purposes only.
- c. Development of the Pacific Warehouse properties identified as TMK 3-9-03:33, approximately 10,000 square feet in size, and TMK 3-9-3:45, approximately 1.0 acres in size, shall be limited in its use for parking, trash compactor, and storage purposes only.
- d. Roadwidening adjacent to the Stinson property, identified as TMK 3-9-07:38, 39, 40, and 41, approximately 1.1 acres in size, shall occur entirely on the said Stinson property, to the extent feasible.
- e. Development of the "Changs Beach" property, identified as TMK 2-1-12:15, approximately 1.4 acres in size, shall be compatible with Native Hawaiian cultural practices. Compatibility shall include, but not be limited to, consulting with Native Hawaiian organizations regarding the property's site plans, providing a program for cultural interpretation and education, and ensuring access for cultural practices, including complete privacy where warranted. Furthermore, a non-vehicular public access shall be provided at the western tip of the property, consisting of a 100 foot southerly ocean setback, and a 40 foot northerly ocean setback.
- f. The existing parking lot for the Wailea Shopping Village identified as TMK 2-1-08:74, approximately 5.5 acres in size, shall be limited in its use for parking purposes only.

2. Project District Standards

The implementation procedure for several areas within the planning region is to utilize the project district development approach. This provides for a flexible and creative planning approach rather than specific land use designations. This planning approach establishes continuity in land uses and designs while providing for orderly growth of the



community as well as comprehensive and concurrent provision of infrastructural facilities and systems.

Because of the variety of conditions and constraints related to the different project districts, each project district will be implemented through a separate ordinance. Each project district ordinance will specify the permitted uses, densities, design guidelines and other information necessary to attain each project district's objective and the objectives of the Kihei-Makena Community Plan.

Project districts shall comply with the Kihei-Makena Open Space Master Plan, and the Kihei-Makena Urban Design Guidelines.

#### PROJECT DISTRICT 2 (Kihei Gateway) 30 acres

This project district is located at the northern end of Kihei proper between Pi'ilani Highway and South Kihei Road and includes a portion of the Waiakoa Gulch.

The objective of this project district is to provide for proper development of the area in coordination with improvements to the Waiakoa Gulch. The development should be primarily for commercial use with open space for the gulch and adjacent areas.

#### PROJECT DISTRICT 5 (Pi'ilani Village) 189.7 acres

This project district, located just *makai* of Pi'ilani Highway between Kulanihakoi and south of Keokea Stream should provide a mix of single-family and multi-family housing types for a range of consumer groups. The project district may incorporate commercial services.

Public amenities should include open-space buffer zones along the highway, a community-oriented park along the north edge of the Kihei Elementary School campus, and a pedestrian and bicycle recreation way along the existing utility rights-of-way. Flood control measures in the area of Kulanihakoi Stream should be coordinated with the adjacent flood management project district.

#### PROJECT DISTRICT 6 (R & T Park) 385 acres

The research and technology park project district is located *mauka* of Pi'ilani Highway between Waipuilani Gulch and Keokea Stream.

The objective of the project district is to encourage the development of non-polluting research and technology on individual 1 to 5-acre sites planned and built in accordance with specific standards and guidelines as established by an appropriate county zoning ordinance. Design guidelines should encourage low-rise, low-density developments with ample setbacks and open space, underground utilities, and architectural and signage controls in accordance with the park's theme.

**PROJECT DISTRICT 8 (Palaua) 52.4 acres**

This project district is located south of Polo Beach, makai of Makena Alanui Road, and mauka of Old Makena Road.

Permitted uses within this project district include hotel, multi-family and open space. Significant archaeological sites, including, but not limited to, the heiau complex, shall be preserved as a historic park and interpretive center.

The property owner for this project district shall work with the County Cultural Resources Commission to determine how best to preserve the significant archaeological sites and provide a minimum 20-acre contiguous cultural preserve/park area.

**PROJECT DISTRICT 9 (Maui Wailea 670) 670 acres**

This project district is located *mauka* and *makai* of the proposed Pi'ilani Highway extension, *mauka* of Wailea Resort, south of Maui Meadows and north of Seibu *Mauka*. It should provide a mix of single-family and multi-family housing types for a range of consumer groups with an emphasis on community development consisting of single-family, zero lot line, and multi-family units, complemented with village mix uses and commercial uses primarily serving the residents of the community, all integrated with two 18-hole golf courses and other recreational amenities. Public amenities should include community-oriented parks integrated with pedestrian bicycle recreation ways and buffer zones between residential areas and the proposed Pi'ilani Highway extension. A site for future public use should be provided in anticipation of need.

#### PROJECT DISTRICT 10 (Old Pu'unene Airport area) 561 acres

This project district is located in the vicinity of the old Pu'unene Airport including an area of approximately 257 acres adjacent to Mokulele Highway that is not in sugar cane cultivation. This area has been utilized extensively for recreational activities. Approximately 125 acres, including and adjacent to the Hawaiian Cement site, should be utilized for heavy industrial use. The remaining 189 acres, between Mokulele Highway and Hemahema Loop, are almost all in sugar cane cultivation and shall remain as such until sugar production no longer remains a viable commodity within the State.

The objective of this project district is to establish a master planned recreational and industrial expansion area to meet future recreational needs and to provide areas for industrial activities, including government facilities, whose locations are better suited away from urban areas. Site planning shall seek to maximize the range of potential user groups while minimizing potential for incompatibilities between recreational, governmental, and industrial activities.

#### PROJECT DISTRICT 11 (Ma'alaea Village) 650 acres

This project district is located east of Honoapi'ilani Highway at Ma'alaea and extends to the Kealia Pond National Wildlife Refuge. As a master planned residential community, this project proposes to include a mix of single and multi-family housing types for a range of consumer groups, and community oriented amenities such as an 18-hole golf course, a community center, village centers with commercial services, a community park, pedestrian/bicycle paths, and buffer zones. The golf course and open space areas shall be used as buffers along North Kihei Road and the existing Ma'alaea residences. Design of the project shall seek to minimize impacts to the Kealia Pond National Wildlife Refuge, and to other shoreline resources.



## PROJECT DISTRICT 12 (Ma`alaea Mauka) 260 acres

This residential project district is located mauka of Honoapi`ilani Highway from Ma`alaea Harbor to near the Kuihelani Highway intersection, and should provide a mix of single family and multi-family housing types for a range of consumer groups. Community amenities should include an open-space buffer along the highway, and a 15-acre community oriented park linked to the neighborhoods with a pedestrian/bicycle path. The number of residential units based on an average gross density of 4.4 units per acre is 1,150 units.

Recommended spatial allocations are:

Residential (single family and multi-family).....	218 acres
Community Center.....	5 acres
Park, open space, and buffer zones.....	27 acres
Collector roadways.....	10 acres

### 3. Urban Design Standards

#### a. **Building Form**

- 1) Establish a maximum of thirty-five (35) feet in building height for new commercial facilities.
- 2) Establish a maximum of forty-five (45) feet for multi-family development.
- 3) Limit resort development throughout the region to thirty-five (35) feet in building height for sites near the shoreline. Building height limits may gradually be increased up to seventy-five (75) feet for inland resort development provided that important *mauka/makai* vistas are maintained, and impacts to coastal resources are minimized. Resort community planning and design shall integrate recreational amenities with adequate shoreline setback and public shoreline access provisions.

- 4) Limit the height of industrial buildings to thirty-five (35) feet. Within large industrial tracts, separate industrial design guidelines should be formulated to guide development. Such guidelines shall, among other issues, address landscaping and building design to achieve design continuity for the overall industrial development area.
- 5) All new multi-family and commercial facilities should provide a garden setting appropriate to the region. Setback requirements should be sufficient to allow for street and sidewalk climate-adapted landscaped buffers and interior planting areas.

***b.     Setbacks***

A Coastal Erosion Rate Analysis shall be developed. Data from the analysis shall be incorporated into planning decisions for shoreline areas, especially with respect to shoreline building setbacks. In the interim period prior to the completion of the analysis, minimum setbacks for multi-family and hotel uses shall be 150 feet from sandy shorelines, and 75 feet from rocky shorelines, or 25% of the average lot depth, whichever is greater.

***c.     Special Design Standards***

- 1) Establish design standards for new and existing residential, commercial, and hotel developments using the following guidelines:
  - a. Establish streetscape standards that address low-cost improvements to landscaping, lighting, signage, and intersections along South Kihei Road, Pi'ilani Highway, and all existing or proposed collector roads.
  - b. Establish building design standards which promote island architecture while at the same time providing related visual and physical characteristics for the Kihei region.
  - c. Set uniform right-of-way standards for connector roads and South Kihei Road.

## PART IV

### IMPLEMENTATION CONSIDERATIONS

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To facilitate the implementation of the Kihei-Makena Community Plan, the implementing actions shall be reviewed and incorporated by County and State agencies in their planning, programming and budgeting processes. In this regard, respective County agencies shall review and consider applicable implementing actions, as well as the broader statements of goals, objectives and policies contained in the Kihei-Makena Community Plan, as follows:

1. Annual budget requests shall address requirements identified by implementing actions contained in the Kihei-Makena Community Plan;
2. Capital improvements programming undertaken by each agency shall incorporate, as appropriate, specific projects listed in the Kihei-Makena Community Plan;
3. Priority assignments to capital improvement projects shall consider implementing actions contained in the Kihei-Makena Community Plan;
4. Agency master plans shall address project, program and policy actions advanced in the Kihei-Makena Community Plan;
5. Agency program and policy formulation processes shall consider, and where appropriate, incorporate implementing actions set forth in the Kihei-Makena Community Plan; and
6. Agency reviews of and recommendations on individual projects being processed for approval shall consider the relationship of the proposed action to implementing provisions contained in the Kihei-Makena Community Plan.

The following table summarizes and categorizes each action as either a program, policy or project-related implementing action to further facilitate agency review, consideration, and action on applicable implementing provisions.



**Table 1**

Kihei-Makena Community Plan Region Implementation Responsibilities		
DEPARTMENT: Department of Planning		
Action Category	Implementing Action	Planning Category
Program	1. Prepare a prioritized island-wide directed and managed growth strategy.	Land Use
	2. Review, amend and adopt, as appropriate, zoning ordinances and maps to carry out the intent of the land use categories identified in the plan.	Land Use
	3. Establish and enforce building height limits and densities <i>mauka</i> of Pi'ilani Highway which preserve significant <i>mauka</i> views and vistas.	Land Use
	4. Include conditions of approval for new residential developments requiring that adequate school facilities shall be in place before a certificate of occupancy is issued.	Land Use
	5. Require development projects to identify all cultural resources located within or adjacent to the project area as part of the County development review process.	Cultural Resources
	6. Develop, compile and disseminate information on new energy technologies, policies, and programs.	Energy and Public Utilities
	7. Evaluate and modify present zoning and subdivision ordinances to incorporate land use and design guidelines.	Government
Policy	1. Plant appropriate trees, turfgrass, and ground covers along existing public rights-of-way, roads, and parks.	Urban Design
Project	1. Prepare an Open Space Master Plan to provide a unified system of non-motorized access, and to establish standards for the use of drainageways, wetlands, and easements.	Land Use
	2. Specify the timing and phasing of project district construction through zoning to ensure systematic and incremental development.	Land Use
	3. Designate appropriate locations and provide for community and neighborhood parks within the Kihei-Makena region.	Recreation
	4. Update the County Cultural Resource Management Plan.	Cultural Resources
	5. Develop and adopt a historic or cultural district overlay ordinance, and an indigenous architecture ordinance.	Cultural Resources
	6. Formulate and adopt rural and historic district roadway standards for old Makena Road.	Cultural Resources
	7. Explore modifying zoning, building and subdivision codes to incorporate minimum lot sizes, compact parking ratios, and roadway and utility standards which meet resident needs but which may depart from customary urban standards.	Housing and Urban Design
	8. Establish urban design guidelines which apply to all new development in the Kihei-Makena region.	Housing and Urban Design



DEPARTMENT: Department of Planning (con't.)		
Action Category	Implementing Action	Planning Category
Project (con't.)	9. Initiate an integrated County energy resource planning program, including alternative energy.	Energy and Public Utilities
	10. Launch wetland enhancement for Kihei Franks and County land adjacent to St. Theresa Church. Include pedestrian and bike pathway to the beach.	Environment
	11. Compile special plans and studies necessary to implement the recommendations of the Community Plan. These would include water development, housing, local and regional circulation, drainage, solid waste, coastal erosion, computerized planning, beach/mountain access, and other special studies as required.	Government
DEPARTMENT: Department of Parks and Recreation		
Action Category	Implementing Action	Planning Category
Program	1. Provide adequate maintenance programs and enforce existing regulations regarding littering and defacement of public property at all public facilities.	Recreation
Policy	1. Plant appropriate trees, turfgrass, and ground covers along existing public rights-of-way, roads, and parks.	Urban Design
	2. Support the creation and promotion of overnight campsites within the region.	Recreation
Project	1. Revise standards in the park dedication ordinance to increase the quantity and quality of parks generated by new developments.	Recreation
	2. Require the developer to implement a historic park and interpretative center at Palauea, preserving the Palauea archaeological district and providing interpretation for sites in the Makena-Wailea region.	Cultural Resources
	3. Designate appropriate locations and provide for community and neighborhood parks within the Kihei-Makena region.	Recreation
	4. Provide a landscaped entry park at the north end of Kihei, north of the future commercial area, and the intersection of Lipoa Street and Pi'ilani Highway.	Urban Design
	5. Provide for rehabilitation and adequate parking at all park facilities.	Recreation
	6. Transfer State Beach Reserves to County jurisdiction, acquire other beachfront properties, prepare an enhancement plan, and partner with community to establish a continuous trail/greenway/bikeway.	Environment
DEPARTMENT: Department of Fire Control		
Action Category	Implementing Action	Planning Category
Project	1. Expand fire fighting and rescue capabilities including providing a fire and ambulance station in the Wailea area, and acquiring a new ladder truck.	Health and Public Safety



<b>DEPARTMENT: Department of Public Works and Waste Management</b>		
<b>Action Category</b>	<b>Implementing Action</b>	<b>Planning Category</b>
Program	1. Continue to implement programs to reduce the reliance on injection wells for wastewater disposal.	Environment
	2. Use energy-efficient street lights; develop agricultural/rural lighting standards.	Transportation
Policy	1. Provide landscaped buffer areas between Pi'ilani Highway and adjacent communities to mitigate highway noise and to reduce the visual impact of development. Both Pi'ilani Highway and South Kihei Road shall be landscaped to achieve a parkway character.	Urban Design
Project	1. Develop incentives and requirements for energy-efficient building design and site development practices.	Energy and Public Utilities
	2. Plan, design and construct a new Road "C".	Transportation
	3. Plan, design and construct appropriate sections of a new North-South Collector Road, from Uwapo Road to Keonekai Road.	Transportation
	4. Plan, design and construct a new Road "B".	Transportation
	5. Plan, design and construct a new Road "A".	Transportation
	6. Undertake a complete flood analysis for the Kihei area and formulate a regional drainage master plan.	Drainage
<b>DEPARTMENT: Department of Police</b>		
<b>Action Category</b>	<b>Implementing Action</b>	<b>Planning Category</b>
Project	1. Provide a police station within the region.	Health and Public Safety
<b>DEPARTMENT: Department of Housing and Human Concerns</b>		
<b>Action Category</b>	<b>Implementing Action</b>	<b>Planning Category</b>
Project	1. Develop a comprehensive strategy for housing assistance.	Housing and Urban Design
Program	1. Seek State and private support for the establishment of a four-year university in the Kihei-Makena region.	Economic Activity
	2. Establish a comprehensive data base to analyze County and regional economic statistics.	Economic Activity
	3. Continue to operate and fund mobile/satellite government facilities.	Government
	4. Implement tax incentives and/or disincentives that encourage desirable private development or preservation.	Government



<b>DEPARTMENT: State Department of Transportation</b>		
<b>Action Category</b>	<b>Implementing Action</b>	<b>Planning Category</b>
<b>Policy</b>	1. Provide landscaped buffer areas between Pi'ilani Highway and adjacent communities to mitigate highway noise and to reduce the visual impact of development. Both Pi'ilani Highway and South Kihei Road shall be landscaped to achieve a parkway character.	Housing and Urban Design
	2. Support the planning and design of the Ma'alaea-Kealia bypass highway.	Transportation
<b>Project</b>	1. Widen Pi'ilani Highway, between Mokulele Highway and Wailea Ike Drive, to four lanes.	Transportation
	2. Provide clear signage with adequate lighting along Pi'ilani Highway to indicate Kihei access points.	Transportation
	3. Provide left turn storage lanes and acceleration/deceleration lanes on Pi'ilani Highway, and traffic signals at important intersections along South Kihei Road.	Transportation
<b>DEPARTMENT: State Department of Land and Natural Resources</b>		
<b>Action Category</b>	<b>Implementing Action</b>	<b>Planning Category</b>
<b>Project</b>	1. Implement Makena-LaPerouse Park for nature-oriented recreation.	Recreation
	2. Establish and maintain a monitoring program for nearshore waters.	Environment
	3. Develop and implement a strategy for dunes protection.	Environment
<b>DEPARTMENT: State Department of Education</b>		
<b>Action Category</b>	<b>Implementing Action</b>	<b>Planning Category</b>
<b>Policy</b>	1. Consider a third elementary school site of approximately 20 acres in the north Kihei.	Education
<b>Project</b>	1. Enhance the classroom learning environment through such measures as the installation of air-conditioning and ceiling fans.	Education
	2. Require the construction of a playground and physical education facilities south of Lokelani Intermediate School.	Education
	3. Require the Department of Education to provide and maintain a landscaped buffer between Pi'ilani Highway and Kihei School and Lokelani Intermediate Schools.	Education
	4. Plan and locate a site for a high school to serve the Kihei Region.	Education

## PART V

### LAND USE MAP

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#### A. Land Use Categories and Definitions

##### Conservation (C)

This category primarily recognizes 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, and watersheds; to conserve fish and wildlife; and to promote forestry and grazing.

##### Agriculture (AG)

This use indicates areas for agricultural activity which would be in keeping with the economic base of the County and the requirements and procedures of Chapter 205 HRS, as amended.

##### Rural (R)

This use is to protect and preserve areas consisting of small farms intermixed with low density single-family residential lots.. It is intended that, at minimum, the requirements of Chapter 205 HRS, as amended, shall govern this area.

##### Single-Family (SF)

This includes single-family and duplex dwellings.

##### Multi-Family (MF)

This includes apartment and condominium buildings having more than two dwellings.

##### Hotel (H)

This applies to transient accommodations which do not contain kitchens within individual units. Such hotel facilities may include permissible accessory uses primarily intended to serve hotel guests.

#### Business/Multi-Family (BMF)

This includes a mixture of retail, office, and commercial services which are oriented to neighborhood service and single-family and multi-family residential uses.

#### Business/Commercial (B)

This includes retail stores, offices, entertainment enterprises and related accessory uses.

#### Business/Industrial (BI)

This includes a mixture of warehousing, distribution, service operations, retail and offices uses.

#### Light Industrial (LI)

This is for warehousing, light assembly, service and craft-type industrial operations.

#### Heavy Industrial (HI)

This is for major industrial operations whose effects are potentially noxious due to noise, airborne emissions or liquid discharges.

#### Airport (AP)

This includes all commercial and general aviation airports, and their accessory uses.

#### Public/Quasi-Public (P)

This includes schools, libraries, fire/police stations, government buildings, public utilities, hospitals, churches, cemeteries, and community centers.

#### Project District (PD)

This category provides for a flexible and creative planning approach rather than specific land use designations for quality developments. The planning approach would establish a continuity in land uses and designs while providing for a comprehensive network of infrastructural facilities and systems. A variety of



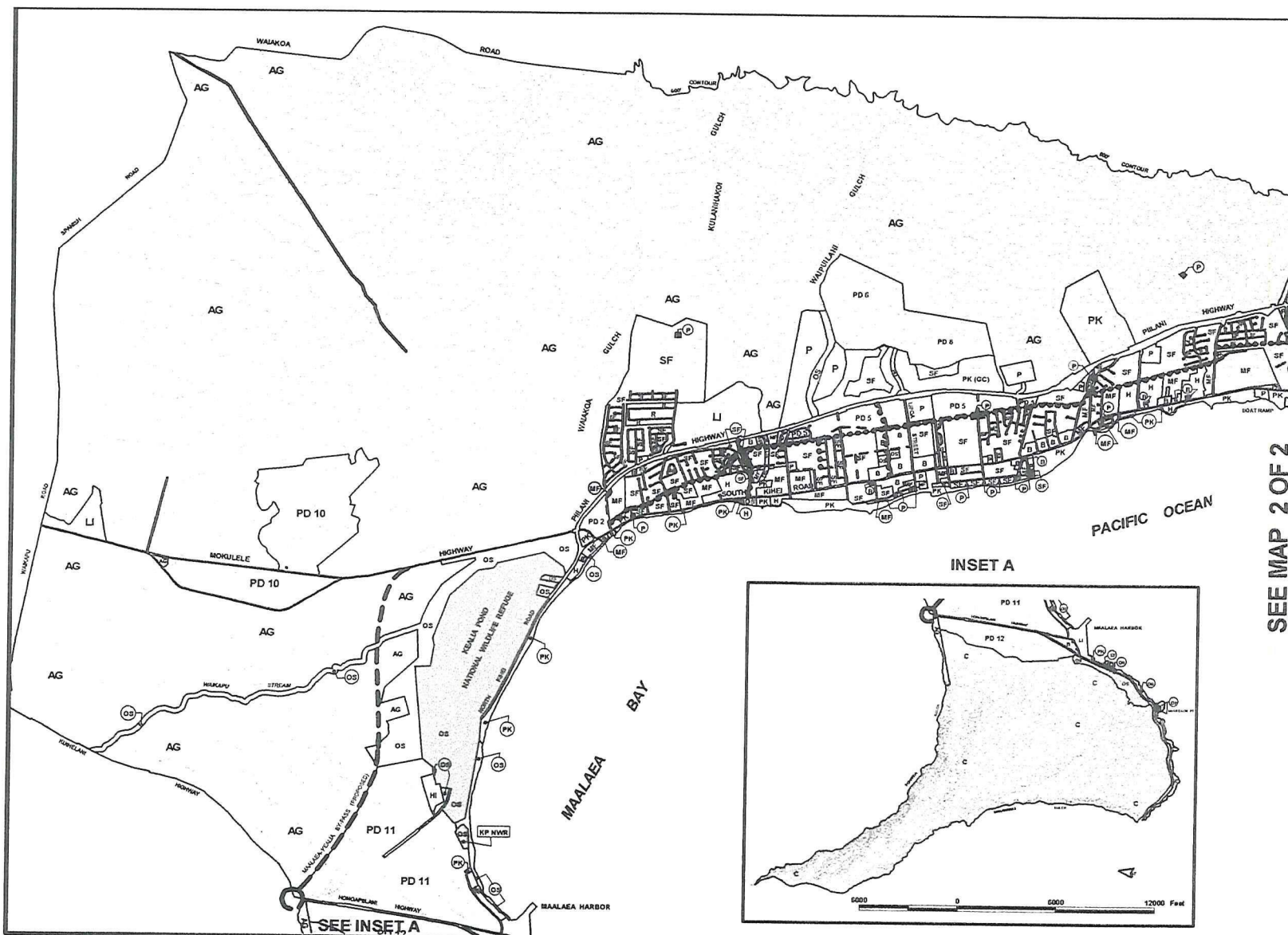
uses as well as open space, parks and other project uses are intended in accord with each individual project district objective.

#### Park (PK)




This designation applies to lands developed or to be developed for recreational use. This includes all public and private active and passive parks. Golf courses are further identified as "PK (GC)" on the land use map in order to differentiate golf courses and their related accessory uses from other kinds of park uses.

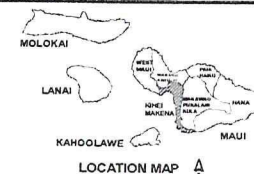
#### Open Space (OS)

This use is intended to limit development on certain urban and non-urban designated lands which may be inappropriate for intensive development due to environmental, physical, or scenic constraints; this category would include but not be limited to shoreline buffer areas, landscape buffers, drainageways, view planes, flood plains, and tsunami areas. Other appropriate urban and non-urban uses may be allowed on a permit basis.



### LEGEND

<b>SF</b>	Single Family	<b>MU</b>	AGHct15
<b>MF</b>	Multi-family	<b>R</b>	Rural
<b>H</b>	Hotel	<b>PD</b>	Project District
<b>B</b>	Commercial	<b>OS</b>	Open Space
<b>BMF</b>	Business Multi-family	<b>C</b>	Conservation
<b>BI</b>	Business/Industrial	<b>PQ</b>	Public/Quasi-public
<b>SBR</b>	Service Business/Residential	<b>P</b>	Park
<b>LI</b>	Light Industrial	<b>PRGC</b>	Park/Golf Course
<b>HI</b>	Heavy Industrial		Keala Pond NWR
<b>A</b>	Airport		Roadway Plan
<b>AG</b>	Agiculture		Bikeway Plan

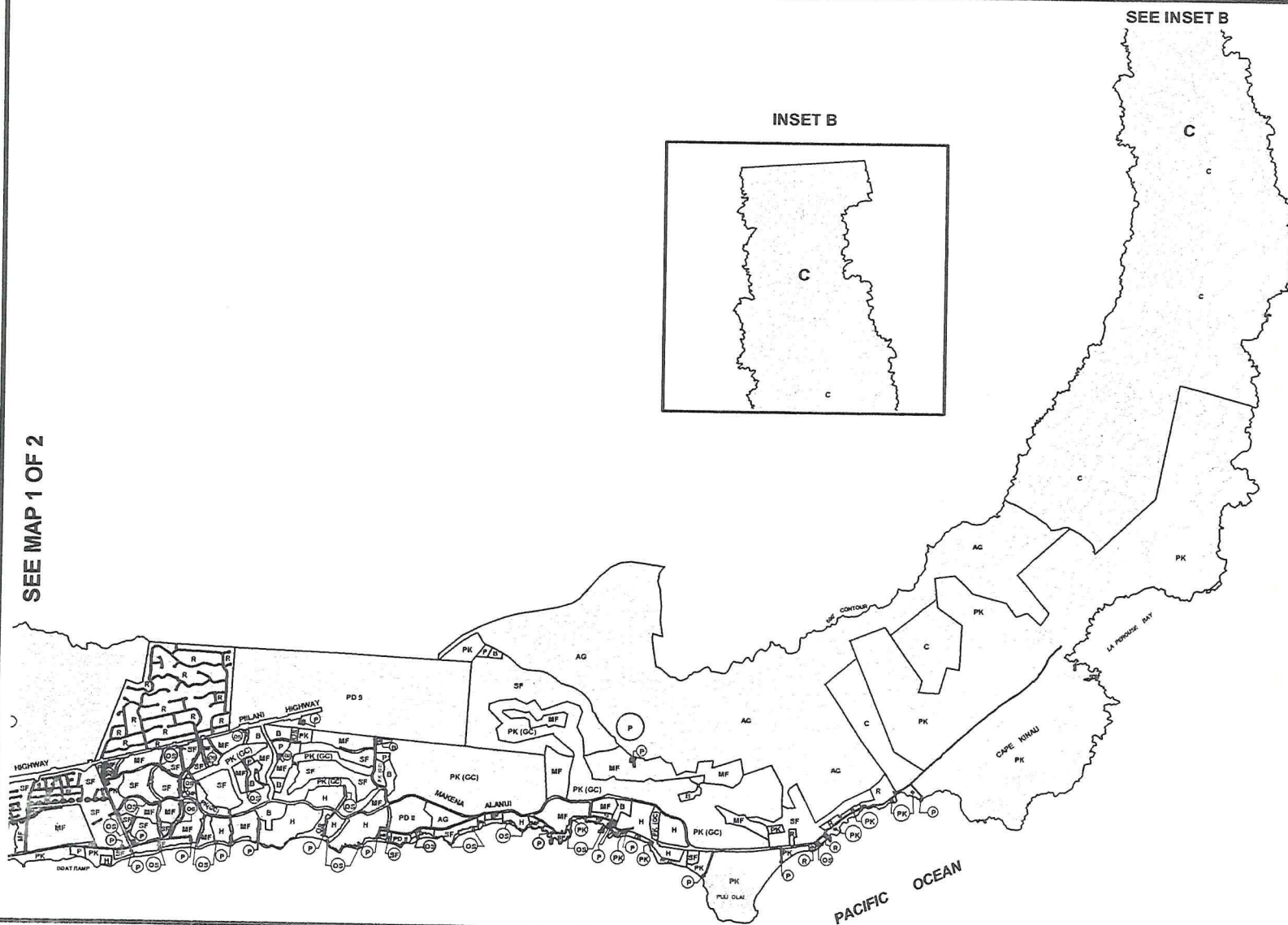


MAUI COMMUNITY PLANS  
**KIHEI - MAKENA**  
**LAND USE** MAP 1 OF 2  
COUNTY OF MAUI

APPROVED: \_\_\_\_\_ DATE: \_\_\_\_\_ PUBLIC HEARING: OCT 27, 1993  
COUNTY CLERK  
ADOPTED: MARCH 4, 1994  
APPROVED: Lisa N. Noyes 12-14-98 FORDINANCE: 2641  
PLANNING DIRECTOR DATE: \_\_\_\_\_  
DATE: \_\_\_\_\_  
REVISED: \_\_\_\_\_



SEE MAP 1 OF 2

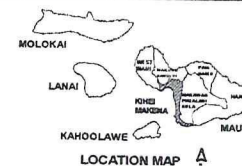


SEE INSET B

INSET B

# LEGEND

<b>SF</b> Single Family	<b>AGW15</b> AGW15
<b>MF</b> Multi-family	<b>R</b> Rural
<b>H</b> Hotel	<b>PO</b> Project District
<b>B</b> Commercial	<b>OS</b> Open Space
<b>BI</b> Business Multi-family	<b>C</b> Conservation
<b>BI</b> Business/Industrial	<b>P</b> Public/Quasi-public
<b>SBR</b> Service Business/Residential	<b>PK</b> Park
<b>LI</b> Light Industrial	<b>PKG</b> Park/Golf Course
<b>HI</b> Heavy Industrial	<b>MAU</b> Maui NWR
<b>A</b> Airport	<b>MAU</b> Maui NWR
<b>AC</b> Agriculture	<b>MAU</b> Maui NWR
	<b>MAU</b> Maui NWR
	<b>MAU</b> Maui NWR



REGION MAP A

## MAUI COMMUNITY PLANS

## KIHEI - MAKENA LAND USE MAP 2 OF 2

COUNTY OF MAUI

APPROVED: COUNTY CLERK DATE: PUBLIC HEARING: OCT 27, 1993

ADOPTED: MARCH 6, 1993

APPROVED: *Lisa Nguyen* 12-14-99 ORNANCE: 2641

DATE: REVISED:

4000 0 4000 Feet



