



# **CHAPTER III**

## **Description of the Project**



### III. DESCRIPTION OF THE PROJECT

#### A. PURPOSE AND OBJECTIVES

The primary purpose of the WCT is to create a new mixed-use residential community that embodies the principles and policies of the MIP and that respects and implements the Statement of Values of the Waikapū Community Association. Key guiding principles embodied in the MIP that have guided the development of the WCT Master Plan include:

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

*mixed-use development; 4) Revitalizing urban and town centers; 5) Providing transportation connectivity and multimodal opportunities; 6) Protecting and enhancing natural and environmental resources; 7) Protecting, enhancing, and expanding communities and small towns, where appropriate; and 8) Encouraging energy and water-efficient design and renewable energy technology.*

3. ***Keep “urban-urban” and keep “country-country”:*** *Given the high cost of developing public infrastructure and facilities to service remote areas, the significant environmental and social impacts associated with long vehicle commutes, and the desire to “keep the country-side country” it is preferable to develop compact communities and to locate development within or as close as possible to existing urban areas and employment centers.*
4. ***Protect traditional small towns:*** *Development within and adjacent to Maui’s traditional towns should be compatible with and perpetuate their unique character. Hard edges should be maintained around new and existing communities through the use of greenbelts and significant open space.*
5. ***Protect open space and working agricultural landscapes:*** *In light of continuing urbanization, the protection of agricultural and open-space resources will depend on a healthy agricultural industry and progressive planning and regulation. Planning should utilize agricultural lands as a tool to define the edges of existing and planned urban communities, apply innovative site design, create buffers along roadways, provide visual relief, and preserve scenic views.*
6. ***Protect environmentally sensitive lands and natural resources:*** *Environmentally sensitive lands, natural areas, and valued open*

*spaces should be preserved. Native habitat, floodways, and steep slopes should be identified so future growth can be directed away from these areas. It will be important to plan growth on Maui in a manner that preserves habitat connectivity, watersheds, undeveloped shoreline areas, and other environmentally sensitive lands.*

7. ***Promote equitable development that meets the needs of each community:*** *Each region of the island should have a mix of housing types, convenient public transit, and employment centers. Where appropriate, all neighborhoods should have adequate parks, community centers, greenways, libraries, and other public facilities. No community should have a disproportionate share of noxious activities. Additionally, a fair, efficient, and predictable planning and regulatory process must be provided. A cornerstone of equitable development should reflect a focus on providing affordable housing for all of Maui's residents over developing nonresident housing.*
8. ***Plan for and provide efficient and effective public facilities and infrastructure:*** *Many of Maui's public infrastructure systems and facilities were constructed decades ago and are in need of repairs and upgrades to meet current and future demand. Growth should be planned for areas with existing infrastructure, or where infrastructure can be expanded with minimal financial burden to the public. Transportation infrastructure should be designed to be in harmony with the surrounding area.*
9. ***Support sustainable economic development and the needs of small business:*** *Land use decisions should promote and support sustainable business activities.*

- 10. Promote community responsibility, empowerment, and uniqueness:** *The development of community plans should be a broad-based, inclusive process. The community plans shall be reviewed by the Community Plan Advisory Committees, the planning commissions, and approved by the Council. The MIP shall provide a framework for the updated community plans. Subsequent proposed community plan amendments should be subject, as much as possible, to local community input.<sup>viii</sup>*

The WCT Master Plan also seeks to embody the values of the existing residents of Waikapū. Waikapū Community Association Statement of Values and Supplemental Statements that have helped shape the WCT Master Plan include:

- *“Respect the principals and values of traditional Maui rural towns and sustainable communities.*
- *Incorporate employment uses into the project to reduce commuting.*
- *Maintain a physical and visual separation between communities.*
- *Prohibit gated neighborhoods.*
- *Preserve prime and productive agricultural lands in perpetuity.*
- *Establish an identifiable public town center.*
- *Preserve and enhance the property’s natural and ecological systems, especially Waikapū Stream.*
- *Encourage mixed use development within a defined commercial/business core. Establish opportunities for easily accessible ‘mom and pop’ stores.*
- *Protect public view corridors of Waikapū Valley, the West Maui Mountains, the ocean, and the plains of Central Maui through the careful placement and massing of buildings and creative use of open space throughout the project.*
- *Incorporate ‘green’ and ‘sustainable’ development practices.*
- *Identify, evaluate and preserve historic and cultural landmarks on the property.*

- *Create a tiered and separated transportation network comprised of various modes, including vehicular, transit, walking and biking.*
- *Create pedestrian-friendly neighborhood roadways.*
- *Preserve the integrity of the Waikapū Ahupuaʻa by working with knowledgeable Kūpuna and Waikapū residents to ensure the conservation and sustainable use of the upland watershed, Waikapū stream and fertile kula agricultural lands.*
- *Provide a variety of recreational opportunities to facilitate good physical health.*
- *Encourage community input and participation in the formulation and execution of the Plan in accordance with the Plan’s guiding principles and Statement of Values.*
- *Create a ‘Garden Town’ by dedicating a permanent agricultural buffer around the town, protecting view corridors, and incorporating a mixture of greenways, parks, open space, and tree-lined streets and landscaped public spaces throughout the project.”*

In addition to the above-referenced guiding principles from the MIP and Waikapū Community Association Statement of Values, the desire of the Applicant, Waikapū Properties LLC, is to accomplish the following objectives:

- Be a profitable development for the project’s entrepreneurial developers, the County and State;
- Provide a diverse range of market and affordably priced housing in order to address projected housing demand through 2030;
- Develop a “complete community” with a diversity of housing, retail, and civic uses to support residents;
- Protect the environment by directing development away from sensitive lands and by incorporating sustainability practices into the design, development and operation of the project;
- Reduce automobile dependence;
- Provide a jobs and housing balance within the development;

- Create the opportunity for more active and healthy lifestyles through the creation of “complete streets”, greenways, and a diversity of parks spaces;
- Reduce the project’s energy demand through conservation, energy efficient design and development of on-site renewables;
- Respect traditional Hawaiian lifestyles and existing cultural practices;
- Facilitate agricultural development within the project’s protected agricultural lands;
- Maintain a sense of community where Maui residents feel comfortable visiting, living, working and playing.

## **B. MASTER PLAN CONCEPT**

### **1. Land Use Plan**

The project area encompasses approximately 14 acres of State Urban District land and approximately 1,562 acres of State Agricultural District land (See: Figure No. 5, “State Land Use Designation”). The existing MTP retail shops, restaurant, convention hall, tropical gardens and lagoon are on the State Land Use Urban designated land, which is a portion of TMK No. (2) 3-6-005:007.

The Applicant is proposing to redistrict approximately 485 acres of State Agricultural District land to the State Urban and Rural Districts. Approximately 1,077 acres of the Applicant’s holdings will remain within the State Agricultural District. Approximately 800 of these acres will be permanently protected by the Applicant through an agricultural easement, or similar mechanism, to facilitate diversified agricultural development. These lands are located to the south of the Project’s Small Town and Rural Growth Boundaries and extend in the direction of Mā’alaea.

The Project, which will be situated on approximately 499 acres, is envisioned to become a “complete community,” encompassing a mixture of single- and multi-family residential units, commercial, and civic uses. In accordance with the MIP’s Directed Growth Area Guidelines, the WCT will include 1,433 residential units, plus ~~about~~ up to 146 ‘Ohana units, together with neighborhood retail, commercial, an elementary school, parks and open space. The Project will

be bound by the Applicant's agricultural land holdings. The establishment of a firm agricultural boundary abutting the Project's urban and rural boundaries will help to create a "country town" ambiance that will be unique but also similar to Maui's other small towns such as Pā'ia, Makawao and Ha'ikū. The WCT will be built in two five year phases, both mauka and makai of Honoapi'ilani Highway. Development mauka of the highway will focus inward onto a "village center," incorporating the existing buildings and grounds of the MTP. The WCT Master Plan calls for a mixture of affordable and market priced housing, along with commercial, entertainment, parks and civic uses within and around the village center.

Development makai of the highway will focus onto a pedestrian-oriented "main street," a nearby elementary school, and a community park. The makai development is bound to the east by the planned extension of the Wai'ale Road, which will intersect with Honoapi'ilani Highway at the Project's southern boundary (See: Figure No. 11, A-B: "Illustrative Land Plan" and Figure No. 12, "Birdseye Illustrative Perspective of the Mauka Village and Agricultural Lands"). For the purpose of assessing the Project's development impacts, the WCT Master Plan and development program is consistent with the MIP's allocation of 1,433 units, plus 'Ohana units. The Applicant understands that local market conditions will ultimately determine the types of units sold and density of development within the project. It is intended that at full build-out the overall character of development, mix of uses and development pattern will be consistent with the master plan vision, design guidelines, and zoning ordinances.

## **2. Neighborhood Pattern and Urban Design Character**

The WCT is envisioned to have two distinct, but interconnected neighborhoods, located mauka and makai of Honoapi'ilani Highway. The community's commercial and social core will be the Village Center at the existing MTP. Here, it is envisioned that residents will be able to enjoy restaurants, go to a farmers market, or bank and shop for daily needs. The defining feature of the Village Center is the Village Green and its dramatic tropical lagoon, which gives the community a distinctly Hawaiian ambiance and will invite residents to gather and relax under a shade tree or at one of the Green's several restaurants/café's (See: Figure Nos. 13, A-E: Rendering Key, Illustrative Rendering of Village Lagoon Looking Mauka (1), Illustrative Rendering of Village Lagoon Looking Makai (2), Mill House Restaurant (3) and the Plantation Store (4)).



# Waikapū

COUNTRY TOWN

## LEGEND

-  MULTI-USE TRAILS
-  WELL SITE
-  PV PANELS
-  RURAL LOTS
-  SINGLE FAMILY
-  COTTAGE TOWN HOME
-  COUNTRY TOWN MIXED USE
-  COMMERCIAL
-  PARKS AND OPEN SPACE
-  SCHOOL
-  AGRICULTURAL LANDS

## ILLUSTRATIVE LAND PLAN



DATE: DECEMBER 8, 2016

WWRF

COUNTY OF MAUI

WHALE ROAD

Figure 11, A: Illustrative Land Plan



# Waikapū

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**Figure 12: Illustrative Birdseye Perspective of Mauika Village**





**FIGURE 13, A**

Rendering Key



Not to Scale

**WAIKAPU COUNTRY TOWN**



**PLANNING  
CONSULTANTS  
HAWAII, LLC**





Figure 13 B: Village Lagoon Looking Mauka





Figure 13 C: Village Lagoon Looking Makai





**Figure 13 D: Mill House Restaurant**





Figure 13 E: Plantation Store



A range of housing types will be provided within easy walking distance of the Village Center. Traditional single-family residential, together with garden cottage residences of varying sizes and configurations will be carefully sited throughout traditional grid and pocket designed neighborhoods. Each neighborhood will have its own special identify but will be connected to one another and the Village Center by complete streets and pedestrian paths (**See**: Figure No. 14, “Conceptual Illustrative Rendering of Pocket Neighborhoods with Pedestrian Path (5)” and Figure No. 15, “Conceptual Illustrative Rendering of Single-Family Residential Neighborhood (6)”.

Each pocket neighborhood will form a cluster of detached island-style cottage residences or duplexes with shared common areas. Traditional single-family residences may be developed as R-O Lot Line or with side-yard setbacks and garages that may be setback from the sidewalks to strengthen the character of the streets.

The clustering of residences will offer a uniquely plantation-town ambiance and will help to ensure affordability. Also, a neighborhood of two- and three-story townhomes, live-work residences and courtyard and garden apartments will complete the residential fabric, which will offer a diversity of housing choices. These buildings will be orientated to capture dramatic Pacific Ocean, Haleakalā, and West Maui Mountain views (**See**: Figure No. 16, Illustrative Rendering of Mixed-Use Neighborhood with Live-Work (7)” and Figure No. 17, Illustrative Conceptual Rendering of Lagoon with Village Townhomes (1)”.

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

### **Plantation Makai Neighborhood**

The WCTs Plantation Makai Neighborhood will be defined by Main Street, which will developed in the format of a small country town similar to other small towns on Maui, but emphasizing more mixed-use and opportunities for higher density live-work and townhome development.



**Figure 14: Pedestrian Path**





Figure 15: Single Family Residential Neighborhood





Figure 16: Mixed-Use with Live-Work





Figure 17: Village Lagoon with Townhomes



Main Street is envisioned to provide the urban character of a traditional country town, with businesses fronting onto wide sidewalks, conveniently located on-street parking, canopy shade trees, and a mix of activity-generating land uses. Traffic along Main Street will be calmed by a large planted roundabout that is framed by a greenway, which connects the community park to the north with the commercial district, and multi- and single-family residential neighborhoods to the south. (See: Figure No. 18, “Illustrative Conceptual Rendering of Main Street (8)”).

The Plantation Makai Neighborhood will be home to many of Waikapū Country Town’s civic uses. An elementary school is located on twelve acres to the north of Main Street. Adjacent to the school, and in close proximity to residential neighborhoods, is a community park that will provide active and passive recreation opportunities. The County’s proposed Central Maui Baseyard and regional park complex are planned within close proximity of the project and will provide community services, employment and regional recreation opportunities within walking or biking distance.

Like Plantation Mauka Village, a full range of housing choices will be provided. Neighborhoods that may comprise garden cottage residences, single-family, R-O Lot Line homes, and a mix of townhouses, live-work, courtyard, and garden apartments will provide diverse housing opportunities for all age and income categories (See: Figure No. 14, “Conceptual Illustrative Rendering of Pocket Neighborhoods with Pedestrian Path (5)” and Figure No. 19, A-B: “Illustrative Conceptual Rendering of Town Homes (9) and Cottage Residences (10) along Greenway”). The unique and historic architectural character and materials palette that collectively defines Maui’s country towns, including the existing historic communities of Waikapū, Wailuku and Pā‘ia will provide guidance for residential, commercial and civic buildings developed within the Project.





Figure 18: Makai Village Main Street





Figure 19 A: Greenway fronting Townhomes





Figure 19 B: Cottage Residences along Greenway



### 3. Transportation Plan

The following section provides a summary of the WCTs site access and circulation plan for bicycle, pedestrian, and transit facilities.

#### a. Roadway Network

The WCT incorporates an extensive internal roadway system that allows community residents and visitors to have multiple options for accessing neighborhoods, employment centers, and commercial and institutional uses. At full buildout of the project, access to mauka and makai land uses are provided along Honoapiʻilani Highway at four-legged, controlled intersections with Main Street, East-West Residential Street, and the Waiʻale Road. Additional access to the makai land uses are provided along the Waiʻale Bypass at a roundabout with Main Street and a three-legged intersection with the major North-South Residential Street. Overall, the proposed WCT will provide sufficient vehicular connectivity to varying project uses and the multiple site access points help to better distribute traffic entering and exiting the community (See: Figure No. 20, “WCT Street Network”). Once developed, the Applicant intends to dedicate the Project’s roadway network to the County and so the proposed system of roads will meet, or exceed, the County’s roadway design standards.

#### b. Pedestrian Network

The WCT follows new urbanist design principles that include compact, higher-density, mixed-uses and an emphasis on walkability and connectivity through extensive pedestrian and bicycle networks on the project site. Figure No. 21 shows the distances between the Village Center and the Main Street core at 1/8 mile, ¼ mile and ½ mile. A ½ mile walk requires about 10 minutes, which is an easy walk for most pedestrians. These characteristics by nature reduce vehicle trip making and promote use of non-motorized modes. Consistent with State of Hawaiʻi and the draft County of Maui policies on Complete Streets, the transportation facilities for the residential and commercial districts will be developed to form a balanced multi-modal network designed to provide mobility choices and to meet the needs of the community and all roadway users.

A primary objective of the project is to develop a community where walking and biking are the



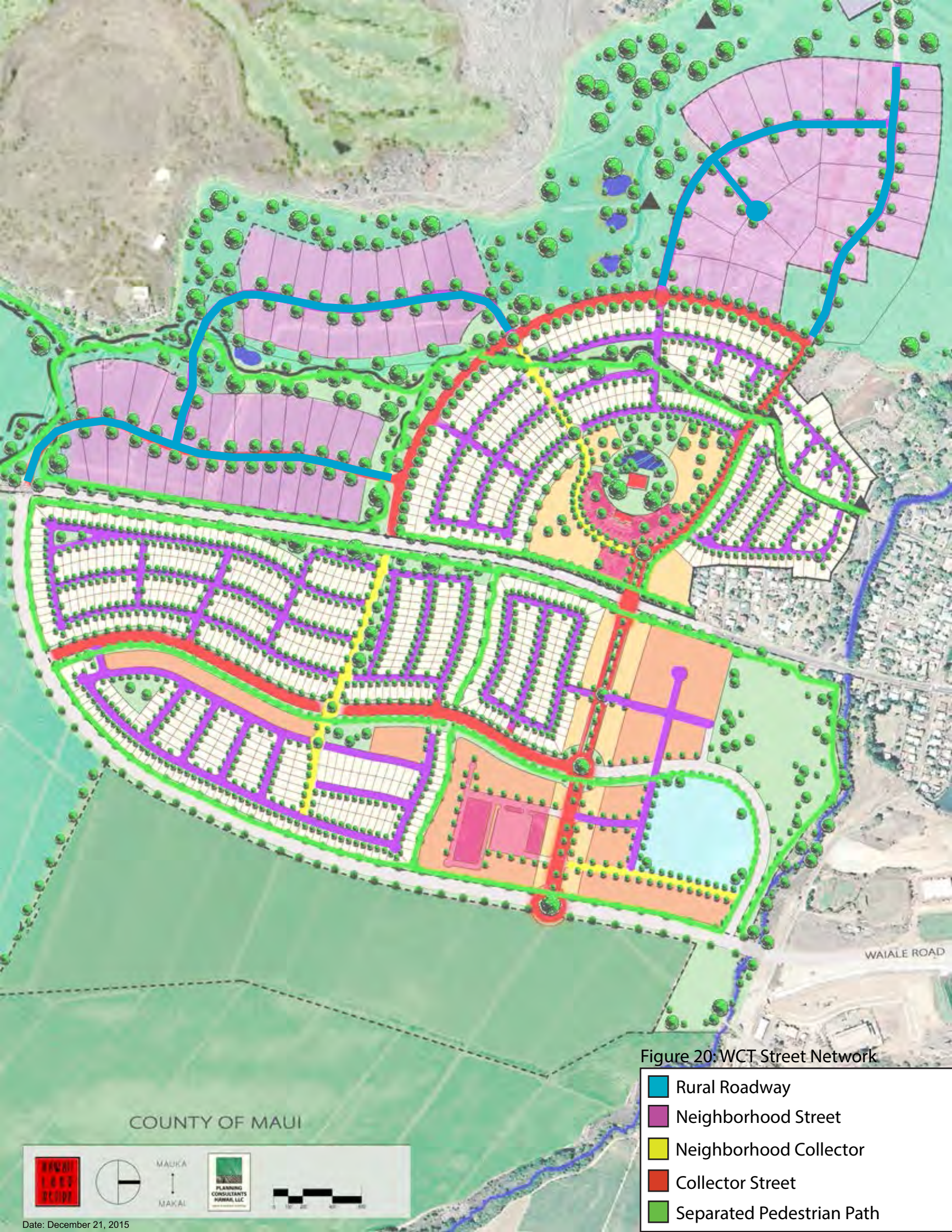


Figure 20: WCT Street Network

- Rural Roadway
- Neighborhood Street
- Neighborhood Collector
- Collector Street
- Separated Pedestrian Path

COUNTY OF MAUI



MAUKA  
↑  
MAKAI

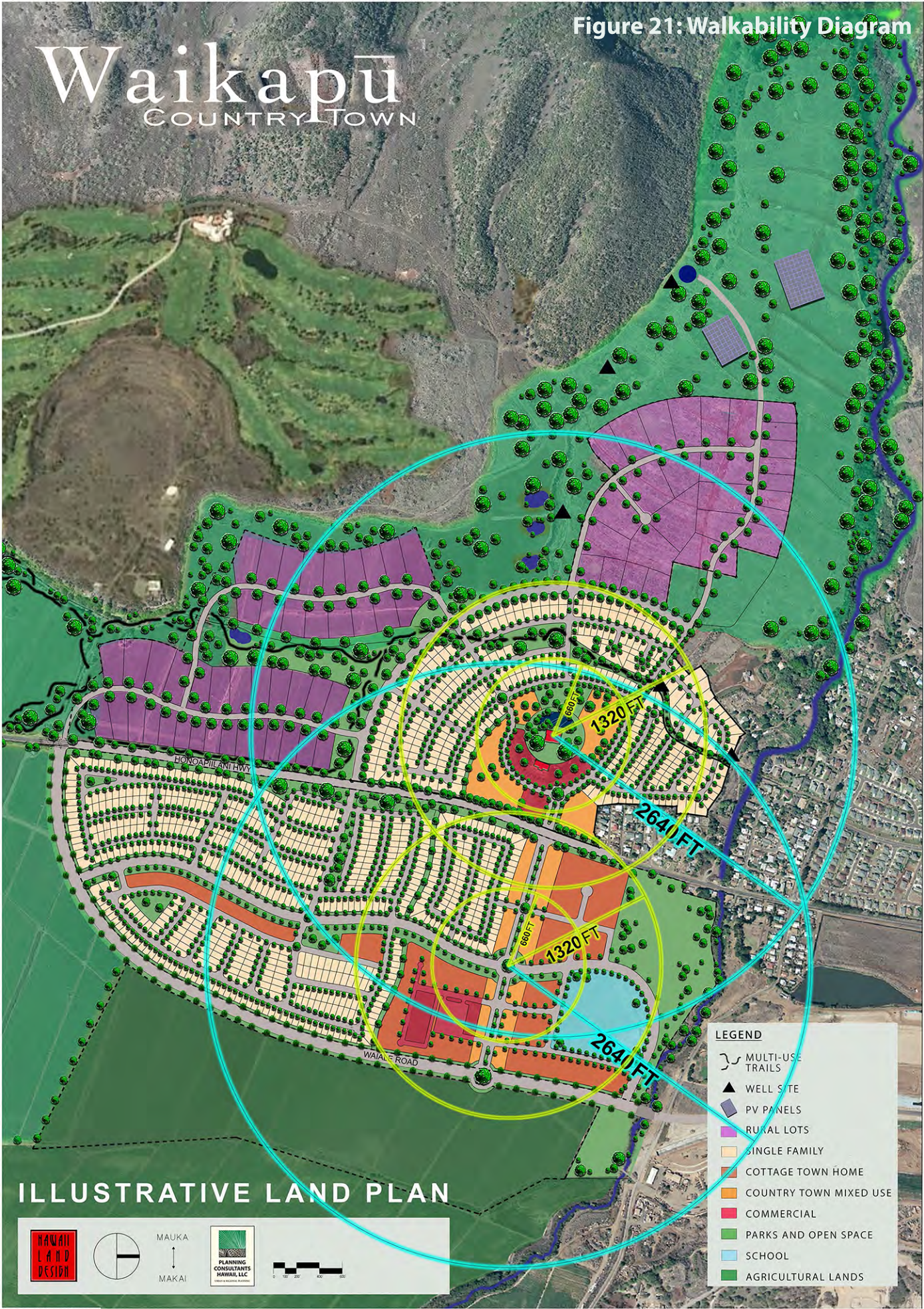




Figure 21: Walkability Diagram

# Waikapū

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MAUKA  
↑  
MAKAI





preferred modes of transportation for short commutes. Therefore, approximately eight miles of hiking, biking and walking trails will be incorporated into the project site along with one or two pedestrian/bicycle bridges, if feasible, over Waiko Stream to the north. Also, the development makai of the highway will focus onto a pedestrian oriented “Main Street” close to an elementary school and parks. A principal objective of the Project’s active transportation plan is to separate pedestrians and bicyclists from automobiles through the use of multi-use cycle tracks and trails. Such facilities will link the Project’s mauka and makai neighborhoods with the Project’s commercial areas, civic, and recreational facilities.

All of the Project’s streets will emphasize traffic calming and street scape beautification. The use of residential roundabouts at key intersections, landscape planting strips to buffer pedestrians from traffic and linear greenways will serve to beautify the project while providing motivation for residents to walk and bike more. The Project’s pedestrian and bicycle facilities will be designed to make walking and bicycling safe, accessible and an enjoyable activity for all age groups. Within the Project’s residential neighborhoods, sidewalks will be provided on both sides of the street and traffic calming will encourage on-street bicycle riding. Figure No. 22 shows the Project’s non-motorized network of multi-use trails, pedestrian and bicycle facilities.

### **c. Bicycle Network**

The Central Maui Pedestrian and Bicycle Master Plan for 2030 (State of Hawai‘i – Department of Health- Healthy Hawai‘i Initiative, 2012) highlights that Wai‘ale Road has significant unused ROW that could be used to create a separated pedestrian and bicycle path that would be an important link in connecting future growth in Waikapū to Kahului and Wailuku. The specific vision for this Waikapū-Wai‘ale Road Connector is to connect Waikapū to Wailuku and Kahului by the Wai‘ale Road Bikeway and provide a safe and convenient active transportation commute between communities. The Wai‘ale Road Bikeway will be a contiguous bike path or cycle track between Kuikahi Drive and Waiko Road, which would then transition into a separated bike path, or at a minimum a bike lane with signage to Waiinu Road, and eventually transition into a multi-use path with a two-way bikeway and possible pedestrian path that would connect Waiinu Road or the Sandhills residential area with Lower Main Street or Wailuku. The County of Maui encumbered monies in its 2015 Capital Improvement Plan budget to produce design guidelines for this facility and a contractor has been selected.

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Figure 22  
Waikapu County Town  
Pedestrian and Bicycle Facility Network



The WCT provides an opportunity to develop a major segment of this bikeway and to integrate it into the new community. The Final Environmental Assessment for the Proposed Wai`ale Road Extension and East Waiko Road Improvements (County of Maui, 2014) states that the Wai`ale Bypass will include a 10-foot bicycle/pedestrian path on the west side of the roadway. Moreover, the internal WCT site plan will provide both separated pedestrian and bicycle facilities along the collector roads and traffic calming along residential streets to ensure that bicycling is made safer. Figure No. 22 shows the Project's non-motorized network of multi-use trails, pedestrian and bicycle facilities.

**d. Vehicular Parking**

Parking requirements for the Project will be specified within the Project District zoning ordinance and Design Guidelines that will be prepared to implement the land use plan. The parking standards developed for the WCT will be designed to ensure that adequate parking will be provided throughout the development. It is intended that the parking standards and design guidelines will function together to offer innovative solutions to mitigate some of the deleterious effects that parking can have upon the natural environment and the built urban form. The WCT's parking standards and design guidelines will create opportunities for strategic centrally located parking lots within the town center and near the main street business districts; it will also allow for on-street parking, joint-use parking and the opportunity for cash-in-lieu fees, where appropriate. Minimum on-site parking requirements will be established by use. Where practical and appropriate to the site condition, pervious paving solutions and structured grass parking will be permitted. The WCT's parking standards and design guidelines will be subject to review and approval by the Maui Planning Commission and County Council as part of the zoning entitlement process.

**e. Pedestrian and Bicycle Crossing of Honoapi`ilani Highway and Major Arterials**

The Project has four proposed crossings of Honoapi`ilani Highway, which are shown and labeled in Figure No 23. Intersections A, C, and D are planned to be signalized intersections. With signalization, intersections A, C, and D would include marked crosswalks on all four legs to support safe pedestrian and bicycle crossings of the highway. The signals at these intersections will communicate with roadway users, whether they are walking, biking, or driving about when they have the right-of-way and when it is intended for them to cross the street. At these



# Waikapū

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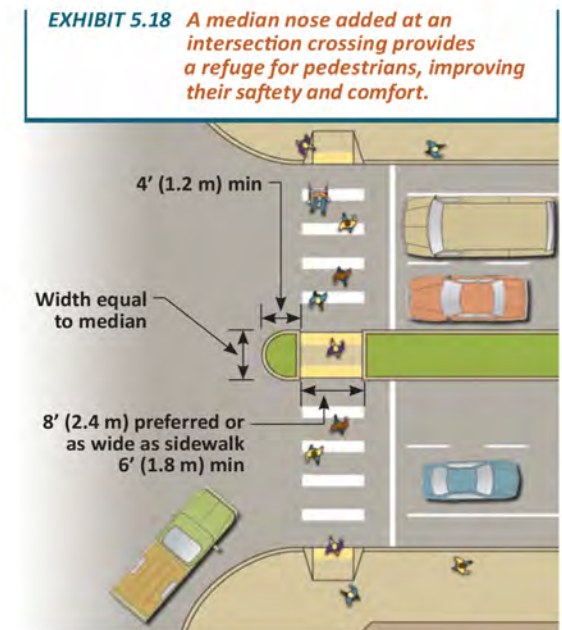
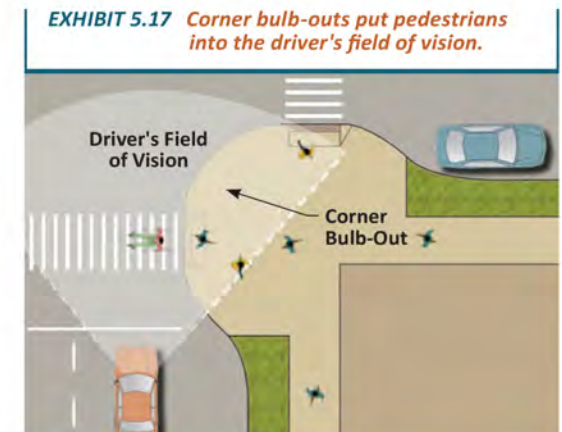
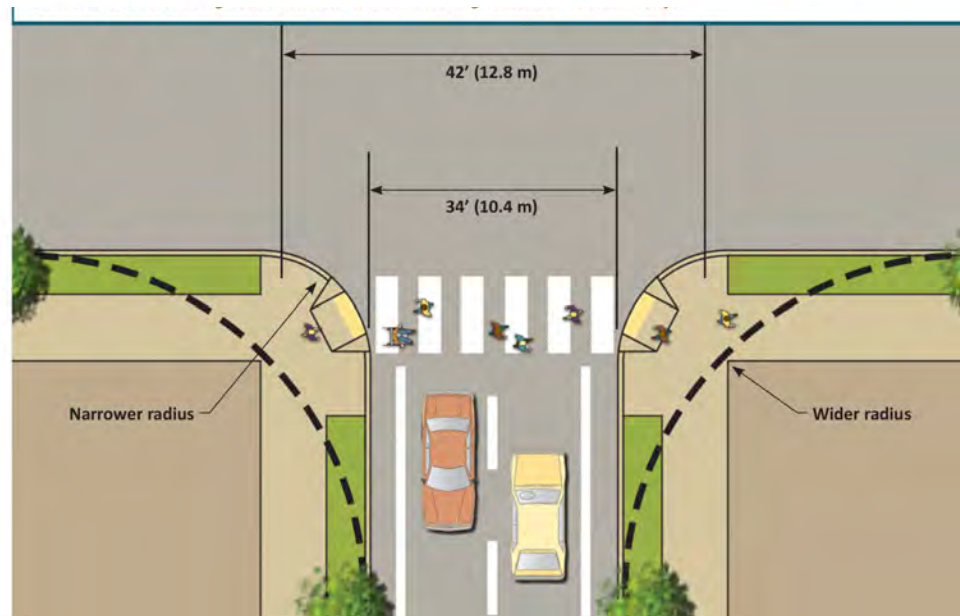
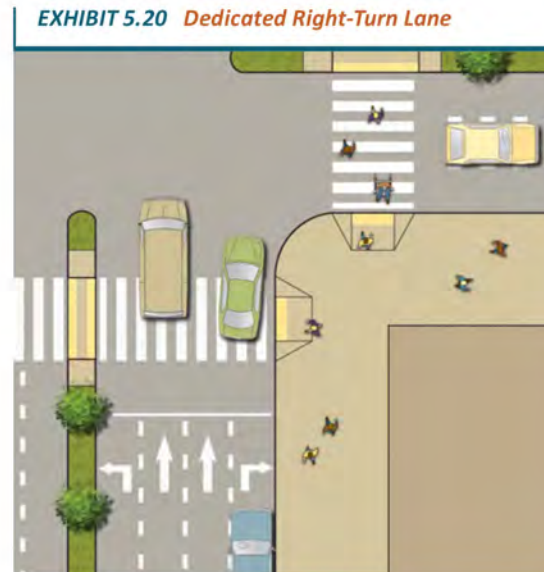
intersections treatments like protected left-turns and leading pedestrian intervals, will address conflicts with left-turning and right-turning vehicles, respectively. Moreover, to increase pedestrian convenience and safety intersection design considerations; such as providing extended crossing times, utilizing audible devices, providing adequate lighting and signage; will be discussed with State transportation planners. At these intersections, the Applicant will also work with State transportation planners to incorporate design elements that will calm vehicular traffic and minimize crossing distances such as adjusting curb radii and utilizing medians, center refuge islands, and corner bulb-outs.

Intersection B differs from locations A, C, and D because instead of cross-streets, an east-west walking path is proposed for the Project at this location. The presence of the walking path is likely to result in mid-block pedestrian crossings of Honoapi'ilani Highway at this location. This pedestrian crossing will be enhanced with high-visibility crosswalk striping, yield lines, and a pedestrian crossing beacon. The crossing beacon would be activated by pedestrians who are crossing the street so that people approaching in vehicles are made aware that pedestrians are crossing. Options for this location include rectangular rapid flashing beacons (RRFB) or a pedestrian hybrid beacon. It is also suggested that a median with pedestrian refuge be provided within the crossing, if feasible. Figure No. 24, A-B, illustrates the types of pedestrian and bicycle improvements that will be considered for the Project's crossing of Honoapi'ilani highway. In addition, along the mauka (west) and makai (east) frontage of Honoapi'ilani highway, a multi-use pedestrian and bicycle path will be proposed. Landscape plantings and signage will be utilized to direct pedestrians to the appropriate controlled crossings. Along the Main Street arterial (location E) a full service roundabout will be constructed with pedestrian improvements.

#### **f. ~~d~~ Transit Network**

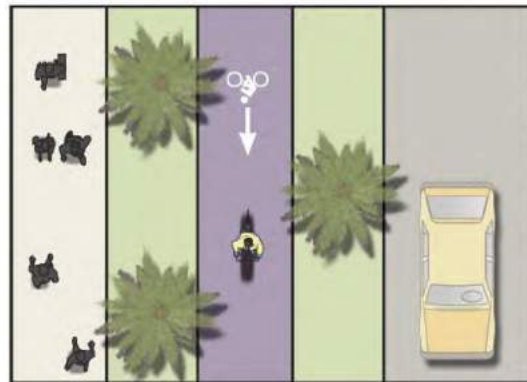
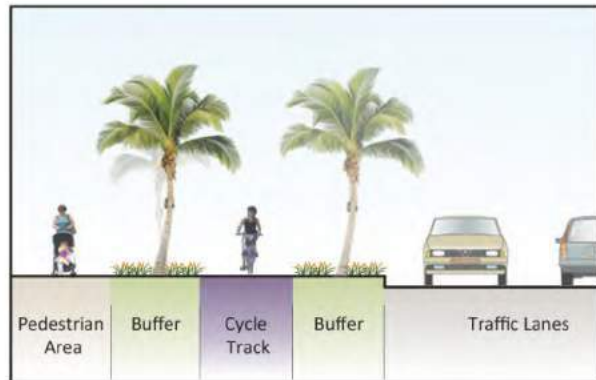
Under existing conditions, the Honoapi'ilani and Waiko bus stop is the only bus stop located in the project vicinity. While the Maui Bus has no immediate plans to expand service in this area, as the WCT site develops, the Project allows for the introduction of public transit to the site, and service to the WCT should be considered as the County plans future expansion of public transit service in this area. Additionally, enhancements and amenities (i.e., benches or covered shelter) could be installed at the existing bus stop and any new bus stops to support future transit riders in this area.

Source: State of Hawaii, May 2013  
Hawaii Pedestrian Tool Box: A guide for planning, design, operations, education, to enhance pedestrian travel in Hawaii

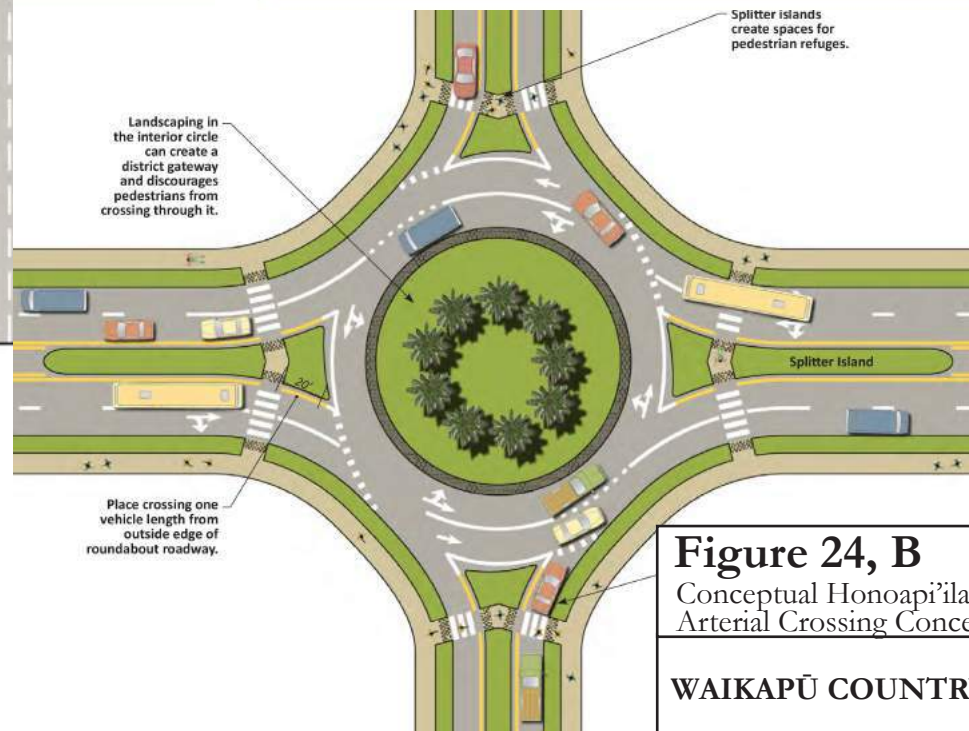
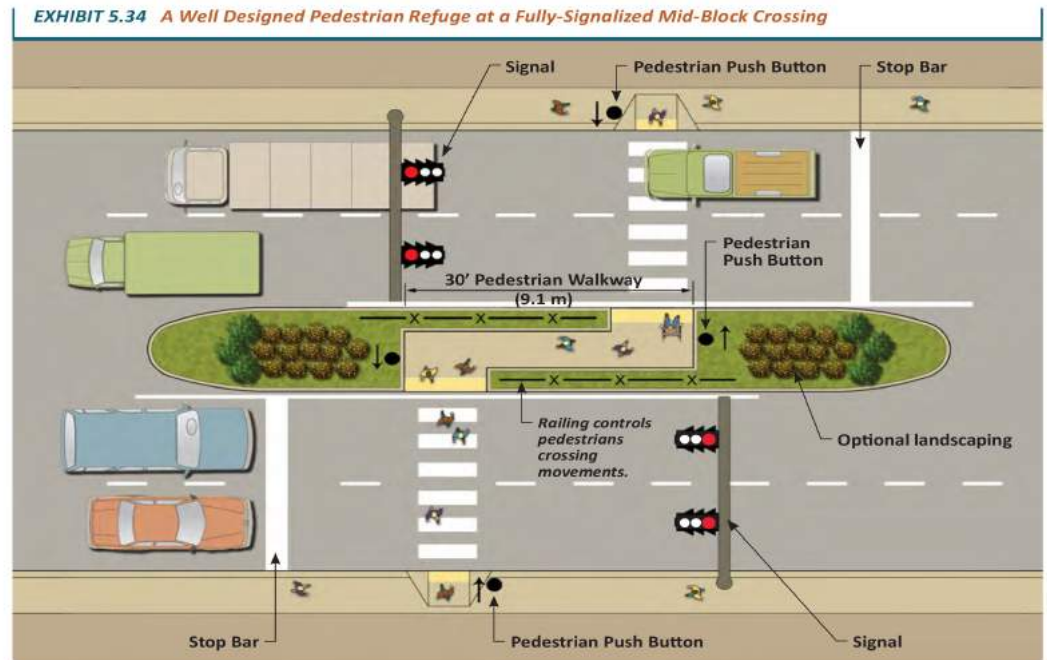


**Figure 24 A**  
Conceptual Honoapiʻilani and  
Arterial Crossing Concepts  
**WAIKAPŪ COUNTRY TOWN**

Source: State of Hawaii, May 2013  
*Hawaii Pedestrian Tool Box: A guide for planning, design, operations, education, to enhance pedestrian travel in Hawaii*



Cycle Track



**Figure 24, B**  
 Conceptual Honoapiʻilani and  
 Arterial Crossing Concepts

**WAIKAPŪ COUNTRY TOWN**

#### 4. Parks and Open Space Plan

The WCT offers a variety of open space elements that are intended to serve the diverse recreational needs and interests of the community. There are over 82 acres of active and passive-park and open space elements within the WCT Master Plan. Of the 82 acres, about 32.5 acres are dedicated to the creation of mini-parks, neighborhood parks and a community park. These parks are strategically located to make them easily accessible from the WCTs single- and multi-family residential neighborhoods and the elementary school. The project also includes approximately 50-acres of greenways, some of which incorporate pedestrian and bicycle paths, which will help to safely link neighborhoods to one another and to create visual relief and a diversity of natural topographic elements within the community.

Moreover, the abutting 1,077-acres of agricultural lands owned by the Applicant may create additional opportunities for various forms of open-land recreation such as horseback riding, mountain biking, trail running, hiking and community gardening. The Applicant intends to work closely with the County's Department of Parks and Recreation to plan for the Project's park facilities and to coordinate the subject improvements with nearby facilities including the Waikapū Park and Community Center and the planned Central Maui Regional Park. Figure 25-23 is a conceptual illustration of the various park elements within the WCT:

- **Village Green (1).** The Village Green is the site of the existing Mill House Restaurant and MTP lagoon. The green open area of the Village Green is approximately 1.5 acres, which includes a passive park on the mauka side of the lagoon. The Village Green will function as the WCTs civic and cultural center. It will be landscaped with tropical shrubs, flowers and canopy shade trees fronting onto the existing lagoon creating a unique sense of place. The Village Green will offer passive recreation in the form of areas for picnics, community gatherings and special events. Views from the green will be of the West Maui Mountains, the mauka agricultural lands and the botanical garden environment that exists around the lagoon and Mill House Restaurant.
- **Waihe'e Ditch Greenway and Neighborhood Park (2 and 3).** The Waihe'e Ditch Greenway is intended to become an approximate 40-feet wide multi-use path and trail that will course north to south across the mauka residential neighborhoods and beyond to the rural open space and agricultural trail systems. This multi-use path will become

an on-site amenity for walking, jogging and biking and will provide safe access to several small neighborhood pocket parks located along the greenway.

- **Waikapū Station Greenway and Neighborhood Parks (4 and 5).** The Waikapū Station Greenway is intended to link WCT's makai residential neighborhoods with commercial services along Main Street, the elementary school and the Waikapū River Community Park. The greenway is about 1 mile long and is about 40-feet wide. It will provide space for a multi-use pedestrian and bicycle path and landscape planting with canopy shade trees. The Waikapū Greenway also links a small .5-acre neighborhood park at its south end with another .5-acre neighborhood park centrally located to the greenway and the elementary school and the Waikapū River Park along the WCT's western boundary.
- **Mauka Makai Greenway (6).** The Mauka Makai Greenway links the multi-use path located along Honoapi'ilani Highway with the multi-use path located along the Wai'ale Bypass Road. This approximate 30-feet wide, and ½ mile long pathway, will link the makai single-family residential neighborhoods with the Waikapū Station Greenway. It will offer a safe and active transportation route to the elementary school and the Waikapū River Park. This route may also help to facilitate future pedestrian access to a future intermediate school that is planned for Wai'ale and to the County's regional park complex planned just to the east of the WCT.
- **Honoapi'ilani Highway Multi-Use Path (7 and 8).** The WCT's urban and rural frontage along Honoapi'ilani Highway is about ¾ miles. Setbacks of at least 60-and are proposed along the mauka and makai sides of the highway. A meandering 10-feet wide multi-use path is proposed along the mauka and makai sides of the highway together with canopy shade trees and tropical bushes and groundcovers. The multi-use paths will provide a safe active transportation route along the project frontage between the Village Green, Main Street, the Waikapū River Park and Waikapū Town.
- **Waikapū River Park (9).** The approximate 18.5-acre Waikapū River Park will provide active and passive recreation opportunities to the Waikapū Community. Based upon future community input and the needs of the Department of Parks and Recreation, this park could include active recreation facilities such as softball and soccer fields, basketball and tennis courts or skateboard facilities. The Park may also include passive recreation opportunities such as shaded areas for family picnicking, tot lots, community gardens and jogging and exercise facilities. The Waikapū Station Greenway will connect

the Park by a multi-use separated pedestrian and bicycle path to the Project's residential neighborhoods located to the south and west.

- **Community Gardens (10).** The WCT may include opportunities for community gardening within its park system and in appropriate areas within the rural and agricultural lands. It is envisioned that small plots could be offered for lease and that limited shared common facilities could be provided to community gardeners. The provision of community gardens will depend upon community demand for these types of facilities and whether adequate provisions can be made for the gardens security and maintenance.
- **Open Land Recreation (11).** Open land recreation uses are permitted within the State and County agricultural districts. These uses may include horseback riding, mountain biking, non-commercial camping, community gardening, petting zoos, hiking and other similar uses. It is expected that these and other similar uses may be permitted within the WCTs agricultural lands, provided that these activities do not interfere with agricultural operations.

## 5. Agricultural Development Plan

The WCT's principal land use beyond the Project's urban and rural boundaries will be agriculture. The WCT's agricultural lands comprise approximately 1,077 acres, of which 800 acres will be dedicated to agricultural use through a conservation easement. The remaining 277 acres may be subdivided into as many as five agricultural lots. The conservation easement will limit the 800 acre preserve to only those uses permitted within the State Land Use Agricultural District and the County Agricultural District; however; the easement will prohibit farm and/or residential dwellings from being constructed and will only allow agricultural subdivisions which serve the purpose of creating agricultural enterprises<sup>5</sup>. The specific details of the conservation easement are still being considered.

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<sup>5</sup> Agricultural enterprises would be any business or non-profit entity engaged in any permitted agricultural and/or special use approved pursuant to HRS, Chapter 205 and/or Maui County Code Chapter 19.30A, except that "farm dwellings", as defined in HRS Chapter 205, or any other type of residential dwellings including "farm labor dwellings", would not be permitted within the Agricultural Preserve.

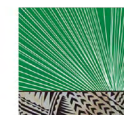




**FIGURE 25**  
Conceptual Parks and Open  
Space Master Plan

Not to Scale

WAIKAPU COUNTRY TOWN



PLANNING  
CONSULTANTS  
HAWAII, LLC