

Section 2

Policy Framework

Historically Maui County’s community plans were divided into separate chapters that approached community planning in a segmented way and promoted distinct silos. Each chapter covered a different subject matter such as land use, housing, infrastructure, and cultural resources, and said very little about the connections that all these elements have to each other. With this Plan, the community places a greater emphasis on the interconnectedness of the natural and human-made systems, structures, and services that make South Maui a community and are vital for planning for the future. The Policy Framework is organized by goals, which are intentions that provide more detail than the vision. The goals illuminate the specific desired outcomes South Maui strives to achieve with the policies in this section of the Plan along with the actions in the Implementation and Monitoring section. Numerous topics are covered within each goal and its policies and actions, highlighting the interdependent nature of planning. These “cross-cutting topics” are listed under each goal.

For Landowners:

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

Note on Policies:

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

2.1 Goal | A complete, balanced and connected transportation network

Why is it important?

Transportation is not just roads and cars; it is about moving people within, to and from South Maui in a way that is safe, efficient, and enjoyable. Transportation is freedom and having a variety of transportation choices for people in South Maui promotes equity and is a high priority for the community. With Pi'ilani Highway and South Kihei Road functioning as the only two arterial roads through South Maui, both residents and visitors experience gridlock with limited alternatives for mobility. People who choose not to drive, cannot afford a car or are not able to drive have limited mobility options because the region has an incomplete bicycle and pedestrian transportation network and limited public transit. With this Plan, the community intends to change that paradigm, focusing on creating a transportation network that is safe, comfortable, and accessible for all, from keiki to kūpuna, wheelchairs to bicycles, and cars to public transit.

How will setting this goal affect our future?

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

Cross-cutting Topics:

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

Policies

2.1.1 | Improve South Maui’s active transportation network by implementing a multimodal transportation system that includes a bus transit hub and incorporates Complete Streets, greenways, multi-use paths, and sufficient public transit coverage that allows residents and visitors to move more safely, effectively and comfortably within South Maui.

2.1.2 | Support increased access to micromobility solutions such as bike share, electric scooters, shuttles, etc.

2.1.3 | Support adoption of mechanisms to fund transportation improvements such as special districts, increases in car rental surcharges for visitors and traffic impact fees so new projects pay their fair share of transportation system improvements.

2.1.4 | Establish “safe routes” interconnecting South Maui. Safe routes are primarily street networks that safely accommodate pedestrians and bicyclists of all ages to get from homes to schools, parks and beaches, shops, jobs, and other services.

2.1.5 | Support the extension of a continuous bike lane along Mākena Alanui and Mākena Road providing cyclists safe access to Mākena State Park.

2.1.6 | Incorporate the principles of Complete Streets for all new roadways and roadway expansion and improvement projects.

2.1.7 | Require and undertake transportation system improvements prior to or concurrently with the growth of the South Maui region. Roadway improvements should be planned, designed, and constructed as generally described in the Kīhei Sub-area Transportation Plan.

2.1.8 | Support existing and future Federal, State, County and Maui Metropolitan Planning Organization transportation plans including pedestrian, bicycle, traffic and transit improvements for South Maui to ensure the goals and objectives are realized.

2.1.9 | Require new development, redevelopment and housing projects developed pursuant to Chapter 201H, Hawai‘i Revised Statutes and Chapters 2.96 and 2.97, MCC housing projects to include facilities and programs that support connectivity, biking, walking and public transit, whether constructed by the developer, the County or State, or public-private partnerships.

2.1.10 | Require development projects mauka of Pi‘ilani Highway to coordinate with the County and State on implementing a new multimodal transportation corridor spanning through South Maui to Central Maui mauka of Pi‘ilani Highway as identified in Action 1.14.

2.1.11 | Support the completion of the planned North-South Collector Road and adjacent multi-use path that will improve travel through Kīhei and provide access to additional routes for emergency ingress and egress.

2.1.12 | Support increased transit service between South Maui’s neighborhoods, parks and beaches, commercial areas, and between the Kahului Airport and South Maui Resorts.

2.1.13 | Support the integration of wetlands and drainage ways with greenways and multi-use paths in and around the Līpoa business district.

2.1.14 | Support the creation and implementation of Transit-Oriented Development (TOD) that will provide a mix of land uses, provide housing close to jobs, services, schools and recreation, and provide convenient and safe mobility options including walking, biking and transit options.

2.1.15 | Support the development of a Kīhei Transit Hub with adequate space to expand and incorporate multi-modal transportation options that promote safe, efficient travel through South Maui while improving mobility access.

2.1.16 | Promote Transportation Demand Management (TDM) strategies that shift commuter practices away from driving alone to reduce traffic congestion in South Maui. Strategies may include more frequent bus service, bus passes, creation of carpool lanes, employer-sponsored bus passes, increased parking fees, decreased off-street parking, and educational programs on the benefits of alternative modes of travel.

2.1.17 | Ensure coordination of the timing of roadway improvements, whether private or public, so that concurrent roadway closures and traffic disruptions are minimized.

2.1.18 | Require the use of best management practices and green infrastructure to address stormwater runoff and drainage issues related to the transportation system.

2.2 Goal | Safe, healthy, livable communities for all

Why is it important?

Home is where people feel most comfortable; they have what they need, are surrounded by friends and family, and feel a sense of security. South Maui's small-town, family-oriented atmosphere, and wahi kūpuna interweave to create a distinct sense of place. Making safe, healthy and livable places leads to stronger communities where people are free to work and play in an enjoyable environment. It might be tutu and keiki playing in the neighborhood park while Mom takes the bus to work or Dad buying fresh vegetables at the corner store on his walk home from work. In these communities, families have more time to spend together and engage in healthy activities because the community they live in is designed to be safe, healthy and livable.

While South Maui's tourism industry has developed through much of the region, amenities made available to locals have remained stagnant. Resorts, hotels, and private residences occupy portions of the southern shoreline, limiting access to public areas and beaches. A significant portion of the housing supply consists of short-term rentals and vacation homes, leaving a shortage of residential housing options for South Maui residents. This goal focuses on creating a community for residents by making existing neighborhoods more complete and cohesive with jobs, housing, parks, emergency response, and other services nearby, while also holding future development to a higher standard. Communities will be built in areas that limit hazard risk and be designed to maximize resilience.

How will setting this goal affect our future?

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

Cross-cutting topics:

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

Policies

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

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

2.2.3 | Promote the acquisition and development of parks that include proper infrastructure and are consistent with Maui County Department of Parks and Recreation (DPR) guidelines (Park Classification Matrix), capable of meeting a variety of recreational needs, promote health, and are accessible to persons of all abilities. The acquisition and development of new parks should include funding for DPR maintenance and operations responsibilities.

2.2.4 | Encourage the use of Crime Prevention Through Environmental Design Guidelines in parks and public spaces.

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

2.2.6 | Support the creation of public campgrounds within the region.

2.2.7 | Support the development of trails and greenways in South Maui as part of a larger integrated recreation and transportation network and maintain existing public paths and access, mauka and makai.

2.2.8 | Use low-impact development principles and techniques when designing, building, renovating, and maintaining parks and recreation facilities.

2.2.9 | Support the preservation of the Kīhei Boat Ramp and adjacent undeveloped area as valuable assets to the region. The northern portion of the property including the dryland forest and paths must maintain its open space, undeveloped character.

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

2.2.11 | Use “green streets” principles (Complete Streets + Green Infrastructure) in all new development, redevelopment and street improvement projects to mitigate stormwater runoff, calm traffic, provide safer pedestrian and bicycle paths, mitigate urban heat island effects, improve community aesthetics, promote a sense of place, and stimulate community investment.

2.2.12 | Require new development and redevelopment projects to include shade trees, especially in parking lots and along streets. Adhere to the Maui County Planting Plan to choose appropriate tree species and to determine proper planting, irrigation and maintenance based on each condition and location for trees to grow to full canopy spread.

2.2.13 | Require new development, redevelopment and County projects to abide by and participate in the implementation of the South Maui Tree Canopy Plan identified in Action 2.14.

2.2.14 | Require new development and redevelopment projects to incorporate interconnected public greenways and multi-use paths throughout the project and connect to existing greenways and multi-use paths if possible. Public paths must remain open for connectivity and may not be gated. As opportunities arise, acquire parcels within cul-de-sacs for the incremental expansion of connectivity.

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

2.2.16 | Require affordable housing projects, including projects using the Chapter 201H, Hawaii Revised Statutes or Chapters 2.96 or 2.97, MCC process, to be near jobs centers, schools, transit and services and include pedestrian-oriented design elements that create walkable and livable communities for all.

2.2.17 | Encourage a greater percentage of affordable housing than required by law in all residential projects than required by law, unless the project is to be developed exclusively as an affordable housing project. Affordable housing obligations must be met within the boundaries of the Community Plan sub area, credits may not be used.

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

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

2.2.20 | Support the development of homes by the Department of Hawaiian Homelands as a priority in South Maui.

2.2.21 | Support infill development and redevelopment near commercial centers, transit stops and transportation corridors and which avoids impacts to wetlands, flood areas, and other environmentally sensitive areas. Support redevelopment with walkable mixed-use community and job centers and a variety of housing types.

2.2.22 | Increase the inventory of long-term housing units, whether owner-occupied or long-term rental, and whether single-family or multi-family, by phasing-out and converting existing vacation rentals to long-term occupancy.

2.2.23 | All permitted affordable and workforce housing units that are required as part of a development approval must be completed before or at the same time as the rest of the project and cannot be separated to a later phase of the project.

2.2.24 | Prohibit new transient units and second homes until adequate workforce housing, public facilities and services are established to meet existing needs.

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

2.2.26 | Promote the placement of utilities underground in new areas of development and in existing areas where possible, to minimize the impacts from high winds and other storm events and protect native birds and scenic resources. Minimize ground disturbance in culturally sensitive areas.

2.2.27 | In new development and redevelopment projects, outdoor lighting shall be designed to provide the minimum illumination recommended by the Illuminating Engineering Society of North America (IESNA) in the most current edition of the IESNA Lighting Handbook to protect native species and preserve the dark skies.

2.2.28 | Agricultural land within the growth boundaries should only be converted to urban or rural designations when conversion is required to accommodate the population or employment projections for the region, or conversion will facilitate shoreline retreat by directly replacing an existing development of similar size and character. Public facilities developed under this policy do not need to be of comparable size to the public facilities that they are replacing.

2.2.29 | Prohibit new gated communities.

2.2.30 | Visitor-related development and businesses must minimize the impact of tourism on South Maui residents, infrastructure, parks, environment, and cultural resources. The visitor industry shall focus on the quality of the visitor experience rather than quantity.

2.2.31 | Require that new and existing shoreline development maintain public shoreline access. When new development is proposed require public access to shoreline areas currently privatized by gates and walls. Maintain and expand public shoreline access by requiring the establishment of both perpendicular and lateral access paths as a condition of any SMA permit for properties that abut the shoreline to the extent permitted by law.

2.2.32 | Support public access to areas recognized to be part of the Government Beach Reserve; ensure the new developments and redevelopments actively encourage access to these areas with signs or public paths.

2.3 Goal | Ready and resilient systems.

Why is it important?

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

Maintaining and improving infrastructure systems is important in the face of increased demand and threats from natural and human-made hazards. As both the population of residents and visitors to South Maui increases, added pressure and demand will be placed on these systems as well as South Maui's resources. Hazards such as flooding and coastal erosion threaten the low-lying coastal areas that comprise much of South Maui. The dry climate of South Maui means that drought and wildfire are also serious concerns for the community. These potentially damaging impacts are expected to worsen with climate change and sea level rise.

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

How will setting this goal affect our future?

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

Definitions

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

The State-recognized **sea level rise exposure area (SLR-XA)** is defined as the Hawai'i Climate Change Mitigation and Adaptation Commission's recognized planning target or threshold for sea level rise exposure. Currently, the recognized planning threshold is 3.2-feet of sea level rise. The planning threshold may change over time based on best available scientific information.

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

Cross-cutting topics:

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

Policies

Climate Change and Sea Level Rise

2.3.1 | To minimize impacts from future coastal erosion to development, new permanent structures must be located landward of the State-recognized sea level rise exposure area (SLR-XA) with coastal erosion, except a minimum buildable area must be provided. This restriction does not apply to structures needed as part of an approved beach restoration project or cultural project such as loko i'a. and which must be evaluated on a case-by-case basis.

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

- a. Proactively coordinate with the Maui County Planning Department and adjacent or nearby property owners to understand possible collective relocation options for at-risk structures;
- b. Incorporate results of coordination into development plans by siting any new planned structures out of harm's way;
- c. Not hold the County of Maui and State of Hawai'i liable for any and all future costs associated with maintaining or protecting the property developed within the SLR-XA, including costs associated with retreat, hazard mitigation, and cleanup costs to maintain the health of the nearshore marine environment from material debris originating from the ocean or from the structures' own deterioration or failure; and
- d. Recognize that permit approvals from the County of Maui will be conditioned to prohibit future shoreline hardening for their property or project.

2.3.3 | Protect the access to and ecological function of wetlands, shorelines, beaches, and dunes by preserving waterfront land within the SLR-XA as undeveloped space, greenways, stormwater management facilities, or parks wherever possible.

2.3.4 | Support amendments to the Maui Island Plan and Community Plan, and changes in Zoning for new development in Mā'ālaea on land mauka of Hauoli Street and the SLR-XA for existing makai development retreating inland because of impacts from sea level rise or other coastal hazards.

2.3.5 | Support coastal retreat of South Maui structures currently located in the shoreline setback area and the SLR-XA.

2.3.6 | Encourage redevelopment and new development related to strategic relocation and increased resilience in preparation for and in response to climate change or natural disasters.

2.3.7 | Avoid development or redevelopment within Special Flood Hazard Areas (SFHA).

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

Fire and Emergency Management

2.3.9 | Require all development to incorporate defensible space around its perimeter and provide ongoing maintenance as per recommendations of the Maui Fire Department.

2.3.10 | Improve the resilience of the transportation system to natural hazard events and climate change-related hazards such as sea level rise, flooding, and wildfires, including the development of additional roadways in and out of South Maui to improve safe evacuation during hazard events.

2.3.11 | Consult and apply as appropriate the goals, objectives, and actions of the South Maui Community Wildfire Protection Plan and the Maui County Multi-Hazard Mitigation Plan Update.

2.3.12 | Encourage the development of fire breaks and bioswales that can be used for recreational paths and greenways around existing communities, and between new and existing communities.

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

Water

2.3.14 | Require new developments to install landscaping that reduces water use, with drought-resistant and micro-climate appropriate design and plants emphasizing native species. Use water catchment systems to support irrigation, and gray water where allowed by the State Department of Health.

2.3.15 | Support the protection, preservation, and management of South Maui's water sources including aquifers, recharge areas, and watersheds.

Wastewater

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

2.3.17 | Support the use of gray water and recycled water in County parks and community gardens.

2.3.18 | Support amendments to the Maui Island Plan and Community Plan, and changes in Zoning, for the acquisition of land outside of the SLR-XA for the construction of a new wastewater collection system and treatment options to serve the Mā'alaea area.

2.3.19 | Support the transition of the Mā'alaea area away from the use of wastewater injection wells to a new system that increases treatment and provides better options for reuse or disposal of wastewater.

2.4 Goal | Mauka to makai watershed management

Why is it important?

Traditionally, Native Hawaiians divided land using the ahupua'a system that ran mauka to makai, like a watershed system. An ahupua'a is like a slice of pie, usually with a narrow beginning at the top of a mountain becoming broader toward the ocean. 'Ōiwi who lived inland and those who lived near the ocean shared resources while caring for the land. There was recognition that what happened mauka impacted areas makai. This holistic system allowed Native Hawaiians to thrive, creating a sustainable environment with healthy forests and farmland, functional wetlands and dunes, and vibrant fishponds and reefs.

Watersheds throughout South Maui have become degraded due to a decline in native forest cover in favor of intensive farming and ranching, the introduction of invasive plants and grazing animal species, and filling-in of wetlands and grading over sand dunes for development. These changes have altered watershed hydrology and increased stormwater runoff. Excess stormwater in South Maui causes flood damage and pollution that are difficult and costly to clean up. Compounding the issue, global climate change has increased extreme weather patterns and events such as heavy rain, drought, and rising sea levels. This Plan recognizes the need to manage watershed resources in a more holistic way by engaging in sustainable stewardship practices and more culturally and ecologically friendly development.

How will setting this goal affect our future?

With this goal, South Maui is committed to supporting holistic land use and watershed management from mauka to makai that reduce risks from flooding and improves South Maui's long-term resiliency.

Definitions

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

Green infrastructure are drainage systems that slow down or control stormwater runoff to be utilized for non-potable use (e.g. irrigation) or provide additional environmental benefits (e.g. groundwater recharge, evaporation, reduced pollution, etc.). Examples of green infrastructure include permeable pavements, bioswales, rain gardens, or other rainwater catchment systems.

Low-impact development is a subset of green infrastructure improvements that manages stormwater runoff as close to the source as possible by incorporating natural features into the urban landscape (e.g. rain gardens, porous pavement, bioswales and increased tree cover). The main difference between green infrastructure and low-impact development is the size and scale of the improvement.

Cross-cutting topics:

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

Policies

2.4.1 | Protect ocean and stream water quality by requiring that wetlands, as defined by traditional historic knowledge or Section 404 of the Clean Water Act except for the requirement of a "federal nexus", be preserved with environmentally protective vegetated buffers. The buffers shall be adequate to mitigate pollutants and, support ecosystem functions, allow for migration, and incorporate future sea level rise scenarios.

2.4.2 | Prioritize "nature-based solutions", low-impact design, and green infrastructure strategies rather than "gray" infrastructure to manage flooding and prevent surface water pollutants from flowing into streams and reaching the ocean.

2.4.3 | Support restoration and conservation efforts to improve and restore degraded wetlands and hydrologically connected systems and their buffers to enable wetland systems to migrate and shift as environmental conditions change.

2.4.4 | Protect coastal water quality and nearshore marine environment by requiring redevelopment and new developments to include low-impact development techniques such as adequate bioswales and other green infrastructure and nature-based solutions to minimize stormwater runoff and coastal nonpoint source pollution.

2.4.5 | Gulches as identified in the map in Figure 3.17 (pg. 106) of this Plan, must remain in open space and no new permanent structures may be developed in or within 100 feet of the top of the bank of identified gulches unless low-impact development strategies are implemented to prevent stormwater runoff.

2.4.6 | To reduce sediment loss and protect water quality, redevelopment and new development shall be encouraged to improve degraded areas by planting appropriate native plants.

2.4.7 | To support watershed management and protect water quality, redevelopment and new development shall be encouraged to avoid, minimize, and mitigate impacts to the existing surface and groundwater hydrology. Wetland, wetland buffers, and recharge area conservation and restoration will be prioritized.

2.4.8 | Encourage reestablishing historic hydrology and management of hydrologically connected systems where appropriate.

2.4.9 | Preserve and protect native coastal vegetation and coastal processes by:

- a. Appropriately regulating and limiting development in the shoreline setback area;
- b. Requiring all proposed shoreline developments to use native coastal vegetation in landscaping;
- c. Encouraging dune restoration and native planting efforts, and limit irrigation;
- d. Supporting regional beach management at the beach cell level.

2.4.10 | Require new development and redevelopment to include native and endemic plants appropriate for the microclimate to conserve water, provide shade, beauty, and reduce sediment runoff. All new landscaping must minimize irrigation needs.

2.4.11 | Require affordable housing using Chapter 201H, Hawaii Revised Statutes 2.96 or 2.97, MCC process to be outside the Special Flood Hazard Areas (SFHA), which includes V, VE, A, AO, AH, and AE.

2.4.12 | Protect and preserve open space areas as important assets of the region. Habitat connectivity for native species, watersheds, undeveloped shoreline areas, and other environmentally sensitive areas will be preserved.

2.4.13 | Require the implementation of low-impact development practices in developments in South Maui to reduce stormwater runoff and protect water quality. Encourage management of flows that are greater than the five-year storm event to retain, filter, and sink as much stormwater through low-impact design as feasible on site.

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

2.4.15 | Encourage new shoreline developments and redevelopments to include public restrooms near beach access points to improve ocean water quality.

2.5 Goal | Responsible Stewardship of Wahi Kūpuna and Historic Properties

Why is it important?

Wahi kūpuna can be places revered and protected by ‘ōiwi throughout history or places where kūpuna lived and worked for generations like loko i‘a, lo‘i, complexes of hale, or natural features (such as pu‘u, springs, wetlands, viewpoints, etc.) that are tied to mo‘olelo about events that physically shaped South Maui. These places are important because of their connection to the living culture of ‘ōiwi of Maui today. The term historic properties include places not necessarily tied to ‘ōiwi like buildings, features and landmarks reflecting modern historical importance. Often, they possess unique architectural character or tell a story about the recent history of South Maui.

This Plan will help the community engage in responsible stewardship of wahi kūpuna and historic properties to create and retain a strong sense of place in South Maui, for residents and visitors alike. It is important to steward these resources because they create a physical link to our past and can contribute to the community’s health, livability, and overall quality of life. This Plan fosters collaboration and coordination on future development to protect, preserve and restore wahi kūpuna and historic properties. If cared for properly, these resources will allow traditional cultural practices to continue, contribute to sustainability, and encourage economic diversity.

How will setting this goal affect our future?

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

Cross-cutting topics:

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

Policies

2.5.1 | Ensure new development projects provide continued access to kuleana lands protected under Section 7-1, Hawai'i Revised Statutes, as well as continued access for cultural practices including fishing, hunting and gathering to areas both mauka and makai.

2.5.2 | New development projects shall engage in consultation with Native Hawaiian Organizations, and those who have genealogical (and those with generational ties) to the area associated with the project area.

2.5.3 | Identify, preserve, protect, and restore significant wahi kūpuna and historic properties in South Maui.

2.5.4 | Protect public view corridors and scenic vistas, including traditionally significant views and views to and from the shoreline.

2.5.5 | Promote awareness and elevate the importance of wahi kūpuna and historic sites in South Maui by installing signs and markers that include information about the sites and a code of conduct to prevent damage or desecration.

2.5.6 | Ensure existing government trails are preserved during the discretionary review and entitlement process, including changes in zoning, community plan amendments, state land use district boundary amendments, the review of environmental assessments and impact statements, development in the Special Management Area and Shoreline Area, and the review of subdivisions, by consulting with the Department of Land and Natural Resources Na Ala Hele program.

2.5.7 | Healthy mature trees, particularly native trees, must be preserved and incorporated into the landscape plans of subdivisions, roads, and any other construction or development. If they must be removed for safety, then agreements should be made to provide wood or other useful elements to Hawaiian cultural practitioners or organizations from the particular area.

2.5.8 | Use traditional ecological knowledge, in coordination with cultural practitioners and in consultation with those who have generational knowledge ('ike kūpuna) in the design of new development and redevelopment projects, and environmental restoration efforts.

2.5.9 | Encourage voluntourism that increases awareness of wahi kūpuna and South Maui's history.

2.5.10 | When wahi kūpuna or other historic properties are located within or adjacent to a project area, require restoration or preservation of the site(s) and require mitigation of potential adverse impacts on cultural resources during construction, as directed by State Historic Preservation Division or other applicable laws and regulations, including site avoidance, adequate buffer areas and interpretation. Particular attention should be directed toward the southern areas and shoreline of the planning region.

2.5.11 | Protect and enhance wahi kūpuna during the implementation of transportation projects through early consultation and engagement with those who have genealogical or generational ties to the project area, resource management agencies, and the community.