

November 1, 2022

Aloha Chair Weltman and Members of the CPAC,

As I am unable to attend your November 2, 2022 meeting, I am submitting written testimony related to 1) the Kihei 701 Plan discussion starting on page 20 of the draft plan, 2) Traffic considerations, and 3) how resident population is calculated.

The Kihei 701 Plan was a land zoning plan that had close to 50 pages devoted to land use over five sub-areas, and just a few pages touching on infrastructure and a capital improvement program. It was clearly an early “community plan” and I think its characterization in the CPAC’s draft plan that the 701 Plan was the reason behind various infrastructure issues in the region is not founded. Infrastructure needs its own master plans – to meet the needs of a community plan - and their implementation is a function of the dollars allocated and then deployed to effectuate those infrastructure master plans. Blaming the 701 Plan really isn’t fair.

In the section titled “The Kihei 701 Plan and Tourism”, I am attaching suggested edits to further clarify what is in the 701 Plan, greater detail on Wailea’s development, its current position as an employment and tax generator, and the public amenities that are maintained by the WCA on behalf of the County.

I also noted that there was a 1984 Kihei-Makena Community Plan that was not mentioned in the draft plan, and the past tourism numbers were countywide numbers, not specific to Wailea as was implied by having that information in the Wailea paragraph.

Overall, my comments are to add clarity to the 701 Plan and note there are other past community plans, that no plans are perfect and to blame past plans is not a fair assessment, and to provide greater clarity to the Wailea background for future readers of the plan.

Relating to managing traffic, there are good suggestions in the draft plan starting on page 25 relating to completing a variety of roads, sidewalks, and bus transit connections, but nothing on looking at a mauka roadway parallel to Pi’ilani Highway. Surely, a mauka road should be a discussion topic for the committee and discussed in the draft plan.

As to the population numbers of 27,000 people in 2010 and 29,000 residents in 2020, are those numbers from the census reflecting permanent residents? Are part time residents included in these figures?

Mahalo,



Dave Goode

Director, Land Development

Ledcor Maui LP

Att.

Draft Plan Language

“The Kihei 701 Plan and Tourism

In the post-war era, plantations and ranching declined, causing an exodus of the younger generation to seek jobs in the continental United States. Additionally, military personnel and their families stationed in South Maui returned to their homes when their deployment ended. To support and retain its remaining population, Maui sought out a new industry, refocusing its efforts from commercial agriculture to tourism.

In 1969 - 1970, the County of Maui prepared the Kihei Civic Development Plan, known as the “Kihei 701 Plan”. A portion of the Plan was funded by an urban planning grant from the federal government under the provisions of Section 701 of the Housing Act of 1954. The Kihei 701 Plan was the basis for Land Zoning Map 5, adopted by the Council in August of 1969, for the zoning of most of South Maui.

The Kihei 701 Plan anticipated that South Maui would be the island’s next residential, resort and employment center. The design of the pPlan focused most multi-family development along South Kihei Road, with single family residential lands mauka up to the planned Pi’ilani Highway. The design plan focused on zoning uses, building heights and design character, and highlighted in broad strokes the needed infrastructure to service the plan’s goals provided minimal transportation or drainage infrastructure to support the housing and commercial services, and the effects are still felt today. Infrastructure needed to service the area and its respective plans were not included in the Kihei 701 Plan and therefore were essentially delegated to the agencies in charge of those services.

At that time Also during the 1960’s, Alexander & Baldwin (A&B), the state’s largest sugar company, saw the potential for its land in South Maui. A&B received permission from the State Land Use Commission to redistrict 830 acres of agricultural land to urban use. The Kihei 701 Plan included the A&B plan to develop a 1,500-acre site for a new resort town in what is present day Wailea.

In the 1970s, the Matson Navigation Company and Northwestern Mutual Life Insurance Company partnered to create the Wailea Development Company (WDC). This started the shift of South Maui’s economic focus toward tourism. The first of four golf courses was completed by WDC in 1973. Shortly after wards, other investors and businessmen the development -started opening with hotels, condominiums, single family subdivisions, restaurants, and shopping centers built out in general accordance with the General Plan, the zoning, and Wailea’s planned development zoning overlay. Beach accesses and Kilohana Park were provided and is currently maintained by the community association on behalf of the County. With 90% of this land area developed, Wailea is a world renown resort destination, and a major employment and revenue source for the County of Maui, and other golf courses in Wailea.

By the mid- 1970s, tourism grew countywide to accommodate one million visitors a year. Within ten years, the number had doubled, and by the beginning of the 21st century, tourism had replaced commercial agriculture as the leading industry in South Maui.

Not all land was developed for tourism, however. As identified in the Kihei 701 Plan, in 1973 the ‘Āhihi-Kīna‘u Natural Area Reserve was created by State executive order, establishing the first reserve in Hawai‘i Natural Area Reserve System. The Reserve consists of 1,238 acres of land and 807 acres of submerged lands. This ensured that some of the natural beauty in South Maui would stay protected from future development.

In 1979, the construction of the future Maui Research and Technology Park in South Maui was proposed by the Maui Economic Development Board. The approval for the project had four conditions: a new source of water for the Kihei coast, a new wastewater treatment system (as well as upgrades to the current sewer system), construction of a highway to supply a direct link between central Maui and Wailea-Mākena, and expansion of the Mā'alaea power plant for more diesel generators.

With every new phase, South Maui grew more distant from the self-sufficient and subsistence lifestyle practiced by Native Hawaiians prior to western contact. South Maui today reflects the community's past development plans, the Kihei 701 Civic Development Plan, and the 1985 and the 1998 and the Kihei-Makena Community Plans (1998).

In many ways, the Kihei 701 plan, past plans, while providing the best intentions in their times, set the stage for the some of the challenges the community faces today. While the 1998 Community Plan was ambitious in scope, ambiguity of some policies and actions have left the unforeseen effects of the Kihei 701 Plan unremedied. Going forward, this Plan hopes to employ some of

The ingrained and deep-rooted wisdom of the land, water and resource management of the past is now a roadmap guide to future development and infrastructure plans, resource stewardship and exemplary sustainability models.”