

# 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 like land use, housing, infrastructure, and cultural resources, and said very little about the connections that all these elements have to each other.

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

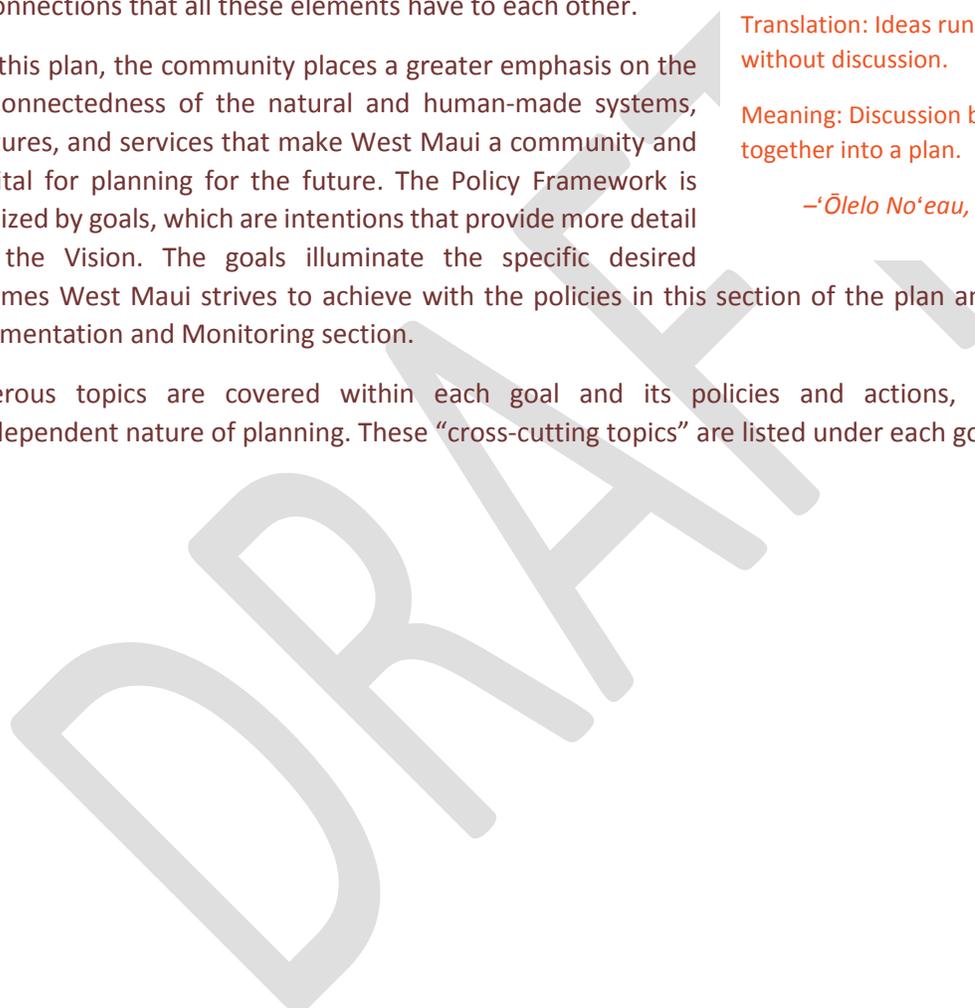
Numerous topics are covered within each goal and its policies and actions, highlighting the interdependent nature of planning. These “cross-cutting topics” are listed under each goal.

“Hili hewa ka  
mana’o ke ‘ole ke  
kūkākūkā.”

Translation: Ideas run wild  
without discussion.

Meaning: Discussion brings ideas  
together into a plan.

—‘Ōlelo No’eau, 993, Pg 106



## 2.1 Goal | Ready and resilient systems.

### Why is it important?

Infrastructure systems perform essential services that provide for the everyday needs of residents and visitors. Water treatment facilities provide clean drinking water to homes and businesses. Wastewater treatment systems process wastewater. Flood and drainage facilities help to convey rainfall flows to reduce flood risk to the community. The transportation network connects people and where they live 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 our infrastructure systems is important in the face of increased demand and threats from natural and manmade hazards. As more people live in and visit West Maui, added pressure and demand will be placed on these services as well as West Maui's resources. Hazards such as flooding, coastal erosion, and wildfire pose a serious threat to the safety and wellbeing of the community. These negative effects 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 West Maui adapt to climate change, we can build a more resilient and self-sustaining community that can respond to and recover from disasters and stressors.

### How will setting this goal affect our future?

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

### Definitions

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

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

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

### Cross-cutting Topics

- Climate Change and Resilience
- Hazards
- Infrastructure
- Land Use
- Environment
- Emergency Services
- Other Services and Facilities

## Policies

### Climate Change and Sea Level Rise

2.1.1 Reserve existing golf course facilities as future receiving areas to transfer existing shoreline development that is impacted by sea level rise and coastal hazards.

Option 1: Reserve existing golf course facilities as potential future receiving areas to transfer shoreline development that is impacted by sea level rise and coastal hazards in Kā'anapali.

Option 2: Proposed Community Plan Amendments for new development on existing golf course land in Kā'anapali ma kai of Honoapi'ilani Highway should be approved only for existing shoreline development that is retreating inland because of impacts from sea level rise or other coastal hazards. (CPAC marked for revisit for Growth Framework Maps)

2.1.2 In order to minimize impacts from future coastal erosion, new permanent structures shall be located landward of the Erosion Hazard Line for 3.2 feet of sea level rise except a minimum buildable area shall be provided to allow for reasonable development. (CPAC marked for revisit)

2.1.3 For redevelopment and new developments within the State-recognized SLR-XA, developers shall proactively:

- a. Coordinate with the Maui County Planning Department and adjacent or near-by property owners to understand possible collective re-location of at-risk structures, and
- b. Incorporate results of coordination into development plans by siting any new planned structures out of harm's way.

2.1.4 Prioritize projects that provide multiple benefits from resilience actions.

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

### Fire and Emergency Management

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

2.1.7 Require all developments to incorporate defensible space around structures and communities and ongoing maintenance of defensible space.

2.1.8 Require community buildings that will serve as emergency shelters to be built or retrofitted to hurricane standards.

### Water

2.1.9 Require public and private water purveyors to coordinate water development in order to optimize pumpage, mitigate saltwater intrusion, prevent impacts to streams, and preserve regional resources.

2.1.10 Require new developments to install landscaping that reduces water use, using drought resistant and micro-climate appropriate design and plants, and use greywater where the State Department of Health allows it.

Wastewater

2.1.11 New developments in West Maui shall connect to County or private recycled water distribution systems when available; if reuse is not readily available, developments shall be designed to allow for future connections.

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

### Why is it important?

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

### How will setting this Goal affect our future?

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

### Cross-cutting Topics

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

### Policies

- 2.2.1 Improve West Maui's active transportation network by increasing multimodal transportation options and incorporating Complete Streets, and adding new and improving existing sidewalks and other pedestrian and bicycle facilities.
- 2.2.2 Support adoption of mechanisms to fund transportation improvements such as special improvement districts, transponders, toll roads, increase in car rental surcharge for visitors and traffic impact fee ordinances so that new projects pay their fair share of transportation system improvements.
- 2.2.3 Establish 'safe routes' in each community. 'Safe routes' are primarily street networks that safely accommodate pedestrians and bicyclists to get from homes to schools, parks, shops, jobs, and services.
- 2.2.4 Require all new commercial and multi-family residential development to install and maintain charging stations to support the expanded use of electric vehicles in West Maui until future technology advancements make this unnecessary.
- 2.2.5 Support increased transit service within and between West Maui's neighborhoods, parks, and commercial areas, and between the Kahului Airport and West Maui hotels.
- 2.2.6 Support construction of the planned Lahaina Bypass Road in such a way as to promote safe, efficient travel across the region without encouraging further urbanization or impeding agricultural operations.

- 2.2.7 Support improvements for the safe and convenient movement of all users, including alternative modes and non-motorized vehicles in the Lahaina region, particularly along Honoapi'ilani Highway, Front Street, Lahainaluna Road, Waie'e Street and Lower Honoapi'ilani Road.
- 2.2.8 Require new development, redevelopment and 201H and Chapter 2.97 housing projects to include facilities and programs that support biking, walking and public transit.
- 2.2.9 Protect and enhance natural and cultural resources during implementation of transportation projects through early consultation and community engagement with resource management agencies, residents and cultural practitioners.
- 2.2.10 Improve resilience of the transportation system to climate change-related hazards such as sea level rise, flooding and wildfires.
- 2.2.11 Prevent development within the designated future multi-modal transportation corridor from Kapalua to Central Maui when identified with the completion of Action XX.XX in this plan. (Policy added after CPAC discussion. Language not yet reviewed.)

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

### Why is it important?

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

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

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

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

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

### How will setting this goal affect our future?

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

### Cross-cutting Topics

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

### Policies

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

2.3.2 Gulches, as identified in the map in figure XX of this plan, shall remain in open space and no new permanent structures shall 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 to the gulch. (CPAC marked for revisit when Gulch Map is complete.)

2.3.3 In new subdivisions, streams and wetlands shall be delineated and preserved as open space.

- 2.3.4 All development shall implement recommendations of the Maui County Planting Plan for street and parking area trees, encouraging the use of native and endemic plants. Plants that are on the Hawai'i Pacific Weed Assessment high risk list shall not be utilized.
- 2.3.5 Require implementation of low-impact development practices in developments in West Maui to reduce stormwater runoff and protect water quality.
- 2.3.6 Require developments with pools within the Special Management Area to use Best Management Practices for cleaning and maintaining the pool, specifically prohibiting draining of pool water directly to the ocean and encouraging utilizing pool water for irrigation on site.
- 2.3.7 Ensure Malu'uluolele Park is cared for in an ecologically and culturally appropriate way.
- 2.3.8 Preserve and protect the region's cultural resources and traditional lifestyles, including but not limited to the agricultural pursuits, such as lo'i cultivation, of Native Hawaiians in Honokōhau Valley, Kahoma Valley, Olowalu, and Ukumehame.
- 2.3.9 Support a thriving community at Hanaka'ō'ō Beach (Canoe Beach).
- 2.3.10 Existing areas of open space, including agricultural lands and gulches should be viewed as a resource to be protected and enhanced.
- 2.3.11 Protect view corridors and scenic vistas.
- 2.3.12 Design landscape barriers along major roadways in such a manner as to provide periodic views of the mountains and ocean.
- 2.3.13 The marine and near shore environment and open space areas are important assets of the region and should be protected and preserved. Habitat connectivity, watersheds, undeveloped shoreline areas and other environmentally sensitive lands shall be preserved.

- 2.3.14 Reuse of treated effluent and the reduction of sedimentation of near shore waters shall be pursued to protect and enhance the region’s land, water and marine environments.
- 2.3.15 Prohibit the construction of seawalls and revetments except as may be permitted by rules adopted by the Maui Planning Commission governing the Special Management Area (SMA) and Shoreline Area and encourage beach nourishment through dune restoration.
- 2.3.16 All development projects shall engage in consultation with the ‘Aha Moku o Maui representative associated with the project area – either Moku o Lahaina or Moku o Kā’anapali – and provide evidence of this engagement to the Department. (New policy drafted by the Department in consultation with ‘Aha Moku, for CPAC consideration.)
- 2.3.17 Maintain the scale, building massing and architectural character of historic Lahaina town (see “Design Policies for Lahaina Town” within this section).

**Why ‘Aha Moku Consultation?**

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

**Design Policies for Lahaina Town:**

The policies below apply to properties within the Lahaina National Historic Landmark District. As indicated in action #2.3.17, the long-term intent is to create design guidelines that incorporate the policies below.

1. Rehabilitation:
  - a. Rehabilitation of a historic building shall minimize changes to original materials, architectural elements, and ornamentation.
  - b. Deteriorated original architectural elements and materials shall be repaired rather than replaced.
  - c. Where repair is not possible, replacement features shall match the original component in design, material, color, and texture.
  - d. Original building materials shall not be covered with new materials.
  - e. Harsh cleaning treatments, like sandblasting and pressure washing, shall not be used because they can permanently damage historic materials. Buildings shall be cleaned using the gentlest means possible.
  - f. Previous additions or changes to buildings should be evaluated for historic significance. Changes that have gained historic significance should be retained and preserved.
  - g. Missing or deteriorated features shall be reconstructed based on physical evidence and archival documentation, such as historic photographs, plans, or written descriptions. Details found on similar historic buildings shall not be reconstructed without other supporting documentation.

2. Additions:
  - a. Additions shall be designed and located so they are subordinate to the main historic building in terms of scale and mass.
  - b. Additions or changes to the front of the building are prohibited. Additions should be set back from the front of the building and located at the side or back of the building.
  - c. Additions that damage or overwhelm the historic building (because they are too tall or their footprints are too large) are prohibited.
  - d. Additions shall use a similar roof pitch, shape, and overhang as the historic building.
  - e. Additions shall be similar in height to the historic building. An addition that is taller than the main historic building may be considered if it is substantially set back from the front facade and connected with a smaller linking element.
  - f. Rooftop additions shall be limited to the back of the building to preserve the historic scale and form of the building and minimize visibility from the public right of way.
  - g. The addition's windows shall be similar in shape, size, design, and placement to the openings of the historic building.
  - h. The addition's shape, size, and openings shall create a directional emphasis (horizontal or vertical) that is similar to the historic building.
  - i. The addition's exterior materials shall match or be compatible with the materials of the historic building in terms of type, color, and texture.
  - j. The addition's architectural details shall not be more ornate than those found on the historic building. Architectural details that are not in keeping with the historic building's architectural style shall not be used.
3. New Construction
  - a. New construction shall be similar in height, mass, form, and scale to the surrounding historic buildings.
  - b. When the width of new construction exceeds that of neighboring historic buildings, the front facade shall be divided into smaller sections. This can be accomplished by stepping back sections of the wall plane or by using vertically oriented dividing elements such as pilasters.
  - c. New buildings shall be limited to 30 feet in height.
  - d. Roof forms shall resemble those found on neighboring historic buildings.
  - e. Doors, windows, and other openings shall be similar in shape and placement to the openings of neighboring historic buildings. Additionally, door and window openings shall have a similar proportion of wall to window space as neighboring historic buildings.
  - f. Exterior materials shall match or be compatible with the materials of surrounding historic buildings in terms of scale, texture, and proportion.
  - g. Imitation or synthetic materials, such as vinyl siding and T 1-11 veneer are prohibited because they are not visually similar to the traditional siding materials found in Lahaina.

- h. Architectural details shall be simple in design. They shall not be more ornate than those found in neighboring buildings.
  - i. New buildings should correspond with the setbacks and orientation of neighboring historic buildings.
  - j. Main entrances and porches of new buildings shall face the same direction as those found along the street frontage.
  - k. New secondary buildings, such as garages and outbuildings, should be subordinate to the size and appearance of the primary historic building and located at the back of the lot.
  - l. Mechanical, electrical, solar, or other exterior equipment shall be located in the least visible place possible. If equipment is mounted on the roof, it should be on the rear slope, behind the roof's midpoint, or set back from the front of the building so it is less visible from public spaces.
  - m. Window air conditioning units shall not be located at the front facade.
  - n. Access ramps and other accommodations for wheelchairs shall be located to provide access without being visually intrusive.
  - o. New construction shall be located and designed to accommodate special natural or man-made site features.
4. Streetscape:
- a. Preserve historic rock walls and other historic streetscape elements, such as basalt stone curbs.
  - b. To maintain traditional visual continuity between the street and buildings, new walls and fences shall be limited to 3' in height.
  - c. Ensure road and drainage improvements are compatible with the character of the town.
  - d. Street furniture shall have a simple, contemporary design that is compatible with the scale, style, and texture of the surrounding historic buildings. Historic designs from other locations shall not be introduced.
  - e. Significant archeological properties affected by a project shall be preserved. If these properties must be disturbed, mitigation measures shall be undertaken.

## 2.4 Goal | Economic opportunity through innovation and collaboration.

### Why is it important?

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

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

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

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

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

### How will setting this goal affect our future?

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

### Cross-cutting Topics

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

### Policies

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

2.4.2 Prohibit conversion of agricultural lands outside of the Maui Island Plan's growth boundaries, and limit conversion of agricultural lands within the growth boundaries to urban and rural designations in West Maui unless it can be demonstrated that:

- a. conversion is required to accommodate the population or employment projections for the region, or;
- b. conversion will facilitate shoreline retreat by directly replacing an existing development of similar size and character. Public facilities developed under this policy do not need to be of comparable size to the public facilities that they are replacing. (Amended Per CPAC Discussion - CPAC marked for revisit after Growth Alternatives discussion)

2.4.3 No additional visitor units, except Bed and Breakfast Homes, shall be permitted in West Maui unless an equal number of workforce housing units are concurrently developed in the same subarea.

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

2.4.5 Support agriculture that is small-scale and/or self-subsistence farming.

2.4.6 Support small businesses.

2.4.7 Support the arts and historic industries.

2.4.8 Promote wellness as an industry.

2.4.9 Support boating facilities located near harbors.

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

2.4.11 Support expansion of renewable energy, including small-scale community options.

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

### Why is it important?

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

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

### How will setting this goal affect our future?

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

### Cross-cutting Topics

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

### Policies

- 2.5.1 Provide parks and recreation facilities as part of a community's basic infrastructure because they offer services that are essential to the quality of life and health of residents and visitors.
- 2.5.2 Provide a balanced distribution of parks throughout existing and new West Maui communities to provide equitable opportunities and access to parks.

- 2.5.3 Support the development of trails and greenways in West Maui as part of a larger integrated recreation and transportation network and maintain public ma uka to ma kai access along the tops of gulches as identified in Map ## and listed here: (list names of gulches). (CPAC marked for revisit with Growth Framework Maps.)
- 2.5.4 Use Low Impact Development (LID) principles and techniques when designing, building, renovating and maintaining parks and recreation facilities.
- 2.5.5 Include native trees that are appropriate for the microclimate in parks, along streets, trails and greenways, and throughout the community to provide shade, beauty and reduce sediment runoff.
- 2.5.6 Provide parks within a five to 10 minute walk of new residential neighborhoods to meet recreational needs and to promote a well distributed network of parks and recreation facilities.
- 2.5.7 Promote the acquisition and development of parks that are consistent with DPR guidelines (Park Classification Matrix), capable of meeting a variety of recreational needs, designed to meet Crime Prevention Through Environmental Design (CPTED) guidelines, promote health, and are fully accessible to visitors of all abilities. The acquisition and development of new parks should include funding for DPR maintenance and operational responsibilities
- 2.5.8 During Subdivision Application Review, refer to the West Maui Trails Map and consult with DLNR Na Ala Hele to ensure that existing government trails are preserved through the subdivision process.
- 2.5.9 Encourage and increase active transportation options throughout West Maui to promote public health and reduce auto use and carbon emissions.
- 2.5.10 Support the development of pedestrian-oriented complete communities that meet residents' needs for daily living by providing a mix of land uses, housing close to jobs, services, schools and recreation, and convenient and safe mobility options including walking, biking and transit options.
- 2.5.11 Require affordable housing projects, including projects using the State 201H or County 2.97 process, to be near jobs, schools, transit and services, and include sidewalks, parks, bus stops and other infrastructure and pedestrian-oriented design elements that create walkable and livable communities for all.
- 2.5.12 Support missing middle housing types (multi-unit or clustered housing types compatible in scale with single-family homes such as 'ohana, duplex, tri-plex, four-plex, courtyard apartments, bungalow court, and live/work units) and simple style single-family homes to meet the growing demand for a diversity of housing options and affordability.
- 2.5.13 Prioritize projects that provide housing for resident households earning 100 percent area median income (AMI) and below, and support projects that provide housing for resident households earning between 100 and 140 percent AMI, according to the need identified by the Department of Housing and Human Concerns, and that are consistent with other Community Plan policies.
- 2.5.14 Prioritize infrastructure for 100 percent affordable housing developments for resident households earning 100 percent AMI and below that are supported by the community and the Community Plan map and policies.

- 2.5.15 Support infill development and redevelopment near town centers, transit stops and transportation corridors. Support redevelopment that replaces less desirable commercial developments with walkable mixed use community centers and a variety of housing types. (CPAC marked for revisit with Growth Framework Maps.)
- 2.5.16 Increase the inventory of long-term housing units, whether owner-occupied or long-term rental, and whether single-family or multi-family, by phasing-out and converting existing vacation rentals to long-term occupancy.
- 2.5.17 Support the development of homes by the Department of Hawaiian Homelands as a priority in West Maui.
- 2.5.18 Promote the use of sustainable green building and development practices, such as the Leadership in Energy and Environmental Design (LEED) standard.
- 2.5.19 Encourage the provision of public restrooms in major parks and public spaces and explore implementing composting toilets.
- 2.5.20 Promote the placement of utilities underground in new areas of development and in existing areas, where possible.
- 2.5.21 Support public and private efforts to inventory, evaluate and expand public shoreline access. Require shoreline access to currently privatized shoreline areas by gates and walls, such as Alaeloa, Napili and Puamana.
- 2.5.22 Require that the County of Maui actively support an inventory of affordable homes and rentals that are bought and sold among Maui's workforce.