

TO: South Maui Community Plan Advisory Committee

FROM: Maui Tomorrow Foundation  
Albert Perez, Executive Director

DATE: April 11, 2023

RE: Comments/Clarification re. April 5, 2023 Testimony

Aloha Kākou! Maui Tomorrow Foundation thanks the CPAC members and County Planning staff for the many hours of patient consideration spent in helping to shape the South Maui Community Plan.

The completion of the north-south collector road is the key priority for the Kihei area listed in the 2021 Kihei Sub-Area Transportation Plan. Completion of this roadway will take a significant portion of the existing traffic off of Pi'ilani Highway.

The CPAC should also ask to be provided with the South Maui Transportation System design recommendations of MPO transportation planning consultant Mark Fenton. If possible, a presentation by Mr. Fenton of those recommendations, which were part of a broad community outreach process, would be appropriate.

His contact information is:

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The CPAC should carefully consider the reality that pinning South Maui's future traffic solutions on a "bypass" road may mean that present solutions such as the north-south collector road and many needed improvements on the existing Pi'ilani Hwy will be competing for funding with the bypass road because it may be seen as the "ultimate long-term solution."

At the April 5th CPAC meeting, a question was raised about Maui Tomorrow's testimony that the population of South Maui had "barely changed." According to the U.S. Census, between 2010 and 2020 the resident population of South Maui increased from 27,244 to 27,921 - an increase of just 677 persons. This works out to just 2.5 percent growth over 10 years. This actual number conflicts with the estimate on page 24 of the Draft South Maui Community Plan, which states that the resident population increased from 27,000 to 29,000 - an increase of 2,000 persons, which works out to 7.4 percent growth over 10 years - almost triple the actual numbers measured by the census. Note that the census numbers were collected in April of 2020, prior to any COVID-related migration.

Page 53 of the Draft South Maui Community Plan contains the following language:

*The population of South Maui is expected to grow by between 3,700 to 6,100 new residents by 2045 (County of Maui, Socio-Economic Forecast Report, 2021). To **accommodate this increase in population**, the Growth Framework will help decision makers and agencies plan for the land uses, services, and infrastructure that South Maui needs now and in the future. (emphasis added)*

Since population and economic forecasts based on these excessive estimates have been used to come up with the land use requirements for the plan, those land use requirements are also likely to be too high. Note that the impacts of COVID were assumed to disappear after three years.

Regardless, CPAC members can plan for a preferred community size, rather than just assuming that past trends of rapid growth in the visitor industry will continue. We urge you to do so.

Of course, South Maui definitely needs more housing that is truly affordable, but under current residential workforce housing rules, only 20 percent of the housing that's being built is required to be affordable\*. Infrastructure capacity should also be reserved for affordable housing rather than for more commercial development. However, we should try to provide this housing on an infill and/or redevelopment basis - close to existing employment - before allowing the development of additional land mauka of Pi'ilani Highway.

Also at the April 5th meeting, CPAC members were told by a developer consultant that if the updated South Maui Community Plan did not include large enough future growth areas, landowners were likely to pursue developments via amendments to the community plan. This type of action would undermine the intent of the Community Plan Advisory Committee. We urge CPAC members to consider the huge amount of growth that is already entitled in South Maui, to assess future housing needs based on accurate information, and to make informed decisions about the amount of new development that makes sense; it is unlikely that the very large footprint of the Maui Island Plan's Urban Growth Boundary will need to be filled in. Long range planning should be based upon good data and sound principles, rather than the possibility that developers may not agree with the vision expressed by the community.

Mahalo for your consideration.

\*Under MCC 2.96.040, twenty-five percent of the market rate units must be affordable. This works out to only twenty percent of the total housing units.

Example: For 100 total units, if 80 are market rate and 20 are affordable, then the requirement is that 25 percent of the market rate units be affordable:

20 affordable units / 80 market rate units = 20/80 = 25 percent.

20 affordable units / 100 total units = 20/100 = 20 percent.