SP67-46 - LAHAINA-KAANAPALI & PACIFIC RAILROAD, LTD.

November 4, 1969

Mr. A. W. McKelvey
Executive Vice President & Gen. Mgr.
Lahaina-Kaanapali & Pacific Railroad
P. O. Box 816
Lahaina, Maui, Hawaii 96761

Dear Mr. McKelvey:

Pursuant to your request, at its meeting on October 31, 1969, the Land Use Commission voted to grant an extension of one year to the Lahaina-Kaanapali & Pacific Railroad, Ltd. to begin construction of the project, to expire on July 28, 1970.

Very truly yours,

RAMON DURAN
Executive Officer

cc: Howard Nakamura
Dept. of Taxation

Section F
The Honolulu Advertiser
THURSDAY, NOVEMBER 13, 1969

File



eddie sherman

communiques

Mike Martin (Michel), enjoying a few weeks on the French Riviera, says he almost fell out of his chair one nite watching an old "Hawaiian Eye" on TV . . . When **Conrad Hilton** was here last week, he said he'd dropped 20 pounds, crediting dieting and daily 3½-mile walks from his home to his Beverly Hills office . . . The Kaanapali Hotel gets a name change the end of the month. Henceforth it'll be known as the **Sonesta** Hotel . . .

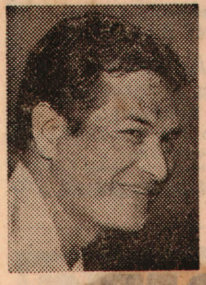


Bragg

Paul Bragg, H'wood nutritionist, author and physical fitness adviser to stars, lectures (free) at McKinley Hi aud. Nov. 20. Among the locals getting fit under Bragg's system: **Nadine Kahanamoku** (daily swims), **Lucy Blaisdell** (just lost 9 pounds) and **Gen. Curtis Chapman.** Bragg is 88 years young, still jogs and swims miles daily. Among his many sayings — "Your waistline is your dateline and your lifeline" . . .

side glimpses

Because the customer response has been overwhelming, Ferdinand's classy hamburgery in the Coral Reef can't keep up with the demand. So they're closing for a few days to revamp the kitchen . . . Y'all remember **Don Ho?** He's back from his Vegas smash and is scheduled to re-open at Duke's tonite . . .



Ho

Several residents of the Inter'l Colony Club, Kaanapali, are trying to stop the Lahaina-Kaanapali & Pacific railroad (tourist attraction) from coming in. The wild west rides again. There'll be a court hearing about it all in Maui on the 24th. Saddle up, buckaroos . . . Attn. Honolulu restaurants: **Jean Bennett,** food editor of Hackensack Record (N.J.), here to do series about local dining.

11-2-69 S. SB. 2A.

Land Board OKs Maui drag strip

LIHUE — The State Land Use Commission approved the use of the old Puunene Airport for a drag racing strip at a regular meeting held here Friday.

Maui Planning Director Howard Nakamura urged approval and said that Maui County would expend a substantial amount to develop the airport for recreational use and prepare it for drag racing. The airport is now under lease to Alexander and Baldwin's Hawaiian Commercial & Sugar Co.

APPROVAL of the drag strip was subject to review by the State Land Board and limited to 10 years.

The commission also granted Kauai Helicopters an extension of their special use permit to land at radio station KTOH near the Lihue Airport until the end of the year.

Extension of the special use permit for a railroad running from Kaanapali Resort to a site near the Lahaina Shopping Center was granted.

ACTION was deferred 90 days on a petition for reclassification of 2.3 acres of land at Kalihiwai on Kauai. It was submitted by William and Frances Akana, who seek to divide the one-family property into four home sites.

A request for change of 27 acres at Koloa from agriculture to urban use submitted by William R. Keau was withdrawn.

STATE OF HAWAII

LAND USE COMMISSION

VOTE RECORD

ITEM SP67-46 - LAHAINA-KAANAPALI & PACIFIC RAILROAD, LTD.

DATE October 31, 1969

PLACE Conference Room, State Bldg. Lihue, Kauai

TIME 1:00 p.m.

		Yes	No	ABSTAIN	ABSENT
S	WUNG, LESLIE	✓			
	NISHIMURA, SHIRO				✓
	INABA, GORO	✓			
M	YAMAMURA, TANJI	✓			
	KIDO, SUNAO	✓			
	~~MARK, SHELLEY~~				✓
	NAPIER, ALEXANDER	✓			
	CHOI, WILBERT	✓			
	TANGEN, EDDIE	✓			

COMMENTS:

1 yr. extension

3084

Elmer F. Cravalho
Mayor

PLANNING COMMISSION
Yoshikazu Matsui, Chairman
Motohisa Unemori, Vice-Chairman
Joseph Franco
G. Alan Freeland
Adrian Hussey
Kazuo Kage
Ichiro Maehara
John M. Fernandez, Ex-Officio
Koichi Hamada, Ex-Officio

COUNTY OF MAUI
PLANNING DEPARTMENT
P. O. BOX 1487
KAHULUI, MAUI, HAWAII 96732

BOARD OF ADJUSTMENT
& APPEALS
Joseph S. Medeiros, Jr., Chairman
Peter Matsuoka, Vice-Chairman
William Hong
Ralph H. Moltzau
Thomas Yagi

~~Robert O. Ohata, Planning Director~~
Howard K. Nakamura, ~~Dep.~~ Pl. Dir.
Eva M. Duponte, Adm. Asst.

LUC file

RECEIVED
OCT 27 1969
State of Hawaii
LAND USE COMMISSION

October 23, 1969

Mr. Wilbert H. S. Choi
Chairman
State Land Use Commission
P. O. Box 2359
Honolulu, Hawaii 96804

Dear Mr. Choi:

The Maui Planning Commission, at its meeting of October 22, 1969, voted unanimously to recommend an extension of time for the Lahaina, Kaanapali and Pacific Railroad's special permit for construction and operation of a narrow guage railroad in Lahaina.

The Commission, in taking this action, reaffirms its position that the project is desirable and should be implemented at the earliest possible date.

Very truly yours,

Howard K. Nakamura

HOWARD K. NAKAMURA
Planning Director

cc: A. W. McKelvey

October 22, 1969

Mr. A. W. McKelvey
Executive Vice President & Gen. Mgr.
Lahaina-Kaanapali & Pacific Railroad
P. O. Box 816
Lahaina, Maui, Hawaii 96761

Dear Mr. McKelvey:

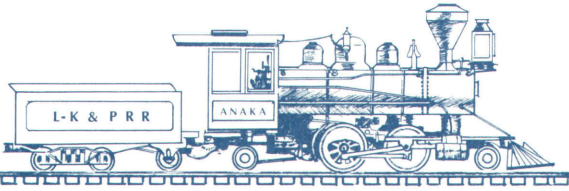
Pursuant to your letter request of October 17, 1969, this is to advise that your request for an extension of your special permit (SP67-46) will be considered at the next Land Use Commission meeting on October 31, 1969 at 1:00 p.m., in the Conference Room of the State Building at Lihue, Kauai.

Very truly yours,

RAMON DURAN
Executive Officer

cc: Howard Nakamura

3062



LAHAINA-KAANAPALI & PACIFIC RAILROAD

P. O. Box 816 Lahaina, Maui, Hawaii 96761

October 17, 1969

Mr. Ramon Duran
Executive Director
Land Use Commission
State of Hawaii
426 Queen Street
Honolulu, Hawaii

RECEIVED
OCT 20 1969
State of Hawaii
LAND USE COMMISSION

Dear Mr. Duran:

We have been delayed in starting our construction up to this time because of finalizing our financing, completing our engineering drawings, and obtaining our land acquisitions. All of these matters have now been resolved and we are ready to start construction on November 15 on our storage-machine shop building in the storage yard area as granted by our special permit. We therefore request permission for an extension of our special permit to include the foregoing date.

The alignment of our route and all other matters as set forth in your Staff Report of July 28, 1967, including "Findings and Recommendations" remain the same.

To date we have expended over $500,000 in funds for this project and upon completion of the project in early 1970, our investment will be in excess of $1,300,000. We have striven for quality and authenticity and we expect to have one of the most unique antique railroads in the United States.

Thank you again for your attention and consideration of this request.

Sincerely yours,

A. W. McKelvey
Executive Vice President
& General Manager

AWM:j
cc: Howard Nokamura

Xerox Com. + Edw

Lahaina-Kaanapali railway to start service in December

Star Bull. 10/69

The Lahaina-Kaanapali & Pacific Railroad will begin service on Maui before the end of the year, according to John Hoyt, railroad superintendent.

Hoyt said yesterday the railroad would start service over its 5½-mile run on the west coast of the Valley Island in December.

TWO LOCOMOTIVES earmarked to link the new Kaanapali hotel and golf resort area with the restored whaling port of Lahaina are almost ready now at the factory in Pittsburgh, Pa., Hoyt said.

Though he is superintendent of the projected railroad, Hoyt actually is a retired railroad man. He served for 40 years with a Canadian company operating between Alaska and the Yukon.

He saw the prospects for a Kaanapali - Lahaina service when he came visiting 2½ years ago.

THE COMBINATION of his talents with the financing needed to put such an operation on the track was furnished by Taylor A. Pryor. Pryor put together the $1.3 million project venture.

His Makai Corp. and Sea Life Inc. have combined with Lumber Industries Investment Co. of Delaware, Bessemer Securities Investment Bank of New York and Keystone Light Railway Products to put the Maui carrier in business.

Hoyt said grading for the new railroad is under way and track will be laid soon.

HE SAID the Lahaina railroad would be a 36-inch gauge track like the sugar lines here except on the Big Island.

The train will run once every hour during the busy hours, Hoyt said.

"It will duplicate the service offered during the 1880s in style," he said. "But it will provide both transportation and an experience for visitors who want to shuttle between Lahaina and the resort hotels at Kaanapali."

HE SAID the engines would pull three passenger coaches with 60 seats each over the run.

"I think there are opportunities for the rails to come back here on Maui," Hoyt said. "You can't say that for very many other parts of the world."

Chug, chug, chug on the comeback track

Hon. Star-Bulletin
July 29, 1967

Scenic railroad for Lahaina okayed

KAILUA-KONA — Railroading in Hawaii will make a comeback under action taken here by the Land Use Commission yesterday.

The commission unanimously approved a special permit for a right-of-way for the Lahaina, Kaanapali and Pacific Railroad, Ltd., to chug a 6-mile scenic route on the west Maui coast.

A. W. McKelvey, president of the road, said he hopes to start construction of the $500,000 project in October and begin operations in February.

The engine, an old-fashioned tall-stacker, and rolling stock will be designed in turn-of-the century splendor.

The locomotive will be a true steam engine, he told the commission, but an efficient unit that won't pollute the air.

McKelvey said the 6-mile line, which will follow an old plantation rail right-of-way and cane haul road, can serve as a commuter special for Kaanapali employes as well as a scenic tour for visitors.

He proposes selling commuter tickets to the employes for $7.20 a month, an average of 12 cents a trip.

Single fares for the 20-minute, 15 mile an hour trip will be $1 one way and $1.75 round trip.

He expects gross income of $500,000 and a profit of $144,000 in the first year of operation.

McKelvey pledged that there will be no other commercial activity associated with the venture, except for sales of souvenirs and postcards.

The commission will meet Sept. 8 on Kauai, at which time it will take action on the Diamond Head boundary question.

Old 'General' Steams Up for Maui Run

By LAUREL MURPHY
Advertiser Staff Writer

Conductors in black ties and bright lava-lavas, a Civil War locomotive, and a view of Kahoolawe, Lanai and Molokai will be among the attractions offered by the proposed West Maui scenic railroad, a spokesman said yesterday.

The Land Use Commission Friday approved a special permit for the Lahaina, Kaanapali and Pacific Railroad, Ltd. to run a six-mile scenic route between Lahaina and Kaanapali. The promoter says it will cost $500,000.

The line will serve as a commuter train for Kaanapali Hotel employes as well as a scenic tour for visitors.

It will use half of the railroad route previously owned and used by Pioneer Mill Co. The other half will be new railroad beds following a cane-haul road.

A tour guide will be aboard to point out the sights.

"As they leave Lahaina they will pass the Pioneer Mill Sugar Co. and go through the Mala Coconut Grove," said A. W. McKelvey, president of the proposed railroad.

"They will parallel the ocean at approximately the midway point and then climb through the sugar cane fields. At the top of the run they'll be able to see Kahoolawe, Lanai and Molokai and the Kaanapali Beaches and Lahaina as well as the mountain ranges behind the sugar fields.

"As they come into Kaanapali they'll be able to see the golf courses and the hotels."

McKelvey said he anticipates construction on the railroad will begin in October and it will be ready to operate next February.

"This will be the only passenger railroad in the State," McKelvey said.

"Our locomotive tender will be an exact replica of the famous 'General' which was built in 1855 for the Western and Atlantic Railroad.

"It was made famous in the Civil War when it was stolen in front of 3,000 Confederate soldiers by 20 soldiers of the Union Army. The soldiers arrived at various staging areas, and when no one was looking, they got on the train and stole it.

"The Confederates started to chase the stolen locomotive in a handcar. Then they commandeered a switch locomotive, and a freight locomotive, and finally they got hold of a fast freight locomotive.

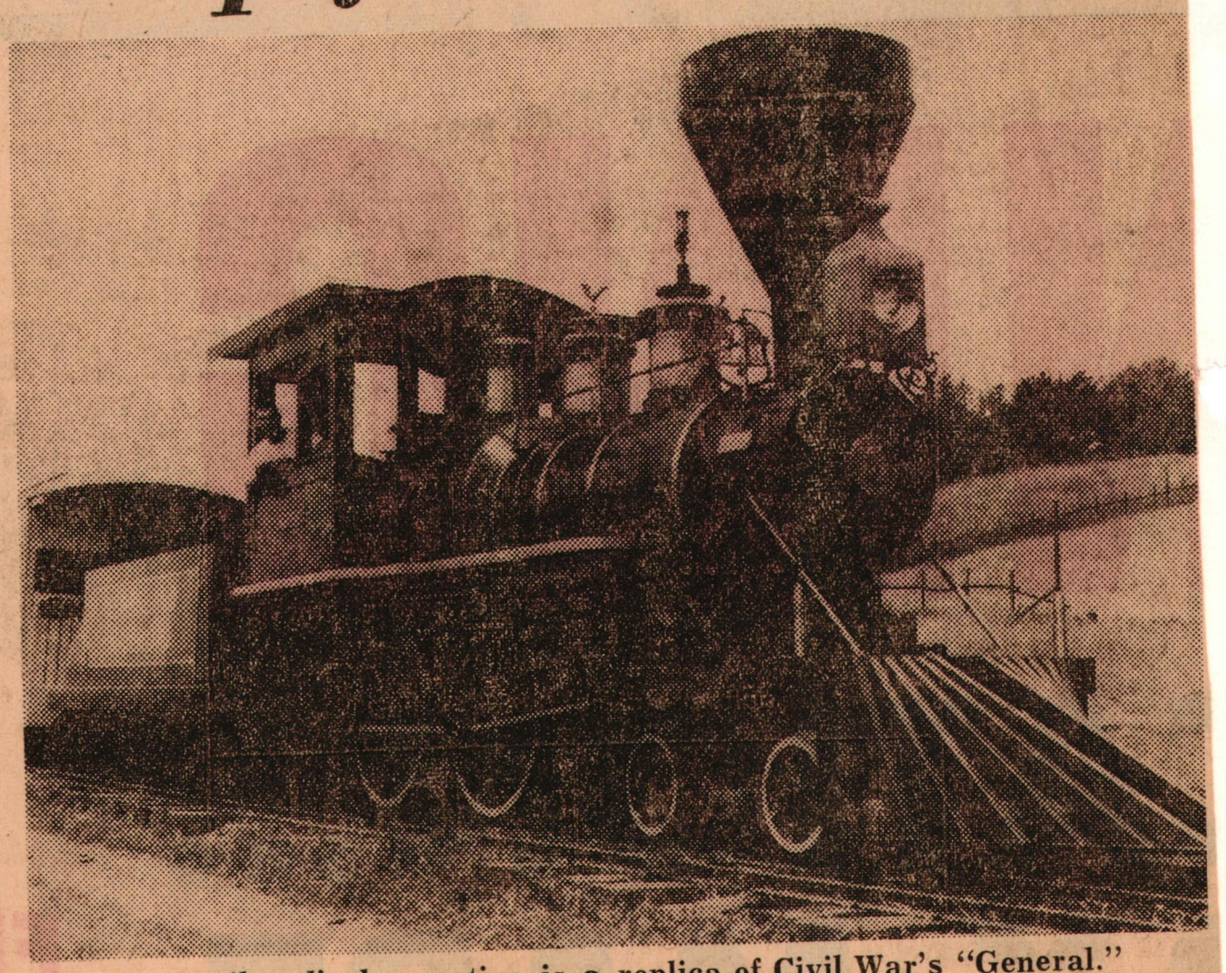
"They had to run in reverse because of its position on the track. Eight hours later the 'General' ran out of steam and was captured."

That type of locomotive has been used on Oahu sugar plantations, McKelvey said. The new one, which will be built by the Crown Locomotive and Metal Co. in Pittsburgh, will be a diesel fuel-steam activated engine.

McKelvey said the engine won't pollute the air. "We have arresters on the back and this filters the smoke away," he said.

The train will hold 200 passengers. There will be two cars, each with a seating capacity of 80, and observation car caboose which will hold 40.

McKelvey said the railroad will try to hire oldtimers from the Kahului Railroad as engineers.



New railroad's locomotive is a replica of Civil War's "General."

"We're giving them first choice," he said. "If they're not interested we'll bring qualified engineers in from the Mainland."

He said the railroad will hire 22 employes during the first year, and will boost the number up to 45 in succeeding years.

The route will begin on the site of the old dispensary opposite the Post Office in Lahaina and will end at the Kaanapali Terminal, across from the Hilton Hotel.

"We have a cute idea for costumes," McKelvey said. "What we want to do is have conductors wear black visor caps with black coats, white shirts, and black ties. But instead of pants, they'll wear colorful lava-lavas."

McKelvey said commuter tickets will be sold to Kaanapali employes for $7.20 per 30 days, an average of 12 cents a trip. The railroad will make a special 10-minute run for them each morning.

Tourists on the 20-minute runs will pay $1 one way and $1.75 round trip.

July 31, 1967

Planning Commission
County of Maui
P. O. Box 1487
Kahului, Maui

Gentlemen:

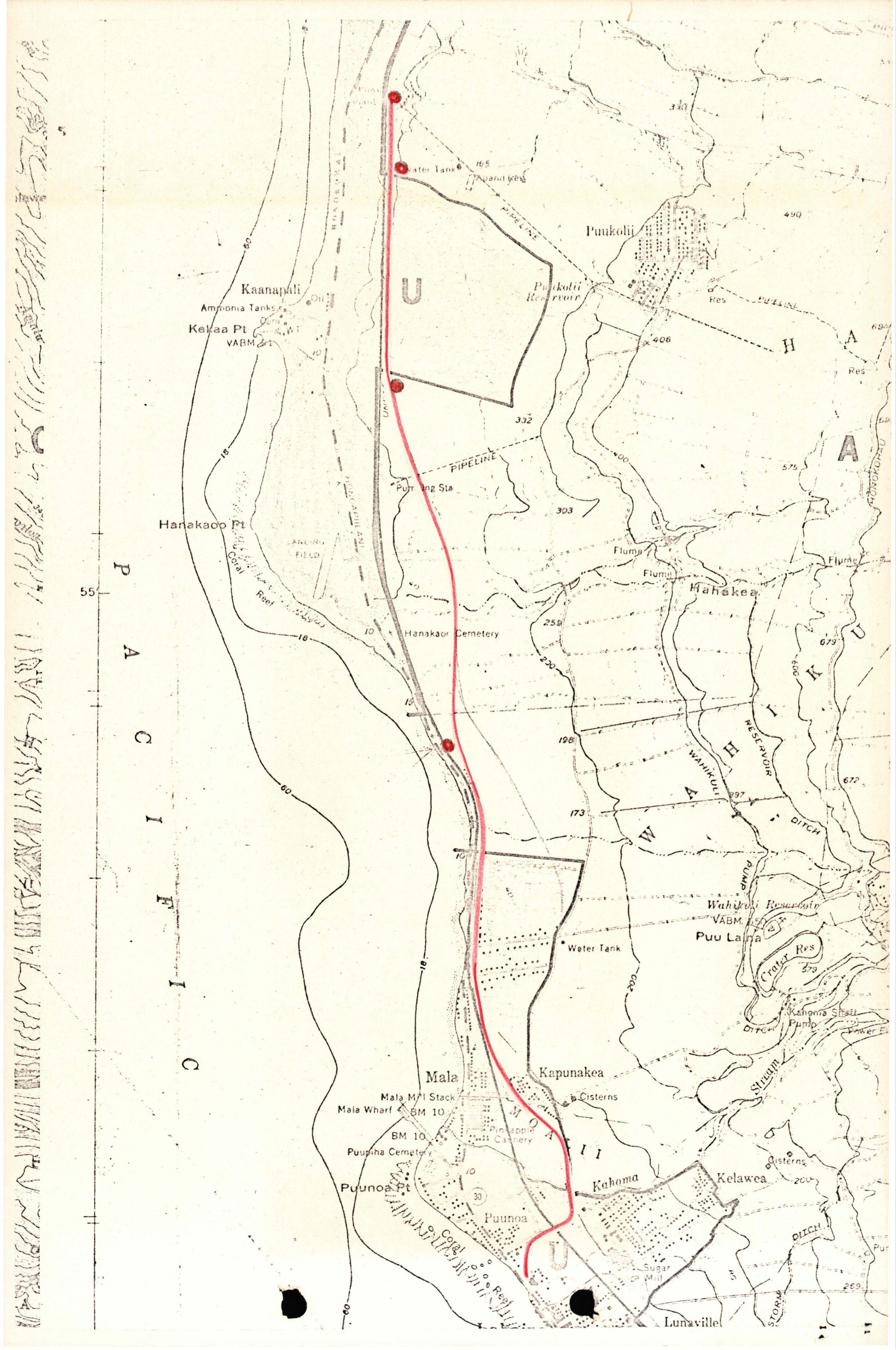
At its meeting on July 28, 1967, the Land Use Commission voted to approve the grant of a special permit to the Lahaina-Kaanapali and Pacific Railroad, Ltd. (SP67-46), to construct and operate a passenger railroad between Lahaina and Kaanapali on the Island of Maui, as indicated on the enclosed map, subject to the conditions recommended by the staff.

Enclosed for your information is the staff report.

Very truly yours,

RAMON DURAN
Executive Officer

Encl.
cc: Department of Taxation
Mr. A. W. McKelvey



Water Tank
Abandoned
PIPELINE
Puukolii
Puukolii Reservoir
Res
PIPELINE
Kaanapali
Ammonia Tanks
Kekaa Pt
VABM
Oil
Hanakaoo Pt
Coral Reef
Hanakaoo Cemetery
Flume
Hanakea
Flume
Res
WAHIKULI
RESERVOIR
DITCH
Wahikuli Reservoir
VABM
Puu Laina
Crater Res
Water Tank
Kahoma Shaft Pump
Mala
Mala Mill Stack
Mala Wharf
BM 10
BM 10
Puupiha Cemetery
Puunoa Pt
Kapunakea
Cisterns
Pineapple Cannery
Kahoma
Kelawea
Cisterns
Puunoa
Coral Reef
Sugar Mill
Lunaville
Stream
DITCH
STORM
PACIFIC
HONOKOHAU

STATE OF HAWAII
LAND USE COMMISSION

Hale Halawai Cultural Center
Kona, Hawaii

July 28, 1967
1:00 p.m.

STAFF REPORT

SP67-46 - LAHAINA KAANAPALI & PACIFIC RAILROAD, LTD.

Mr. A. W. McKelvey, President, Lahaina-Kaanapali & Pacific Railroad, Ltd., has requested a special permit to construct and operate a passenger railroad between Lahaina and Kaanapali on the Island of Maui. The project will include a storage area, terminal buildings, a passenger stop and scenic look-out area. The proposed 6-mile long railroad will operate between the new shopping center in Lahaina and the abandoned power plant beyond the Kaanapali Golf Course. Portions of the tracks and ancillary facilities will be located in the Agricultural District which necessitates the issuance of a special permit.

Background

The developers propose that the project imitate an "old plantation railroad" theme. The engine would be of the "General" type which was developed and used around the turn of the century and during the Civil War. Estimated cost of the project is almost a half-a-million dollars. A one-way trip would require approximately 20 minutes. The maximum speed of the train will be 15 miles per hour. Hours of operation would be from about 6:00 in the morning until 10:00 p.m. Stations would be constructed, possibly one at Lahaina and one at Kaanapali, resembling the architecture of a typical railroad station that existed around the turn of the century. The cars will be built to resemble the same period. Small museums might be developed in the train stations but no commercial activities are proposed other than those required for the train operation. It is proposed that the facility will serve both as transportation for employees between Lahaina and Kaanapali, and

as an experience and scenic trip for tourists. There will be one scenic look-out site along the route, overlooking the Kaanapali and Lahaina sea coast. Employees will be able to ride the train for $7.20 per month which will average approximately 12¢ per trip. It is projected that 200,000 passengers will be carried annually by 1975. The proposed project is expected to complement the Lahaina Restoration Plans.

The 15-foot right-of-way for most of the 6 mile alignment will follow the old abandoned railroad right-of-way and a cane haul road. The buildings at the electric plant will be razed except for the "landmark" chimney and a new building constructed and used for storage and servicing of the equipment. This area is to be landscaped and screened from view of the highway.

That portion of the alignment and supporting facilities not located on the cane haul road or abandoned railroad right-of-way will involve approximately 2.3 acres of land presently under sugar cane cultivation.

Economic Research Associates of Washington, D. C. and Los Angeles estimated the train will carry 1,387,600 passengers by 1975. The applicants submit that the project will reduce vehicular traffic between Lahaina and Kaanapali, reduce parking requirements, increase retail sales in Lahaina by $1,000,000 over present volume, and provide an unusual tourist attraction.

Many letters of endorsement have been received from business men, state and federal legislators in support of the concept. The only protest was lodged by Mr. David Fleming who has a franchise and presently operates bus service between Lahaina and Kaanapali.

Planning Commission Recommendation

The Maui Planning Commission, at a special meeting held on July 26, 1967, voted unanimously to approve a special permit as follows:

1. The passenger stops, storage yard, terminal and passenger observation

areas, as indicated on map, are approved.

2. The alignment of the railroad are within the State's Agricultural District which is a permissible use and shall not be a part of the application.
3. However, the Commission in its decision, voted to approve the mauka route indicated in red.
4. Should this route exceed a grade of 2%, then the alternate route shown in yellow is approved.

Findings and Recommendation

Staff finds the request reasonable and unusual, and recommends that the special permit request be approved subject to the conditions that project conform substantially to the plans and method of operation as presented by the applicant, and that the construction of the project be initiated within one year from the date of the approval for the following reasons:

1. The proposed use is not contrary to the objectives of the Land Use Law.
2. The proposed use would not adversely affect surrounding property in the Agricultural District.
3. The proposed use would not burden public utilities or agencies.
4. Resort and visitor facilities have grown at a rapid rate in the Kaanapali and Lahaina area since the district boundaries were established and the proposed facilities will supplement the visitor industry as well as provide economical transportation for employees living in the Lahaina area and working at Kaanapali.
5. The proposed use would not substantially alter the agricultural character of the land and the present use.
6. The proposed use would make the highest and best use of the land involved for the public welfare.

STATE OF HAWAII

LAND USE COMMISSION

VOTE RECORD

Item SP67 - LAHAINA-KAANAPALI & PACIFIC RAILROAD Date July 28, 1967

Place Hale Halawai Cultural Center Kona, Hawaii Time 1:00 P. M.

Names	Yes	No	Abstain	Absent
WUNG, L.	✓			
INABA, G.	✓			
MURAKAMI, K.	✓			
CHOI, W.	✓			
BURNS, C.E.S.	✓			
NISHIMURA, S.	✓			
MARK, S.	✓			
FERRY, J.				✓
THOMPSON				

M
S

Comments: To Approve - carried

STATE OF HAWAII
LAND USE COMMISSION

Minutes of Meeting

Hale Halawai Cultural Center
Kona, Hawaii

July 28, 1967 - 1:00 p.m.

Commissioners Present: C. E. S. Burns, Jr., Chairman
Wilbert Choi
Shelley Mark
Leslie Wung
Goro Inaba
Keigo Murakami
Shiro Nishimura

Commissioner Absent: Jim P. Ferry

Staff Present: Ramon Duran, Executive Officer
Roy Takeyama, Legal Counsel
Ah Sung Leong, Planner III
Dora Horikawa, Stenographer

ADOPTION OF MINUTES

The minutes of the meetings of March 31, 1967 and May 26, 1967 were approved as circulated.

Chairman Burns swore in persons planning to testify before the Commission.

HEARINGS

PETITION OF TOSHIO NAKAMOTO & IWAO JYO (A67-51) TO RECLASSIFY 3.2 ACRES OF LAND FROM AN AGRICULTURAL DISTRICT TO AN URBAN DISTRICT AT PAHOEHOE 1ST, NORTH KONA, HAWAII, TMK 7-7-08: 18

Mr. Ah Sung Leong presented the staff report recommending approval of the petition on the basis of the statements outlined therein (see copy of report on file).

Since there was no testimony from the petitioners, nor any questions from the Commissioners, the hearing was closed.

PETITION OF YASUO KUWAYE AND HIROMU YAMANAKA TO RECLASSIFY 33 ACRES FROM THE AGRICULTURAL TO THE URBAN DISTRICT, FOR LANDS LOCATED IN HILO, HAWAII, TMK 2-4-22: PARCELS 8, 9, 17 to 30 INCLUSIVE

Mr. Ramon Duran's staff report enumerated the reasons for recommending denial of the petition (see copy of report on file). It was pointed out that

SPECIAL PERMIT

SPECIAL PERMIT APPLICATION BY JAMES B. RICHMOND, ET AL (SP67-44) TO BUILD AND OPERATE A RESORT HOTEL AT KEAWANUI, MOLOKAI

The Executive Officer advised that subsequent to receiving a special permit application from the County of Maui in the name of James B. Richmond, et al, to build and operate a resort hotel in Molokai, staff had received a letter from the petitioner requesting deferral of action on the special permit until such time as they are able to arrange favorable financing for the project.

Commissioner Choi moved to defer action on the special permit as requested, seconded by Commissioner Wung, and the motion was passed unanimously.

SPECIAL PERMIT APPLICATION BY KNUI BROADCASTING COMPANY (SP67-45) TO CONSTRUCT AND OPERATE A STANDARD RADIO BROADCASTING TRANSMITTER ON A 5.74 ACRE PARCEL NEAR KEALIA POND, MAUI, TMK 3-8-05 PORTION OF 2

The reasons for recommending approval of the special permit request were outlined in the staff report by the Executive Officer (see copy of report on file).

The site for the construction of the proposed transmitter was pointed out on the map in relation to some of the major surrounding areas such as the Kihei Urban District, Kealia Pond, Malae Bay, Wailuku, Kahului, etc., by Mr. Duran.

Chairman Burns wondered about the Maui Planning Commission's stipulation "that the commercial broadcasting station shall not be located on the site". Mr. Duran explained that their concern was over the traffic that would be generated should the broadcasting station be located on the site to conduct its various programs.

Mr. Duran assured Commissioner Nishimura that there was a letter in the files from the Federal Aviation Agency indicating that they would have no objection to the construction of a 200-foot high transmitting tower on the subject site.

Commissioner Choi moved to approve the special permit application which was seconded by Commissioner Wung. The motion was approved by 6 affirmative votes with Commissioner Murakami abstaining due to conflict of interest.

SPECIAL PERMIT APPLICATION BY LAHAINA KAANAPALI & PACIFIC RAILROAD, LTD. (SP-47) TO CONSTRUCT AND OPERATE A PASSENGER RAILROAD BETWEEN LAHAINA AND KAANAPALI ON THE ISLAND OF MAUI

Staff recommended approval of the special permit request on the basis that it was reasonable and unusual, subject to the conditions the project conform substantially to the plans and method of operation as presented by the applicant and that construction be initiated within one year from the date of the approval (see copy of report on file).

In response to Commissioner Mark's question, the two figures quoted as annual passenger figures in the staff report were clarified by Mr. Duran, with confirmation from Mr. McKelvey, as follows:

1. 200,000 passengers by 1975 - Total number of passengers annually by 1975.

2. 1,387,600 passengers by 1975 - Total accumulated number of passengers by 1975.

After being duly sworn in by the Chairman, Mr. A. W. McKelvey, President, Lahaina-Kaanapali & Pacific Railroad, Ltd., presented a very comprehensive account of the proposed project with the aid of charts, maps and photographs. The following is a resume of the aforementioned presentation.

Background

Last September, petitioners engaged the Economic Research Associates of Los Angeles and Washington, to conduct an economic feasibility study for their proposed project. This firm had just completed a 9-month analysis for American Factors of the tourist potential in the Kaanapali-Lahaina area up to the year 1980. Petitioners had also retained a civil engineering firm to lay out the proposed route plan as indicated on the map.

Proposed Route Plan

The train will start from the Lahaina Dispensary site, go straight mauka across the highway to the old abandoned Pioneer railroad right of way, follow the railroad right of way down to and along the beach, then up into the cane field and along a haul cane road, then gradually descend into Kaanapali. The first stop would be at the golf pro shop in Kaanapali. Aerial photographs of the proposed route were also shown. An observation point on this route will afford passengers a view of Kahoolawe, Lanai, Molokai, North Lahaina and South Kaanapali.

A description of the terminal and type of train being constructed for the railroad was also submitted.

Potential Market Analysis

The portion of the ERA report prepared for American Factors dealing specifically with tourist potential on Maui cited that Maui was in a state of transition from a day-sightseeing area to one of major resort designation area. Again charts were employed to illustrate the visitor count to Hawaii, length of stay, per cent of this anticipated tourist trade that will be channeled into Kaanapali, etc., between the periods 1954-1980.

Kaanapali is presently considered the largest destination resort development outside of Honolulu. A majority of the employees working in Kaanapali live in Lahaina and consequently there is a definite need for some convenient form of transportation between the two points. In terms of visitor days to

Hawaii, it is anticipated that it will increase to 7,500,000 in 1970, to about 9,600,000 in 1976. Of this, Maui's portion of this increase is estimated at 19% by 1970 and 27% by 1975.

The increase in employees at Kaanapali by 1970 was quoted at 1,800, and over 3,100 beyond 1975.

Projected Market Penetration

Local benefits from the proposed project were listed as follows:

1. To remedy the absence of organized recreational activities in this part of the island.

2. To provide much needed mass transportation system between Lahaina and Kaanapali.

The fair schedule being proposed is as follows:

1. $1.75 for the first round trip for visitors and $1 for the first one-way trip.

2. Discount to visitors who take subsequent trips will bring the round-trip fare to $1.

3. Kaanapali employees living in Lahaina will pay approximately 12¢ one way.

Projected Financial Performance

Estimated Revenue per sales unit (the number of passengers and the dollar revenue from those passengers):

First year - Ticket sale of $489,000
1975 - Ticket sale of $1,175,000

Estimated Gross Sales and Profit

First year	$529,000
Expenses	198,800
Gross Operating Profit	330,200
Depreciation	21,700
Net Profit Before Taxes	308,500
Taxes	164,000
Net Profit for the First Year	$144,500

The foregoing figures were provided to the petitioners by the Economic Research Associates and support the sound financial basis of the project.

Major Advantages to Maui

1. Provide convenient mass transportation for over 5,000 employees by 1980.
2. Will give Maui the only operating railroad in the State.
3. Will enhance the Lahaina Restoration Program.
4. Greatly reduce automobile highway traffic between Lahaina and Kaanapali.
5. Will reduce auto parking requirements in Lahaina which will release lands for higher use, resulting in higher taxes.
5. It will restore the old plantation railroad theme as a significant tourist attraction for Maui and Hawaii.

Major Advantages to the State of Hawaii

1. It will provide an estimated $216,300 to the State in franchise taxes for the first 8 years.
2. Will receive national and international publicity. The major airlines and travel agencies have indicated full cooperation in this respect.
3. Will provide one of the most beautiful sight-seeing trips in the State of Hawaii.

In response to questions raised by staff and the Commissioners, Mr. McKelvey submitted as follows:

1. No commercial operation such as restaurants, stores, etc. will be conducted.
2. Construction for the project was expected to begin in October and ready for operation around February of next year.
3. The trains will be operating twice in an hour, with minimum noise and smoke since a low voluble fuel will be used.
4. Carrying capacity per load will be about 200 passengers.

Commissioner Murakami moved to approve the special permit application on the staff's recommendation and presentation made by Mr. McKelvey. Commissioner Choi seconded the motion and it was passed unanimously.

May 12, 1970

Mr. A. W. McKelvey
Executive Vice President & Gen. Mgr.
Lahaina-Kaanapali & Pacific Railroad
P. O. Box 816
Lahaina, Maui 96761

Dear Mr. McKelvey:

Congratulations on your completion and grand opening of the LK&PRR. It's been a long time in coming. Sorry I was not able to accept your invitation to attend the ceremony. Would like to have attended except that Mother's Day, the following day, conflicted with the trip.

I would appreciate, however, receiving a couple of extra posters or, if you have several different kinds, one of each for posterity. They were done in exceptionally good taste.

Mahalo in advance.

Very truly yours,

RAMON DURAN
Executive Officer

221

RECEIVED
JUL 27 1967
State of Hawaii
LAND USE COMMISSION

July 26, 1967

Land Use Commission
State of Hawaii
426 Queen Street
Honolulu, Hawaii 96813

Gentlemen:

Re: Special Use Permit Requested by Lahaina-Kaanapali and Pacific Railroad, Ltd.

The Maui Planning Commission at its special meeting held on July 26, 1967, voted unanimously to approve a special permit as requested by Lahaina-Kaanapali and Pacific Railroad, Ltd., as follows:

1. The passenger stop, storage yard, terminal, and passenger observation areas as indicated on map are approved.

2. The alignment of the railroad is within the State Agricultural District which is a permissible use and shall not be a part of the application.

3. However, the Commission in its decision voted to approve the mauka route indicated in red.

4. Should this route exceed a grade of 2%, then the alternate route showed in yellow is approved.

5. The alignment of the railroad falls within the jurisdiction of the Planning Commission where railroad within urban areas has received approval from the Planning Commission.

Pursuant to the Land Use Law, concurrence of the Land Use Commission is necessary.

Yours very truly,

Robert O. Ohata

ROBERT O. OHATA per E.E.
Planning Director

Encls.

RECEIVED
JUL 27 1967
State of Hawaii
LAND USE COMMISSION

July 21, 1967

TO: MAUI PLANNING COMMISSION

FROM: PLANNING DEPARTMENT

SUBJECT: LAND USE COMMISSION SPECIAL PERMIT APPLICATION NO. 25, FROM LAHAINA-KAANAPALI AND PACIFIC RAILROAD TO CONSTRUCT AND OPERATE PASSENGER RAILROAD FROM LAHAINA TO KAANAPALI, INCLUDING STORAGE AREA, TERMINAL AREA, PASSENGER STOP AND OBSERVATION AREA.

The application for special permit by the subject company is unique and compatible with the general plan for the development of Kaanapali and the urban areas of Lahaina. The County of Maui has determined that the Kaanapali area shall be a resort destination area and that the town of Lahaina shall be the primary urban center in the Lahaina district. The construction of a railroad between these two points will fulfill the transportation need.

The staff questioned the alignment of the railroad, especially where it crosses the streets in the Wahikuli area. However, the alignment recommended by the staff on the mauka side of Wahikuli Houselots presents a grade which is impossible for the railroad. The Land Use Law allows the construction of railroad right of ways within agricultural districts. It does not, however, permit storage yards, passenger stops, and passenger terminals in agricultural districts. In this particular instance, it is more desirable to have the storage area in an agricultural district in the midst of a canefield, rather than in an industrial zone within the Lahaina urban area. Secondly, the passenger stops and terminals are in the immediate vicinity of the urban area. It is reasonable to assume that these terminals and stops are an extension of the urban area. The loss of cane land due to the railroad is negligible when considering the amount of cane land lost by the resort development.

At the time of the public hearing, Mr. Meyer Ueoka, attorney for a small bus company, protested the railroad on the basis that it would offer competition to the shuttle bus service. The staff feels that the matter of competition should be submitted to the Public Utilities Commission for their consideration. The Planning Commission and the State Land Use Commission are concerned, primarily, in the land use aspect of the application. Moreover, the railroad's primary function would be to present another attraction for the tourist in this area. The staff recommends approval of the special permit.

JOSEPH S. MEDEIROS, JR., CHAIRMAN
KAZUO KAGE, VICE-CHAIRMAN
G. ALAN FREELAND, MEMBER
WILLIAM HONG, MEMBER
YOSHIKAZU MATSUI, MEMBER
PETER MATSUOKA, MEMBER
MOTOHISA UNEMORI, MEMBER

KOICHI HAMADA, EX-OFFICIO
HIDEO HAYASHI, EX-OFFICIO
JEAN R. LANE, EX-OFFICIO
MASAO SONE, EX-OFFICIO
ROBERT O. OHATA, PLANNING DIRECTOR
MRS. EVA M. DUPONTE, ADM. ASST.

PLANNING COMMISSION
COUNTY OF MAUI
POST OFFICE BOX 1487
KAHULUI, MAUI, HAWAII 96732

July 26, 1967

Land Use Commission
State of Hawaii
426 Queen Street
Honolulu, Hawaii 96813

Gentlemen:

Re: Special Use Permit Requested by Lahaina-Kaanapali and Pacific Railroad, Ltd.

The Maui Planning Commission at its special meeting held on July 26, 1967, voted unanimously to approve a special permit as requested by Lahaina-Kaanapali and Pacific Railroad, Ltd., as follows:

1. The passenger stop, storage yard, terminal, and passenger observation areas as indicated on map are approved.

2. The alignment of the railroad is within the State Agricultural District which is a permissible use and shall not be a part of the application.

3. However, the Commission in its decision voted to approve the mauka route indicated in red.

4. Should this route exceed a grade of 2%, then the alternate route showed in yellow is approved.

5. The alignment of the railroad falls within the jurisdiction of the Planning Commission where railroad within urban areas has received approval from the Planning Commission.

Pursuant to the Land Use Law, concurrence of the Land Use Commission is necessary.

Yours very truly,

Robert O. Ohata

ROBERT O. OHATA per E.D.
Planning Director

Encls.

Monday, Nov. 24, 1969 Honolulu Star-Bulletin A-19

Maui Residents Attempt to Derail Train Plans

WAILUKU—The stage was set this morning for Maui's "Great Train Holdup."

The train belongs to the Lahaina - Kaanapali & Pacific Railroad and it hasn't even started running yet.

That's why Mr. and Mrs. Paul Myers of the International Colony Club apartments in Kaanapali want to take the steam out of the operation now.

The Myers went to District Court here this morning to seek a preliminary injunction to immediately stop construction on the railroad between Lahaina and Kaanapali on Maui's west Coast.

ACCORDING TO their attorney, Peter Donahoe of Honolulu, the Myers are seeking the injunction on behalf of themselves and several other residents of the International Colony Club.

Donahoe said the motion for preliminary injunction charges that the railroad would cause "noise, smokes, fumes and vibrations" that would disturb the quiet of the residents.

The 5½-mile railroad runs in front of the International Colony Club.

The tracks are already in on that section and the trains are scheduled to begin rolling late next month.

DONAHOE SAID if the preliminary injunction is granted, he will immediately seek a permanent ban against the railroad.

The Lahaina - Kaanapali and Pacific Railroad is a member of the Makai Corporation family of companies, which includes Sea Life Park, Hana Ranch and the Royal Hawaiian Air Service.

Tickets to ride the railroad already are being sold as part of tourist package tours on the Mainand.

TWO STEAM locomotives are scheduled to link the Kaanapali hotel and golf resort area with the restored whaling port of Lahaina.

The railroad will follow Plantation Road and the train will make a stop at the Amfac Inc. resort golf course pro shop.

From there the train will cut inland, still along Plantation Road, and through canefields to the coast. It will then follow the abandoned Pioneer Mill railroad right-of-way through the Royal Mala coconut grove and into Lahaina town.

INSTRUCTIONS:

1. To be filed in triplicate.
2. Use black ink or typewriter with black ribbon.
3. Use additional sheets if necessary.

MAUI PLANNING & TRAFFIC COMMISSION
P.O. BOX 1487, KAHULUI, HAWAII

APPLICATION FOR SPECIAL PERMIT
Special Permit is hereby requested:

DO NOT WRITE IN THIS SPACE

Appl. & fee received 6/9/67 3:45pm
Notice published 6/17/67
Public hearing 7/11/67
Recommendation to LUC 7/26/67
Action by State LUC _____
County & Appl. notified _____

A. Description of Property: (1) Tax Map Key No. Zone 4 - Sec. 4 - Plot 02
(2) Lot Area 1) 1.5 acres 2) 1.0 acres (3) Location See attached Exh. #

B. Ownership: (1) Owner's name AMFAC Properties, Inc.
(2) Lessee's name Lahaina-Kaanapali & Pacific Railroad (3) Unexpired term Letter of Intent March 24, 1967 years

C. Request: (1) State request briefly and exactly:

No. 1. Locomotive and passenger cars storage area (1.5 acres)

No. 2. Kaanapali passenger terminal (1.0 acres)

No. 3. Kaanapali passenger stop (4,000 sq. ft.)

No. 4. Passenger observation stop (1.0 acres)

See attached Exhibit "A" & Exhibit "B"

(2) Reasons justifying granting of request: proposed railroad will provide mass transportation system estimated to carry 200,500 resident-passengers (1975), 1,010,000 tourist-passengers emanating from Kaanapali (1975). 177,000 tourist-passengers emanating from Lahaina (1975). Estimated 1,387,600 passengers by 1975. Source: Economics Research Associates - Washington, D.C., Los Angeles

D. Applicant: (1) Name Lahaina-Kaanapali & Pacific Railroad Ltd.
(2) Address P. O. Box 816 - Lahaina, Maui (3) Telephone 936-400 (Honolulu)
(4) Signature A. W. McKelvey
A. W. McKelvey, President

E. Planning Commission action: _____ Date _____ Vote: ____ ayes ____ noes

Reasons: _____

F. State Land Use Commission's action: _____ Date: _____

G. Copies to: State LUC___ Supervisors___ Applicant___ Owner & Lessee___

July 21, 1967

TO: MAUI PLANNING COMMISSION

FROM: PLANNING DEPARTMENT

SUBJECT: LAND USE COMMISSION SPECIAL PERMIT APPLICATION NO. 25, FROM LAHAINA-KAANAPALI AND PACIFIC RAILROAD TO CONSTRUCT AND OPERATE PASSENGER RAILROAD FROM LAHAINA TO KAANAPALI, INCLUDING STORAGE AREA, TERMINAL AREA, PASSENGER STOP AND OBSERVATION AREA.

The application for special permit by the subject company is unique and compatible with the general plan for the development of Kaanapali and the urban areas of Lahaina. The County of Maui has determined that the Kaanapali area shall be a resort destination area and that the town of Lahaina shall be the primary urban center in the Lahaina district. The construction of a railroad between these two points will fulfill the transportation need.

The staff questioned the alignment of the railroad, especially where it crosses the streets in the Wahikuli area. However, the alignment recommended by the staff on the mauka side of Wahikuli Houselots presents a grade which is impossible for the railroad. The Land Use Law allows the construction of railroad right of ways within agricultural districts. It does not, however, permit storage yards, passenger stops, and passenger terminals in agricultural districts. In this particular instance, it is more desirable to have the storage area in an agricultural district in the midst of a canefield, rather than in an industrial zone within the Lahaina urban area. Secondly, the passenger stops and terminals are in the immediate vicinity of the urban area. It is reasonable to assume that these terminals and stops are an extension of the urban area. The loss of cane land due to the railroad is negligible when considering the amount of cane land lost by the resort development.

At the time of the public hearing, Mr. Meyer Ueoka, attorney for a small bus company, protested the railroad on the basis that it would offer competition to the shuttle bus service. The staff feels that the matter of competition should be submitted to the Public Utilities Commission for their consideration. The Planning Commission and the State Land Use Commission are concerned, primarily, in the land use aspect of the application. Moreover, the railroad's primary function would be to present another attraction for the tourist in this area. The staff recommends approval of the special permit.

July 21, 1967

TO: MAUI PLANNING COMMISSION

FROM: PLANNING DEPARTMENT

SUBJECT: LAND USE COMMISSION SPECIAL PERMIT APPLICATION NO. 25, FROM LAHAINA-KAANAPALI AND PACIFIC RAILROAD TO CONSTRUCT AND OPERATE PASSENGER RAILROAD FROM LAHAINA TO KAANAPALI, INCLUDING STORAGE AREA, TERMINAL AREA, PASSENGER STOP AND OBSERVATION AREA.

The application for special permit by the subject company is unique and compatible with the general plan for the development of Kaanapali and the urban areas of Lahaina. The County of Maui has determined that the Kaanapali area shall be a resort destination area and that the town of Lahaina shall be the primary urban center in the Lahaina district. The construction of a railroad between these two points will fulfill the transportation need.

The staff questioned the alignment of the railroad, especially where it crosses the streets in the Wahikuli area. However, the alignment recommended by the staff on the mauka side of Wahikuli Houselots presents a grade which is impossible for the railroad. The Land Use Law allows the construction of railroad right of ways within agricultural districts. It does not, however, permit storage yards, passenger stops, and passenger terminals in agricultural districts. In this particular instance, it is more desirable to have the storage area in an agricultural district in the midst of a canefield, rather than in an industrial zone within the Lahaina urban area. Secondly, the passenger stops and terminals are in the immediate vicinity of the urban area. It is reasonable to assume that these terminals and stops are an extension of the urban area. The loss of cane land due to the railroad is negligible when considering the amount of cane land lost by the resort development.

At the time of the public hearing, Mr. Meyer Ueoka, attorney for a small bus company, protested the railroad on the basis that it would offer competition to the shuttle bus service. The staff feels that the matter of competition should be submitted to the Public Utilities Commission for their consideration. The Planning Commission and the State Land Use Commission are concerned, primarily, in the land use aspect of the application. Moreover, the railroad's primary function would be to present another attraction for the tourist in this area. The staff recommends approval of the special permit.

July 21, 1967

TO: MAUI PLANNING COMMISSION

FROM: PLANNING DEPARTMENT

SUBJECT: LAND USE COMMISSION SPECIAL PERMIT APPLICATION NO. 25, FROM LAHAINA-KAANAPALI AND PACIFIC RAILROAD TO CONSTRUCT AND OPERATE PASSENGER RAILROAD FROM LAHAINA TO KAANAPALI, INCLUDING STORAGE AREA, TERMINAL AREA, PASSENGER STOP AND OBSERVATION AREA.

The application for special permit by the subject company is unique and compatible with the general plan for the development of Kaanapali and the urban areas of Lahaina. The County of Maui has determined that the Kaanapali area shall be a resort destination area and that the town of Lahaina shall be the primary urban center in the Lahaina district. The construction of a railroad between these two points will fulfill the transportation need.

The staff questioned the alignment of the railroad, especially where it crosses the streets in the Wahikuli area. However, the alignment recommended by the staff on the mauka side of Wahikuli Houselots presents a grade which is impossible for the railroad. The Land Use Law allows the construction of railroad right of ways within agricultural districts. It does not, however, permit storage yards, passenger stops, and passenger terminals in agricultural districts. In this particular instance, it is more desirable to have the storage area in an agricultural district in the midst of a canefield, rather than in an industrial zone within the Lahaina urban area. Secondly, the passenger stops and terminals are in the immediate vicinity of the urban area. It is reasonable to assume that these terminals and stops are an extension of the urban area. The loss of cane land due to the railroad is negligible when considering the amount of cane land lost by the resort development.

At the time of the public hearing, Mr. Meyer Ueoka, attorney for a small bus company, protested the railroad on the basis that it would offer competition to the shuttle bus service. The staff feels that the matter of competition should be submitted to the Public Utilities Commission for their consideration. The Planning Commission and the State Land Use Commission are concerned, primarily, in the land use aspect of the application. Moreover, the railroad's primary function would be to present another attraction for the tourist in this area. The staff recommends approval of the special permit.

July 21, 1967

TO: MAUI PLANNING COMMISSION

FROM: PLANNING DEPARTMENT

SUBJECT: LAND USE COMMISSION SPECIAL PERMIT APPLICATION NO. 25, FROM LAHAINA-KAANAPALI AND PACIFIC RAILROAD TO CONSTRUCT AND OPERATE PASSENGER RAILROAD FROM LAHAINA TO KAANAPALI, INCLUDING STORAGE AREA, TERMINAL AREA, PASSENGER STOP AND OBSERVATION AREA.

The application for special permit by the subject company is unique and compatible with the general plan for the development of Kaanapali and the urban areas of Lahaina. The County of Maui has determined that the Kaanapali area shall be a resort destination area and that the town of Lahaina shall be the primary urban center in the Lahaina district. The construction of a railroad between these two points will fulfill the transportation need.

The staff questioned the alignment of the railroad, especially where it crosses the streets in the Wahikuli area. However, the alignment recommended by the staff on the mauka side of Wahikuli Houselots presents a grade which is impossible for the railroad. The Land Use Law allows the construction of railroad right of ways within agricultural districts. It does not, however, permit storage yards, passenger stops, and passenger terminals in agricultural districts. In this particular instance, it is more desirable to have the storage area in an agricultural district in the midst of a canefield, rather than in an industrial zone within the Lahaina urban area. Secondly, the passenger stops and terminals are in the immediate vicinity of the urban area. It is reasonable to assume that these terminals and stops are an extension of the urban area. The loss of cane land due to the railroad is negligible when considering the amount of cane land lost by the resort development.

At the time of the public hearing, Mr. Meyer Ueoka, attorney for a small bus company, protested the railroad on the basis that it would offer competition to the shuttle bus service. The staff feels that the matter of competition should be submitted to the Public Utilities Commission for their consideration. The Planning Commission and the State Land Use Commission are concerned, primarily, in the land use aspect of the application. Moreover, the railroad's primary function would be to present another attraction for the tourist in this area. The staff recommends approval of the special permit.

July 21, 1967

TO: MAUI PLANNING COMMISSION

FROM: PLANNING DEPARTMENT

SUBJECT: LAND USE COMMISSION SPECIAL PERMIT APPLICATION NO. 25, FROM LAHAINA-KAANAPALI AND PACIFIC RAILROAD TO CONSTRUCT AND OPERATE PASSENGER RAILROAD FROM LAHAINA TO KAANAPALI, INCLUDING STORAGE AREA, TERMINAL AREA, PASSENGER STOP AND OBSERVATION AREA.

The application for special permit by the subject company is unique and compatible with the general plan for the development of Kaanapali and the urban areas of Lahaina. The County of Maui has determined that the Kaanapali area shall be a resort destination area and that the town of Lahaina shall be the primary urban center in the Lahaina district. The construction of a railroad between these two points will fulfill the transportation need.

The staff questioned the alignment of the railroad, especially where it crosses the streets in the Wahikuli area. However, the alignment recommended by the staff on the mauka side of Wahikuli Houselots presents a grade which is impossible for the railroad. The Land Use Law allows the construction of railroad right of ways within agricultural districts. It does not, however, permit storage yards, passenger stops, and passenger terminals in agricultural districts. In this particular instance, it is more desirable to have the storage area in an agricultural district in the midst of a canefield, rather than in an industrial zone within the Lahaina urban area. Secondly, the passenger stops and terminals are in the immediate vicinity of the urban area. It is reasonable to assume that these terminals and stops are an extension of the urban area. The loss of cane land due to the railroad is negligible when considering the amount of cane land lost by the resort development.

At the time of the public hearing, Mr. Meyer Ueoka, attorney for a small bus company, protested the railroad on the basis that it would offer competition to the shuttle bus service. The staff feels that the matter of competition should be submitted to the Public Utilities Commission for their consideration. The Planning Commission and the State Land Use Commission are concerned, primarily, in the land use aspect of the application. Moreover, the railroad's primary function would be to present another attraction for the tourist in this area. The staff recommends approval of the special permit.

July 21, 1967

TO: MAUI PLANNING COMMISSION

FROM: PLANNING DEPARTMENT

SUBJECT: LAND USE COMMISSION SPECIAL PERMIT APPLICATION NO. 25, FROM LAHAINA-KAANAPALI AND PACIFIC RAILROAD TO CONSTRUCT AND OPERATE PASSENGER RAILROAD FROM LAHAINA TO KAANAPALI, INCLUDING STORAGE AREA, TERMINAL AREA, PASSENGER STOP AND OBSERVATION AREA.

The application for special permit by the subject company is unique and compatible with the general plan for the development of Kaanapali and the urban areas of Lahaina. The County of Maui has determined that the Kaanapali area shall be a resort destination area and that the town of Lahaina shall be the primary urban center in the Lahaina district. The construction of a railroad between these two points will fulfill the transportation need.

The staff questioned the alignment of the railroad, especially where it crosses the streets in the Wahikuli area. However, the alignment recommended by the staff on the mauka side of Wahikuli Houselots presents a grade which is impossible for the railroad. The Land Use Law allows the construction of railroad right of ways within agricultural districts. It does not, however, permit storage yards, passenger stops, and passenger terminals in agricultural districts. In this particular instance, it is more desirable to have the storage area in an agricultural district in the midst of a canefield, rather than in an industrial zone within the Lahaina urban area. Secondly, the passenger stops and terminals are in the immediate vicinity of the urban area. It is reasonable to assume that these terminals and stops are an extension of the urban area. The loss of cane land due to the railroad is negligible when considering the amount of cane land lost by the resort development.

At the time of the public hearing, Mr. Meyer Ueoka, attorney for a small bus company, protested the railroad on the basis that it would offer competition to the shuttle bus service. The staff feels that the matter of competition should be submitted to the Public Utilities Commission for their consideration. The Planning Commission and the State Land Use Commission are concerned, primarily, in the land use aspect of the application. Moreover, the railroad's primary function would be to present another attraction for the tourist in this area. The staff recommends approval of the special permit.

AFFIDAVIT OF PUBLICATION

STATE OF HAWAII, County of Maui. } ss.

Rose Alcomindras being duly sworn deposes and says, that he is Adv. Traffic Clerk of the Maui Publishing Co., Ltd., publishers of the MAUI NEWS, a newspaper published in Wailuku, County of Maui, State of Hawaii; that the ordered publication as to NOTICE OF PUBLIC HEARING

of which the annexed is a true and corrected printed notice, was published 1 times in the MAUI NEWS, aforesaid, commencing on the 17th day of June, 19 67, and ending on the day of , 19 , (both days inclusive), to-wit: on

June 17, 1967

and that affiant is not a party to or in any way interested in the above entitled matter.

Rose Alcomindras

Subscribed and sworn to before me this

21 day of June A. D. 19 67.

Notary Public, Second Judicial Circuit, State of Hawaii.

My commission expires August 31, 1967

NOTICE OF PUBLIC HEARING

SPECIAL USE PERMIT

NOTICE IS HEREBY GIVEN of a public hearing to be held by the County of Maui Planning Commission at the Conference Room of the Board of Water Supply, Naska, Kahului, Maui, Hawaii, on Tuesday, July 11, 1967, at 1:30 p.m. or as soon thereafter as those interested may be heard to consider the following request for SPECIAL USE PERMIT under provisions of SECTION 98H-6, REVISED LAWS OF HAWAII 1955, 1961 SUPPLEMENT, AS AMENDED BY ACT 205, SESSION LAWS OF HAWAII 1963:

LAHAINA AND KAANAPALI

Construction and operation of passenger railroad from Lahaina to Kaanapali, including storage area, terminal area, passenger stop and observation area.

Applicant: Lahaina-Kaanapali & Pacific Railroad, Ltd., A. W. McKelvey, President.

Sketch showing the general location is on file in the office of the County of Maui Planning Commission at Naska, Kahului, Maui, Hawaii, and is open to the public for inspection during office hours.

All protests against the SPECIAL USE PERMIT should be filed in writing to said Commission, P. O. Box 1487, Kahului, Maui, Hawaii, before the date of the public hearing or presented in person at the time of the public hearing.

MAUI PLANNING COMMISSION
JOSEPH S. MEDEIROS, JR., Chairman
By Robert O. Ohata
County Planning Director

(MN: June 17, 1967)

MAUI PLANNING COMMISSION
PUBLIC HEARING
SPECIAL USE PERMIT, ACT 205, SLH 1963
Tuesday, July 11, 1967

Application No. 25
(Lahaina-Kaanapali & Pacific Railroad)

The public hearing on the following request for SPECIAL USE PERMIT under provisions of SECTION 98H-6, REVISED LAWS OF HAWAII 1955, 1961 SUPPLEMENT AS AMENDED BY ACT 205, SESSION LAWS OF HAWAII, 1963, was opened by Chairman Joseph S. Medeiros, Jr., on Tuesday, July 11, 1967, at 2:01 p.m., in the conference room of the Board of Water Supply, Naska, Kahului, Maui, Hawaii.

LAHAINA AND KAANAPALI
Construction and operation of passenger railroad from Lahaina to Kaanapali, including storage area, terminal area, passenger stop and observation area.
Applicant: Lahaina-Kaanapali & Pacific Railroad, Ltd., A. W. McKelvey, President

A quorum of the Commission was in attendance. (See record of attendance.)

The Director read the notice of Public Hearing, a copy of which is hereto annexed and made a part hereof with affidavit of publication, published in the Maui News, a newspaper published and circulated in the County of Maui, being the County in which said Commission is located, on June 17, 1967, as required by Section 98H-6 of Act 205, S.L.H. 1963.

The Director read the application for special permit signed by A. W. McKelvey, President, Lahaina-Kaanapali and Pacific Railroad, dated June 9, 1967, and letter dated June 9, 1967, listing reasons why the Special Permit should be granted.

The Director then asked Mr. McKelvey to present available exhibits, and to elaborate on information contained in letter of June 9, 1967, hereinbefore mentioned, attached hereto and made a part hereof.

Among other things, Mr. McKelvey informed Commissioners that: (1) Mr. Pete Wimberley is the architect for the project; (2) the terminal stations would be architectural replicas of the Pearl Harbor terminal; (3) the developers plan to put in an historic artifact building; (4) tourist impact showing Hawaii tourist market; (5) projected financial conformance; (6) projected ticket sales; (7) breakdown of material and cost estimates; (8) miscellaneous costs.

When queried whether some of the proposed rights of way would be State rights of way, Mr. McKelvey replied in the affirmative.

Mr. McKelvey informed Commissioners that the corporation is presently faced with a critical problem in that they have available to them now the Kahului Railroad material. He said: "If the Commission agrees that the project is a good thing, we would like to know as soon as possible in view of the 15 day LUC waiting period, and subsequent action of the LUC itself. If we do not take care of this now, we have to wait until the end of August. If we wait, the equipment may go by the wayside."

There were no letters of protest as of 12:45 p.m. this date.

The public hearing was then opened to the public for testimony.

MR. MEYER UEOKA: "I appear in behalf of David Fleming of Lahaina who runs a bus transportation system from Kaanapali to Lahaina. We feel there is a question of whether the Public Utilities Commission will issue a certificate. We feel David Fleming has been running this business for a number of years and is providing an adequate transportation system to people in Lahaina. Contrary to what Mr. McKelvey has said about the train transportation, Mr. Fleming feels it will affect his business. Every consideration should be given to Mr. Fleming. In the meantime, it seems to me, if it is going to be competition, due consideration should be given to the person already in the business. The PUC regulates public utilities for one reason. . .monopoly. . . because it might affect public convenience and necessity. For this reason, I would like to lodge a protest. . . it would have to go to the PUC first."

CHAIRMAN MEDEIROS: "Am I to understand that Mr. Fleming is the only one who runs transportation?"

MR. UEOKA: "Yes. By Bus. He presently has a certificate issued by the PUC. He has a regular schedule. The bus carries about 15 people at one time."

MR. McKELVEY: "We are providing a unique type of operation. . . an old plantation theme. . . we would be happy to tell the people about the bus. . . We do not feel any competition. . .we think we can complement each other."

MR. RAMON DURAN, Director, State Land Use Commission: "I would like to ask the following questions of Mr. McKelvey for information purposes.

Q. What effect do you envision this project might have in the surrounding area over there, primarily in the agricultural district, in terms of smoke, dust, and so forth."

A. "We don't anticipate any problems. . .primarily the only development there is the International Colony on the Kaanapali side. . ."

Q. "Do you anticipate using any public services or facilities? Will there be a need for any public facilities for your operation. . .on agricultural land?"

A. "We will be crossing the road. . . the facilities are all available."

Q. "What facilities do you contemplate within the storage area?"

A. "Two Y's is all that is required."

Q. "Do you plan any beautification on this particular site, in view of the impact on the potential development of the area?"

A. "Oh yes. This is developed right now. It is being considered in the terminal building."

Q. "How many acres of cane would actually be displaced by your tracks and facilities?"

A. "I can get that information for you. I don't have it right here."

MR. DURAN: "Thank you."

There being no others to speak for or against granting of the special use permit, the Chair closed the public hearing at 2:50 p.m.

Eva M. Duponte

EVA M. DUPONTE
Planning Reporter

RECORD OF ATTENDANCE:

Present:	J. S. Medeiros, Chairman K. Kage, Vice-Chairman W. Hong, Member G. A. Freeland, Member Y. Matsui, Member P. Matsuoka, Member K. Hamada, ex-officio Alvin Fukunaga, ex-officio
Excused:	M. Unemori, Member H. Hayashi, ex-officio J. R. Lane, ex-officio
In Attendance:	R. O. Ohata, Planning Director H. Nakamura, Planner A. W. McKelvey Ramon Duran Meyer Ueoka Robert Johnson, Honolulu Advertiser Jack Stephens, Maui News

MAUI PLANNING COMMISSION
PUBLIC HEARING
SPECIAL USE PERMIT, ACT 205, SLH 1963
Tuesday, July 11, 1967

Application No. 25
(Lahaina-Kaanapali & Pacific Railroad)

The public hearing on the following request for SPECIAL USE PERMIT under provisions of SECTION 98H-6, REVISED LAWS OF HAWAII 1955, 1961 SUPPLEMENT AS AMENDED BY ACT 205, SESSION LAWS OF HAWAII, 1963, was opened by Chairman Joseph S. Medeiros, Jr., on Tuesday, July 11, 1967, at 2:01 p.m., in the conference room of the Board of Water Supply, Naska, Kahului, Maui, Hawaii.

LAHAINA AND KAANAPALI
Construction and operation of passenger railroad from Lahaina to Kaanapali, including storage area, terminal area, passenger stop and observation area.
Applicant: Lahaina-Kaanapali & Pacific Railroad, Ltd., A. W. McKelvey, President

A quorum of the Commission was in attendance. (See record of attendance.)

The Director read the notice of Public Hearing, a copy of which is hereto annexed and made a part hereof with affidavit of publication, published in the Maui News, a newspaper published and circulated in the County of Maui, being the County in which said Commission is located, on June 17, 1967, as required by Section 98H-6 of Act 205, S.L.H. 1963.

The Director read the application for special permit signed by A. W. McKelvey, President, Lahaina-Kaanapali and Pacific Railroad, dated June 9, 1967, and letter dated June 9, 1967, listing reasons why the Special Permit should be granted.

The Director then asked Mr. McKelvey to present available exhibits, and to elaborate on information contained in letter of June 9, 1967, hereinbefore mentioned, attached hereto and made a part hereof.

Among other things, Mr. McKelvey informed Commissioners that: (1) Mr. Pete Wimberley is the architect for the project; (2) the terminal stations would be architectural replicas of the Pearl Harbor terminal; (3) the developers plan to put in an historic artifact building; (4) tourist impact showing Hawaii tourist market; (5) projected financial conformance; (6) projected ticket sales; (7) breakdown of material and cost estimates; (8) miscellaneous costs.

When queried whether some of the proposed rights of way would be State rights of way, Mr. McKelvey replied in the affirmative.

Mr. McKelvey informed Commissioners that the corporation is presently faced with a critical problem in that they have available to them now the Kahului Railroad material. He said: "If the Commission agrees that the project is a good thing, we would like to know as soon as possible in view of the 15 day LUC waiting period, and subsequent action of the LUC itself. If we do not take care of this now, we have to wait until the end of August. If we wait, the equipment may go by the wayside."

There were no letters of protest as of 12:45 p.m. this date.

The public hearing was then opened to the public for testimony.

MR. MEYER UEOKA: "I appear in behalf of David Fleming of Lahaina who runs a bus transportation system from Kaanapali to Lahaina. We feel there is a question of whether the Public Utilities Commission will issue a certificate. We feel David Fleming has been running this business for a number of years and is providing an adequate transportation system to people in Lahaina. Contrary to what Mr. McKelvey has said about the train transportation, Mr. Fleming feels it will affect his business. Every consideration should be given to Mr. Fleming. In the meantime, it seems to me, if it is going to be competition, due consideration should be given to the person already in the business. The PUC regulates public utilities for one reason. . .monopoly. . . because it might affect public convenience and necessity. For this reason, I would like to lodge a protest. . . it would have to go to the PUC first."

CHAIRMAN MEDEIROS: "Am I to understand that Mr. Fleming is the only one who runs transportation?"

MR. UEOKA: "Yes. By Bus. He presently has a certificate issued by the PUC. He has a regular schedule. The bus carries about 15 people at one time."

MR. McKELVEY: "We are providing a unique type of operation. . . an old plantation theme. . . we would be happy to tell the people about the bus. . . We do not feel any competition. . .we think we can complement each other."

MR. RAMON DURAN, Director, State Land Use Commission: "I would like to ask the following questions of Mr. McKelvey for information purposes.

Q. What effect do you envision this project might have in the surrounding area over there, primarily in the agricultural district, in terms of smoke, dust, and so forth."

A. "We don't anticipate any problems. . .primarily the only development there is the International Colony on the Kaanapali side. . ."

Q. "Do you anticipate using any public services or facilities? Will there be a need for any public facilities for your operation. . .on agricultural land?"

A. "We will be crossing the road. . . the facilities are all available."

Q. "What facilities do you contemplate within the storage area?"

A. "Two Y's is all that is required."

Q. "Do you plan any beautification on this particular site, in view of the impact on the potential development of the area?"

A. "Oh yes. This is developed right now. It is being considered in the terminal building."

Q. "How many acres of cane would actually be displaced by your tracks and facilities?"

A. "I can get that information for you. I don't have it right here."

MR. DURAN: "Thank you."

There being no others to speak for or against granting of the special use permit, the Chair closed the public hearing at 2:50 p.m.

Eva M. Duponte

EVA M. DUPONTE
Planning Reporter

RECORD OF ATTENDANCE:

Present:	J. S. Medeiros, Chairman K. Kage, Vice-Chairman W. Hong, Member G. A. Freeland, Member Y. Matsui, Member P. Matsuoka, Member K. Hamada, ex-officio Alvin Fukunaga, ex-officio
Excused:	M. Unemori, Member H. Hayashi, ex-officio J. R. Lane, ex-officio
In Attendance:	R. O. Ohata, Planning Director H. Nakamura, Planner A. W. McKelvey Ramon Duran Meyer Ueoka Robert Johnson, Honolulu Advertiser Jack Stephens, Maui News

LAHAINA-KAANAPALI & PACIFIC RAILROAD, LTD.
2895 Kalakaua - Suite 1604
Honolulu, Hawaii 96815

MEMORANDUM

TO: Ramon Duran

FROM: A. W. McKelvey

SUBJECT: Additional Information - Land Use Commission

Test to be Applied:

1. "SUCH USE SHALL NOT BE CONTRARY TO THE OBJECTIVES SOUGHT TO BE ACCOMPLISHED BY THE LAND USE LAW AND REGULATIONS."

not appli

We are not familiar with the objectives sought to be accomplished by the Land Use Law and Regulations, however, the Lahaina-Kaanapali & Pacific Railroad is considered a mass transportation system having a capacity of 200 passengers per train. Economics Research Associates, who spent nine months analyzing in depth the future tourist market for West Maui, estimates that in eight years (1975) there will be 1,435,320 visitors days spent at the Kaanapali Resort Area. The Lahaina-Kaanapali & Pacific Railroad will be providing a public service in transporting 505,000 of these visitors to Lahaina (on a round trip basis) as well as 100,125 Kaanapali employees (on a round trip basis).

2. "THAT THE DESIRED USE WOULD NOT ADVERSELY AFFECT THE SURROUNDING PROPERTY."

Storage Area (Kaanapali). The desired use will not adversely effect the surrounding property as this location is presently housing an

OK

unsightly abandoned electric station whose metal walls are in the process of rapid decay. Our proposed maintenance building will be approcimately 150 feet long and will be shielded from the public highway by natural vegetation. 180 degrees of the surrounding area is in cane.

Requires screening from Hwy.

Terminal (Kaanapali). This general area is already a terminus for aircraft, buses and automobiles. For example, the Kaanapali Air Terminal is within 700 feet and the Hilton Hotel, which will eventually have 1,000 hotel rooms, is within 200 feet.

platform? landscape

Passenger Stop (Kaanapali). This is a stop area to pick up or discharge passengers. The surrounding is presently unused.

Observation Point. This is one acre of rock rubble and presently unused.

3. "SUCH USE WOULD NOT UNREASONABLY BURDEN PUBLIC AGENCIES TO PROVIDE ROADS, STREETS, SEWERS, WATER, DRAINAGE AND SCHOOL IMPROVEMENTS, AND POLICE AND FIRE PROTECTION."

OK

The location of the storage area, terminal building, passenger stop, and observation area will not require any public agency to provide streets, utilities, drainage, or school improvements. Police and fire protection are provided already by the County of Maui.

4. "UNUSUAL CONDITIONS, TRENDS, AND NEEDS HAVE ARISEN SINCE THE DISTRICT BOUNDARIES AND REGULATIONS WERE ESTABLISHED.

The only conditions, trends, and needs that possibly have arisen is the rapid growth of the Kaanapali Hotel Resort Area. John Carl Warnecke & Associates have master planned 3,300 hotel rooms in this area by 1980. Because of this present and anticipated growth, a mass transportation system is needed.

5. "THAT THE LAND UPON WHICH THE PROPOSED USE IS SOUGHT IS UNSUITED FOR THE USES PERMITTED WITHIN THE DISTRICT."

The agricultural district rules we feel do not apply to this situation as at the time of their enactment there undoubtedly was no need for mass transportation in the Neighbor Islands. Perhaps our request should be looked upon as similar to transit systems on the mainland where they traverse from urban areas into agricultural areas. On these railroad routes there are passenger terminals located in agricultural areas.

6. "THAT THE PROPOSED USE WILL NOT SUBSTANTIALLY ALTER OR CHANGE THE ESSENTIAL CHARACTER OF THE LAND AND THE PRESENT USE."

The proposed Lahaina-Kaanapali & Pacific Railroad will not substantially alter or change the essential character of the land and the present usage as actually the Kaanapali terminal site

only removes one acre of cane and a new road-bed approximately 1.3 acres. The balance of required road beds are either on the old abandoned Pioneer Mill Railroad bed or uses the shoulder of a haul cane road. As stated before, the storage area at Kaanapali is an abandoned power station, the passenger stop is an extension of a haul cane road and the observation point is rock rubble.

7. "THAT THE PROPOSED USE WILL MAKE THE HIGHEST AND BEST USE OF THE LAND INVOLVED FOR THE PUBLIC WELFARE."

We sincerely feel that the proposed use will make the highest and best usage of the land involved for the public welfare as it provides convenient and interesting transportation for hotel guests at Kaanapali as well as reasonable transportation for the Kaanapali employees who live in Lahaina.

2772

A. W. McKELVEY
2895 KALAKAUA AVENUE
HONOLULU, HAWAII

July 17, 1967

RECEIVED
JUL 18 1967
State of Hawaii
LAND USE COMMISSION

Mr. Ramon Doran, Executive Officer
State of Hawaii
Land Use Commission
426 Queen Street
Honolulu, Hawaii 96813

Dear Rom:

The following information concerns the areas and present usage under consideration for the proposed Lahaina-Kaanapali & Pacific Railroad.

Storage Area (Kaanapali). Located at Pump Station "D." Present usage: None (an abandoned power house - no agricultural usage). Area: 1-1/2 acres.

Terminal Area (Kaanapali). Located at the southwest corner of cane field C-2. Present usage: Sugar cane. Area: 1 acre.

Road Bed (between Kaanapali and Lahaina). Traverses through cane fields I-1 and I-3. Present usage: Sugar cane. Area: 1.3+ acres.

Observation Area (Between Kaanapali and Lahaina). Present usage: None (rock rubble). Area: 1 acre.

Also for your information we are enclosing a letter written to the Maui County Board of Supervisors.

If there are any further questions please do not hesitate to telephone me (936-460).

Cordially,

A. W. McKelvey

P.S. The total acres that is now under agriculture usage that we wish to use in the operations of the railroad is 2.3+ acres. (see above)

June 9, 1967

Board of Supervisors
County of Maui
Wailuku, Maui

Subject: Proposed Lahaina-Kaanapali & Pacific Railroad

Gentlemen:

For the past few months we have been involved in engineering analysis and economic feasibility studies concerning the establishment of a "Plantation Theme" scenic railroad between Lahaina and Kaanapali.

We have now determined that this project is economically feasible and would like to list for your information the following major points of interest:

1. It is estimated by Economics Research Associates of Washington, D.C. and Los Angeles that the Lahaina-Kaanapali & Pacific Railroad will:

   a) Provide transportation for 200,500 yearly resident-passengers of Lahaina who will be working in Kaanapali by the year 1975.

   b) Provide transportation for 1,010,000 yearly tourist-passengers emanating at Kaanapali by 1975.

   c) Provide transportation for 177,000 yearly tourist-passengers emanating at Lahaina by 1975.

   d) In total carry by 1975 an estimated 1,387,600 passengers between the terminal points.

2. It is the opinion of economic, transportation, land planning, and tourist industry experts that this transportation system will also:

   a) Reduce the vehicular traffic between Lahaina and Kaanapali on Honoapiilani Highway by an estimated 250,000 automobiles per year by 1975.

   b) Reduce the automobile parking requirements in Lahaina which will release land for other uses.

   c) Assist in reducing the sensitive vehicular congestion in Lahaina and help retain the present pedestrian environmental conditions.

d) Increase the retail sales of the merchants of Lahaina in excess of $1,000,000 over their present volume and over $3,000,000 within the first eight years.

e) Provide transportation for residents of Lahaina who work at Kaanapali at a cost less than driving their own automobiles, which in turn will reduce the employee parking requirements at Kaanapali.

f) Provide one of the most unusual tourist attractions in the State of Hawaii.

The need and desire for this mass transportation is perhaps best illustrated from the attached copies of letters received from reputable and respected business and professional groups, governmental officials, and leaders of the travel and tourist industry which as you know ranks second of all business in the State of Hawaii.

We have been working closely with your Planning Commission on this project and they are familiar with the engineering route plan and other details.

We thank you for this opportunity of submitting the above information, and if there are any questions please do not hesitate to call on us.

Yours very truly,

A. W. McKelvey, President
Lahaina-Kaanapali & Pacific Railroad

AWMc:lr

July 14, 1967

Mr. A. W. McKelvey
2895 Kalakaua Avenue
Honolulu, Hawaii

Dear Mr. McKelvey:

Pursuant to our conversation, I am enclosing herewith the "tests" adopted by the Land Use Commission to evaluate Special Permits.

Any additional information you may desire to submit in support of your request will be appreciated.

Very truly yours,

RAMON DURAN
Executive Officer

Encl.

file

STATE OF HAWAII
Department of PLANNING AND ECONOMIC DEVELOPMENT

June 30, 1967
4:05 p.m.

George Fukuoka called re Special Permit Application by Royal Lahaina-Kaanapali. Said he hoped to see you on July 11 on Maui when the hearing will take place. However, if you have any feelings that the staff's recommendation might be for denial, said he would like to talk to you earlier about the matter.

426 Queen St.—Honolulu, Hawaii 96813
Phone 504-426

RECEIVED
JUN/6 1967
State of Hawaii
LAND USE COMMISSION

June 14, 1967

Board of Supervisors
County of Maui
Wailuku, Hawaii

Gentlemen:

Please be informed that pursuant to Section 98H-6, R.L.H. 1955 as amended, the Maui Planning Commission will hold a public hearing on a request for Land Use Commission Special Use Permit Application by Lahaina-Kaanapali and Pacific Railroad, Ltd., to operate passenger railroad between Lahaina and Kaanapali, as contained in the notice of public hearing attached herewith.

Yours very truly,

ROBERT O. OHATA
Planning Director

Attachment
cc Lahaina-Kaanapali & Pacific RR
cc State Land Use Commission
cc Public Utilities Commission

RECEIVED
JUN 16 1967
State of Hawaii
LAND USE COMMISSION

NOTICE OF PUBLIC HEARING
SPECIAL USE PERMIT

NOTICE IS HEREBY GIVEN of a public hearing to be held by the County of Maui Planning Commission at the Conference Room of the Board of Water Supply, Naska, Kahului, Maui, Hawaii, on Tuesday, July 11, 1967, at 1:30 p.m. or as soon thereafter as those interested may be heard to consider the following request for SPECIAL USE PERMIT under provisions of SECTION 98H-6, REVISED LAWS OF HAWAII 1955, 1961 SUPPLEMENT, AS AMENDED BY ACT 205, SESSION LAWS OF HAWAII 1963:

LAHAINA AND KAANAPALI
Construction and operation of passenger railroad from Lahaina to Kaanapali, including storage area, terminal area, passenger stop and observation area.
Applicant: Lahaina-Kaanapali & Pacific Railroad, Ltd., A. W. McKelvey, President.

Sketch showing the general location is on file in the office of the County of Maui Planning Commission at Naska, Kahului, Maui, Hawaii, and is open to the public for inspection during office hours.

All protests against the SPECIAL USE PERMIT should be filed in writing to said Commission, P. O. Box 1487, Kahului, Maui, Hawaii, before the date of the public hearing or presented in person at the time of the public hearing.

MAUI PLANNING COMMISSION
JOSEPH S. MEDEIROS, JR., Chairman
By Robert O. Ohata
County Planning Director

(MN--June 17, 1967)

cc A. W. McKelvey
✓cc State Land Use Commission
cc Public Utilities Commission
cc Board of Supervisors, County of Maui

A. W. McKELVEY

2895 KALAKAUA AVENUE

HONOLULU, HAWAII

936.460

May 24, 1967

Mr. A. W. McKelvey
2895 Kalakaua Avenue
Honolulu, Hawaii

Subject: Proposed Lahaina-Kaanapali and Pacific Railroad

Dear Mr. McKelvey:

Pursuant to your inquiry concerning the abovementioned subject, inasmuch as the railroad will traverse lands in the State Agricultural District and include certain terminal facilities and structures, please be advised that your proposal will require a special permit as provided under Chapter 98H-6, RLH 1955 as amended.

The procedure requires that you file an application with the Maui County Planning Commission. Applications are available in their office. The County Planning Commission is then required to hold a public hearing on your request not less than 30 days and no more than 120 days from receipt of the petition. The Commission may act on your petition not earlier than 15 days after the public hearing. Assuming its decision is favorable, the County Planning Commission is required to transmit its findings and recommendation to the State Land Use Commission within 10 days after its decision is rendered. The Land Use Commission is obliged to approve or deny your request within 45 days after receipt of the County's decision. A denial either by the County or the State, as the case may be, may be appealed to the Circuit Court.

I realize that the procedures set forth in the Land Use Law automatically prohibit you from resolving matters of this nature before June 30 as you had planned.

Your presentation of Lahaina-Kaanapali and Pacific Railroad proposal seems to compliment the reconstruction of old Lahaina and the rapid development of the Lahaina-Kaanapali resort destination area, and provide a needed transportation system for employees who work in Kaanapali and live in Lahaina.

In order to expedite the processing of your request, I suggest that a special permit application be filed immediately with the Maui County

Planning Commission. Please be assured that I will assist in the expeditious processing of your application and if there are any further questions, do not hesitate to call on me.

Very truly yours,

RAMON DURAN
Executive Officer

Eaglet
Type-Erase
25% COTTON FIBER

DANIEL K. INOUYE
HAWAII

United States Senate

WASHINGTON, D.C.

April 14, 1967

Mr. A. W. McKelvey, President
Royal Hawaiian Railroads, Inc.
2895 Kalakaua Avenue
Honolulu, Hawaii 96815

Dear Mr. McKelvey:

I have long been a believer in the philosophy that the best help one can receive is that which he does for himself. I certainly believe this is true in the development of the outer islands in the State of Hawaii. I am very much encouraged by the splendid progress that is being made on Maui and the great promise it holds for the future.

Your ingenious idea to develop a Lahaina-Kaanapali railway system is certainly a case in point. It will have no parallel in the State and would evoke a nostalgia for a way of life that has already disappeared from the American landscape. I am sure it would receive national publicity and no doubt would be a drawing card for tourists and for advertising and perhaps picture-making schemes. This clearly is in accord with the general theme of historical authenticity in the reconstruction of old Lahaina.

I wish you every success.

Aloha,

Daniel K. Inouye

DANIEL K. INOUYE
United States Senator

DKI:ki

JOHN J. HULTEN
PRESIDENT

SAKAE TAKAHASHI
VICE PRESIDENT

DAVID McCLUNG
MAJORITY LEADER

WILLIAM E. FERNANDES
LARRY N. KURIYAMA
ASSISTANT MAJORITY LEADERS

WALTER M. HEEN
MAJORITY FLOOR LEADER

DONALD D. H. CHING
DUKE KAWASAKI
ASST. MAJORITY FLR. LEADERS

FIRST DISTRICT
NELSON K. DOI
WILLIAM H. HILL
JOHN T. USHIJIMA

SECOND DISTRICT
TOSHI ANSAI
S. GEORGE FUKUOKA

THIRD DISTRICT
D. G. ANDERSON
JAMES K. CLARK
JOHN J. HULTEN

FOURTH DISTRICT
DONALD D. H. CHING
LARRY N. KURIYAMA
JOHN C. LANHAM
NADAO YOSHINAGA

FIFTH DISTRICT
GEORGE R. ARIYOSHI
DUKE T. KAWASAKI
DAVID McCLUNG
SAKAE TAKAHASHI

SIXTH DISTRICT
EUREKA B. FORBES
PERCY K. MIRIKITANI
HEBDEN PORTEUS
WADSWORTH YEE

SEVENTH DISTRICT
WEBLEY EDWARDS
WALTER M. HEEN
FREDERICK W. ROHLFING
VINCENT H. YANO

EIGHTH DISTRICT
WILLIAM E. FERNANDES

The Senate

The Fourth Legislature

of the

State of Hawaii

HONOLULU, HAWAII

March 2, 1967

Mr. A. W. McKelvey
2895 Kalakaua Avenue
Honolulu, Hawaii

Dear Mr. McKelvey:

Thank you for your presentation concerning the proposed Lahaina-Kaanapali Railroad. It is a very worthwhile project because:

(1) It will fulfill a desired public transportation need for employees who live in Lahaina, and work in Kaanapali,

(2) It could be one of the outstanding tourist activity attractions in the State of Hawaii,

(3) With the planned "period" locomotives and passenger cars, it should compliment the desired aims of the Lahaina Restoration Foundation,

(4) As the result of the Kaanapali tourist spending habits, it should generate commercial sales in Lahaina thus benefiting the resident owners and the community, and

(5) The museum should be educational and the ride exciting for the children of Maui.

I wish you success in this venture, as it most certainly will benefit the people of Maui and the Hawaiian tourist industry.

Very truly yours,

S. George Fukuoka
Senator, Second District

SGF:lat

PATSY T. MINK
MEMBER AT LARGE
HAWAII

COMMITTEE ON EDUCATION AND LABOR
SELECT SUBCOMMITTEE ON EDUCATION
GENERAL SUBCOMMITTEE ON EDUCATION
GENERAL SUBCOMMITTEE ON LABOR

COMMITTEE ON INTERIOR AND INSULAR AFFAIRS
SUBCOMMITTEE ON TERRITORIAL AND INSULAR AFFAIRS
SUBCOMMITTEE ON NATIONAL PARKS AND RECREATION
SUBCOMMITTEE ON INDIAN AFFAIRS

Congress of the United States
House of Representatives
Washington, D.C. 20515

OFFICES:
WASHINGTON, D.C.
1627 LONGWORTH BUILDING
PHONE: 225-4906

HONOLULU, HAWAII
346-348 FEDERAL BUILDING
PHONE: 574-792

April 24, 1967

Mr. A. W. McKelvey, President
Lahaina-Kaanapali & Pacific Railroad
2895 Kalakaua Avenue
Honolulu, Hawaii 96815

Dear Mr. McKelvey:

Thank you for your thoughtfulness in forwarding copies of Senator Inouye's and State Senator Fukuoka's letters of support for the Lahaina-Kaanapali Railroad.

I have had time to give this proposal a more thorough study since I last wrote, and I can promise you my co-operation in any way necessary to bring the project to fruition. I envision this railroad as a material contribution to the rapidly developing Lahaina tourist complex, as well as a convenience and a source of pleasure to the residents of West Maui. It is a pleasure to give my endorsement to your proposal, and I will expect you to call upon me for any support you may need at the Federal level.

With best regards,

Very truly yours,

Patsy T. Mink

PATSY T. MINK
Member of Congress

LAHAINA RESTORATION FOUNDATION

Lahaina, Maui, Hawaii

April 26th, 1967

Mr. A. W. McKelvey
President
Royal Hawaiian Railroads, Inc.
2895 Kalakaua Avenue
Honolulu, Hawaii 96815

Dear Mr. McKelvey:

The Lahaina Restoration Foundation Group, to whom you made the presentation of the possibility of the development of the scenic railroad of the Kaanapali and Lahaina areas was received with a great deal of enthusiasm.

I am sure that it is recognized by all that this type of development would not only be advantageous to the restoration of Lahaina in general, but we cannot help feeling that it would also tend to bring many people to the small town of Lahaina visiting and shopping in the many small stores. These people might otherwise not take this trip to Lahaina.

We therefore would like you to know that this proposal hopefully will become an actuality in the very near future.

Sincerely,

Keith B. Tester

Keith B. Tester, President
Lahaina Restoration Foundation

KBT/wb



Lahaina, Ancient Capital of Hawaii. With a Cluster of Ships Refreshing (1848).



INTER ISLAND
TRADE WIND TOURS OF HAWAII

TRADE WIND TOURS BUILDING • P. O. BOX 2198 • HONOLULU, HAWAII

PERSONALIZED SIGHTSEEING OF ALL THE ISLANDS

November 1, 1966

Mr. Arthur McKelvey
2895 Kalakaua Avenue
Honolulu, Hawaii 96815

Dear Mr. McKelvey:

I have read with deep interest the feasibility study made by the Economic Research Association of Los Angeles, California, concerning the proposed Royal Kaanapali Railroad.

I completed reading this study with considerable enthusiasm as it has become very apparent to us that there are needed more "things to do" in Lahaina. Our motor coach and limousine tours in this area are rather thin in content. The inclusion of a 20-minute to half-hour picturesque train trip through the cane country at an altitude of approximately 200 feet above sea level would constitute a most attractive addition to our tours, and I am certain that if the project is brought to fruition as outlined in the study, we would include it as an integral part of all of our Maui packages.

I believe, too, that the proposed rate of charges is within a marketable range and that you would have no trouble inducing all tour operators sending people to Maui to include the trip at this price as a part of their packages. By 1968, I would venture to say that you could count on 100,000 package tour customers for the railroad, primarily on a one-way basis.

The inclusion of the railroad trip in our tour folders as well as those of the other operators would guarantee publicity for the trip in not less than three million brochures to be distributed to the entire retail travel industry in the United States and throughout the world.

You have our very best wishes for your success in this project.

Sincerely,

Bob MacGregor

R. E. MacGregor
President

REM/ad



ISLAND HOLIDAYS TRAVEL SERVICE

PHONE 931-111
MYRTLE LEE
GENERAL MANAGER

Operators of

COCO PALMS • HANALEI PLANTATION • WAIOHAI • HOTEL KING KAMEHAMEHA
POIPU BEACH HOTEL • ROYAL LAHAINA HOTEL • HOLIDAY ISLE
2229 KALAKAUA AVE. • HONOLULU, HAWAII • CABLE: ISLEPALMS
ADDRESS ALL CORRESPONDENCE TO P. O. BOX 8519 • HONOLULU, HAWAII 96815

MEMBER AMERICAN SOCIETY OF TRAVEL AGENTS ASTA

May 11, 1967

Mr. A. W. McKelvey
THE COLONY SURF
2895 Kalakaua Avenue
Honolulu, Hawaii 96815

RE: LAHAINA, KAANAPALI AND PACIFIC RAILROAD

Dear Mr. McKelvey:

This is just a brief note to tell you how impressed I was with your presentation and how great I think your enterprise will be for the Kaanapali and Lahaina area. There definitely is a need for additional tourist attractions in this area as we have been advised by many tourists that the actual sight-seeing tour of the Lahaina area currently takes only an hour and this hardly seems adequate for tourists who had previously expected a half-day tour in the area. This, of course, is due to the excellent job that the Maui Restoration Association has done in locating almost all of the points of interest to the tourists in one area.

We are certainly considering including the railroad sightseeing tour in most, if not all, of our tour packages on the Island of Maui. We welcome new activities for tourists and look forward to the starting run of Maui's new "Iron Horse". From all indications, it should be a great tourist attraction and it also looks as though it will be a profitable organization.

Miss Geib and I look forward to receiving additional information on the entire operation in the future.

Thank you again for giving us the opportunity to see your presentation.

Aloha,

Myrtle C. Lee

MYRTLE C. LEE (MRS.)
Vice President - General Manager

MCL:rmg

OFFICES IN:

SAN FRANCISCO, CALIF. 94108
391 SUTTER STREET
AREA 415 397-2874

LOS ANGELES, CALIF. 90057
1813 WILSHIRE BLVD.
AREA 213 483-3770

SEATTLE, WASH. 98101
615 JOSEPH VANCE BLDG.
AREA 206 MA3-4265

CHICAGO, ILL. 60602
55 EAST WASHINGTON
AREA 312 FI6-3080

NEW YORK, NEW YORK 10010
342 MADISON AVENUE
AREA 212 986-7968

TOKYO, JAPAN
NO. 45-13 KURUMACHO, SHIBA
MINATO-KU — PHONE 441-2742

Lahaina Shopping Center, Inc.

P. O. BOX 206

LAHAINA, MAUI, HAWAII

May 16, 1967

The Lahaina-Kaanapali & Pacific Railroad
P.O.Box 816
Lahaina, Maui

Attn: A. W. Mc Kelvey

Gentlemen:

We, the Management and Promotional Committee of the Lahaina Shopping Center, Inc. wish to express our enthusiasm for your anticpated railroad.

It has been our observation that only a small portion of the Kaanapali guests presently come to Lahaina and the railroad will provide the means to which to encourage these guests to shop and eat in Lahaina. Thus the railroad will not only increase the retail sales in Lahaina but will help solve the traffic conditions which are becoming an ever increasing problem.

We wish you success in this exciting venture and we hope it will become a reality in time for Lahaina to capture this coming winter tourist.

Very truly yours,

Tom Shibano

LAHAINA SHOPPING CENTER, INC.

Tom Shibano, Manager

WEST MAUI BUSINESS ASSOCIATION
LAHAINA, MAUI

May 15, 1967

Lahaina - Kaanapali & Pacific Railroad
P. O. Box 816
Lahaina, Maui

Attention: Mr. A. W. McKelvey

Dear Mr. McKelvey:

The West Maui Business Association congratulates your organization for your proposed transportation development of the most unique and exciting railroad system for the Kaanapali - Lahaina areas.

Presently we are all aware of the rapid increase in the tourist trade which is ever-surpassing all forecasts and expectations and certainly this growth will affect the vital transportation system which no doubt will develop into a major problem unless immediate attention and emphasis are not given toward servicing this end. The permanent establishment of your project will definitely meet the needs and demands for greater tourist movements as well as the residents and employees of West Maui and surrounding areas.

It is our sincere and fervent hope that immediate action could be initiated to bring to fruition your proposed project. Please be assured that we are enthusiastically in accord with your plans for development of this railroad system and wish you every success in your endeavor.

Sincerely yours,

WEST MAUI BUSINESS ASSOCIATION

M Kawaguchi

Masa Kawaguchi, President

Saturday Review
380 Madison Avenue, New York, N. Y. 10017

Horace Sutton
Associate Editor

April 19, 1967

Mr. A. W. McKelvey
Lahaina-Kaanapali & Pacific Railroad
2895 Kalakaua Avenue
Honolulu, Hawaii

Dear Mac,

I was fascinated by your plans to stretch a railroad between Lahaina and Kaanapali, which you were kind enough to show me the other day.

In the course of a manuscript I am preparing, I had the occasion, after seeing you, to go over the whole resort prospect for the Kaanapali area with American Factors. Even if only half their estimates are fulfilled, the days ahead portend nothing but success for the area. I think your delightful project answers a vital transportation need, as well as providing an attractive diversion. I would foresee nothing but success for it.

Cordially,

Horace Sutton

Horace Sutton

Exhibit "B" (6-9-67)
Passenger Stop + Observation Area
Lahaina - Kaanapali + Pacific RR.

Passenger Stop Area 4,000 S.F.

Passenger Observation Area 1.0 Acre

UNITED STATES
DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY

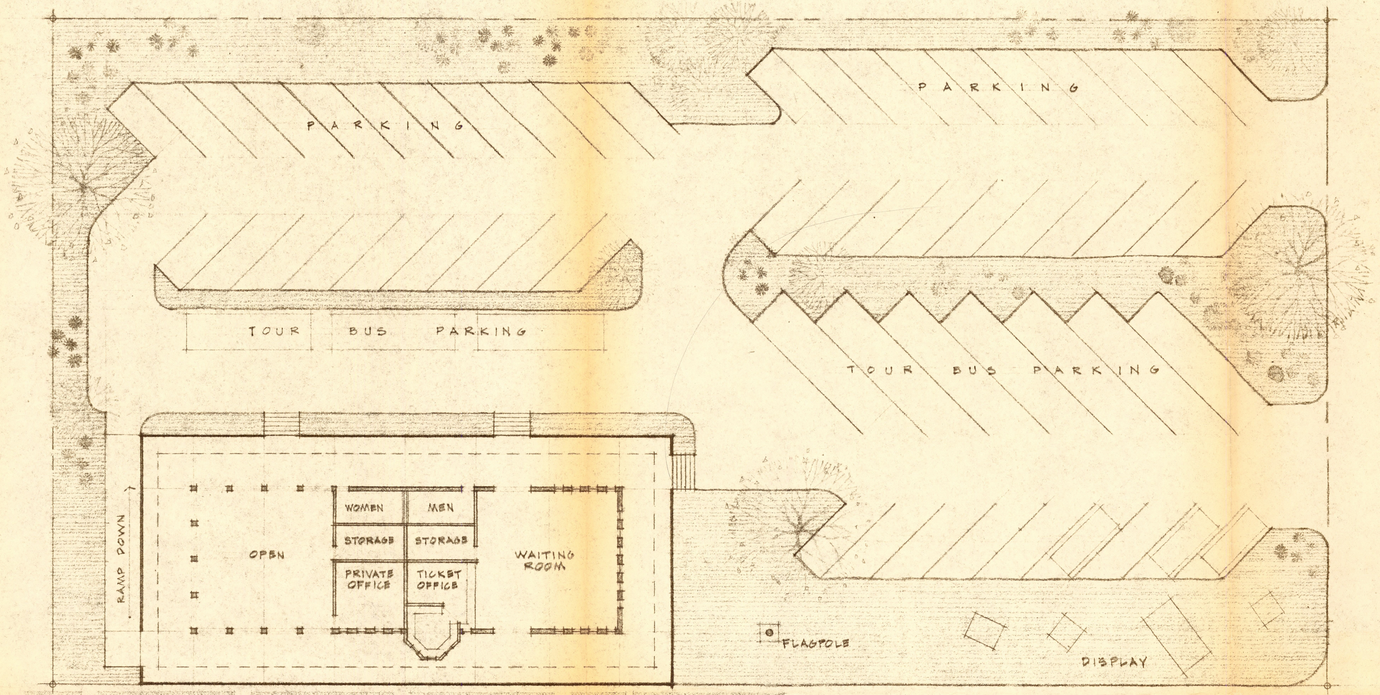
LAHAINA QUADRANGLE
HAWAII—ISLAND AND COUNTY OF MAUI
7.5 MINUTE SERIES (TOPOGRAPHIC)

LAND USE DISTRICT BOUNDARIES

DISTRICT MAP	STATE OF HAWAII	DISTRICTS
M-2	LAND USE COMMISSION DEPT. OF PLANNING & ECONOMIC DEVELOPMENT EFFECTIVE DATE: AUG 23, 1964	U = URBAN R = RURAL A = AGRICULTURAL C = CONSERVATION

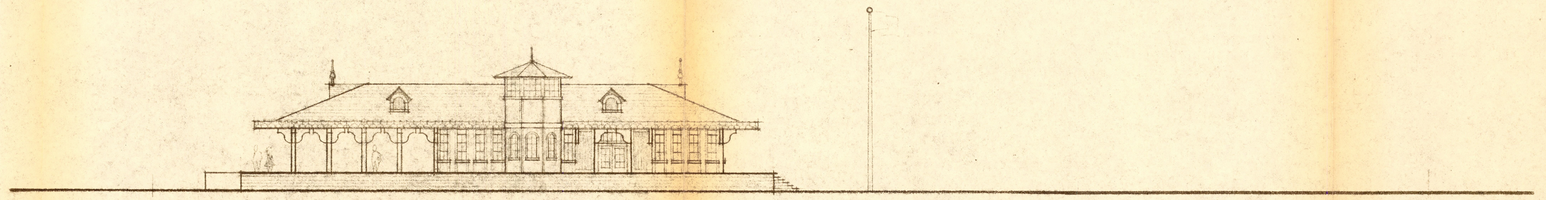
156°42'30" 39000m E 40' (HONOLUA) 37'30" 520 000 FEET 156°35'
20°57'30" 219000m N 20°57'30"
55' 55'
52'30" 52'30"
190 000 FEET 220 000 FEET
20°50' 490 000 FEET 40' (OLOWALU) OLOWALU 1.7 MI MAALAEA 1.0 MI 37'30" 751000m E. 156°35' 20°50'
2306000m N.

Honokowai
Honokowai Pt
Kaanapali
Ammonia Tanks
Kekaa Pt
VABM 21
Honokowai Res
Pump House
Water Tank
Puukolii
Puukolii Reservoir
Power Plant
Tunnel
Flume
Ditch
Pipeline
Res
VABM 1463
Puu Kolii
Hanakaoo Reservoir
Harner Reservoir
KAHUA
KAPUNAEEA
Wahikuli
Gulch
Hanakaoo Pt
Landing Field
Hanakaoo Cemetery
Hanakaoo
Pumping Sta
Coral Reef
Honokowai Ditch
Wahikuli Reservoir
VABM 1260
Puu Lana
Crater Res
Kahoma Sheet Pump
Power Plants
Cistern
Lahainaluna High School
Mala
Mala Mfl Stack
Mala Wharf
BM 10
Pineapple Cannery
Puunina Cemetery
Kapunakea
Cisterns
Puunoa Pt
Puunoa
Kahoma
Kelawea
Sugar Mill
Lahaina
Lumaville
Wainee
BM 9
Lighthouse
Breakwater
Kamehameha III School
Park
Wahila Cem
Makila (Ste)
Walanukole
Launiupoko
Launiupoko Ditch
Launiupoko Pt
Lahaina SE Base
National Guard Rifle Range
BM 15
Nulima Wai
Ka Puali
Awalua
Puu Mahanalua Nui
Launiupoko VABM 809
Puu Hipa
Paupau
Paupau VABM 2261
Kaulalewelewe
Puu Kukui
Ridge
Lihau
Helu
Luakoi
Ridge
Olowalu
Wailuku
Lahaina
District
Boundary
Honokahua Pt
Nakulalau Pt
Kahakuloa
(Waiuku)
(Maalaea)
Hanaka
Honokowai
Mahinahina
Ridges
Honokowai
Stream
Honokowai
Ditch
Kahana
Gulch
Kahana
Stream
Honokahua
Stream
Honokahua
Gulch
Honokahua
Ridges
Honokahua
Stream
Kaulalewelewe
Stream
Kaanapali
Ridge
Kaanapali
Stream
Kaanapali
Tunnel
Honokahua
Tunnel
Honokahua
Ditch
Honokahua
Ridges
Honokahua
Stream
Honokahua
Ridges
Honokahua
Gulch
Honokahua
Ridges
Honokahua
Stream
Honokahua
Ridges
Honokahua
Stream
Honokahua
Ridges
Honokahua
Stream



BUILDING & SITE PLAN

SCALE : 1/16" = 1'-0"



ELEVATION

SCALE : 1/16" = 1'-0"

KAANAPALI TERMINAL

LAHAINA KAANAPALI & PACIFIC RAILROAD

WIMBERLY, WHISNAND, ALLISON & TONG
ARCHITECTS, LTD.
315 ROYAL HAWAIIAN AVENUE, HONOLULU, HAWAII • CABLE ADDRESS: WIELWIKI
GEORGE J. WIMBERLY F.A.I.A. GEORGE V. WHISNAND A.I.A.
GERALD L. ALLISON A.I.A. GREGORY M. B. TONG A.I.A.

THIS WORK WAS PREPARED BY ME OR UNDER MY SUPERVISION.
CONSTRUCTION OF THIS PROJECT WILL BE UNDER MY SUPERVISION.

JOB NO. 6725

DATE 30 MAR 67

DRAWN BY JW

SHEET NO.

OF SHEETS


A
B
C
D
A = Storage Area.
B = Terminal Area.
C = Stop Area.
D = Observation Area.
PACIFIC OCEAN
PACIFIC OCEAN
PACIFIC OCEAN
KAANAPALI
KEKAA POINT
HANAKAOO POINT
PHOTO CONTOUR MAP OF LANDS IN THE VICINITY OF KAANAPALI
7498