

**Future Addendum to
Appendix V4B: Community Building
Ka'ū Community Development Plan**

Draft for Public Review

March 2015

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Section 2: Introduction

Each CDP policy was developed systematically, using the best available information about Ka'ū and the range of strategies available to achieve the Community Objectives.

This Addendum summarizes the rationale behind the policies so that the systematic process of policy development is transparent. The rationale for each CDP policy is based on a Strategy Identification Matrix like the one included below (see page 25). The Matrix in this Addendum is based on information in Appendix V4B: "Community Building," July 2013 Draft. Both the policy rationale and the Strategy Identification Matrix will be added to Appendix V4B when it is revised.

The Strategy Identification Matrix was completed with information from Appendix V4B. Endnotes in the Matrix include the specific page numbers in Appendix V4B. In some cases, the endnote indicates "To be added," which means that it references information to be added to Appendix V4B. Information to be added to Appendix V4B (and other revisions) is summarized in a separate document.

To draft the body of the CDP (including policies), alternative strategies were considered relative to the Community Objectives, and "proposed" strategies were identified. Two basic "screens" were used to "filter" alternative strategies in the appendices. The first screen is current policy (e.g., the General Plan), out of which were filtered policies that are aligned with Community Objectives and remaining policy gaps. The second screen consists of tools and initiatives available to achieve Community Objectives (from past plans, existing programs, best practices, etc.), out of which were filtered high potential tools, barriers to their use, and remaining strategy gaps.

The strategy identification process moves across the Matrix, from left to right:

- The Community Objectives are the foundation for decision-making and are listed in the left-hand column.
- The next four columns focus on policy:
 - The second column summarizes existing federal, State, and County policies that are closely aligned with and supportive of the Community Objectives. Those that are re-affirmed in the CDP are numbered and highlighted in yellow.
 - Each policy is identified in the Matrix by the letter "P" and the corresponding policy number. For example, "Policy 7" = "P7" in the Matrix.
 - The third column summarizes policy gaps – areas where current policy does not support Community Objectives.
 - The next two columns seek to address those gaps. Their headers are green to emphasize that the strategies in those columns would be newly established with adoption of the CDP.
 - The fourth column addresses gaps under County jurisdiction and identifies new policies established by the CDP. These are also highlighted in yellow.
 - The fifth column addresses gaps outside County jurisdiction and identifies elements of the CDP advocacy platform with State and federal agencies and policymakers.
- The next three columns focus on community-based, collaborative action.

- The sixth column summarizes available resources – programs, organizations, funding, best practices, etc. – that can be used to advance Community Objectives.
- The seventh column summarizes barriers to achieving Community Objectives that require action rather than policy change.
- The final, eighth column summarizes community-based, collaborative action required to achieve Community Objectives. Like columns 4 and 5, the header of column 8 is green to emphasize that the strategies in that column would be newly established with adoption of the CDP.

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Section 3: Policy Rationale – Advance Preferred Conservation and Settlement Patterns

Policy 1: This policy is an affirmation of the following General Plan policies:

- 14.1.3(b): “Promote and encourage the rehabilitation and use of urban areas that are serviced by basic community facilities and utilities.”
- 14.1.3(j): “Encourage urban development within existing zoned areas already served by basic infrastructure, or close to such areas, instead of scattered development.”

Policy 2: This is an affirmation of the following General Plan policies:

- 14.3.3(e): “Encourage the concentration of commercial uses within and surrounding a central core area.”
- 14.3.5.9.2(a): “Centralization of commercial activity in the communities of Pāhala, Nā’ālehu, and Ocean View and the area of the Volcanoes National Park shall be encouraged.”
- 14.3.5.9.2(b): “Do not allow strip or spot commercial development on the highway outside of the designated urban areas.”

Policy 3: This is an affirmation of General Plan policy 14.3.3(b): “Commercial facilities shall be developed in areas adequately served by necessary services, such as water, utilities, sewers, and transportation systems. Should such services not be available, the development of more intensive uses should be in concert with a localized program of public and private capital improvements to meet the expected increased needs.”

Policy 4: This is an affirmation of General Plan policy 14.4.3(e): “Industrial development shall be located in areas adequately served by transportation, utilities, and other essential infrastructure.”

Policy 5: See the rationale in Appendix V4C.

Policy 6: See the rationale in Appendix V4C.

Policy 7: The Land Use Pattern Allocation Guide (LUPAG) map in the County General Plan is a broad, flexible design intended to guide the direction and quality of future developments in a coordinated and rational manner. It indicates the general location of various land uses in relation to each other.

State land use boundary amendments, changes in zone, project districts, subdivisions, planned unit developments, use permits, variances, and plan approval must be consistent with the General Plan and the LUPAG map. Projects or applications that are not consistent with the LUPAG map require an amendment to the General Plan, which requires an Environmental Impact Statement (EIS) and approval of the County Council.

The land use categories used in the CDP Land Use Policy Map correspond with those used in the General Plan LUPAG map. However, the CDP land use policies that support the preferred future settlement pattern for Ka’ū and related Community Objectives differ in some ways from the land use pattern designated in the current General Plan LUPAG map. Therefore, in order to fully implement the Ka’ū CDP, the LUPAG map requires some amendments. Table 1: Rationale behind Necessary LUPAG Map Amendments summarizes the necessary amendments and the reasoning behind them.

Industrial Areas

In the General Plan, the “Industrial” LUPAG category is defined as “These areas include uses such as manufacturing and processing, wholesaling, large storage and transportation facilities, light industrial and industrial-commercial uses.”

To implement General Plan policy 14.4.5.9.2(a), which states that the County should “Identify sites suitable for future industrial activities as the need arises,” the CDP Land Use Policy Map mirrors existing Industrial zoning in Pāhala and Nā‘ālehu and recognizes the need to designate an appropriate industrial area in Ocean View to allow for the diversification of services and economic opportunities in the area. The easement road in the Hawaiian Ranchos subdivision appears to be a good candidate for industrial uses because of its relative isolation from other residential and agricultural uses in the area and its direct access to the highway. (Note: This policy is an effort to address a longstanding, complex challenge. It is not perfect, but it merits consideration. However, if the communities in proximity to the proposed industrial area find fault with this proposed location and consider this strategy incompatible with their vision, goals, and strategies for the area, the industrial node should be removed from the CDP Policy Map.)

Zones permitted in the areas designated Industrial include:

- Industrial-Commercial Mixed (MCX), which allows 45 foot heights and uses comparable to CG plus minor agricultural products processing, kennels, nurseries, agriculture machinery sales, home improvement centers, vocational schools, self-storage, food manufacturing, light manufacturing, warehousing, and distribution.
- Limited Industrial (ML), which allows most MCX industrial uses plus animal hospitals, greenhouses, bakeries, bars, automobile sales and rentals, furniture manufacturing, cleaning plants, heavy equipment sales and service, transportation terminals, junkyards, and recycling centers (not processing).
- General Industrial (MG), which allows most ML uses plus slaughterhouses, curing and tanning, breweries, storage of explosives, concrete & asphalt mixing, fabrication, rock cutting, metal shops, general manufacturing, dry docks, refineries, saw mills, auto body shops, dumps, recycling processing centers.

A Special Permit, State Land Use district boundary amendment, and/or change of zone and would still be required in areas that do not already have MG zoning, and those processes include safeguards to prevent the introduction of uses that may not be appropriate in certain areas.

Table 1: Rationale behind Necessary LUPAG Map Amendments

TMK or Area	Current Category	Recommended Category	Rationale
<i>Pāhala</i>			
396012012	LDU	Important Agriculture ¹	Connections to town over channel impractical and planted in coffee
396012027	LDU	Important Agriculture ²	Connections to town over channel impractical
LDU areas outside SLU Urban district	LDU	Important Agriculture	SLU Urban district includes sufficient infill capacity
Neighborhoods outside historical & existing commercial areas	MDU	LDU	Concentrate more intensive development (including commercial) in the center of town near existing non-residential uses
Industrial on 396002016, 018, 021, 024, and 396005054	Industrial	LDU	Industrial footprint is larger than necessary. Most likely future “industrial” uses are permitted on agricultural land. Core areas of town should be available for infill residential development.
<i>Nā‘ālehu</i>			
Portions of 395007016, 017, & 029; 395010001; and 395011001	Urban Expansion	Extensive Agriculture	Align boundaries with SLU Urban district. SLU Urban district includes sufficient infill capacity.
395007016	Urban Expansion	LDU	Align boundaries with SLU Urban district
395023001, 003, 019, 024; 95021016	Important Agriculture Extensive Agriculture	LDU	Align boundaries with SLU Urban district
LDU areas outside SLU Urban district	LDU	Important Agriculture Extensive Agriculture	SLU Urban district includes sufficient infill capacity.
Residential lots on the Wai‘ōhinu side of Niu Street	MDU	LDU	Residential street should not be converted to other uses or higher densities
395021026 & 027 and 395008034	Industrial	MDU	Current structures and uses are commercial, not industrial.
<i>Wai‘ōhinu</i>			
LDU boundaries mis-aligned with SLU district boundaries			Align boundaries with SLU Urban district
Mis-match between current MDU and existing commercial & industrial core	MDU, LDU, and Extensive Agriculture (but zoned Industrial, CN-10, CV-20, RS-15)	MDU	Align boundaries with existing zoning and uses

¹ Also requires an SLU district boundary amendment, from Urban to Agriculture.

TMK or Area	Current Category	Recommended Category	Rationale
395005002	Urban Expansion	Extensive Agriculture	SLU Urban district includes sufficient infill capacity.
<i>Ocean View</i> ²			
Urban Expansion	Urban Expansion	Extensive Agriculture & MDU	Narrow the scope of more intensive urban development to the area currently developed for commercial uses
392001069	Extensive Agriculture	Extensive Agriculture	Boundary between Rural and Extensive Agriculture aligned with parcel boundary
Highway at Aloha and Tiki	Rural	LDU	Allow for neighborhood-scale commercial at major HOVE entry/exit points
Hawaiian Ranchos frontage road at Kohala Blvd.	Urban Expansion and Extensive Agriculture	Industrial	Provide consolidated location for needed industrial uses with highway access

² All changes also require an SLU district boundary amendment, from Agriculture to Urban.

Policy 8: In the General Plan, the Low Density Urban (LDU) category is defined as “Residential, with ancillary community and public uses, and neighborhood and convenience-type commercial uses; overall residential density may be up to six units per acre.” The only urban zones defined in the County Code that limit densities to six units (or less) per acre are Single-Family Residential (RS), Multiple-Family Residential (RM-7.5 or more), Residential-Commercial Mixed Use (RCX-7.5 or more), and Open. These zones permit parks, community uses, residences, boarding and group living facilities, home occupations, small scale commercial or personal services, convenience stores, medical clinics, and restaurants.

Some Resort zoning (V-7.5 or more) could also be permitted in LDU. However, it permits retail, auto service stations, commercial parking, hotels, bars, nightclubs, cabarets, and other uses that are not appropriate for primarily residential neighborhoods.

This policy also addresses some “legacy” zoning from the plantation era. Specifically, the large acreage zoned Industrial in Pāhala exceeds current industrial development, and there is large acreage zoned Agricultural near the village core in Pāhala. Both legacies are inconsistent with preferred future settlement patterns that focus on infill residential and commercial development.

Policy 9: Existing infill potential should accommodate growth projections in Pāhala through 2030. There is a diverse selection of vacant urban land to purchase and develop for urban uses. In Pāhala, via subdivision of parcels under existing zoning and without any water system improvements, approximately 43 additional buildable lots could be created (456 are currently occupied). In Nā’ālehu, via subdivision of parcels under existing residential zoning, approximately 68 additional dwelling units could be created (302 are currently occupied). On those parcels, approximately 154 more units could be developed with upgrades to the DWS water system that allow for full subdivision. If developers are able to include wastewater system improvements, another 180 more could be developed.

However, as needed, future expansion should first be accommodated with the extension of water service to TMKs (3)9-6-005:045, (3)9-6-005:036, and (3)9-6-005:054, portions of which are zoned RS. 51-acre TMK (3)9-6-005:001 is currently zoned Ag-20a and planted in macadamia, but it sits adjacent to a water line and two roads, and the subdivision directly makai was designed to accommodate street extensions mauka, so it would be a logical site for future town extension. It would require water system improvements and, if the number of dwellings exceeds 49, connection to the wastewater system.

Policy 15: The land use policies that support the preferred future settlement pattern for Ka’ū and related Community Objectives differ in some ways from the land use pattern designated in the current General Plan LUPAG map. Therefore, in order to fully implement the Ka’ū CDP, the LUPAG map requires some amendments. See the summary of changes in the rationale behind Policy 7.

Policy 16: To maintain alignment between the General Plan and the Ka’ū CDP, Honu’apo should no longer be identified as an Industrial Area.”

Policy 17: Note: This policy is simply an effort to address a longstanding, complex challenge. It is not perfect, but it merits consideration. However, if the communities in proximity to the two parcels find fault with the rationale below and consider this strategy incompatible with their vision, goals, and strategies for the area, it should be removed from the CDP.

Though more than 40 years old, the subdivisions in the Discovery Harbour area are less than 25% built-out. Though this is due, in part, to the lack of road and water infrastructure in Green Sands and Mark Twain, it is also largely due to the gross imbalance in the supply of and demand for buildable lots in Ka’ū as well as the failure of the Discovery Harbour golf course.

Discovery Harbour was designed as a golf community, so many believe that its future is tied to the fate of the golf course, club house, and related amenities, which are the extent of commercial uses in the area. In order to centralize commercial activity, the General Plan prevents commercial development in Ka'ū outside of Pāhala, Nā'ālehu, and Ocean View (policy 14.3.5.9.2(a)), so Discovery Harbour's options for business-driven revitalization are limited.

However, there are two large parcels (11.75 and 18.3 acres) at the gateway to Discovery Harbour and across from Mark Twain (Kahiki at Wakea) that aren't part of the golf course or residential subdivision and that might be well-suited to some small-scale "residential commercial" or "rural visitor" facilities to complement the golf course. This, in conjunction with refurbishment of the golf course, could kick-start revitalization in the area.

Care will have to be taken to maintain the scale and range of uses that are appropriate for that rural area. In the "Low Density Urban" LUPAG category, up to about 180 single- or multiple-family residential units could be developed, and other uses could include parks, boarding facilities, time-share units, personal services, convenience stores, and restaurants.

The General Plan defines "Resort Areas" as areas that "include a mix of uses such as hotels, condominium hotels (condominiums developed and/or operated as hotels), and support services." Intermediate Resort, Minor Resort, and Retreat Resort Areas are identified as Resort Areas on the LUPAG map. Punalu'u is identified as "Minor Resort Area," and other places in Ka'ū, including these parcels in Discovery Harbour, may be suitable as "Retreat Resort Areas." The corresponding definitions in the General Plan are as follows:

- Minor Resort Area: A minor resort area shall not exceed the density of an intermediate resort area. Maximum visitor units: 500 units. Provide active and passive recreation area commensurate with the scale of development. The required employee housing ratio and method of provision shall be determined by an analysis of housing needs of each district or relative area and with the adoption of the resort zoning; provided that the ratio shall not exceed one employee unit for every two visitor units built.
- Retreat Resort Area: A retreat resort area is generally an area that provides the user with rest, quiet and isolation for an environmental experience. It shall have sewer, water, roads, employee housing, and recreational facilities, etc. Maximum visitor units: 50 units. Resort acreage: 15 acres minimum. Provide active and passive recreation area commensurate with the scale of development. The required employee housing ratio and method of provision shall be determined by an analysis of housing needs of each district or relative area and with the adoption of the resort zoning; provided that the ratio shall not exceed one employee unit for every two visitor units built.

Policy 19: Ka'ū has some of the most affordable land and housing in the County, but it is far from most job centers. To decrease development pressures in Ka'ū and shorten commute times, the County needs island-wide strategies for co-locating housing, jobs, and supporting infrastructure and services.

Policy 20: In Ka'ū and many other communities Countywide, nonconforming subdivisions face significant challenges related to loss of open space and rural character, inadequate infrastructure, and slow economic development. Community-based strategies have been used successfully in other areas to address some of these problems and should be considered in Hawai'i County.

Section 4: Policy Rationale – Protect and Enhance Natural and Cultural Resources

4.1 Expand the Local System of Preserves

Policy 23: See the rationale provided in Appendix V4A.

4.2 Protect the Coast from Development

Policy 30: See the rationale provided in Appendix V4A.

4.3 Protect Agricultural Lands & Open Space

Policy 34: See the rationale provided in Appendix V4A.

Policy 37: The State Land Use “Rural” district permits lot sizes of ½-acre, which could double the density in Hawaiian Ocean View Estates, where there is already excessive density but no mechanism to manage growth and preserve agricultural land, open space, and rural character.

Policy 38: This is an affirmation of General Plan policy 5.3(r): “Discourage intensive development in areas of high volcanic hazard.”

Policy 41: See the rationale provided in Appendix V4A.

Policy 42: See the rationale provided in Appendix V4A.

Policy 43: See the rationale provided in Appendix V4A.

Policy 49: See the rationale provided in Appendix V4A.

Policy 51: The vast majority of the lots in the nonconforming subdivisions in Ka’ū (Green Sands, Mark Twain, and Ocean View) are vacant. Though rates of growth vary, experience in areas like Puna indicates that it is just a matter of time before those subdivisions build-out, and the open space and rural character of the areas is lost.

Other jurisdictions facing similar challenges have streamlined the process and waived application fees, processing fees, and surveying costs for property owners who want to consolidate two or more adjacent parcels into a single lot, or for bulk property owners who would like to replat an entire portion of the subdivision.

The intent of this policy is to preserve agricultural lands and open space in nonconforming subdivisions through similar means in Hawai’i County.

4.5 Preserve Scenic Areas

Policy 60: For transportation corridors that require a comprehensive planning approach, the Hawai’i County Council may, by ordinance, establish all or portions of public roadways and an appropriate portion of the adjacent property as a scenic corridor. The program is essentially an overlay district, potentially with significant regulatory implications (e.g., signage, lighting, design standards, access management, landscaping, parking, height, historic and cultural preservation, view planes, and/or setback). In Ka’ū, the principal attraction of the Corridor is the protection of view planes.

To establish a Scenic Corridor, the Council adopts a scenic corridor management plan, which must demonstrate the need for the adoption of special standards and conditions in order to preserve, maintain, protect, or enhance the intrinsic character of the corridor. The first step is for the Planning Director or Council to introduce a resolution to initiate the establishment of a scenic corridor. After adoption of a scenic corridor enabling ordinance and corridor management plan, all approvals including, but not limited to sign permits, grading and grubbing permits, building permits, and subdivision approvals shall conform to the standards and conditions contained in the scenic corridor enabling ordinance.

4.6 Protect and Enhance Ecosystems

Policy 65: Honu‘apo Park is owned by the State of Hawai‘i and was set aside to the County of Hawai‘i for Estuarine Land Conservation and Public Recreation purposes by Executive Order No. 4164 in 2006. The County’s Department of Parks and Recreation (DPR) signed a Memorandum of Understanding (MOU) with Ka Ohana O Honu‘apo (KOOH)10 in 2008, which allows KOOH to assist the County in maintaining current park facilities and to plan for additional restoration and conservation activities and community park improvements. The goal of the Honu‘apo Park Resources Management Plan is to provide land use guidance to help protect and restore the important natural and cultural resources of the property while providing integrated and respectful recreational and educational opportunities for the Ka‘ū community. Implementation steps include enhanced recreation facilities (e.g., BBQ pits, pavilions, camping), improved access and parking, the Ala Kahakai trail segment, improved signage and interpretative displays, and ongoing cultural and educational activities.

4.7 Protect and Enhance Cultural Assets

Policy 72: This is an affirmation of General Plan policy 14.3.3(f): “The development of commercial facilities should be designed to fit into the locale with minimal intrusion while providing the desired services. Appropriate infrastructure and design concerns shall be incorporated into the review of such developments.”

Policy 73: The 1978 “Pāhala and Nā‘ālehu Urban Design Plans” were developed to facilitate quality design in future development and construction, both public and private, by addressing land use, circulation, community facilities, protection of significant historic and natural features, and design guidance for environmental and architectural character. The Plans recommended that the County maintain streetscape standards that do not require curbs and gutters where drainage can be adequately handled with landscaped or asphalt swales.

Sections 23-41 and 23-86 and 87 of the County’s Subdivision Code establish minimum road right-of-way and pavement widths in feet, unless otherwise indicated on the County General Plan. HCC 23-86 also specifies that streets shall be constructed in accordance with the specifications on file with the Department of Public Works. Moreover, HCC 23-91 gives the Planning Director authority to recommend and the County Council to require the construction of curbs and gutters, which shall be constructed in accordance with specifications of the Department of Public Works.

The Subdivision Code distinguishes “minimum right of way,” “minimum urban pavement,” and “minimum rural pavement” for dedicable streets. The minimum right of way for business, industrial, and collector streets is 60 feet, and 50 feet for minor streets. Lots one acre and smaller must conform to urban standards, and lots between one acre and up to three acres follow rural standards. In urban areas (lots one acre or less), business and industrial streets require 36 feet of pavement, collector streets require 24 feet of pavement (36 feet with curb and gutter), and minor streets require 20 feet of

pavement (32 feet with curb and gutter). In rural areas (between one and three acres), business and industrial streets require 24 feet of pavement, collector streets require 20 feet of pavement, and minor streets require 20 feet of pavement.

Huapala, Pakalana, Pumeli, Ohia, Lehua, Puahala, Kaoli, Liau, Keahi, and Kokio Streets in Pāhala are consistent with the County standards for minor streets; they have a 50 foot ROW and 19-20 feet of pavement. However, because many of the streets in Pāhala, Nā'ālehu, and Wai'ōhinu were designed before these standards were established, they may not conform. For example,

- Rear lanes in Nā'ālehu as well as Hapu, Hala, and Hau Streets in Pāhala have a 30 foot ROW and 16 feet of pavement.
- Residential streets in Nā'ālehu as well as Hinano, Lima, and portions of Pikake in Pāhala have a 36-40 foot ROW and 8 or 9 feet of pavement.

There are a limited number of roads in Ka'ū with curbs, gutters, and sidewalks.

The intent of this policy is to retain the rural character of roads in Ka'ū by mimicking, to the extent possible, the existing road design when building new roads.

Policy 74: This policy follows a rationale similar to that of Policy 73 but applies it to existing roads.

Policy 76: This policy affirms two existing policies:

- General Plan policy 13.2.3(l): “Adopt street design standards that accommodate, where appropriate, flexibility in the design of streets to preserve the rural character of an area and encourage a pedestrian-friendly design, including landscaping and planted medians.”
- Strategy 4.8 of the North Kohala CDP: Develop and implement Rural Infrastructure Standards. Desirable features of rural infrastructure would include neighborhood low speed roads with drainage down the center of pervious pavement (preventing shoulder erosion), runoff routed to sedimentation ponds, road design following the contours of the terrain (as opposed to “cookie-cutter” layout), wide grass shoulders for walkways and trees, and underground utilities (additionally advantageous in hurricanes and storms, as well as emergency relief efforts), and low profile minimal street lighting.

Policy 77: The 1978 “Pāhala and Nā'ālehu Urban Design Plans” were developed to facilitate quality design in future development and construction, both public and private, by addressing land use, circulation, community facilities, protection of significant historic and natural features, and design guidance for environmental and architectural character. The Plans recommended that the County

- Maintain appropriate gateway treatment to create a visual awareness of arrival in Pāhala by
 - Announcing the entry points at Kamani and Maile Streets with trees on the mauka side of the highway
 - Establishing a tree canopy on both sides of Kamani Street
- Maintain streetscape standards to include landscape and lighting.

The intent of this policy is to advance development and construction that reflect community values of architectural beauty and distinctiveness by implementing elements of the 1978 design plans.

4.10 Establish and Manage Access and Trail Facilities

Policy 87: See the rationale in Appendix V4A.

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Section 5: Policy Rationale – Strengthen Infrastructure, Facilities, and Services

5.1 Coordinate Infrastructure, Facility, and Service Improvements

Policy 88: Capital improvements are major, nonrecurring expenditure like those listed below:

- Land acquisition
- Infrastructure improvement that adds value to the land or improves utility (e.g., roads, drainage, sewer lines, parking, landscape or similar construction)
- New buildings or structures or addition to a building, including related equipment and appurtenances that are integral to the new structure
- Nonrecurring rehabilitation or deferred maintenance of infrastructure and buildings, provided that the cost is \$25,000 or more and the improvement will have a useful life of 10 years or more
- Planning, feasibility, engineering, or design studies related to individual capital improvement projects or to a program that is implemented through individual capital improvement projects
- Information and communications technology provided that the cost is \$25,000 or more.

Communities have several options for advancing capital improvements:

- Be clear about community capital improvement priorities. The CDP is an ideal place to identify those priorities.
- Via the Planning Director, recommend the order of priority of projects. Once the CDP is adopted, this can be done formally through the CDP Action Committee. HCC section 16-6(4) empowers the CDP Action Committees to “Provide timely recommendations to the County on priorities relating to the...CIP budget and program...”
- Once high priority projects are appropriated, work with the Administration and County Council members to secure any bond authorization or other funding sources needed to finance the projects.
- Once funding is authorized for high priority projects, work with the Mayor to secure necessary project allotments.
- Once allotments are secured for high priority projects, work with the responsible agencies to prepare and execute contracts to encumber funds and initiate the projects.

The intent of this policy is to advance capital improvements for critical community infrastructure in Kaū. The priorities listed are a summary of the capital improvement needs identified in policies throughout the CDP.

Policy 89: Despite the fact that public infrastructure siting and design can benefit from local knowledge and will significantly impact the local community, there are currently no protocols for community engagement at appropriate phases of capital project development.

Policy 90: Because there are limits on the size of the capital improvement debt burden that the County and State can carry, bond financing can be complemented with other forms of infrastructure financing. For any given project, these financing tools are often used in conjunction. Appendix V4B introduces

several funding sources, including USDA Rural Development, Community Improvement Districts, Community Facilities Districts, and Tax Increment Financing. The intent of this policy is to support the diversification of capital project financing with County expertise in finance and project planning and implementation.

Policy 91: As part of its Innovative Readiness Training (ANG IRT), the Air National Guard has committed to provide manpower to infrastructure projects in Ka'ū when they are "shovel ready" (i.e., when financing and permitting are in place). The target project start date is late 2014, and manpower will then be available for five years. The intent of this policy is to take advantage of this opportunity by actively collaborating with the ANG IRT.

5.2 Improve Water Infrastructure

Policy 92: This policy is an affirmation of the following General Plan policies and of related, appropriated projects that the Department of Water Supply deems cost-effective:

- General Plan policy 11.2.2(a): "Water system improvements shall correlate with the County's desired land use development pattern."
- General Plan policy 11.2.4.8.2(a): "Provide additional water system improvements for the currently serviced areas of Nā'ālehu, Wai'ōhinu, and Pāhala."
- General Plan policy 11.2.4.8.2(b): "Pursue groundwater source investigation, exploration and well development at Ocean View, Pāhala, and Wai'ōhinu."
- General Plan policy 11.2.4.8.2(c): "Continue to evaluate growth conditions to coordinate improvements as required to the existing water system."
- Ordinance 12-152, Ocean View Business District Water Infrastructure Improvements: \$5,760,000 were appropriated to create the redundant (backup) source required to dedicate a water system to the DWS, which might allow for the installation of service to the nearby commercial areas.
- Ordinance 12-87, South Point Road Water Infrastructure Expansion Project.

Regarding the Ocean View water system, both water quantity *and quality* are concerns. Therefore, the policy addresses both issues.

Related to the South Point project, DHHL beneficiaries identified the need for the water system to be improved to meet their homesteading needs and for fire suppression. The regional plan for Ka'ū identifies two water-related priorities: increased transmission of water into Kalae and source development is needed to access the substantial groundwater resources. The plan calls first for a Kamā'oa Pu'u'eo Water Master Plan, which would:

1. Determine the amount of water necessary to meet the needs of current and proposed uses in Kamā'oa Pu'u'eo.
2. Assess the availability of water and/or identification of a water source.
3. Determine the feasibility of utilizing the former military barracks water system (storage and conveyance).
4. Prepare preliminary engineering costs for necessary source development, water conveyance and storage to meet water requirements.

5. Consult with U.S. Department of Agriculture-Rural Development (USDA-RD) to determine if project is eligible for funding.
6. Consult with County of Hawai'i Department of Water Supply regarding hybrid system development.
7. Assess and evaluate alternatives.

DHHL has initiated that process, in consultation with the Department of Water Supply. In 2014, the Department of Water Supply began discussions with the Department of Hawaiian Home Lands regarding upgrades to existing systems to meet DWS standards. DWS's support is limited to plan review and construction inspection. Proposed improvements include new storage tanks and distributions systems from those tanks to nearby lots. These improvements will not increase system capacity significantly.

5.3 Enhance the Roadway Network

Policy 93: Sections 23-28 and 23-29 of the County's Subdivision Code establish the following block design parameters:

- Block design: The lengths, widths, and shapes of blocks shall be designed with regard to providing adequate building sites suitable to the use contemplated, needs for convenient access, circulation, control, and safety of street traffic, and limitations and opportunities of topography.
- Block sizes: Blocks shall not exceed two tiers of lots in width and thirteen hundred feet in length, except for blocks adjacent to arterial streets or when the previous adjacent layout or topographical conditions justify a variation. Blocks shall not be less than four hundred feet in length. The desired length for normal residential blocks is from eight hundred to one thousand feet. When the layout is such that sewers will be installed or easements for future sewer lines are provided along rear lot lines, the block should not exceed eight hundred feet in length.

Section 23-40 of the County's Subdivision Code provides the following requirements for street connectivity: The location, width, and grade of a street shall conform to the County general plan and shall be considered in its relation to existing and planned streets, to topographical conditions, to public convenience and safety, and to the proposed use of land to be served by the street. Where the location is not shown in the County general plan, the arrangement of a street in a subdivision shall either:

- Provide for the continuation or appropriate projection of existing principal streets in surrounding areas; or
- Conform to a plan for the neighborhood which has been approved or adopted by the director to meet a particular situation where topographical or other conditions make continuance or conformance to existing streets impractical.

The intent of this policy is to provide clear, place-based connectivity standards that so that new roads contribute to the existing transportation network of streets, pedestrian, and bicycle access and integrate new development with the existing fabric of the community. In Pāhala, Nā'ālehu, and Wai'ōhinu, and block sizes should be comparable to those already established, which are ~2,000-2,700 feet in perimeter in Pāhala and ~2,400 feet or less in Nā'ālehu. Pursuant HCC section 23-29(c), in Pāhala and Nā'ālehu, blocks should not exceed 800 feet in length to accommodate future sewer connections.

Policy 94: This policy is an affirmation of General Plan policy 13.2.5.9.2(b): "Install culverts and construct drainage channels and other related improvements."

Policy 95: Wood Valley Road requires safety improvements.

Policy 96: The intersection of Pikake, Kaoli, and Wood Valley Roads is unsafe.

Policy 97: Roads in limbo (RIL) are existing road segments owned by the County or State but that are neither County nor State roads. The County has agreed to maintain RIL, and County Resolution 320-10 resolved to have the Department of Public Works (DPW) partner with communities to provide road maintenance material from County-owned quarries for the purpose of maintaining RIL. The County has identified nine existing roads in limbo segments in Ka'ū (not including paper roads), extending a total of 9.6 miles:

- Road segments off of South Point Road, including
 - Schultz Road, which is regularly maintained by DPW
 - Satellite Road in Kamā'oa Homesteads
 - Paul Road in Kamā'oa Homesteads, which is regularly maintained by DPW, except for the 1.2 miles at the end that are rough and uneven
- A portion of Ka'alu'alu Road just beyond Green Sands subdivision, which is extremely rough
- Portions of Kiolaka'a Road, including Young Road, which were recently paved by DPW
- Punalu'u Sand Road, connected to Nīnole Loop Road at Punalu'u
- A road segment in Wood Valley.

In the Department of Public Works' 2010 Roads in Limbo Assessment Report, Paul Road and Satellite Road were identified as priorities for repair.

The intent of this policy is to continue maintenance of roads-in-limbo in a manner that is consistent with Community Objectives and CDP policies.

Policy 98: The General Plan proposes a bypass arterial from Nā'ālehu to Wai'ōhinu. However, according to the State Department of Transportation (DOT), the General Plan alignment is probably based on a proposal by DOT years ago, and it is no longer actively being considered. The 2004 Draft Strategic Plan for the District of Ka'ū also recommended shelving plans for the bypass. The intent of this policy is to bring County policy into alignment with State and community plans.

5.4 Formalize Alternative Routes

Policy 99: Roads within Kapāpala Ranch have been used as emergency bypass routes when Highway 11 has closed, but there is no formal arrangement among the State (the landowner), the Ranch (the lessee), and the County. Both the lessee and County Civil Defense agree that it is wise to identify and predetermine potential alternate or emergency routes to support disaster response and possible community evacuations. This policy is intended to support that endeavor.

Policy 100: Ka'alāiki Road (or Cane Haul Road) has been used as an emergency bypass route when Highway 11 has closed. Originally constructed to provide access to cane fields, this road features a 40 foot pavement in many places, though it has been severely encroached upon in many other places (it is only 18 feet clear near Nīnole Gulch, for instance). There are also several bridges, some as narrow as 14 feet (at Hīlea Gulch). A detailed engineering study of the road design cross-section has not been

conducted, but visual inspection indicates the road was designed to support heavy traffic and is generally well constructed.

Unfortunately, it has been poorly maintained and is beginning to deteriorate through neglect. Parts of Ka'alāiki Road are County-owned (~10%), but much of it is private. The Department of Public Works recently improved and paved County-owned segments, but there are currently no plans for additional improvements. It is necessary to improve/repair Ka'alāiki Road for use as a safe alternative route to the Māmalahoa Highway. As has been done elsewhere in the County, the County could secure an easement to improve and maintain the road as an alternate route. This would open the road for access by conventional vehicles as an emergency access route or for scenic driving but would not improve it sufficiently to permit large-scale redevelopment.

Policy 101: \$800,000 in County CIP funding was appropriated in Ordinance 10-60 to replace four wooden bridges in Wood Valley with reinforced concrete bridges. The existing wooden bridges are old and structurally substandard. Failure of any of the four bridges will cut off access to the residences of Wood Valley as well as the Kapāpala Ranch emergency alternate route. The County is expected to request an additional \$6,000,000 in CIP funding to fund construction. The initial \$800,000 has been re-appropriated and will lapse on June 30, 2016 if not encumbered. This policy is intended to expedite that project.

Policy 102: Green Sands and Mark Twain subdivisions lack alternative emergency routes. There are currently no structures on TMKs (3)9-4-014:166, 010:005, & 010:006, so it is possible connect to Paloao Road in Mark Twain to Puka Street in Green Sands.

5.5 Expand Mass Transit Facilities and Services

Policies 103, Policy 104, Policy 105, and Policy 106: These policies are affirmations of the following General Plan policies:

- 13.4.3(a): "Improve the integration of transportation and land use planning in order to optimize the use, efficiency, and accessibility of existing and proposed mass transportation systems."
- 13.4.3(b): "Support and encourage the development of alternative modes of transportation, such as enhanced bus services and bicycle paths."

Transit service in Ka'ū is provided by the Hawai'i County Mass Transit Agency through its Hele-On bus routes. Service from Ka'ū goes to either Hilo or Kona/Kohala. The Hilo route provides one morning-early afternoon round-trip from Ocean View to Hilo and four round-trips daily between Volcano and Hilo. Though drivers honor "flag stops" most anywhere, established stops in Ka'ū include Ocean View (at a Park and Ride lot near Pōhue Plaza), Wai'ōhinu (at the Wong Yuen Store), Nā'ālehu (at the main commercial center, the park, and the school), Punalu'u (at the parking lot), and Pāhala (at the commercial center). The Kona/Kohala route provides three morning departures daily, and one morning and two afternoon returns. Two routes reach Mauna Kea Resort, and one stops at the airport. The route begins in Pāhala and has stops in Nā'ālehu, Wai'ōhinu, and Ocean View. The commute from Pāhala to the South Kohala resorts is approximately 3 hours one-way. There is also an existing after-school route that enables students to participate in after-school activities. Hawai'i County Coordinated Services for the Elderly and the HCEOC (Hawaii County Economic Opportunity Council) provides on-demand shuttle service for the disabled.

These policies are intended to augment this current system to meet the transportation needs of local residents.

5.6 Strengthen Emergency Facilities

Policy 107: This policy is an affirmation of General Plan policy 10.3.2(e): “Stations in outlying districts shall be based on the population to be served and response time rather than on geographic district.”

Policy 108: This policy is an affirmation of General Plan policy 10.3.4.8.2(a): “Fire protection and emergency medical services for Ocean View, Nā’ālehu, and Pāhala shall be encouraged.” This policy also provides specific priorities based on previous community input, past appropriations, and Fire Department priorities:

- The 2004 Draft Strategic Plan for the District of Ka’ū includes the following Courses of Action:
 - Provide funds for more equipment and training for fire crews
 - Provide newer fire trucks for Nā’ālehu and Discovery Harbour Volunteer fire crews
- Ordinance 12-87 appropriated \$300,000 for a new Nā’ālehu Fire Station; the funds will lapse June 30, 2015 if not encumbered.
- The Fire Department has indicated that the order of priority for new fire stations is Nā’ālehu, Pāhala, and Ocean View.
- Ordinance 11-60 appropriated \$75,000 for Nā’ālehu Police Station improvements, and Ordinance 12-150 authorized the issuance of bonds to include \$75,000 for Nā’ālehu Police Station improvements; the funds lapsed June 30, 2014. The following improvements have been also appropriated but not allotted: \$120,000 for repairs, \$50,000 for hardening, \$5,000 for hazardous materials abatement, \$300,000 for energy efficiency, and \$110,000 for ADA compliance.
- Ordinance 14-082 appropriated \$150,000 for the construction of a new Hawaiian Ocean View Estate Police Sub Station. The appropriation will lapse in not encumbered by June 30, 2017.

Policy 109: This policy supports implementation of the Hawai’i County Hazard Mitigation Plan. The Plan identifies five structures as particularly vulnerable to earthquakes and hurricanes and in need of retrofit: Ka’ū Hospital, Hawaiian Ocean View Estates Fire Station, Pāhala Fire Station, Ka’ū Police Station Generator Building, and the Ka’ū Police Station (Nā’ālehu Police Station). The Hazard Mitigation Plan also includes the following mitigation goals and objectives:

- 3. Goal: Ensure that all emergency response critical facilities and communication systems remain operational during hazard events.
- 3. 1. Harden all essential emergency facilities and communication systems to withstand earthquake and hurricane forces.

Policy 110: This policy is intended to expedite the construction of the Kahuku Emergency Shelter, Community and Senior Center, and Gym. \$8,500,000 has been appropriated in Ordinances 06-80, 08-133, and 12-87. \$400,000 has been allotted, and more than \$380,000 has been encumbered for design and planning. The project is on hold, however, while determining whether FEMA will collaborate to design the center as an emergency shelter. \$8,000,000 will lapse if not encumbered by June 30, 2015.

5.7 Expand Emergency Services

Policy 111: The Ka’ū District falls under Hawai’i Police Department’s Area II West Hawai’i Operations Bureau. The Ka’ū District Police Station is in Nā’ālehu, and a substation is located in Ocean View. There

are three shifts over the 24-hour period, and as of fiscal year 2013-2014, there are usually four officers/shift for the entire district. Ka'ū also has two Community Policing officers. Relative to other districts in Hawai'i County, Ka'ū has a high officer-to-population ratio. However, it is also the largest district and can take an hour or more to travel from one part of the district to another. This policy is intended to support continuation of existing practice.

Policy 112: This policy is an affirmation of General Plan policy 10.3.2(g): "Encourage the further development and expansion of community policing programs and neighborhood and farm watch programs in urban, rural and agricultural communities." It also affirms the need to expand hazard readiness in Ka'ū. To support localized preparation and response, Civil Defense trains and supports Community Emergency Response Teams (CERT). Hawaiian Ocean View Estates has an active CERT, which provides residents and businesses with information about how to properly prepare for and respond to an emergency at home, at work, or in the community.

Policy 113: This policy is an affirmation of General Plan policy 13.2.5.9.2(d): "Explore alternatives and means to establish an evacuation route through Hawaiian Ocean View Estates Subdivision to Highway 11, in cooperation with the residents of Ocean View."

This policy is also prompted by the fact that volcanologists indicate that Mauna Loa will erupt again, likely within our lifetimes, and past volcanic eruptions on Mauna Loa in the Ka'ū district have begun with less than two hours warning and reached the coastline between 3.5 hours and 15 days. It is also possible that at least one evacuation route out of the area along Highway 11 will be blocked, and because emergency vehicles have to enter the area, two-lane contra-flow may not be possible. In the draft Environmental Impact Statement for Kahuku Village, it is assumed that, during an evacuation, the highway becomes two-lane, one way and operates under "force flow" conditions with a 3,000 vph capacity. Assuming there may be as little as two hours evacuation time, only 6,000 vehicles may be evacuated from Ocean View during a major eruption, not factoring in travel time from the subdivision interiors to the highway. Assuming an average of one vehicle per household would evacuate, 6,000 households could be evacuated safely. That's equivalent to about 50% build-out of the current, buildable lots in Ocean View. If only one lane is open, only 3,000 households could evacuate, which is not much more than the number of dwellings counted by the OVDC in 2010.

Policy 114: Hazardous fire conditions exist throughout the Ka'ū area. Hawai'i Wildfire Management Organization (HWMO) was founded by firefighting agencies on the island (DLNR, County, National Park Service, etc.), scientists, and natural resource managers in order to mitigate wildfires before they start. The HWMO develops Community Wildfire Protection Plans (CWPPs) to identify fire hazards and prioritize actions needed to mitigate wildfire. The HWMO completed the Ka'ū Community Wildfire Protection Plan (KCWPP) in 2010, and this policy is intended to expedite implementation of the Plan.

5.8 Improve Environmental Management Facilities

Policy 115: The State Department of Health is considering rule changes that present two challenges for Ka'ū. First, the changes might increase housing costs by requiring the conversion of cesspool systems to septic when property is sold. Second, by requiring wastewater treatment systems for new developments that include more than 15 units (the current threshold is 50), the changes might discourage infill development in Pāhala and Nā'ālehu, where a number of lots can be subdivided.

Policy 116: This policy is an affirmation of General Plan policy 10.5.4.8.2(a): "A solid waste transfer station should be established for Ocean View."

Policy 117: The County of Hawai'i Department of Environmental Management accepts green waste at the Pu'uuanahulu and Hilo solid waste facilities. It offers mulch for pick-up at both those locations plus the Kealakehe and Hāwī transfer stations. Ka'ū is a rural, agricultural community, and Ka'ū's agricultural businesses need a local option for both green waste drop-off and mulch pick-up.

5.9 Strengthen and Expand Education Facilities and Services

Policy 118: There is no public school in Ocean View. According to projections by the Planning Section of the Department of Education's Facilities Development Branch, which are based on recent enrollment growth and some indications of increased construction and occupancy in the area a school serves rather than general population trends, the current schools in Ka'ū will be able to accommodate projected growth in the school-age population. The DOE assessment is that schools in Ka'ū are growing slowly and aren't expected to grow any faster in the next few years. Another factor is the excess classroom space at the Ho'okena and Honaunau schools.

In Hawai'i, charter schools are public, independent schools operating under contract with the State Public Charter School Commission (PCSC). Communities interested in starting a charter school must apply to the PCSC. In 2014, the Ka'ū Learning Academy is planning to open in Discovery Harbour and may expand to include Ocean View.

During the original subdivision (SUB 1912 and 2053), and in the 1965 dedication deed to the County, 76 acres of land in HOVE were dedicated to the County for future park, playground, and school purposes. The lots are in all but two of the "ovals" dispersed throughout the subdivision, plus a 30 acre parcel near the center of the subdivision). This policy encourages the use of these County-owned parcels for schools, including charter schools.

5.10 Expand Parks and Recreation Facilities

Policy 119, 120, and 121: These policies are affirmations of the following General Plan policies:

- 12.5.9.2(a): "Encourage the development of a swimming facility in Nā'ālehu."
- 12.5.9.2(b): "Develop parks in Ocean View, commensurate with population growth."
- 12.5.9.2(h): "Encourage land acquisition surrounding Whittington Beach Park to allow for its expansion and the construction of a parking area."

Half of residents in Ka'ū live in Ocean View, so it also needs a pool.

Policy 122: In various parts of Ka'ū, including South Point and Kahuku, natural and cultural resources are misused and degraded by illegal ATV use. The intent of this policy is to support a community-based effort to establish a legal location for ATV use in an area of no ecological or cultural value.

Policy 123: Despite repeated requests and initiatives as well as skate park development in many other communities in Hawai'i County, Ka'ū does not have a skate park.

Section 6: Policy Rationale – Build a Resilient, Sustainable Local Economy

6.1 Coordinate Regional Economic Development

Policy 125: See the rationale in Appendix V4C.

6.8 Develop the Local Visitor Sector

Policy 139: See the rationale in Appendix V4C.

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Section 7: Strategy Identification Matrix

March 2015 DRAFT

See notes about the origin and organization of the Strategy Identification Matrix in Section 2: Introduction on page 3.

1. Objectives	Policy				Community-Based, Collaborative Action		
	2. Aligned Policies	3. Policy Gaps	4. New County Policy	5. Advocacy	6. Available Tools & Initiatives	7. Barriers and Gaps	8. New CBC Action
Identify viable sites for critical community infrastructure, including water, emergency services and educational facilities to serve both youth and adults.	<p><u>Infrastructure (General)</u></p> <ul style="list-style-type: none"> • Capital Improvement Program (CIP)¹ • Infrastructure financing districts² • USDA Rural Development financing programs³ • Air National Guard Innovative Readiness Training (ANG IRT)⁴ <p>P1: Promote and encourage the rehabilitation and use of urban areas that are serviced by basic community facilities and utilities. (GP 14.1.3(b))</p> <p>P1: Encourage urban development within existing zoned areas already served by basic infrastructure, or close to such areas, instead of scattered development. (GP 14.1.3(j))</p>	<ul style="list-style-type: none"> • There are no protocols for community engagement at appropriate phases of capital projects⁵ 	<p>P88: Implement capital improvement priorities in Ka'ū.</p> <p>P89: Establish protocols for community engagement in Ka'ū during capital project siting & design</p> <p>P90: Provide technical support to communities establishing infrastructure financing districts</p> <p>P91: Support use of the ANG IRT.</p>	<ul style="list-style-type: none"> • 	<ul style="list-style-type: none"> • USDA Rural Development technical assistance⁶ • RCAC technical assistance⁷ 		CA14: Actively advocate for CIP appropriations, financing, allotments, and encumbrances that support implementation of the CDP.

1. Objectives	Policy				Community-Based, Collaborative Action		
	2. Aligned Policies	3. Policy Gaps	4. New County Policy	5. Advocacy	6. Available Tools & Initiatives	7. Barriers and Gaps	8. New CBC Action
	<p>P3: Commercial facilities shall be developed in areas adequately served by necessary services (GP 14.3.3(b))</p> <p>P4: Industrial development shall be located in areas adequately served by transportation, utilities, and other essential infrastructure. (GP 14.4.3(e))</p>						
	<p><u>Water</u></p> <ul style="list-style-type: none"> DHLL plans for water system improvements⁸ <p>P92: Water system improvements shall correlate with the County's desired land use development pattern. (GP 11.2.2(a), 11.2.4.8.2⁹; Ord 12-152, 153, & 161¹⁰)</p>	<ul style="list-style-type: none"> DWS water system constraints in South Point, Mark Twain, & Green Sands¹¹ Lack of redundant source in Ocean View¹² Poor water quality in OV 	<p>P92: Collaborate with DHHL to upgrade the South Point water system for existing lots (Ord 12-87)¹³</p> <p>P92: Note need for water quality improvement in OV</p>	<p><u>DHHL</u></p> <ul style="list-style-type: none"> Collaborate with DWS to upgrade the South Point water system for existing lots¹⁴ 	<ul style="list-style-type: none"> DWS technical support for community initiatives¹⁵ 		
	<p><u>Drainage</u></p> <p>P94: Install culverts and construct drainage channels and other related improvements. (GP 13.2.5.9.2(b))</p>						
	<p><u>Emergency Services</u></p> <ul style="list-style-type: none"> USDA First Responder Initiative¹⁶ Ka'ū District Emergency Gym & Shelter¹⁷ 	<ul style="list-style-type: none"> Insufficient officers on duty²² Volunteer fire crew trucks & equipment need upgrades²³ Structures need 	<p>P108: Upgrade trucks & other equipment for volunteer fire crews</p> <p>P109: Harden vulnerable</p>	<p><u>Hawai'i Health Systems Corporation</u></p> <ul style="list-style-type: none"> Harden the Ka'ū Hospital 			CA16: Grow existing CERT teams and develop new ones

1. Objectives	Policy				Community-Based, Collaborative Action		
	2. Aligned Policies	3. Policy Gaps	4. New County Policy	5. Advocacy	6. Available Tools & Initiatives	7. Barriers and Gaps	8. New CBC Action
	<ul style="list-style-type: none"> CERT teams¹⁸ P107, P108, & P113: General Plan 10.3.2(e), 10.3.4.8.2(a),¹⁹ 13.2.5.9.2(d)²⁰ P108 & P110: Ord 11-60 & 12-87 & 150²¹ 	<p>hazard retrofit: Ka'ū Hospital, Hawaiian Ocean View Estates Fire Station, Pāhala Fire Station, Ka'ū Police Station Generator Building, and the Ka'ū Police Station (Nā'ālehu Police Station)²⁴</p>	<p>emergency structures²⁵</p> <p>P111: Ensure adequate police protection, maintaining at least four officers on duty each shift</p> <p>P112: Actively expand the CERT program in Ka'ū</p> <p>P114: Implement the Ka'ū Community Wildfire Protection Plan²⁶</p>				
	<p><u>Solid Waste & Wastewater</u></p> <p>P116: General Plan 10.5.4.8.2(a)²⁷</p>	<ul style="list-style-type: none"> DOH considering rule changes that might increase housing costs & limit new housing²⁸ No greenwaste drop-off or pick-up in or near Ka'ū 	<p>P115: Extend the COH primary wastewater collection systems to serve infill development in Nā'ālehu and Pāhala</p> <p>P117: In consultation with residents, farmers, & vector control experts, add greenwaste drop-off and pick-up sites in Ka'ū, with strict control of invasive species, pests, & disease</p>	<p><u>DOH</u></p> <ul style="list-style-type: none"> Rather than a blanket policy, establish site-specific policies based on more localized analysis Make an affordable financing mechanism available for cesspool-to-septic conversions 	<ul style="list-style-type: none"> 		
	<p><u>Parks</u></p> <ul style="list-style-type: none"> Honu'apo Park Resources Management Plan²⁹ Ka'ū District Emergency Shelter & Gym³⁰ Nā'ālehu Ball Park improvements³¹ <p>P119: Ord 06-80, 08-133, 12-87³²</p> <p>P119, P120, P121:</p>	<ul style="list-style-type: none"> Natural and cultural resources misused and degraded by illegal ATV use³⁴ Pool needed in OV, where there is the largest population No skate park in Ka'ū 	<p>P65: Actively implement the Honu'apo Park Resources Management Plan</p> <p>P110: Complete the Kahuku Park Community and Senior Center and Gym³⁵</p> <p>P121: "and" Ocean View</p> <p>P122: Collaborate with</p>	<p><u>DLNR</u></p> <ul style="list-style-type: none"> Develop remote camping at Ka'alu'alu Bay Develop wilderness recreation uses in Manukā <p><u>DHHL</u></p> <ul style="list-style-type: none"> Develop park facilities at South Point 	<ul style="list-style-type: none"> 		<p>CA 15: In Mark Twain and Green Sands subdivisions, establish a community development corporation (CDC) to develop and maintain roads and Green Sands Park.</p> <p>CA 18: Collaborate with the County to establish an ATV</p>

1. Objectives	Policy				Community-Based, Collaborative Action		
	2. Aligned Policies	3. Policy Gaps	4. New County Policy	5. Advocacy	6. Available Tools & Initiatives	7. Barriers and Gaps	8. New CBC Action
	General Plan 12.5.9.2 ³³		a “friends of the park” group to establish an ATV track/course P123: Develop skate parks in Nā’ālehu and OV				track/course CA19: Collaborate with the County to establish skate park
	<u>Educational Facilities</u> • DOE Zone of School Innovation ³⁶ • Charter schools ³⁷ • School capital improvements ³⁸ DOE: General Plan 10.2.4.6.2(a) & (b) ³⁹	• Opportunities for adult education are limited ⁴⁰	P118: Support charter schools on County property in HOVE	DOE, UH, OHA, KS • Use existing & new (e.g., Ho’omalū, Honu’apo, Punalu’u) facilities to offer place-based & distance education opportunities <u>Leg</u> • Fund an OV school	• Charter schools ⁴¹		CA17: Establish a charter school in Ocean View
	<u>Libraries</u> State Library: General Plan 10.2.2(c) ⁴²	• Libraries struggle with staffing	•	<u>Public Library System, DOE</u> • Revisit the feasibility of a joint community-school library in Pāhala <u>Public Library System</u> • Establish a library in Ocean View	•		
Establish a rural transportation network, including roadway alternatives to Highway 11...and an interconnected transit system.	<u>Road Development</u> • Hwy improvements at Hīlea Bridge & Kāwā ⁴³ • Bike Plan Hawai’i ⁴⁴ • State Pedestrian Plan ⁴⁵ P97: Roads in Limbo maintained ⁴⁶ Continue to improve Māmalahoa Highway, realigning where necessary. (GP 13.2.5.9.2(a)©)	<u>Road Development</u> • Unnecessary Nā’ālehu bypass on General Plan transportation map ⁴⁷ • Wood Valley Road bridges require replacement ⁴⁸ • Wood Valley Road unsafe ⁴⁹ • Intersection of Pikake, Kaoli, and Wood Valley Roads unsafe ⁵⁰	<u>Road Development</u> P95: Improve safety on Wood Valley Road, possibly including posted speed limits, lane markers, and stop signs P96: Make intersection improvements at Pikake, Kaoli, and Wood Valley Roads P98: Remove	<u>DOT</u> • Improve shoulder safety and signage along Highway 11 (particularly for bicyclists), including btwn Honu’apo and police station • Implement Bike Plan Hawai’i • Address community concerns when implementing the	•	• Mark Twain & Green Sands subdivisions lack road corporation ⁵²	CA15: Establish road corporations for Mark Twain & Green Sands

1. Objectives	Policy				Community-Based, Collaborative Action		
	2. Aligned Policies	3. Policy Gaps	4. New County Policy	5. Advocacy	6. Available Tools & Initiatives	7. Barriers and Gaps	8. New CBC Action
		<ul style="list-style-type: none"> Unsafe shoulders along highway⁵¹ 	Nā'ālehu bypass from GP transportation map	Pedestrian Plan in Nā'ālehu			
	<u>Emergency Routes</u> <ul style="list-style-type: none"> Available routes from Kapāpala to Nā'ālehu⁵³ P113: GP 13.2.5.9.2⁵⁴ 	<u>Emergency Routes</u> <ul style="list-style-type: none"> Emergency routes are not formally established⁵⁵ Green Sands lacks an alternate route; houses on TMKs 010:007, 014:097; none on 014:166, 010:005, & 010:006, so possible connect to Palooa⁵⁶ 	<u>Emergency Routes</u> <p>P99: Formalize Kapāpala Ranch as emergency route</p> <p>P100: Secure improvement easements on Ka'alāiki Road to maintain it as emergency & recreational route (but not to develop it as a thoroughfare)⁵⁷</p> <p>P101: Replace Wood Valley Road bridges⁵⁸</p> <p>P102: Establish an emergency alternative route connecting Green Sands and Mark Twain subdivisions</p>	<ul style="list-style-type: none"> 	<ul style="list-style-type: none"> 	<ul style="list-style-type: none"> 	
	<u>Road Standards</u> <p>P76: General Plan 13.2.3(l)⁵⁹; North Kohala CDP⁶⁰</p>	<u>Road Standards</u> <ul style="list-style-type: none"> Contemporary road standards are inconsistent with rural character⁶¹ 	<u>Road Standards</u> <p>P73: Retain existing rural road standards/ sections in Pāhala, Nā'ālehu, and Wai'ōhinu</p> <p>P74: New roads shall follow rural road standards with unpaved shoulders & swales</p>	<ul style="list-style-type: none"> 	<ul style="list-style-type: none"> 	<ul style="list-style-type: none"> 	
	<u>Block Size & Connectivity</u> <p>P93: 800-1,000 ft. block size desired; 1,300 ft.</p>	<u>Block Size & Connectivity</u> <ul style="list-style-type: none"> CPRs sometimes exempt from subdivision 	<u>Block Size & Connectivity</u> <p>P93: All subdivision, including CPRs and PUDs, shall</p>	<ul style="list-style-type: none"> 	<ul style="list-style-type: none"> 	<ul style="list-style-type: none"> 	

1. Objectives	Policy				Community-Based, Collaborative Action		
	2. Aligned Policies	3. Policy Gaps	4. New County Policy	5. Advocacy	6. Available Tools & Initiatives	7. Barriers and Gaps	8. New CBC Action
	maximum ⁶²	standards ⁶³	conform to connectivity standards in HCC 23				
	<u>Mass Transit</u> <ul style="list-style-type: none"> General Plan 13.4.3(a) & (b)⁶⁴ Existing routes & stops⁶⁵ 	<ul style="list-style-type: none"> No intra-district routes⁶⁶ 	P103: Establish an intra-district route that circulates between all Ka‘ū communities (incl Volcano) & within large subdivisions ⁶⁷ P104: Provide routes for evening trips to Hilo & Kona ⁶⁸ P105: Provide bus shelters in Nā‘ālehu, Wai‘ōhinu, Discovery Harbour, and OV P106: Establish an intra-Ocean View route	<ul style="list-style-type: none"> 	<ul style="list-style-type: none"> 	<ul style="list-style-type: none"> 	
	<u>Ports</u> <ul style="list-style-type: none"> GP 13.3.5.7(a)⁶⁹ 	<ul style="list-style-type: none"> 	<ul style="list-style-type: none"> 	<ul style="list-style-type: none"> 	<ul style="list-style-type: none"> 	<ul style="list-style-type: none"> 	
	<u>Scenic Highway</u> <ul style="list-style-type: none"> The Slopes of Mauna Loa⁷⁰ Scenic Corridor program⁷¹ 	<ul style="list-style-type: none"> 	<u>Scenic Highway</u> P60: After identifying a corridor advocacy group, introduce a resolution to initiate the establishment of a scenic corridor ⁷²	<ul style="list-style-type: none"> 	<ul style="list-style-type: none"> Scenic Byway program Scenic Corridor program⁷³ 	<ul style="list-style-type: none"> 	CA3: Advance development of scenic routes.
Protect, restore, and enhance Ka‘ū’s unique cultural assets , including... historic buildings Establish and enforce standards for development and	<ul style="list-style-type: none"> Historic Register⁷⁴ Historic property tax exemption (HCC 19)⁷⁵ Cultural Resources Commission⁷⁶ Special Districts (HCC 25)⁷⁷ Exceptional trees⁷⁸ 	<ul style="list-style-type: none"> Historic character of towns vulnerable⁸¹ 	<ul style="list-style-type: none"> 	<ul style="list-style-type: none"> 	<ul style="list-style-type: none"> Main Street approach & support from the National Trust Main Street Center,⁸² Placemaking with support from Project for Public 	<ul style="list-style-type: none"> 	CA9: Develop & implement place-based strategies to retain character CA9: Identify & nominate exceptional trees

1. Objectives	Policy				Community-Based, Collaborative Action		
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construction that reflect community values of architectural beauty and distinctiveness .	<ul style="list-style-type: none"> Code enforcement (HCC 5-48)⁷⁹ USDA Rural Development housing improvement programs⁸⁰ <p>P72: GP 14.3.3(f)</p>				<ul style="list-style-type: none"> Spaces⁸³ & ArtPlace⁸⁴ Technical Assistance:⁸⁵ Historic Hawai'i Foundation, NPS, National Trust, Citizens' Institute on Rural Design Funding:⁸⁶ National Trust, Hart Family Fund, Favrot Fund, Brink Leadership Fund Sustainable Design Assessment Teams⁸⁷ Design guidelines developed for other towns⁸⁸ 		
Encourage future settlement patterns that are safe, sustainable, and connected. They should protect people and community facilities from natural hazards, and they should honor the best of Ka'ū's historic precedents: concentrating new commercial and residential development in compact, walkable, mixed-use town/village centers , allowing rural development in the rural lands, and limiting development	<p><u>Land Use Policy</u></p> <ul style="list-style-type: none"> State land use boundary amendments, changes in zone, project districts, subdivisions, planned unit developments, use permits, variances, and plan approval must be consistent with the General Plan⁸⁹ <p>P1: GP 14.1.3(b)⁹⁰ P1: GP 14.1.3(j)⁹¹ P2: GP 14.3.3(e), 14.3.5.9.2(a)⁹² P2: GP 14.3.5.9.2(b)⁹³ P3: GP 14.3.3(b)⁹⁴ P4: 14.4.3(e)⁹⁵ P7: 14.4.5.9.2(a)⁹⁶ P34: 9.3(x)⁹⁷</p>	<ul style="list-style-type: none"> General Plan Table 14-5 identifies Honu'apo as an Industrial Center No TDR enabling legislation⁹⁸ Lack of affordable housing in County job centers 	<p>P7: Land use map P15: Amend GP LUPAG and SLU districts to align with CDP policy map P16: Amend GP Table 14-5: Honu'apo not industrial P19: Develop a County-wide, cross-agency affordable housing plan P41: Upzones, PDs, & APDs require CDP amendment P42 & 43: Limit special & use permits P49: Conduct a study for a County-wide TDR program</p>	<ul style="list-style-type: none"> 	<ul style="list-style-type: none"> 	<ul style="list-style-type: none"> 	

1. Objectives	Policy				Community-Based, Collaborative Action		
	2. Aligned Policies	3. Policy Gaps	4. New County Policy	5. Advocacy	6. Available Tools & Initiatives	7. Barriers and Gaps	8. New CBC Action
on shorelines							
	<u>Pāhala</u> ⁹⁹ <ul style="list-style-type: none"> Proximity of residential & commercial Good multi-modal street network¹⁰⁰ Alternatives to highway available Residential infill potential 	<ul style="list-style-type: none"> SLU Urban on (3)9-6-012:012 inappropriate¹⁰¹ Industrial capacity exceeds demand¹⁰² Zoning at Maile & Pikake inconsistent with uses¹⁰³ Limited gateway treatment on Kamani & Maile¹⁰⁴ 	P7: Industrial development: shrink LUPAG Ind to existing footprint P8: Residential development priorities:1) infill via 'ohana units & on existing RS zoned land (& rezone of (3)9-6-002:016 & 023:034 to RS), 2) existing RS zoned land needing water P9: If infill capacity met in Pāhala, next priority is (3)9-6-005:001 P15: TMK (3)9-6-012:012 from SLU Urban to Ag P77: Install historic streetscape on Kamani		<ul style="list-style-type: none"> 	<ul style="list-style-type: none"> Limited gateway treatment on Kamani & Maile¹⁰⁵ 	CA9: Install gateway signage
	<u>Nā'ālehu</u> ¹⁰⁶ <ul style="list-style-type: none"> Proximity of residential & commercial Good multi-modal street network¹⁰⁷ Alternative to highway available Residential infill potential Service oriented Limited Industrial and/or Industrial-Commercial uses OK (GP 14.4.5.9.2(b))¹⁰⁸ 	<ul style="list-style-type: none"> Nā'ālehu Theater deteriorating¹⁰⁹ 	P8: Residential development priorities:1) infill via 'ohana units & on existing RS zoned land P30: On parcels extending from town to the shoreline, prioritize any proposed development on SLU urban portions	<ul style="list-style-type: none"> 	<ul style="list-style-type: none"> Nā'ālehu Theater deteriorating¹¹⁰ 	<ul style="list-style-type: none"> 	CA8: Nā'ālehu Theater: file a building code complaint with a copy to SHPD
	<u>Wai'ōhinu</u> ¹¹¹	<ul style="list-style-type: none"> 	P8: Residential	<ul style="list-style-type: none"> 	<ul style="list-style-type: none"> 	<ul style="list-style-type: none"> 	

1. Objectives	Policy				Community-Based, Collaborative Action		
	2. Aligned Policies	3. Policy Gaps	4. New County Policy	5. Advocacy	6. Available Tools & Initiatives	7. Barriers and Gaps	8. New CBC Action
	<ul style="list-style-type: none"> Proximity of residential & commercial Good multi-modal street network¹¹² Residential infill potential 		<p>development priorities: 1) infill via 'ohana units & on existing RS zoned land, 2) existing RS zoned land needing water</p>				
	<p><u>Punalu'u</u></p> <ul style="list-style-type: none"> High Potential Cultural Site in AKNHT CMP¹¹³ DHHL residential property¹¹⁴ <p>P6, P139: GP 14.7.3(b), (c), (h), & (j); 14.7.5.9.2(a)¹¹⁵</p> <p>P23: Reso 07-169¹¹⁶</p> <p>P87: 12.5.9.2(c) & (g)¹¹⁷</p> <p>P125: General Plan 2.4.9.2 (a) & (c)¹¹⁸</p>	<ul style="list-style-type: none"> No active management of natural & cultural resources¹¹⁹ Tsunami-prone areas entitled for development¹²⁰ Water & wastewater systems deteriorating¹²¹ Restaurant destroyed by tsunami Parking near beach inadequate, so vehicles park on beach¹²² 	<p>Actively support collaborative initiatives</p>	<p><u>DLNR</u></p> <ul style="list-style-type: none"> Actively support collaborative initiatives <p><u>DHHL</u></p> <ul style="list-style-type: none"> Actively support collaborative initiatives <p><u>National Park Service</u></p> <ul style="list-style-type: none"> Actively support collaborative initiatives <p><u>Kamehameha Schools</u></p> <ul style="list-style-type: none"> Actively support collaborative initiatives 	<ul style="list-style-type: none"> Consensus vision¹²³ Ala Kahakai NHT CMP Scenic Byway¹²⁴ Kamehameha Schools property & strategic plans¹²⁵ Past community plans¹²⁶ Many compatible uses¹²⁷ Options for resource protection¹²⁸ 	<ul style="list-style-type: none"> Lack of collaboration among stakeholders¹²⁹ 	<p>CA28: Work with stakeholders to identify a range of viable alternative future scenarios</p> <p>CA28: Engage stakeholders to pursue preferred alternative</p>
	<p><u>Discovery Harbour Area</u></p> <ul style="list-style-type: none"> Urban Redevelopment Act (HRS 53)¹³⁰ 	<ul style="list-style-type: none"> 77% of over 2,000 lots vacant¹³¹ Slow growth¹³² No mechanism to preserve open space and rural character Low street connectivity¹³³ Private roads without a road corporation in Mark Twain & Green Sands¹³⁴ Limited DWS water availability in Mark Twain & Green 	<p>P16: Amend GP Table 14-5: add DH as minor resort</p> <p>P17: Establish a "Retreat Resort Area" on TMKs 9-4-024:025 & 9-4-001:020</p> <p>P20: Explore the feasibility of establishing a redevelopment area, plan, & agency to comprehensively address community</p>	<p><u>Legislature</u></p> <ul style="list-style-type: none"> Pass legislation enabling land banks¹³⁸ 	<ul style="list-style-type: none"> Existing community-based organizations Community Development Corporations Improvement districts¹³⁹ USDA loans¹⁴⁰ Land pooling¹⁴¹ Land swaps¹⁴² Conservation easements¹⁴³ 	<ul style="list-style-type: none"> Low population limits organizational capacity 	<p>CA15: Form CDC to manage roads, park, & pooling/ swapping of land to preserve open space</p>

	Policy				Community-Based, Collaborative Action		
1. Objectives	2. Aligned Policies	3. Policy Gaps	4. New County Policy	5. Advocacy	6. Available Tools & Initiatives	7. Barriers and Gaps	8. New CBC Action
		<p>Sands¹³⁵</p> <ul style="list-style-type: none"> • Ownership & management of Green Sands park unresolved¹³⁶ • Golf course deteriorating 	<p>challenges</p> <p>P20: Provide technical assistance to CDCs and associations to implement improvement districts and land readjustment</p> <p>P51: Waive consolidation fees & signage requirements¹³⁷</p>				
	<p><u>Ocean View</u></p> <p>P2: GP 14.3.3(e), 14.3.5.9.2(a)¹⁴⁴</p> <p>P2: 14.3.5.9.2(b)¹⁴⁵</p> <p>P3: 14.3.3(b)¹⁴⁶</p> <p>P38: GP 5.3(r)¹⁴⁷</p> <p>P113: GP 13.2.5.9.2(d)¹⁴⁸</p>	<ul style="list-style-type: none"> • More than 12,000 buildable lots¹⁴⁹ • ~80% vacancy rate¹⁵⁰ • Rapid population growth¹⁵¹ • High lava hazard¹⁵² • No mechanism for managing build-out to preserve open space and rural character • LUPAG Urban Expansion too broad¹⁵³ • No designated commercial areas¹⁵⁴ • No central water system¹⁵⁵ • No central wastewater system¹⁵⁶ • No health care facilities¹⁵⁷ • No public schools¹⁵⁸ • Limited park facilities & no library¹⁵⁹ • Limited non- 	<p>P7: Establish MDU in established commercial area</p> <p>P7: Designate Aloha Blvd. and Tiki at the highway LUPAG urban nodes (neighborhood commercial zoning)</p> <p>P7: Establish the frontage road on either side of Kohala Blvd. as LUPAG Ind</p> <p>P37: Maintain the open space and rural character of the Ocean View area.</p> <p>P42 & P43: Allow limited commercial & industrial uses elsewhere via Special Permit</p> <p>P51: Waive consolidation fees & signage requirements¹⁶¹</p>	<ul style="list-style-type: none"> • 	<ul style="list-style-type: none"> • Existing community-based organizations • Community Development Corporations • Improvement districts¹⁶³ • USDA loans¹⁶⁴ 	<ul style="list-style-type: none"> • 	

	Policy				Community-Based, Collaborative Action		
1. Objectives	2. Aligned Policies	3. Policy Gaps	4. New County Policy	5. Advocacy	6. Available Tools & Initiatives	7. Barriers and Gaps	8. New CBC Action
		motorized options ¹⁶⁰ <ul style="list-style-type: none"> Limited job opportunities & long commutes 	P113: Establish an evacuation clearance rate and plan for Ocean View ¹⁶² P118: Allow charter schools on County property				

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Section 8: Endnotes

Endnotes reference page numbers in the July 2013 draft of Appendix V4B:

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³⁴ Appendix V4A, pages 18, 22

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