

COUNTY OF HAWAI‘I



STATE OF HAWAI‘I

BILL NO. 87
(DRAFT 3)

ORDINANCE NO. 19 91

AN ORDINANCE AMENDING THE KONA COMMUNITY DEVELOPMENT PLAN, AS ADOPTED BY ORDINANCE NO. 08-131.

BE IT ORDAINED BY THE COUNCIL OF THE COUNTY OF HAWAI‘I:

SECTION 1. Purpose. The purpose of this ordinance is to adopt the “Amendment Package” attached as Exhibit A to amend the Kona Community Development Plan, as adopted by Ordinance No. 08-131. These amendments address language that has hindered development in specific locations, and language that commits the County to actions or performances beyond the authority or scope of the Plan. These amendments arise from the Missler Case (No. CAAP-13-0002347) and its findings about the Plan’s mandatory language.

SECTION 2. Adoption. Pursuant to Chapter 16 of the Hawai‘i County Code, and pursuant to Section 15.1 of the General Plan, and pursuant to Section 2 of Ordinance 80-131, Ordinance _____ amends the Kona Community Development Plan, as indicated in Ramseyer format in Exhibit A attached to this ordinance hereafter referred to as the "Amendment Package". Amendments contained in the Amendment Package correspond to Chapter 4 and the Implementation Matrix (tables) of Chapter 5.3 of the Kona Community Development Plan and are indicated by Ramseyer format whereby material to be repealed is bracketed and stricken through, and material to be added is underscored.

SECTION 3. In printing the Kona Community Development Plan, as amended, the brackets, bracketed material, and underscoring need not be included; the table of contents, header/footer, and page numbers shall be updated to correspond with the adopted amendment; the month and year of adoption of this ordinance shall supplant the existing provisions for such, in all instances' the title page shall indicate the original adopting ordinance, the ordinance enacting previously adopted amendments and the ordinance enacting these amendments; and the document shall be printed using a standard font (e.g., Times New Roman).

SECTION 4. Severability. If any provision of this ordinance or the application thereof to any person or circumstance is held invalid, the invalidity shall not affect other provisions or applications of the ordinance which can be given effect without the invalid provision or application, and to this end, the provisions of this ordinance are declared to be severable.

SECTION 5. Effective Date. This ordinance shall take effect upon its approval.

INTRODUCED BY:

A handwritten signature in black ink, appearing to be 'O. M. G.' followed by a horizontal line and 'B/R'.

COUNCIL MEMBER, COUNTY OF HAWAI'I

Hilo, Hawai'i

Date of Introduction: August 7, 2019
Date of 1st Reading: August 7, 2019
Date of 2nd Reading: September 4, 2019
Effective Date: September 18, 2019

REFERENCE Comm. 352.18

OFFICE OF THE COUNTY CLERK
 County of Hawai'i
 Hilo, Hawai'i

COUNTY CLERK
 OFFICE OF THE COUNTY CLERK

2019 SEP 18 PM 2:02

Introduced By: Ashley L. Kierkiewicz (B/R)
 Date Introduced: August 7, 2019
 First Reading: August 7, 2019
 Published: August 17, 2019

REMARKS: Postponed: August 21, 2019

Second Reading: September 4, 2019
 To Mayor: September 12, 2019
 Returned: September 18, 2019
 Effective: September 18, 2019
 Published: September 28, 2019

REMARKS: _____

(Draft 2)

ROLL CALL VOTE				
	AYES	NOES	ABS	EX
Chung	X			
David	X			
Eoff	X			
Kaneali'i-Kleinfelder	X			
Kierkiewicz	X			
Lee Loy	X			
Poindexter	X			
Richards	X			
Villegas	X			
	9	0	0	0

(Draft 3)

ROLL CALL VOTE				
	AYES	NOES	ABS	EX
Chung	X			
David	X			
Eoff	X			
Kaneali'i-Kleinfelder	X			
Kierkiewicz	X			
Lee Loy	X			
Poindexter	X			
Richards	X			
Villegas	X			
	9	0	0	0

I DO HEREBY CERTIFY that the foregoing BILL was adopted by the County Council published as indicated above.

Approved/Disapproved this 18th day
 of September, 20 19.


 MAYOR, COUNTY OF HAWAI'I


 COUNCIL CHAIRPERSON


 COUNTY CLERK

Bill No.: 87 (Draft 3)
 Reference: C-352.18/PC-27
 Ord No.: 19 91

4. GOALS, OBJECTIVES, POLICIES, AND ACTIONS

Chapter 4 presents the goals, objectives, policies, and actions of the Kona Community Development Plan (CDP). They are presented as eight elements, including:

1. Transportation
2. Land Use
3. Environmental Resources
4. Cultural Resources
5. Housing
6. Public Facilities, Infrastructure and Services
7. Energy
8. Economic Development

These elements generally correspond with the thirteen elements of the County of Hawai'i General Plan (GP) except that five elements of the GP have been combined in two of the Kona CDP elements. Specifically, the Kona CDP element for Public Facilities, Infrastructure and Services combines the GP elements for Public Facilities, Public Utilities and Recreation; and, the Kona CDP element for Environmental Resources combines the GP elements for Environmental Quality, Flooding and Other Natural Hazards, Natural Beauty and Natural Resources and Shoreline. The GP element for Historic Sites is referred to in the Kona CDP as Cultural Resources and the GP element for Economic is referred to as Economic Development. The concepts of sustainability variously addressed in the GP element for Environmental Quality form a part of the overall vision for the Kona CDP, as presented in Chapter 3 Visualizing Kona Tomorrow.

Each of the eight Elements in this chapter has ~~seven~~ eight components, described as follows:

1. Introduction to the Element, discussing its scope, purpose and/or guiding principle(s). A table shows which of the eight guiding principles the Element supports.
2. Existing Conditions, describing the issues, concerns, and/or state of knowledge that are addressed in the Element.
3. Overall Strategy, explaining the major approaches by which the issues and concerns described in Existing Conditions will be addressed.
4. Goal, stating the intended outcome for the Element, as derived from the community outreach phase of the Kona CDP process.
5. Objectives, corresponding to each of the major approaches identified in the Overall Strategy. Each of the objectives in an Element is identified by an alphabetical prefix identifying the element and a sequential numeral. For example, "Objective LU-1" is the first objective in the Land Use Element.
6. Policies, ~~that prescribe~~ to guide how each objective will be achieved. The policies that use the word "shall" are mandatory directives ~~legally binding on~~ to County agencies provided that in the case of any conflict with existing United States or Hawai'i State and/or County laws, rules, or regulations particularly any such laws, rules or regulations related to the protection, conservation, maintenance, restoration, and/or preservation of cultural and/or natural resources, the existing

Hawai'i State and/or County laws, rules, or regulations shall prevail. Among the most significant ~~[legally binding]~~ policies are those presented in Section 4.2 Land Use. These policies ~~[must]~~may be implemented through land use decisions and development permits issued after the Kona CDP is adopted. Such policies, however, would not be retroactive to prior decision-making and existing zoning. Some mandatory policies require balancing with other policies, particularly those that require County funding. ~~[Some policies create special provisions that differ from the County Code; these Code-amending policies are summarized and noted as "enacted by plan" in Section 5.3.]~~ Other policies that use the word "should" are not legally binding as they recommend desired actions especially those affecting agencies over which the plan does not have authority (e.g. State agencies, utilities, non-profits). Each policy is identified by the alpha-numeric code for its corresponding objective, followed by a decimal and its numeric sequence. For example, "Policy TRAN-3.2" is the second policy of the third objective in the Transportation Element.

7. Actions, that specify how the policy will be implemented. An action may be a precursor to implementing a policy or may specify what is required or recommended to implement it. The list of actions are meant to be refined during the process of implementation in consideration of available resources, preservation or conservation studies required by Federal and State law, [more detailed analysis,] feasibility and impact analysis, and other factors. Thus, these actions are not legally binding but are meant to be implemented in good faith. The ~~[Implementation]~~Action Committee (~~[H]AC~~) shall have the authority to revise the action and report any such revision in the Committee's annual report (see Section 5.2.1). Each action identifies, by acronym (see sidebar), the specific agencies or organizations ~~[that will]~~recommended to implement or participate in implementing the action. ~~[County agencies identified have a particular responsibility for implementation.]~~ Each action also ~~[specifies]~~recommends when the action should be implemented, whether it is ~~[enacted by the plan,]~~ on-going, within one to two years, within two to three years, within three to five years or within five to ten years. Each Action is identified by the alpha-numeric code for its corresponding policy, followed by an alphabet sequence. For example, "Action ENV-1.4a" is the first action of the fourth policy of the first objective in the Environmental Resources Element. All of the Actions are summarized in Implementation Matrix in Chapter 5 Action Plan.
8. Official Maps, ~~[that]~~are meant to be legally binding provided that infrastructure projects, developments and subsequent actions spatially depicted on these maps comply with cultural and natural resource preservation law and provides opportunity for community input prior to implementation. All other figures in the plan not designated as Official Maps are for information purposes only. Because the Official Maps are created from GIS files, these maps may be printed at any scale with all or selected data layers. The Official Maps distinguish "Policy Layers" from "Information Layers". The Policy Layers are the official information on that map that require an amendment to the plan to add, delete, or relocate records on the map. In cases where infrastructure and developments depicted as official Policy Layers conflict with natural and cultural resource preservation or other elements essential to a community's sense of place; these projects may be realigned or relocated at the informed discretion of the Planning Director¹. Changes that improve the accuracy of the map are not considered amendments. The Information Layers provide background and may be changed in any way or removed without a plan amendment. The metadata for the Official Maps specify, at a minimum, the source of the data and explain the attribute features (see Attachment A). The GIS files and metadata shall be housed and maintained by the County of Hawai'i Planning Department.

¹ Informed discretion can be any combination of resource or impact studies performed by the developer or appropriate government agency, in conjunction with community input.

4.1 TRANSPORTATION

The Transportation section of the Kona CDP serves as a policy guide for County decisions regarding transportation systems. Its objectives, policies, and actions establish a transportation-oriented basis for future development that is integrated with the Land Use section, as well as the Public Facilities, Infrastructure and Services section of the Kona CDP. In addition, it provides guidance for concurrency and connectivity of transportation facilities with future development to ensure that all communities are adequately served.

4.1.1 Existing Conditions

Traffic congestion in Kona is bad and grows worse with time. The congestion is fueled by the rapid growth and exacerbated by the road network, land use patterns and dependence on the automobile. Road improvements have not kept pace with development. Poor management of past development has eliminated or compromised future roadway corridor options. Major road improvements take a long time to complete and limited financial resources have to be prioritized and supplemented by innovative funding sources.

Two major north/south roadways, Queen Ka'ahumanu/Kuakini (Highway 19) and Māmalahoa Highway (Highway 190), are well beyond capacity and carry the majority of the north/south traffic through and within Kona. Both State and County share jurisdiction over the roads in Kona (see Figure 4-1).

Based on State DOT traffic counts, several locations along regional transportation facilities in the planning area currently operate at poor levels of service (COH Planning Department, August 14, 2006). In general, the following roadway segments operate at Level of Service (LOS) "D" or worse (COH Planning Department, August 14, 2006):

- Queen Ka'ahumanu Highway, Keāhole to Palani Road
- Hawai'i Belt Road, Palani Road to Kealakekua
- Palani Road, east of Henry Street and west of Queen Ka'ahumanu Highway

Over the years, new development mauka and makai of the primary arterial highways has occurred without local road connectivity. New developments have been built with no or very little connection to each other.

Lacking such connectivity, all traffic funnels to the arterials and conditions have deteriorated to the degree that Kona's residents' quality of life, visitors' regional experience, and overall public safety suffered.

4.1.2 Overall Strategy

Widening, improving, and extending major arterials, as well as increasing connectivity between and within existing and future development are necessary to enhance mobility in Kona. Priority arterial highway projects include widening Queen Ka'ahumanu Highway between Henry Street and the airport, Kuakini Highway Widening between Henry Street and Kamehameha III Road, and the construction of the Māmalahoa Highway Bypass Road and Kahului-Keauhou Parkway. The proposed Keohokālole Highway (Mid-Level Road) will add capacity to the north-south arterial network, and reduce demands on the existing regional facilities. It would also serve as the central multi-modal corridor serving future regional development. A series of east-west (mauka-makai) collector roads linking the regional north-south facilities must also be provided for added circulation and to further reduce the reliance upon the regional facilities. In addition, future urban development must contribute to a well-connected local transportation network that provides for safe, direct, and convenient access for automobile, bicycle, and pedestrian traffic. Local

streets include all streets that are not designated as collectors or arterials. Although local streets are not designed for through or heavy traffic, the connectivity of these streets with each other and with collectors is crucial ensuring that residents can easily reach destinations within the community.

The design of local streets also plays an important role in affecting traffic speed and choice of travel modes. Narrow local streets tend to slow traffic and are more conducive to pedestrian travel. Narrow local streets also cost less to build and maintain, encourage more efficient land use, and improve neighborhood character. Narrow streets are an efficient way of connecting the local street system without encouraging the use of local streets for through or fast moving traffic. Local streets must be wide enough to accommodate emergency vehicles and provide for on-street parking.

Current budget limitations will hinder rapid major investment in public road improvements. But, even if immediate financing and approvals were available to improve roadways, other solutions to Kona's long term traffic woes are necessary. There are several other major strategies that embody the Guiding Principles expressed in Sections 4.3 Land Use, 4.5 Housing, and 4.6 Public Facilities, Infrastructure and Services. They relate to transportation, housing, land use, and infrastructure that needs to be integrated and incorporated into Kona's long-term transportation policies as Kona's population continues to grow in the years ahead. These strategies include the following:

1. **Mass Transit.** A major expansion of the County's public mass transit service in Kona would provide significant alternatives to individual automobile use.
2. **Multi-Modal Transportation.** Taking advantage of Kona's consistently mild climate, a network of interconnected bike lanes, trails, and sidewalks within and outside road right-of-ways would provide a healthy and green alternative to automobile use.
3. **Transit-Oriented Development (TOD).** The development of compact, mixed-use villages which would integrate housing, employment, shopping, and recreation opportunities. Villages would be designed around transit stations/stops which would reduce the need for daily trips and financially support the expanded transit system.
4. **Multi-Purpose Design.** Beyond getting us from one place to another, our transportation corridors are major public spaces that must safely accommodate uses other than vehicular travel.
5. **Safety and Aesthetic Qualities.** Safety and aesthetic qualities need to play a larger role in improving existing and designing future roadways, in order to contribute to Kona's quality of life and tourism appeal.
6. **Affordable Housing.** Affordable housing located near major employment centers would serve to decrease the number of people who fill the roadways commuting long distances to work every day. These housing policies, which recognize their relationship to transportation, are addressed in the Section 4.5: Housing.

4.1.3 Goal, Objectives, Policies, and Actions

Transportation Goal: An efficient, safe, and attractive multi-modal transportation system integrated with land use planning that allows movement around and through Kona with minimal reliance on the automobile.

Objective TRAN-1: Transportation and Land Use. To organize growth on a regional level in Kona, growth should be compact and transit-supportive. Compact mixed-use villages along transit routes provide sufficient densities to support transit feasibility and enable people to meet a variety of daily needs within walking distance.

Policy TRAN-1.1: Official Transportation Network Map. The Official Transportation Network Map shall show proposed transit routes, proposed arterials and collectors, and pedestrian/bicycle paths (see Figures 4-2a to 4-2d). This map shall ~~designate~~ recommend the functional classification of the roadway. The purpose of this map is to show intended interconnections, plan and preserve these corridors, budget public improvements, and provide notice to affected landowners of potential impacts from these projects. As applicable, permit approvals (e.g., rezonings, subdivisions, planned unit developments shall require the dedication of the rights-of-way and/or improvements of proposed roadways shown on the Official Transportation Map which traverse through the applicable project area. When a permitted action occurring along proposed roads depicted on the Official Transportation Network Map requires a TIAR, the extent of dedicated rights of way and/or improvements shall be proportionate to the project's impact.

Action TRAN-1.1a: Adopt[s] Official Transportation Network Map [~~(Enacted by plan)~~].

Action TRAN-1.1b: Update the accuracy of the Official Transportation Network Maps with alignment locations as they are determined through preliminary engineering reports or other plans and/or studies (Figures 4-2a and 4-2b) (PD, on-going).

Policy TRAN-1.2: Trunk Line. The new Keohokālole Highway (Mid-Level Road) shall function as the trunk transit route connecting Kailua Village with the airport, along which transit-oriented developments (TODs) will be located. As the trunk transit route, there ~~will~~ should be future allowance for a dedicated transit-way within the right-of-way. ~~[and the headways will-]~~ The time interval between vehicles moving in the same direction on the same route should be of the [highest]lowest amount [among all transit routes in Kona] (see Figure 4-2a). Subject to consultation with the Mass Transit Agency, developments along this trunk line should, as a condition of approval for rezoning, design roadways to accommodate bus stops and transit stops that are not in the right of way, and set-aside land area for bus transit shelters.

Action TRAN-1.2a: Design and construct Keohokālole Highway (Mid-Level Road) in functional sections.

- 1) Phase I - Palani Road to Kealakehe Parkway
 - a) Design ready (PD, 1-2)
 - b) Construction Ready (DPW, 2-3)
 - c) Construct (DOT, DPW, 3-5)
- 2) Phase II – Kealakehe Parkway to Hina Lani Street
 - a) Design Ready (PD, 1-2)
 - b) Construction Ready (DPW, 2-3)
 - c) Construct (DPW, 3-5)

- 3) Phase III – Hina Lani Street to Ka‘iminani Drive
 - a) Design Ready (PD, 5-10)
 - b) Construction Ready (DPW, 5-10)
 - c) Construct (DPW, 5-10)
- 4) Phase IV – Ka‘iminani Drive to University Drive
 - a) Design Ready (Private, 1-2)
 - b) Construction Ready (Private, 3-5)
 - c) Construct (Private, 3-5)

Policy TRAN-1.3: Spacing of TODs along Trunk Line. Transit-Oriented Development (TOD) Urban Villages ~~[shall]~~should be located a minimum of one mile apart, between major transit stations, along Keohokālole Highway trunk route in order to preserve the transit efficiency of this route.

Action TRAN-1.3a: General locations of TODs have been determined by the Official Kona Land Use Map. (see Policy LU-2.3 and Figure 4-7)~~[-(Enacted by plan)]~~.

Policy TRAN-1.4: Secondary Transit Route. A secondary transit route ~~[shall]~~should connect Kailua Village with Keauhou and also serve the areas mauka of Queen Ka‘ahumanu and Kuakini Highways (see Figure 4-2a). As a secondary transit route, transit ~~[will]~~could share the vehicular travel lane~~[-, and its headways will be equal or less than the trunk route. Any new developments along these routes shall pay their proportionate share for the frontage road costs and provide transit stops or stations.]~~

Action TRAN-1.4a: Establish bus routes on existing streets along the designated Secondary Transit Route (MT, on-going)

Action TRAN-1.4b: Establish bus routes on proposed streets as they are built along the designated Secondary Transit Route (MT, on-going).

Action TRAN-1.4c: Provide bus maintenance facility in the Kona Urban Area (UA) to support the expanded bus service (see Figure 4-10c) (MT, 5-10)

Policy TRAN-1.5: Frontage Road. A frontage road makai of the Queen Ka‘ahumanu Highway, or, if permitted by DOT, within the 300-foot wide Queen Ka‘ahumanu Highway right-of-way between the airport and Honokōhau Harbor ~~[shall]~~should serve as a Secondary Transit Route. It ~~[will]~~would enable the consolidation of Queen Ka‘ahumanu Highway vehicular access points for the developments makai of Queen Ka‘ahumanu Highway.

Action TRAN-1.5a: Design and construct Frontage Road.

- 1) Phase I – Airport to Huliko‘a Drive
 - a) Coordinate design and intersections with the DOT’s Queen Ka‘ahumanu Highway widening (PD, DOT, 1-2)
 - b) Coordinate financing with public and private owners (PD, Fin., 1-2)
 - c) Obtain permit approvals (PD, 2-3)
- 2) Phase II – National Park Service (NPS) Section
 - a) Determine alignment within 300 foot right-of-way or NPS property (PD, NPS, 3-5)
- 3) Connect to Kuakini Highway extension
 - a) Coordinate financing and construction with DLNR/DHHL and QLT (PD, DPW, DLNR/DHHL, QLT, 3-5)

Policy TRAN-1.6: Kailua or Makaeo Village as a Transit Hub. The redevelopment of Kailua [shall] should include a plan to create an intra-Kona transportation service, with Kailua Village or Makaeo Village as the "hub" or transit center. Buses would operate from Captain Cook to the Kailua or Makaeo Village hub. At the hub, buses would intersect with other routes operating from Keohokālole Highway (Mid-Level Road), the frontage road, and other Kona destinations. Transfers for continued travel would be made at this location.

Action TRAN-1.6a: Determine the location, design, and function of the major transit hub (MT, PD, 1-2).

Action TRAN-1.6b: Determine funding and construction schedule (MT, PD, 2-3).

Action TRAN-1.6c: Identify Kailua urban transit routes, including phasing and transfer points (MT, 2-3).

Policy TRAN-1.7: Transit Route to Rural Town Transit-Oriented Developments (TODs). The existing rural towns between Honalo and Captain Cook are encouraged to be redeveloped as TODs with Māmalahoa Highway (Highway 190) functioning as a Secondary Transit Route connecting these villages to Kailua or Makaeo Village.

Action TRAN-1.7a: Establish a route to Kailua or Makaeo Village with enhanced frequency and in coordination with rural paratransit service (MT, 1-2).

Action TRAN-1.7b: Master plan transit stations in coordination with Rural Town redevelopment (MT, PD, 3-5).

Also refer to Policy LU-3.1 and Figure 4.3b.

Objective TRAN-2 Street Network Connectivity. To develop a system of interconnected roads in Kona that will provide alternative transportation routes that will disperse automobile trips and reduce their length, while not compromising the through functions of arterials and major collectors with excessive intersections.

A highly connected transportation system within Kona's Urban Area (UA) serves to do the following:

- (a) provides safe choices for drivers, bicyclists, and pedestrians;
- (b) promotes walking and bicycling;
- (c) connects neighborhoods to each other and to popular destinations, such as schools, parks, shopping, libraries, and post offices, among others;
- (d) provides opportunities for residents to increase their level of physical activity each day by creating walkable neighborhoods with adequate connections to destinations;
- (e) reduces vehicle miles traveled and travel time, thus improving air quality and mitigating the effects of auto emissions on the health of residents and the environment;
- (f) reduces emergency response times;
- (g) increases effectiveness of municipal service delivery;
- (h) restores arterial street capacity to better serve regional long-distance travel needs; and
- (i) provides increased emergency evacuation opportunities.

New development that is not well-connected with existing neighborhoods contributes more cars and creates greater traffic congestion on collector roads. When new development is integrated into existing

street patterns, providing additional choices for movement in and out of the neighborhood, new developments can actually increase connectivity within the region.

Policy TRAN-2.1: Connectivity Standards. Connectivity refers to the directness of links and the density of connections that make up the transportation network. Within the Kona Urban Area (UA) new development shall contribute to this interconnected transportation network of streets, pedestrian, and bicycle access that work to disperse traffic and connect and integrate new development with the existing fabric of the community. Proposals for new development or redevelopment within Kona's UA ~~shall~~ should meet the following connectivity standards:

1. **Maximum Block Size.** In lieu of Hawai'i County Code (HCC) Section 23-29(c), the maximum length of blocks for predominantly residential subdivisions shall be 800 feet, unless unfeasible due to natural topography, protected resources, or surrounding development patterns.
2. **Connection to Adjoining Development.** The road system for new development shall contribute to the local transportation network. To supplement HCC Section 23-40, at a minimum, new subdivisions shall incorporate and continue all collector streets, and selected local streets to adjoining property. If a portion of the stub-out is not improved, the current developer shall improve the stub-out portion, where practicable. Connection to adjoining properties may not be required if seriously constrained by topography or other physical hindrances, or in cases where through travel cannot occur because the property is bounded by development with private streets previously allowed.
3. **Gated Entry.** In the Kona UA, gates will be prohibited across new roadways identified to ~~service~~ connect to the local transportation network, as identified in Figure 4-2a.
4. **Cul-de-sacs Discouraged.** Cul-de-sacs are discouraged based on Policy TRAN-2.1 (1) Maximum Block Size and Policy TRAN-2.1 (2) Connection to Adjoining Property unless construction of a through street is found to be impracticable. ~~[Where cul-de-sacs or dead end streets are allowed, they shall meet the prevailing standards in the Chapter 23 Subdivision Code.]~~
5. **Future Extensions.** Roads serving future transportation interconnectivity will be identified for any proposed subdivision located adjacent to a vacant parcel. Alignment and placement of future extensions and stub-outs shall take into account realignments to proposed roads as a result of resource preservation or other unforeseen obstacles to original road alignments. In the case that impact studies performed for adjacent parcels result in realignment to the proposed roads (Figures 4-2a to 4-2d), future extensions and stub-outs between subdivisions and or parcels shall be collaboratively agreed upon by the developers and appropriate governmental agencies. To supplement HCC Section 23-44, where necessary to give access to or permit a satisfactory future subdivision of adjoining land, or to conform with the Official Transportation Network Map (Figures 4-2a to 4-2d), a street stub-out or pedestrian path improved to the boundary is required unless financially guaranteed to enable the County to coordinate the stub-out construction as a regional project or in coordination with the development of the adjoining property. Applicants submitting preliminary development plans shall provide for feasible extension of selected local streets to adjoining undeveloped properties and eventual connection with the existing street system. Within phased subdivisions, temporary stub-outs shall be required.
6. **Connectivity.** In the Kona UA, all new roads that will serve as part of the interconnecting roadway system shall be dedicated to the County.

Action TRAN-2.1a: Amend[s] Chapter 23 Subdivision Code to incorporate connectivity standards [(Enacted by plan)].

Policy TRAN-2.2: Access Management. To preserve the through functions of arterials and major collectors, driveway access along new arterials and major collectors shall be minimized to the greatest extent consistent with the need to provide access to adjoining property. Access to such adjoining properties shall be planned to occur from local streets, and not from the arterial or collector road, whenever possible. On existing arterials and major collectors, the number of access driveways currently permitted [~~shall~~ should] not be increased, and when development is proposed that would increase the usage of an existing driveway access, every effort should be made to eliminate the driveway access in favor of access at an existing or planned intersection. Four-way intersections with arterials and major collectors [~~shall~~ should] be permitted only as shown on the Official Transportation Network Map (Figures 4-2a to 4-2d), in order to preserve the through functions of arterials and major collectors.

Action TRAN-2.2a: Update the Official Transportation Network Maps with intersection locations as they are determined through preliminary engineering reports or other plans and/or studies (Figures 4-2a and 4-2b) (PD, on-going).

Objective TRAN-3. Multi-Modal System. To develop a multi-modal transportation system to encourage walking, biking, transit, and other non-vehicular modes of travel. A multi-modal system needs to be attractive, safe, comfortable, convenient, accessible, environmentally friendly, and affordable. Such a system would reduce congestion, improve air quality, reduce fuel consumption, and increase healthy activity. Not only would the system enhance the mobility of the elderly and youth, who do not drive, it would also make it possible for residents to divert automobile ownership expenses to other daily needs, such as a homeownership mortgage or insurance. The network could connect pathways within and outside of street rights-of-way. The system should provide convenient transfers between modes of transportation.

Policy TRAN-3.1: Street Standards. County street standards should be pedestrian-friendly, safely accommodate bicycles, accessible to the disabled, and appropriate for its surrounding land use context.

Action TRAN-3.1a: Complete on-going effort to revise County of Hawai'i Street Standards (PD, 1-2).

Policy TRAN-3.2: Public Right-of-Way Maintenance. Recognizing that the County is not currently staffed or equipped to maintain landscaping within street rights-of-ways, a combination of new and existing tools, both public and private, [~~shall~~ should] be developed to implement a landscaping maintenance program.

Action TRAN-3.2a: Determine staffing and equipment requirements for landscaping maintenance program (DPW, PD, 1-2).

Action TRAN-3.2b: Identify financing tools for maintenance programs through public financing plan (DPW, PD, Fin., 2-3).

Action TRAN-3.2c: Implement financing plan for maintenance programs (DPW, PD, Fin., 2-3).

Policy TRAN-3.3: Right-of-Way Landscaping. Recognizing that the availability of water should dictate the nature of landscaping within public rights-of-way, lush landscaping [~~shall~~ should] be provided on streets where reclaimed wastewater will be available for irrigation as noted on the Official Public Facilities

and Services Map (see Figure 4-10c), and xeriscape landscaping [~~shall~~ should] be the preference where reclaimed wastewater is not available.

Action TRAN-3.3a: Designate[s] the reclaimed wastewater zone on Figure 4-10c Official Public Facilities and Services Map [~~(Enacted by plan)~~].

Action TRAN-3.3b: Establish list of recommended vegetation, in consultation with the Kona Outdoor Circle, as an amendment to the County of Hawai'i Street Standards (PD, DPW, 2-3).

Policy TRAN-3.4: Retrofit of Existing Streets. To the extent practicable, pedestrian improvements and/or bicycle accommodations [~~shall~~ should] be added to existing public streets when repaving or doing other repair or maintenance work, especially on those streets identified for such multi-modal purposes in the Official Transportation Network Map (see Figure 4-2b).

Action TRAN-3.4a: Identify high priority retrofits and coordinate with DPW (PD, DPW, 2-3).

Action TRAN-3.4b: Obtain DPW's repaving and repair project schedule and coordinate retrofits in conjunction with those projects (DPW, PD, 2-3).

Policy TRAN-3.5: Safe Routes to Schools. Every public elementary school in Kona [~~shall~~ should] have a Safe Routes to School program.

Action TRAN-3.5a: Identify high priority routes in coordination with DOE, DOT and DPW (DPW, DOE, DOT, PATH, 3-5).

Policy TRAN-3.6: Multi-Modal Network. The Official Transportation Network Map (Figures 4-2a to 4-2d) shall designate a system of pedestrian and bicycle paths to use as a guide for street design, public improvements, and subdivision improvements. [~~Recognizing that the appropriate type of facility may evolve, the Implementation Committee (see Chapter 5) shall have the authority to change the designated type and maintain such changes on a database.~~] The Action Committee may recommend amendments to the Official Transportation Network map.

Action TRAN-3.6a: Designate multi-modal paths (pedestrian and bicycle) (DPW, PD, on-going).

Policy TRAN-3.7: Traffic Calming Standards. In order to slow traffic for pedestrian safety or comfort, standards for traffic calming [~~shall~~ should] be included, as part of the County of Hawai'i Street Standards.

Action TRAN-3.7a: Develop criteria for selecting and determining appropriate traffic calming tools as part of the on-going revision of the County of Hawai'i Street Standards (DPW, PD, 2-3).

Policy TRAN-3.8: Inter-Modal Connections. To facilitate the transfer between modes of travel:

1. Automobile/Transit and Bike/Transit Transfer. Park and ride facilities are desirable and must be built to ameliorate the traffic congestion in Kona. A transit station or transit hub [~~will~~ should] be located within each of the TODs, as shown in the Official Transportation Network Map (Figures 4-2a to 4-2d). Park and ride facilities [~~will~~ should] be provided in the vicinity of the transit station and transit hub. Park and ride facilities [~~shall~~ should] include storage for bicycles.

2. Ground/Air Transfer. The transit and bicycle network shown on the Official Transportation Network Map (Figures 4-2a to 4-2d) [~~shall~~ should] provide connections from major residential areas to the airport. The Kona International Airport's Master Plan should include accommodations for transit and bicycles.
3. Bike/Transit Transfer and Beach Accommodation. To the extent feasible, public transit should have the ability to carry bicycles and surfboards.

Action TRAN-3.8a: Master plan, design, and construct park and ride facilities (MT, 1-2).

Action TRAN-3.8b: Coordinate inter-modal connection with Kona International Airport Master Plan (MT, PD, DOT, on-going).

Action TRAN-3.8c: Investigate beach service options (MT, 1-2).

Objective TRAN-4 Non-Structural Solutions to Manage Congestion. To manage peak-hour traffic using a diversity of non-structural approaches in order to reduce congestion on Kona roads, while acknowledging that building new roads is only one of many needed solutions.

Policy TRAN-4.1: Transportation Demand Management (TDM) Solutions. The County government [~~will~~ should] educate its community on the value of a rideshare program and provide incentives towards its use; the County [~~will~~ should] encourage flexible hours among its staff and workers and educate by example; or the County [~~will~~ should] encourage the community to reach and adopt innovative solutions to transportation demand.

The community [~~will~~ should] recognize all employers in Kona who do their part to either, participate in the County's Rideshare Program, subsidize transit costs for their employees, provide flexible work hours or work-at-home options, or use other innovative programs to reduce reliance on the automobile for work-related trips.

Action TRAN-4.1a: Implement Rideshare Program for County employees (MT, Mayor's, 2-3).

Action TRAN-4.1b: Identify major employers to initiate TDM programs (MT, 2-3).

Policy TRAN-4.2: Commuter Transit Service. Express bus commuter routes and schedules should be provided to major employment centers.

Action TRAN-4.2a: Evaluate work shifts of major employers in relation to existing bus schedules and routes (MT, 1-2).

Action TRAN-4.2b: Request major employers to contribute toward subsidizing commuter transit service (Businesses, 1-2).

Policy TRAN-4.3: Managed Parking. New construction in Transit-Oriented Developments (TODs) ~~shall~~ should provide parking in accordance with the Village Design Guidelines in Attachment B, which were designed to limit parking as a means of discouraging automobile trips to TODs. The public improvements program, as part of the TOD Master Plan, centralized public parking facilities ~~shall~~ should be included. Public parking fees should be set low enough to be affordable yet high enough to discourage automobile use.

Action TRAN-4.3a: Identify centralized public parking as part of the TOD Village Master Plans (PD, developers, on-going).

Action TRAN-4.3b: Identify centralized public parking as part of the Kailua Redevelopment Plan (PD, KVBID, on-going).

Action TRAN-4.3c: Investigate appropriate parking fees (PD, KVBID, 1-2).

Objective TRAN-5 Rural Transit. To provide a paratransit system for Kona – with emphasis on mauka areas and South Kona recognizing that a rural population cannot support an urban transit system.

Policy TRAN-5.1: Paratransit. An affordable public paratransit system ~~shall~~ should serve the general public of South Kona (i.e., it should not be restricted by age or disabilities).

Action TRAN-5.1a: Establish fares for seniors, disabled, students, and general public. (MT, 1-2)

Action TRAN-5.1b: Commence shuttle service using mini-vans and small buses (i.e. Handi-Van) (MT, 1-2).

Action TRAN-5.1c: Modify shared ride taxi program to use coupons for the first nine (9) miles and to allow starting the meter after nine (9) miles (MT, 1-2).

Objective TRAN-6 Concurrency. To manage the timing of growth so as to avoid overloading the arterial system.

Policy TRAN-6.1: Official Concurrency Map. Concurrency requirements shall be determined by HCC §25-2-46 and be generally consistent with the Official Concurrency Map, and be informed by a TIAR when applicable. Note: while the Concurrency Map is “Official”, the proposed road alignments that have not yet been built, are only conceptual as the topography, or possible environmental and cultural resource mitigation measures may require these alignments to be adjusted.

~~[The Kona UA shall be designated as a “critical road area”, as defined in HCC 25-2-46. Rezoning within the Kona UA shall comply with the Official Concurrency Map (see Table 4-1 and Figure 4-3), which identifies the road segments to be constructed concurrent with occupancy of units as the minimum “area mitigation”, as defined in HCC 25-2-46(Zoning Code).~~

The Official Concurrency Map assumes:

- ~~1. The widening of Queen Ka’ahumanu Highway to four lanes from the Kona International Airport to Henry Street, and~~
- ~~2. Completion of the Māmalaha Bypass Road to the Napo’opo’o junction.~~

~~Any rezoning outside of a designated TOD within the Kona UA approved prior to completion of the Queen Ka'ahumanu Highway widening to the Airport shall restrict occupancy until this widening project is completed. Any rezoning in South Kona approved prior to the completion of the Māmalahoa Bypass Road shall restrict occupancy until this bypass project is completed. This policy does not apply to projects exempt under concurrency provisions in HCC Section 25-2-46 (e.g. affordable housing).~~

~~The Concurrency Map shall distinguish the current planning status of the corridor alignment. Table 4-1 shows the roadway corridors that shall be built concurrently within the concurrency zone and/or TOD Village. Other roadway corridors shown on the Concurrency Map, but not listed in Table 4-1 are part of the proposed roadway network, but are not critical to concurrency determinations.]~~

Action TRAN-6.1a: Adopt[s] Concurrency Map[~~(Enacted by plan)~~].

Policy TRAN-6.2: Prioritized Road Improvements. In order to rectify existing deficiencies and influence the pattern of future growth and new roads, the following are priorities:

- Kuakini Highway widening (State)
- Kahului-Keauhou Parkway
- Māmalahoa Bypass (completed)
- Keanalehu Street-Manuwale'a Street (completed)
- Keohokālole Highway (Mid-Level Road), Phase I Palani to Kealakehe Parkway (completed)
- Kamanu Street Extension
- La'aloa Street Extension (completed)
- Lako Street Extension
- Keohokālole Highway (Mid-Level Road), Phase II, Kealakehe Parkway to Hina Lani Street (completed)
- Nani Kailua Street Extension
 - a. Makai section (Kuakini Highway to Ali'i Drive)
 - b. Mauka section (Hualālai Road to Kuakini Highway)
- Kealaka'a Street Extension
- Keohokālole Highway (Mid-Level Road), Phase III, Hina Lani Street to Ka'imīnani Drive
- Hienaloli Street Extension
- University Drive

Action T- 6.2a: Develop financing plan for streets according to the priorities listed in Policy TRAN-6.2 (PD, DPW, Fin., 1-2).

Table 4-1 Concurrency <u>Roadway Description</u> Table	
Concurrency Zone	Roadway and ID No.
A	4A – Queen Ka’ahumanu Frontage Road [and provide adequate access to Queen Ka’ahumanu Frontage Road.] (Keāhole Road to Huliko’a Drive)
B	1 – University Drive Extension (Māmalahoa Highway to Keohokālole Highway, a.k.a Mid-Level Road) 2 – University Drive (Ma’alea Drive to Queen Ka’ahumanu Highway) 3A – Main Street (Ka’iminani Drive to University Drive) 6A – Keohokālole Highway, (University Drive to Ka’iminani Drive) 7 – Kealaka’a Street (Kukuna Street to north end) [and/or provide adequate interconnectivity to surrounding area]
University Village	2 – University Drive (Ma’alea Drive to Queen Ka’ahumanu Highway) 3A – Main Street (Ka’iminani Drive to University Drive)
Kalaoa Village	None (infill)
C	Connection between Kaiminani Drive and Hina Lani Street: 3B or 5B/5A or 5B/6B 3B – Main Street (Ka’iminani Drive to Hina Lani Street) 5A – Keohokālole Arterial 5B – Keohokālole Highway (Keohokālole Arterial to Hina Lani Street) 6B – Keohokālole Highway (Kapuahi Street to Keohokālole Arterial)
D	9A – Kealaka’a Street (Extend Holoholo Street to Hina Lani Street)
Kaloko Makai Village	5B – Keohokālole Highway (Keohokālole Arterial to Hina Lani Street) [(portion within development project)] 5C – Keohokālole Highway (Hina Lani Street to Kealakehe Parkway) (<u>completed</u>) 5D- Keohokālole Highway (Kealakehe Parkway to Palani Street) (<u>completed</u>)
E	None
F	3C - Kamanu Street Extension (to Kealakehe Parkway)
Honokohau Village	5D- Keohokālole Highway (Kealakehe Parkway to Palani Street)
continued on next page	

Table 4-1 (continued) Concurrency Table	
Concurrency Zone	Roadway ID No. and Name
G	5B – Keohokālole Highway (Keohokālole Arterial to Hina Lani Street) [[portion within development project]] 5C – Keohokālole Highway (Hina Lani Street to Kealakehe Parkway) <u>(completed)</u> 5D- Keohokālole Highway (Kealakehe Parkway to Palani Street) <u>(completed)</u>
Keahuolu Village	5D- Keohokālole Highway (Kealakehe Parkway to Palani Street) <u>(completed)</u> 18 – Makala Blvd. Extension ([any development] <u>mauka or makai</u> of 5D)
H	9B – Kealaka’a Street (Hina Lani Street to Kealakehe Parkway) 9C – Kealaka’a Street (Kealakehe Parkway to Hao Kuni Street)
I	4B– Kuakini Extension Collector (Kealakehe Parkway to Old Airport)
Makao Village	4B– Kuakini Extension Collector (Kealakehe Parkway to Old Airport)
Kailua Village Redevelopment	None (infill)
Pua’a-Wa’iaha Village	19C – Kakalina Street Extension (Nani Kailua Drive to Puapua’anui Street)
Kahului- Puapua’a Village	29 – Puapua’anui Street Extension
J	5D- Keohokālole Highway (Kealakehe Parkway to Palani Street)
K	19A-Kakalina Street Extension (to Puapua’anui Street)) 19B-Kakalina Street Extension(E. Kakalina Street to 19A) [[any development south of Malulani Drive]] 20 – Hienaloli Street Extension (Palani Street to Keolani Drive) 21-Connector 4 (Hienaloli Street Ext. to Kakalina St. Ext.)
L	30A – Kahului-Keauhou Parkway (Lako Street to Kuakini Highway) 31 – Lako Street Extension
M	30B – Kahului-Keauhou Parkway (Lako Street to Kamehameha III Road) 31 – Lako Street Extension 32 – La’aloa Street Extension <u>(completed)</u>
Kahalu’u Makai Village	30B – Kahului-Keauhou Parkway (Lako Street to Kamehameha III Road) 33 – Connector 9 34 – Connector 10

4.2 LAND USE

The Land Use section of the Kona CDP serves as policy guide for County decisions regarding physical development. It establishes a ~~physical~~ suggested framework for future growth by identifying the County's major policies concerning the type and location of future development in order to meet the goals and objectives of the Kona CDP.

4.2.1 Existing Conditions

The County of Hawai'i General Plan Land Use Pattern Allocation Guide (LUPAG) controls long-term land use pattern in this County. Figure 4-4 shows the LUPAG designations for the Kona area. Figure 4-5 simplifies the LUPAG map to show the areas designated for urban development (High Density Urban, Medium Density Urban, Low Density Urban, Industrial, Resort Node, Resort, and University), urban expansion, rural, and open areas (Important Agricultural, Extensive Agricultural, Orchards, Conservation, and Open).

The zoning designation is a more detailed control of land use. The zoning and LUPAG should be consistent. For example, for the LUPAG High Density Urban designation, consistent zoning designations include commercial (CG-commercial general, CV-commercial village), multi-family residential (RM), or mixed-use (RCX). Figure 4-6 shows the areas zoned for urban development. The areas on the LUPAG that are designated for urban development or urban expansion (as shown in Figure 4-6), but not currently zoned for urban development, are potential areas for rezoning.

Comparing the LUPAG and zoning maps, the amount of potential land available for rezoning far exceeds the amount of land needed to accommodate future growth projections. This excess could encourage a low-density sprawling growth pattern. In fact, this has been the past trend. Kona experienced a significant increase in land development from the mid-1990's to the present. The rate of land consumption exceeded the rate of housing production. In the period between 1995 and 2005, the amount of developed land increased by 3,582 acres at a rate of over 350 acres annually. Developed land increased at a rate of 9% annually, while population increased at a rate of 2.4% annually, and housing units increased at a rate of 5.5% annually. Land in Kona is being developed at a rate that is nearly 4 times population growth and almost 2 times housing unit growth.

These land use trends are helping to define Kona's land use policies and strategies:

- **Competing Values for Coastal Land.** As a limited and valuable resource in Kona, policies need to balance competing opportunities for environmental protection, economic development, and public open space.
- **Affordable Housing.** The quality of the neighborhoods, and housing stock within them, are key indicators of a high quality of life. The insufficient and aging housing stock, and increasing demands for alternative housing types, will continue to be important trends influencing policies.
- **Mixed-Use Developments.** There is a growing demand for development that is mixed-use, well-designed, walkable, and higher density. These developments are an important opportunity for redevelopment, infill, and new developments in strategic areas.
- **Public-Private Partnership.** The lack of public infrastructure, coupled with the desire to maintain healthy neighborhoods and business areas, support the need for the County to work with the

private sector in the land development process. Growth and change in Kona will be the result of public and private partnerships.

- **Emphasis on Redevelopment.** To preserve open space, existing developments are expected to be infilled and redeveloped.
- **Emphasis on Rural Character and Agriculture.** There is a long-standing need to protect the rural lifestyle of Kona, which includes mauka Villages and surrounding agricultural lands and open space.

Related trends can also be found in the Section 4.5 Housing.

4.2.2 Overall Strategy

The current application of State and County land use regulations is not necessarily an integrated approach. The preference to encourage future urban and rural growth to occur in the form of compact, village-style development was a very strong message from the public meetings. The Kona CDP provides an integration mechanism as a means to avoid the current trend toward sprawling lot-density developments, disconnected subdivisions and business centers, and a general decline in the quality of life that people believe reflects the “Kona Way of Life.”

The overall land use strategy is to proactively implement public policy through a regional framework for growth. While respecting landowner entitlements, this framework provides additional direction so that individual planning decisions are made as part of a larger, integrated program for achieving an efficient growth pattern, optimizing investment in services and infrastructure, protecting the natural environment and cultural resources, and creating opportunities to enhance the quality of life for Kona's residents.

Such a framework provides greater certainty and predictability for the community, government, and private sector, allowing all three to participate in a synchronized move towards a mutually planned future.

~~[The legally binding policies in t]~~ This section, as defined in 4.0 Goals, Objectives, Policies and Actions, do not override or invalidate existing zoning. ~~[Such legally binding]~~ These policies, however, ~~[shall]~~ may be implemented ~~[with new]~~ through a combination of changes of zone, time extensions on existing zoning requiring County Council action, state land use boundary amendments, ~~[and]~~ Special Management Area (SMA) permits, and/or approved project districts (HCC 25-6-40) when applicable. ~~[Where such policies modify subdivision standards and requirements, they would only apply to subdivision applications received after the effective date of the ordinance enacting the Kona CDP.]~~ Variances to ~~[policies modifying]~~ subdivision standards and requirements may be applied for in accordance with the standards and procedures set forth in the Subdivision Code.

Establishment of priorities for the investment of public resources for new infrastructure and services will be linked to the regional land use framework to the extent practicable.

The regional land use framework, restated from the Guiding Principles (Section 3.2) is as follows:

- **Urban Area.** Most of the future growth in Kona will be directed to an Urban Area (UA) defined in the Official Kona Land Use Map (Figure 4-7). Within this Kona Urban Area, growth would be directed to compact villages located along proposed transit routes or to infill areas within, or adjacent to, existing development. The general locations of these villages are within the Growth Opportunity Areas (GOAs) identified during the public meetings that evolved into the Transit-Oriented Developments (TODs).

- **Rural Area.** Outside of the Kona Urban Area, the character of the rural areas should prevail. This means that limited future growth should be directed to the existing rural towns and villages in a way that revitalizes and enhances the existing rural lifestyle and culture of those communities. Outside of these towns and villages, the protection of important agricultural land is a priority objective. Protecting these lands requires regulations and incentives that will keep these lands available for agricultural use. Any development outside of the rural towns and villages should be directed to suitable areas that are not important for agriculture, in clustered patterns that will optimize the preservation of rural open space.
- **Land Use Pattern Allocation Guide (LUPAG) Map.** Within and outside the Kona Urban Area, the LUPAG map designates areas for resort, high density urban, medium density urban, low density urban, industrial, and university areas. The plan supports these existing designations. Any amendments to the LUPAG map not consistent with the Figure 4-7 Official Kona Land Use Map would be contrary to the land use framework envisioned by this plan.
- **Green Areas.** The areas where growth should not occur also determines the framework and pattern of growth. These areas are identified and discussed in Section 4.3 Environmental Resources.

The following “tools” are used to conform growth to the land use framework:

1. To encourage growth towards the Transit-Oriented Developments (TODs):

- a) **Design Flexibility.** To collaboratively learn and apply the best available practices, a Design Center (see Policy LU-4.1) will provide an inviting venue to brainstorm ideas among applicants, government officials, and community members. The Village Design Guidelines (Attachment B) provide the minimum standards for TODs/TNDs, but do not rigidly constrain creativity.
- b) **[Streamlined Permit]Coordinated Processing.**
 - ~~For projects reviewed by the Design Center, a planning staff member may be assigned to help coordinate permit approvals for the proposed project’s application process. [Flexible approval. The Official Kona Land Use Map (Figure 4-7) approximately locates the TODs, but it does not change the existing zoning until a rezoning with an approved master plan for the TOD defines the metes and bounds of this TOD. In other words, the TODs are “floating” zones that subsequently need to be anchored by rezoning to a specific area. However, as long as the proposed rezoning conforms with the Kona CDP in terms of general location and concept, the legislative rezoning approval should be expedited. Subsequent refinements in the master plan can then be done by administrative approval.]~~
 - ~~[Concurrent environmental review. An Environmental Assessment (EA) or Environmental Impact Statement (EIS), usually triggered by use of public lands or public funds, will accompany the master plan and will be reviewed at the same time. By doing the environmental review at the master plan level, subsequent projects within the TOD will be relieved of this requirement.]~~
 - ~~[Concurrent State Land Use Boundary Amendment. In cases where a State Land Use Boundary Amendment is necessary, the County will assist with the petition and processing.]~~
 - ~~[Permit coordination. For those applicants who use the services of the Design Center, a County employee will be assigned to assist in identifying the various permit~~

~~requirements, suggest a work plan to coordinate the permit requirements, and follow through with various agencies to avoid delays.]~~

- c) **Increased Range of Permitted Uses and Densities.** As an incentive, the TODs substantially increase the permitted uses and densities over the existing zoning. In partial return for this additional density, the master plan will need to incorporate a minimum level of affordable housing (discussed further in the Section 4.5 Housing), provide a variety of open spaces within the TOD, and preserve open space around the TOD, in perpetuity.
- d) **Prioritized Essential Infrastructure.** Government capital improvements programs~~[-will]~~ may give priority to servicing the TODs, particularly with regard to roads, water, and sewer (discussed further in Section 4.6 Public Facilities, Infrastructure and Services). Where regional drainage systems are appropriate, the County~~[-will]~~ may coordinate such improvements.
- e) **Public Financing of Infrastructure.** In recognition of the regional benefits of major roads and transit stations, these types of improvements within TODs~~[-shall]~~ should be funded with general revenue funding sources.
- f) ~~**[Concurrency Requirements.** The TOD Village Master Plan will control the provision of infrastructure relative to build out. Therefore, the countywide concurrency requirements will be met for projects within TODs.]~~
- g) ~~**[Vested Rights.** A TOD Village Master Plan, based on the Village Design Guidelines (Attachment B), will be built out over a number of years. Investors require certainty; in return, the community and government expect performance on promises. The reciprocal commitments set forth in the master plan would be secured by a development agreement that will include a Phasing Plan. The agreement will specify the developers commitment to provide certain public facilities. In return, government will provide a commitment to complete certain public infrastructure by a certain date.]~~
- h) **Redevelopment Authority.** In order to spur the redevelopment of Kailua Village as a TOD, redevelopment can be stimulated and coordinated by either an expanded business improvement district or the establishment of a redevelopment authority.

2. To encourage village-style development outside of TODs within the Urban Area:

- a) **Already Zoned.** For undeveloped areas already zoned residential, commercial, or industrial, the intent is to encourage a more creative mix of uses and density, by clustering to create open spaces and pedestrian-oriented streetscapes. ~~[The Kona CDP creates an overlay zone for these areas to allow an administrative review of a master plan consistent with Village Design Guidelines.]~~
- b) **Need Rezoning.** For areas zoned agricultural within the Kona Urban Area (UA), a new type of Project District (as defined in the Chapter 25 Zoning Code)~~[-is]~~ should be created called the Traditional Neighborhood Development (TND). ~~[Although rezoning through a legislative process is required, the advantages would be similar to a TOD: design flexibility, concurrent environmental reviews and State Land Use Boundary Amendments, Design Center services, increased range of permitted uses and density, concurrency waivers, development agreement options to negotiate public improvements commitments and other terms.]~~

3. To encourage rural clustered~~[-subdivisions]~~ PUDs:

- a) ~~[Streamlined]~~ **Coordinated Processing.** ~~[By following the Clustered Rural Subdivision Guidelines (Attachment C), many issues are pre-settled and therefore a shorter definite permit processing time period is justified. The master plan approval also serves as the tentative subdivision approval. By using the Design Center, the applicant also receives the benefit of a county employee assigned to assist with permit coordination.]~~ For projects reviewed by the Design Center, a planning staff member may be assigned to help coordinate approvals for the proposed project.
- b) **Alternative Standards.** The Clustered Rural Subdivision guidelines provide options for alternate road and wastewater standards.

4.2.3 Goals, Objectives, Policies, and Actions

Land Use Goal: Public policies set the foundation and framework within which the community and private sector work collaboratively towards a shared vision of concentrating growth within urban villages in North Kona, preserving rural character and agricultural lands, protecting significant natural and cultural resources, providing a range of housing opportunities, and a process to constructively, efficiently, and fairly achieve these ends with the best practices and quality.

Objective LU-1: Overall Growth Pattern. To identify areas where higher intensity growth areas should occur and areas where the rural character and open space along the shoreline should be preserved.

Policy LU-1.1: Official Kona Land Use Map. The Official Kona Land Use Map (see Figure 4-7) shall define the Kona Urban Area (see Policy LU-1.2) and the general locations, spacing, and type of TOD Villages (see Policies TRAN-1.3 and LU-2.3).

Action LU-1.1a: Adopt[s] Official Kona Land Use Map~~[-(Enacted by plan)]~~.

Policy LU-1.2: Urban Area. The majority of future growth in Kona shall be directed to the Kona Urban Area shown on the Official Kona Land Use Map (see Figure 4-7), which spans from the Kona International Airport to Keauhou subject to the policies set forth under Objective LU-2 Urban Area Growth Management.

Action LU-1.2a: Define[s] Kona Urban Area~~[-(Enacted by plan)]~~.

Policy LU-1.3: Rural Area. The rural area consists of the lands outside of the Kona Urban Area. Future growth in this area shall be concentrated within and around the existing LUPAG medium and low density areas, which correspond to the existing rural towns.

Action LU-1.3a: County shall work with State to identify lands that may be appropriate to reclassify from Agriculture to Rural, consistent with Kona CDP Policies (PD, on-going).

Policy LU-1.4: Consistency with Land Use Pattern Allocation Guide (LUPAG). The current LUPAG accommodates the vision and needs for the Kona CDP area planning horizon and should be amended only for compelling reasons. Any rezoning application shall be consistent with the LUPAG.

Policy LU-1.5: Enhanced Shoreline Setback. Beyond the 40 foot shoreline setback regulated by Hawai'i Revised Statutes (HRS) Sections 205A Part III, the County shall explore alternatives (e.g., density transfer based on gross density) for the applicant of a Special Management Area (SMA) Major Permit to dedicate to the government or land trust or encumber as open space for the purpose of realizing a shoreline linear park

along as much of Kona's coastline as possible. Consistent with the Federal Coastal Zone Management Act (CZMA) and County of Hawai'i General Plan policy to retain open space and protect natural resources along with public access to and along the shoreline, it shall be a priority of the County to maintain a minimum of 1,000-foot open space no-build setback for undeveloped lands adjacent to the shoreline, on parcels which currently exceed 1,000 feet in depth, in discretionary land use approvals such as SMA major permits, rezonings, and state land use boundary amendments. Structures makai of this setback should be for public recreation and ocean-dependent facilities such as harbor improvements.

Action LU-1.5a: Review rezoning and SMA applications pursuant to Policy LU-1.4 (PD, on-going).

Action LU-1.5 b: Identify priority shorelines for increased setback as part of Policy ENV-2.1 Open Space Network Program (PD, PR, 1-2).

Policy LU-1.6: 17-Mile Protected Coastline: As part of any discretionary land use approvals such as SMA major permits, rezonings, and state land use boundary amendments, implement the vision of a 17 mile long protected stretch of open coastline from Makaeo north to Kikaua Pt. at the Kuki'o development. Most of this area is already publicly owned and much of it has already been set aside for park purposes. This incorporates the Kaloko-Honokōhau National Historical Park, the portion of Kohanaiki that will be deeded to the County under the terms of the existing SMA permit, the makai portion of O'oma 2, NELHA and state lands makai of the airport runway, to the extent that they can be used for public recreation consistent with the requirements of NELHA and the airport, the Kekaha Kai State Park, and Makalawena. ~~[(Enacted by plan)]~~

Objective LU-2: Urban Area Growth Management. Recognizing that the LUPAG Urban Area is larger than needed in order to accommodate the projected growth within the planning horizon, future growth within the Urban Area shall be encouraged in a pattern of compact villages at densities that support public transit.

Policy LU-2.1: Village Types Defined—Transit-Oriented Developments (TODs) vs. Traditional Neighborhood Developments (TNDs). Both TODs and TNDs are compact mixed-use villages, characterized by a village center within a higher-density urban core, roughly equivalent to a 5-minute walking radius (1/4 mile), surrounded by a secondary mixed-use, mixed-density area with an outer boundary roughly equivalent to a 10-minute walking radius from the village center (1/2 mile). The distinction between a TOD and TND is that the approximate location of a TOD is currently designated on the Official Kona Land Use Map (Figure 4-7) along the trunk or secondary transit route and contains a transit station, while TND locations have not been designated and may be located off of the trunk or secondary transit route at a location approved by a rezoning action.

Action LU-2.1a: Amend[s] Chapter 25 Zoning Code to define TODs and TNDs~~[(Enacted by plan)]~~.

Action LU-2.1b: Conduct public workshop to educate community, including landowners, developers, and the public about TOD/TND Villages (PD, R&D, DC, 1-2).

Action LU-2.1c: Work with landowners, through the Design Center to encourage proposals consistent with Village Design Guidelines (PD, on-going).

Policy LU-2.2: TOD/TND Components. The components of a TOD/TND include Urban Core, Secondary Core, and Greenbelt. A TOD/TND contains a higher density urban core surrounded by a lower density secondary area. A greenbelt ~~[will-]~~should, in turn, surround and define the outer edge of the secondary area. ~~[(Enacted by plan)]~~

1. **Urban Core:** To control the scale and intensity of development within the urban core of a TOD/TND, there shall be two types of urban cores:
 - a. **Regional Center.** Regional centers are intended for mixed use and higher- density residential, retail, commercial, employment, and/or regional one-of-a-kind facilities, such as major civic, medical, education, and entertainment facilities. Regional centers shall be designed around a Commercial Center, which is the focus for the Village and designed to encourage pedestrian activity.
 - b. **Neighborhood Village.** Neighborhood Village Core Areas are intended for predominately residential, public/civic uses, or small-scale neighborhood-oriented commercial uses. The Core's commercial uses are of a small scale and are intended to serve the needs of the Village residents. Neighborhood Village Core Areas shall be designed around a Neighborhood Center. Land uses include recreational space, small-scale public/civic uses, neighborhood oriented retail uses, and mixed-use.
2. **Secondary Area.** TODs/TNDs may be surrounded by more auto-oriented, lower-density areas called "Secondary Areas." The Secondary Areas are within a half-mile of the TOD/TND urban core. These Secondary Areas take advantage of the services within the Urban Core through an interconnected street system with easy access to transit by foot, bike or car. Secondary Areas will be primarily comprised of standard single-family and multi-family neighborhoods. These areas may also provide more land-extensive uses that serve TOD/TND residents, such as schools and community parks. Because of their proximity to the Urban Core, Secondary Areas are ideal for bicycle travel.
3. **Greenbelt.** The Greenbelt is an undeveloped area surrounding the Secondary Area. The Greenbelt is a strategic planning tool to prevent urban sprawl by keeping land permanently open. The purpose of the Greenbelt is to prevent urban sprawl of the TODs/TNDs, prevent neighboring towns from merging into one another, and to preserve the setting and the character of the TODs/TNDs. The Greenbelt may also serve multi-purpose uses, such as for drainage (e.g., flow ways or retention basins), sensitive resource preserves or wildfire protection buffers.

Policy LU-2.3: TODs Identified. To control the spacing of transit stations in support of Policy TRAN-1.2, TOD floating zones, identifying the general location of TODs, ~~[shall]~~should be ~~[limited to the following]~~encouraged, as shown on the Official Kona Land Use Map (see Figure 4-7):

1. **University Village** (Regional Center). The goal is to use the university as a catalyst for complementary commercial opportunities surrounding the campus and to attract students, faculty, and staff to live on or near campus. The university would hopefully be a center for cultural and performing arts, life-long learning, innovation, and workforce development that would benefit the broader community.
2. **Kalaoa Village** (Neighborhood)
3. **Kaloko Makai Village** (Neighborhood)
4. **Honokōhau Village** (Regional Center). The County Civic Center shall be one part of a centralized government service center with surrounding complementary office and retail. The area would

serve as an appropriate location for a regional park that would include active recreation facilities and a multi-purpose auditorium.

5. **Keahuolū Village** (Neighborhood)
6. **Makaeo Village** (Regional Center). A major retail center is planned near the Old Airport Park. As a mixed use village, the plan is to introduce residential uses into the mix, design a complementary relationship to the Old Airport Park, and to integrate a transit hub or major park and ride facility for commuters (primarily resort workers).
7. **Kailua Village Redevelopment** (Regional Center) In recognition of the importance of Kailua Village as the cultural, retail and visitor core of the Kona District, redevelopment of the area shall be a high priority. The majority of Kona's urban affordable housing is located close to the Village Center, but much of this housing is in poor condition. The availability of infrastructure in the Village offers the opportunity to provide new, high density affordable housing for the resident workforce. Redevelopment plans shall consider the following: location of a transit hub, enhanced pedestrian-oriented improvements along Ali'i Drive, centralized public parking strategically located in relation to shuttle routes, and village design guidelines.
8. **Pua'a – Wai'aha Village** (Neighborhood)
9. **Kahului – Puapua'a Village** (Neighborhood)
10. **Kahalu'u Makai Village** (Neighborhood)

Action LU-2.3a: Amend[s] Chapter 25 Zoning Code to define TODs and TNDs[~~-(Enacted by plan)~~].

Action LU-2.3b: Initiate redevelopment plan for Kailua Village. Consider the establishment of redevelopment authority, pursuant to HRS Chapter 53 (Urban Renewal). Partner with the Kailua Village Business Improvement District program in preparing the re-development plan (PD, KVDC, KVBID, 3-5).

Policy LU-2.4: Transit-Oriented Development (TOD) Floating Zones[~~Established.~~] [The~~—~~ Development of TOD[']s are encouraged within the extent and locations of the floating zones shown on the Official Kona Land Use Map (Figure 4-7). These locations are approximate and become fixed pursuant to the Project District rezoning procedures as modified below:

- 1) Minimum land area. The minimum land area for a new community shall be ~~[80 acres]~~ consistent with the zoning code's requirements for project districts, which corresponds to the urban and secondary core, ~~[plus a density transfer area proposed in the master plan to set an urban boundary limit.]~~
- 2) Project District Rezoning Application. In addition to the requirements specified for a Project District application, the application shall include the following:
 - a. Conceptual Master Plan. To the extent practicable, the conceptual master plan shall ~~[conform with the Village Design Guidelines (Attachment B) and]~~ at a minimum address:
 - i. Mix of permitted uses and density;
 - ii. Transportation systems including street layout and standards, transit routes and facilities, and bike and pedestrian pathways;

- iii. Village center public facilities, if any~~[and financing]~~;
 - iv. Infrastructure requirements,~~[financing,]~~ and timing;
 - v. Neighborhood park and public space standards;
 - vi. Phasing plan;
 - vii. Calculation and treatment of density transfer area, if any;
 - viii. ~~[Planning process, including extent of consultation with the Design Center.]~~
- b. A County environmental report; provided that a County environmental report shall not be required where an environmental impact statement or an environmental assessment and negative declaration have been prepared and issued in compliance with chapter 343, Hawai'i Revised Statutes, as amended. [An environmental report meeting the requirements of HRS Chapter 343.]
- 3) ~~[Expedited Review. Within ninety (90) days after a project district application has been accepted by the Planning Director, the Director shall forward the application to the Planning Commission.]~~
- 4) ~~[Environmental Review Concurrent Processing. The Planning Director shall enable and allow the applicant to concurrently process the environmental document according to the procedures of HRS Chapter 343.]~~
- 3) ~~[5-]State Land Use Boundary Amendment Concurrent Processing. If a State Land Use District Boundary Amendment is necessary, the Planning Director may accept the application, review the application to determine consistency with the decision criteria below, suspend the processing of the Project District until a decision is made by the State Land Use Commission, and express the County's support of the application before the State Land Use Commission as consistent with the Kona CDP and County of Hawai'i General Plan. The Project District process may then immediately resume upon favorable approval by the State Land Use Commission.~~
- 4) ~~[6-]Development Agreement. Concurrent with or subsequent to the adoption of a project district ordinance, a [A-]development agreement pursuant to Hawai'i County Code may be used to memorialize reciprocal agreements among the several parties responsible for implementing the plan, including the County, and thereby vest the rights as set forth in the Development Agreement.~~
- 5) ~~[7-]Planning Commission Review. Section 25-6-44 of the Hawai'i County Code along with Planning Commission Rules shall dictate the timing and procedures of the Planning Commission's review and processing of a project district application. [Within sixty (60) days after receipt of the application from the Planning Director, unless a longer period is agreed to by the applicant, the Planning Commission shall transmit the proposed project district ordinance together with its recommendation thereon through the Mayor to the County Council. The Planning Commission shall recommend approval in whole or in part, with or without modifications, or rejection of such proposal, based on the following criteria:]~~
- a. ~~[Extent to which the master plan meets the intent and objectives of the Village Design Guidelines;]~~
 - b. ~~[Extent, inclusiveness, and mix of affordable housing;]~~
 - c. ~~[Feasibility of the infrastructure financing plan;]~~
 - d. ~~[Effectiveness of concurrency controls;]~~

- e. ~~[Compatible linkages and relationships to surrounding areas;]~~
 - f. ~~[Effectiveness in optimizing and protecting open space within the density transfer area.]~~
- 6) ~~[8-]~~Rebuttable Presumption. The Planning Director, Planning Commission, and County Council ~~[shall]~~should review the TOD application with a rebuttable presumption that the project furthers the intent of Chapter 25 Zoning Code and is consistent with the goals, objectives, and policies of the County General Plan and Kona CDP, provided that the proposed location is generally consistent with the Official Kona Land Use Map and the conceptual master plan consistent with the Village Design Guidelines. This rebuttable presumption does not apply to a TND application since the general location of a TND has not been determined by the Kona CDP
- 7) ~~[9-]~~Amendments. Amendments to the master plan shall be processed~~[-administratively by approval of the Planning Director, unless the changes are significant as determined by the Planning Director]~~ in the same manner as the project district enabling ordinance, unless the council in the project district ordinance authorizes the amendments to be made by the director.

Action LU-2.4a: Amend[s] Chapter 25 Zoning Code to establish TOD floating zone project district ~~[(Enacted by plan)].~~

Policy LU-2.5: Village Design Guidelines. The Village Design Guidelines in Attachment B should be used as a guide ~~[apply-]~~to the development of conceptual master plans for TODs and TNDs, as well as subsequent projects or site plans implementing the conceptual master plans. The intent of the Village Design Guidelines are to do the following:

1. Promote transit-oriented and pedestrian-oriented development, to increase transit use, to manage traffic congestion,
2. Encourage mixed-use, compact development that is pedestrian in scale and sensitive to environmental characteristics of the land, and facilitates the efficient use of public services;
3. Have residences, shopping, employment, and recreational uses located within close proximity with each other and efficiently organized to provide for the daily needs of the residents;
4. Provide for a range of housing types and affordability within pedestrian-oriented, human-scale neighborhoods;
5. Incorporate natural features, open space, and cultural features;
6. Provide efficient circulation systems for pedestrians, non-motorized vehicles, and motorists that serve to functionally and physically integrate the various land use activities; and
7. Promote strong neighborhood identity and focus.

The Village Design Guidelines~~[establish]~~ suggest:

1. An acceptable mix of uses for regional centers, neighborhood core areas, and secondary areas;
2. Minimum as well as maximum residential densities;
3. Non-permitted uses in the urban core that are primarily automobile-dependent that detract from a walkable town center;
4. Pedestrian-oriented street standards, supplementing County of Hawai'i Street Standards;

5. Nomenclature of public facilities and siting criteria that serve as the town focus;
6. Density transfer calculation methodology; and
7. Transportation standards.

Action LU-2.5a: Adopt~~ion of~~ Village Design Guidelines (Attachment B)~~[-(Enacted by plan)]~~.

Action LU-2.5b: Continually improve and refine the Village Design Guidelines (PD, DC, on-going).

Policy LU-2.6: TOD/TND Public Infrastructure and Facilities. To encourage the development of TODs and TNDs, public financing sources ~~[shall]~~should pay 100% for:

- Major proposed trunk transit route,
- A transit station (or transit station component if the transit station is part of a private mixed-use project) within the Urban Core,
- A major park or plaza within the urban core.

In the preparation of the conceptual master plan, the applicant ~~[shall]~~should coordinate the input of appropriate agencies to identify sites and financing of appropriate public facilities such as schools, libraries, and post offices, with respective financial commitments between public and private sources documented in the master plan. The County water allocation and capital improvement policies in Section 4.6: Public Facilities, Infrastructure and Services, Policy PUB-4.1 ~~[shall]~~should further support the development of the TODs.

Action LU-2.6a: Negotiate the respective cost-sharing of the appropriate public facilities (DC, applicants, on-going).

Action LU-2.6b: Program funding of major transit routes, transit stations, and major parks within urban core in coordination with proposed TOD build-out (PD, Fin., on-going).

Policy LU-2.7: Traditional Neighborhood Development (TND) Floating Zone Established. Where-as the locations of TODs are conceptually determined by the Official Kona Land Use Map, the locations of TNDs are proposed by applicants outside of the TODs within the Kona Urban Area (UA). Because of the need to review the specific suitability at the time of proposal, TND floating zones shall not have the rebuttable presumption of a TOD; otherwise, rezoning procedures shall be the same as a TOD Project District.

Policy LU-2.8: Development Outside Transit-Oriented Developments (TODs), but within the Kona Urban Area. Development outside the TODs, but within the Kona UA, may occur as follows:

1. Existing Zoning

- a. TND Overlay. Any project greater than 20 acres on land zoned Single-family residential (RS), Multiple residential (RM), Residential-Commercial Mixed Use (RCX), General Commercial (CG), Village Commercial (CV), or Neighborhood Commercial (CN), shall be permitted to develop as a neighborhood TND following the procedures for a PUD and the Village Design Guidelines.
- b. Non-TND Projects. Any project may be developed in accordance with the existing zoning, subject to the following requirements:
 - i. Parks (see Policy PUB-6.2.)

- ii. Affordable Housing. Resale restrictions on affordable units built in compliance with HCC Chapter 11 (see Policy HSG-5.2).
- iii. Street Standards. Connectivity standards (see Policy TRAN-2.1), street standards (see Policy TRAN-3.1), and traffic calming standards (see Policy TRAN-3.7).
- iv. Wastewater. Priority sewer area (see Policy PUB-4.4).
- v. ~~[Concurrency. The requirements of Hawai'i County Code Section 25-2-46 and Policy TRAN-6.1.]~~
- v. ~~[vi.]~~Sensitive Resources. Survey of potential sensitive resources (see Policy ENV-1.5).

2. Rezoning

- a. TND. Any project greater than 20 acres within the Kona UA may apply for the TND Floating Zone.
- b. Conventional Rezoning. Rezoning to other than TND, is subject to the following guidelines:
 - i. Consistency with LUPAG. Refer to Policy LU-1.3.
 - ii. Infill. Rezonings that promote infill are encouraged. The concept of infill is to connect two or more pre-existing developments. Infill is usually associated with small scale developments of 20 acres or less that have been leapfrogged by the surrounding or adjacent developments. Infill rezonings should be conditioned to ensure connectivity to the surrounding developments and, where applicable, to provide mixed-use opportunities to make the area more walkable.
 - iii. "Greenfields" Rezoning. Rezoning anywhere within the Kona UA, whether within or outside a TOD area designated on Figure 4-7 Official Kona Land Use Map, that is not a TOD, TND, or infill shall require an amendment to the Kona CDP~~[that triggers HRS Chapter 343 Environmental Review Process.]~~
- c. State Land Use. Where a rezoning application meets the above criteria, the County shall support a State Land Use Urban Boundary amendment for lands within the County Urban Expansion Area.

Action LU-2.8a: Amend[s] Chapter 25 Zoning Code to create a TND overlay zone for existing zoned lands within the specified residential and commercial zoning districts~~[-(Enacted by plan)].~~

Action LU-2.8b: Review subdivision and plan approval applications pursuant to requirements for parks, housing, street standards, wastewater, and concurrency (PD, on-going).

Action LU-2.8c: Review conventional rezoning applications pursuant to Policy LU-2.8 ([1]2)(b) (PD, on-going).

Objective LU-3: Rural Area Growth Management. To preserve the rural character of the existing rural towns, the agricultural lifestyle, and the open landscape.

Policy LU-3.1: Redevelopment of Rural Towns as TODs/TNDs. The rural towns along Māmalahoa Highway, consisting of Hōlualoa, Honalo, Kainaliu, Kealahou, and Captain Cook, are encouraged to be redeveloped as TODs/TNDs. The master plan for a TOD/TND redevelopment~~[-shall]~~ should: a) identify the site and appropriate design character of a transit stop or station, as applicable; b) identify other public

facilities that would enhance the civic and economic vitality of these towns; c) encourage innovative opportunities to provide affordable housing and live/work opportunities; and d) improve pedestrian-friendliness of the streetscape. To the extent practicable, the TOD/TND master plan ~~[shall]~~ should follow the intent of the Village Design Guidelines in Attachment B. The master plan ~~[shall]~~ should be the basis for any comprehensive rezoning, capital improvement program, and/or business improvement district for facilities or services.

Action LU-3.1a: Initiate community organization effort, including landowners, developers, and public, on the opportunities of TODs/TNDs for each of the rural towns (R&D, PD, on-going).

Action LU-3.1b: Prepare town master plan(s) (PD, MT, town entity, 5-10).

Policy LU-3.2: Revitalization of Other Existing Rural Villages. Rural Villages such as Hōnaunau, Nāpo'opo'o, Keālia, and Miloli'i are also encouraged to develop community-based revitalization master plans that would serve as the basis for any comprehensive rezoning, capital improvement program, and/or business improvement district for facilities or services.

Action LU-3.2a: Initiate community organization effort, including landowners, developers, and public on the opportunities of TODs/TNDs for each of the rural villages (R&D, PD, 3-5).

Action LU-3.2b: Prepare village master plan(s) (PD, village entity, 5-10).

Policy LU-3.3: Clustered Rural Subdivision ~~[Project]~~ Planned Unit Development (PUD). Provided a PUD application for rural or agriculturally zoned land substantially meets the Clustered Rural Subdivision Guidelines in Attachment C, the Planning ~~[Director]~~ Commission shall issue ~~[approval]~~ a recommendation, with or without conditions ~~[within sixty (60) days after acceptance of the application, and the approval shall be considered a tentative subdivision approval]~~ according to Section 25-6 of the Hawai'i County Code and Planning Commission Rules. All other requirements and procedures of a PUD shall ~~[be]~~ apply as set forth in Article 6 of the Zoning Code.

Action LU-3.3a: Amend[s] Chapter 25 Zoning Code and Chapter 23 Subdivision Code to establish Clustered Rural Subdivision PUD ~~[(Enacted by plan)]~~

Policy LU-3.4: Clustered Rural Subdivision Guidelines. ~~[The]~~ In addition to HCC and Administrative Rules relating to subdivisions, it is recommended that the Planning Department review applications for subdivisions outside of the Kona Urban Area in combination with the Clustered Rural Subdivision Guidelines in Attachment C ~~[apply to proposed subdivisions outside of the Kona Urban Area (UA) at the applicant's option]~~. The intent of the guidelines is to minimize grading, preserve the natural appearance of the land to the maximum extent possible, ensure agriculture use in the State Land Use Agricultural District, and create a rural setting for residences. Towards this end, the guidelines shall, at a minimum, specify:

1. Minimum lot sizes;
2. Natural and cultural resources meriting protection and associated buffer areas, as applicable;
3. Minimum standards for roads and wastewater disposal;
4. Legal tools for permanent protection, maintenance of open space, and/or agricultural lands;
5. Connections to the open spaces of surrounding areas.

Action LU-3.4a: Adopt[s] Clustered Rural Subdivision Guidelines (on-going).

Action LU-3.4b: Continually improve and refine the guidelines (PD, DC, on-going).

Action LU-3.4c: Work with State to allow individual home sites smaller than one acre on lands classified as Agricultural so as to increase the flexibility of the Clustered Rural Subdivision Program (PD, OSP, on-going).

Policy LU-3.5: Encourage Clustered Rural Subdivision for IAL Lands Less Than 5 Acres. Any subdivision of important agricultural land (IAL) lands involving 30 acres or more currently zoned at densities between and including Ag-1a to Ag-5a and FA are encouraged to follow the Clustered Rural Subdivision Guidelines in order to prevent sprawling, large-scale residential subdivision of these lands.

Action LU-3.5a: Review subdivision application for lands with existing zoning Ag-1a to Ag-5a and FA pursuant to Policy LU-3.5 (PD, on-going).

Action LU-3.5b: Work with landowners through the Design Center to encourage proposals consistent with Clustered Rural Subdivision Guidelines (PD, on-going).

Policy LU-3.6: Subdivision on Agriculturally-Zoned Land Served by a Private Water System. When granting any subdivision water variance served by a private water system to allow a subdivision involving 30 acres or more, a condition of the variance should be to follow the Clustered Rural Subdivision Guidelines. ~~[(Enacted by Plan)]~~

Policy LU-3.7: Farmworker Housing. Agricultural employee housing where the employee works a minimum of 20 hours a week on a farm is permitted on agriculturally zoned lands where the housing and the farm are not on the same parcel.

Action LU-3.7a: Reviewing Agricultural Employee Housing proposals pursuant to Policy LU-3.7 (PD, on-going).

Policy LU-3.8: Rezoning Outside of Urban and Rural TODs and Outside of GP LUPAG Urban Area. Rezoning of areas currently zoned agricultural, outside of the Urban and Rural TOD areas shown on Figure 4-7 Official Kona Land Use Map, and outside of urban designations on the General Plan LUPAG, shall not be allowed, except in the following limited circumstances: (1) the rezoning allows only a small number of additional lots, consistent in scale with the transfer of lots to family members, (2) the rezoning does not create a net increase in the potential number of agricultural lots (such as a rezoning that increases potential density in one area but also reduces density in another), or (3) the rezoning is to permit a subdivision consistent with the Clustered Rural Subdivision Guidelines, while preserving the majority of the property in non-residential use dedicated to agriculture, open space, or other conservation purposes, and does not have the primary effect of allowing subdivision into lots smaller than allowed by existing zoning. This policy is intended to prevent the rezoning of agricultural property to allow agricultural subdivisions where the primary objective of the lot owner will be to have a residential estate.

Action LU-3.8a: Review rezoning applications with higher burden of justification pursuant to Policy LU-3.8 (PD, on-going).

Objective LU-4: Pro-active Design Review. To foster a spirit of excellence, creativity and collaboration among the applicants, community, and County to meet the Kona CDP goals, objectives and policies.

Policy LU-4.1: Design Center Establishment. The County Planning Department shall establish a Design Center to accomplish the following objectives:

1. To support and expedite the translation and implementation of the Kona CDP goals, objectives, policies, actions, and design guidelines as applied to proposed development projects;
2. To be a catalyst for creative excellence and innovation;
3. To foster public-private partnerships;
4. To promote coordination and collaboration among the community, government agencies, applicants, landowners, professionals, and educational institutions;
5. To provide education on best design practices to applicants, government staff, community members, educators and students; and,
6. To award and recognize exemplary projects.

Although the Design Center will be administered by the Planning Department and staffed by County employees, the department may organize a technical committee of interdisciplinary volunteers.

Action LU-4.1a: As an option, consider budgeting and hiring independent contractor(s) to determine the structure of the Design Center and to establish a pilot program. During this interim period, the independent contractor will provide recommendations to the Planning Director for land use applications requiring Design Center review (PD, 1-2).

Action LU-4.1b: Create and fund positions to staff the Design Center (PD, 2-3).

Policy LU-4.2: Mandatory Review. The Design Center shall review and ~~approve~~ provide recommendations to the applicant prior to submittal of the application to the Planning Department for all master plans prepared for floating zones (TODs/TNDs, Affordable Housing, Eco-Industrial) and Clustered Rural Subdivision PUDs. Projects implementing these master plans, as well as any other project within the Kona CDP planning area, are encouraged, but not required, to be reviewed by the Design Center.

Action LU-4.2a: Amend[s] Chapter 25 Zoning Code to require mandatory Design Center review ~~[(Enacted by plan)].~~

Policy LU-4.3: ~~[Expedited Permit]~~ Coordinated Processing. For projects reviewed by the Design Center, a staff member of the Design Center may be assigned to coordinate ~~[and expedite]~~ permit approvals for the proposed project's application process.

Action LU-4.3a: Assign and train staff (PD, 1-2).

4.3 ENVIRONMENTAL RESOURCES

The Environmental Resources section of the Kona CDP identifies objectives, policies, and actions to guide the management and protection of Kona's environmentally sensitive areas. It will become important to focus on creative solutions that protect the environment while allowing for growth, redevelopment, and increase densities in strategic areas.

4.3.1 Existing Conditions

Mapping of various resources in the Kona region has been on-going for many years. With advancing computer technology, such Geographic Information System (GIS), much of the available information has been incorporated in computer databases. While the geographic detail made possible by such computer mapping gives the sense that such mapped information is comprehensive, accurate and reliable, it is not always the case. The actual level of accuracy and reliability varies widely. It is important to continually improve the state of knowledge and track changes by documenting the source and methodology of the data collection.

The mapping data for the environmental resources collected for this plan come from the following sources:

1. Regulatory map with defined procedures to map and amend:
 - Flood Insurance Rate Map (regulated under the Floodplain Management Code, Hawai'i County Code Chapter 27)
2. Legally mandated inventories yet to be completed:
 - Trails—Under the Nā Ala Hele statewide trail and access program, the Department of Land and Natural Resources is required to “inventory all trails and accesses in the State, whether wholly or partly on public or private lands and whether or not under the jurisdiction of the department” (HRS Section 198D-3).
 - Historic sites—The State Historic Preservation Division is required to develop an inventory of historic properties (any structure or site over fifty years old) and burial sites (HRS Section 6E-3).
3. Voluntarily compiled databases that lack a comprehensive management system for verification and maintenance:
 - Critical Habitats: Although the U.S. Fish and Wildlife Service follows a formal procedure to designate a critical habitat, there is no formal procedure to provide a map to the County permit agencies;
 - Coastal Resources and Water Quality Monitoring Stations: GIS data on coastal resources compiled by the University of Hawai'i at Hilo for the Planning Department; location of State Department of Health (DOH) water quality monitoring stations (Source: U.S. Environmental Protection Agency and DOH (State GIS Program)
 - Anchialine Ponds: Data digitally representing occurrences of anchialine ponds that were recorded by Hawai'i Natural Heritage Program, between 1970 – 2000 (Source: National Oceanic and Atmospheric Administration, National Ocean Service, Office of Response and Restoration, Hazardous Materials Response Division (University of Hilo, Department of Geography and Environmental Studies)
 - Native Habitats: The Hawai'i Natural Heritage Program (HNHP) collects information on the location and condition of Hawai'i's rare animals, plants, and natural communities (ecosystems) (Source: Hawai'i Natural Heritage Program (November 2005). Information in the database spans from the 1800's to present day. Data summarizes species current and historical ranges, decline or increase in the number of individuals, recorded habitat and observed threats. The HNHP database includes four categories: Natural Communities, Special Vertebrates, Special Invertebrates, and Special Plants. The HNHP database includes only rare occurrences. A natural community is considered rare and imperiled if it is known from 20 or fewer localities or if

it covers less than 2,000 acres in the world. For plants and animals, the HNHP defines taxon as rare if records indicate that its current distribution or abundance is limited, i.e. it is known from 20 or fewer locations or fewer than 3,000 individuals have been observed in the wild.)

4.3.2 Overall Strategy

People in Kona have a growing ecological awareness and respect for their diverse resources – one that must be translated into a commitment to protect and manage these resources. This commitment will only be implemented by policies that are based on knowledge about our diverse resources as well as on humility that we do not know the full consequences of all that we do and err on the side of caution (precautionary principle), and on the understanding that all of us must assume some responsibility to do our part.

The following strategy emerged from this attitude:

1. **Managing our Impacts.** The reasons to minimize human impacts on natural resources are many, while many are yet to be known. Ecosystem services upon which our survival depends (e.g., clean drinking water) must be maintained. This concept was honored by Hawai'i's earliest inhabitants, most clearly in the "mountain to sea" ahupua`a model of land use. This awareness and the larger reality of the intrinsic value and interconnectedness of all natural systems should be expanded upon and protected through education and intelligent land use policy. The Kona CDP's Land Use Policies are intended to limit both urban and rural sprawl and also serves to provide direct benefits toward managing our resources.
 - a. **Recognizing the Multi-Value Importance of the Mauka Lands.** Before human contact, a band of wet native forest thrived, extending from sea level to 6,000 feet in elevation (Atlas of Hawai'i, 3rd Edition). Beside being a habitat for native species, this forest "absorbed" much of the rain. This water that percolated into the ground and recharged the groundwater "reservoirs." As forests were cleared for pasture or other purposes, much of the rainfall that would have been absorbed now runs off the land surface. Recognizing the value of these mauka lands for its habitat, groundwater recharge, and stormwater management values, the objectives are to encourage the preservation of the forest that remains, the restoration of forest lands, as well as the innovative restoration of some of the innate functions of the cleared lands (e.g., detention basins that mitigate surface flow and promote groundwater recharge).
 - b. **Turning Stormwater Management Into An Asset.** If the mauka lands are able to mitigate some of the surface stormwater runoff, there is still a challenge in managing stormwater runoff because of Kona's steep topography and undefined drainageways. The objective is to identify the drainageways where the major stormflows would be directed, provide a buffer to these drainageways to account for our imperfect knowledge, and to design these drainageways to function as recreational or open space amenities (e.g., linear parks).
 - c. **Not Exceeding the Limits of the Groundwater Resource.** Compared to the wet, windward side of the island, Kona's basal groundwater resource is thin. The primary groundwater source is high-level groundwater; the extent of which as a resource is uncertain. The objectives are to conserve water, encourage alternative sources (e.g., reclaimed wastewater) for non-potable uses, and ensure adequate capacity of the County water system to serve the preferred growth areas set forth in the Land Use element (see Section 4.6 Public Facilities, Infrastructure, and Services for these policies that apply to the County's water system).

- d. **Integrating the Coastal Resources.** Kona is blessed with unique anchialine ponds, beautiful sandy beaches, abundant coral reefs, and clear nearshore waters. What we do on the land impacts these coastal resources. The objectives are to manage the activities that are the major source of pollutants that reach the coastal waters through groundwater seepage or surface runoff, and to monitor the water quality to know when corrective action is in order.
 - e. **Protecting Sensitive Resources.** Besides the mauka lands, there are other sensitive resources that need to be protected through regulations and/or incentives. The first step is to classify what resources are “sensitive”—i.e., unique, rare, fragile, providing an essential support service, or other values. The second step is to develop a reliable inventory of these resources. This second step is a considerable challenge given the varying stage of accuracy and completeness of the available information for each resource. Nevertheless, a central data gathering system needs to be developed that continually improves the state of knowledge.
2. **Managing Access as a Linked Network of Open Spaces.** Not all open spaces should have unrestricted public access (e.g., forest reserves, sacred sites). Where public access is permitted, whether unrestricted or managed, the objective is to create a network of “hubs” (e.g., parks) and “links” (e.g., trails, bikeways). While reaffirming the Guiding Principle for expanded recreation opportunities, the vision is also for residents and visitors to have the option to walk or bike to a beach or park, as well as drive on a scenic route.
3. **Prioritizing Limited Financial Resources.**
- a. **Establishing Acquisition Priorities.** The objective is to set clear priority criteria for land acquisition based on significance, extent of public use, or the extent of restrictions on other private use.
4. **Ensuring Maintenance.** Adequate funding [~~shall~~ should] be budgeted for proper maintenance, particularly for resources open to the public.

4.3.3 Goals, Objectives, Policies, and Actions

Environmental Resources Goal: The natural and cultural resources enhance Kona’s character together with the built environment, developed in harmony with ecological principles, where residents and visitors enjoy and interact with nature through a networked system that promotes a healthy active lifestyle, and where the financial and moral commitment reflects the high level of caring that the Kona people have for the land.

Objective ENV-1: Managing Impacts. In order to minimize impacts on the land, make use of best management planning practices for any land-based endeavor by balancing public and private rights, and taking advantage of an ever-improving knowledge of resource sensitivity and natural processes.

Policy ENV-1.1: Central Environmental Resources Inventory. The County should be a central repository of environmental resources GIS data (including the metadata documentation), assist in inventory creation where there are data gaps, and assist in maintenance where there are no assigned maintenance responsibilities.

Action ENV-1.1a: Compile available GIS environmental data and make it available to the public (PD, DATA, on-going).

Policy ENV-1.2: Kona Mauka Watershed Management Program. The Kona Mauka Watershed Management Program shall encompass the public and private lands mauka of Māmalahoa Highway (see Figure 4-8a). The purpose of this program is to synthesize the current knowledge of the mauka lands resources, develop a viable action plan to coordinate the various public agencies and private owners, and serve as the basis for establishing an ecosystem services incentives program. Such a program recognizes the ecosystem service value of our watershed and open space in our community to protect values such as aesthetics and scenic vistas; water catchment and infiltration; carbon sequestration; oxygen production; habitat enhancement and preservation; fire suppression and fuel load management; soil conservation; preservation of cultural values; and, potential for additional public access and recreational opportunities. ~~[The]~~ It is recommended that the action plan ~~[shall]~~ be prepared by the Kona Mauka Watershed Partnership, whose membership shall include at a minimum the affected public agencies and private landowners, a community representative(s), and the County.

The action plan shall be approved by the Kona CDP ~~[Implementation]~~ Action Committee (see Chapter 5). The action plan ~~[shall]~~ should at a minimum address:

- Existing Conditions—physical characteristics, hydrology and water use, biological resources, land ownership, existing land use and zoning;
- Ahupua‘a Watershed Values—water resources, native habitat, cultural resources, public access and outdoor recreation;
- Threats—invasive species, feral ungulates, human activities, aquatic pollutants, wildfire, climate change;
- Management Program—cooperative private initiatives, government programs, designation of suitable sending and receiving areas for density transfer, models of appropriate development, certification system to determine eligible ecosystem services incentives, grant administration.

Action ENV–1.2a: Organize the Kona Mauka Watershed Partnership (PD, 1-2).

Action ENV–1.2b: Budget and hire contractor to coordinate and prepare Kona Mauka Watershed Management Program (PD, 1-2).

Action ENV–1.2c: Implement Kona Mauka Watershed Management Program (PD, 3-5)

Policy ENV-1.3: Publicly-Owned Mauka Lands. All public lands mauka of Māmalahoa Highway should be managed with a holistic, multi-purpose approach for habitat preservation, groundwater source protection, and stormwater management, as coordinated by a Kona Mauka Watershed Partnership, based on a Kona Mauka Watershed Management Program. The objective is to reevaluate the need to broaden and integrate the management of those lands currently under a more focused management program (referred to as the “Managed Public Lands”) and to initiate management program for those public lands not currently managed for environmental integrity (referred to as “Institutional Public Lands”).

Action ENV–1.3a: Identify, inform, and educate affected public agencies to participate in the preparation of the Kona Mauka Watershed Management Program (PD, 1-2).

Policy ENV-1.4: Privately-Owned Mauka Lands. All private lands mauka of Māmalahoa Highway are eligible for ecosystem services incentives as set forth in the Kona Mauka Watershed Management Program, provided the landowner actively participates in the Kona Mauka Watershed Partnership. Ecosystem services incentives include, without limitation:

1. Government funding. Payments from Federal, State, or County sources for a conservation easements;

2. Property tax credits for landowners. A new ecosystem services assessment class would result in minimum tax;
3. Grants. Grants administered by the Kona Mauka Watershed Partnership would be available to help fund various ecosystem management activities such as constructing detention basins, controlling invasive species, mitigating wildfire threats, restoring native forests, and other activities consistent with the Kona Mauka Watershed Management Program;
4. Government approval assistance. The Design Center staff ~~[shall]~~may be available to resolve any difficulties with obtaining approvals for ecosystem management activities, such as issues relating to the Conservation District, or in applying for various programs such as U.S. Forest Services' Forest Legacy Program.

Action ENV-1.4a: Identify, inform, and educate affected private landowners to participate in the preparation of the Kona Mauka Watershed Management Program (PD, 1-2).

Action ENV-1.4b: Develop and establish ecosystems services incentives and a financing program, through the Kona Mauka Watershed Management Program (PD, 1-2).

Policy ENV-1.5: Sensitive Resources. In the context of Kona's ecology and history, the following natural and cultural resources shall be considered sensitive and therefore shall be inventoried, as part of any permit application to the County Planning Department (see Figures 4-8a to 4-8d):

- Critical habitat areas as identified by the U.S. Fish & Wildlife or County General Plan;
- Predominantly native ecosystems, which may not be considered endangered but are valued because of their nearly pristine condition;
- Anchialine ponds subject to a management Program addressed in Policy ENV-1.10: Non-Degradation of Anchialine Ponds;
- High-level groundwater recharge area which shall initially be defined as all lands mauka of the 1,500 foot elevation and which may be refined by the Kona Mauka Watershed Management Program;
- Historic trails;
- Archaeological and historic sites subject to protection under HRS Chapter 6E; and,
- Enhanced Shoreline Setback (see Policy LU-1.5).

Any permit application that encompasses any of the above resources shall ~~[strive to]~~ incorporate these resources as assets. If a proposed project will have significant, unavoidable, adverse impacts to any of the above resources, the presumption shall be denial of the application and the applicant will have the burden of explaining any overriding considerations. The presence of any of these resources shall qualify for density transfers through a planned unit development based on potential gross density allowed by the prevailing zoning. The protection or restoration of any of these resources ~~[shall]~~should qualify for funding from the Kona Treasures Fund (see Policy ENV-3.3). ~~[(Enacted by plan)]~~

Policy ENV-1.6: Ecotourism and Other Mauka Lands Development. On LUPAG Extensive Agricultural lands, a special permit for an ecotourism-related or other non-agricultural use may be considered provided the proposed project is consistent with the Kona Mauka Watershed Management Program and reviewed by the Design Center. If the project involves residential lots, then the Clustered Rural Subdivision Guidelines (Attachment C) should apply. Density transfers may be permitted between sending and receiving areas identified in the Kona Mauka Watershed Management Program, including between non-contiguous parcels, as approved under the special permit or Clustered Rural Subdivision PUD process.

Action ENV-1.6a: Enact appropriate mechanisms pursuant to Policy ENV-1.2 Kona Mauka Watershed Management Program (PD, 3-5).

Policy ENV-1.7: Flood Corridors. The County's Central Environmental Resources Inventory (see Policy ENV-1.1) should include the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) 100-year floodplains, as well as planned natural flow ways identified by the Stormwater Management Program (see Policy PUB -4.7), where ~~[excess-]predevelopment offsite~~ runoff from existing and future development will be directed. Collectively, the FIRM floodplains and the planned flow ways may serve as open space amenities, such as linear parks and/or greenbelts between urbanized areas.

Action ENV-1.7a: Develop priorities and financing strategies to improve accuracy and comprehensiveness of flood mapping (DPW, 2-3).

Action ENV-1.7b: Budget and hire contractor to study feasibility of regional stormwater management systems, such as flow ways (DPW, PD, 2-3).

Action ENV-1.7c: Identify corridors to be recommended for public open space pursuant to Policy ENV-2.2 Open Space Network Program (PD, DPW, 3-5)

Policy ENV-1.8: Multi-Purpose Flood Corridors. If the flood corridor serves regional multiple benefits the County should consider ownership and/or maintenance responsibility for the flood corridor, upon request of the affected landowner. Owners may participate in an adopt-a-flood corridor program to enhance the landscaping of the flood corridor fronting their property, preferably with appropriate native Hawaiian plants.

Action ENV-1.8a: Establish guidelines for Adopt-a-Corridor Program (DPW, 1-2).

Policy ENV-1.9: ~~[Setback Buffer from Flood Corridor.]~~Improvements Proposed Adjacent to Drainage Facilities. New construction, improvements to repetitive loss structures, and substantial improvements proposed adjacent to drainage facilities outside of the special flood hazard areas identified on the Flood Insurance Rate Maps shall be subject to review and approval of the director of public works in compliance with HCC 27-25. [To account for nature's unpredictability, any structure as defined in Chapter 27 Floodplain Management Code shall be in compliance with Section 27-18(d)(5) (Ordinance 07-169).]

Action ENV-1.9a: Supports Chapter 27 pursuant to Policy ENV-1.9 (on-going)

Policy ENV-1.10: Non-Degradation of Anchialine Ponds. Within the United States, these unique habitats are only found in Hawai'i. Anchialine shall be eligible for the Kona Treasures Fund for restoration and maintenance, subject to the preparation of a maintenance and water quality monitoring plan. As wetlands, these resources merit heightened community vigilance for any violations of the federal law relating to the disturbance of wetlands. ~~[(Enacted by plan)]~~

Policy ENV-1.11: Anchialine Ponds Management Program. The County ~~[shall-]~~should adopt the following strategies:

1. Conduct an inventory of anchialine ponds in Kona.
2. Develop management policy:
 - a. Development projects must map anchialine ponds and monitor their physical, chemical, and biological status
 - b. Management of anchialine ponds on development project land should include assessment and removal of invasive species
 - c. No development project should be approved that impacts anchialine ponds
3. Develop education modules for anchialine ponds and signage for sites in Kona to educate the public about ponds and their "protected" status.
4. Identify public/private funding mechanisms for the maintenance of Kona's anchialine ponds.

Action ENV-1.11a: Budget and hire contractor to verify and update anchialine inventory and prepare the Anchialine Ponds Management Program (PD, COE, 2-3).

Policy ENV-1.12: Water Quality Monitoring Program. In recognition of Kona's exceptional nearshore coastal resource, a comprehensive system to monitor nearshore water quality [~~shall~~ should] be established for purposes of protecting public health as well as ecosystem health (particularly coral reefs) to supplement the State Department of Health's water quality monitoring program. At a minimum, water quality should be monitored at stations which correspond to the popular water-contact recreational areas and the exceptional coral reef habitats. The Water Quality Monitoring Guidelines shall be referenced when requiring water quality monitoring as a condition of permit approval or in the establishment of a comprehensive Water Quality Monitoring Program.

Action ENV-1.12a: Hire consultant to prepare Water Quality Monitoring Guidelines (PD, DPW, DOH, 2-3).

Action ENV-1.12b: Set up water quality monitoring station locations (PD, Community, UH Sea Grant, DOH, 2-3).

Action ENV-1.12c: Organize and train community base water quality team (PD, Community, UH Sea Grant, DOH, 2-3).

Policy ENV-1.13: Environmental Resource Management Education. A diversity of tools [~~shall~~ should] be sought to provide increased education and awareness on the part of our residents and visitors regarding the preservation of Kona's environment.

Action ENV-1.13a: Develop appropriate educational tools for residents and visitors and marketing plan to use them (R&D, 2-3).

Action ENV-1.13b: Conduct educational workshops (R&D, 2-3).

Objective ENV-2: Open Space Network. To develop a networked system of appropriate access to all significant open space resources that enhances opportunities for residents and visitors for recreational, educational, subsistence, or gathering purposes.

Policy ENV-2.1: Open Space Network Program. The purpose of the Open Space Network Program is to enhance opportunities for residents and visitors to access Kona's Environmental Resources for recreational, educational, subsistence, or gathering purposes. The Program [~~will~~ should] identify the following:

- i. Hubs and Links. Map the existing and planned "hubs" and "links" that comprise the open space network. "Hubs" include, without limitation, parks, cultural sites open to the public, and natural beauty vantage points and views. The "links" include, without limitation, bikeways, trails, scenic/heritage corridors, public accessways, flow ways, and linear parks.
- ii. Public Access Management. Address any special needs to manage access, such as ownership, maintenance, and/or sensitivity of the resource.
- iii. Public Areas. Identify areas that have high traffic which shall then receive special attention for funding, maintenance, safety and educational signage.

Action ENV-2.1a: Budget and hire consultant to prepare Open Space Network Program (PD, PR, OSP, DLNR, TNC, NPS, 1-2).

Action ENV-2.1b: Coordinate with the National Park Service's (NPS) Ala Kahakai Trail Program as follows (PD, DLNR-PR, NPS, on-going):

1. Continue to enforce county and state laws requiring public access to and along the shoreline as a condition of land use approvals. These trails may become official components of the Trail.
2. Require that applicants conduct metes and bounds surveys of any historic trails and routes that will be required as part of the land use permitting process to be preserved and that may become part of the Trail.
3. Encourage private landowners who have public access requirements as conditions of a land use approval to execute an agreement with the NPS to include these areas in the Trail, where appropriate.
4. Work with the NPS to identify public access easements with potential incorporation into the Trail.
5. Work with the NPS to identify trail segments through county parks for incorporation into the Trail.
6. Collaborate on the design and specific signage that identifies the route of the Trail, particularly where it traverses County Beach Parks.
7. Include the Ala Kahakai National Historic Trail (NHT) administrative office on the mailing list for the Planning Commission.

Objective ENV-3: Fiscal Commitments to Open Space. To affirm the commitment that expenditures for open space management are just as important as investment in hard infrastructure (e.g., water, sewer, and roads).

Policy ENV-3.1: Acquisition Priorities. To supplement the activities of the County Open Space Commission, the Open Space Network Program shall identify high priority areas in Kona for public acquisition, based on the following criteria:

- a. Significant value;
- b. Extensive public use;
- c. Imminent threat by private development; and
- d. Lack of alternative means of protection.

Action ENV-3.1a: Identify high priority areas for acquisition pursuant to Policy ENV-2.1 Open Space Network Program (PD, PR, OSC, DLNR, 1-2).

Policy ENV-3.2: Maintenance Commitment. A variety of funding sources shall be pursued to supplement, as necessary, existing government operational budgets to ensure a high standard of maintenance of all "hubs" and "links" identified in the Open Space Network Program.

Action ENV-3.2a: Develop a financing strategy as part of Public Facilities Financing Program (PD, 1-2).

Policy ENV-3.3: Public/Private Partnership. To foster a public and private partnership of stewardship, a Kona Treasures Fund ~~shall~~ should be established and administered by a non-profit entity to implement the environmental policies set forth in this plan by supplementing any governmental funding. The non-profit entity would enable individuals and/or businesses to contribute time and/or ~~money~~ tax-deductible monetary contributions for environmental causes ~~[without sacrificing the resources to commercial use]~~.

Action ENV-3.3a: Establish Kona Treasures Fund as tax deductible organization (PD, KCC, 2-3).

Action ENV-3.3b: Provide funding and staff support as well as public marketing campaign (PD, KCC, 2-3).

4.4 CULTURAL RESOURCES

In the Hawaiian language and culture, Kona is a traditional Hawaiian *moku* (district) on the leeward side of the island. To *kama'āina*, however, it is more than just a region or place; it is part of our being. In tradition and custom, Kona's great beauty and many resources have been entrusted to the people by *Akua* (our Creator), and inherent in this trust comes *kuleana* (responsibility/obligation) to *mālama* (care for) all that gives *ke ola* (life), so that it may *ho'omau* (be perpetuated). Today, this means to honor what has gone before, be responsible for the present, and plan for the future.

Ahupua'a and Malama 'Āina

In honoring the past, it is important to recognize the valuable lessons learned. One of these is the 7. *ahupua'a* land use model of sustainability, whereby the land was divided into pie-shaped wedges -- broad at the shoreline and narrowing in the uplands -- providing a good diversity of natural resources for its inhabitants. Another is that of *mālama 'āina* that calls for the responsible and respectful use of the land and sea, including all the natural resources in and on it, in a manner that promotes their conservation and perpetuation, so the present, as well as the future generation, may be able to enjoy them alike. Prior to 1778, Hawaiians lived and practiced these principles in a truly self-sufficient manner. Understanding and practicing these important principles of resource management are vital to understanding the Hawaiian cultural landscape and our place on it, especially when decisions are made which will impact that landscape and the long-term future of Kona. The very essence of this principle is embodied in the Hawai'i State motto "*Ua mau ke ea o ka 'āina i ka pono*", that the very life of the land is perpetuated in the proper relationship of humans with nature.

Historical Perspective

The districts of North and South Kona have been very significant in the history of Hawai'i. Because of the mild climate, fertile mauka lands and abundant marine resources, from the time of the great chief, 'Umi a Liloa, Kona has been favored as a place of residence by various ruling chiefs and their extended families. This resulted in a large population of inhabitants who settled in villages mainly along the coast (*kulakai*), particularly around bays and fishponds. Additional land uses occurred in the middle zone (*apa'a*), which supported temporary habitation and resource gathering between the makai (coastal) and mauka (upland) areas; and, the upland zones (*wao kanaka*), which supported larger-scale agriculture and dryland and lowland forests. Figure 4-9 depicts the traditional lands uses and zones extending from offshore areas to the *piko* or summit regions.

To support these populations and settlements, an elaborate system of *nā ala hele* (foot trails) was established between *makai* and *mauka* areas, and these intersected with the more lateral *ala loa* (long trails) that ran between the *moku*. Many of these trails still exist and can be found today, although some portions may have been altered, damaged or simply remain overgrown.

Collectively, the settlements in Kona were probably some of the most densely populated in the Hawaiian Islands (U.S. National Park Service, September 1993) and, as a result, complex religious, social, and political systems and structures had developed around them. Many cultural practices, such as the Makahiki festival and other rituals for invoking rain and fertility, centered in Kona. Moreover, many ancient traditions and mythological personages were associated with Kona, such as the god Lono, who is credited with introducing primary plant foods such as taro, sweet potato, yams, sugarcane, and bananas to the Hawaiians.

Kona played a very significant role during the Kamehameha dynasty, and several defining moments in Hawai'i's history took place here.

According to Kamakau (1961), when Kamehameha the Great was in his final years at Kamakahonu, the coastal lands were part of a large royal center supporting the *mō'i* and his royal court, such that "at night

the sparkle of lights reflected in the sea like diamonds, from the homes of the chiefs from Kahelo to Lanihau. The number of chiefs and lesser chiefs reached into the thousands.”

Following the death of Kamehameha I at Kamakahonu in 1819, his son Liholiho, succeeded him and, with the urging of the kuhina nui Ka'ahumanu and the Queen mother, Keopulani, he broke the traditional *'ai kapu* (eating prohibition) at Kamakahonu. A short while later, Liholiho was challenged by Kekuaokalani, the keeper of the war god Kuka'ilimoku, who wanted no part of this change. A fierce battle ensued along the shore at Kuamo'o, and the hundreds that were killed in the battle, the last fight in Kona, were laid to rest at Lekeleke. Those burial grounds can be seen today at the end of Ali'i Drive, just south of Keauhou Bay. After the defeat of Kekuaokalani, the ancient *kapu* system was largely abolished, although some practices continued long after that.

The following year and just a few months after the *kapu* system had been broken, the first Christian missionaries arrived at Kamakahonu, and, in 1823, Mokuaikaua, Hawai'i's first Christian church was erected in Kailua. Additional churches were then established throughout the district, a number of which still remain in active service today.

After the death of Liholiho in 1825, Kamehameha III became King Kamehameha III. His reign, which continued until 1854, was the longest in the history of Hawaiian Monarchy.

The town of Kailua is one of the most historically significant areas in Hawai'i, since it was the residence of Hawaiian chiefs, including being the primary home of King Kamehameha I. This area has been described by visitors in great detail. In 1823, when the English missionary, William Ellis, visited the area between Kailua and Keauhou, he reported passing through many villages where the houses “are generally built on the sea-shore” and mentioned seeing numerous heiau and burial grounds (Ellis 1963). In 1929-30, when Reinecke surveyed the coastal areas of Kona, he made detailed notes on the large numbers of cultural resources still remaining in those areas (Reinecke 1930).

Today, even 185 years after Ellis' visit, the remains of these villages and the cultural resources associated with them are known and continue to be uncovered throughout Kona, especially in the lower elevations and coastal areas – a clear testament to the importance of Kona throughout Hawai'i's long history.

Hawaiian ranching history precedes, and is distinct from, the ranch history of America's mainland West. When Captain George Vancouver gave the gift of a few cattle to King Kamehameha I in 1793, he had little idea how this single act would affect the history of Kona. Ten years later, an American gave a mare and a stallion to Kamehameha I. The ranching history of Kona began with these two small introductions. After bringing more cattle in 1794, Vancouver asked Kamehameha I to place a *kapu* on slaughtering them to allow the herd to grow. Kamehameha I placed a *kapu* and also constructed a huge stonewall, the “pā nui” to contain and protect them (Kona Historical Society, undated).

The mid-1870's mark the beginning of the development of Kona's coffee industry. In the early years, Hawaiians and Chinese were hired to work on large coffee plantations. Later, Portuguese, Filipino, Japanese, and others, who had either fulfilled or broken their contracts with Hawai'i's sugar plantations, came to Kona to work the lands.

Descendants of these workers remained in Kona and wove their lives together with the Hawaiian community, unified by the region's powerful natural environment, thus providing the foundation for Kona's incredible cultural landscape. Their mutual inter-dependence based on self-sufficiency, stewardship, and sustainability provides us with a model for the future.

4.4.1 Existing Conditions

Kona's Cultural Landscape

The cultural landscape of Kona is multi-faceted and pervasive, and, in today's modern society, sometimes not well understood. Nevertheless, it is this landscape that is at the heart and very nature of the Hawaiian culture; it is also that which is so vulnerable to the impacts of Western civilization.

In order to understand the concept of cultural landscape, it is important to have some knowledge of the long-standing and valued cultural traditions and practices of the Hawaiian people, their relationship with nature, and the importance of these to the sustainability of the culture for over one thousand years.

According to cultural historian, Kepā Maly (2001), "in any culturally sensitive discussion on land use in Hawai'i, one must understand that Hawaiian culture evolved in close partnership with its natural environment. Thus, Hawaiian culture does not have a clear dividing line of where culture ends and nature begins. In a traditional Hawaiian context, nature and culture are one and the same. There is no division between the two". So, in the Hawaiian mind, all aspects of the land – all natural and cultural resources – are interrelated and culturally significant.

Cultural Resource Identification, Determination, and Action

Kona has long been valued and known for its year-around mild climate, magnificent natural beauty, island lifestyle, friendly people and ethnic diversity. Over the last 50 years, the Kanaka Maoli (Hawaiian) culture has undergone a true renaissance and interest in learning the traditions and customs of the host culture has grown significantly.

To take responsibility for the present, the identity, scope and significance of valued cultural, historical and natural resources which remain on and a part of the Kona lands today, and the extent to which traditional and customary native Hawaiian rights, practices and beliefs are exercised and need to be determined. Such a determination will provide direct information about the Hawaiian culture and convey a tangible and unique sense of place and values, all of which are important to the present and future generations of Kona residents and visitors alike. This, in turn, allows proper recognition and incorporation of the cultural landscape into modern land use planning. By doing so, it values native Hawaiian traditional and customary rights protected by the State constitution and further enables Hawaiian culture to thrive and perpetuate, as envisioned by the Hawai'i 2050 Sustainability Plan (January 2008).

Present Conditions:

Kona's physical and cultural landscape has undergone tremendous change since Statehood, and with the ever increasing influx of new residents and visitors, the pace of this change has been more rapid, especially with new coastal and upland development taking place. Despite these changes, many areas of Kona still contain undisturbed historical and cultural resources which are significant and valued, not only by the Hawaiian people, but the Kona community, as well. While some sites are well known, most sites are not apparent and are only found during archaeological surveys. There is a need to enhance the contribution that these sites can provide to the day to day lives of people in Kona, rather than merely creating database inventories. At the same time, there is the issue of not disclosing the locations of sites for fear of looting or damage by the curious public.

The extensive Kona Field System from Hu'ehu'e to Hōnaunau and beyond, are the lands that were intensively cultivated and yielded significant agricultural production. Portions of this field system have been recorded and can still be seen throughout Kona today. Kona contains approximately 40 sites listed on the National and State Historic Register. Most of these sites are of traditional Hawaiian origin and can yield information vital to reconstructing Hawai'i's early history. Equally, and perhaps more significantly, however, are the thousands Pu'uhonua o Hōnaunau National of recorded historical and cultural sites and resources from the pre-contact Hawaiian period which are not listed on the "Register". Among these are numerous

heiau along the Kona coast, particularly between Kailua and Hōnaunau, including the more well-known structures at Kaloko-Honokōhau National Historic Park, Ahu'ena at Kamakahonu, Kauakaiakaola in Puapua'a, the large complexes of Keolonāhihi and Keakealaniwahine in Hōlualoa, those in the royal centers at Kahalu'u and Keauhou, Hikiau at Napo'opo'o, and, at Pu'uhonua o Hōnaunau National Historic Park, where Hale o Keawe was the ancestral mausoleum for many of Hawai'i's ruling chiefs before they were relocated to O'ahu.

4.4.2 Overall Strategy

For the purposes of this plan, the Historic Sites Element of the County General Plan has been expanded to: "Kona's Cultural Resources." The perspective of cultural resources much more fully captures the breath of Kona's cultural landscape, past, present, and future.

The future well-being of Kona's cultural landscape can only be meaningfully addressed by policies in this plan by recognizing:

1. The fundamental relationship between cultural resources and the natural environment, and
2. The urgent need to ensure their protection very early in the land use planning process. Necessarily, this must involve commitments by citizens who have knowledge of these resources and by government representatives who have a direct role in the land use planning process itself, including those who are charged with proper implementation and enforcement of process itself, including those who are charged with proper implementation and enforcement of laws designed to protect these resources. Protection of resources will be aided by incorporating the values and philosophy of the *ahupua'a* resource management system into land use planning and decision-making).

In addition, there is a need to recognize the significant cultural and historic resources that are part of our built environment within the District of Kona. The "built environment" includes historic buildings, our villages, and our agriculture lands, such as the Kona Coffee belt.

Throughout this plan, there are policies that will provide tools to better celebrate and protect Kona's cultural landscape including:

- Long-term protection and management of watersheds
- Long-term protection and management of coastal resources
- Protection and re-establishment of public trails
- Preservation of rural, small town, country character/atmosphere
- Retention of open space and prevention of urban sprawl

The County General Plan's Historic Sites Element, adopted in 2005, includes a number of goals, policies and standards that fall outside of the State Historic Preservation Division's (SHPD) jurisdiction. SHPD also lacks the regional insight needed to build upon the cultural foundation for Kona. While there is a sense of the value of all ethnic groups who have come to Kona, information on the pre-contact and early-contact eras remain largely undocumented and are in danger of being lost due to a lack of comprehensive planning through a common, local knowledge base. Therefore, the time has come for the County of Hawai'i to take a proactive role in the compilation of information on and management of our cultural resources, not just in the Kona district, but throughout Hawai'i County. In doing so, the County will be able to supplement State policies in the following areas:

- Pursue community education initiatives about cultural traditions and resources
- Establish/update inventory of cultural resources
- Increase community interaction with cultural resources
- Encourage the use and protection of *mea kanu* (native plants)

- Promote the accurate and proper use of the Hawaiian language and traditional Hawaiian place names
- Revise, implement and enforce county policies/laws to protect resources
- Uphold constitutionally protected rights
- Establish funding sources directed toward Cultural Resource protection

The following Goals, Objectives, Policies, Actions will greatly enhance our ability to implement the goals adopted within the General Plan's Historic Sites Element.

4.4.3 Goals, Objectives, Policies, and Actions

Cultural Resources Goal: The multi-ethnic cultures of Kona are preserved, protected, and restored in a manner that perpetuates those cultures and all aspects of the Aloha Spirit.

Objective CR-1: Community-Based Program. Develop a community-based program to evaluate and to protect Kona's cultural resources. Kona is rich with historic and cultural resources, but organized, proactive processes to provide stewardship for these resources are lacking.

Policy CR-1.1: ~~[Kona]Cultural Resources Commission[Committee (KCRC)] (CRC). The Action Committee should work closely with the County of Hawai'i Cultural Resources Commission to implement [shall create the Kona Cultural Resource Committee. The KCRC shall assist in the implementation of]~~the Kona CDP's goals, policies, and actions for Kona, along with the General Plan~~[. This Committee will be made up of residents of Kona. Some of the duties of this KCRC shall include the following items]~~ including:

1. Review and supplement the State's inventory of historic sites, trails, and buildings
2. Recommend that cultural resources, including trails and historic sites appropriate for public access be included as part of the Kona CDP Open Space Network Program. Provide recommendations for the County to purchase appropriate buffers surrounding these sites, and providing appropriate tools for interpretation.
3. Recommend which cultural resources may not be appropriate for public access.
4. Assist in the identification, preservation and restoration of historic buildings.
5. Prepare a report on Kona's cultural landscape that would form the basis for:
 - a. Assisting in the development of a joint program with the State and private property owners to protect and/or restore sites on public or private lands.
 - b. Aiding in the development of a public education program regarding Kona's cultural landscape and resources.
 - c. Identifying funding sources, such as the Kona Treasures Fund and the County Open Space Fund, to undertake actions designated in this plan.
 - d. Promoting the accurate and proper use of the Hawaiian language and traditional Hawaiian place names.
 - e. Assisting in promoting public awareness, education, and the appropriate use of native plants in public and private landscaping.

Action CR-1.1.a: Establish the [K]CRC. The [Kona]Cultural Resources [Committee]Commission has been established in accordance with Chapter 2 of the Hawai'i County Code. [will include seven members. County Council Members from District 6, 7, and 8 will each nominate two (2) individuals, and the Mayor will nominate one member. All shall be kama'aina, or long-term residents of Kona and knowledgeable in Hawaiian history and/or cultural practice and tradition. Each shall be confirmed by the County Council.](PD, 1-2)

Action CR-1.1b: Identify by GPS coordinates all existing historic trail alignments that (a) have been recommended for preservation by SHPD, (b) appear on historic maps and/or are known by oral tradition, and incorporate these into the County GIS database (PD, [K]CRC, SHPD, NPS, 1-2)

Action CR-1.1c: On a continuing basis, identify by GPS coordinates, all cultural resource sites recommended for preservation by SHPD and [K]CRC, and incorporate in County's GIS database (PD, [K]CRC, SHPD, 1-2)

Action CR-1.1d: Budget sufficient County funding to provide for administrative and technical support for [K]CRC to complete its duties listed in Policy CR-1.1 (PD, [K]CRC, 1-2)

Action CR-1.1e: Establish a work plan to accomplish the duties in Policy CR – 1.1 ([K]CRC, PD, 1)

Action CR – 1.1f: Prepare Cultural Landscape Report. ([K]CRC, PD, 1-2)

Objective CR-2: Funding of Kona Historic Resources Programs. In addition to budgeting general fund revenues, the County of Hawai'i ~~shall~~ should seek and participate in programs that can provide resources serving to protect and enhance Kona's historic resources.

The federal government offers one source of preservation grant funds to local government agencies that is administered and distributed through the State Division of Historic Preservation. Known as Certified Local Government (CLG) funds, these monies are provided to the state by the federal government with the express purpose that they be distributed to support preservation projects engaged in by local governments. Typically, CLG funds help pay for historic site surveys and other studies and planning projects. If Hawai'i County becomes qualified as a CLG, it will become eligible to apply for funding to complete studies of the historic resources in Kona and throughout the County.

Policy CR-2.1: Certified Local Government. The County shall ~~seek~~ maintain the CLG status as Part of the National Historic Preservation Program, by establishing a Hawai'i County Cultural Resources Commission ([H]CRC) ~~[which shall be comprised of a representative from each CDP].~~

Action CR-2.1a: The County shall ~~apply for~~ maintain certification as a CLG under the National Historic Preservation CLG Program in order to be eligible to apply for and receive preservation funding administered by SHPD ([K]CRC, PD, 1-2).

Policy CR-2.2: Regulatory System. The County ~~shall~~ should examine interrelated responsibilities, identify weaknesses in the current programs, and make recommendations for improving programs regulating and protecting cultural resources and historic sites. This may result in recommendations for changes in policy County-wide or specifically to the Kona CDP.

Action CR-2.2a: The County shall convene a workshop(s) that would include government agency representatives, cultural representatives and other stakeholders to review and make recommendations on the current programs intended to protect cultural resources and other historic sites ([H]CRC, 3-5)

Action CR-2.2b: The County shall recommend amendments to appropriate ordinances to incorporate the stewardship and protection of historic sites, buildings and artifacts (Grubbing and Grading, Subdivision Code) ([H]CRC, 3-5)

Action CR-2.2c: The County shall recommend amendments to appropriate ordinances to incorporate the appropriate use of native plants in the landscaping of public facilities such as schools, government buildings, and parks. ([H]CRC, 3-5)

Objective CR-3: Preservation of Kanaka Maoli Culture and Island Values. Ensure that our Kanaka Maoli and island values and cultures are preserved and perpetuated.

The following is from the Strategic Actions, Kanaka Maoli and Island Values, Hawai'i 2050 Sustainability Plan.

Policy CR-3.1: Honor Kanaka Maoli culture and heritage. The Kanaka Maoli culture is the foundation of Hawai'i's living culture. We must ensure that the Kanaka Maoli people are supported and that this part of our culture is perpetuated. The success of this endeavor will ensure that the way of the Kanaka Maoli will guide our actions and behaviors in the years ahead.

Action CR-3.1a: Ensure the existence of and support for public and private entities that further the betterment of Kanaka Maoli (public and private agencies, on-going).

Action CR-3.1b: Increase fluency in Kanaka Maoli language. It is one of the official languages of Hawai'i (community, DOE, UH, on-going).

Action CR-3.1c: Sponsor cross-sector dialogue on Kanaka Maoli culture and island values (public and private agencies, on-going).

Action CR-3.1d: Protect Kanaka Maoli intellectual property and related traditional knowledge (public and private agencies, community, SHPD, on-going).

Action CR-3.1e: Provide Kanaka Maoli cultural education for residents, visitors and the general public (public and private agencies, community, on-going)

Policy CR-3.2: Preserve and perpetuate our Hawaiian and island cultural values by celebrating our cultural diversity and island way of life. Our diversity likewise defines us. Ensuring that our cultural practices flourish through language, dance, song, and art is crucial to sustaining who we are as a people. We must protect and nurture all aspects of our diverse history, traditions and cultures.

Action CR-3.2a: Increase the number of educators who teach cultural and historic education (public and private agencies, community, on-going).

Policy CR-3.3: Enable Kanaka Maoli and others to pursue traditional Kanaka Maoli lifestyles and practices. We must provide opportunities to those who want to pursue and perpetuate the way of the Kanaka Maoli.

Action CR-3.3a: Provide Kanaka Maoli mentors with opportunities to pass on Hawaiian culture and knowledge to the next generation of Kanaka Maoli and others. The power of wisdom comes from communication (public and private agencies, community, on-going).

Action CR-3.3b: Perpetuate Kanaka Maoli food production associated with land and ocean traditions and practices (public and private agencies, community, on-going).

Policy CR-3.4: Provide support for subsistence-based businesses and economies. We must create opportunities for the Kanaka Maoli practice of subsistence-based businesses and economies, and remove the hurdles to their start-ups and development. Such traditional cultural practices are an economic alternative to Western forms of trade and commerce. Subsistence fishing, gathering, hunting and farming are examples of subsistence-based economies that are viable.

Policy CR-3.5: Ahupua'a Resource and Management. Integrate the values and principles of the traditional ahupua'a resource and management systems as a basis for a sustainable Hawai'i.

Action CR-3.5a: Apply the ahupua'a concept in action plan for the Kona Mauka Watershed Management Program (Policy ENV-1.2).

4.5 HOUSING

The Housing section of the Kona CDP identifies objectives, policies and actions to guide the development of affordable housing in Kona. Over the past decade, housing availability, including affordable housing, has been a growing issue within the County of Hawai'i. Rapid population growth in Kona has not been accompanied by parallel growth in affordable housing construction. The cost of housing construction; the price of land, and the second home market all contribute to the lack of affordable housing opportunities.

The availability of safe and decent housing for all segments of our community is at the center of what it takes to sustain a healthy community. Access to a range of available housing affords the opportunity for our community to be ethnically, professionally and age diverse. It is the core of a strong, vibrant community. A continuum of housing options shall exist, including housing for homeless and disabled, housing for the elderly, affordable rental housing, and affordable home ownership. Housing types should be located to create a mix of housing opportunities for individuals and families.

4.5.1 Existing Conditions

In 2006, SMS Research & Marketing Services, in cooperation with the Hawai'i Housing Finance and Development Corporation (HHFDC) and the various Counties' housing agencies, prepared the Hawai'i Housing Policy Study, 2006 (February 2007) that reviewed various housing issues throughout the State of Hawai'i. This study provides current data but is primarily county-wide and not district-specific.

As the population increases, new households are formed and the need for housing increases. If the rate of housing production keeps up with population increase, then housing availability will be sufficient to handle the need generated by new households. Between 2003 and 2006, the County of Hawai'i had an annual increase of 4.3% in total housing units, while having a 2.7% annual population increase during the same period (see Table 4-2) (SMS Research & Marketing Services, Inc., 2006).

Although home construction has outpaced population growth, ironically, this County, and particularly Kona, has a housing crisis. The production of new homes has been skewed to the upper income. As the real estate prices on the West Coast have surpassed those in Hawai'i, the out-of-state demand has increased and has pushed home prices to record highs. In this County, nearly 10% of the single-family homes and 16% of the condominium units were owned by persons from outside the State (SMS Research & Marketing Services, Inc., February 2007). Between 1990 and 2006, the housing stock Statewide occupied by Hawai'i households has dropped from 92% to 86.8%, reflecting the recent trends for increased resort development, increased out-of-state real estate purchases, increased number of second homes, and the conversion of residential units for visitor use. (SMS Research & Marketing Services, Inc., February 2007).

Housing prices and rents in 2006 have been at historic highs. The chart to the left shows that the Countywide rate of increase in median price for sales prices and rents from 2003 to 2006 has been unprecedented (SMS Research & Marketing Services, Inc., February 2007).

An enormous impact of rapid price run-ups and lower affordability is an increase in the number of households with inadequate housing. Inadequate housing can be defined as including households affected by pent-up demand, doubling up, and homelessness. Other impacts of the lack of affordability include an increase in the number of young families moving out of the County, shortage of workers, and workers forced to commute from more affordable areas such as Hawai'i Ocean View Estates (HOVE) in Ka'ū, who commute to their jobs in north Kona and Kohala. Kona not only has a shortage of housing for families below the median income of the area, but also has a shortage of housing for many moderate-income households that affects the ability to recruit and retain essential community personnel, such as police officers, fire fighters, teachers, medical support, and civil servants.

The County of Hawai'i defines an affordable unit as a for-sale or rental unit affordable to a household earning up to 140% of the County's median income, where the housing costs (e.g., rent or mortgage and

utilities) would not exceed 30% of the household income. The qualifying household income depends on household size (see Table 4-3 for the 2006 Affordable Housing Income Guidelines). Based on 30% housing costs at an assumed interest rate, Table 4-4 shows the 2007 affordable sales price and rents.

The affordability ratio is the ratio of the affordable housing price to the median home price. A ratio of 1.0 means the median market price is at a level affordable to the median income household, less than 1.0 means the median market price exceeds the affordable price, and greater than 1.0 means the median market price is lower than the affordable price. The chart to the right shows that for Hawai'i County, the affordability ratio dropped from affordable (over 1.10) in 2002 to very unaffordable (about 0.70) in 2006 (SMS Research & Marketing Services, Inc., February 2007). The Housing Study projects that the median price has peaked and the affordability ratio should start to improve to about 0.80 by 2010.

4.5.2 Overall Strategy

The market forces and cost of infrastructure in Kona has driven the price of homes skyward. Without intervention, the market will deliver affordably priced homes further and further away from employment job centers, resulting in long commutes for the workforce. Affordable housing within the urban core is essential to maintain and enhance an economical and viably diverse community. The market also does not adequately meet special housing needs. Intervention strategies are long overdue and need to be coordinated with existing island-wide initiatives.

Existing island-wide initiatives include:

- **Affordable rental property tax incentives.** Property tax incentives are in place to encourage landlords to offer affordable rents (HCC Sections 19-2 and 19-53);
- **Density bonus.** The inclusionary zoning requirements in HCC Chapter 11 provide a density bonus where a developer who is required to meet the 20% affordable housing requirement is entitled to a 10% density bonus and 10% reduction in lot size from what is permitted under the existing zoning (HCC Section 11-8).
- ~~**[Extending the Hawai'i County Code (HCC) Chapter 11 requirements to existing zoned property.**~~ A bill, now being drafted, proposes to amend HCC Chapter 11 to apply the affordable housing requirements to subdivision applications for existing zoned property.]
- **Homebuyer education program.** The County Office of Housing and Community Development (OHCD) has contracted with the Hawai'i Home Ownership Center to provide an island-wide homebuyer education program that includes the following: financial literacy (setting financial goals, preparing budget plans, saving for homeownership, understanding credit), shopping for a home (identifying needs, tenancies and tenure, referrals to lenders and realtors), and post-purchase counseling (basic maintenance and repair, predatory lending, mortgage delinquency counseling).
- **Hawai'i Island Housing Trust (HIHT).** The County established this 501(c)(3) non-profit corporation to develop housing projects and provide technical or financial assistance to other non-profits.

The overall strategy builds on these on-going initiatives and structures a partnership where all sectors are asked to contribute towards finding solutions to the very complex problem of affordable housing—for landlords to consider affordable rentals, for private developers especially to help meet the needs of our workforce population, for the public sector and non-profits to share the burden of providing housing for the lower income, and for the community to support these efforts with donations, time, and awareness.

The primary target groups for housing assistance includes three sectors:

1. **Low-income households (<80% median income):** Since this group will find it very difficult to support a market rate mortgage to buy a home, the focus is to expand self-help housing program opportunities, build more new rental units (primary responsibility of government and non-profits),

encourage affordable rentals of existing units through property tax incentives, and provide supplemental assistance for the Section 8 rental subsidy;

2. **Moderate-income households (80 to 180% median income):** To enhance homeownership opportunities, the focus is to provide incentives for non-profit housing entities and private developers, to optimize the use of suitable government land for affordable housing projects, to enhance the first-time buyer's capacity through homebuyer education and counseling programs, and to keep these affordable units affordable upon subsequent sales through deed restrictions; and
 - **Elderly and disabled:** To encourage private developers to build more units appropriate for the elderly or disabled, bonus incentives are provided; to assist the elderly and disabled evaluate housing choices in relation to their special needs, a one-stop information and counseling center is proposed.

As a framework to focus the efforts, the strategy involves the following plans:

1. Build Units.

- **Research and Develop an Affordable Housing Floating Zone PUD. [~~Provide Zoning Incentives for Kona.~~]** As an incentive to the private sector, an affordable housing floating zone should be researched as a policy tool that would expedite rezoning for property less than 15 acres within the Kona Urban Area.
- **Encourage Innovative Redevelopment within Existing Villages.** Existing building codes may pose obstacles to rehabilitation of existing buildings or innovative new construction. A central point in government (the Design Center) would assist in identifying and resolving case-specific problems and opportunities.
- **Identify and Facilitate the Use of Suitable Public Lands.** The use of public lands for affordable housing significantly reduces the land cost of developing such housing.
- **Promote Accessory Units.** Accessory units (also known as 'ohana units) increase the affordable rentals inventory, and also could enhance a buyer's marginal capacity to buy a home by factoring the supplemental rent income. Together with the County's new tax break for affordable rentals, this would be an incentive for more homeowners to consider creating affordable accessory units.
- **Offer Pre-Approved Affordable Designs.** Small landowners or contractors could be encouraged to build affordable units if pre-approved plans for starter homes, accessory units, or other housing types were available at nominal or no cost.

2. Maintain the Affordable Inventory.

- **Keep Some Units Perpetually Affordable.** In a down market, the homes with restrictions are hardest to sell. But unless restrictions are imposed, as soon as the market turns, the prices will quickly escalate beyond the affordable range. Even in an up market, restricted homes that offer better quality for the price as a result of subsidies and/or the reduction of the land cost through a lease arrangement may be able to compete with unrestricted market homes. Government or non-profits should take the lead to develop and administer the perpetually-affordable inventory.
- **Replace the Displaced.** For redevelopment projects, if there are any existing affordable units within the project area, the redevelopment project shall provide units comparable in number and affordability.
- **Renovate Under-Used Existing Rental Housing.** Encourage repair, renovate, or redevelop existing public housing or multi-family private units.

3. Increase Buying and Renting Capacity.

- **Address Workforce Gap Group Needs.** A segment of the population earns too much to qualify for affordable housing programs, yet too little to buy or rent decent housing close to their place of employment. These are your teachers, police officers, fire fighters, mechanics, and other moderate income households. In an area such as Kona, where ordinary homes are significantly more expensive than other parts of the island, the County's definition of "affordable" needs to be expanded to include this group to qualify for appropriate assistance.
- **Enhance Buying Capacity.** There are various means to help a prospective buyer to qualify for a mortgage, such as no-down-payment loan or low-interest loan for the down payment; location-efficient mortgages that give credit for reduced transportation costs when locating closer to work; and energy-efficient mortgages that give credit for energy-saving designs that reduce monthly utility costs.
- **Enhance Renting Capacity.** Kona's rents often are too high to qualify for Section 8 assistance. A supplemental subsidy source could reduce the number of returned Section 8 vouchers.
- **Provide Education and Counseling.** To become a homeowner requires financial knowledge and good credit. An effective education and credit counseling program is essential in qualifying buyers and assuring that they are responsible homeowners.
- **Raise the Workforce Earning Power.** Community involvement is necessary in order to create and sustain a quality educational system. Only by increasing the learning capabilities and practical skills through our educational system can we shift upward the percentage of Kona residents who earn enough to buy a home. For this reason, the policies and actions related to workforce development (see Policy ECON-1.4) are pertinent to housing.

4. Address Special Needs.

- **Elderly and Disabled.** Even for those who are able to afford long-term care, choices are lacking. To stimulate the supply, developers would be allowed to receive additional credit for assisted living and other types of special housing which apply to the specific needs of the elderly and disabled, respectively. A one-stop center to provide information on housing choices is direly needed (see Section 4.6 Public Facilities, Infrastructure and Services).
- **Single-resident Occupancy Units (SRO's).** Single-resident occupancy units, which are dormitory-like structures, are particularly suitable to single farm workers and commuting resort workers who need a place to stay during the work week. Because of the predominance of these types of workers in Kona, developers are expected to meet their needs.
- **Farm workers.** To encourage more farm worker housing, a policy interpretation of the zoning code ~~will~~ may allow farm workers to live on a different farm than where they work.
- **Homeless.** The Kona Housing Trust Fund, discussed in Policy HSG-1.2, ~~will provide~~ proposes an additional source of funding to meet emergency needs to abate homelessness and to increase the supply of homeless shelters.

5. Create a Funding Source and Housing Advocate.

- **Turn the Second-Home Market into an Ally.** Recognize the rippling effects of Kona's booming second-home market on the construction costs and sales prices of homes, ensure that resort residential development either build affordable units (onsite or offsite) or pay in-lieu fees.
- **Establish a Non-Profit Corporation and Trust Fund.** Establish a Kona Housing Trust Fund to be administered by a Kona-based board of directors. This fund could be a repository for HCC Chapter 11 in-lieu fees, shared appreciation proceeds, and other designated sources. The fund would be used to finance or provide a match to subsidize land acquisition, water

commitment fees, predevelopment activities, infrastructure improvements, and other related activities. The Trust could also facilitate matching developers who hold affordable housing credits with those who need credits to satisfy their HCC Chapter 11 affordable housing requirements.

- 6. Monitor Market Conditions and Need.** Kona's housing needs, which are unique to the rest of the County, justify the need for regional-specific data to nimbly respond to changing needs and market conditions. The Kona Housing Trust Fund is the funding source for data collection spearheaded by the Kona Housing Non-Profit.

4.5.3 Goal, Objectives, Policies, and Actions

Housing Goal: Diversity of housing choices for all segments of the population close to places of employment and/or daily needs.

Objective HSG-1: Create Local Funding Source. To establish a non-profit entity and funding source to address Kona's affordable housing needs, which are particularly acute relative to the other areas of the County.

Policy HSG-1.1: Kona Housing Non-Profit. The Kona CDP [~~Implementation~~]Action Committee (see Section 5.2.1 Organizational Structure and Membership) [~~shall designate~~]should advocate for an existing non-profit corporations, or [~~create~~]the creation of a new non-profit corporation, to carry out the Housing policies. The board of directors for this Kona Housing Non-Profit [~~shall~~]should be Kona-based. Besides administering the Kona Housing Trust Fund, this non-profit [~~shall~~]should carry out other responsibilities specified in this plan.

Policy HSG-1.2: Kona Housing Trust Fund. The Kona Housing Non-Profit [~~shall~~]should establish a Kona Housing Trust Fund. The potential funding sources to be coordinated with the County include linkage fees, which are funds contributed by companies requiring large numbers of employees, in-lieu fees, shared appreciation proceeds, charitable contributions, and others. The fund would be used as authorized by the Kona Housing Non-Profit, including without limitation, down payment assistance to first-time homebuyers, supplemental Section 8 subsidy, supplemental homebuyer education and counseling, homeless shelters, emergency rent, and data gathering.

Objective HSG-2: Monitoring Housing Conditions. To gather Kona-specific data in order to adjust to changing needs and market conditions.

Policy HSG-2.1: Data Gathering. The Kona Housing Trust Fund may be used to finance annual gathering of relevant data, as determined by the Kona Housing Non-Profit, including, without limitation, the following:

1. To evaluate whether adjustments of target groups are necessary:
 - a. Median income for North and South Kona residents;
 - b. Median home sales price for North and South Kona;
 - c. Median rental for North and South Kona;
 - d. % own vs. % rent.
2. To evaluate current need for affordable units:
 - a. Number of affordable rental units and vacancy rates (Section 8 rent units or receiving property tax break);
 - b. Number of returned Section 8 vouchers;
 - c. Number of perpetually affordable (controlled appreciation or leased) units and vacancy rates;

- d. Number of affordable units sold at market price (due to lack of demand for restricted affordable unit);
- e. Number on waiting list for government housing.

Objective HSG-3: Increase Buying and Renting Capacity of Target Groups. To assist the lower income groups in obtaining decent housing and to enhance the opportunities of first-time homebuyers.

Policy HSG-3.1: Homebuyer Education and Counseling. The Kona Housing Non-Profit [~~will~~]should have the authority to supplement the County's homebuyer education and counseling program, ensuring appropriate and meaningful outreach to educate prospective first-time Kona homebuyers on strategies to save money, finance mortgages (including the potential rental income of an accessory unit), rehabilitate credit, and other pertinent subjects.

Policy HSG-3.2: First-Time Homebuyers. The Kona Housing Non-Profit (see Policy HSG-3.4 below) [~~will~~]should have the authority to finance programs to assist first-time Kona homebuyers, thus supplementing available county, state, or federal programs.

Policy HSG-3.3: Low-Income Renters. The Kona Housing Non-Profit [~~will~~]should have the authority to finance a program to supplement the Section 8 subsidy to pay security deposits, or provide other assistance, in order to minimize the number of returned vouchers.

Policy HSG-3.4: Employer-Assisted Rental. The Kona Housing Non-Profit [~~will~~]should have the authority to assist employers who provide rental assistance to their employees for onsite housing or housing within five (5) miles of the place of work by locating rental units and expanding recruitment advertisements.

Objective HSG-4: Build More Units. To build more units that offer a variety of housing types, tenures, and affordability.

Policy HSG-4.1: Public Sector and Non-profits Primarily Responsible to Meet Needs of Lower-Income and Middle-Income Renters. Because affordable rents cannot usually fully pay for the actual costs to develop a rental project, the private market cannot be relied upon to deliver these types of projects. Therefore, public housing projects and projects using public lands or financing [~~shall~~]should devote a significant percentage of the residential units to meeting the needs of middle-income renters (50 to 100% of median income) and lower-income households (less than 50% of median).

Policy HSG-4.2: Workforce Housing. Because of the higher market sales prices in Kona, relative to the other parts of the island, even the workforce group (up to 180% of median income) has difficulty finding housing close to work. Therefore, a developer of a housing project in Kona may earn an affordable housing credit of 0.25 for every completed for-sale dwelling unit affordable for qualified households earning 120-180% of median, provided that this provision shall be superseded by any subsequent amendment to Chapter 11 relating to Countywide standards for workforce housing.

11-5-(c) Affordable housing credits.

The developer shall earn affordable housing credits as follows:

(1) Sale of completed dwelling units affordable to qualified households earning 120-140% of median: 0.5 credit per unit;

Policy HSG -4.3: Research and Develop an Affordable Housing Floating Zone PUD. In recognition of the critical affordable housing needs in Kona, a project that meets the following criteria [~~shall~~]would qualify as an affordable housing floating zone:

- The project is located in the Kona Urban Area;
- The project area requiring rezoning totals less than 15 acres;
- The project is served, will provide, or has commitments to provide all necessary infrastructure in a timely manner;

- The project consists predominantly of residential uses and at least 80% of the residential units will be priced to be affordable;
- The application includes a form of a declaration of covenants that requires 80% of all residential units built on the subject property to be affordable under the definition of HCC Chapter 11 Housing (including workforce), in which the declaration shall incorporate by reference the Affordable Housing Agreement referenced below and recorded upon rezoning approval;
- The application includes a draft Affordable Housing Agreement setting forth the terms of sale or rent, resale restrictions, and other terms, which Agreement shall be finalized and executed between the applicant and the County Office of Housing and Community Development prior to enactment of the rezoning ordinance.

A project meeting the above criteria ~~[entitles]~~ should entitle the applicant to the following:

- ~~[The application shall be reviewed with a rebuttable presumption that the project furthers the intent of the zoning code and is consistent with the goals, objectives, policies, and action of the General Plan and the Kona CDP;]~~
- The application for State Land Use reclassification, as appropriate, shall be processed concurrently with the rezoning application;
- The time period for the Director's review and the Planning Commission's review shall ~~[be 60 days, respectively]~~ be consistent with Planning Code and Procedures;
- The project ~~[shall]~~ should be exempt from fair share (or impact fees) conditions;
- If 100% affordable, the project in concurrence with the Design Center may preempt planning standards pursuant to HRS Section 46-15;
- The project may qualify for any available subsidies from the County, Kona Housing Trust Fund, or other sources to pay, in whole, or in part the water commitment fees.

Policy HSG-4.4: Housing Variety and Suggested Unit Credits for other Affordable Housing Projects.

The housing in TODs and TNDs ~~[shall]~~ should be designed to mix the types, tenures, and affordability at the block level, to the extent practicable. An additional credit of 0.5 (beyond the credits specified in HCC Section 11-5) shall be recognized for senior or disability housing units (e.g., assisted living) and affordable live-work units (see Table 4-5).

Table 4-5 Housing Credit			
	Percentage of median household income	Affordable housing credit per HCC Section 11-5	Elderly, disable, or Lie-Work Unit Credits
Dwelling Unit	[120] 140-180% (proposed)	0.25	0.75
	120-140%	0.5	1.0
	100-120%	1.0	1.5
	80-100%	1.5	2.0
	80%	2.0	2.5
Rental Unit	80-100	1.0	1.5
	60-80%	1.5	2.0

	60%	2.0	2.5
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Policy HSG 4.5: Innovation Encouraged for Redevelopment Projects. In Kailua Village, or the Rural Towns and Villages, landowners or developers who wish to develop affordable housing by rehabilitating or adapting an existing building, building a new infill building, or providing such housing above a commercial establishment may bring their proposal to the Design Center. The Design Center shall assist with any building code, zoning code, or other permitting issues to facilitate and enable the construction of such units. The level of assistance, such as permit coordination or subsidy financing, may increase proportionate to the number of committed affordable units.

Policy HSG-4.6: Accessory Units. Accessory ('ohana dwelling) units are encouraged in order to increase the supply of rentals. ~~[For TODs and TNDs, any provisions in the Project District rezoning ordinance relating to accessory units may preempt the zoning code 'ohana dwelling provisions (HCC Chapter 25, Article 6, Division 3).]~~ For existing residences in conventional zoning districts that want to add an accessory unit, the 'ohana dwelling requirements of the zoning code apply.

Policy HSG-4.7: Pre-Approved Affordable Housing Designs. The Kona Housing Non-Profit (see Policy HSG-1.2) ~~[shall]~~ may pay for the design of standard accessory units, starter homes, and other appropriate housing types. The County ~~[will consider]~~ should expeditiously issue building permits for pre-approved designs. These designs shall be available to interested individuals or professional builders at nominal or no cost.

Policy HSG-4.8: Research and Develop Density Bonus Increase for Affordable Housing. The developer shall be granted a 1:1 density bonus over and beyond the 10% density bonus in HCC Section 11-8 for each affordable housing unit that exceeds the affordable housing requirements, up to a maximum 30% density bonus.

Objective HSG -5: Maintain Affordable Housing Stock. To maintain an inventory of affordable units to meet present and future needs, while providing some opportunity for homeowners to upgrade their housing condition through equity appreciation.

Policy HSG-5.1: Perpetually Affordable Units. Public agencies and non-profits that develop or own affordable housing units shall utilize methods, such as leasing or controlled appreciation, to ensure that sales prices of these units remain perpetually affordable.

Policy HSG-5.2: Privately-Constructed Affordable Units. For private projects subject to affordable housing requirements, the Kona Housing Non-Profit or other non-profit shall have a first right of refusal to 10% of the required affordable units. All affordable units shall remain affordable for 40 years. No restrictions may apply after 40 years based on the rationale that newer homes will replace these older homes in the affordable housing stock. During the resale-restricted period, the level of restriction shall meet the following minimum requirements:

- **1st 20 years:** The affordable units shall have a minimum 20-year controlled appreciation restriction (cost of improvements plus appreciation based on the Honolulu Consumer Price Index;
- **After 20 years:** The owner may sell the property at market value with a shared appreciation with the County or Kona Housing Non-Profit at 50%;
- **Right of First Refusal:** After 20-years, the Kona Housing Non-Profit shall have the right of first refusal to purchase the unit;
- **Owner-occupancy:** During the resale-restricted period, affordable units ~~[must]~~ shall remain owner-occupied or rented out by the owner at an affordable rate as certified by the County real property tax division pursuant to the affordable rent provisions in HCC Chapter 19.

Policy HSG-5.3: Redevelopment Shall Not Displace Affordable Units. Where there are concentrations of existing affordable units, redevelopment plans or projects shall ensure that units comparable in number

and affordability to the existing units are provided in the new project, with priority given to displaced residents to purchase or rent.

Policy HSG-5.4: Renovate Under-Used Existing Rental Housing. For public housing, the County ~~[shall]~~ should explore privatization or other options with the responsible public agency if the responsible agency is financially unable to ~~[property]~~ properly maintain the affordable units. For Kona, a developer may earn affordable housing credits under HCC Chapter 11 Housing to rehabilitate public housing rental units or units within a multi-family rental complex owned by a non-profit, with the number of credits earned comparable to the costs the developer would have incurred for construction of new rental units.

Objective HSG-6. Address Special Needs. To address the needs of special groups who are not normally provided for in the free market system.

Policy HSG-6.1: Elderly and Disabled. Information services on housing choices to the specific needs of the elderly and disabled (including caregivers) as well as potential providers, ~~[shall]~~ should be provided by a one-stop information center coordinated through the Office of Aging (see Policy PUB-3.2).

Policy HSG-6.2: Homeless and Emergency Rent. The Kona Housing Trust Fund may finance the construction or operation of homeless shelters, and supplement or create an emergency rent program to provide short-term (no more than six months) assistance to low-income households who face potential homelessness as a result of unemployment, medical payments, or other unforeseeable causes.

Policy HSG-6.3: Single-Resident Occupancy (SRO) Units. Recognizing that commuting resort workers often prefer an affordable place to stay overnight during workdays and return home on the off-days, that immigrant farm workers are often single, and that SRO's often are the last resort before homelessness, developers and government housing agencies are encouraged to provide such units in their mix of affordable housing units.

Policy HSG-6.4: Farm Worker Housing. To support Kona's agricultural industry and its desire to strive for greater food sustainability, ~~[farm worker housing shall be a permitted use on agricultural lands where the tenant farm worker does not have to work on the same parcel where the farm worker housing is located.]~~ farm workers may be allowed to live on a different farm from that of where they work, as permitted by HRS 205.

Actions

Because the same actions in the Housing section crossover several policies, the actions are grouped together. Acknowledging the island-wide programs, the following actions implement the Housing policies to increase housing choices specifically for Kona:

Action HSG-a: Establish the Kona Housing Non-Profit. The Kona CDP ~~[Implementation]~~ Action Committee, with assistance from OHCD, ~~[needs to designate or establish]~~ should advocate for the creation of a non-profit entity (Policy HSG-1.2). The legal form of this entity needs to be appropriated to receive community donations, receive funds from the County Housing Trust Fund for specific projects, enter into agreements with developers (who would sell the units encumbered with covenants) for shared appreciation on certain HCC Chapter 11 housing units, and possibly buy certain units from developers to lease (as rentals or leased land) (OHCD, 1-2).

Action HSG-b: Operate the Kona Housing Non-Profit. Once established, the Kona Housing Non-Profit will set up an account (Policy HSG-1.3) to fund various initiatives set forth in the policies including the following:

1. Sponsor a design contest and retain the winner to prepare pre-approved plans for starter homes, accessory units, or other appropriate housing types (Policy HSG-4.7); (Kona Housing Non-Profit, 2-3)

2. Draft standard first right of refusal provision to be included in the Affordable Housing Agreements executed between the developer and OHCD and incorporated as deed covenants (Policy HSG-5.2); (Kona Housing Non-Profit, 1-2)
3. Exercise rights of first refusal and purchase Chapter 11 units from developers to rent or lease to income-qualified households (Policy HSG-5.2); (Kona Housing Non-Profit, on-going)
4. Establish programs in coordination and to supplement island-wide programs to do the following: (Kona Housing Non-Profit, 2-3)
 - i. Assist first-time homebuyers with down payments or other assistance (Policy HSG-3.2);
 - ii. Work with landlords to negotiate affordable rents that qualify for property tax breaks and/or Section 8 (Policy HSG-3.3);
 - iii. Work with employers to locate affordable for-sale or rentals in the vicinity of the workplace (Policy HSG-3.4);
 - iv. Supplement the island-wide homebuyer education program to expand the outreach in the Kona area (Policies HSG-3.1 and HSG-3.4);
 - v. Coordinate with other related programs to establish an emergency rent program (Policy HSG-6.2);
 - vi. Coordinate with OHCD and other appropriate programs to establish a Kona-specific data gathering and market-monitoring initiative (Policy HSG-2.1);
 - vii. As a result of continually monitoring the needs of the Kona community, advocate or take action to meet existing or emerging deficiencies for special needs groups (e.g., elderly, disabled, homeless, farmworkers) (Policies HSG-6.1, HSG-6.2, HSG-6.3, and HSG-6.4).

Action HSG–c: For government and non-profits to produce the units at subsidy levels to meet the needs of the lower income groups, the following actions need to be taken:

1. The County and the community (e.g., the Kona Housing Non-Profit) should encourage the State agencies currently developing affordable projects (e.g., DHHL at Laiopua, HHFDC at Keahuolu) to review their projects for consistency with the policies to provide affordable rentals (Policy HSG-4.1), mix of housing types (Policy HSG-4.4), and perpetual affordability strategies (Policy HSG-5.1); (OHCD, Kona Housing Non-Profit, DHHL, HHFDC, on-going)
2. The Kona Housing Non-Profit should coordinate with the pertinent State and County agencies to inventory potential public lands that are suitable for housing development and initiate project planning or ensure land-banking for affordable housing purposes; (Kona Housing Non-Profit, DLNR, 1-2)
3. The County or Kona Housing Non-Profit should explore privatization options with the State housing agency. (OHCD, Kona Housing Non-Profit, 1-2)

Action HSG–d: To gain the assistance of the private sector, several existing laws [~~have been~~]should be amended [by]following the enactment of this plan:

1. TOD/TND mixed affordable housing requirement, TOD/TND preemption of 'ohana dwelling, Project Description Affordable Housing Floating Zone[~~(enacted by plan)~~].
2. Additional Chapter 11 Housing credits for workforce housing,; disabled , elderly, live/work units; 1:1 density bonus; resale restrictions[~~(enacted by plan)~~].

Action HSG–e: New private developments are encouraged to creatively provide low cost/affordable housing and meet certain needs especially critical to Kona. The Design Center should help to increase awareness of these policies and stimulate creativity to meet these needs. Developers, with assistance from the Design Center, are instrumental in carrying out the following: (PD/DC, on-going)

1. Take advantage of the higher densities permitted in TODs and TNDs to financially support building at least 25% affordable units , in a creative manner that results in a mix of housing types, tenures, and affordability (see Policies HSG-4.1 to HSG-4.8);
2. Research feasibility of an [Take advantage of the]Affordable Housing Floating Zone PUD as an HCC amendment;
3. Take advantage of the credits recognized to provide affordable disabled, elderly projects and live-work units (Policy HSG-4.4), and rehabilitation of public housing units;
4. Although no additional credits are offered, strive to provide accessory (Policy HSG-4.6) and SRO (Policy HSG-6.3) units;
5. Encourage redevelopment infill projects within existing developed areas such as Kailua Village and the Rural Towns (Policy HSG-4.5), while considering potential displacement of any existing affordable housing (Policy HSG-5.3);
6. Take advantage of the County's interpretation of Hawai'i Revised Statutes (HRS) 205 relating to farm worker housing as well as the Clustered Rural Subdivision Guidelines to provide clustered farm worker housing in rural areas (Policy HSG-6.4)

4.6 PUBLIC FACILITIES, INFRASTRUCTURE, AND SERVICES

The Public Facilities, Infrastructure, and Services section of the Kona CDP identifies objectives, policies, and actions that tie-in with and support other sections of the Kona CDP, especially Land Use, Transportation, Housing and Environmental Resources. An important concept promoted by this section is the public-private partnership required to assure that all communities are adequately served.

4.6.1 Existing Conditions

County public facilities, infrastructure, and services are those service systems that are provided, staffed, and maintained by government or quasi-public entity to directly serve the residents including: the systems of parks, fire stations, police stations, refuse disposal, drinking water, health, and energy. Transportation-related infrastructure is covered in the Transportation section of this plan. The County also provides services to the elderly, as well as supplements funding for a number of social programs.

4.6.2 Overall Strategy

Acknowledging the limited government resources for which Kona competes with other districts, the policies in this section set forth the expectations and priorities of the Kona community to enable the community and government to optimize the type, timing, location, financing, quality, and maintenance of public infrastructure, facilities, and services. Although sensitive to jurisdiction, the policies and actions attempt to set a framework to integrate the various providers-- whether County, State, Federal, quasi-public (e.g., HELCO), or private (e.g., private hospitals or schools).

The community's expectations and priorities are guided by the following principles:

1. **Public safety**—the policies set a minimum level of service for essential public safety services including police protection, fire protection, emergency response, disaster response, and highway safety, and promote a community-based approach to crime prevention;
2. **Healthcare**—the policies recognize the limited role of the County and community in the healthcare system, but frame the desired outcome to foster coordination and partnerships for this critical basic need;
3. **Growth management and environmental quality**—the policies use public infrastructure to influence the location and timing of growth such as prioritizing the infrastructure that service TODs as an incentive to develop within TODs, as well as ensuring that this infrastructure supports this growth in a manner that reduces waste and pollution, conserves water, and generally minimizes environmental impacts;
4. **Sense of community and quality of life**—the policies recognize that the types and quality of public facilities and services can enhance the sense of community by encouraging gathering and interaction, by providing lifelong learning opportunities, by building appreciation and respect for nature through trails and parks and other interactive opportunities, by nurturing the soul through art, and cultural activities;
5. **Economic catalyst**—the related policies in Section 4.8 Economic Development section identify specific public facilities that have the potential to stimulate desirable economic balance;
6. **Standard of excellence**—the policies set a standard of excellence in the construction, operation, and maintenance of all public facilities and the supportive role of the community to promote civic pride.

4.6.3 Goals, Objectives, Policies, and Actions

Public Facilities, Infrastructure, and Services Goal: A community where the public infrastructure and facilities are sustainably built and maintained with innovation and pride, promote sense of community, and support a quality of life where visitors and residents feel safe, healthy, and inspired.

Objective PUB–1: To coordinate planning and budgeting for public facilities, the Official Public Facilities and Services Map shall identify existing and proposed public facilities.

Policy PUB.1.1: Official Public Facilities and Services Map. The Official Public Facilities and Services Map shall identify existing and proposed public facilities. Proposed facilities shall distinguish whether the mapped site is committed or requires further planning. On the premise that the mapped proposed facilities are priority, only those proposed facilities shown on the map [~~shall~~ should] be eligible for funding (see Figures 4-10a to 4-10c). [~~Enacted by plan~~]

4.6.3.1 PUBLIC SAFETY

Objective PUB–2: Public Safety. To establish a minimum level of service for public safety resources in order to identify deficiencies and plan for future growth, and to recognize that how we design our communities can help to prevent crime.

Policy PUB–2.1: Law Enforcement Level of Service. To enable timely response over a geographic area spanning approximately 60 miles long, there should be, at a minimum, a police station for North Kona and another police station for South Kona. The North Kona police station should have an adequately-sized holding jail and should be located near the court for efficient operations. Until superseded by a county-wide standard, the number of police officers for each district should be planned and budgeted at 4 officers/1000 persons in order to cover three shifts with a minimum of three officers per shift (Personal Communication, Chief Lawrence Mahuna, December 19, 2007).

Action PUB–2.1a: Plan a new North Kona police station to be located within the Honokohau Village TOD and program for design and construction funding (Police, 5-10).

Action PUB–2.1b: Coordinate with the State to relocate the circuit and district courts to the Honokohau Village TOD (State Judiciary, PD, 5-10).

Action PUB–2.1c: Design and construct the relocated South Kona police station. The County is in the process of acquiring a site (TMK: 8-2-001:072 and 084) (Police, 2-3).

Action PUB–2.1d: Support the addition of manpower for policing efforts (Police, on-going).

Policy PUB–2.2: Crime Prevention Emphasis. The community policing program with its emphasis on building relationships and partnerships with the community plays a vital role in creating a safe Kona. But, beyond community organization and education programs, such as the Neighborhood Watch Program, the presence of these police officers on foot or on bicycles in villages instills a sense of public safety. The design of new or renovated buildings or public facilities [~~shall~~ should] consider environmental design principles that prevent crime.

Action PUB–2.2a: Support for the community policing program should continue (Police, on-going).

Action PUB–2.2b: In Villages (e.g., Kailua Village, TODs, rural towns), consider reinstating the bicycle patrols (Police, 3-5).

Action PUB–2.2c: Through a Business Improvement District or other organization, partner with downtown businesses to enhance security and orderliness (KVID, 1-2).

Action PUB–2.2d: Develop a public safety audit checklist and conduct neighborhood and downtown safety walks to identify potential crime spots or unsafe areas (Police, KVID, COMM, 2-3).

Action PUB–2.2e: Incorporate in the Village Design Guidelines crime prevention through environmental design principles (PD, 3-5).

Policy PUB–2.3: Fire Protection, EMS, Rescue, HazMat Level of Service. Until superseded by a county-wide standard, fire station locations should be planned to provide a response time of 8 minutes in the Urban Area (10 mile radius with 5 mile overlap) and 12 minutes in the rural areas (15 mile radius with 5 mile overlap). All fire stations should provide fire protection and EMS services. Rescue services should be provided by ground and sea by at least one station in each district, and by helicopter to service the North Kona and South Kona districts. One station should have HazMat capability to service the North Kona and South Kona districts.

Action PUB–2.3a: Existing and proposed fire stations meet the level of service for the Urban Area. A new fire station is needed in South Kona in the vicinity of Ho’okena (Fire, 5-10).

Policy PUB–2.4: Beach Safety Level of Service. Lifeguard stations should be located at County and State beach parks, in accordance with the “Needs Assessment Study” prepared by the County Fire Department as shown on Figure 4-10a Public Facilities and Services Map-Public Safety.

Action 2.4a: Identify proposed lifeguard stations on the Official Public Facilities Map (Fire, PD, on-going).

Policy PUB–2.5: Highway Safety Level of Service. In order to reduce the number of motor vehicle traffic accidents, high-risk locations or hot spots should be identified in order to improve roadway safety.

Action PUB-2.5a: Identify motor vehicle related fatalities and injuries (Police, DOT, DOH, traffic safety organizations, on-going).

Action PUB–2.5b: Improve data collection, assessment, and dissemination of information (Police, DOT, DOH, traffic safety organizations, on-going).

Action PUB–2.5c: Encourage an integrated planning and design process for improvements in roads, emergency medical services, and public transportation (Police, DOT, DOH, traffic safety organizations, on-going).

Policy PUB–2.6: Disaster Shelters and Critical Facilities. There ~~shall~~ should be adequate hurricane-proof shelters concurrent with the growing population. Where designated on Figure 4-10a Official Public Facilities and Services Map-Public Safety, ~~new~~ proposed public buildings shall be evaluated by the Civil Defense regarding whether or not the design should include specifications to be hardened to serve as a hurricane shelter. Any new fire station or hospital ~~shall~~ should be appropriately designed to withstand all hazards.

Action PUB-2.6a: Identify additional disaster shelters and critical facilities where deficient (State and County CD, 3-5).

4.6.3.2 HEALTHCARE

Objective PUB-3: Healthcare. To ensure access to healthcare and promote a healthy lifestyle.

Policy PUB–3.1: Medical Care. The community ~~shall~~ should support a viable medical clinic to ensure a safety net for those without health insurance or those unable to access the mainstream medical system.

Action PUB-3.1a: Coordinate with the County of Hawai’i Healthcare Crisis Plan (Mayor’s Office, 3-5).

See Related Policy ECON-1.1 Hospital as Stimulus for Healthcare Industry.

Policy PUB-3.2: Long-Term Care. An information center/activity center ~~shall~~ should serve as a clearinghouse for the community-based and institutional long-term care choices available. This resource center may be co-located with a senior recreational center in Kailua.

Action PUB-3.2a: Plan, design, and construct an information center/activity center for the disabled and elderly (OA, 5-10).

Policy PUB-3.3: Preventive Health through Walkable Communities. Through the Village Design Guidelines' pedestrian-friendly street standards, Kona ~~shall~~ should be known as an avid walking and biking community conducive to all ages. Also refer to Policy LU-2.2 TOD/TND Components.

Policy PUB-3.4: Universal Access. As its expression of compassion and caring, the Kona community shall take pride in having all public facilities accessible to the disabled and respectful of the accessible parking stalls.

Action PUB-3.4a: Continue to work with the police department to assist in accessible parking enforcement (Police, on-going).

Action PUB-3.4b: Offer educational programs to sensitize residents to the challenges of the blind, deaf, or wheel-chair bound person (One Stop Community Resource Center, R&D, 2-3).

Action PUB-3.4c: Continue to implement curb ramp program for streets and sidewalks and parks and recreation program facilities (PR, DPW, on-going).

4.6.3.3 GROWTH MANAGEMENT AND ENVIRONMENTAL QUALITY

Objective PUB-4: Growth Management. To prioritize and locate growth-supporting infrastructure (water, sewer, drainage) to support the TODs and infill development and to minimize the environmental impacts of such growth.

Policy PUB-4.1: Water for TODs. To encourage and direct development to the TODs, a priority ~~shall~~ should be to provide an appropriately sized water transmission line within the Keohokālole Highway Corridor, and to flexibly enable water allocation policies to support the Kona CDP land use policy to concentrate growth within the TODs, in lieu of sprawl.

Action PUB-4.1a: Update, as necessary, DWS's master plan for Kona to support future growth in the TODs (DWS, 2-3).

Action PUB-4.1b: Amend DWS's ~~Rules~~ Guidelines, as necessary, to support the Kona CDP land use policies (DWS, 3-5).

Policy PUB-4.2: South Kona Water System. In recognition that the extension of the County water system south beyond its existing limit at Ho'okena would increase the growth pressures to convert agricultural land to urban uses, the South Kona County water system ~~shall~~ should not be extended further south. ~~[(Enacted by plan)]~~

Policy PUB-4.3: Agricultural Water. Recognizing the importance of agriculture as part of the rural character of Kona, the pervasiveness of small farms, and the critical need for irrigation in Kona's relatively dry climate, ~~[DWS shall develop]~~ a policy should be developed, subject to DWS approval, if and where county water will be involved, to implement best efforts to serve the agricultural water needs of the Kona area. This policy is not intended to subsidize the farmers. Instead, the intent is to explore cost-effective systems to provide water for irrigation purposes, set water rates that encourage the small farms, and to ensure that these agricultural customers are committed to agriculture and use the water responsibly. Towards this end, the policies may consider agricultural dedication for property tax purposes (to evidence a commitment to agriculture) and the use of best practices irrigation (to evidence responsible water use) as a condition to receive DWS agricultural water rates.

Action PUB-4.3a: Develop policies and plans to provide water for agricultural use, ~~[and amend DWS's Rules accordingly]~~ subject to DWS approval (DWS, 3-5).

Action PUB-4.3b: Develop an irrigation best practices certification program (SWCD, 2-3).

Action PUB-4.3c: Develop an application form to facilitate verification of the agricultural dedication and irrigation best practices certification, subject to DWS approval, if and where county water will be involved (DWS, 2-3).

~~**Action PUB-4.3d:** Update Kona water system master plan to incorporate agricultural water component (DWS, 3-5).~~

Policy PUB-4.4: Sewer Priorities. In order to protect the nearshore water quality, the requirement to hookup to the County sewer system (HCC Section 21-5) shall be strictly enforced. The highest priority in expanding the sewer system within the Kona Urban Area shall be to service any shoreline properties that do not have access to a public sewer system and then to service lots within approximately 1 mile of the shoreline. Any new subdivision within 1 mile of shoreline within the Kona Urban Area shall either hookup to the public sewer system, or provide a private treatment system, and/or install dry sewers (see Figure 4-10c Official Public Facilities and Services Map-Waste Management). Private wastewater collection systems within the 1 mile zone shall be designed and constructed to County standards to enable potential connection to County sewer system. The County shall ensure that TODs can be served by the public sewer system in a timely manner.

Action PUB-4.4a: Identify the violators and enforce the sewer hookup requirements (DEM, 1-2).

Action PUB-4.4b: Develop a sewer plan to service the Kahalu'u area (DEM, 3-5).

Action PUB-4.4c: Update the sewerage master plan to service the entire Kona Urban Area with priority to the TODs and the areas within approximately 1 mile of the shoreline (DEM, 3-5).

Policy PUB-4.5: Wastewater Treatment and Effluent Reuse. The Kealakehe Wastewater Treatment Plant shall be expanded to accommodate the projected sewage volume from the Urban Area priority sewer areas as practicable. ~~[extending south of Hina Lani Street to the Keauhou Wastewater Treatment Plant service area.]~~ If another treatment plant is needed, a [A]-new County wastewater treatment plant [shall be located] should be considered in the vicinity shown on Figure 4-10c Official Public Facilities and Services Map-Waste Management and designed to the extent feasible to utilize a natural treatment system that can double as an open space feature.

Action PUB-4.5a: Master plan the expansion of the Kealakehe Wastewater Treatment Plant (DEM, 1-2).

Action PUB-4.5b: Master plan the development of a new wastewater treatment plant servicing north of Hina Lani Street that considers the feasibility of natural treatment systems (DEM, 2-3).

Action PUB-4.5c: Master plan a comprehensive wastewater reclamation system to maximize reuse (DEM, 2-3).

Policy PUB-4.6 Wastewater Reuse Area: Recognizing the limited drinking water supply in the Kona area, every effort should be taken to develop a feasible wastewater reclamation system for non-potable uses. Also refer to Policy TRAN-3.3. The wastewater reuse area should be, at a minimum, located mauka of the shoreline up to Keohokālole Highway (Mid-Level Road), north of Palani Road and south of Huliko'a Drive (see Figure 4-10c Official Public Facilities and Services Map-Waste Management).

Action PUB-4.6a: Future wastewater reuse areas shall be identified on Figure 4-10c Official Public Facilities and Services Map-Waste Management (DPW, PD, on-going).

Policy PUB-4.7: Urban Stormwater Management. In recognition that stormwater runoff transports sediment and contaminants, thereby threatening the degradation of Kona's coastal water quality, and that Kona's undefined drainageways and susceptibility to intense rainfall cause flash flooding that threatens life and property, innovative solutions are necessary to address Kona's unique conditions and to guide future development and flood management projects. Acknowledging the complexity of managing stormwater, a stormwater management program tailored to Kona shall evolve through a public education and training phase, voluntary incentives, and the ultimate development of Stormwater Management Guidelines that ~~will~~ should regulate development and establish standards for public projects. The evolution of this program ~~shall~~ should consider the following:

- (a) a connected hierarchical overflow system where overflows from 10-year storm facilities (e.g., drywells) are directed to higher-capacity flood management systems, so that the total system can safely accommodate a 100-year storm;
- (b) use of natural drainageways and retention areas to the extent possible to maximize infiltration (groundwater recharge), filtration, and settling;
- (c) multi-purpose use of the higher-capacity (e.g., 25-year, 50-year, 100-year) flood management facilities for recreation or other uses since these areas will flood infrequently;
- (d) engineered "natural" flow ways to direct the sheetflow runoff into more defined drainageways;
- (e) onsite retention measures, such as rainwater harvesting methods;
- (f) street standards that minimize runoff and transport of sediment and contaminants;
- (g) watershed management system perspective;
- (h) When a ~~[Based on the]~~ Stormwater Management Program has been accepted by the County, existing and proposed stormwater management flow ways and facilities shall be shown on the Official Public Facilities and Services Map, especially those maintained by the County.

Action PUB-4.7a: Hire a consultant to develop Stormwater Management Program and Guidelines, incentives, and Education/Training Program, such as Low Impact Development (LID). (DPW, 2-3).

Action PUB-4.7b: Implement the education and training program; adopt and publicize the incentives; adopt and enforce the Stormwater Management Guidelines (DPW, 2-3).

4.6.3.4 SUSTAINABLE SOLID WASTE MANAGEMENT

Objective PUB- 5: Zero Waste. To maximize recycling, reuse, and reduction.

Policy PUB-5.1: Integrated Waste Disposal. To the extent feasible, Kona's proposed natural system wastewater treatment facility ~~shall~~ should be co-located with a non-edible crop, such as a biofuel crop, to use the R-1 wastewater effluent, and also co-located with Kona's green waste composting site to compost the sludge from the wastewater treatment facility for use on biofuel crop.

Action PUB-5.1a: Find entrepreneur(s) for biofuel crop (R&D, 3-5).

Action PUB-5.1b: Master plan concept and financing for new natural system wastewater treatment facility and relocated transfer station/recycling center; obtain DLNR approval to use State land (DEM, 5-10).

Policy PUB-5.2: Solid Waste. Within the Kona Urban Area, to increase the capture of recyclable materials and also to decrease the number of automobile trips, the County ~~shall~~ should explore feasible alternatives for residential curbside collection, including source-separated recyclables.

4.6.3.5 SENSE OF COMMUNITY AND QUALITY OF LIFE

Objective PUB-6. Quality of Life. To foster a sense of community and health through the public realm such as gathering places, parks, pedestrian networks, and open spaces.

Policy PUB-6.1: Gathering Places. TODs shall include appropriate public gathering areas, such as plazas, in accordance with the intent of the Village Design Guidelines. The planning and design of such public spaces shall address any maintenance requirements. ~~[(Enacted by plan)]~~

Policy PUB-6.2: Active Recreation Opportunities. A range of recreational opportunities ~~[shall]~~should be provided to encourage physical activity and interaction among toddlers, youth, teens, adults, and seniors, including, without limitation the following:

- (a) Regional park (minimum 50 acres)—New regional park at Kealakehe as shown on the Public Facilities Plan to include playfields, multi-purpose building (e.g., gymnasium)
- (b) Kona Civic Auditorium or Performing Arts Center. Facility to provide a venue for major entertainment, social, cultural, and performing arts opportunities.
- (c) District park (10-30 acres)—Upgrade the Old Airport Park to enhance the playfields, swimming pool, multi-purpose building, courts (basketball, tennis, volleyball), tot lots, fitness area, pet area, and skateboard area; locate a district park to service South Kona to include playfields, multi-purpose use building (e.g., community/senior center, gym), and a tot lot
- (d) Community parks (4-8 acres)—A community park should be located 2 miles apart within the Urban Area to include, at a minimum, playfields and a restroom, as designated in the Public Facilities Plan to provide adequate playfields for youth leagues; multi-purpose use of school playgrounds should be candidates for these types of parks.
- (e) Neighborhood parks (up to 4 acres) – ~~[Subdividers shall provide]~~ A neighborhood park[s] (including community gardens, community centers, pocket parks, and pet parks) should be located ½ mile apart [for area residents and] subdivisions within the Urban Area. Subdividers shall provide for private maintenance or pay a fee pursuant to HCC Chapter 8 when required to provide neighborhood parks.

Action PUB-6.2a: Identify deficiencies to the park system described in Policy PUB-6.2. Include consideration of the following (PD, DPR, on-going):

- skateboard areas
- network of walking paths and historic trails to be integrated into and between future development projects in both rural and urban areas
- pet-friendly parks and leashed dog walking areas with appropriate facilities

Action PUB-6.2b: Establish a Master Plan for expansion and improvement of the Old Airport as a district park (PR, PD, 1-2).

Action PUB-6.2c: Begin the process to find a location and funding for the Kona Civic Auditorium. Invite public input regarding design requirements and preferences (PR, PD, 2-3).

Action PUB-6.2d: Prepare Master Plan for Kealakehe Regional Park (PR, PD, 3-5).

Action PUB-6.2e. Begin the process to find location, acquire site, prepare Master Plan, and fund a South Kona District Park (including integrated community services center) (PD, PR, 3-5).

Policy PUB-6.3: Optimize recreational facilities in the rural areas.

Action PUB-6.3a: Establish, in cooperation with the State Department of Education, joint use of school facilities for recreational and community use (e.g. Konawaena, Hōnaunau, and Ho'okena Schools) (PR, DOE, PD, on-going).

Policy PUB-6.4: Environment as a Public Realm and Classroom. For Kona, nature is the most culturally significant public realm as the setting for interaction, stewardship, and learning. The Open Space

Network is the primary access point to nature and culture. The purpose of this policy is to emphasize the educational value of the Open Space Network (see Policy ENV-2.1 Open Space Network Program), to accordingly design this Network with interpretive opportunities, to encourage teachers to incorporate the Network into their activities, for the visitor industry to sensitively share learning opportunities of the Network with visitors, for residents to use the Network opportunities to interact with nature whether for leisure or subsistence purposes, and to develop deeper respect for people and places through cultural learning opportunities accessed through the Network.

Action PUB– 6.4c: See Actions ENV-2.1a CR-1.1e.

Policy PUB–6.5: Public Art. In recognition of Kona’s embrace of cultural traditions, opportunities should be sought to creatively incorporate public art into public areas or facilities, to create a sense of place.

Action PUB-6.5a: Consider 1% of public facilities construction budget to be allocated for public art at new County facilities (Kona CDP Implementation Committee, on-going).

Policy PUB–6.6: Important Role of Schools in Creating a Sense of Community. The quality of its schools defines the quality of the Kona community. Quality schools show the caring of the community for its children. Quality schools are an investment in the quality of the future, which create outstanding citizens who acquire market-competitive survival skills.

- Encourage the placement of an elementary school campus in every Neighborhood TOD/TND.
- Link intermediate schools to the public transportation line.
- Encourage schools to be utilized as community hubs for family-centered recreation and learning.
- Encourage local governance of public schools.
- Where DOE plans do not provide for development of planned school sites, charter or private school alternatives should be sought.
- To provide life-long learning opportunities and to draw the community into the schools, the schools and the community are encouraged to develop community-based, after-school programs open to all ages.

4.6.3.6 STANDARD OF EXCELLENCE

Objective PUB-7. Standard of Excellence. To set a standard of excellence in design, operation, and maintenance for public workers in Kona to strive toward and for the community to encourage such efforts through partnerships.

Policy PUB–7.1: Excellence in Design. Design of County facilities [~~shall~~ should] be evaluated on a life cycle cost basis, accept a higher level of risk for innovation where government has the opportunity to lead by example, and a reasonable premium to incorporate aesthetics or character.

Action PUB–7.1a: Use charrettes to the extent practicable in the design process of County facilities to involve the community, broaden the design input with multi-disciplinary expertise, and stimulate creativity (DPW, PD, on-going).

Action PUB–7.1b: Update the community at milestones in the design process such as at the end of the schematic, design development, and pre-bid construction documents phases (DPW, PD, on-going).

Policy PUB–7.2: Excellence in Maintenance. If the community and responsible public workers cannot stand next to the public facility with pride, then that is a call to action for both the community and the responsible public agency.

Action PUB–7.2a: Develop a maintenance level of service for parks and streetscapes to establish a baseline expectation (PR, DPW, 2-3).

Action PUB–7.2b: Encourage adopt-a-park and adopt-a-street civic participation to meet the level of service expectations (PR, COMM., on-going).

Action PUB–7.2c: Provide for upgrading and maintenance to the public facilities in critical need of attention (PR, DPW, on-going):

- i. **Develop a strategic management plan for upgrading facilities at Kahalu‘u Beach Park, La‘aloa Bay Beach Park, Hale Hālāwai, Higashihara Park, Yano Hall.**
- ii. **Maintain parks and public facilities in remote areas, such as Miloli‘i.**

Action PUB–7.2d: Increase lighting at public restrooms (PR, DPW, 2-3).

Action PUB–7.2e: Open existing public restrooms that are currently closed (e.g. Kainaliu), and provide for more public restrooms in strategic locations (e.g. Hale Hālāwai, pier in Kailua) (PR, DPW, 1-2).

Action PUB–7.2f: Initiate a process to establish a monthly, scheduled maintenance review of public facilities in Kona (PR, DPW, 1-2).

Policy PUB–7.3: Recruitment Incentives. Since government’s ability to achieve excellence depends on its ability to fill positions with qualified workers, and since affordable housing close to work is one of the primary obstacles to recruitment, housing projects where government provides land or other substantial resources [~~shall~~ should] give a high priority to government workers purchasing or renting units within the project.

4.6.3.7 PUBLIC SERVICES AND SOCIAL PROGRAMS

Objective PUB– 8: To promote the cooperation between government, citizens and organizations, and to facilitate the development of programs to strengthen families and communities.

Policy PUB–8.1: One-Stop Community Resource Center. The County [~~shall~~ should] serve as point of community access for information and referral for health, education and social services.

This is not to duplicate services or provide direct services provided by private service organizations, but to foster maximum utilization of all available resources.

Action PUB-8.1a: The County [~~shall~~ should] work with community to establish One-Stop Community Resource Center (R&D, COMM., 3-5).

1. **The County shall provide a community resource staff member at a central location.**
2. **Staff will be knowledgeable about community resources for families and individuals.**
3. **Staff will assist community members navigating public systems and understand eligibility criteria for public and privately offered programs.**
4. **The resource center will be able to identify gaps in services for families and individuals and advocate for improved access to and availability of services.**

Action PUB–8.1b: Increase funding for the Healing Our Island Program (R&D, 3-5).

Action PUB–8.1c: Increase transportation options, especially small vans, in order to reduce rural isolation and increase access to programs, jobs, and activities (R&D, MT, 2-3).

Action PUB–8.1d: Increase demand-response transportation through the use of small vans in order to increase accessibility to drug and alcohol treatment and programs (R&D, MT, 3-5).

Action PUB–8.1e: Increase the number of therapeutic living programs and facilities (R&D, MT, OA, 3-5).

Action PUB- 8.1f: Develop a de-tox program in Kona (COMM., non-profit, 1).

Action PUB–8.1g: Establish a youth intake center to provide more immediate intervention for youth in Kona (COMM., non-profit, 1-2).

Action PUB–8.1h: Expand partnerships among substance abuse treatment providers and improve coordination and integration of services (COMM, non-profit, on-going).

Policy PUB–8.2: The County [~~shall~~ should] serve as an advocate for programs serving the elderly, disabled, and homeless persons.

Action PUB–8.2a: Provide demand-response transportation (e.g. small vans) for the elderly, youth, and disabled (R&D, MT, 3-5).

Action PUB–8.2b: Expand partnerships among providers and improve coordination and integration of services for residents with disabilities or special needs (COMM., non-profit, OA, on-going).

Action PUB–8.2c: The County [~~shall~~ should] provide a new homeless shelter and an opportunity for transitional living to low income rental housing (OA, 3-5).

4.7 ENERGY

The Energy section of the Kona CDP identifies that objectives, policies, and actions that will guide Kona toward energy sustainability. Energy is a key component for achieving a sustainable community, which is a guiding principle of the Kona CDP. In that regard, it supports other sections of the Kona CDP, particularly Housing; Transportation; Land Use; and, Public Facilities, Infrastructure and Services.

4.7.1 Existing Conditions

The Island of Hawai'i, including the Kona Districts, depends almost entirely on foreign sources of fuel for its energy needs. Over 70% of electricity generation and virtually all transportation fuel currently use imported petroleum products. High crude oil prices are linked with this island's high electricity prices, which are more than three times the national average. Gasoline prices are among the highest in the nation.

Kona has one power plant, the Keāhole Power Plant, that currently uses imported petroleum diesel. Energy policies have a pervasive influence on other related policies:

- Housing. Energy policies can lower residents' energy costs for housing and commuting, thereby providing more funds for home financing or renting;
- Transportation and Land Use. Transportation and Land use policies that reduce dependence on the automobile through compact, walkable, mixed use, villages and expansion of the transit system also reduce fuel consumption;
- Environment.
 - Global warming. Energy policies that support energy conservation and replacement of fossil fuels with renewable energy sources reduce greenhouse gas emissions ;
 - Open space. Energy policies provide further justification to preserve forests and other natural open spaces that lower air temperature and remove (“sequester”) carbon dioxide;
- Economy. Energy policies can stimulate new local business opportunities (e.g., solar water heater installers, 3rd party distributed energy providers). Additionally, savings from energy conservation measures translate into more disposable income for individuals and working capital for businesses. The dollars from new local businesses, disposable income spending, and working capital re-circulate in the local economy, thus creating more economic benefit than importing from foreign sources.

4.7.2 Overall Strategy

Most energy policies need to apply equally to the entire county, and should not be limited to a particular community plan. The overall strategy for the energy policies in this section, therefore, are intended to inspire individuals as well as private and public organizations to embrace these broader initiatives. There are also certain policies that are highlighted as unique to the conditions of Kona.

The overall strategy for the energy policies is to reduce per capita demand and move toward renewable energy sources through the following:

- Energy efficiency in transportation (County transit, automobile fleet purchasers). Transportation fuels account for over 75% of the energy demand on Hawai'i Island.⁷ Most of the transportation fuel is consumed for ground transportation, with aviation accounting for 23%. The related policies in Transportation and Land Use reduce transportation fuel usage by expanding the mass transit system and creating more compact, mixed-use walkable villages.
- Energy efficiency in homes and buildings (builders, designers, homeowners). Residential use accounts for the largest share of electrical demand on the island and drives the peak period demand. Large homes are a recent phenomenon in Kona that consume large amounts of energy, particularly for air conditioning. Residential structures in the County are currently exempt from complying with the Model Energy Code. The policy is to encourage the removal of this exemption for the new larger residences.

- Conservation and energy efficiency of the water system (DWS). The DWS is the largest single user of electricity on the island. Since it uses most of this electricity to pump water, the policies encourage DWS to reduce the amount of water it needs to pump by controlling leaks and promoting water conserving appurtenances (essential for Kona's dry climate). Moreover, by adding power-generating pressure reducing valves (taking advantage of Kona's sloping topography), some of the power can be recovered.
- Renewable energy sources (HELCO, private providers). The policies encourage LEED and other sustainable building standards to be used, beginning with the County, which would lead the charge by example.

4.7.3 Goal, Objectives, Policies, and Actions

Energy Goal: Establish Kona as a model for sustainability and energy self sufficiency.

Objective ENGY-1. To provide a multi-prong framework, including standards, innovations, incentives, and education, to reduce the dependency on imported fossil fuels through energy efficiency and renewable energy generation.

Policy ENGY-1.1: Energy Building Standards for New Residences. Recognizing that residential housing is the largest consumer of electricity (38%) and that air conditioning as a significant driver of residential demand is a relatively recent phenomenon in West Hawai'i due to the numerous larger homes, this Kona CDP supports the mandatory application of the Model Energy Code to residential structures with gross living floor area of 6,000 square feet (s.f.) and over (Davies, M. et al, October 3, 2007). For residences less than 6,000 s.f., this CDP supports expedited permit processing by the County for builders who voluntarily employ energy efficient measures certified under the Hawai'i BuiltGreen,⁸ EnergyStar,⁹ or LEED programs.¹⁰

Action ENGY-1.1a: Provide a standard logo label to stick onto the title page of building plans to alert the Kona permitting agencies to expedite processing (DPW-BD, PD, -2).

Policy ENGY-1.2: Energy Saving Renovation for Existing Residences. For existing home retrofits, the County should investigate establishing a Home Performance with EnergyStar (HpwES) program, as modified and implemented in the State of Oregon.¹¹ Trained and certified contractors work with homeowners to assess the energy performance of a residence, list recommended improvements, and analyze the approximate payback period (identifying and factoring eligible tax credits). (Kona Housing Non-Profit, 2-3)

Policy ENGY-1.3. Mortgage Incentives. [~~Advocate~~]The County should advocate for a mortgage program that provides combined benefits for energy efficiency (to increase marketability of certified homes) and location efficiency (to increase marketability of homes in the walkable transit-oriented villages).

Action ENGY-1.3a: Work with lenders to publicize available mortgage programs. Currently, there are conventional, FHA, and VA Energy-Efficient Mortgages, but Location-Efficient Mortgages are currently available only in select metropolitan areas (Chicago, Seattle, San Francisco, LA). There is no mortgage program at this time that is a composite of the two (Credit Unions and other lenders, 3-5).

Policy ENGY-1.4: Energy-Related Water System Technology and Practices. As the largest single consumer of electricity in Hawai'i County, water conservation programs by the DWS translate into energy conservation programs. Aggressive efforts to fix water leaks and conserve water (e.g., dual-flush toilets, drip landscape irrigation systems, and low-flow shower heads) save energy by reducing the need to pump water. To take advantage of Kona's sloping terrain, DWS should consider installation of power generating-

pressure reducing valves, which are turbines placed on existing water lines that produce electricity while relieving water pressure for domestic use at lower elevations.

Action ENGY-1.4a: Finance a leak detection program for the County Kona water systems (DWS, 3-5).

Action ENGY-1.4b: Install photovoltaic systems to power deep well pumps for the County Kona wells (DWS, 3-5).

Action ENGY-1.4c: Pilot installations of power generating-pressure reducing valves in Kona are in progress (DWS, on-going).

Policy ENGY-1.5: Distributed Energy and Other Innovative Technology Support. Photovoltaic systems are typically used as distributed generation when connected to the electrical grid where they have the potential to sell excess energy back to the grid. This is an emerging technology with challenges for the utility to incorporate such systems into the grid. This policy is aspirational and expresses general support in whatever way possible (e.g., permit coordination, grants) to encourage further development in this endeavor.

Policy ENGY-1.6: Alternative Fuel for Keāhole Power Plant. Consider biofuel or other renewable source to replace fossil fuel at the Keāhole Power Plant.

Policy ENGY-1.7: County Lead by Example. For projects and offices in Kona, the County [~~shall~~]should lead by example in the following areas:

- a. New buildings—certified by LEED, EnergyStar, or Hawai'i GreenBuilt
- b. Existing buildings—certified by LEED for major renovations or operations and maintenance
- c. Street lights—use energy-efficient or solar-powered lights
- d. Rain water and gray water harvesting—for new buildings, evaluate the possibility of installing rain water harvesting techniques such as tanks that collect roof drainage, roof-top tanks for toilet flushing, piping stormwater to lawns and gardens, permeable pavements for parking lots with collection system
- e. Pesticide substitution—explore nontoxic alternatives for maintaining landscaping in public rights-of-way, parks, and at County facilities
- f. Purchasing—purchase EnergyStar and products made from recycled materials; purchase energy-efficient vehicles (and pioneer electric vehicle purchases when they become available).

4.8 ECONOMIC DEVELOPMENT

The Economic Development section of the Kona CDP identifies objectives, policies, and actions that focus on supporting important foundations of Kona's economy as well as key opportunities for economic development for which Kona is strategically positioned. Maintaining a vibrant economy in Kona is essential for achieving the visions of the Kona CDP.

4.8.1 Existing Conditions

According to Hawai'i Business Directory, Kailua had 2,652 business listings in 2005 and increased by 10.8 percent in 2-years with 2,939 business listings in 2007 (Hawai'i Business Directory, 2006).

In 2006, four industry sectors dominated Hawai'i Island's total employment: 1) leisure and hospitality, which includes accommodation and food services; 2) trade, transportation and utilities of which retail is a major contributor; 3) government, where most of the employment is at the state level; and, 4) education and health services, which includes health care and social assistance. Together, these four industries accounted for 73.3 percent of the total employment in Hawai'i County.

The major economic sectors for Kona include:

1. Tourism. Tourism (and visitor-related activities) is the major industry on the Island of Hawai'i. In 2005, there were 11,351 visitor accommodation units on the Island, located mainly in Hilo, Kona and South Kohala, an increase of 13 percent over the previous year. These breakdown by unit type as: 1) hotel- 6,977; 2) timeshare -, 1,592; 3) condo/hotel – 1,462; 4) individual vacation- 756; 5) bed & breakfast - 353; 6) other- 189; 7) hostel- 21; and 8) apartment/hotel - 1. As Kona and South Kohala are the major destination areas, most of the units (approximately 8,000) are located in those two areas (County of Hawai'i, 2005).

An increasingly significant part of the tourism industry on the Island is the cruise ship industry. The County has experienced the largest impact from the cruise ship industry, with its relatively small tourist base. Hawai'i cruise ship visitor arrivals were 312,812 in 2005, and grew by 27 percent to 397,318 in 2006 (County of Hawai'i, 2005).

In 2005, about 66 percent of all visitors Island-wide stayed in hotels, 7.7 percent stayed in condominiums, 9.7 percent stayed with friends and relatives, 8.9 percent stayed in timeshare properties and 11.6 percent stayed on cruise ships. Hotel occupancy rates in Kona averaged 75.8 percent in the five year period from 2000 to 2005 (County of Hawai'i, 2005).

2. Diversified agriculture. Diversified agriculture, as referred in this plan, includes all agricultural commodities, except sugar and canned pineapple. According to figures supplied by the State Department of Agriculture, the revenue generated by diversified agriculture has continued to demonstrate gains every year since 1986. The majority of the fresh vegetables and fruits consumed in the State is imported. In many instances produce can be grown locally and with equal or better quality than imports. However, in order for local produce to replace a corresponding import, it must be grown and marketed year-round in sufficient quantity to meet local market demand. Without a commitment to use local produce, it is difficult for local growers to compete effectively with imported produce.

Another opportunity for diversified agriculture expansion is the cruise line industry. A number of cruise lines are now sailing to Hawai'i. Recently, there was an agricultural trade show hosting Norwegian Cruise Line purchasing officials. It was reported that these ships need fresh produce and fruit to supply the equivalent of 10 restaurants per ship and serve up to 2,000 passengers daily. (County of Hawai'i, 2005).

Still another potentially profitable market for locally grown produce is the new and largely untapped niche, of the seasonal overseas market. Some farmers have already successfully entered this niche market.

The increase in direct sales of agricultural products at farmers' markets demonstrate an increasing interest among the public to purchase fresh, locally produced agriculture products. In October of 2007, the Hawai'i Food Summit held in Kona was attended by about four hundred people interested in supporting the concept on increased food sustainability. Other events, such as The Taste of the Range, also indicate the growing support for local agriculture.

Hawai'i Island's climate and year-round growing season is conducive to agricultural production. Agriculture contributes substantially to the County's economy and produces a variety of goods for export and local consumption. The major industries in Kona are: aquaculture; cattle; coffee; forestry and macadamia nuts.

3. Forest and Ranching. Forestry in Kona includes a wide range of climate- and zone-specific forests, from the smaller, naturally occurring dry forests of Kapulehu to larger forests containing high value plantation species that are harvested commercially in areas such as the Hōnaunau forest in South Kona (Allen, William, Bioscience, "Restoring Hawai'i's Dry Forests" Dec. 200, Vol 50. No.12) and (CTHAR, Economic Issues, "Characteristics of Hawai'i's Retail Forest Industry in 2001," Feb 2006). Increasing interest lies in promoting ecologically sound methods of forestry, such as biodiverse agroforestry, in contrast to older methods of farm forestry like alley farming, as well as in reforesting former pastureland and the conservation and management of forests unique to Hawai'i (Leakey, Roger, "Agroforestry: Tree-based Polycultures, www.agroforestry.net/events/afwkshp2006/virtualwkshps.html#Anchor-Agenda-11481).

The most recent 2001 survey estimated Hawai'i's forestry industry valued at \$30.7 million, which includes a retail sector valued at \$23.9 million (CTHAR, Economic Issues, "Characteristics of Hawai'i's Retail Forest Industry in 2001," Feb 2006). Within the islands of Hawai'i and Kauai alone, there are more than 40,000 acres of standing, harvestable timber, along with over 20,000 acres in various stages of planting, planning or natural regeneration (Leone, Honolulu Star Bulletin, "Native Bat Forces Review of Timber Harvesting," Dec. 12, 2002).

The livestock industry on the island of Hawai'i includes approximately 450 beef cattle and dairy ranching operations, located primarily in the North Kohala, Kona, and Kā'u districts, which generates over \$20 million per year for the island. The island's beef cattle industry provides over half of the state's beef supply on approximately 650,000 acres of grazing land; however, most calves are now exported to the mainland U.S. Over 2,000 dairy cows, primarily Holstein-Friesians, stock the four major dairies on the island, providing almost all of the fresh fluid milk supply. The dairy industry generates over \$7.5 million in farm gate revenues ("County of Hawai'i Agriculture: Livestock" www.hawaii-county.com/bigislandag/livestock.html. 1997). Significant amounts of pastureland on the island are currently being withdrawn from use due to sale and other factors, and, in line with more biodiverse farming trends, Kona is currently seeing some efforts toward reclamation of pastureland for agroforestry, in certain areas (Kelley, Jack. "Shifting Paradigms for West Hawai'i" *Hawai'i Island Journal*, Dec. 4, 2004 www.hawaiislandjournal.com/2004/12b04b.html).

4. Redevelopment Needs. A high priority is the need to invest in Kailua Village as the commercial, cultural, and visitor center for Kona. Capital reinvestment in Kailua properties has been below needed thresholds for years. Faced with a continuing decline, some tenants have departed as their leases have expired, and prospective tenants and owners have elected to locate their operations outside of the Village center.

On the other hand, increasingly, travelers are choosing to stay in time-share units, condominiums, on cruise ships or with friends and family. This provides the Village with new opportunities to become economically and culturally strong. Also, the new owners of the King Kamehameha Beach Hotel will soon begin a \$25 million upgrade to the facility. But without substantial improvements, Kailua Village's current businesses will likely be drawn away by the new commercial center on Queen Lili'uokalani Trust lands, mauka of the Old Airport. This will further decrease the economic viability of the Kailua Village. One proactive response to this threat has been the creation of the Kailua Village Business Improvement District (KVBID). Business Improvement Districts are a concept that swept through North America in the 1990s. They generally involve a legal mechanism to create a sustainable funding base for enhancing the management of a business district. The KVBID is a collaborative effort between business, government and area residents to develop and implement creative solutions to improve the cleanliness, attractiveness and economic vibrancy of Kailua Village. District landowners, lessees of land, commercial tenants and residents are assessed according to property tax valuations and these assessments return directly to the District to fund programs and improvements.

5. Housing Needs. The current shortage of all types of affordable and workforce housing is making it difficult for many residents to make a living as well as creating a major obstacle for companies to attract and retain employees in Kona.

4.8.2 Overall Strategy

Economic vulnerability increases with excessive dependence on imports (e.g., susceptible to shipping strikes) and lack of diversity (e.g., susceptible to global recessions that reduce visitor travel). Therefore, the overall strategy for Kona's economic development is to support Kona's current strengths in agriculture and tourism, and to diversify with new opportunities that reduce dependence on imports, complement other objectives such as recycling and alternative energy, and provide job opportunities that raise the skill levels of the workforce. Pertinent initiatives include the following:

- (a) Energy industry. With NELHA as a catalyst, the policies encourage the development of renewable and distributed energy endeavors.
- (b) Health industry. With a new Kona hospital as a catalyst, the policies encourage the development of health-related endeavors where Kona adds its own stamp to the island's reputation as the healing island.
- (c) Resource recovery network. The policies envision the development of interdependent industries in Kona that exchange and make use of each other's byproducts.
- (d) Food industry. Kona has a name brand specialty export crop in the Kona coffee. The policies support the health of that agricultural sector. Additionally, the policies recognize the benefits of increasing locally produced food for the local market by reducing the current 85% dependence on imported food to the island. The suggested means is through the expansion of the underutilized Keāhole Agricultural Park, and support for farmer's markets, NELHA's aquaculture incubation, community gardens, and opportunities to share cooking and food traditions. The inspiration is the Kona Field System, a vast, intensively cultivated area in the Kona uplands, which once supported a native Hawaiian population comparable in size to Kona's population today. According to figures supplied by the State Department of Agriculture, the revenue generated by diversified agriculture has continued to demonstrate gains every year since 1986. Diversified agriculture includes all agricultural commodities except sugar and canned pineapple. In order to move beyond the development of specialty niche market products and actually replace imports, locally-grown products must be supplied in sufficient quantities, year around, to meet the local market demand.

Without the ability to make this commitment, it is difficult for local growers to compete effectively with imported products. Besides increasing our food sustainability, the development of a strong agricultural industry in Kona serves as an incentive to protect agricultural lands for agriculture.

The primary strategies for the enhancement of our Agricultural Industry in Kona focus on the following.

1. Protection of Agricultural Lands. The maintenance of the current overall density of agriculturally- zoned lands outside of the Kona Urban Area (UA) will discourage unplanned sprawl as well as protect agricultural lands for agricultural uses. See Policy LU-3.8
 2. Rural Clusters. The adoption of the new program will encourage clustering of development on agricultural lands in exchange for the perpetual protection of contiguous blocks of lands for crop production. The program will also provide an opportunity to create affordable housing in rural areas. See Policy LU-3.3
 3. Availability of Water. The Plan supports the need to identify irrigation water sources for the agricultural industry. See Policy PUB-4.3
 4. Agricultural Tourism. The County shall adopt a program to define the legal development of our agricultural tourism industry. See Policy ECON. 2.1
 5. Buy Local. The development of a “Local Grown” marketing program for agricultural products will promote Kona’s agricultural industry which, in turn, encourages the protection of agricultural lands. See Policy ECON. 2.1
 6. Urban Community Gardens. Land provided for use as community parks can be used for the development of community gardens within urban areas. See Policy PUB-6.2
- (e) Ecosystem Services. The concept of ecosystem services attempts to make conservation a viable business option. The policies encourage the further exploration and development of this concept.
- (f) Workforce Development and Innovation. The new West Hawai'i University or community college would synergize with NELHA, the hospital, and the Design Center to provide training opportunities for Kona’s upcoming generation and, thereby, also attract new businesses. With partnerships established among other universities with expertise in emerging technology, engineering, and science, the university can stimulate innovative applications in the business arena.
- (g) Redevelopment. For our existing communities to thrive and for new opportunities to expand, we must invest in and maintain our basic infrastructure. The formation of a redevelopment District in Kailua is necessary in order to maintain and enhance Kailua Village as the commercial, cultural, and visitor center for the Kona District. As part of the proposed Kailua redevelopment project, it will be very important to provide new workforce housing and live-work units in the Village area to serve the needs of local business. Redevelopment priorities for our Mauka Towns also need to be established.

4.8.3 Goal, Objectives, Policies, and Actions

Economic Development Goal: To foster economic diversification, reduce import dependence, and increase employment opportunities that pay living wages.

Objective ECON-1. Strategic Public Facilities and Business Opportunities as Economic Stimuli. To optimize the potential of certain public facilities and policies to stimulate ancillary economic growth that is desirable because they are environmentally clean, diversify the economy (i.e., not visitor-dependent), pay decent wages, and demand skills and intellect that challenge Kona’s existing and upcoming workforce.

Policy ECON–1.1: Hospital as Stimulus for Healthcare Industry. Kona needs a new hospital to replace its existing outdated and out-of-place facility. The new hospital should be located ~~[on]~~in a TOD along Keohokālole Highway (Mid-Level Road) for optimum accessibility by automobile or transit. To encourage the private sector to negotiate a site for the hospital, the TOD in which the hospital decides to locate within shall be automatically designated a Regional Center TOD if the Official Kona Land Use Map (see Figure 4-7) has designated it as a Neighborhood TOD. As a Regional Center TOD, there would be incentives for medical offices and other hospital-related businesses to develop in the vicinity.

Action ECON–1.1a: Develop Request for Proposal (RFP) for new hospital, negotiate with candidates, and select new site (DOH, PD, private, 1-2).

Action ECON–1.1b: Develop medical center TOD master plan and rezone as a Regional Center TOD (DOH, PD, private, 1-2).

Policy ECON–1.2: Civic Center as Stimulus for Office and Retail Development. The proposed civic center should be master planned within the context of an overall TOD master plan in order to have the civic center function as an inviting and attractive town center, and to properly capture the potential secondary business demands generated by the numerous County employees working at the civic center as well as the residents drawn to the civic center to conduct business.

Action ECON-1.2a: Develop TOD master plan with the civic center as the heart of the town center and rezone as a Commercial TOD (DPW, PD, 2-3).

Policy ECON–1.3: NELHA as Stimulus for Energy and Research Industry. NELHA has paradoxical missions: is it a research institution that requires State subsidy or a self-sustaining commercial operation. Are the diverse uses of the cold, pristine, deep ocean water its focus or is the innovative energy research that may use the deep ocean water or other ocean resources as well as non-ocean energy research its focus. The Kona CDP encourages the State and NELHA's board of directors to balance NELHA's complex mission in order to make it a world-class renewable energy research center with close ties to the proposed West Hawai'i University. To offset research subsidies, the plan supports commercial development of the mauka NELHA area by businesses incubated at the NELHA's research area. The proposed frontage road would provide convenient access by residents and visitors to this proposed commercial area.

Action ECON–1.3a: Encourage DBEDT and NELHA Board of Directors (BoD) to reevaluate and publicly articulate NELHA's short- and long-term business plan (DBEDT, NELHA, 1-2).

Action ECON–1.3b: Develop a master plan for the commercial development of the mauka area of NELHA and obtain entitlements (DBEDT, NELHA, 1-2).

Action ECON–1.3c: Design and construct the frontage road to complement and implement the commercial master plan (NELHA, private, DPW, PD, 5-10).

Policy ECON–1.4: University as Workforce Development. The synergistic relationship of a university or community college at West Hawai'i with the hospital, NELHA, and Design Center will provide opportunities for the West Hawai'i residents to obtain the necessary education and training to fill jobs in the emerging skill areas of healthcare, energy, agriculture and urban design.

Action ECON–1.4a: Work with the State, University system, and the community to finalize decisions regarding the mission and size of the new university at West Hawai'i (UH, PRIV, on-going).

Action ECON–1.4b: Develop a master plan and program funds for the design and construction of the campus (UH, private, 3-5).

Action ECON–1.4c: Develop the TOD master plan for the surrounding areas of the University in coordination with the adjoining Pālanui project (UH, private, 3-5).

Action ECON–1.4d: Formalize the relationships between the Hawai'i Community College and the Design Center, NELHA, and the healthcare industry (UH, NELHA, DC, on-going).

Policy ECON–1.5: Food industry catalysts. Support the expansion of the Keāhole Agricultural Park to provide affordable farm lots that emphasize local food production. The proximity of the Park to the new university (for research and technical support), the airport (for exporting), and the urban villages (for direct marketing such as farmers' markets) makes this area a unique opportunity.

Policy ECON–1.6: Conservation as a viable business option. Support the evolving refinement of the concept of ecosystem services to encourage private owners to manage or restore their lands in their natural state (see Policies ENV-1.3 and ENV-1.4).

Policy ECON–1.7: Redevelopment as Economic Stimuli. The County ~~shall~~ should work with the Kailua Village Improvement District, the Chamber of Commerce and other Stakeholders to develop the Kailua Village Redevelopment District Plan and the Rural Towns' redevelopment plans (see Policy LU – 2.4). The plans shall address:

- Infrastructure improvements and public safety
- Infill and Brownfield Development
- Multi modal transportation
- Mixed-use development opportunities
- Affordable and workforce housing
- Public Parking

Policy ECON–1.8: Eco-Industrial Park. To encourage the feasibility testing of the concept of an eco-industrial park, which is a community of firms that exchange and make use of each other's byproducts, there shall be a ~~floating~~ Project District called the Eco-Industrial Park that ~~shall~~ should be ~~available to areas~~ encouraged within the Urban Area zoned MG, ML, or MCX. The County ~~would~~ may consider assisting in by funding experts to work with the developer to create a master plan and marketing scheme, ~~to expedite permit approvals,~~ and to coordinate with the County's Solid Waste Division and other interested parties. On a smaller scale, a community program ~~shall~~ should recognize efforts by individual businesses to modify their practices to reduce waste and/or substitute with recoverable materials.

Action ECON–1.8a: Establish a pool of expertise and information on the eco-industrial park concept (R&D, 3-5).

Action ECON–1.8b: Establish a reuse center to refurbish and sell used appliances and materials (In progress by OHCD and Catholic Social Ministries).

Action ECON–1.8c: Establish a community recognition program for green businesses (Being done by Chamber of Commerce).

Objective ECON-2. Strengthen and Encourage New Agricultural-Related Endeavors. To enhance existing and encourage new agriculturally-related endeavors.

Policy ECON–2.1: Explore and provide opportunities to support, promote, or enhance Kona's agricultural industry.

Action ECON–2.1a: The County will work with Kona's Agricultural Community to make recommendations for priorities such as (R&D, DOA, COMM., on-going):

1. Market research for potential export crops in North and South Kona.
2. Language assistance to enable non-English speaking farmers to market their crops.
3. Agricultural industry training for current and new farmers.
4. Establishment of processing facilities in order for farmers to increase opportunities to develop value-added products.

5. Encouragement local institutions (e.g., school cafeterias) to purchase locally produced food.
6. New “crop incubator” projects.
7. Centralized data center to serve as a clearinghouse for information on available Kona agricultural products, services, and markets.
8. Establishment of a commercial kitchen and drying facility to encourage increased diversity in value-added products.
9. Expand the County’s “green waste” nutrients recycling program and purchase a tub grinder for the Kona Green Waste Processing Facility.
10. Programs and events to support and promote agriculture in Kona.

Action ECON–2.1b: Create and adopt a county Agricultural Tourism program/policy (R&D, DOA, COMM., 2-3).

Action ECON–2.1c: In partnership with the agriculture community in Kona, the County will establish a “Local Grown” program for agriculture products (R&D, DOA, COMM., UH, 1-2).

ACTION	ESTIMATED TIMELINE	IMPLEMENTER(S)
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	Future Initiated	Ongoing	1 - 2 years	2 - 3 years	3 - 5 years	5 - 10 years	
SECTION 4.1 TRANSPORTATION							
TRAN-1.2a: Design and construct the Keohokalole Highway in functional sections							
Phase I: Palani Road to Kealakehe Parkway							
a) Design Ready			✓				PD
b) Construction Ready				✓			DPW
c) Construct					✓		DOT, DPW
Phase II - Kealakehe Parkway to Hina Lani Street							
a) Design Ready			✓				PD
b) Construction Ready				✓			DPW
c) Construct					✓		DPW
Phase III - Hina Lani Street to Ka'imīnani Drive							
a) Design Ready						✓	PD
b) Construction Ready						✓	DPW
c) Construct						✓	DPW
Phase IV - Ka'imīnani Drive to University Drive							
a) Design Ready			✓				Private
b) Construction Ready					✓		Private
c) Construct					✓		Private
TRAN-1.4a: Establish bus routes on existing streets along the designated Secondary Transit Route		✓					MT
TRAN-1.4b: Establish bus routes on proposed streets as they are built along the designated Secondary Transit Route		✓					MT
TRAN-1.4c: Provide bus maintenance facility in the Kona Urban Area (UA) to support the expanded bus service						✓	MT
TRAN-1.5a: Design and construct Frontage Road							
Phase I - Airport to Hulikoā							
a) Coordinate design and intersections with the DOT's Queen Kaahumanu Highway widening			✓				PD, DOT
b) Coordinate financing with public and private owners			✓				PD, Fin.
c) Obtain permit approvals				✓			PD
Phase II - National Park Service section							
a) Determine alignment within 300-foot ROW or NPS property						✓	PD, NPS
Phase III - Connect to Kuakini Highway extension							
a) Coordinate financing and construction with DLNR/DHHL and QLT					✓		PD, DPW, DLNR, DHHL, QLT
TRAN-1.6a: Determine the location, design, and function of major transit hub			✓				MT, PD
TRAN-1.6b: Determine funding and construction schedule				✓			MT, PD
TRAN-1.6c: Identify Kailua urban transit routes, including phasing and transfer points				✓			MT
TRAN-1.7a: Establish a route to Kailua or Makaēo Village with enhanced frequency and in coordination with rural paratransit service			✓				MT
TRAN-1.7b: Master plan transit stations in coordination with Rural Town redevelopment					✓		MT, PD
TRAN-3.4a: Identify high priority retrofits and coordinate with County Department of Public Works				✓			PD, DPW
TRAN-3.4b: Obtain County Department of Public Work's repaving and repair project schedule and coordinate retrofits in conjunction with those projects				✓			PD, DPW
TRAN-3.8a: Master plan, design, and construct park and ride facilities			✓				MT
TRAN-3.8b: Coordinate inter-modal connection with Kona International Airport Master Plan		✓					MT, PD, DOT
TRAN-3.8c: Investigate beach service options			✓				MT
TRAN-4.3a: Identify centralized public parking as part of the TOD Village Master Plans		✓					PD, developer
TRAN-4.3b: Identify centralized public parking as part of the Kailua Redevelopment Plan		✓					PD, KVBID
TRAN-5.1b: Commence shuttle service using mini-vans and small buses (i.e. Handi-Van)				✓			MT
TRAN-6.2a: Develop financing plan for streets according to the priorities listed in PolicyTRAN-6.2			✓				PD, DPW, Fin.
PROGRAMS							
TRAN-3.2a: Determine staffing and equipment requirements for landscaping maintenance program			✓				DPW, PD
TRAN-3.2b: Identify financing tools for maintenance programs through public financing plan				✓			DPW, PD, Fin.
TRAN-3.2c: Implement financing plan for maintenance programs				✓			DPW, PD, Fin.
TRAN-3.5a: Identify high priority routes in coordination with State Department of Education, State Department of Transportation, and County Department of Public Works					✓		DPW, DOE, DOT
TRAN-3.6a: Designate multi-modal paths (pedestrians, bicycle)		✓					DPW, PD
TRAN-4.1a: Implement Rideshare Program for County employees				✓			MT, Mayor's Office

ACTION	ESTIMATED TIMELINE						IMPLEMENTER(S)
	Future Initiated	Ongoing	1 - 2 years	2 - 3 years	3 - 5 years	5 - 10 years	
TRAN-4.1b: Identify major employers to initiate TDM programs				✓			MT
TRAN-4.2a: Evaluate work shifts of major employers in relation to existing bus schedules and routes			✓				MT
TRAN-4.2b: Request major employers to contribute toward subsidizing commuter transit service			✓				Businesses
TRAN-4.3c: Investigate appropriate parking fees			✓				PD
TRAN-5.1a: Establish fares for seniors, disabled, students, and general public.			✓				MT
TRAN-5.1c: Modify shared ride taxi program to use coupons for the first nine miles and to allow starting the meter after nine miles			✓				MT
STANDARDS							
TRAN-1.1a: Adopt[s] Official Transportation Network Map	✓						
TRAN-1.3a: General locations of TODs have been determined by the Official Land Use Map	✓						
TRAN-2.1a: Amend[s] Chapter 23 Subdivision Code to incorporate connectivity standards		✓					[Supplements or supersedes sections in HCC Chap. 23, Div. 4 (street design)]
TRAN-2.2a: Update the Official Transportation Network Maps with intersection locations as they are determined through preliminary engineering reports or other plans and/or studies		✓					PD
TRAN-3.1: Complete on-going effort to revise County of Hawai'i Street Standards			✓				PD
TRAN-3.3a: Designates the reclaimed wastewater zone on Figure 4-10c Official Public Facilities and Services Map	✓						
TRAN-3.3b: Establish list of recommended vegetation, in consultation with Kona Outdoor Circle, as an amendment to the County of Hawai'i Street Standards				✓			PD, DPW
TRAN-3.7a: Develop criteria for selecting and determining appropriate traffic calming tools as part of the on-going revision of the COH Street Standards				✓			PD, DPW
TRAN-6.1a: Adopts Concurrency Map	✓						[Supplements HCC sec. 25-2-46]
SECTION 4.2 LAND USE							
PROJECTS							
LU-2.3b: Initiate redevelopment plan for Kailua Village. Consider the establishment of redevelopment authority, pursuant to HRS Chapter 53 (Urban Renewal), Partner with the Kailua Village Business Improvement District program in preparing their redevelopment plan					✓		PD, KVDC, KVBID
LU-2.6a: Negotiate the respective cost-sharing of the appropriate public facilities		✓					DC, Applicants
LU-2.6b: Program funding of major transit routes, transit stations, and major parks within urban core in coordination with proposed TOD build out		✓					PD, Fin.
LU-3.1b: Prepare town master plan(s)						✓	PD, MT, Town Entity
LU-3.2b: Prepare village master plan(s)						✓	PD, MT, Village Entity
PROGRAMS							
LU-2.1b: Conduct public workshop to educate the community, including landowners, developers, and the public about TOD/TND Villages			✓				PD, R&D, DC
LU-3.1a: Initiate community organization effort, including landowners, developers, and public, on the opportunities of TODs/TNDs for each of the rural towns		✓					R&D, PD
LU-3.2a: Initiate community organization effort, including landowners, developers, and public, on the opportunities of TODs/TNDs for each of the rural villages					✓		R&D, PD
LU-4.1a: As an option, consider budgeting and hiring independent contractor(s) to determine the structure of the Design Center and to establish a pilot program. During this interim period the independent contractor will provide recommendations to the Planning Director for land use applications requiring Design Center review			✓				PD
LU-4.1b: Create and fund positions to staff the Design Center				✓			PD
LU-4.3a: Assign and train staff			✓				PD
STANDARDS AND REGULATIONS							
LU-1.1a: Adopt[s] Official Kona Land Use Map	✓						
LU-1.2: Defines Kona Urban Area	✓						
LU-1.3a: County shall work with State to identify lands that may be appropriate to reclassify from Agriculture to Rural, consistent with the Kona CDP Policies		✓					State, PD
LU-1.5a: Review rezoning and SMA applications pursuant to Policy LU-1.4		✓					[Supplements criteria for State Land Use, rezoning, and SMA]
LU-1.5b: Identify priority shorelines for increased setback as part of Policy ENV-2.1 Open Space Network Program			✓				PD, PR
Policy LU-1.6: 17-mile protected coastline	✓						[Supplements criteria for

ACTION	ESTIMATED TIMELINE						IMPLEMENTER(S)
	Future Initiated	Ongoing	1 - 2 years	2 - 3 years	3 - 5 years	5 - 10 years	
							State Land Use, rezoning, and SMA]
[Policy]LU-2.1a: Amend[s] Chapter 25 Zoning Code to define TODs and TNDs	✓						[Supplements HCC Chap. 25, Art. 6, Div. 4 (Project Districts)]
LU-2.1c: Work with landowners, through the Design Center to encourage proposals consistent with Village Design Guidelines		✓					PD
Policy LU-2.2: TOD/TND Components	✓						[Supplements HCC Chap. 25, Art. 6, Div. 4 (Project Districts)]
Policy LU-2.3[a]: Official Land Use Map shows general locations of TODs	✓						[2.1a & 2.3a duplicative]
LU-2.4a: Amends Chapter 25 Zoning Code to establish TOD floating zone project district	✓						[Supplements HCC Chap. 25, Art. 6, Div. 4 (Project Districts)]
LU-2.5a: Adopt[ion of] Village Design Guidelines	✓						
LU-2.5b: Continually improve and refine the Village Design Guidelines		✓					PD, DC/PD
Policy LU-2.7: Traditional Neighborhood Development (TND) Floating Zone Established	✓						[Supplements HCC Chap. 25, Art. 6, Div. 4 (Project Districts)]
LU-2.8a: Amend[s] Chapter 25 Zoning Code to create a TND overlay zone for existing zoned lands within the specified residential and commercial zoning districts	✓						[Supplements HCC Chap. 25, Art. 6, Div. 1 (Planned Unit Development)]
LU-2.8b: Review subdivision and plan approval applications pursuant to requirements for parks, housing, street standards, wastewater, and concurrency		✓					PD
LU-2.8c: Review conventional rezoning applications pursuant to Policy LU-2.8 ((1)(2)(b))		✓					PD
LU-3.3a: Amend[s] Chapter 25 Zoning Code and Chapter 23 Subdivision Code to establish Clustered Rural Subdivision PUD	✓						[Supplements HCC Chap. 25, Art. 6, Div. 1 (Planned Unit Development)]
LU-3.4a: Adopt[s] Clustered Rural Subdivision Guidelines		✓					
LU-3.4b: Continually improve and refine the guidelines		✓					PD, DC/PD
LU-3.4c: Work with the State to allow individual home sites smaller than one acre on lands classified as Agricultural so as to increase the flexibility of the Clustered Rural Subdivision Program		✓					PD, OSP
LU-3.5a: Review subdivision application for lands with existing zoning Ag-1 to Ag-5a and FA pursuant to Policy LU-3.5		✓					PD
LU-3.5b: Work with landowners through the Design Center to encourage proposals consistent with Clustered Rural Subdivision Guidelines		✓					PD
Policy LU-3.6: Subdivision on Agriculturally-Zoned Land Served by a Private Water System	✓						[Supplements Ping Dept Rule 22 (Water Variances)]
LU-3.7a: Reviewing Agricultural Employee Housing proposals pursuant to Policy LU-3.7		✓					[Guides interpretation of Ping Dept Rule 13 (Farm Dwellings)]
LU-3.8a: Review rezoning applications with higher burden of justification pursuant to Policy LU-3.8		✓					[Supplements amendment criteria in HCC sec. 25-2-40]
LU-4.2: Amend[s] Chapter 25 Zoning Code to require mandatory Design Center review	✓						
SECTION 4.3 ENVIRONMENTAL RESOURCES							
PROGRAMS							
ENV-1.1a: Compile available GIS environmental data and make it available to the public		✓					PD, DATA
ENV-1.2a: Organize the Kona Mauka Watershed Partnership			✓				PD
ENV-1.2b: Budget and hire contractor to coordinate and prepare Kona Mauka Watershed Management Program			✓				PD
ENV-1.2c: Implement Kona Mauka Watershed Management Program					✓		PD
ENV-1.3a: Identify, inform, educate affected public agencies to participate in the preparation of the Kona Mauka Watershed Management Program			✓				PD
ENV-1.4a: Identify, inform, educate affected private landowners to participate in the preparation of the Kona Mauka Watershed Management Program			✓				PD
ENV-1.4b: Develop and establish ecosystems services incentives and a financing program, through the Kona Mauka Watershed Management Program			✓				PD
ENV-1.6a: Enact appropriate mechanisms pursuant to Policy ENV-1.2 Kona Mauka Watershed Management Program					✓		PD
ENV-1.7a: Develop priorities and financing strategies to improve accuracy and comprehensiveness of flood mapping				✓			DPW

ACTION	ESTIMATED TIMELINE						IMPLEMENTER(S)
	Future Initiated	Ongoing	1 - 2 years	2 - 3 years	3 - 5 years	5 - 10 years	
ENV-1.7b: Budget and hire contractor to study feasibility of regional stormwater management systems, such as flow ways				✓			DPW, PD
ENV-1.7c: Identify corridors to be recommended for public open space pursuant to Policy ENV-2.2 Open Space Network Program					✓		PD, DPW
ENV-1.8a: Establish guidelines for Adopt-a-Corridor Program			✓				DPW
ENV-1.11a: Budget and hire contractor to verify and update the anchialine inventory and prepare anchialine pond management program				✓			PD, USACE
ENV-1.12a: Hire consultant to prepare Water Quality Monitoring Guidelines				✓			PD, DPW, DOH
ENV-1.12b: Set up water quality monitoring station locations				✓			PD, Community Organization, UH Sea Grant, DOH
ENV-1.12c: Organize and train community base water quality team				✓			PD, Community Organizations, UH Sea Grant, DOH
ENV-1.13a: Develop appropriate educational tools for residents and visitors and marketing plan to use them				✓			R&D
ENV-1.13b: Conduct educational workshops				✓			R&D
ENV-2.1a: Budget and hire consultant to prepare Open Space Network Program			✓				PD, PR, OSP, DLNR, TNC, NPS
ENV-2.1b: Coordinate with the National Park Service's Ala Kahakai Trail Program		✓					PD, PR, OSP, DLNR, TNC, NPS
ENV-3.1a: Identify high priority areas for acquisition pursuant to Policy ENV-2.1 Open Space Network Program			✓				PD, PR, OSC, DLNR
ENV-3.2a: Develop a financing strategy as part of the Public Facilities Financing Program			✓				PD
ENV-3.3a: Establish Kona Treasures Fund as tax deductible organization				✓			PD, KCC
ENV-3.3b: Provide funding and staff support as well as public marketing campaign				✓			PD, KCC
STANDARDS AND REGULATIONS							
Policy ENV-1.5: Sensitive Resources	✓						[Supplements requirements for all permit applications to the Planning Dept]
ENV-1.9a: Supports Chapter 27 pursuant to Policy ENV-1.9		✓					
Policy ENV-1.10: Non-Degradation of Anchialine Ponds	✓						[Supplements SMA and shoreline setback criteria]
SECTION 4.4 CULTURAL RESOURCES							
PROGRAMS							
CR-1.1a: Establish the [Kona] Cultural Resources [Committee] Commission			✓				PD
CR-1.1b: Identify by GPS Coordinates all existing historic trail alignments that (a) have been recommended for preservation by SHPD, (b) appear on historic maps and/or are known by oral tradition, and incorporate these into the County GIS database			✓				PD, [K]CRC, SHPD, NPS
CR-1.1c: On a continuing basis, identify by GPS coordinates, all cultural resource sites, recommended for preservation by SHPD and [K]CRC and incorporate in County's GIS database			✓				PD, [K]CRC, SHPD
CR-1.1d: Budget sufficient County funding to provide for administrative and technical support to [K]CRC to complete its duties listed in Policy CR-1.1				✓			PD, [K]CRC
CR-1.1e: Establish a work plan to accomplish the duties in Policy CR-1.1				✓			[K]CRC, PD
CR-1.1f: Prepare Cultural Landscape Report				✓			[K]CRC, PD
CR-2.1a: The County shall [apply for] maintain certification as a Certified Local Government (CLG) under the National Historic Preservation CLG Program in order to be eligible to apply for and receive preservation funding administered through SHPD			✓				[K]CRC, PD
CR-2.2a: The County shall convene a workshop(s) that would include government agency representatives, cultural representatives and other stakeholders to review and make recommendations on the current programs intended to protect cultural resources and other historic sites					✓		[HG]CRC
CR-2.2b: The County shall recommend amendments to appropriate ordinances to incorporate the stewardship and protection of historic sites, buildings and artifacts (Grubbing and Grading, Subdivision Code)					✓		[HG]CRC
CR-2.2c: The County shall recommend amendments to appropriate ordinances to incorporate the appropriate use and implementation of native plants in the landscaping of public facilities such as schools, government buildings, and parks					✓		[HG]CRC
CR-3.1a: Ensure the existence of and support for public and private entities that further the betterment of Kanaka Maoli		✓					public and private agencies, community
CR-3.1b: Increase fluency in Kanaka Maoli language		✓					public and private agencies, community

ACTION	ESTIMATED TIMELINE						IMPLEMENTER(S)
	Future Initiated	Ongoing	1-2 years	2-3 years	3-5 years	5-10 years	
CR-3.1c: Sponsor cross-sector dialogue on Kanaka Maoli culture and island values		✓					public and private agencies, community
CR-3.1d: Protect Kanaka Maoli intellectual property and related traditional knowledge		✓					public and private agencies, community
CR-3.1e: Provide Kanaka Maoli cultural education for residents, visitors and the general public		✓					public and private agencies, community
CR-3.2a: Increase the number of educators who teach cultural and historic education		✓					public and private agencies, community
CR-3.3a: Provide Kanakam Maoli mentors with opporunities to pass on Hawaiian culture and knowledge to the next generation of Kanaka Maoli and others		✓					public and private agencies, community
CR-3.3b: Perpetuate Kanaka Maoli food production associated with land and ocean traditions and practices		✓					public and private agencies, community
Policy CR-3.4: Provide support for subsistence-based businesses and economies		✓					public and private agencies, community
CR-3.5a: Apply the ahupua'a concept in action plan for the Kona Mauka Watershed Management Program		✓					public and private agencies, community
SECTION 4.5 HOUSING							
PROGRAMS							
HSG - a: Establish the Kona Non-Profit			✓				OHCD
HSG - b.1: Sponsor a design contest and retain the winner to prepare pre-approved plans for starter homes, accessory units, or other appropriate housing types				✓			Kona Non-Profit
HSG - b.2: Draft standard first right of refusal provision to be included in the Affordable Housing Agreements executed between the developer and OHCD and incorporated as deed covenants			✓				Kona Non-Profit
HSG - b.3: Exercise rights of first refusal and purchase Chapter 11 units from developers to rent or lease to income-qualified households		✓					Kona Non-Profit
HSG - b.4: Establish programs in coordination and to supplement island-wide programs				✓			Kona Non-Profit
HSG - c.1: The County and the community should encourage State agencies currently developing affordable projects to review their projects for consistency with the policies to provide affordable rentals, mix of housing types, and perpetual affordability strategies		✓					OHCD, Kona Non-Profit, DHHL, HHFDC
HSG - c.2: The Kona Non-Profit should coordinate with the pertinent State and County agencies to inventory potential public lands that are suitable for housing development and initiate project planning or ensure land-banking for affordable housing purpose				✓			Kona Non-Profit, DLNR
HSG-c.3: The County or Kona Housing Non- Profit should explore privatization options with the State housing agency				✓			OHCD, Kona Non-Profit
STANDARDS AND REGULATIONS							
HSG - d.1: TOD/TND mixed affordable housing requirement, TOD/TND preemption of ohana dwelling, Project District Affordable Housing Floating Zone		✓					[Supersedes HCC Chap. 25, Art. 6, Div. 3 (ohana dwellings); supplements Div. 4 (Project Districts)]
HSG - d.2: Additional Chapter 11 credits for workforce housing; disabled, elderly, live/work units; 1:1 density bonus; resale restrictions		✓					[Supplements HCC sec. 11-5(c) (credits), -8 (density bonus), -14 (resale restrictions)]
HSG - e: New private developments are encouraged to creatively provide low cost/affordable housing and meet certain needs especially critical to Kona. The Design Center should help to increase awareness of these policies and stimulate creativity to meet these needs		✓					DC/PD
SECTION 4.6 PUBLIC FACILITIES, INFRASTRUCTURE & SERVICES							
PROJECTS							
PUB - 2.1a: Plan a new North Kona Police Station to be located within the Honokohau Village TOD and program for design and construction funding						✓	Police
PUB - 2.1b: Coordinate with the State to relocate the circuit and district courts to the Honokohau Village TOD						✓	State Judiciary, PD
PUB - 2.1c: Design and construct the relocated South Kona Police Station. The County is in the process of acquiring a site				✓			Police
PUB - 2.3a: Existing and proposed fire stations meet the level of service for the Urban Area. A new fire station is needed in South Kona in the vicinity of the Hookena						✓	Fire
PUB - 2.4a: Identify proposed lifeguard stations on the Official Public Facilities and Services Map		✓					Fire, PD
PUB - 2.6a: Identify additional disaster shelters and critical facilities where defecient					✓		State and County CD
PUB - 3.2a: Plan, design, and construct information center/activity center for the disabled and elderly							OA
PUB - 3.4c: Continue to implement curb ramp program for streets and sidewalks and parks and recreation program facilities		✓					DPW, PR

ACTION	ESTIMATED TIMELINE						IMPLEMENTER(S)
	Future Initiated	Ongoing	1-2 years	2-3 years	3-5 years	5-10 years	
PUB - 4.1a: Update, as necessary, DWS's master plan for Kona to support future growth in the TODs				✓			DWS
Policy - 4.2: South Kona Water System	✓						
PUB - 4.3d: Update the Kona water system master plan to incorporate agricultural water component					✓		DWS
PUB - 4.4b: Develop a sewer plan to service the Kahaluu area					✓		DEM
PUB - 4.4c: Update the sewerage master plan to service the entire Kona Urban Area with priority to the TODs and the areas within approximately 1 mile of the shoreline					✓		DEM
PUB - 4.5a: Master plan the expansion of the Kealakehe Wastewater Treatment Plant			✓				DEM
PUB - 4.5b: Master plan the development of a new wastewater treatment plant servicing north of Hina Lani Street that considers the feasibility of natural treatment systems				✓			DEM
PUB - 4.5c: Master plan a comprehensive wastewater reclamation system to maximize reuse				✓			DEM
PUB-4.6a: Future wastewater reuse areas shall be identified on Figure 4-10c Official Public Facilities and Services Map-Waste Management		✓					DEM, PD
PUB - 5.1b: Master plan concept and financing for new natural system wastewater treatment facility and relocated transfer station/recycling center; obtain DLNR approval to use State land						✓	DEM
PUB - 6.2a: Identify deficiencies to the park system described in Policy PUB-6.2		✓					PR, PD
PUB - 6.2b: Establish a master plan for expansion and improvement of the Old Airport as a district park			✓				PR, PD
PUB - 6.2c: Begin the process to find a location and funding for the Kona Civic Auditorium. Invite public input regarding design requirements and preferences				✓			PR, PD
PUB - 6.2d: Prepare master plan for Kealakehe Regional Park					✓		PR, PD
PUB - 6.2e: Begin the process to find location, acquire site, prepare master plan and fund a South Kona District Park (including integrated community services center)					✓		PR, PD
PUB-7.1a: Use charrettes to the extent practicable in the design process of County facilities to involve the community, broaden the design input with multi-disciplinary expertise, and stimulate creativity		✓					DPW, PD
PUB - 7.1b: Update the community at milestones in the design process such as the end of the schematic, design development, and pre-bid construction documents phases		✓					DPW, PD
PROGRAMS							
PUB-2.1d: Support the addition of manpower for policing efforts		✓					Police
PUB - 2.2a: Support for the community policing program should continue		✓					Police
PUB - 2.2b: In villages, consider reinstating the bicycle patrols					✓		Police
PUB - 2.2c: Through a Business Improvement District or other organization, partner with downtown businesses to enhance security and orderliness			✓				KVID
PUB - 2.2d: Develop a public safety audit checklist and conduct neighborhood and downtown safety walks to identify potential crime spots or unsafe areas				✓			Police, KVVID, Neighborhood Watch Organization
PUB-2.5a: Identify motor vehicle related fatalities and injuries		✓					Police, DOT, DOH, traffic safety organizations
PUB-2.5b: Improve data collection, assessment, and dissemination of information		✓					Police, DOT, DOH, traffic safety organizations
PUB-2.5c: Encourage an integrated planning and design process for improvements in roads, emergency medical services, and public transportation		✓					Police, DOT, DOH, traffic safety organizations
PUB - 3.1a: Coordinate with the County of Hawaii Healthcare Crisis Plan					✓		Mayor's Office
PUB - 3.4a: Continue to work with the police department to assist in accessible parking enforcement		✓					Police
PUB - 3.4b: Offer educational programs to sensitize residents to the challenges of the blind, deaf, or wheel-chair bound persons				✓			One stop center
PUB - 4.3a: Develop policies and plans to provide water for agricultural use, and amend DWS's Rules accordingly					✓		DWS
PUB - 4.3b: Develop an irrigation best practices certification program				✓			SWCD
PUB - 4.3c: Develop an application form to facilitate verification of the agricultural dedication and irrigation best practices certification				✓			DWS
PUB - 4.4a: Identify the violators and enforce the sewer hookup requirements			✓				DEM
PUB - 4.7a: Hire a consultant to develop Stormwater Management Program and Guidelines, incentives, and education/training program, such as LID				✓			DPW
PUB- 4.7b: Implement the education and training program; adopt and publicize the incentives; adopt and enforce the Stormwater Management Guidelines				✓			DPW
PUB - 5.1a: Find entrepreneur (s) for biofuel crop					✓		R&D
PUB - 6.3a: Establish in cooperation with the State DOE, joint use of school facilities for recreational and community use		✓					PR, DOE, PD
Policy PUB - 6.4 Environment as Public Realm and Classroom. See Actions ENV - 2.1 and CR - 1.1e							

ACTION	ESTIMATED TIMELINE						IMPLEMENTER(S)
	Future Initiated	Ongoing	1-2 years	2-3 years	3-5 years	5-10 years	
PUB - 6.5a: Consider 1% of public facilities construction budget to be allocated for public art at new County facilities		✓					IC
Policy PUB - 6.6: Important Role of Schools in Creating a Sense of Community		✓					PR, DOE, PD
PUB - 7.2a: Develop a maintenance level of service for parks and streetscapes to establish a baseline expectation				✓			PR, DPW
PUB - 7.2b: Encourage adopt-a-park and adopt-a-street civic participation to meet the level of service s expectations		✓					PR, community/neighborhood associations
PUB-7.2c: Provide for upgrading and maintenance to the public facilities in critical need of attention		✓					PR, DPW
PUB - 7.2d: Increase outside lighting at public restrooms				✓			PR, DPW
PUB - 7.2e: Open existing public restrooms that are currently closed, and provide for more public restrooms in strategic locations			✓				PR, DPW
PUB - 7.2f: Initiate a process to establish a monthly, scheduled maintenance review of public restrooms in Kona			✓				PR, DPW
Policy PUB-7.3: Recruitment Incentives		✓					
PUB - 8.1a: The County [shall] [should] work with the community to establish One-Stop Community Resource Center					✓		R&D, community
PUB - 8.1b: Increase funding for the Healing Our Island Program					✓		R&D
PUB - 8.1c: Increase transportation options, especially small vans, in order to reduce rural isolation and increase access to programs, jobs and activities				✓			R&D, MT
PUB - 8.1d: Increase demand-response transportation through the use of small vans in order to increase accessibility to drug and alcohol treatment and programs				✓			R&D, MT
PUB - 8.1e: Increase the number of therapeutic living programs and facilities					✓		R&D, MT, OA
PUB - 8.1f: Develop a de-tox program in Kona			✓				community/non-profit
PUB - 8.1g: Establish a youth intake center to provide more immediate intervention for youth in Kona			✓				community/non-profit
PUB - 8.1h: Expand partnerships among substance abuse treatment providers and improve coordination and integration of services		✓					community/non-profit
PUB - 8.2a: Provide demand-response transportation (e.g. small vans) for the elderly, youth, and disabled					✓		R&D, MT
PUB - 8.2b: Expand partnerships among providers and improve coordination and integration of services for residents with disabilities or special needs	✓						community/non-profit, OA
PUB - 8.2c: The County [shall] [should] provide a new homeless shelter and an opportunity for transitional living to low income rental housing					✓		OA
STANDARDS AND REGULATIONS							
Policy PUB 1-1: Official Public Facilities and Services Map	✓						
PUB - 2.2e: Incorporate in the Village Design Guidelines crime prevention through enviornmental design principles					✓		PD
Policy PUB-3.3: Preventive Health through Walkable Communities	✓						Incorporated in Village Design Guidelines
PUB - 4.1b: Amend DWS Rules as necessary to support the Kona CDP land use policies					✓		DWS
Policy PUB-6.1: Gathering Places	✓						Incorporated in Village Design Guidelines
Policy PUB-6.2: Neighborhood park dedication requirements	✓						(Supersedes HCC Chap-8 (Park Dedication))
SECTION 4.7 ENERGY							
PROJECTS							
ENGY-1.4b: Install photovoltaic systems to power deepwell pumps for the County Kona wells					✓		DWS
ENGY-1.4c: Pilot installations of power generating-pressure reducing valves in Kona are in progress		✓					DWS
Policy ENGY-1.7: County Lead by Example		✓					County Departments
PROGRAMS							
ENGY-1.1a: Provide a standard logo label to stick onto the title page of building plans to alert the Kona permitting agencies to expedite processing			✓				PD, DPW-BD
Policy ENGY-1.2: Energy Saving Renovation for Existing Residences				✓			Kona non-profit
ENGY-1.3a: Work with lenders to publicize available mortgage programs					✓		Credit Unions and other lenders
ENGY-1.4a: Finance a leak detection program for the County Kona water systems					✓		DWS
Policy ENGY-1.5: Distributed energy and Other Innovative Technology Support		✓					HELCO
Policy ENGY-1.6: Alternative Fuel for Keahole Power Plant		✓					HELCO
SECTION 4.8 ECONOMIC DEVELOPMENT							
PROGRAMS							

ACTION	ESTIMATED TIMELINE						IMPLEMENTER(S)
	Future Initiated	Ongoing	1 - 2 years	2 - 3 years	3 - 5 years	5 - 10 years	
ECON-1.1a: Develop RFP for new hospital, negotiate with candidates, and select new site			✓				DOH, PD, private
ECON-1.1b: Develop medical center TOD master plan and rezone as Regional Center TOD			✓				DOH, PD, private
ECON-1.2a: Develop TOD master plan with the civic center as the heart of the town center and rezone as Commercial TOD				✓			DPW, PD
ECON-1.3a: Encourage DBEDT and NELHA BoD to reevaluate and publicly articulate NELHA's short- and long-term business plan			✓				DBEDT, NELHA
ECON-1.3b: Develop a master plan for the commercial development of the mauka area of NELHA and obtain entitlements			✓				DBEDT, NELHA
ECON-1.3c: Design and construct the frontage road to complement and implement the commercial master plan						✓	NELHA, private, DPW
ECON-1.4a: Work with the State, University System, and the community to finalize decisions regarding the mission and size of the new university at West Hawaii		✓					UH, private
ECON-1.4b: Develop a master plan and program funds for the design and constructions of the campus					✓		UH, private
ECON-1.4c: Develop the TOD master plan for the surrounding areas of the university in coordination with the adjoining Palamanui Project					✓		UH, private
ECON-1.4d: Formalize the relationship between the Hawaii Community College and the Design Center, NELHA, and the healthcare industry		✓					UH, NELHA, DC
Policy ECON-1.5: Food Industry Catalysts		✓					DOA, UH, PD, community
Policy ECON-1.6: Conservation as a viable business option		✓					private, government
Policy ECON-1.7: Redevelopment as economic stimuli		✓					PD, KVID
ECON - 1.8a: Establish a pool of expertise and information on the eco-industrial park concept					✓		R&D
ECON - 1.8b: Establish a reuse center to refurbish and sell used appliances and materials		✓					OHCD, Catholic Social Ministries
ECON - 1.8c: Establish a community recognition program for green businesses		✓					COC
ECON - 2.1a: The County will work with Kona's Agricultural Community to make recommendations for priorities		✓					R&D, DOA, community
ECON-2.1b: Create and adopt a County Agricultural Tourism program/policy				✓			R&D, DOA, community
ECON-2.1c: In partnership with the agricultural community in Kona, the County will establish a "Local Grown" program for agricultural products			✓				R&D, DOA, community
STANDARDS AND REGULATIONS							
Policy ECON-1.1: Establishes Medical Center Floating Zone	✓						[Supplements HCC Chap. 25, Art. 6, Div. 4 (Project Districts)]
Policy ECON-1.8: Establishes Eco-Industrial Park Floating Zone	✓						[Supplements HCC Chap. 25, Art. 6, Div. 4 (Project Districts)]

5.7. GLOSSARY

~~[Action — A specific requirement or recommendation, such as the creation of a project or program, intended to implement a policy or achieve an objective.]~~

Brownfield – Land previously used for industrial purposes or certain commercial uses that may be contaminated by low concentrations of hazardous waste or pollution and has the potential to be reused once it is cleaned up.

Commercial Village – A village intended for mixed use, higher density residential, retail, commercial, employment, and/or regional one-of-a-kind facilities such as major civic, medical, education, and entertainment facilities.

Density – The ratio of the dwelling units to the gross land area in which they are located.

Density Transfer – The transfer of allowable dwelling units from one parcel of land to another, in exchange for open space.

Development Agreement – A written agreement for specified periods of time between the County, any governmental entity or agency made a party thereto, and any person having a legal or equitable interest in real property for the purpose of vesting the right to develop such property in accordance with laws, ordinances, resolutions, rules, and policies of any governmental entity or agency made party to the agreement in effect at the time such agreement is executed, and for the purpose of delineating development requirements that may include, but are not limited to, affordable housing, design standards, water allocations, dedications of real or personal property, on-site and off-site infrastructure and other development related improvements and government services, which shall be approved by resolution of the County Council and executed by the Mayor on behalf of the County.

Environmental Assessment (EA) and Environmental Impact Statement (EIS) – An informational document prepared in compliance with Chapter 343, Hawaii Revised Statutes, that discloses the environmental and social impacts of a proposed action on the community and state, measures proposed to minimize adverse effects, and provides alternatives to the action.

Extensive Agriculture – LUPAG designation for lands not classified as Important Agricultural Land. Includes lands that are not capable of producing sustained, high agricultural yields without the intensive application of modern farming methods and technologies due to certain physical constraints such as soil composition, slope, machine tillability and climate. Other, less intensive, agricultural uses such as grazing and pasture may be included in the Extensive Agriculture category.

Flood Corridors – Includes FEMA's Flood Insurance Rate Map (FIRM) 100-year floodplains and planned flow ways.

Flow Way – Proposed man-made drainage or designated channels.

Goal – A goal is a desired outcome expressed in simple terms. It should describe the desired end state.

Greenbelt or Greenway – Areas of largely undeveloped, wild, agricultural land surrounding or neighboring urban areas.

Greenfield – An area that is undeveloped or used for agriculture. Refers only to undeveloped ~~[open space] areas~~ within the Kona Urban Area ~~[between]~~[not within a] TOD[s], TND[s] ~~[and]~~[or] infill.

Important Agricultural Lands – LUPAG designation for lands with better potential for sustained high agricultural yields because of soil type, climate, topography, or other factors. Important agricultural lands were determined by including the following lands:

- Lands identified as “Intensive Agriculture” on the 1989 General Plan Land Use Pattern Allocation Guide Maps.
- Lands identified in the Agricultural Lands of Importance to the State of Hawaii (ALISH) classification system as “Prime” or “Unique.”
- Lands classified by the Land Study Bureau’s Soil Survey Report as Class B “Good” soils. There are no Class A lands on the Island of Hawaii.
- Lands classified as at least “fair” for two or more crops, on an irrigated basis, by the U.S.D.A. Natural Resource Conservation Service’s study for suitability for various crops.
- In North and South Kona, the “coffee belt,” a continuous band defined by elevation, according to input from farmers.
- State agricultural parks.

Infill – Land development of unused or underutilized lands within or directly adjacent to existing development or development patterns within the Kona Urban Area. ~~[the general boundaries of existing urban/suburban areas that were previously left undeveloped.]~~

Land Use Pattern Allocation Guide (LUPAG) – The County of Hawaii General Plan LUPAG Map indicates the general location of various land uses in relation to each other.

Makai – towards the sea.

Mauka – inland, upland, towards the mountain.

Mixed Use – A land use pattern that integrates compatible residential, commercial, industrial, office, institutional, or other land uses.

Neighborhood Village – A village intended for residential, public/civic uses, or small scale neighborhood oriented commercial uses. The commercial uses are of a small scale and are intended to serve the needs of the village residents.

Objective – An objective is a desired endpoint that leads toward accomplishing a goal.

Open Space – Undeveloped land or water body which is free of structures and equipment, except for those incidental to the land’s open space uses. Open space may include the following: flood protection, creating a sense of special separation fro incompatible land uses, areas for agricultural operations, passive recreation, active recreation, conservation uses, or historical site preservation.

Pedestrian Way – A public right-of-way through a block between lots for pedestrian traffic, which may also be used as a utility easement, and which has a maximum width of twenty feet.

~~[Policy – A deliberate plan of action to guide decisions and achieve rational outcomes.]~~

Public Access, Open Space, and Natural Resources Preservation Commission – The Commission will be made up of nine members who are appointed by the Mayor and confirmed by the Council. The purpose of the Commission is to develop an island-wide prioritized list of qualifying lands worthy of preservation. The Commission will explore methods of funding land acquisition and make recommendations and will emphasize land acquisitions where the County’s contribution can be leveraged to obtain State, Federal and/or private funds.

Rural Area – Areas outside of the Kona Urban Area.

Secondary Area – The area extending approximately ¼ mile from the outer edger of the village core of the TOD. Lower density housing and other auto-oriented uses are located here. The secondary areas take advantage of the services within the core area through an interconnected street system with easy access to transit by foot, bike, or car. Secondary areas will be primarily comprised of standard single-family and multi-family neighborhoods.

Traditional Neighborhood District Floating Zone (TND) – A new type of Project District for areas zoned agriculture within the Kona Urban Area.

Transit Oriented Development Floating Zone (TOD) – Mixed use developments located at strategic points along a regional transit system. TODs consist of moderate and high density housing, along with complementing public uses, jobs, retail and services.

Urban Area – The Kona Urban Area spans from the Kona International Airport to Keauhou. The majority of future growth shall be directed within this area.

Village Core – A concentration of development within a neighborhood that includes identified residential, retail, office, public spaces, and public/civic uses. The village core includes the ¼ mile area from a transit station.