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Christian LaCuesta	A second road in and out of Waikoloa is imperative for the safety of everyone here in the Village. It's absurd that all this new development is happening without the proper infrastructure. Are we going to have to wait for people to die or families to be burning in their cars on the ridiculously tiny emergency access road before something gets done? I sure hope not. Please do something about this!	2
Estelle Birch	Please build more roads in and out of Waikoloa Village. New housing is allowed with many new families, new roads should be required as well. Please do this now, we don't need another tragedy for Hawaii. Build the roads now!	2
Jon Barlow	When modern households and businesses are struggling to maintain operations that are energized...Why isn't there a Commission/Office of Energy?	2
John Pierce	A number of proposals have been made as to adding another emergency road as a fire exit. While a good idea and maybe needed, I've always felt that we need far more than just another emergency exit that serves no other purpose than another fire escape route. It would be FAR better to extend Paniolo Road all the way to Kawaihae Road. I realize it would be three times more expensive, but I believe that the additional benefits are worth several times the added cost. What would these added benefits be? 1. A permanent secondary exit from Waikoloa Village. 2. Shorten the distance and time it takes to go to Waimea where emergency room services are located. This could save lives in emergencies. 3. The shorter distance would relieve traffic on Waikoloa Road and Upper Road for those heading to Waimea. 4. Shopping access is improved by having a shorter distance to Waimea. 5. This also gives us another fire exit that does not empty onto Queen Kaahumanu Hwy. 6. Having a second exit from Waikoloa Village would also relieve traffic at the Paniolo Road/Waikoloa intersection, plus the additional growth within the Village is going in that direction.	3
Amanda	Hawaii County is unique in that it's people are all rural minded people. Mostly small land owners and small farmers live in the areas that this General Plan wants to limit and restrict. This General Plan is the open door for socialism / communism that restricts private property rights and reduces the ability to thrive and be self sufficient. The people of the Big Island of Hawaii love living here because it is not condensed like Honolulu and there is opportunity for expansion and growth outside of the urban city center. This Draft of the General Plan wasn't even written by those who live here. This is the cookie cutter General Plan that gets shopped around to every city and it does not tailor to us specifically. When more land is put into conservation and "protected" that means that an outside organization manages it and we the people lose access to those resources when constitutionally WE THE PEOPLE are the rightful owners and protectors of our lands and resources. We do not want to be condensed into Urban City Centers and not allowed to steward our own land in the areas outside of "Urban". The people who live on the Big Island would rather be country folk and not be corralled into one area that is controlled and not allow for expansion outside of the controlled area.	3
Amanda	The way this is written suggests the acquisition of Agricultural Lands by the State to create a food source for all. This is exactly the type of language for a socialist / communist planned takeover of prime agriculture lands to be taken away from current property owners who steward their own land in the name of the greater good. This never works. Those who do not own the land will never love the land like the landowners do. The workers on these lands would not care for the land as the landowner would. The way it is written to put workforce housing on the land suggests that the plan is to create worker bees who live and die working on land that they do not own so that the government can benefit and control the food and prime agriculture lands. The agriculture industry and economy would be more successful if the product was produced by farmers who love the land and steward it themselves without government control and restrictions.	3

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Amanda	Any new tax such as a tax on miles driven should be voted on by the public. It is unconstitutional to amend a tax code to penalize anyone who is driving more than another without a vote. As the roads are paid for now, not everyone contributes the same amount of taxes that pays for these roads. Perhaps someone who travels a further distance is contributing to the economy more than one who does not work and stays home and therefore pays more of the share of taxes for use of the road? Should we not allow people to use the road at all unless they contribute a certain amount of taxes for the expense of maintaining the roads? That would be ridiculous and so is the tax on miles driven. It is un-equitable. It is not fair and it penalizes those who have specific needs to travel further distances. The Big Island is unique in that it is spread out and specific opportunities require a further distance to travel.	3
Amanda	Instead of taking the generic General Plan that was shopped to Hawaii's Planning Department by an outside agency that does not live on the Big Island, this General Plan Draft should be written by those who live here and have internal knowledge of our way of life here and the desires of the people. This current draft does not create a vision for growth and expansion. It only hinders our way of life and is trying to confine all of the residents into a clustered area and strips our rights to steward the land and natural resources ourselves that are outside of the clustered allowance. I guarantee that the majority of those who live on the Big Island would rather have the ability to expand and grow and prosper and not live like confined worker bees in small spaces. The General Plan Draft should reflect that and have small private land owners who live on island be at the forefront of consideration for the benefits of this plan.	3
Luckytolivealoha1@gmail.com	Community Response: Waikoloa Village is defined as a high-risk area for wildfires but has only main evacuation route. While the population is expected to more than double by the year 2045, there are no specific plans to add a second primary arterial road to aid the evacuation of the population growth on the north side of the village. Of the seven proposed expansion and new roads in the Waikoloa area on Map, priority needs to be given to the one on the northern side of Paniolo Avenue down to the Queen Ka'ahumanu Highway. Saving lives must have precedence over convenience, traffic congestion, and reducing travel times when deciding the priority of highway projects. It makes no sense to continue to add housing for hundreds of families with children in a location where the fire risk is the highest in the state without assuring safe access during an evacuation. Without an additional road, Waikoloa Village will become the next Lahaina.	4
Melissa Anderle	The 2045 General Plan relies on further implementation actions, such as zoning and budget ordinances, to move Hawai'i Island in the direction of stated goals. Priority projects need to be added to HDOT's Regional Long-range Surface Transportation Plan (LRTP) to be eligible for federal and State highway funding. Projects established in the General Plan as a priority for the protection of community health and safety should be added to the LRTP to ensure their eligibility for State and federal transportation funding. The County should adopt a policy requiring that approval of new developments should be contingent upon the obligation of developers to contribute their prorata share towards infrastructure, especially with regards to access roads and wastewater treatment to ensure the safety of the community.	4
Amanda	We do not need to spend tax money on mass surveillance and a camera on every street corner, which is where this leads.	4
Amanda	Private catchment tanks on private lands should remain private and used as seen fit by the private land owners. The government should have no right to limit the use or infrastructure of the private catchment tanks that are intended for the use by the private land owner. Any regulation that takes away private property ownership rights to their own assets on their own land is socialism / communism in nature and that is not how we want to be governed or see our General Plan for our county.	4

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Amanda	Parents would like to keep our school aged children safe. It is careless to plan for schools to be the location of community public libraries and parks. This would allow catastrophic opportunities for child predators. Our children would not be safe if anyone from the public was allowed to come onto a school campus to use it for public use. We want our school campuses to be for school aged children only. It would be too costly to re-locate the current libraries and parks also. There is nothing wrong with having community public libraries and parks that are not in the same zone as a school! We want our General Plan to have our Keiki's best interests in mind and not follow the general cookie cutter plan that is being shopped around to every planning department in the world. Every community is not the same. We have different needs and this idea of making school campuses open to the public for the relocation of libraries and parks does not fit our specific community here on the Big Island.	4
Amanda	The way this is written suggests the acquisition of Agricultural Lands by the State to create a food source for all. This is exactly the type of language for a socialist / communist planned takeover of prime agriculture lands to be taken away from current property owners who steward their own land in the name of the greater good. This never works. Those who do not own the land will never love the land like the landowners do. The workers on these lands would not care for the land as the landowner would. The way it is written to put workforce housing on the land suggests that the plan is to create worker bees who live and die working on land that they do not own so that the government can benefit and control the food and prime agriculture lands. The agriculture industry and economy would be more successful if the product was produced by farmers who love the land and steward it themselves without government control and restrictions.	4
Dave O	Waikoloa Village could benefit greatly if water would be allowed to flow into natural rivers & gulches up from Waimea / Mauna Kea down into the village. The planting of trees, along these rivers & open dry grassy plains would help alleviate high winds & future extreme weather events in my opinion.	5
Dave O	Kamakoa Skatepark would benefit greatly if a long & high fence was erected on the trade wind side. An attached wind break material to defend against dangerous wind gust & debris from entering the skatepark area during use would provide much needed safety to riders. Solar lights should be considered for use during evening conditions 7pm-9pm making for ideal temperatures to ride. Daylight use provides no shade. Dugouts similar to baseball fields should be considered for skatepark riders for shade safety. Kamakoa Skatepark is currently unfunded for phase 2 development, which should include an estimated 50,000 square feet of expansion. A street section & vertical section for beginner & advanced participants is needed. Non profits & foundations are possibly available to collaborate with County on these suggestions for expansion & updates in my opinion.	5
Colin Keola Childs	With electric bikes becoming affordable, and particularly with consideration of the too-steep-to-pedal slope gradients (for 90% of the adult population) and where people live, commute, play and shop in many parts of the islands, I suggest changing this definition to include battery powered/assisted bikes. Conscious planning attention to this new transportation factor could significantly improve urban infill planning in our sloped communities islandwide.	8
Colin Keola Childs	This is a rigid definition that says affordable housing doesn't exist, isn't to be considered OR tabulated if it isn't the product of bureaucrat review and blessing. This would imply that ADUs (that presumably won't be crushed by being forced through a Chapter 11/OHD review and blessing) aren't envisioned to be "affordable;" is that true? Suggest this def be loosened up to be more inclusive and less authoritarian.	8
Colin Keola Childs	The GP is not a proper place for a Zoning Code-level definition. At the GP level, there's no need to be this rigid. How are you going to reconcile the fact of Ag-Commercial operations that you are recommending for PC approval of a Special Permit application? Are you saying they don't exist as far as the GP is concerned? (E.G., the new "ag tourism/commerical manufacturing" facility in Puuanahulu, blessed via SP).	8
Colin Keola Childs	"...and may include ag-commercial operations" (see above comment)	8

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Celena Lumanlan Antolin	An additional roadway needs to be built going in and out of Waikoloa for daily usage. With the amount of homes currently there puts a strain on our daily commute..add in the new subdivisions they have started building and the proposed ones will be ridiculous. The last fire it took my family & I OVER an hour to get out of the village. This is bad!!! There needs to be an immediate solution before more homes are built and another tragedy like Maui happens. This should be top priority. Traffic light is another need along with a High School! Mahalo nui loa!!	8
Jeff	Ag Based Commercial Ops also include roadside stands, food establishments and food hubs	8
Colin Keola Childs	It would be more appropriate - and useful for planning purposes - to just say that cesspools are no longer permitted Statewide due to pollution concerns and are to be gradually replaced with improved systems in accordance with State law.	10
Colin Keola Childs	It might be helpful to the average person to add a statement that the SMA, defined below), is a portion of the CZM area which encompasses the lower land elevations above the shorelines of the island of Hawaii. This gives relevant context to both definitions that most people don't "get."	11
Colin Keola Childs	This is a good example of a simple definition that doesn't try to be a Zoning Code-level definition, as your current "affordable housing" def does. Here, you properly are avoiding saying that "Cottage Industries" have to comply with specific limitations of the Zoning Code and/or HRS 205-6 (SPs).	11
Colin Keola Childs	While this def makes perfect sense as an SMA definition, because it embraces any type of artificial alteration of an existing condition, it's "over the top" here where I'm sure most if not all expect this to be changes that increase density/intensity of use. A definition of "REdevelopment" could embrace changes in use that result in essentially the same or lessened density/intensity of use. Much of this County's urban future will include REdevelopment of obsolete uses in existing urban areas, and which may often be a very positive thing that is distinct from INCREASED density/intensity.	12
Colin Keola Childs	typo	12
Colin Keola Childs	"...and because most endemic species in Hawaii have very limited survival defenses against predation, disease and overwhelming encroachment by exotic (foreign), invasive species."	12
`Jon Barlow	An 'EcoIndustrial Park' is not limited to community/network of firms that exchange or make use of each others byproducts, but the general cooperation (kokua) of people/businesses benefiting from applying or the application of green, clean tech to save energy, thus deferring energy expense into saving which in turn enhance profitability of their operation/productivity using materials available natural, recycled (closed-loop) or otherwise which also has little, or no impact on environment and/or market; little or no carbon/toxic emission, reduce carbon footprint.	12
`Jon Barlow	This term for 'Energy' must be changed to 'Power (Electric)' Producer...and all related reference to either 'power' or 'electricity' for basic definition of 'Energy' is that it's either 'potential' or 'kinetic'. FYI: Energy can neither be made (imported), or destroyed (exhausted) it only changes form.	12
`Jon Barlow	Honestly, until we as a species that requires 'energies' to meet the demands of markets...can actually apply nuclear energy safely, and without impact of handling 'nuclear waste'. "Non-nuclear" is better.	12
Colin Keola Childs	"...by achieving greater equity in enjoyment of public and private spaces by all."	13

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Colin Keola Childs	All prior GPs defined FPs as being prepared at the agency level (the agency's plan to achieve its mission/purpose over the intermediate term, not the lower, agency-plan level for one or two programs). It has been ignored as such (only fulfilled once to my knowledge, that being R&D's plan of several decades ago). An agency-level (not program level) FP would be the foundation of CIP and OP budget requests/approvals. An FP for a specific "plan", if not approved or budgeted by Council, is a "ho hum, no harm, ho foul" issue, vs. denial of a Council-approved FP for the agency that includes and ranks that plan/program among others in the agency's FP.	13
`Jon Barlow	Delete 'Energy'- Sustainability Standard should be whatever it takes to operate, function to live...ideally that is green, clean and not impact to environment, people (social), ethical (lawful) and safe.	13
Colin Keola Childs	Why is this defining of "Hosted" necessary at the GP level? It is an oblique way of blessing TARs in our policies? I believe it has become increasing evident that the impact distinctions between "hosted" and "non-hosted" TARs pale against the social impacts on our population in multiple ways. I suggest deleting this as a GP definition as being inappropriate and prejudicial for a "sustainability" document.	14
Colin Keola Childs	This is incorrect as to how Impact Fees are legislated and imposed across the United States. There (and not here!), every single building in one or more use classes (usually just dwelling units) is assessed such fees according to a legislated table of cost impacts that were derived by an approved study that allocated infrastructure costs as "impacts" on a per-dwelling-unit basis. If this is what you're intending to promote, then make it clear it would apply to every dwelling unit, whether on existing lots (including ADUs) or new developments. Delete the words "project" and "developer" unless you are trying to cloak the existing Council practice of imposing "Fair Share Contributions" on rezonings (and only rezonings), which are a far cry from being "Impact Fees" as defined and used professionally and legislatively across the U.S.	14
Colin Keola Childs	Why limit this def to "man-made?" Exposed bedrock in floodway/stream channels is mostly impervious to water in a practical, impact management sense. Recognizing this could be a useful aspect in giving flood channels proper consideration in comprehensive planning	14
Colin Keola Childs	ADD: "...negative OR CONFLICTING..." Incompatibility isn't always "negative" overall, just conflicting and negative only for the adjacent/proximal users. E.g., NIMBYs vs. affordable housing proposals.	14
Jeff	If you define hosted, may want to add definition for unhosted	14
Colin Keola Childs	"...in place OR are to be appropriately upgraded/improved." The latter condition will often be the case if the GP intentions are to be realized.	15
Colin Keola Childs	These stated examples are not at all innovative, they're common across the U.S. Alternatives to traditional lumber/wood framing, such as embracing structural-grade bamboo timbers, WOULD be innovative. But not the construction processes listed here.	15
`Jon Barlow	What about the new concept of 'printing' homes and there's sprayed 'ferro-cement or gunite'?	15
`Jon Barlow	Better factor in '(suspended) trains' to general plan of developing/promoting multimodal transportation for future 'masses' while there is time and space for implementation.	16

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Jon Barlow	'Net Zero' is not only about the GHG, it also refers to reducing plastics, glass etc. going into landfills and ocean, and removing plastics, glass, etc. that already exists. It's called achieving Circularity or otherwise creating a Circular Economy.	16
Sara Steiner	Geothermal is not renewable without constantly drilling wells. Wells fail and need to be worked on every several years. All the high-strength steel, all equipment and all working fluids, including Pentane are purchased from Ormat in Israel and sent over 2 oceans (8,800 miles) to Puna. Geothermal uses anti corrosion and scale chemicals and injects them into open wells where it ruins the water. This is not renewable just because the State of Hawaii says so!!!	18
Robinson Klarin	The General Plan shows seven highway projects in the Waikoloa area, six more than could be completed with public resources likely to be available by 2045. The following objectives are described in the Plan: 32.h. Establish, map and maintain alternative and emergency evacuation routes in each high risk hazard area. 32.k. Develop and/or improve secondary access roads for those communities with only one means of ingress/egress. 32.20 Prioritize hazard mitigation projects in the CIP (Capital improvement plan). Of the seven Waikoloa area Road projects, three could meet these objectives during emergencies: 1) upgrading to two lanes the Hulu emergency evacuation road, 2) extending Kamakoa Drive to connect with Queen K near Puako Road, and 3) extending Paniolo Drive north to connect with Kawaihae Road midway between Waimea and Queen K. None of these three hazard mitigation projects are shown as a priority. We ask that the Kamakoa Drive extension be prioritized as necessary to meet the immediate need for a second emergency access route to be completed within three years. This project should be prioritized because 1) most new development is planned for the north end of the Village near Kamakoa Gulch; 2) right-of-way for a two-lane arterial exists to the waste water treatment plant and the remaining portion of the extension is being donated by the landowners (35-40% of the cost); 3) the alignment is being graded and stabilized by the landowners for an emergency evacuation route (15-20% of cost), 4) the environmental and cultural studies are being drafted, and 5) no gulches need to be bridged. Public \$ could make up the cost to complete the upgrade needed for an arterial road. The other six road projects in the Plan should be prioritized in an action plan that identifies the most critical needs to be addressed first. Residents and stakeholders should be included in the decision-making process. Listing projects into short-term and long-term categories will provide a more comprehensive and effective action-oriented framework for advancing projects as resources become available.	18
Colin Keola Childs	Are you saying that RIL are referred to as such, or that all roads are? Perhaps you mean, "Typically, these RIL may be shown and labeled on government maps as "government road," "old government road" or "homestead road."	19
Colin Keola Childs	and not established by the Planning Commissions??	19
Colin Keola Childs	Condominium, Timeshare, and Cooperative are all merely ownership terms, not building types or use types. Consider instead, "...in any type of structure [including tents] or on any parcel of land [rural campgrounds thus included], and held under any form of ownership regardless of the principal use classification of such structure or land."	20
Colin Keola Childs	lot size is irrelevant to the term being defined. Delete.	20
Colin Keola Childs	I would like to see the Department present two examples, including cost spreadsheets and sources of funding of where this "can be efficiently and cost-effectively" done in 20-40 years. I'm betting any such example will include the assumption that the lot owners will agree to CFD (improvement district assessment) impositions added to their real property tax bills.	21

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Colin Keola Childs	Why not just say, "do not conflict with the GP LUPAG map"? That keeps it all "in-house" (even though the LUPAG necessarily takes LUD boundaries "into consideration.")	21
Nicholas Ing, DLNR: CWRM	The Commission requires each owner or operator of a pumping well to report their monthly water use. These data are summarized in updates to the Water Resources Protection Plan available at http://dlnr.hawaii.gov/cwrmp/planning/hiwaterplan/wrpp/ and will be used to evaluate the volume of pumping from active production wells in the adaptive management zone on a 12-month moving average basis. Furthermore, CWRM would like to expand the water audit program to include ways to address water losses and data validity challenges from the affected PWS. Act 169 affects different public water systems (PWS) which are not utilities and do not have customers in the traditional sense that a typical water utility does. We recommend participating in the Water Audit Program and updating your water usage data to further increase water efficiency in the water system.	22
Nancy	Please make egress routes out of Waikoloa a top priority! Some folks have driven across the golf course with children in the car to evacuate. Our school children, our elderly and our families, the Waikōloa Plaza employees and shoppers all need to be able to exit the area safely when necessary.	25
Nhumey	The purpose of the General Plan is to guide the pattern of future development in this County based on long-term goals. It should identify the visions, values, and priorities important to the people of this County. The General Plan includes overall themes, goals, principles, objectives, and policies, as well as implementation priorities and actions to carry out policies including, but not limited to, land use maps, programs, projects, regulatory measures, standards and principles, and interagency coordination. Community Response: The General Plan shows seven highway projects in the Waikoloa area, six more than could be completed with public resources likely to be available by 2045. The following objectives are described in the Plan: 32.h. Establish, map and maintain alternative and emergency evacuation routes in each high risk hazard area. 32.k. Develop and/or improve secondary access roads for those communities with only one means of ingress/egress. 32.20 Prioritize hazard mitigation projects in the CIP (Capital improvement plan). Of the seven Waikoloa area Road projects, three could meet these objectives during emergencies: 1) upgrading to two lanes the Hulu emergency evacuation road, 2) extending Kamakoa Drive to connect with Queen K near Puako Road, and 3) extending Paniolo Drive north to connect with Kawaihae Road midway between Waimea and Queen K. None of these three hazard mitigation projects are shown as a priority. We ask that the Kamakoa Drive extension be prioritized as necessary to meet the immediate need for a second emergency access route to be completed within three years. This project should be prioritized because 1) most new development is planned for the north end of the Village near Kamakoa Gulch; 2) right-of-way for a two-lane arterial exists to the waste water treatment plant and the remaining portion of the extension is being donated by the landowners (35-40% of the cost); 3) the alignment is being graded and stabilized by the landowners for an emergency evacuation route (15-20% of cost), 4) the environmental and cultural studies are being drafted, and 5) no gulches need to be bridged. Public \$ could make up the cost to complete the upgrade needed for an arterial road. The other six road projects in the Plan should be prioritized in an action plan that identifies the most critical needs to be addressed first. Residents and stakeholders should be included in the decision-making process. Listing projects into short-term and long-term categories will provide a more comprehensive and effective action-oriented framework for advancing projects as resources become available.	25
JamieBe	Not only would adding emergency egress routes help residents evacuate, they would also help with fire management, allowing the county fire mitigation teams to get closer to fire line. Also seems a good idea to keep new route(s) open in general to ease traffic congestion and give more options for traffic flow for residents.	25

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Colin Keola Childs	As this sentence is written, it's an out of place "vision statement" and not a situational/factual statement. Further below in this paragraph, envisioning is correctly distinguished. To correct this sentence, I suggest rephrasing to something more like: "Hawaii Island CAN BE [w/o caps] a leader in" rather than asserting that it IS [now] a leader in such, which it clearly is not today.	26
Dara Wipp	Community Response: The General Plan shows seven highway projects in the Waikoloa area, six more than could be completed with public resources likely to be available by 2045. The following objectives are described in the Plan: 32.h. Establish, map and maintain alternative and emergency evacuation routes in each high risk hazard area. 32.k. Develop and/or improve secondary access roads for those communities with only one means of ingress/egress. 32.20 Prioritize hazard mitigation projects in the CIP (Capital improvement plan). Of the seven Waikoloa area Road projects, three could meet these objectives during emergencies: 1) upgrading to two lanes the Hulu emergency evacuation road, 2) extending Kamakoa Drive to connect with Queen K near Puako Road, and 3) extending Paniolo Drive north to connect with Kawaihae Road midway between Waimea and Queen K. None of these three hazard mitigation projects are shown as a priority. We ask that the Kamakoa Drive extension be prioritized as necessary to meet the immediate need for a second emergency access route to be completed within three years. This project should be prioritized because 1) most new development is planned for the north end of the Village near Kamakoa Gulch; 2) right-of-way for a two-lane arterial exists to the waste water treatment plant and the remaining portion of the extension is being donated by the landowners (35-40% of the cost); 3) the alignment is being graded and stabilized by the landowners for an emergency evacuation route (15-20% of cost), 4) the environmental and cultural studies are being drafted, and 5) no gulches need to be bridged. Public \$ could make up the cost to complete the upgrade needed for an arterial road. The other six road projects in the Plan should be prioritized in an action plan that identifies the most critical needs to be addressed first. Residents and stakeholders should be included in the decision-making process. Listing projects into short-term and long-term categories will provide a more comprehensive and effective action-oriented framework for advancing projects as resources become available.	26

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Connie Monk	Community Response: The General Plan shows seven highway projects in the Waikoloa area, six more than could be completed with public resources likely to be available by 2045. The following objectives are described in the Plan: 32.h. Establish, map and maintain alternative and emergency evacuation routes in each high risk hazard area. 32.k. Develop and/or improve secondary access roads for those communities with only one means of ingress/egress. 32.20 Prioritize hazard mitigation projects in the CIP (Capital improvement plan). Of the seven Waikoloa area Road projects, three could meet these objectives during emergencies: 1) upgrading to two lanes the Hulu emergency evacuation road, 2) extending Kamakoa Drive to connect with Queen K near Puako Road, and 3) extending Paniolo Drive north to connect with Kawaihae Road midway between Waimea and Queen K. None of these three hazard mitigation projects are shown as a priority. We ask that the Kamakoa Drive extension be prioritized as necessary to meet the immediate need for a second emergency access route to be completed within three years. This project should be prioritized because 1) most new development is planned for the north end of the Village near Kamakoa Gulch; 2) right-of-way for a two-lane arterial exists to the waste water treatment plant and the remaining portion of the extension is being donated by the landowners (35-40% of the cost); 3) the alignment is being graded and stabilized by the landowners for an emergency evacuation route (15-20% of cost), 4) the environmental and cultural studies are being drafted, and 5) no gulches need to be bridged. Public \$ could make up the cost to complete the upgrade needed for an arterial road. The other six road projects in the Plan should be prioritized in an action plan that identifies the most critical needs to be addressed first. Residents and stakeholders should be included in the decision-making process. Listing projects into short-term and long-term categories will provide a more comprehensive and effective action-oriented framework for advancing projects as resources become available.	26
Gail Lozano	Community Response: The General Plan shows seven highway projects in the Waikoloa area, six more than could be completed with public resources likely to be available by 2045. The following objectives are described in the Plan: 32.h. Establish, map and maintain alternative and emergency evacuation routes in each high risk hazard area. 32.k. Develop and/or improve secondary access roads for those communities with only one means of ingress/egress. 32.20 Prioritize hazard mitigation projects in the CIP (Capital improvement plan). Of the seven Waikoloa area Road projects, three could meet these objectives during emergencies: 1) upgrading to two lanes the Hulu emergency evacuation road, 2) extending Kamakoa Drive to connect with Queen K near Puako Road, and 3) extending Paniolo Drive north to connect with Kawaihae Road midway between Waimea and Queen K. None of these three hazard mitigation projects are shown as a priority. We ask that the Kamakoa Drive extension be prioritized as necessary to meet the immediate need for a second emergency access route to be completed within three years. This project should be prioritized because 1) most new development is planned for the north end of the Village near Kamakoa Gulch; 2) right-of-way for a two-lane arterial exists to the waste water treatment plant and the remaining portion of the extension is being donated by the landowners (35-40% of the cost); 3) the alignment is being graded and stabilized by the landowners for an emergency evacuation route (15-20% of cost), 4) the environmental and cultural studies are being drafted, and 5) no gulches need to be bridged. Public \$ could make up the cost to complete the upgrade needed for an arterial road. The other six road projects in the Plan should be prioritized in an action plan that identifies the most critical needs to be addressed first. Residents and stakeholders should be included in the decision-making process. Listing projects into short-term and long-term categories will provide a more comprehensive and effective action-oriented framework for advancing projects as resources become available.	26

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Codey Carpio	Community Response: The General Plan shows seven highway projects in the Waikoloa area, six more than could be completed with public resources likely to be available by 2045. The following objectives are described in the Plan: 32.h. Establish, map and maintain alternative and emergency evacuation routes in each high risk hazard area. 32.k. Develop and/or improve secondary access roads for those communities with only one means of ingress/egress. 32.20 Prioritize hazard mitigation projects in the CIP (Capital improvement plan). Of the seven Waikoloa area Road projects, three could meet these objectives during emergencies: 1) upgrading to two lanes the Hulu emergency evacuation road, 2) extending Kamakoa Drive to connect with Queen K near Puako Road, and 3) extending Paniolo Drive north to connect with Kawaihae Road midway between Waimea and Queen K. None of these three hazard mitigation projects are shown as a priority. We ask that the Kamakoa Drive extension be prioritized as necessary to meet the immediate need for a second emergency access route to be completed within three years. This project should be prioritized because 1) most new development is planned for the north end of the Village near Kamakoa Gulch; 2) right-of-way for a two-lane arterial exists to the waste water treatment plant and the remaining portion of the extension is being donated by the landowners (35-40% of the cost); 3) the alignment is being graded and stabilized by the landowners for an emergency evacuation route (15-20% of cost), 4) the environmental and cultural studies are being drafted, and 5) no gulches need to be bridged. Public \$ could make up the cost to complete the upgrade needed for an arterial road. The other six road projects in the Plan should be prioritized in an action plan that identifies the most critical needs to be addressed first. Residents and stakeholders should be included in the decision-making process. Listing projects into short-term and long-term categories will provide a more comprehensive and effective action-oriented framework for advancing projects as resources become available.	26
Michael Landers	Community Response: The General Plan shows seven highway projects in the Waikoloa area, six more than could be completed with public resources likely to be available by 2045. The following objectives are described in the Plan: 32.h. Establish, map and maintain alternative and emergency evacuation routes in each high risk hazard area. 32.k. Develop and/or improve secondary access roads for those communities with only one means of ingress/egress. 32.20 Prioritize hazard mitigation projects in the CIP (Capital improvement plan). Of the seven Waikoloa area Road projects, three could meet these objectives during emergencies: 1) upgrading to two lanes the Hulu emergency evacuation road, 2) extending Kamakoa Drive to connect with Queen K near Puako Road, and 3) extending Paniolo Drive north to connect with Kawaihae Road midway between Waimea and Queen K. None of these three hazard mitigation projects are shown as a priority. We ask that the Kamakoa Drive extension be prioritized as necessary to meet the immediate need for a second emergency access route to be completed within three years. This project should be prioritized because 1) most new development is planned for the north end of the Village near Kamakoa Gulch; 2) right-of-way for a two-lane arterial exists to the waste water treatment plant and the remaining portion of the extension is being donated by the landowners (35-40% of the cost); 3) the alignment is being graded and stabilized by the landowners for an emergency evacuation route (15-20% of cost), 4) the environmental and cultural studies are being drafted, and 5) no gulches need to be bridged. Public \$ could make up the cost to complete the upgrade needed for an arterial road. The other six road projects in the Plan should be prioritized in an action plan that identifies the most critical needs to be addressed first. Residents and stakeholders should be included in the decision-making process. Listing projects into short-term and long-term categories will provide a more comprehensive and effective action-oriented framework for advancing projects as resources become available.	26

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Jennifer Tanaka	The General Plan shows seven highway projects in the Waikoloa area, six more than could be completed with public resources likely to be available by 2045. The following objectives are described in the Plan: 32.h. Establish, map and maintain alternative and emergency evacuation routes in each high risk hazard area. 32.k. Develop and/or improve secondary access roads for those communities with only one means of ingress/egress. 32.20 Prioritize hazard mitigation projects in the CIP (Capital improvement plan). Of the seven Waikoloa area Road projects, three could meet these objectives during emergencies: 1) upgrading to two lanes the Hulu emergency evacuation road, 2) extending Kamakoa Drive to connect with Queen K near Puako Road, and 3) extending Paniolo Drive north to connect with Kawaihae Road midway between Waimea and Queen K. None of these three hazard mitigation projects are shown as a priority. We ask that the Kamakoa Drive extension be prioritized as necessary to meet the immediate need for a second emergency access route to be completed within three years. This project should be prioritized because 1) most new development is planned for the north end of the Village near Kamakoa Gulch; 2) right-of-way for a two-lane arterial exists to the waste water treatment plant and the remaining portion of the extension is being donated by the landowners (35-40% of the cost); 3) the alignment is being graded and stabilized by the landowners for an emergency evacuation route (15-20% of cost), 4) the environmental and cultural studies are being drafted, and 5) no gulches need to be bridged. Public \$ could make up the cost to complete the upgrade needed for an arterial road. The other six road projects in the Plan should be prioritized in an action plan that identifies the most critical needs to be addressed first. Residents and stakeholders should be included in the decision-making process. Listing projects into short-term and long-term categories will provide a more comprehensive and effective action-oriented framework for advancing projects as resources become available.	26
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Tanya Klett	The General Plan shows seven highway projects in the Waikoloa area, six more than could be completed with public resources likely to be available by 2045. The following objectives are described in the Plan: 32.h. Establish, map and maintain alternative and emergency evacuation routes in each high risk hazard area. 32.k. Develop and/or improve secondary access roads for those communities with only one means of ingress/egress. 32.20 Prioritize hazard mitigation projects in the CIP (Capital improvement plan). Of the seven Waikoloa area Road projects, three could meet these objectives during emergencies: 1) upgrading to two lanes the Hulu emergency evacuation road, 2) extending Kamakoa Drive to connect with Queen K near Puako Road, and 3) extending Paniolo Drive north to connect with Kawaihae Road midway between Waimea and Queen K. None of these three hazard mitigation projects are shown as a priority. We ask that the Kamakoa Drive extension be prioritized as necessary to meet the immediate need for a second emergency access route to be completed within three years. This project should be prioritized because 1) most new development is planned for the north end of the Village near Kamakoa Gulch; 2) right-of-way for a two-lane arterial exists to the waste water treatment plant and the remaining portion of the extension is being donated by the landowners (35-40% of the cost); 3) the alignment is being graded and stabilized by the landowners for an emergency evacuation route (15-20% of cost), 4) the environmental and cultural studies are being drafted, and 5) no gulches need to be bridged. Public \$ could make up the cost to complete the upgrade needed for an arterial road. The other six road projects in the Plan should be prioritized in an action plan that identifies the most critical needs to be addressed first. Residents and stakeholders should be included in the decision-making process. Listing projects into short-term and long-term categories will provide a more comprehensive and effective action-oriented framework for advancing projects as resources become available.	26
Maureen Garry	The General Plan shows seven highway projects in the Waikoloa area, six more than could be completed with public resources likely to be available by 2045. The following objectives are described in the Plan: 32.h. Establish, map and maintain alternative and emergency evacuation routes in each high-risk hazard area. 32.k. Develop and/or improve secondary access roads for those communities with only one means of ingress/egress. 32.20 Prioritize hazard mitigation projects in the CIP (Capital improvement plan). Of the seven Waikoloa area Road projects, three could meet these objectives during emergencies: 1) upgrading to two lanes the Hulu emergency evacuation road, 2) extending Kamakoa Drive to connect with Queen K near Puako Road, and 3) extending Paniolo Drive north to connect with Kawaihae Road midway between Waimea and Queen K. None of these three hazard mitigation projects are shown as a priority. We ask that the Kamakoa Drive extension be prioritized as necessary to meet the immediate need for a second emergency access route to be completed within three years. This project should be prioritized because 1) most new development is planned for the north end of the Village near Kamakoa Gulch; 2) right-of-way for a two-lane arterial exists to the wastewater treatment plant and the remaining portion of the extension is being donated by the landowners (35-40% of the cost); 3) the alignment is being graded and stabilized by the landowners for an emergency evacuation route (15-20% of cost), 4) the environmental and cultural studies are being drafted, and 5) no gulches need to be bridged. Public \$ could make up the cost to complete the upgrade needed for an arterial road. The other six road projects in the Plan should be prioritized in an action plan that identifies the most critical needs to be addressed first. Residents and stakeholders should be included in the decision-making process. Listing projects into short-term and long-term categories will provide a more comprehensive and effective action-oriented framework for advancing projects as resources become available.	26

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Mona Peck	The future of our Community here in Waikoloa Village needs to prioritize the Kamakoa Drive extension from Waikoloa Village down to the Queen Ka'ahumanu Drive as the NUMBER ONE PRIORITY. For those of us, who left our Village, those few short years go, we met very clogged roads out of the Village itself. As my husband and I traveled north on Queen Hwy., we watched as cars lined up on the Hulu exit road. There was so much traffic going north and south, that the cars remained in line and couldn't find a way into either lane of traffic. If the fire had spread into the Village itself, those people would have died, as other cars zipped by. Would could have been another Island, burnt to a crisp with thousands dead, while waiting to get out to the main road. To me, this is nothing short of criminal and beyond dangerous. Frankly, we can't until the time they have to do this project.	26
Mona Peck	I also wanted to mention that considering the length it took for cars to safely exit Hulu, they need to upgrade it to contain 2 complete lanes that could be used. Another point to add would be the extending of Paniolo Drive north to connect with Kawaihae Road up to Waimea. We need MORE EXITS out of Waikoloa Village, plain and simple. It's amazing how many houses are now being built without the consideration of impact on roads or exiting from this Village.	26
Melinda Menchetti	The General Plan shows seven highway projects in the Waikoloa area, six more than could be completed with public resources likely to be available by 2045. The following objectives are described in the Plan: 32.h. Establish, map and maintain alternative and emergency evacuation routes in each high risk hazard area. 32.k. Develop and/or improve secondary access roads for those communities with only one means of ingress/egress. 32.20 Prioritize hazard mitigation projects in the CIP (Capital improvement plan). Of the seven Waikoloa area Road projects, three could meet these objectives during emergencies: 1) upgrading to two lanes the Hulu emergency evacuation road, 2) extending Kamakoa Drive to connect with Queen K near Puako Road, and 3) extending Paniolo Drive north to connect with Kawaihae Road midway between Waimea and Queen K. None of these three hazard mitigation projects are shown as a priority. We ask that the Kamakoa Drive extension be prioritized as necessary to meet the immediate need for a second emergency access route to be completed within three years. This project should be prioritized because 1) most new development is planned for the north end of the Village near Kamakoa Gulch; 2) right-of-way for a two-lane arterial exists to the waste water treatment plant and the remaining portion of the extension is being donated by the landowners (35-40% of the cost); 3) the alignment is being graded and stabilized by the landowners for an emergency evacuation route (15-20% of cost), 4) the environmental and cultural studies are being drafted, and 5) no gulches need to be bridged. Public \$ could make up the cost to complete the upgrade needed for an arterial road. The other six road projects in the Plan should be prioritized in an action plan that identifies the most critical needs to be addressed first. Residents and stakeholders should be included in the decision-making process. Listing projects into short-term and long-term categories will provide a more comprehensive and effective action-oriented framework for advancing projects as resources become available.	26
Elizabeth Williamson	Having read the State/AG report on the devastation from the Lahaina fire, it is overwhelmingly clear that the fire prone areas of Hawaii get immediate attention from the State. I live in Waikoloa Village which is a high risk fire district. Our elected officials, Cindy Evans and James Hustace, by their own admission have done nothing to get a second road out of this community. In the history of the Village, we have had several fire evacuations already. If the bumper to bumper traffic on the one road during the last evacuation doesn't speak volumes, I don't know what does. The Village is growing rapidly, which makes the road out even more urgent. We have complained for years to our local officials the need for this second road and nothing ever happens. It is time for the state to step in and step up. Otherwise we will be the next Lahaina.	26

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Kate Strickland	We ask that the Kamakoa Drive extension be prioritized as necessary to meet the immediate need for a second emergency access route to be completed within three years. This project should be prioritized because 1) most new development is planned for the north end of the Village near Kamakoa Gulch; 2) right-of-way for a two-lane arterial exists to the waste water treatment plant and the remaining portion of the extension is being donated by the landowners (35-40% of the cost); 3) the alignment is being graded and stabilized by the landowners for an emergency evacuation route (15-20% of cost), 4) the environmental and cultural studies are being drafted, and 5) no gulches need to be bridged. Public \$ could make up the cost to complete the upgrade needed for an arterial road. The other six road projects in the Plan should be prioritized in an action plan that identifies the most critical needs to be addressed first. Residents and stakeholders should be included in the decision-making process. Listing projects into short-term and long-term categories will provide a more comprehensive and effective action-oriented framework for advancing projects as resources become available.	26
Ethierri Avati	Food security should be the number one priority of any 'plan' implemented by any agency making decisions for all of us. The definition of 'sustainability' is OUR ABILITY to survive and maintain continuity independently.	26
James Hustace	Thank you for taking the time to provide feedback to the General Plan. Your voice matters and this issue is very important to me. Since you mentioned me by name, I must note that I am not an elected official and have never held a elected role for public office. I hope to work with community members and with our County and State agencies to fund a second access road for Waikoloa Village. Mahalo nui.	26
Colin Keola Childs	Containing growth geographically by tying it to "existing infrastructure" is not a sustainable practice, as to either the containment or the infrastructure aspects. First, almost all of our infrastructure is maxed out today (public facilities, utility lines and processing centers as for wastewater and stormwater, power generation facilities, etc.), so containing "growth" to existing areas of such is a non-sequitur. Second, contained growth is still growth, and I don't see where this Plan lays out (asserts) what the "sustainable" growth numbers are countywide if not supra-regionally, and how they arrived at such number estimate. Statistically projected growth, created by statisticians off of past population/commerical/ industrial growth trends has nothing to do with sustainability, any more than does a trendline for the imported number of plastic bottles. If the Plan can't foresee, state, and build its policies around estimated "sustainable" growth numbers approximated for East/West/North/South Hawaii island, how can it claim to be achieving "Sustainability?" Instead, I'm suggesting that the Plan present the County's idea of what volumes of population and visitor (two important, necessary distinctions) growth in our supra-regions is to be targeted as the upper limits of publicly supported/condoned growth in such island regions or supra-regions, and to state that such growth will be directed toward locations of EITHER existing infrastructure with remaining capacity OR where infrastructure can be economically enlarged or extended, and/or provided for use by all citizens (DEI)	27
Colin Keola Childs	Can't we have graphic recognition of NON-native Hawaiian cultures that you are asserting that you're respecting, protecting and including throughout the narrative of this Plan? If you truly want buy-in, show a sampling of the ethnic groups who you want that from, which surely is not just the aboriginal bloodline.	27
Tawn Keeney	Wholeheartedly agree with Colin's expression.	27

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Ethierri Avati	We would like to know where we can find any documents, plans, projects or proposals that can show that a 'final draft' such as this one, made available to us, the 'general public', under the guise of inclusion seeking our input, has ever resulted in an actual revision or modification within the final instrument? Will anything we write, ask or suggest within this 'working copy' ever even be read, reviewed, discussed, considered and implemented? Or is this merely a formality to appease us by providing us with the 'illusion' that community collaboration is a part of the equation? Because thousands of us from around the World, locals, experts, professionals, activists, warriors, lawyers invested a significant amount of time and energy attempting to participate in the detrimental decisions being made by 'agencies' over in Lahaina to no avail. The local, state and governmental over reach has become a direct threat to all of us, tens of millions of dollars are allegedly being 'spent' on this island to address the housing crisis, homelessness, addiction and yet, none of us see where ANY of those millions are going except to building contractors who drag housing projects out for years?! We have no 'climate emergency' I just went back to 1949 and reviewed the last 75 years of climate data for Hilo. We are all about at our wits end.	27
Nana Kawasaki-Jones	On Aug 21, 2021 Waikoloa residents were instructed to evacuate due to a quickly approaching wildfire. Cars were backed up on the main road as far as I could see while the traffic inched along painfully slow down the one road out of the Village. It was a terrifying, frustrating experience. A friend who works for the Florida Division of Emergency Management called to check on me because she had just attended a training highlighting Waikoloa Village as a case study in lacking community emergency mitigation. Waikoloa needs another fully paved emergency evacuation route for future safety of it's residents as soon as possible. I request that the Kamakoa Drive extension to Queen Ka`ahumanu Highway be the number one priority in the General Plan.	28
Matthew Chalker	The General Plan shows seven highway projects in the Waikoloa area, six more than could be completed with public resources likely to be available by 2045. The following objectives are described in the Plan: 32.h. Establish, map and maintain alternative and emergency evacuation routes in each high risk hazard area. 32.k. Develop and/or improve secondary access roads for those communities with only one means of ingress/egress. 32.20 Prioritize hazard mitigation projects in the CIP (Capital improvement plan). Of the seven Waikoloa area Road projects, three could meet these objectives during emergencies: 1) upgrading to two lanes the Hulu emergency evacuation road, 2) extending Kamakoa Drive to connect with Queen K near Puako Road, and 3) extending Paniolo Drive north to connect with Kawaihae Road midway between Waimea and Queen K. None of these three hazard mitigation projects are shown as a priority. We ask that the Kamakoa Drive extension be prioritized as necessary to meet the immediate need for a second emergency access route to be completed within three years. This project should be prioritized because 1) most new development is planned for the north end of the Village near Kamakoa Gulch; 2) right-of-way for a two-lane arterial exists to the waste water treatment plant and the remaining portion of the extension is being donated by the landowners (35-40% of the cost); 3) the alignment is being graded and stabilized by the landowners for an emergency evacuation route (15-20% of cost), 4) the environmental and cultural studies are being drafted, and 5) no gulches need to be bridged. Public \$ could make up the cost to complete the upgrade needed for an arterial road. The other six road projects in the Plan should be prioritized in an action plan that identifies the most critical needs to be addressed first. Residents and stakeholders should be included in the decision-making process. Listing projects into short-term and long-term categories will provide a more comprehensive and effective action-oriented framework for advancing projects as resources become available.	28

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Heidi Lang	Of the seven Waikoloa area Road projects, three could meet these objectives during emergencies: 1) upgrading to two lanes the Hulu emergency evacuation road, 2) extending Kamakoa Drive to connect with Queen K near Puako Road, and 3) extending Paniolo Drive north to connect with Kawaihae Road midway between Waimea and Queen K. None of these three hazard mitigation projects are shown as a priority. We ask that the Kamakoa Drive extension be prioritized as necessary to meet the immediate need for a second emergency access route to be completed within three years. This project should be prioritized because 1) most new development is planned for the north end of the Village near Kamakoa Gulch; 2) right-of-way for a two-lane arterial exists to the waste water treatment plant and the remaining portion of the extension is being donated by the landowners (35-40% of the cost); 3) the alignment is being graded and stabilized by the landowners for an emergency evacuation route (15-20% of cost), 4) the environmental and cultural studies are being drafted, and 5) no gulches need to be bridged. Public \$ could make up the cost to complete the upgrade needed for an arterial road. The other six road projects in the Plan should be prioritized in an action plan that identifies the most critical needs to be addressed first. Residents and stakeholders should be included in the decision-making process. Listing projects into short-term and long-term categories will provide a more comprehensive and effective action-oriented framework for advancing projects as resources become available.	28
Alethea Lai	The General Plan shows seven highway projects in the Waikoloa area, six more than could be completed with public resources likely to be available by 2045. The following objectives are described in the Plan: 32.h. Establish, map and maintain alternative and emergency evacuation routes in each high risk hazard area. 32.k. Develop and/or improve secondary access roads for those communities with only one means of ingress/egress. 32.20 Prioritize hazard mitigation projects in the CIP (Capital improvement plan). Of the seven Waikoloa area Road projects, three could meet these objectives during emergencies: 1) upgrading to two lanes the Hulu emergency evacuation road, 2) extending Kamakoa Drive to connect with Queen K near Puako Road, and 3) extending Paniolo Drive north to connect with Kawaihae Road midway between Waimea and Queen K. None of these three hazard mitigation projects are shown as a priority. We ask that the Kamakoa Drive extension be prioritized as necessary to meet the immediate need for a second emergency access route to be completed within three years. This project should be prioritized because 1) most new development is planned for the north end of the Village near Kamakoa Gulch; 2) right-of-way for a two-lane arterial exists to the waste water treatment plant and the remaining portion of the extension is being donated by the landowners (35-40% of the cost); 3) the alignment is being graded and stabilized by the landowners for an emergency evacuation route (15-20% of cost), 4) the environmental and cultural studies are being drafted, and 5) no gulches need to be bridged. Public \$ could make up the cost to complete the upgrade needed for an arterial road. The other six road projects in the Plan should be prioritized in an action plan that identifies the most critical needs to be addressed first. Residents and stakeholders should be included in the decision-making process. Listing projects into short-term and long-term categories will provide a more comprehensive and effective action-oriented framework for advancing projects as resources become available.	28

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Kendra Bruno	The General Plan shows seven highway projects in the Waikoloa area, six more than could be completed with public resources likely to be available by 2045. The following objectives are described in the Plan: 32.h. Establish, map and maintain alternative and emergency evacuation routes in each high risk hazard area. 32.k. Develop and/or improve secondary access roads for those communities with only one means of ingress/egress. 32.20 Prioritize hazard mitigation projects in the CIP (Capital improvement plan). Of the seven Waikoloa area Road projects, three could meet these objectives during emergencies: 1) upgrading to two lanes the Hulu emergency evacuation road, 2) extending Kamakoa Drive to connect with Queen K near Puako Road, and 3) extending Paniolo Drive north to connect with Kawaihae Road midway between Waimea and Queen K. None of these three hazard mitigation projects are shown as a priority. We ask that the Kamakoa Drive extension be prioritized as necessary to meet the immediate need for a second emergency access route to be completed within three years. This project should be prioritized because 1) most new development is planned for the north end of the Village near Kamakoa Gulch; 2) right-of-way for a two-lane arterial exists to the waste water treatment plant and the remaining portion of the extension is being donated by the landowners (35-40% of the cost); 3) the alignment is being graded and stabilized by the landowners for an emergency evacuation route (15-20% of cost), 4) the environmental and cultural studies are being drafted, and 5) no gulches need to be bridged. Public \$ could make up the cost to complete the upgrade needed for an arterial road. The other six road projects in the Plan should be prioritized in an action plan that identifies the most critical needs to be addressed first. Residents and stakeholders should be included in the decision-making process. Listing projects into short-term and long-term categories will provide a more comprehensive and effective action-oriented framework for advancing projects as resources become available.	28
`Jon Barlow	So does this mean the 'General Plan' doesn't include Hilo & Ka'u Districts?	29
`Jon Barlow	Strange!? Accord to timeline; If Hawai'i statehood was in Aug. '59...How/why was there studies for General Plans initiated about '57? How could 'A Plan for Kona' be completed in '60, then for 'Metropolitan area of Hilo' was completed in '61? Barely 2yrs after statehood State Land Use Law was adopted...so apparently, most all plans for Hawai'i were drafted by foreign gov. (under occupation).	29
`Jon Barlow	Confusing!! If there's no authority to change existing subdivisions or zoning...Why are there meetings to set long term goals/objectives?	29
`Jon Barlow	Dept Planning & Economic Development didn't need to change to DBEDT, as tourism is reason why our economy is in dire straights. Did the name change after Oil Embargo lifted, in '74?	30
Mellissa Anderle	Waikoloa Village is defined as a high-risk area for wildfires but has only main evacuation route. While the population is expected to more than double by the year 2045, there are no specific plans to add a second primary arterial road to aid the evacuation of the population growth on the north side of the village. Of the seven proposed expansion and new roads in the Waikoloa area on Map, priority needs to be given to the one on the northern side of Paniolo Avenue down to the Queen Ka'ahumanu Highway. Saving lives must have precedence over convenience, traffic congestion, and reducing travel times when deciding the priority of highway projects. It makes no sense to continue to add housing for hundreds of families with children in a location where the fire risk is the highest in the state without assuring safe access during an evacuation. Without an additional road, Waikoloa Village will become the next Lahaina.	35

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Tanya Klett	Waikoloa Village is defined as a high-risk area for wildfires but has only main evacuation route. While the population is expected to more than double by the year 2045, there are no specific plans to add a second primary arterial road to aid the evacuation of the population growth on the north side of the village. Of the seven proposed expansion and new roads in the Waikoloa area on Map, priority needs to be given to the one on the northern side of Paniolo Avenue down to the Queen Ka'ahumanu Highway. Saving lives must have precedence over convenience, traffic congestion, and reducing travel times when deciding the priority of highway projects. It makes no sense to continue to add housing for hundreds of families with children in a location where the fire risk is the highest in the state without assuring safe access during an evacuation. Without an additional road, Waikoloa Village will become the next Lahaina.	35
Alexandra Hustace	The General Plan shows seven highway projects in the Waikoloa area, six more than could be completed with public resources likely to be available by 2045. The following objectives are described in the Plan: 32.h. Establish, map and maintain alternative and emergency evacuation routes in each high risk hazard area. 32.k. Develop and/or improve secondary access roads for those communities with only one means of ingress/egress. 32.20 Prioritize hazard mitigation projects in the CIP (Capital improvement plan). Of the seven Waikoloa area Road projects, three could meet these objectives during emergencies: 1) upgrading to two lanes the Hulu emergency evacuation road, 2) extending Kamakoa Drive to connect with Queen K near Puako Road, and 3) extending Paniolo Drive north to connect with Kawaihae Road midway between Waimea and Queen K. None of these three hazard mitigation projects are shown as a priority. We ask that the Kamakoa Drive extension be prioritized as necessary to meet the immediate need for a second emergency access route to be completed within three years. This project should be prioritized because 1) most new development is planned for the north end of the Village near Kamakoa Gulch; 2) right-of-way for a two-lane arterial exists to the waste water treatment plant and the remaining portion of the extension is being donated by the landowners (35-40% of the cost); 3) the alignment is being graded and stabilized by the landowners for an emergency evacuation route (15-20% of cost), 4) the environmental and cultural studies are being drafted, and 5) no gulches need to be bridged. Public \$ could make up the cost to complete the upgrade needed for an arterial road. The other six road projects in the Plan should be prioritized in an action plan that identifies the most critical needs to be addressed first. Residents and stakeholders should be included in the decision-making process. Listing projects into short-term and long-term categories will provide a more comprehensive and effective action-oriented framework for advancing projects as resources become available.	35
Colin Keola Childs	There are at least a dozen NGOs, most with financial support from either our State's DLNR/DOFAW or the Fed (e.g., Hakalau Forest Nat'l Wildlife Refuge) operating earnestly, regularly and aggressively "in the field" to restore and protect our native habitat in all regions of this island, and they should be acknowledged here (as a group). The "opportunity" arising from such is to (as another bullet point") to support dissemination of information about their efforts, volunteering, other contribution opportunities, etc. in essentially all regions of the County. From my personal participation, I know that many of these "on the ground" NGOs are constantly seeking volunteers in many activity areas and types. I believe few citizens are aware of the extent of protective and restorative NGO (and gov) operations on this Island and for which help is being sought regularly.	40
Colin Keola Childs	I suggest reframing this just a bit by terming it not the "shoreline", which is a line, but rather "shoreline corridor" which would have to be defined here or elsewhere in the Plan, e.g., as the coastal belt of land laying above the shoreline within the SMA but not exceeding a distance of (say) one-quarter mile from the shoreline within the SMA. Reasoning: the "shoreline" is less the issue than the convenient (reasonable) access thereto, by private or public transport, with key, high-demand ocean entry points (bays, harbors, surfspots, fishing spots) being "embraced" in such identified "shoreline corridor" ringing this island.	41
Colin Keola Childs	Expand this: "Maintain and extend inland as appropriate for environmental protection and multi-generationally assured public shoreline access in the face of shoreline erosion and/or sea level rise" (because this plan is about our childrens' children)	42

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Colin Keola Childs	WHOA! You mean, despite all the environmental nurturing and public access reasons listed here, just because it's a commercial use now? Redevelopment? Please delete this! And let me guess: a residential shoreline condo has some ground floor commercial spaces, so the whole condo building/complex could be "redeveloped?" Sea level rise, coastal shoreline recession be "dammed?" Please, no.	42
Nicholas Ing, DLNR: CWRM	The report notes that some buildings will adhere to LEED principles, will use water efficient fixtures, implement water efficient practices and use alternative resources where practicable. Please consider xeriscaping or native plantings and conservation landscaping to reduce water use and educate students about outdoor water conservation. Please also consider installing raingardens as another educational and aesthetic feature that will also help to retain storm water onsite and reduce runoff.	42
Nicholas Ing, DLNR: CWRM	The Commission strongly encourages the implementation of water conservation measures, best management practices to mitigate storm water runoff, and the reuse of storm water and the use of other alternative non-potable sources where practicable. The Commission has published a Water Conservation Manual for State of Hawai'i Facilities (2007) that lists conservation measures for restrooms and shower facilities; kitchens, cafeterias, and staff rooms; and landscaping.	44
`Jon Barlow	Ocean Resources?? Might plans consider managing to extract ocean plastics & debris (North Pacific Garbage Patch) contributing to markets attempt to achieve 'Net Zero'. Aside the profitability of recycling the plastics & debris, is the preventative measures to protect, or rather safeguard dolphins, whales, turtles from entanglement or birds, fish from consuming particles.	44
Ann	Should be Waiakahi'ula (there was a typo).	49
James & Linda Williamson	"I support the Michael Konowicz plan of increasing and/or improving connectivity throughout Waimea and Waikoloa and the broader North/South Kohala region."	52
Bill Shontell	Why are some trees on our private property showing up here? Nobody has ever consulted with us regarding this. Is the interest in the trees specifically, or in the ambience of the general area (including the nearby gas station, grocery stores, and tow yard)? This item should be removed until a clear understanding is reached as to what the goal is with this line item. Mahalo!	52
`Jon Barlow	Clarify: 'power' production based on conventional power generators and diesel electric generation results in emissions. Using electricity does not create emissions.	59
`Jon Barlow	'Power' production. Power and Energy are not the same.	59
`Jon Barlow	inefficiency of 'fuel' use, not energy.	59
`Jon Barlow	This is an improper reference to data. Hawai'i uses less electricity due to hospitable weather conditions that typically would not require power. It's due to overpriced cost for 'electricity'...as HEI has to pay shareholders a 'dividend' and consumers who are spoiled by HVAC; over use of Reefer/Fridge.	59
`Jon Barlow	The entire section of 'Energy and Electricity' needs to be rewritten. 1st!! Section title should be 'Power and Electricity'.	59

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Sara Steiner	Puna Geothermal Venture was allowed to build in Puna on an active volcanic rift zone without a proper EIS. Now in 2024 they are providing an EIS without underground impacts because they say they don't need to disclose the harm because they already have the permits!!!	60
`Jon Barlow	Cost of Modern Lifestyle. or Expense of Modernization, or even Cost for Creature Comforts would be better title.	63
`Jon Barlow	Man cannot produce 'energy' again "Energy cannot be made (produced), nor destroyed (exhausted)...it only changes form.	64
`Jon Barlow	Challenging!? Hawai'i has a variety of energy sources to select from...it's merely a matter of using the proper technology to harness energy for whatever markets demand and only if HEI allows/approves.	64
`Jon Barlow	Visitors Industry/Tourism is no longer a contributor to local economy, merely a factor for our existence. For wages can barely pay for modern living and lifestyle. Most all money/revenues generated is disbursed to out-of-state owners of hotels, fuel, materials, produce; visitors spend money on jets or cruise, tour services to get here.	64
`Jon Barlow	Power Alternative LLC has various innovations to bring to market that will eliminate fuel expenditure; as well as various machines and equipment for manufacturing products/materials. It's a matter of acquiring the funds needed to finance change, and avert persecution by oil-based policy, corporate regulations and HEI.	64
Debra DiColli Nolen	Commenting on climate change in relation to the risk of fires in Waikoloa Village. As a mom, teacher, and long time resident of our town it is quite clear we need an additional exit from our town as more homes are built and we have still one paved road out of our town. Our dry weather and high winds are such a dangerous combination. Our residents need to know in an emergency we have multiple exits to keep our families safe.	65
`Jon Barlow	Tourism and visitors tend to be the problem as they trample coral reefs, harass marine life, collect natural souvenirs and disrupt sacred sites.	65
Nicholas Ing, DLNR: CWRM	The Water Code recognizes the role of planning in the protection of water resource by outlining a comprehensive water resource planning program called the Hawaii Water Plan. The Hawaii Water Plan is made of up of five separate plans, which are meant to bridge land and water use development to understand the water impact of planned growth. The Hawaii Water Plan Framework helps guide the content and process for updating the five (5) components of the Hawaii Water Plan (HWP). Commission staff is currently updating this document to encourage a more holistic approach to water planning. Specifically, it aims to build on the unique cultural foundations and values of Native Hawaiians and ensure a more coordinated approach between the various water management agencies. This is being accomplished by utilizing a Hawaiian value set that forces stewards of the public trust to recognize water not as a commodity, but as an living part of the ecosystem that must thrive so that we may live.	66
Mellissa Anderle	Waikoloa Village is defined as a high-risk area for wildfires but has only main evacuation route. While the population is expected to more than double by the year 2045, there are no specific plans to add a second primary arterial road to aid the evacuation of the population growth on the north side of the village. Of the seven proposed expansion and new roads in the Waikoloa area on Map, priority needs to be given to the one on the northern side of Paniolo Avenue down to the Queen Ka'ahumanu Highway. Saving lives must have precedence over convenience, traffic congestion, and reducing travel times when deciding the priority of highway projects. It makes no sense to continue to add housing for hundreds of families with children in a location where the fire risk is the highest in the state without assuring safe access during an evacuation. Without an additional road, Waikoloa Village will become the next Lahaina.	73

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Melinda Menchetti	Waikoloa Village is defined as a high-risk area for wildfires but has only main evacuation route. While the population is expected to more than double by the year 2045, there are no specific plans to add a second primary arterial road to aid the evacuation of the population growth on the north side of the village. Of the seven proposed expansion and new roads in the Waikoloa area on Map, priority needs to be given to the one on the northern side of Paniolo Avenue down to the Queen Ka'ahumanu Highway. Saving lives must have precedence over convenience, traffic congestion, and reducing travel times when deciding the priority of highway projects. It makes no sense to continue to add housing for hundreds of families with children in a location where the fire risk is the highest in the state without assuring safe access during an evacuation. Without an additional road, Waikoloa Village will become the next Lahaina.	73
Maureen Garry	Waikoloa Village is defined as a high-risk area for wildfires but has only one main evacuation route. While the population is expected to more than double by the year 2045, there are no specific plans to add a second primary arterial road to aid the evacuation of the population growth on the north side of the village. Of the seven proposed expansion and new roads in the Waikoloa area on Map, priority needs to be given to the one on the northern side of Paniolo Avenue down to the Queen Ka'ahumanu Highway. Saving lives must have precedence over convenience, traffic congestion, and reducing travel times when deciding the priority of highway projects. It makes no sense to continue to add housing for hundreds of families with children in a location where the fire risk is the highest in the state without assuring safe access during an evacuation. Without an additional road, Waikoloa Village will become the next Lahaina.	74
Alethea Lai	Waikoloa Village is defined as a high-risk area for wildfires but has only main evacuation route. While the population is expected to more than double by the year 2045, there are no specific plans to add a second primary arterial road to aid the evacuation of the population growth on the north side of the village. Of the seven proposed expansion and new roads in the Waikoloa area on Map, priority needs to be given to the one on the northern side of Paniolo Avenue down to the Queen Ka'ahumanu Highway. Saving lives must have precedence over convenience, traffic congestion, and reducing travel times when deciding the priority of highway projects. It makes no sense to continue to add housing for hundreds of families with children in a location where the fire risk is the highest in the state without assuring safe access during an evacuation. Without an additional road, Waikoloa Village will become the next Lahaina.	74
Robyn Sandekian	Strongly recommend that these data be updated to the most recent information available prior to finalization of this report. Housing expenses have increased significantly since the pandemic began in 2020, and the percentage of shelter-burdened individuals is likely significantly higher than it was previously.	76
Colin Keola Childs	Because variances cannot legally be granted for character reasons under the current Zoning Code, I suggest this Objective be reworded to say something like: "Amend the Zoning and Subdivision Codes to better guide and support new developments toward maintaining desirable village/town character elements." The objective becomes a Code amendment to allow it happen. Also, consider reducing the minimum parcel area required for a PUD Permit from the current 2 acres (to perhaps one acre?) for developments that are primarily commercial under some density measure (such as minimum # of parking spaces for commercial being the highest minimum). This would better support infilling appropriate commercial uses with desired character-based exceptions being granted.	79
Colin Keola Childs	Stating that Applications (not approvals) "should take into consideration view plane impact assessments" is not an Objective (as written); it's a wish. Instead, say something specific, e.g., "Discretionary permit applications for structures along public arterials (main thoroughfares) will include impact assessments of view plane and natural beauty impacts, if any."	79
Colin Keola Childs	"Ensure" is too strong a word to be practical. It is not in the public interest to ensure compatibility with every surrounding use, particularly oddball, non-conforming uses and uses granted by Use or Special Permits; those should not be the standard for the future of any area or site. Expressly taken into consideration for such purposes, Yes. But "ensuring" such compatibility by mandating such in the GP will create some bizarre outcomes (in some cases, and those are the cases that will lean on this wording to win in court).	79

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Colin Keola Childs	"Encouraging" is hardly an Objective. The objective is to have the Director and Staff "encourage" this? Period? Instead, consider something like: "Develop and offer/provide financial incentives for large-scale developments to provide underground utility services." E.g., deferring increasing tax assessment valuations on the LAND (only) area for perhaps 5(?) years following the tax year in which the development (or phase thereof) is granted final inspection on some percentage (50%?) of site building permits or occupancy permits as the case may be." THAT would be encouraging by actually facilitating it to happen. The deferred tax "take" on the included parcels would be minor vs. the community value of undergrounding.	79
Colin Keola Childs	This objective is questionable as to both cost feasibilities for construction, routine maintenance, and wildfire impact management. As to the latter, such off-road locations are fire-prone in all but a very few desert conditions/locations in this County, and the impact of power loss from fire affects the entire island under our one-grid power/cabling system. Please consider narrowing down the scope of this objective to take these real-world problems into consideration.	79
Colin Keola Childs	Develop, fund and implement a Program, not a Process, for this. The process exists, we just need to do it, and that requires a Council-approved program and budget allocation for the work to effect these reclassifications in a ranked order (preferably in a Council Resolution preceding the program budget request)	79
Colin Keola Childs	Specifically add: "and public parking to accommodate our island residents visiting such areas." Kailua Village is the peerless example of this need, as Kona residents cannot outcompete the tourists for parking spaces to access the shoreline (fishing, watching) and wonderful nearshore waters. If this Plan is really about DEI, parking for all of us must be provided. And we're not taking a shuttle bus to and fro with our "stuff" from a private parking lot a mile and a half-hour wait/ride/crowd each way, as was offered us Kona folks last year.	79
Robinson Klarin	Waikoloa Village is defined as a high-risk area for wildfires but has only main evacuation route. While the population is expected to more than double by the year 2045, there are no specific plans to add a second primary arterial road to aid the evacuation of the population growth on the north side of the village. Of the seven proposed expansion and new roads in the Waikoloa area on Map, priority needs to be given to the one on the northern side of Paniolo Avenue down to the Queen Ka'ahumanu Highway. Saving lives must have precedence over convenience, traffic congestion, and reducing travel times when deciding the priority of highway projects. It makes no sense to continue to add housing for hundreds of families with children in a location where the fire risk is the highest in the state without assuring safe access during an evacuation. Without an additional road, Waikoloa Village will become the next Lahaina.	79
Colin Keola Childs	One bold idea would be to create "PUD Districts" as a zoning overlay district that allows delineated sub-zone (w/in such PUD District) density transfers between/among such delineated sub-zones at specified density values/trades per sub-zone. It would be an opt-in mechanism, but it would provide the "vision" of what's wanted in that delineated PUD District area (e.g., 1 - 5 square miles for one District with sub-zones within that). Council established upon its approval of a PD proposal via the PC. Even though optional for landowners, it gives both the PD and the Council tremendous leverage in encouraging landowner participations in the TDR concept.	80
Colin Keola Childs	Not a sentence.	80
Colin Keola Childs	Conflating concurrency standards compliance with a desire for less vehicle miles per corridor user doesn't make sense; two separate issues; transportation efficiency improvements and impact reductions may extend concurrency use limits, but efficiencies don't change what those limits are.	81
Colin Keola Childs	"Clear guidance" (given by SHPD) is not possible; persons who have gone through SHPD AIS reviews for multiple sites with "historic features" know that each site presents unique combos of factors of which uniqueness is only one. SHPD, as an archaeological-based and trained regulator, will retain 100% right to "make the calls" on subject properties. Either the Counties are (someday) legislatively empowered to create local SHPD-type agencies with State-approved archaeologists, or the current M.O. will remain as is, unfortunately.	81

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Colin Keola Childs	Consider establishing threshold factors that would allow some to return to the Admin Permit type, and others with certain factors, go to the PCs. E.g., PUDs that do not reduce peripheral yards (setbacks) or increase building heights with a specified distance of peripheral boundaries, such as within twice the standard Code building setback, or reduce onsite parking requirements, could go administrative, while others would go to PCs...	81
Colin Keola Childs	Rephrase to state that both new emerging industries and uses could be allowed through Use Permits (not only "emerging industries" and the Director granted the in-house power to make the call without a public hearing which a Use Permit would require.	81
Colin Keola Childs	Not only is the grammar bad in the first clause, but the implications are murky as to what's intended here. Is this to be tool to discount vehicle traffic loads by saying, "Oh, they'll probably be riding buses and bikes in the future so this development is not as bad as it looks!" ??? Please clarify how the "alternative" factors would be applied to alter the current TIAR conclusions.	81
Matthew Chalker	Waikoloa Village is defined as a high-risk area for wildfires but has only main evacuation route. While the population is expected to more than double by the year 2045, there are no specific plans to add a second primary arterial road to aid the evacuation of the population growth on the north side of the village. Of the seven proposed expansion and new roads in the Waikoloa area on Map, priority needs to be given to the one on the northern side of Paniolo Avenue down to the Queen Ka'ahumanu Highway. Saving lives must have precedence over convenience, traffic congestion, and reducing travel times when deciding the priority of highway projects. It makes no sense to continue to add housing for hundreds of families with children in a location where the fire risk is the highest in the state without assuring safe access during an evacuation. Without an additional road, Waikoloa Village will become the next Lahaina.	81
Nicholas Ing, DLNR: CWRM	The Commission strongly encourages the use of xeriscaping or drought-tolerant plantings, the incorporation of low impact design features, and the use of water efficient fixtures throughout the development. We recommend onsite reclamation and reuse where appropriate.	81
Kate Strickland	Waikoloa Village is defined as a high-risk area for wildfires but has only main evacuation route. While the population is expected to more than double by the year 2045, there are no specific plans to add a second primary arterial road to aid the evacuation of the population growth on the north side of the village. Of the seven proposed expansion and new roads in the Waikoloa area on Map, priority needs to be given to the one on the northern side of Paniolo Avenue down to the Queen Ka'ahumanu Highway. Saving lives must have precedence over convenience, traffic congestion, and reducing travel times when deciding the priority of highway projects. It makes no sense to continue to add housing for hundreds of families with children in a location where the fire risk is the highest in the state without assuring safe access during an evacuation. Without an additional road, Waikoloa Village will become the next Lahaina.	81
Kendra Bruno	Community Response: Waikoloa Village is defined as a high-risk area for wildfires but has only main evacuation route. While the population is expected to more than double by the year 2045, there are no specific plans to add a second primary arterial road to aid the evacuation of the population growth on the north side of the village. Of the seven proposed expansion and new roads in the Waikoloa area on Map, priority needs to be given to the one on the northern side of Paniolo Avenue down to the Queen Ka'ahumanu Highway. Saving lives must have precedence over convenience, traffic congestion, and reducing travel times when deciding the priority of highway projects. It makes no sense to continue to add housing for hundreds of families with children in a location where the fire risk is the highest in the state without assuring safe access during an evacuation. Without an additional road, Waikoloa Village will become the next Lahaina.	81
Colin Keola Childs	Not only "science-based," but also based on social needs, including lateral shoreline access that can move inland with sea level changes.	82

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Colin Keola Childs	The meaning of "subject to" here could be made more clear for the average citizen; E.G., "... and all mapped uses will be subject to the rights and limitations of existing zoning and existing State Land Use District classifications, while serving as a guide for future growth and preservation decisions by both the State and the County of Hawaii."	83
Anonymous	What does this mean? Where in this document does it actually state the authority of the GPLUM? Per 2005 GP "Zoning requests shall be reviewed with respect to General Plan designation, district goals, regional plans...." this seems to make the whole purpose of have a FLUM moot?	83
Colin Keola Childs	Suggest revising this to include only the core areas of TODs, or "high density components of TODs." TODs incorporate High, Medium and Low densities and arguably "Special Districts" designated as a component of a TOD, High Density designations would apply to only the central core area of a TOD per a TOD's inherent definition and design and could apply to particular "Special District" components thereof. Medium Density could occur within such TOD core or as a transitional density beyond the core area and in particular Special Districts.	84
Colin Keola Childs	Suggest amending the definition to state that LI may include small-scale "heavy industrial" type uses in cases found to have little or no potential to impact residential and commercial uses. "Small-scale" would be a key element, and would be the Director's discretion in interpretation of all factors. Making this compromise inclusion facilitates our making space for small industries that can fit in this way, without their being forced to find a "Heavy Industrial" designated site of appropriate (small) size. This also furthers the economic diversification goal of the GP.	84
Colin Keola Childs	One dwelling unit per 11,000 sq. ft. (4/acre) is definitely, incontrovertibly, NOT RURAL by any national or state convention of terminology. It is suburban, not rural. Half-acre residential parcels are not either, when comprising complete subdivisions, e.g., "Iolani" subdivision transected by the top half of Lako St. in Kona is an upscale subdivision of half-acre lots zoned for half-acre size and within the State's "Rural" Land Use District. No one could reasonably call that development "Rural." Nor could they call Kona Palisades, Kailua View Estates, Kona Coastview subdivisions (2.5 - 3.5 units/acre). So going up to 4/acre would be totally bizarre for Rural. In a CPD or PUD where that density pertains only to a cluster of such within by expansive open space, yes. Otherwise, this classification should allow for 2/units per acre maximum density (as is the existing case) and that density only in cases where surrounded by larger, use-ensured agriculture and open space.	84
Colin Keola Childs	Consider adding a policy for street slope/gradient design for residential developments, e.g., that collector streets should be designed to minimize the street gradient to the maximum extent possible to facilitate pedestrian and bicycle uses by residents.	87
Colin Keola Childs	Sentence needs a noun or two after "higher" e.g., "higher capacity streets or highways..."	88
Colin Keola Childs	So, is providing "jobs" in a rural area, and for a facility that will axiomatically be adding traffic in such rural areas (delivery trucks, passenger vans, cars), a "clear community benefit" and "consistent w/ sustainability objectives" because young adult residents can have a service sector or laborer job? If those factors are enabled for approving a rural retreat resort by this policy, then it's just window dressing. If not enabled by this policy, limitations should be stated more clearly for use by Planning Commissioners and future Directors and staff. As written, it's really carte blanche when the pencil hits the paper to justify almost anything.	89
Colin Keola Childs	How does adding visitor accommodations PRESERVE rural character and lifestyles? This policy is explicitly to change that, by adding a very different social element to the area, including more "outsiders" road traffic in rural areas. This should be deleted or toned way down.	98
Colin Keola Childs	This is gobbledegook. What exactly would the flexibilities be that preserve health and safety in areas without pertinent infrastructure?	98

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Jim McMahon	Recommend against this action because it would be very difficult to enforce and therefore subject to abuse. There are already many "intentional communities" on Ag parcels populated by both long term inhabitants engaged in non-Ag. employment located outside of the parcel and by short term transient visitors. The planning dept. appears to have limited means to regulate these communities as most of the violations fall under the building code. However, the Building Dept. doesn't appear to be enforcing the building code or the occupancy rules. So I believe this issue needs to be addressed first. Secondly, in my opinion, the existing Additional Farm Dwelling Agreement (AFDA) process is a better way of providing additional farm worker housing with the constraint that all work must be performed on the same parcel. Without this constraint and the existing AFDA constraints we will see many more of these unpermitted residential communities on Ag. parcels. In my specific case I have one such community on an adjacent parcel. Access to this parcel is via an easement that bisects my parcel and have negatively impacted our farm.	101
CLINOSTIGMA@YAHOO.COM	This appears ripe for abuse. Who owns the ag worker housing parcel that is not part of the farm? Is it the worker? What if he or she ends their employment at the related farm? Can he or she sell it to a non-farm worker? If not, will he or she find that this regulation thwarts their ability to build equity in their property? What enforcement tool ensures that this farm worker dwelling does not turn into residential use that is unrelated to farming? If the ag housing is owned by the specified farm, what enforcement tool will ensure that it is used properly in support of farm worker needs and not as tourist lodging?	101
CLINOSTIGMA@YAHOO.COM	Amend to add "forestry establishment programs." The plan needs to recognize that preservation of existing forest is not the only forestry paradigm. Establishment of new forest is a valuable endeavor, which may include native vegetation, canoe plants, and non-invasive nonnative flora.	101
Colin Keola Childs	In the context of the current zoning code, couldn't these two operations be added to the definition of "ag processing facilities, minor" by a simple code amendment (that includes giving some definition - especially of "incubator," or scope determination rights to the Director as to scale of operation?)	101
Colin Keola Childs	I don't see why the Code has to be amended to do this (although it would be helpful to articulate this as an option that is already being exercised), because the County PD is already permitting farm worker housing (in addition to the basic, first farm dwelling) on remote-from-farm ag parcels, via the existing "Additional Farm Dwelling Agreement" with a few tweaks, e.g., retitling it without the word "Additional", specifying the number of dwelling units being allowed along with the legal description of the remote-farm parcel being attached as an "Exhibit" to this legal, official, recorded document, and which recorded document (the Agreement) "encumbers" (binds BOTH the housing site parcel and the remote-farm parcel to compliance. The enforcement issue can be handled with Code language a bit later, if necessary, that somewhat mirrors the mechanisms in the STVR/TAR (vacation rental) regulations, and the RPT Rule for ag dedications, both now pending (e.g., annual reporting/verification protocols which could do a better job of taking advantage of tax assessor site visits/reports as part of the PD's enforcement protocols). Otherwise, the current "complaint-driven" process will "hold the fort" for a few years.	101
Colin Keola Childs	From a practical and workload standpoint for inspectors and support staff, it may be sufficient to make this biennial (every two years), and perhaps stagger the first of the biennial years among the nine TMK zones (e.g., on an odd-even number basis that puts Ka'u among a group of five zones, as the count in that district will be relative low compared to most others, so the workload is evened out.	101
Katherine Pomeroy	This is a good idea. The CoH definition of "ag" and "farm" should expand from the plantation era economy definition to include modern allied food production income streams such as long and short term rentals, ag tourism, and health and wellness activities.	101
Katherine Pomeroy	What is the purpose of this annual reporting?	101

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CLINOSTIGMA@YAHOO.COM	add "... well-managed rangelands and forests." The existing language suggests that only rangelands provide ecological services. Forests do also by protecting pollinator habitat, thwarting soil erosion and stream degradation, sequestering carbon, and possibly enhancing rainfall in what may become a drier climate for our island.	102
Colin Keola Childs	A good way to frame this creation of ag-buffer standards and guidelines would be to draft them based on a vision of ag-productive uses of lands surrounding the idealized "Smart Growth" notions of TODs and TNDs on this island. Rather than just approving TOD/TNDs (if when it ever happens, due to questionable economic feasibility for developers to do so) with "open space" zoning or encumbrances surrounding the urban nodes, develop these standards as to exactly the range of ag uses, and ag activity/facility (by type or class of such) distances from urban boundaries are to be necessary. E.g, should it be OK or desirable to have, say 3 or 5 acre "ag parks" (like the State ag park of 5 acre lots at Keahole-Kona) ringing at least parts of the TOD/TND urban areas? Should there be a minimum width "greenbelt" of some specified maintenance standard for such greenbeltings, which incorporate factors such as overhead utility power lines, wildfire-prone plant controls, and greenbelt activity noise/traffic (e.g., recreational corridors)? With such a TOD/TND set of standards/guidelines established, some or all can easily be applied as the general county standard for ag buffer areas via subdivision/PUD and Plan Approval permitting regimes.	102
Colin Keola Childs	Or instead: "Work with the State DOA, NRCS, and local farming, floral, ranching, apiary and other such citizen groups to form a County-sponsored 'Hawaii Island Agriculture Industry Council' (just a conceptual name suggestion) that collaboratively advises County agencies (PD and R&D at a minimum) as to X, Y and Z, etc. that support individual and collective ag industry sectors in sustainable, environmentally and socially resilient economic production of agricultural products."	102
Colin Keola Childs	They are already able to do this and are doing so; it's a matter of scale, as well as national economics (e.g., currently local beef cattle "wean-offs" are worth about as much as local mature beef cattle due to demand for such to be flown/shipped to the continental U.S. for beef production THERE). So, it's not "enabling;" it's manipulating the economics of off-island demand for immature beef cattle vs.economics of local slaughter, processing and distribution/marketing according to consumer acceptance of the local beef qualities, and individuating that product marketing to outlets where residents most open to local beef (vs. mainland "choice" grade beef) can be best reached by retailers.	102
Colin Keola Childs	And also takes topographic slope gradients into account between primary urban destinations of all types (commercial, sports facilities, etc.) and targeted residential areas (existing and/or planned infill or expansion areas). We can't afford to be establishing dedicated bike lanes on 15-16% pavement slopes as we have done on several mauka-makai collector streets in North Kona, when that money could be usefully spent on 1-5% slope gradient streets (existing and future per the planning model presented here)	106
Jennifer Tanaka	Waikoloa Village is defined as a high-risk area for wildfires but has only main evacuation route. While the population is expected to more than double by the year 2045, there are no specific plans to add a second primary arterial road to aid the evacuation of the population growth on the north side of the village. Of the seven proposed expansion and new roads in the Waikoloa area on Map, priority needs to be given to the one on the northern side of Paniolo Avenue down to the Queen Ka'ahumanu Highway. Saving lives must have precedence over convenience, traffic congestion, and reducing travel times when deciding the priority of highway projects. It makes no sense to continue to add housing for hundreds of families with children in a location where the fire risk is the highest in the state without assuring safe access during an evacuation. Without an additional road, Waikoloa Village will become the next Lahaina.	106
Colin Keola Childs	Add: "Limit suburban and urban upzoning approvals to predetermined urban infill and growth areas in order to create economically feasible transportation linkages for all its modern forms as identified above. Upzoning approval for rural density designations should follow explicit finding that the rural neighborhood or community will have transportation mode linkages meeting the objectives of this Plan."	108

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Alexandra Hustace	Waikoloa Village is defined as a high-risk area for wildfires but has only main evacuation route. While the population is expected to more than double by the year 2045, there are no specific plans to add a second primary arterial road to aid the evacuation of the population growth on the north side of the village. Of the seven proposed expansion and new roads in the Waikoloa area on Map, priority needs to be given to the one on the northern side of Paniolo Avenue down to the Queen Ka'ahumanu Highway. Saving lives must have precedence over convenience, traffic congestion, and reducing travel times when deciding the priority of highway projects. It makes no sense to continue to add housing for hundreds of families with children in a location where the fire risk is the highest in the state without assuring safe access during an evacuation. Without an additional road, Waikoloa Village will become the next Lahaina.	108
Rich	There are many mauka makai trails that are supposed to be preserved but the county doesn't do anything to provide the public access. A great example is the Judd trail which starts on Alii Drive by the new housing development being built and goes all the way up and over Hualalai. What a great resource for the community. Why wouldn't the county require the developer of the property adjacent to this trail to restore that section? Why doesn't the county hire a surveyor to identify and open up the trail access? And BIKE PATHS are needed ASAP!	110
Ketty Loeb	This section should include policies/actions to prepare mass transit planning for the impacts of climate change and sea level rise.	113
Brittany Isaac	The county has to be negligent in failing to provide a second road out of Waikoloa Village. This would NEVER be approved with a community of this soze for ONE road out if this community was proposed now. We are expected to grow by over 50% in population and are the #1 fire risk in the state. The Kamakakoa road needs to be prioritized NOW. Waikoloa faces several wood fires a year, and has been regularly evacuated. It takes many hours to evacuate the town. It is critical to prioritize a second road on safety issues alone. This is literally life and death. The school is all the way North of the village and furthest from the only road out. The LIVES of the many who reside in Waikoloa need to be considered. This project has been overdue for over 20 years.	115
Patricia Cassel	I have been a resident of Waikoloa Village for 15 years. I have seen our fairly sleepy little Village expand in many ways and welcome the new families that now call Waikoloa home. But our infrastructure, particularly roadways, has not kept up with our growth. I have seen wildfires come within "throwing distance" of the Village, and taken photos from my driveway of lava flowing down the slopes of Mauna Loa. It took nearly an hour for some in my immediate neighborhood to reach Waikoloa Road in the latest evacuation event. And that was before all the new housing developments that are being built now at both ends of the Village. Our only "evacuation road" is a one lane, steep pathway that could become unusable if one vehicle broke down, and dangerous if smoke and darkness were factors. Please identify and include needed multiple roadways in the General Plan maps to improve connectivity and safety in the area. We need multiple roads in/out of Waikoloa, including a connector down to Queen Ka'ahumanu Hwy from the North end of the Village. We need Paniolo Avenue (Hwy 196) to be extended to Kawaihae. We need our Hulu Emergency road to be made a permanent 2-lane roadway so that it is a safe and viable exit from our Village, which currently has only Waikoloa Road (Hwy 191) as an exit. We are an ever expanding cul-de-sac at the moment. Thank you for adding desperately needed specific roadways to General Plan maps.	117
CLINOSTIGMA@YAHOO.COM	Where feasible, add periodic passing lanes on roads such as Hwy 19 along Hamakua Coast, as an example. Not suggesting these roads should be 4-lane, but Hwy 19 carries substantial commuter and work traffic in a single lane in each direction. The slowest driver sets the pace for all others; this leads to impatience and drivers dangerously attempting to overtake slower vehicles.	118
Jason Armstrong	Why are motorcycles excluded from this effort? We motorcyclists are indeed among the "most vulnerable roadway users" and also among the "greenest modes of travel." Failure to include motorcyclists is an egregious oversight that, if not corrected in the final document adopted as law, will contribute to motorcycling hazards. Kind of ironic for a multi-year effort aimed in part at improving safety for users of the Big Island's deadly roads!	120
Ketty Loeb	This section should also discuss how the County will include data/considerations of Climate Change impacts on public utilities, and measures to include these considerations into the plan.	124

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Katherine Pomeroy	Are the DWS Water Use and Master Plan available to the public? If so, how do we get a copy of it?	128
Heidi Lang	Waikoloa Village is defined as a high-risk area for wildfires but has only main evacuation route. While the population is expected to more than double by the year 2045, there are no specific plans to add a second primary arterial road to aid the evacuation of the population growth on the north side of the village. Of the seven proposed expansion and new roads in the Waikoloa area on Map, priority needs to be given to the one on the northern side of Paniolo Avenue down to the Queen Ka'ahumanu Highway. Saving lives must have precedence over convenience, traffic congestion, and reducing travel times when deciding the priority of highway projects. It makes no sense to continue to add housing for hundreds of families with children in a location where the fire risk is the highest in the state without assuring safe access during an evacuation. Without an additional road, Waikoloa Village will become the next Lahaina.	131
Nicholas Ing, DLNR: CWRM	The Commission supports the use of alternative resources wherever practicable to conserve natural supplies. It is the policy of the Water Commission to promote the viable and appropriate reuse of reclaimed water insofar as it does not compromise beneficial uses of existing water resources.	132
Nicholas Ing, DLNR: CWRM	Water Use Development Plans are integral to formulating water usage across different Counties. General Plans and other development plans help County systems and purveyors to plan for future water needs.	132
Georjean Adams	add "wastewater" and stormwater management.	133
Georjean Adams	This section needs to discuss the serious coastal water quality impacts from inadequately treated wastewater coming from not only cesspools and NPDES permitted treatment plants, but also the evolving concerns over "functionally equivalent" discharges to coastal waters. The General Plan and County codes must be updated as this regulatory issue matures.	136
Georjean Adams	add and "the coastal waters ecosystem"	137
Ketty Loeb	This section should also discuss how these various actions will take Sea Level Rise/ Climate change impacts into account (such as salt water inundation into/ erosion of water infrastructure)	138
Georjean Adams	add "and fires"	141
Ketty Loeb	How are these plans taking into account climate change impacts? How will this new infrastructure be protected?	144
Georjean Adams	Sustainability should include promoting and encouraging energy use reduction via using more energy efficient technologies and strategies (eg full loads of laundry, carpooling), It's not all about using more and cheaper energy.	146
Ketty Loeb	How will these investments be protected from climate change?	149

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Georjean Adams	"...there are inadequate [or limited] programs for recoverable materials." There are programs for HI5, glass, corrugated cardboard, scrap metal, green waste, etc. in the County.	153
Georjean Adams	"current economic model" means what? There are many reasons source reduction is challenging - tourism, lack of reuse infrastructure, lack of product manufacturing base, lack of education, little national/international market influence (certainly as a county), politics, etc.	153
Georjean Adams	"..., including providing spaces for communities to meet physically and virtually."	154
Georjean Adams	"...processing for product/materials recovery and reuse,..."	154
Ketty Loeb	Include plans to protect these facilities from climate change impacts.	155
Georjean Adams	"...sirens are understood and communication methods and coverage are..."	158
Georjean Adams	communications and response times	158
Robyn Sandekian	Explicitly prioritize the Kamakoa Drive extension from Waikoloa Village down to Queen K highway as the #1 critical emergency access route needed for South Kohala in this plan. Seven new roads are shown in this plan, but there is no explicit prioritization and likely not enough funding to implement the majority of the proposed road improvements. Plan should include a prioritized list of hazard mitigation projects.	158
James Hustace	Identify and prioritize specific corridors for communities. Rank these access roads for each district. Seek funding to complete environmental and cultural analyses.	159
James Hustace	Improvements to these evacuations routes should also be considered. Pullover lanes, temporary lights during night events, keys for gates are available.	159
James Hustace	Example secondary access routes to prioritize: Kamakoa Drive in South Kohala Pratt Road in North Kohala	159
Georjean Adams	"According to the ..., the WHSL....	161
Georjean Adams	distributed sites	162

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Georjean Adams	33.b. Work with the State to develop...." not something county can do re Corp Counsel	163
Ketty Loeb	Create Climate Action Plans for UH; County school systems.	166
Ketty Loeb	Develop climate action and adaptation plans for public parks and other facilities	169
Ketty Loeb	Climate change impacts to human health and well being should be highlighted here, and actions developed.	176
Ketty Loeb	Ensure new housing development is not located in coastal or inland flooding areas; and prioritize development outside of the Sea Level Rise exposure area.	182
Mary Mowdy	We need a zoning category that would allow for a multi-dwelling ohana (not just 2 dwellings). A mini/modern-day ahupua'a or ohana co-op, if you will, where each family unit within an ohana can have their own permitted dwelling, water meter, electricity, separate septic, and most importantly, separate legal deed so that each family has a legal exit strategy if needed. Sale of that family's parcel could be bought by the ahupua'a (co-op) and held until such time a new buyer wishes to purchase that parcel. 2.5 to 5 acres of currently unused ag land (or unused urban land) could support 5 families and allow space for growing food, an ohana gathering space, space for children to play. This concept would encourage aging in place for the kupuna, possibly ohana childcare and other kinds of intra-family support eased by the proximity of the dwellings (no driving required.) This ohana co-op could have an open but roofed central gathering place covered with solar panels to supply each house with electricity and guttering on each dwelling to catch rainwater for gardens and trees if needed. Safe place for children to play, ease of gathering, reduction in need for social services, easy access to each house, with necessary infrastructure in place to properly support this endeavor. This also reduces some of the planned warehousing of people that it appears some of document's plans are indicating.	183
Tanya Klett	The 2045 General Plan relies on further implementation actions, such as zoning and budget ordinances, to move Hawai'i Island in the direction of stated goals. Priority projects need to be added to HDOT's Regional Long-range Surface Transportation Plan (LRTP) to be eligible for federal and State highway funding. Projects established in the General Plan as a priority for the protection of community health and safety should be added to the LRTP to ensure their eligibility for State and federal transportation funding. The County should adopt a policy requiring that approval of new developments should be contingent upon the obligation of developers to contribute their prorata share towards infrastructure, especially with regards to access roads and wastewater treatment to ensure the safety of the community.	214
Matthew Chalker	The 2045 General Plan relies on further implementation actions, such as zoning and budget ordinances, to move Hawai'i Island in the direction of stated goals. Priority projects need to be added to HDOT's Regional Long-range Surface Transportation Plan (LRTP) to be eligible for federal and State highway funding. Projects established in the General Plan as a priority for the protection of community health and safety should be added to the LRTP to ensure their eligibility for State and federal transportation funding. The County should adopt a policy requiring that approval of new developments should be contingent upon the obligation of developers to contribute their prorata share towards infrastructure, especially with regards to access roads and wastewater treatment to ensure the safety of the community.	215

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Maureen Garry	The 2045 General Plan relies on further implementation actions, such as zoning and budget ordinances, to move Hawai'i Island in the direction of stated goals. Priority projects need to be added to HDOT's Regional Long-range Surface Transportation Plan (LRTP) to be eligible for federal and State highway funding. Projects established in the General Plan as a priority for the protection of community health and safety should be added to the LRTP to ensure their eligibility for State and federal transportation funding. The County should adopt a policy requiring that approval of new developments should be contingent upon the obligation of developers to contribute their pro rata share towards infrastructure, especially with regards to access roads and wastewater treatment to ensure the safety of the community.	215
Melinda Menchetti	The 2045 General Plan relies on further implementation actions, such as zoning and budget ordinances, to move Hawai'i Island in the direction of stated goals. Priority projects need to be added to HDOT's Regional Long-range Surface Transportation Plan (LRTP) to be eligible for federal and State highway funding. Projects established in the General Plan as a priority for the protection of community health and safety should be added to the LRTP to ensure their eligibility for State and federal transportation funding. The County should adopt a policy requiring that approval of new developments should be contingent upon the obligation of developers to contribute their prorata share towards infrastructure, especially with regards to access roads and wastewater treatment to ensure the safety of the community.	215
Kate Strickland	The 2045 General Plan relies on further implementation actions, such as zoning and budget ordinances, to move Hawai'i Island in the direction of stated goals. Priority projects need to be added to HDOT's Regional Long-range Surface Transportation Plan (LRTP) to be eligible for federal and State highway funding. Projects established in the General Plan as a priority for the protection of community health and safety should be added to the LRTP to ensure their eligibility for State and federal transportation funding. The County should adopt a policy requiring that approval of new developments should be contingent upon the obligation of developers to contribute their prorata share towards infrastructure, especially with regards to access roads and wastewater treatment to ensure the safety of the community.	215
Kendra Bruno	The 2045 General Plan relies on further implementation actions, such as zoning and budget ordinances, to move Hawai'i Island in the direction of stated goals. Priority projects need to be added to HDOT's Regional Long-range Surface Transportation Plan (LRTP) to be eligible for federal and State highway funding. Projects established in the General Plan as a priority for the protection of community health and safety should be added to the LRTP to ensure their eligibility for State and federal transportation funding. The County should adopt a policy requiring that approval of new developments should be contingent upon the obligation of developers to contribute their prorata share towards infrastructure, especially with regards to access roads and wastewater treatment to ensure the safety of the community.	215
Jennifer Tanaka	The 2045 General Plan relies on further implementation actions, such as zoning and budget ordinances, to move Hawai'i Island in the direction of stated goals. Priority projects need to be added to HDOT's Regional Long-range Surface Transportation Plan (LRTP) to be eligible for federal and State highway funding. Projects established in the General Plan as a priority for the protection of community health and safety should be added to the LRTP to ensure their eligibility for State and federal transportation funding. The County should adopt a policy requiring that approval of new developments should be contingent upon the obligation of developers to contribute their prorata share towards infrastructure, especially with regards to access roads and wastewater treatment to ensure the safety of the community.	217
Nicholas Ing, DLNR: CWRM	The Commission on Water Resource Management (Commission) supports the intent of the management plan and the work of DOFAW and its partners to protect forested watersheds, dunes, and wetlands that provide aquifer recharge. The Commission's Water Resources Protection Plan (WRPP) prioritizes protection of forested watersheds necessary to protect and sustain ground and surface water resources statewide. Watershed and forest protection remains a priority for the State and the Commission and is vital to sustain water resources used for drinking, T&C practices, and the enforcement of instream flow standards.	217

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Nicholas Ing, DLNR: CWRM	Impacts to ground water dependent ecosystems are becoming an emerging issue as impacts to these are related to impacts to traditional & customary practices of sustenance from these ecosystems. We recommend consultation with the region's (moku) Aha Moku Council on whether a land use conversion or project that uses water will impact any traditional & customary practices.	225
Alexandra Hustace	The 2045 General Plan relies on further implementation actions, such as zoning and budget ordinances, to move Hawai'i Island in the direction of stated goals. Priority projects need to be added to HDOT's Regional Long-range Surface Transportation Plan (LRTP) to be eligible for federal and State highway funding. Projects established in the General Plan as a priority for the protection of community health and safety should be added to the LRTP to ensure their eligibility for State and federal transportation funding. The County should adopt a policy requiring that approval of new developments should be contingent upon the obligation of developers to contribute their prorata share towards infrastructure, especially with regards to access roads and wastewater treatment to ensure the safety of the community.	226
Georjean Adams	duplicate	228
Katherine Pomeroy	Which department has the most power to decide about rezoning: the Planning Department or the DWS?	237
James Hustace	Is there any reference to the hurdles and likelihood of these proposed routes? Cost analysis? Community preference? Projects currently in the pipeline?	274
Zaheva Knowles	There are pre-contact house-sites and other significant archaeological sites in the areas current designated for low-density urban expansion along the stream side of Kawaihae Road just below Waiaka Bridge in Kamuela. This area is designated for development as part of the Department of Hawaiian Homelands Lalamilo Development. The State has removed the planned "by-pass" road through this area based on its awareness that these are lands with Hawaiian burials and archaeological sites in the area. THIS AREA SHOULD NOT BE DEVELOPED.	280