

Kona CDP Action Committee Testimony
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Colin Keola Childs

Infrastructure Priorities for North Kona CDP Planning Area

- The infrastructure priority for North Kona should be principled development of the CDP's "Kona Urban Area."
- The infrastructure priority for the CDP's "Kona Urban Area" should be the development of one, single large-scale "Transit-Oriented Development" (TOD) surrounding present-day Kailua-Kona. "Large Scale" means a planned city area of roughly 3,000 acres, centered on the intersection of Qn. K and Palani Road with a radius of a half-mile north, mauka and south. Just for preliminary thinking purposes, I'm suggesting that it would run north to the planned Kona Regional Park on the north side of the Police Station, mauka to Qn. Lil. Village on Palani, and south to Hualalai Road/Qn. K. intersection. The long-awaited Kamakana Villages affordable housing development would be almost dead-center.
 - The potential road network from all three public schools just outside this new urban core – Elementary, Intermediate and High – should be quickly obvious, but if I had another 3 minutes, I'd point out the key arterials linking throughout this proposed future city core area I've described and shown on the one-page handout.
- According to Census Data, the entire County of Hawaii has added not quite 1,000 housing units a year for the period from 2007 – 2020. There is no official breakout for our island districts, but if North Kona had HALF of that (unlikely, but to make a point), that's only 500 housing units/year from Kona Hospital to Kukio, including mauka farm dwellings and ohana dwellings on existing house lots. That means no more than 300 dwelling units/year to establish all the TODS envisioned in the CDP; that's less than 1,000 adults and children per year. For reasons that I don't have time to get into here, we can't expect any TOD to be viable with less than about 10,000 people absolute minimum as a bare-bones start-up, so to make our Plan work, we have to concentrate that development to one spot to the exist reasonable and possible. Waikoloa Village population is supposedly under 7,000 people, and you can see how limited the services are there. It's a good benchmark for what's feasible and what isn't.
- The infrastructure priorities for development of this single TOD – the creation of the city of Kailua-Kona – are simply three:
 - **Priority No. 1. Water.** We must unite to put down the blockade of new water wells to serve this Kealahou region, in the so-called Keauhou Aquifer. It's an absurd situation, where the NPS has, I'm told by an informed County official, convinced the CWRM to not issue any more well permits in this area because of theoretically compromising the brackish water quality of Aimakapa and Kaloko Ponds. This is bizarre for several reasons, but the most important one is that these ponds, according to State and County projections

of Sea Level Rise, will have three more feet of ocean water in them in the next 60-100 years, rendering the entire debate about salt-water intrusion from BELOW at total farce. WE MUST HAVE WATER in central North Kona! Priority No. 1.

- **Priority No. 2. Sewage Treatment.** All the homes and businesses we need, and all the homes we need right there at the doorstep on existing K-K and within the core of the future K-K, need to have proper sewage treatment. We can provide this feasibly with housing at 10 units per acre, pocket parks, and business areas, but not with everything spread out like we've been doing up and down the coast in Kona.
 - **Priority No. 3. Roads WITHIN and SUPPORTING the K-K core area.** This means not building roads with County money that don't connect existing residential areas with the core area. For example, the planned extension of Ane K. Hwy. to Palamanui will not save any time going to or from existing neighborhoods several miles mauka, whereas an extension of Holoholo Street to Kealakaa St. would directly connect Kona Highlands, Wonderview, Coastview, Kona Acres, and the someday-soon Stanford Carr development on Hina Lani St. to the School District, and down Manawalea to Ane K. as it is today. And someday, on down to Makalapua and Kona Commons at Qn. K. THAT's where outside-of-core area money and time should be spent as to roads, NOT Ane K. north to nearly nothing for the next 40 years. The mentioned Manawalea and Makalapua extensions and linkages are examples of roads WITHIN the proposed K-K Core area that will make this core area "pop" in functionality, and for transit feasibility. Not mention that kids could ride bikes "on contour" minimal slopes" all the way from Kona Highlands to elementary and intermediate schools if a bike path were provided.
- **Three priorities:** Water, Sewage Treatment, and directly supporting Roads for a single, Kailua-Kona TOD of approximately 5 square miles.

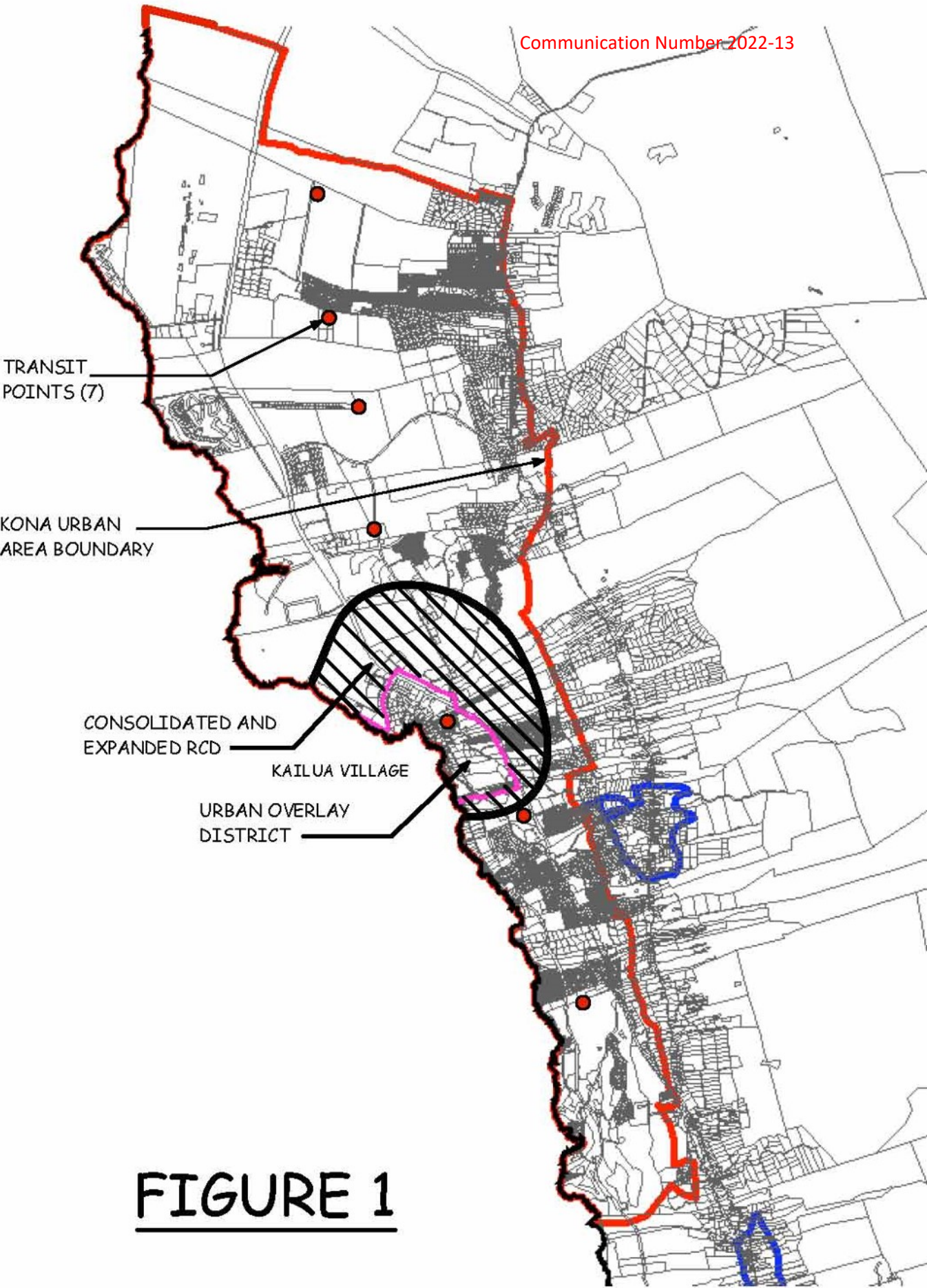


FIGURE 1